

LOC/DME I-ITO	APP CRS	Rwy Idg	9800
110.7	259°	TDZE	38
Chan 44		Apt Elev	38

ILS or LOC RWY 26

HILO INTL (ITO) (PHTO)

DME required. From KENNZ: RNAV 1-GPS required.

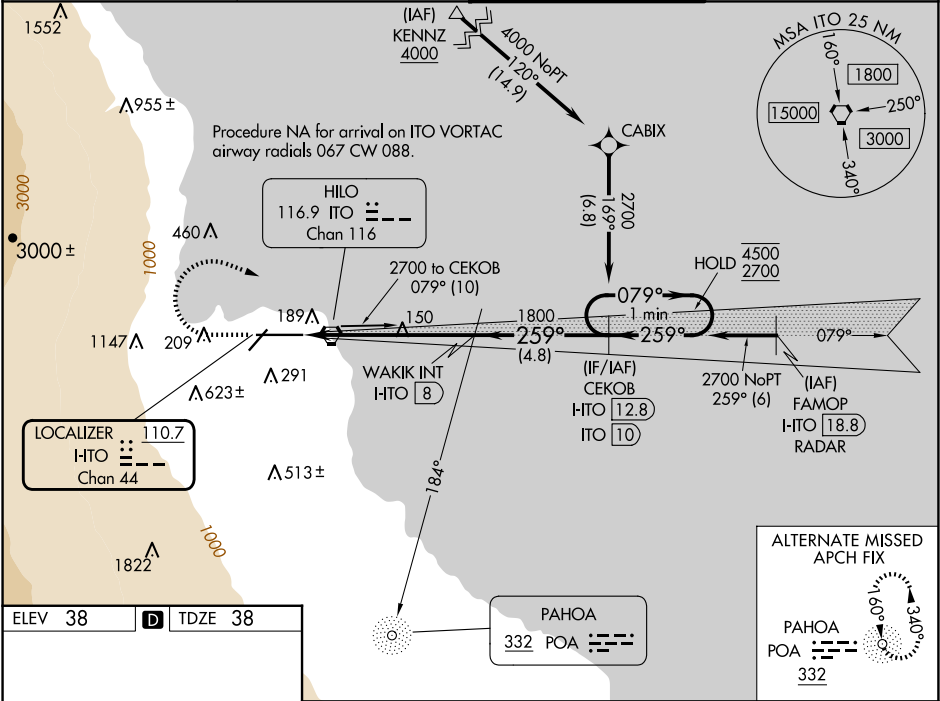
⚠

Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 26 all Cats. For inop ALS, increase S-LOC 26 Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 on heading 100° and on ITO VORTAC R-079 to CEKOB/ITO VORTAC 10 DME and hold, continue climb-in-hold to 3300.

ATIS 126.4	HILO APP CON ★ 119.7 269.2	HILO TOWER ★ 118.1(CTAF) 0 263.1	GND CON 121.9
----------------------	--------------------------------------	--	-------------------------



ELEV 38	D	TDZE 38
---------	---	---------

500

3300

↑

hdg 100°

ITO R-079

CEKOB ITO 10

VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70).

WAKIK INT I-TO 8

CEKOB I-TO 12.8 ITO 10

One Minute Holding Pattern

079° → 4500

← 259° 2700

GS 2.60° TCH 56

1.1 NM 5.1 NM 4.8 NM

CATEGORY	A	B	C	D
S-ILS 26		288-¾	250 (300-¾)	
S-LOC 26		420-¾	382 (400-¾)	
CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2¼ 802 (900-2¼)	1320-3 1282 (1300-3)

REIL Rwy 3

MIRL Rwy 3-21 1

HIRL Rwy 8-26 1

PAC, 07 AUG 2025 to 02 OCT 2025

PAC, 07 AUG 2025 to 02 OCT 2025