

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> HILO INTL	<u>AIRPORT ID</u> PHTO	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 26	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> HILO	<u>STATE</u> HI
<u>AIRPORT ELEVATION</u> 38	<u>TDZE</u> 38	<u>SUPERSEDED</u> RNAV (GPS) RWY 26	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 06/20/2019	<u>MAG VAR</u> 11E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 25 FEBRUARY 2021	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 1985

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
GEBNE		FAMOP		TF	FB	1.00	278.65	13.71	4000
HAKRI		FAMOP		TF	FB	1.00	233.72	14.28	4000
ARBOR		KENNZ		TF	FB	1.00	069.00	5.72	4000
KENNZ	IAF	CABIX		TF	FB	1.00	119.82	14.86	4000
FAMOP	IAF	CEKOB		TF	FB	1.00	259.11	6.00	2700
CABIX		CEKOB		TF	FB	1.00	169.07	6.80	2700
CEKOB	IF	WAKIK		TF	FB	1.00	259.07	4.81	1800
WAKIK	FAF	RW26	MAP	TF	FO	0.30	259.05	6.19	
RW26	MAP	500 MSL		CA			259.05		500
500 MSL		CABIX		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LNAV/VNAV: DA
LNAV: RW26

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 4000 DIRECT CABIX AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT CEKOB					
3. FAC:	259.05	FAF: WAKIK	DIST FAF TO MAP: 6.19	DIST FAF TO THLD: 6.19	
4. MIN ALT:	CEKOB 2700, WAKIK 1800				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	312 HAT: 0.93	GS ANT:
6. MIN GP INCPT:	1800	GP ALT AT FAF :	WAKIK 1800	OM:	MM:IM:
7. GP ANGLE:	2.60	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 55.7	
8. MSA FROM:	RW26 15000				

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA S OF RWY 8-26.
CHART NOTE: RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WAAS VNAV NA.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 15°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GEBNE ON V15 EASTBOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HAKRI ON V22 NORTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ARBOR ON V15-V2-V16 NORTHWEST BOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM AND INCREASE LNAV CAT A/B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART MINIMUM 4000 AT KENNZ.
HOLD N, RT, 169.07 INBOUND.
CHART FAS OBST: 189 TOWER 194345N/1550122W.
CHART VDP AT 1.27 NM TO RW26*
*LNAV ONLY.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C 900-2 1/4, CAT D 1300-3



CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV/VNAV DA	350	3/4	312	350	3/4	312	350	3/4	312	350	3/4	312			
LNAV MDA	460	3/4	422	460	3/4	422	460	3/4	422	460	3/4	422			
CIRCLING	500	1	462	540	1	502	840	2 1/4	802	1320	3	1282			

CHANGES - REASONS

REDUCED ALTITUDE AT ARBOR FROM 4200 MSL TO 4000 MSL - FPT REQUEST.
DELETED FEEDER SEGMENT FROM ARBOR TO CABIX - FPT REQUEST.
ADDED NEW IAF KENNZ - FPT REQUEST.
ADDED NEW FEEDER SEGMENT FROM ARBOR TO KENNZ AND ESTABLISHED ALTITUDE AT KENNZ AT 4000 MSL - FPT REQUEST.
ADDED NEW INITIAL SEGMENT FROM KENNZ TO CABIX - FPT REQUEST.
REPLACED FAF EREBE WITH FAF WAKIK - MATCHING FINAL APPROACH DESIGN TO ILS OR LOC RWY 26 PER IFP REQUEST.
CHANGED LENGTH OF CEKOB INTERMEDIATE SEGMENT FROM 5.64 NM TO 4.81 NM - REPLACED FAF EREBE WITH FAF WAKIK.
CHANGED LENGTH OF FINAL APPROACH SEGMENT FROM 5.36 NM TO 6.19 NM - REPLACED FAF EREBE WITH FAF WAKIK.
CHANGED LINE 3 FAF FROM EREBE TO WAKIK - IAW 8260.19H, PARA 8-6-7.C.(2).
CHANGED LINE 3 DIST FAF TO MAP FROM 5.36 TO 6.19 - IAW 8260.19H, PARA 8-6-7.C.(3).
CHANGED LINE 3 DIST FAF TO THLD FROM 5.36 TO 6.19 - IAW 8260.19H, PARA 8-6-7.C.(4).
CHANGED LINE 4 MIN ALT FROM “CEKOB 2700, EREBE 1800” TO “CEKOB 2700, WAKIK 1800” - IAW 8260.19H, PARA 8-6-7.D.
CHANGED LINE 5 FROM “382 HAT: 1.03” TO “312 HAT: 0.93” - IAW 8260.19H, PARA 8-6-7.E.(3).
CHANGED LINE 6 GP ALT AT FAF FROM EREBE TO WAKIK - IAW 8260.19H, PARA 8-6-7.F.(1).
CHANGED LINE 7 GP ANGLE FROM 3.0 TO 2.60 AND TCH FROM 55.6 TO 55.7 - IAW 8260.19H, PARA 8-6-7.G.
CHANGED NOTE “FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/8 SM, AND LNAV CATS A/B VISIBILITY TO 1SM, AND CAT C/D TO 1 1/8 SM” TO READ “FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM AND INCREASE LNAV CAT A/B VISIBILITY TO 1 SM” - CURRENT OBSTACLES.
CHANGED ADDITIONAL FLIGHT DATA NOTE FROM “CHART VDP AT 1.20 NM TO RW 26” TO “CHART VDP AT 1.27 NM TO RW 26” - IAW 8260.19H, PARA. 8-6-10.N.
CHANGED ALTERNATE MINS FROM “STANDARD - CAT C 900-2 1/2, CAT D 1400-3” TO “STANDARD - CAT C 900-2 1/4, CAT D 1300-3” - PROCEDURE REDESIGN.
DECREASED LNAV/VNAV 420 DA/382 HAT TO 350 DA/312 HAT - PROCEDURE REDESIGN.
INCREASED LNAV 440 DA/402 HAT TO 460 DA/422 HAT - CURRENT OBSTACLES.
CHANGED CAT B CIRCLING FROM 600 CMDA/562 HAA TO 540 CMDA/502 HAA, CAT C CIRCLING FROM 880 CMDA/842 HAA TO 840 CMDA/802 HAA, CAT D CIRCLING FROM 1340 CMDA/1302 HAA TO 1320 CMDA/1282 HAA, AND CAT C CIRCLING VISIBILITY FROM 2 1/2 SM TO 2 1/4 SM - CURRENT OBSTACLES.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZHN, ITO ATCT, ITO APP, AMGR

FLIGHT CHECKED BY

BROC L STARRETT

Digitally signed by
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Nov 30, 2020

OFFICE

FICO

DATE

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