# ILS or LOC RWY 26

HILO INTL (ITO) (PHTO)

| LOC/DME I-ITO | APP CRS | Rwy Ldg | 9803 |
|---|---|---|---|
| 110.7 | 259° | TDZE | 38 |
| Chan 44 | | Apt Elev | 38 |

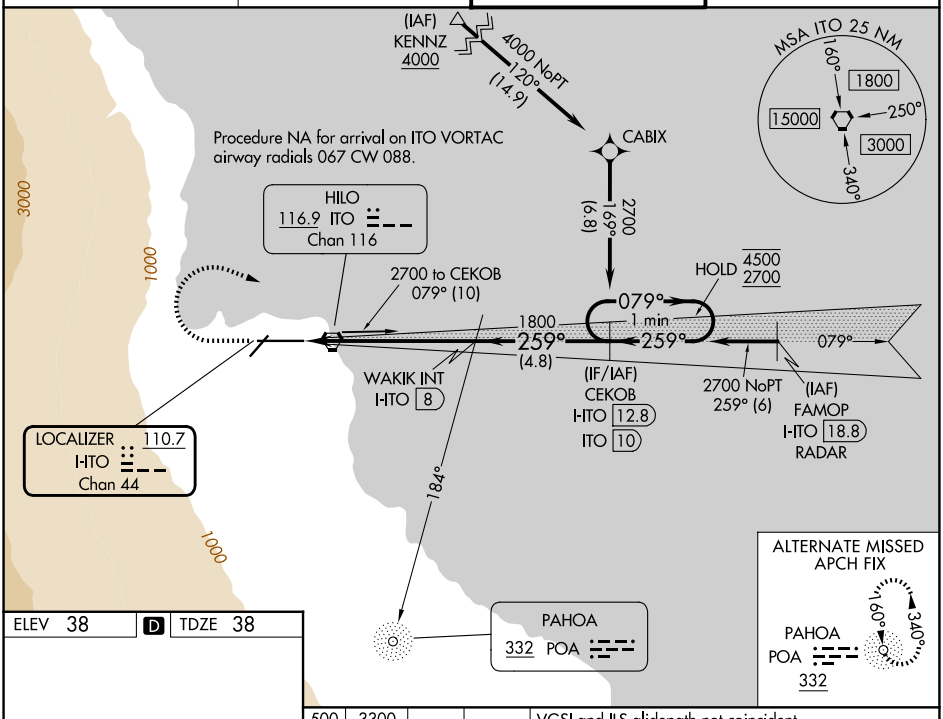
DME required. From KENNZ: RNAV 1-GPS required.

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 1⅛ SM.

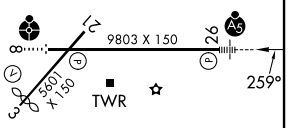
MALSR

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



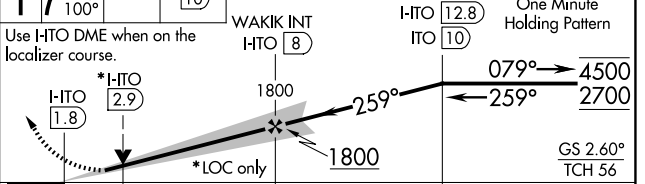

| ELEV 38 | D | TDZE 38 |
|---|---|---|




| 500 | 3300 hdg 100° | ITO R-079 | CEKOB ITO 10 |
|---|---|---|---|

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

Use I-ITO DME when on the localizer course.




| 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 L
HIRL Rwy 8-26 L



PAC, 29 OCT 2026 to 24 DEC 2026
PAC, 29 OCT 2026 to 24 DEC 2026