

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

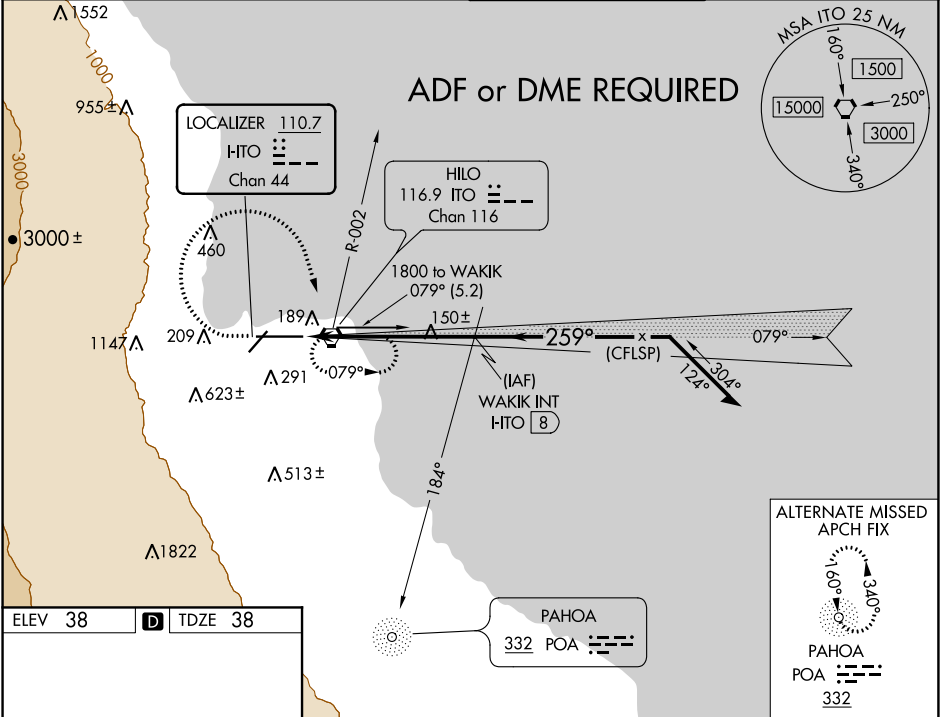
ILS or LOC RWY 26
HILO INTL (ITO) (PHTO)

NA Night landing: Rwy 21 NA. When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. ADF or DME required. Helicopter visibility reduction below 3/4 SM NA. For inoperative MALSR, increase S-ILS 26 all Cats visibility to 3/8, S-LOC 26 Cat A/B visibility to 1 mile, Cat C/D to 1 1/2 mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 on heading 152° and ITO R-002 to ITO VORTAC and hold, continue climb-in-hold to 3300.

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



ELEV 38 **D** TDZE 38

REIL Rwy 3
MIRL Rwy 3-21
HIRL Rwy 8-26

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

500	3300	ITO	ITO	WAKIK INT I-TO [8]	VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70). Remain within 10 NM
↑	hdg 152°	R-002			
*LOC only					
*ITO 1.8					
Use I-TO DME when on the localizer course.					
1.2 NM 5 NM					
CATEGORY	A	B	C	D	
S-ILS 26		288-3/4	250 (300-3/4)		
S-LOC 26		420-3/4	382 (400-3/4)		
CIRCLING	500-1	462 (500-1)	500-1 1/2 462 (500-1 1/2)	700-2 662 (700-2)	