

LOC/DME I-TO	APP CRS	Rwy Ldg	9803
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.

- T** Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ 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 $1\frac{1}{8}$ SM.



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) 263.1	GND CON 121.9
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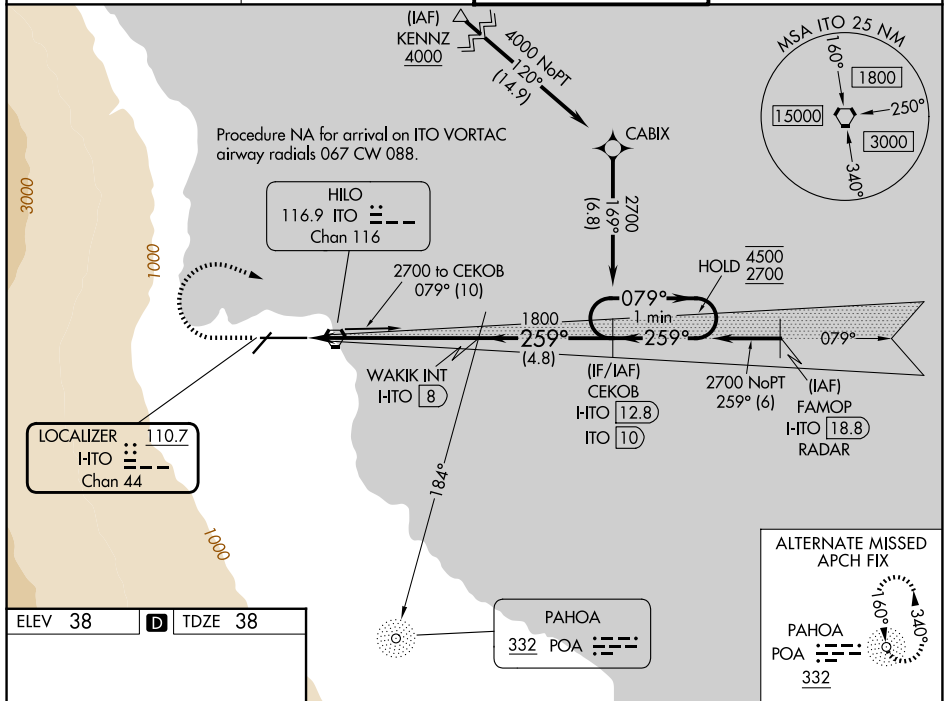


Diagram illustrating the ILS 26 approach for REIL Rwy 3. The diagram shows the approach path, including the final approach fix (FAF) at 3300 feet, the decision height (DH) at 1800 feet, and the runway threshold at 500 feet. The approach is a 2.60° glide path. Key features include the ITO (1.8), I-TO (2.9), and CEKOB (10) points, and the WAKIK INT (H-TO 8). The diagram also shows the 259° heading and the 1.1 NM, 5.1 NM, and 4.8 NM distances. The diagram is labeled "Use I-TO DME when on the localizer course." and "VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70)." The diagram is labeled "One Minute Holding Pattern" and "079°" and "259°".

H|LO, HAWAII

Amdt 14A 17JUN21

19°43'N-155°03'W

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