

LOC/DME I-TWO	APP CRS	Rwy Idg	26L	26R
<b>111.35</b>	<b>258°</b>	TDZE	<b>10200</b>	<b>12197</b>
Chan <b>50 (Y)</b>		Apt Elev	<b>926</b>	<b>932</b>
			<b>944</b>	<b>944</b>

ILS or LOC RWY 26L  
ONTARIO INTL (ONT)

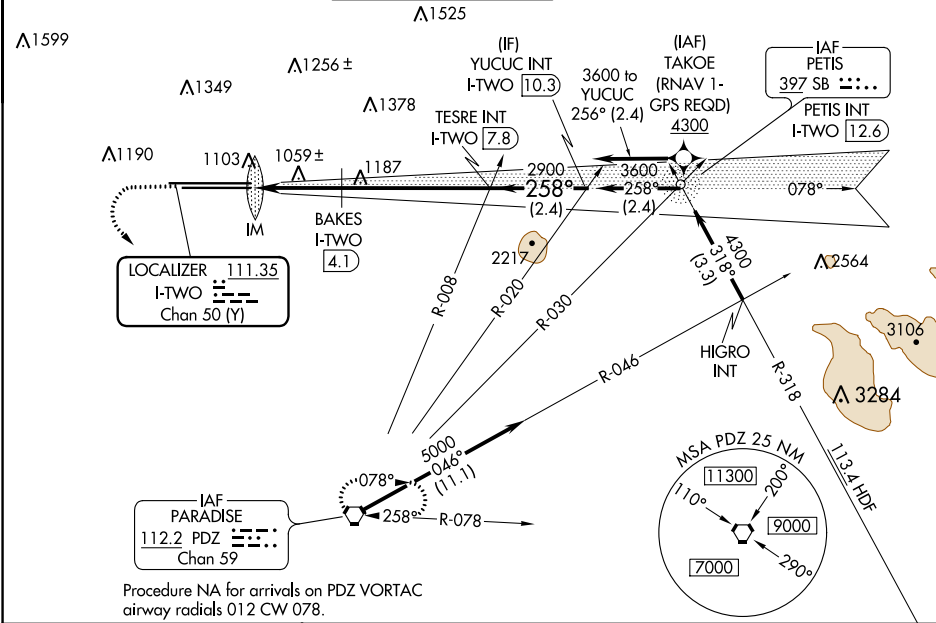
**⚠** Circling NA north of Rwy 8L-26R. Inop table does not apply to Sidestep 26R Cat A. For inop ALS, increase S-LOC Rwy 26L Cat C/D and Sidestep 26R Cat C visibility to 2½ SM, and Sidestep 26R Cat B visibility to 1¼ SM, and BAKES DME minimums S-LOC 26L Cat C/D to RVR 6000.

ALS-2 Rwy 26L

MALSR Rwy 26R

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 4000 direct PDZ VORTAC and hold.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL	CPDLC
<b>124.25</b>	<b>127.0 318.2</b>	<b>120.6 360.775</b>	<b>121.9 257.8</b>	<b>118.1</b>	



ELEV 944

D

TDZE 26L 926

TDZE 26R 932

2200

↑

↙

PDZ

VGSI and ILS glidepath not coincident

(VGSI Angle 3.00/TCH 74).

YUCUC INT

I-TWO 10.3

TESRE INT

I-TWO 7.8

BAKES

I-TWO 4.1

\*I-TWO 2.9

I-TWO 1.8

\*LOC only

IM

1720\*

258°

2900

3600

GS 3.00°

TCH 58

0.1

1 NM

1.2 NM

3.7 NM

2.4 NM

258° 6 NM

from FAF

TWR 1024

TWR 1039

26L

26R

12197 X 150

0280 X 150

TDZ/CL Rwy 8L and 26L

HIRL Rwy 8L-26R and 8R-26L

FAF to MAP 6 NM

Knots

60

90

120

150

180

Min:Sec

6:00

4:00

3:00

2:24

2:00

CIRCLING

1720-1

776 (800-1)

1720-1¼

776 (800-1¼)

1720-2½

776 (800-2½)

S-LOC 26L

1340/24

414 (400-½)

1720-1

776 (800-1)

1720-1¼

776 (800-1¼)

1720-2½

776 (800-2½)

SIDESTEP 26R

1720/55

788 (800-1)

1720-1¾

788 (800-1¾)

1720-2

788 (800-2)

S-LOC 26L

1720/24

794 (800-½)

1720/40

794 (800-¾)

1720-1¾

788 (800-1¾)

794 (800-1¾)

S-ILS 26L

1126/18

200 (200-½)