

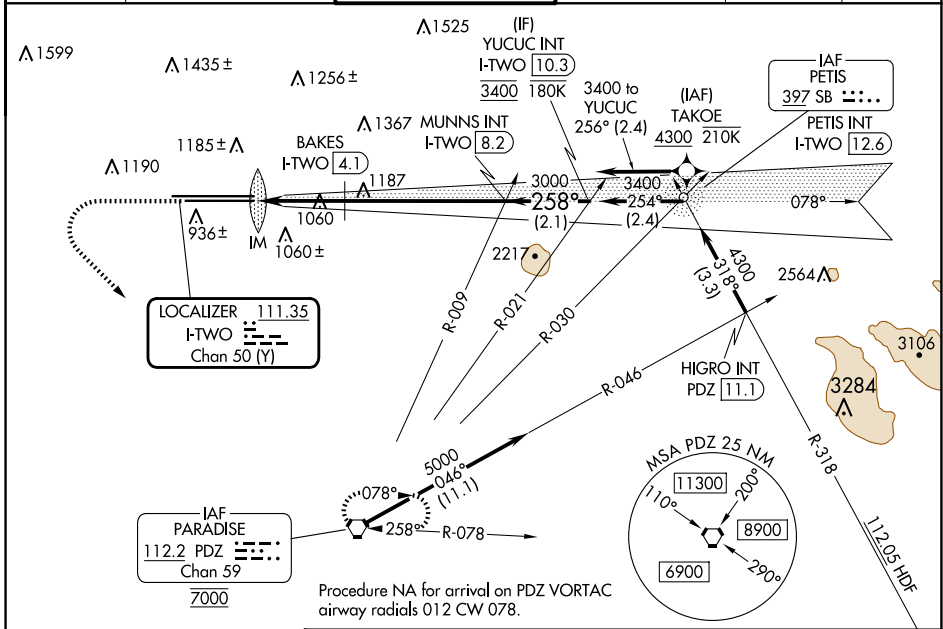
LOC/DME I-TWO 111.35 Chan 50 (Y)	APP CRS 258°	Rwy Idg TDZE Apt Elev	26L 10200 926 944	26R 12197 932 944
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ILS or LOC RWY 26L

ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.		ALSF-2 Rwy 26L	ALSF-2 Rwy 26R	MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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ELEV 944	D TDZE 26L 926 TDZE 26R 932	2800	5400	PDZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	YUCUC INT I-TWO 10.3																																			
TDZ/CL Rws 8L, 26L and 26R HIRL Rws 8L-26R and 8R-26L FAF to MAP 6.3 NM		<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 26L</td> <td colspan="4">1126/18 200 (200-1/2)</td> </tr> <tr> <td>S-LOC 26L</td> <td>1700/24 774 (800-1/2)</td> <td>1700/40 774 (800-3/4)</td> <td>1700-1 3/4 768 (800-1 1/4)</td> <td>1700-2 768 (800-2)</td> </tr> <tr> <td>SIDESTEP 26R</td> <td>1700/55</td> <td>768 (800-1)</td> <td>1700-1 3/4 768 (800-1 1/4)</td> <td>1700-2 768 (800-2)</td> </tr> <tr> <td>C CIRCLING</td> <td>1700-1 756 (800-1)</td> <td>1700-1 1/4 756 (800-1 1/4)</td> <td>1700-2 1/2</td> <td>756 (800-2 1/2)</td> </tr> <tr> <td colspan="5">BAKES FIX MINIMUMS (DME REQUIRED)</td> </tr> <tr> <td>S-LOC 26L</td> <td>1320/24</td> <td>394 (400-1/2)</td> <td>1320/35</td> <td>394 (400-5/8)</td> </tr> </tbody> </table>					CATEGORY	A	B	C	D	S-ILS 26L	1126/18 200 (200-1/2)				S-LOC 26L	1700/24 774 (800-1/2)	1700/40 774 (800-3/4)	1700-1 3/4 768 (800-1 1/4)	1700-2 768 (800-2)	SIDESTEP 26R	1700/55	768 (800-1)	1700-1 3/4 768 (800-1 1/4)	1700-2 768 (800-2)	C CIRCLING	1700-1 756 (800-1)	1700-1 1/4 756 (800-1 1/4)	1700-2 1/2	756 (800-2 1/2)	BAKES FIX MINIMUMS (DME REQUIRED)					S-LOC 26L	1320/24	394 (400-1/2)	1320/35	394 (400-5/8)
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Knots: 60 90 120 150 180 Min:Sec: 6:18 4:12 3:09 2:31 2:06																																									