

LOC/DME I-TOA <u>111.9</u> Chan 56	APP CRS 294°	Rwy Ldg 4461 TDZE 97 Apt Elev 103
--	------------------------	--

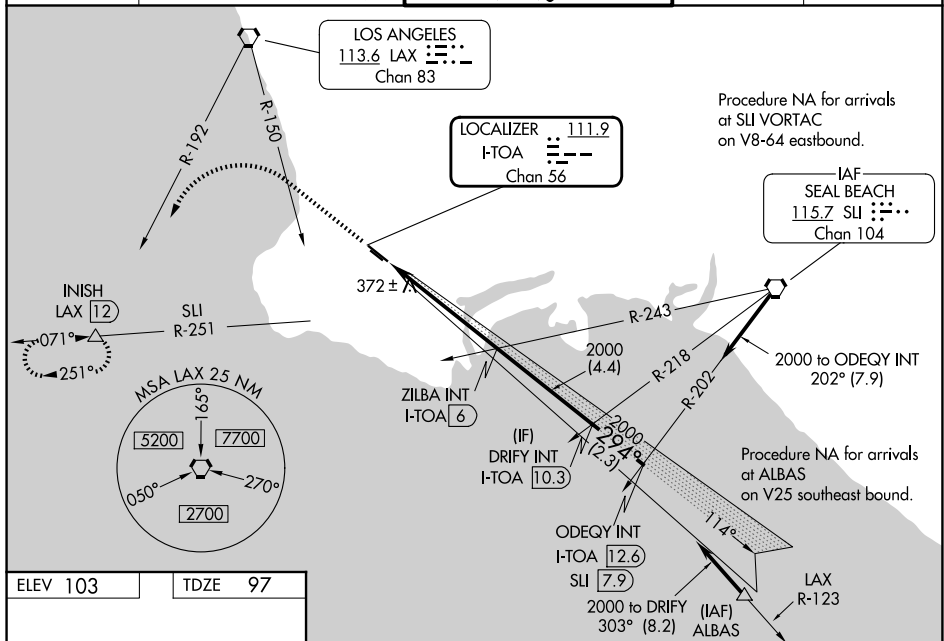
ILS or LOC RWY 29R
ZAMPERINI FLD (TOA)

T Circling NA SW of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all DA to 405 feet and increase all MDA 40 feet; increase S-LOR 29R and Circling Cat C visibility $\frac{1}{2}$ SM. For inop ALS, increase S-LS 29R all Cats visibility to $\frac{3}{4}$ SM. For inop ALS when using Los Angeles Intl altimeter setting increase S-LS 29R all Cats visibility to $\frac{3}{4}$ SM. VDP NA when using Los Angeles altimeter setting.



MISSED APPROACH: Climb to 3000 on heading 294° to cross LAX VORTAC R-150 then climbing left turn on heading 250° and on LAX VORTAC R-192 to INISH INT/LAX 12 DME and hold.

ATIS 125.6	SOCAL APP CON 124.3 363.2 (11L, 11R) 127.2 269.6 (29L, 29R)	TORRANCE TOWER* 133.075 257.8 (N) 124.0 (CTAF) 257.8 (S)	GND CON 120.9	UNICOM 122.95
---------------	---	--	------------------	------------------



REIL Rwy 29L
MRL Rwys 11L-29R and 11R-29L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:08	3:25	2:34	2:03	1:43

3000
↑
hdg 294°

LAX R-150 hdg 250° LAX R-192

INISH △

VGS and ILS glidepath not coincident (VGS Angle 4.00/TCH 11).

*LOC only.

ZILBA INT I-TOA 6

DRIFTY INT I-TOA 10.3

I-TOA 0.8 *I-TOA 2.1

2000 294° 2000

GS 3.40° TCH 52

1.3 3.9 NM 4.4 NM

CATEGORY	A	B	C	D
S-ILS 29R	381-½ 284 (300-½)			NA
S-LOC 29R	640-½ 537 (600-½)	680-1 577 (600-1)	640-1⅛ 543 (600-1⅛)	NA
CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-1⅝ 577 (600-1⅝)	NA