

WAAS CH 56425 W29A	APP CRS 294°	Rwy Ldg TDZE Apt Elev	4461 97 103
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RNAV (GPS) RWY 29R
ZAMPERINI FLD (TOA)

⚠ For uncompensated Baro-VNAV systems, INAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R/29L DME/DME RNP-0.3 NA.

⚠ For inop ALS, increase LPV all Cats visibility to ½ SM. For inop ALS when using Los Angeles Intl altimeter setting, increase LPV all Cats visibility to ½ SM, INAV/VNAV all Cats visibility to 2 SM, and INAV Cat C visibility to 1½ SM. Baro-VNAV and VDP NA when using Los Angeles Intl altimeter setting. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl setting: increase LPV DDA to 391 feet and INAV/VNAV DDA to 763 feet and all MDA 40 feet; increase INAV/VNAV all Cats visibility and INAV Cat C visibility ½ SM.

MALSR



MISSED APPROACH: (Do not exceed 185 KIAS until ZANAN) Climb to 3000 direct ZANAN and on track 221° to INISH and hold, continue climb-in-hold to 3000.

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) 0 257.8 (S)	GND CON 120.9	UNICOM 122.95
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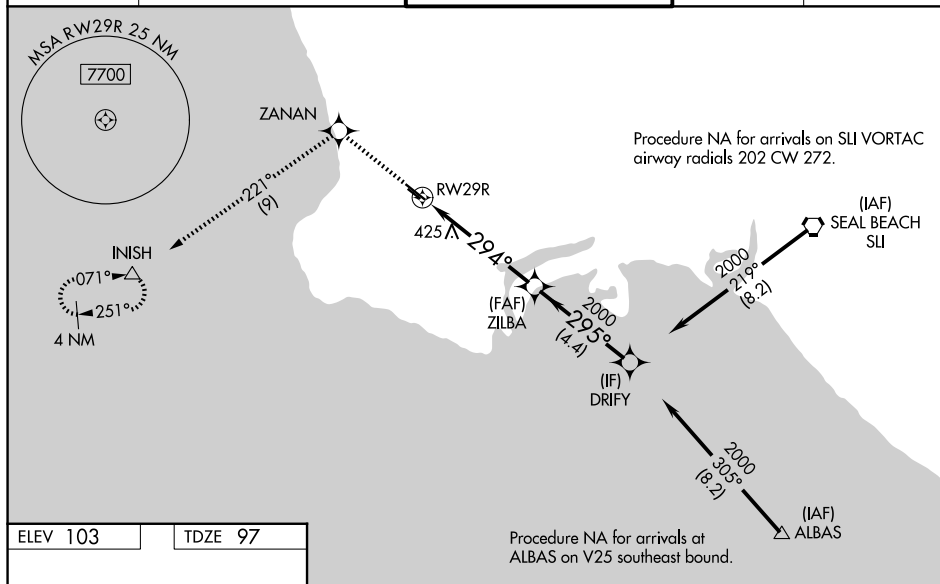


Diagram illustrating the RWY 29R approach procedure, showing the 3D perspective of the runway and the 2D plan view of the approach path.

3D Perspective: The runway is shown with a 0.3% up-slope and a heading of 294°. The approach path is indicated by a dashed line, and the runway is labeled RWY 29R.

2D Plan View: The approach path is shown with a heading of 295° and a distance of 1.3 NM to the runway. The glidepath is indicated by a dashed line, and the VGS and RNAV glidepaths are shown not coincident, with a VGS Angle of 4.00/TCH 11.

Approach Minima Table:

CATEGORY	A	B	C	D
LPV DA	367-1/2	270 (300-1/2)		NA
LNAV/VNAV DA	739-1/2	642 (700-1/2)		NA
LNAV MDA	680-1/2	583 (600-1/2)	680-1 1/4 583 (600-1 1/4)	NA
CIRCLING	680-1	577 (600-1)	680-1 3/4 577 (600-1 3/4)	NA