

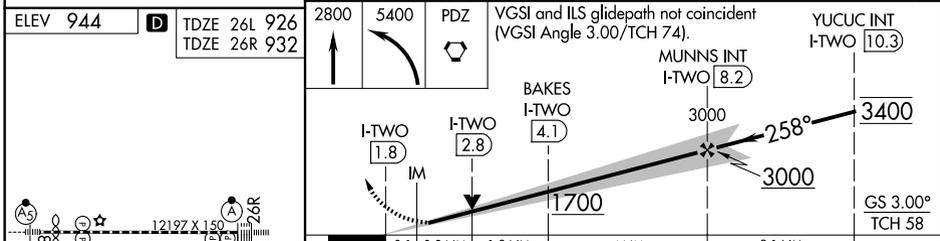
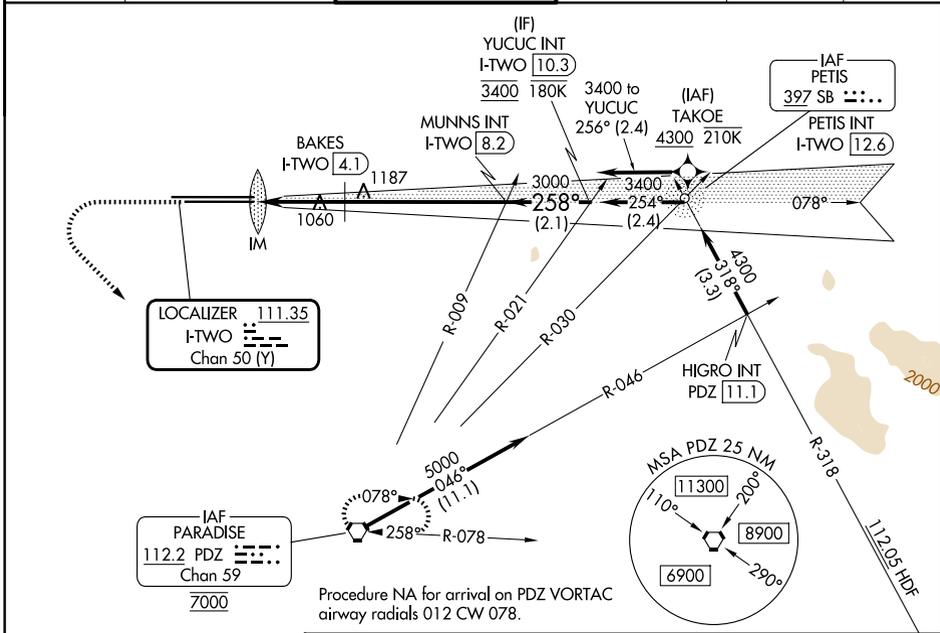
LOC/DME I-TWO 111.35 Chan 50 (Y)	APP CRS 258°	Rwy Ldg 26L 10200 26R 12197	TDZE 926 932	Apt Elev 944 944
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ILS or LOC RWY 26L

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.
Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 26L Cat C and D visibility to 2½ SM.			

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 Rwy 8L, 26L and 26R HIRL Rwy 8L-26R and 8R-26L		BAKES FIX MINIMUMS (DME REQUIRED)																																			
FAF to MAP 6.3 NM		<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-ILS 26L</td> <td colspan="4">1126/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 26L</td> <td>1700/24 774 (800-½)</td> <td>1700/40 774 (800-¾)</td> <td>1700-1¾ 768 (800-1¾)</td> <td>1700-2 768 (800-2)</td> </tr> <tr> <td>SIDESTEP 26R</td> <td>1700/55</td> <td>768 (800-1)</td> <td>1700-1¾ 768 (800-1¾)</td> <td>1700-2 768 (800-2)</td> </tr> <tr> <td>CIRCLING</td> <td>1700-1 756 (800-1)</td> <td>1700-1¼ 756 (800-1¼)</td> <td>1700-2½</td> <td>756 (800-2½)</td> </tr> <tr> <td>S-LOC 26L</td> <td>1320/24</td> <td>394 (400-½)</td> <td>1320/35</td> <td>394 (400-¾)</td> </tr> </table>						CATEGORY	A	B	C	D	S-ILS 26L	1126/18 200 (200-½)				S-LOC 26L	1700/24 774 (800-½)	1700/40 774 (800-¾)	1700-1¾ 768 (800-1¾)	1700-2 768 (800-2)	SIDESTEP 26R	1700/55	768 (800-1)	1700-1¾ 768 (800-1¾)	1700-2 768 (800-2)	CIRCLING	1700-1 756 (800-1)	1700-1¼ 756 (800-1¼)	1700-2½	756 (800-2½)	S-LOC 26L	1320/24	394 (400-½)	1320/35	394 (400-¾)
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SW-3, 19 MAR 2026 to 16 APR 2026

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