


WAAS CH <b>45807</b> <b>W08B</b>	APP CRS <b>078°</b>	Rwy Ldg <b>11200</b> TDZE <b>944</b> Apt Elev <b>944</b>
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# RNAV (GPS) Y RWY 8L

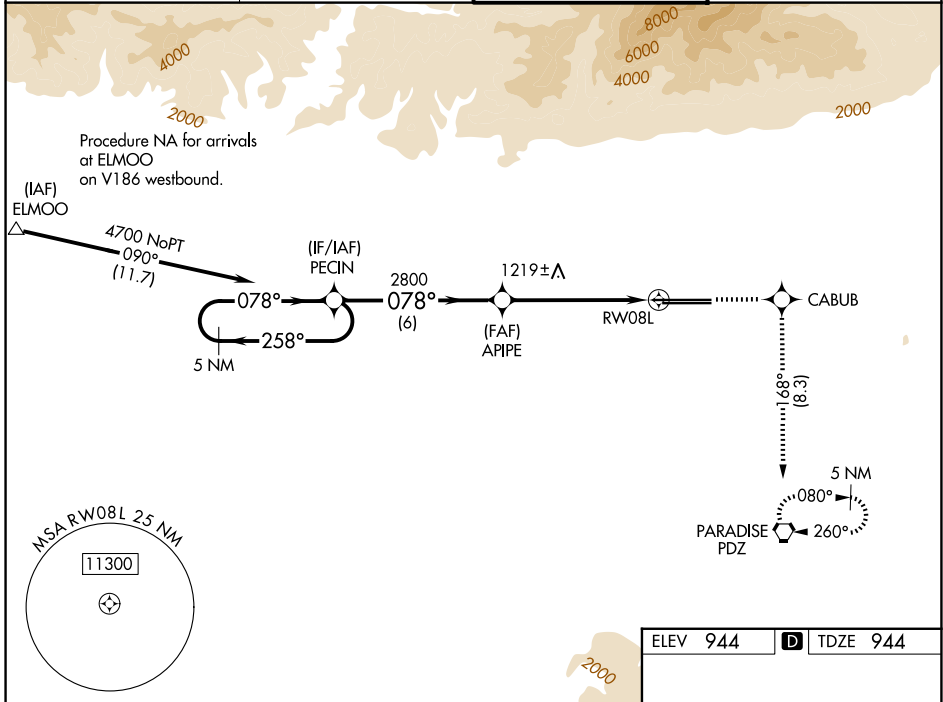
ONTARIO INTL (ONT)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling NA north of Rwy 8L-26R.  
DME/DME RNP -0.3 NA. For inoperative MALSR increase LPV visibility all Cats to RVR 6000.

MALSR 

MISSED APPROACH: Climb to 4400 direct CABUB and on track 168° to PDZ VORTAC and hold, continue climb-in-hold to 4700.

D-ATIS <b>124.25</b>	SOCAL APP CON <b>127.0 318.2</b>	ONTARIO TOWER <b>120.6 360.775</b>	GND CON <b>121.9 257.8</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 62).

5 NM Holding Pattern

PECIN

4700 ← 258°

078° →

GP 3.00° TCH 45

2800

APIPE

2800

\*1.5 NM to RWY 8L

RWY 8L

\*LNAV only.

6 NM

4.1 NM

1.5

CATEGORY	A	B	C	D
LPV DA		1266/30	322 (400-5/8)	
LNAV/VNAV DA		1520-1½	576 (600-1½)	
LNAV MDA	1480/24	536 (600-½)	1480/55	536 (600-1)
CIRCLING	1480-1	536 (600-1)	1540-1½	1600-2
			596 (600-1½)	656 (700-2)

ELEV 944	<b>D</b>	TDZE 944
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4400 CABUB 168° tr PDZ

1219Z X 150

10200 X 150

TWR

2011 MSL

SW-3, 11 JUN 2026 to 09 JUL 2026

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TDZL/RCLS Rwy 8L, 26L and 26R  
HIRL Rwy 8L-26R and 8R-26L