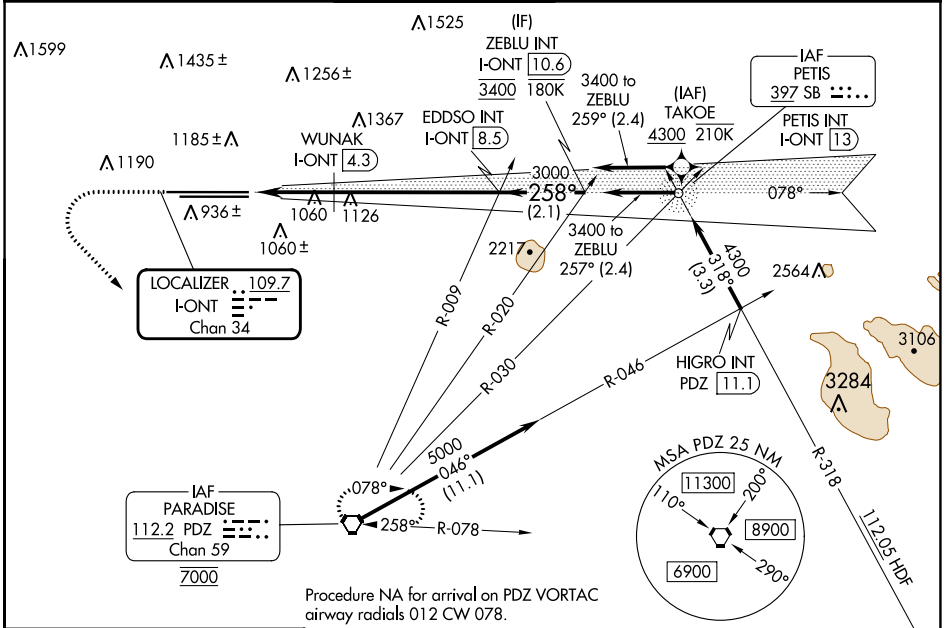


LOC/DME I-ONT 109.7 Chan 34	APP CRS 258°	Rwy Idg TDZE Apt Elev	26R 12197 932 944	26L 10200 926 944
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ILS or LOC RWY 26R

ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.		ALSF-2 Rwy 26R	ALSF-2 Rwy 26L	MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.	
<p>Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 26R Cat C and D visibility to 2 SM.</p>					
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



ELEV 944	D TDZE 26R 932 TDZE 26L 926	2800	5400	PDZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	ZEBLU INT I-ONT [10.6]																																			
TDZ/CL Rwys 8L, 26L and 26R HIRL Rwys 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 26R</td> <td colspan="4">1132/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 26R</td> <td>1680/24 748 (800-½)</td> <td>1680/40 748 (800-¾)</td> <td>1680-1¾ 754 (800-1¾)</td> <td>1680-2 754 (800-2)</td> </tr> <tr> <td>SIDESTEP 26L</td> <td>1680/55</td> <td>754 (800-1)</td> <td>1680-1¾ 754 (800-1¾)</td> <td>1680-2 754 (800-2)</td> </tr> <tr> <td>C CIRCLING</td> <td>1680-1 736 (800-1)</td> <td>1680-1¼ 736 (800-1¼)</td> <td>1680-2¼ 736 (800-2¼)</td> <td>1680-2½ 736 (800-2½)</td> </tr> <tr> <td colspan="5">WUNAK FIX MINIMUMS (DME REQUIRED)</td> </tr> <tr> <td>S-LOC 26R</td> <td>1320/24</td> <td>388 (400-½)</td> <td>1320/35</td> <td>388 (400-⅝)</td> </tr> </tbody> </table>					CATEGORY	A	B	C	D	S-ILS 26R	1132/18 200 (200-½)				S-LOC 26R	1680/24 748 (800-½)	1680/40 748 (800-¾)	1680-1¾ 754 (800-1¾)	1680-2 754 (800-2)	SIDESTEP 26L	1680/55	754 (800-1)	1680-1¾ 754 (800-1¾)	1680-2 754 (800-2)	C CIRCLING	1680-1 736 (800-1)	1680-1¼ 736 (800-1¼)	1680-2¼ 736 (800-2¼)	1680-2½ 736 (800-2½)	WUNAK FIX MINIMUMS (DME REQUIRED)					S-LOC 26R	1320/24	388 (400-½)	1320/35	388 (400-⅝)
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