

WAAS CH 70624 W26A	APP CRS 259°	Rwy Idg TDZE Apt Elev	4151 1005 1014
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RNAV (GPS) RWY 26L

BRACKETT FLD (POC)

RNP APCH.

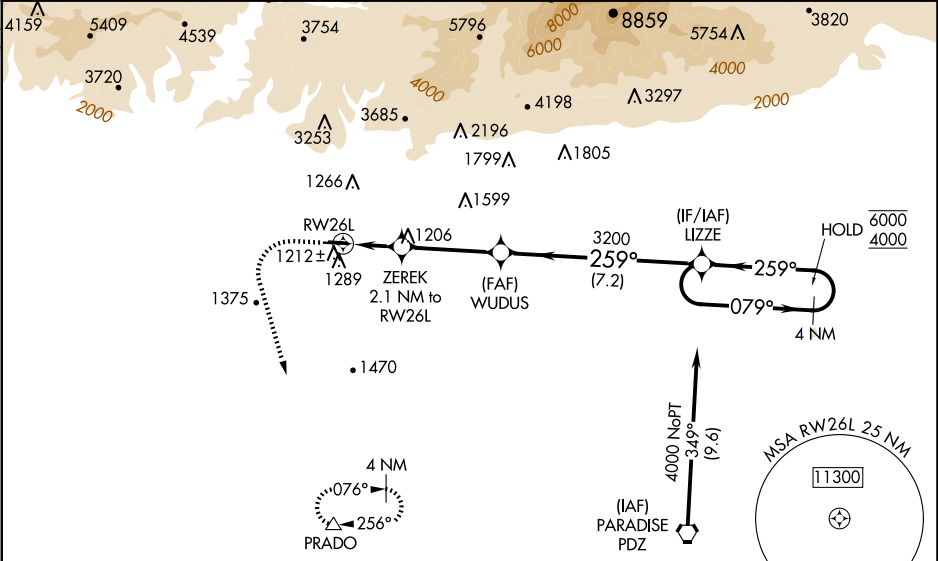
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Baro-VNAV and VDP NA when using Ontario altimeter setting. Rwy 26L helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM. Circling NA for Cat C north of Rwy 8L-26R. Circling to Rwy 8L NA at night. When Circling to Rwy 8R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
Climb to 2100 then climbing left turn to 4000 direct PRADO and hold.

ATIS 124.4	SOCAL APP CON 125.5 349.0	BRACKETT TOWER★ RWY 8R/26L 118.2 (CTAF)	RWY 8L/26R 133.3	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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ELEV 1014	TDZE 1005
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Procedure NA for arrivals on PDZ VORTAC
airway radials 278 CW 078.

2100

4000

PRADO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.76/TCH 18).

4 NM

Holding Pattern

TWR 1064

1.0% UP

3661 X 75

26R

259°

0.9% UP

4840 X 75

26L

1161

*LNAV only

ZERK 2.1 NM to RWY 26L

RWY 26L

*1.2 NM to RWY 26L

1840*

3200

259°

079°

6000

4000

GP 3.56°

TCH 58

CATEGORY	A	B	C	D
LPV DA	1305- $\frac{7}{8}$	300 (300- $\frac{7}{8}$)		NA
LNAV/VNAV DA	1444-1 $\frac{1}{4}$	439 (500-1 $\frac{1}{4}$)		NA
LNAV MDA	1500-1	495 (500-1)	1500-1 $\frac{3}{8}$ 495 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1680-1	666 (700-1)	1760-2 $\frac{1}{4}$ 746 (800-2 $\frac{1}{4}$)	NA