

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

BRACKETT FLD (POC)

RNP APCH.

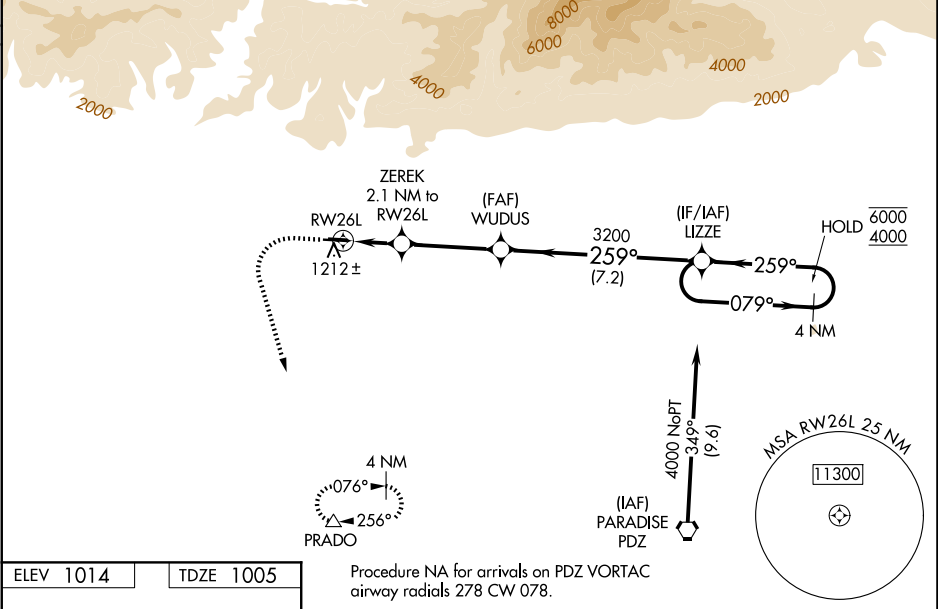
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Baro-VNAV and VDP NA when using Ontario altimeter setting. Rwy 26L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ⅓ 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.

D-ATIS 124.4	SOCAL APP CON 125.5 349.0	BRACKETT TOWER★ 118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	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).

LIZZE

4 NM Holding Pattern

*LNAV only

ZERЕК 2.1 NM to RW26L

3200

259°

079°

6000

4000

GP 3.56°

TCH 58

1.2 NM

0.9 NM

3.6 NM

7.2 NM

WUDUS

3200

259°

3200

1840*

1.2 NM

0.9 NM

3.6 NM

7.2 NM

TWR

1.0% UP

3661 X 75

259°

0.9% UP

4840 X 75

26L

26R

REIL Rwy 8R and 26L

MIRL Rwy 8R-26L

CATEGORY	A	B	C	D
LPV DA	1305-7⁄8	300 (300-7⁄8)		NA
LNAV/VNAV DA	1444-1¼	439 (500-1¼)		NA
LNAV MDA	1500-1	495 (500-1)	1500-1⅓ 495 (500-1⅓)	NA
CIRCLING	1680-1	666 (700-1)	1760-2¼ 746 (800-2¼)	NA