

WAAS
CH **70624**
W26A

APP CRS
259°

Rwy Idg
TDZE **1005**
Apt Elev **1014**

RNAV (GPS) RWY 26L

BRACKETT FLD (POC)

RNP APCH.

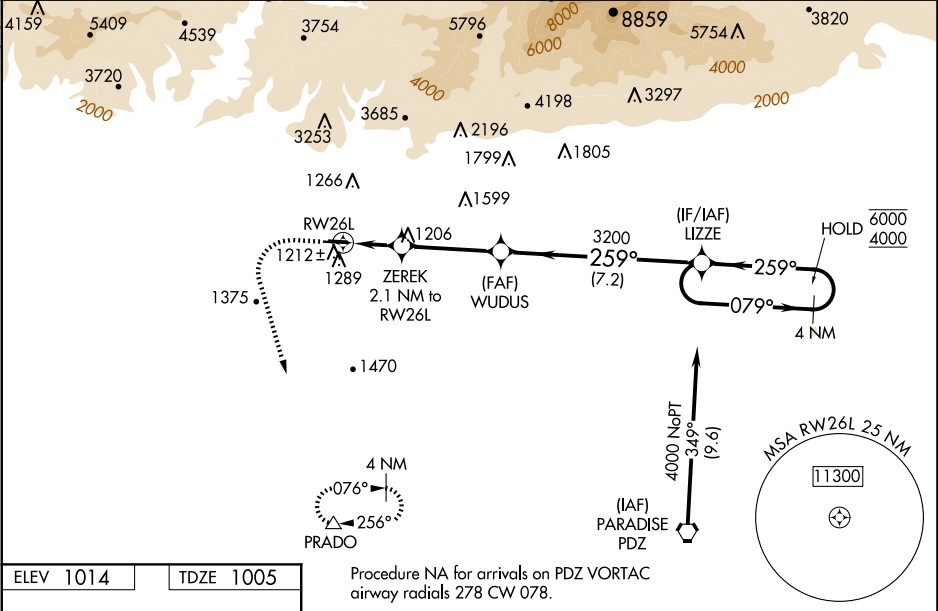
▼

⚠

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 ½ 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
----------------------	-------------------------------------	--	-------------------------	----------------------------	-------------------------



ELEV 1014	TDZE 1005
-----------	-----------

2100

4000

PRADO

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

4 NM Holding Pattern

LIZZE

WUDUS

ZERK 2.1 NM to RWY 26L

*LNAV only

RWY 26L

1.2 NM to RWY 26L

0.9 NM

3.6 NM

7.2 NM

1840*

3200

259°

079°

6000

4000

GP 3.56° TCH 58

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)	1500-1¾ 495 (500-1¾)	NA
CIRCLING	1680-1	666 (700-1)	1760-2¼ 746 (800-2¼)	NA

REIL Rwy 8R and 26L
MIRL Rwy 8R-26L

TWR 1064

3661 X 75

4840 X 75

261

259°

1161