

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-TOA | APP CRS | Rwy Ldg  | 4461 |
| 111.9         | 294°    | TDZE     | 97   |
| Chan 56       |         | Apt Elev | 103  |

ILS or LOC RWY 29R

ZAMPERINI FLD (TOA)

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⚠

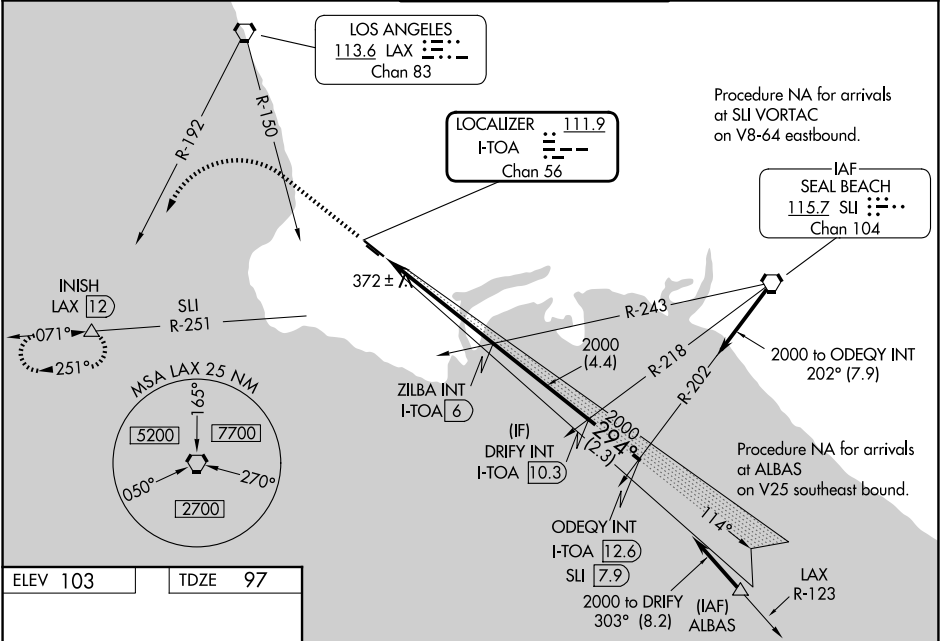
Circling NA SW of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all DA to 405 feet and increase all MDA 40 feet; increase S-LOC 29R and Circling Cat C visibility ½ SM. For inop ALS, increase S-ILS 29R all Cats visibility to ¾ SM. For inop ALS when using Los Angeles Intl altimeter setting increase S-ILS 29R all Cats visibility to ¾ SM. VDP NA when using Los Angeles altimeter setting.

MALSR

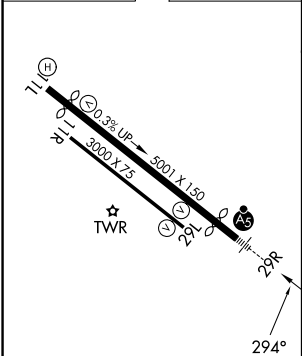
MISSED APPROACH:

Climb to 3000 on heading 294° to cross LAX VORTAC R-150 then climbing left turn on heading 250° and on LAX VORTAC R-192 to INISH INT/ LAX 12 DME and hold.

|               |                                                                   |                                                                  |                  |                  |
|---------------|-------------------------------------------------------------------|------------------------------------------------------------------|------------------|------------------|
| ATIS<br>125.6 | SOCAL APP CON<br>124.3 363.2 (11L, 11R)<br>127.2 269.6 (29L, 29R) | TORRANCE TOWER*<br>133.075 257.8 (N)<br>124.0 (CTAF) 0 257.8 (S) | GND CON<br>120.9 | UNICOM<br>122.95 |
|---------------|-------------------------------------------------------------------|------------------------------------------------------------------|------------------|------------------|



|          |         |
|----------|---------|
| ELEV 103 | TDZE 97 |
|----------|---------|



|                              |      |      |      |      |      |
|------------------------------|------|------|------|------|------|
| REIL Rwy 29L                 |      |      |      |      |      |
| MIRL Rwy 11L-29R and 11R-29L |      |      |      |      |      |
| FAF to MAP 5.1 NM            |      |      |      |      |      |
| Knots                        | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                      | 5:08 | 3:25 | 2:34 | 2:03 | 1:43 |

|                                                                                                                          |                      |                      |                        |
|--------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|------------------------|
| 3000<br>hdg 294°<br>LAX R-150<br>LAX R-192<br>INISH △<br>VGSI and ILS glidepath not coincident (VGSI Angle 4.00/TCH 11). |                      |                      |                        |
| *LOC only.                                                                                                               |                      |                      |                        |
| ZILBA INT I-TOA 6<br>DRIFY INT I-TOA 10.3                                                                                |                      |                      |                        |
| I-TOA 0.8<br>*I-TOA 2.1<br>2000<br>294°<br>2000<br>GS 3.40°<br>TCH 52                                                    |                      |                      |                        |
| CATEGORY                                                                                                                 | A                    | B                    | C                      |
| S-ILS 29R                                                                                                                | 381-½                | 284 (300-½)          | NA                     |
| S-LOC 29R                                                                                                                | 640-½                | 543 (600-½)          | 640-1½<br>543 (600-1½) |
| CIRCLING                                                                                                                 | 640-1<br>537 (600-1) | 680-1<br>577 (600-1) | 680-1½<br>577 (600-1½) |