

LOC I-AOD <b>109.7</b>	APP CRS <b>078°</b>	Rwy Ldg	8L	8R
		TDZE	<b>11200</b>	<b>10200</b>
		Apt Elev	<b>944</b>	<b>936</b>

# ILS or LOC RWY 8L

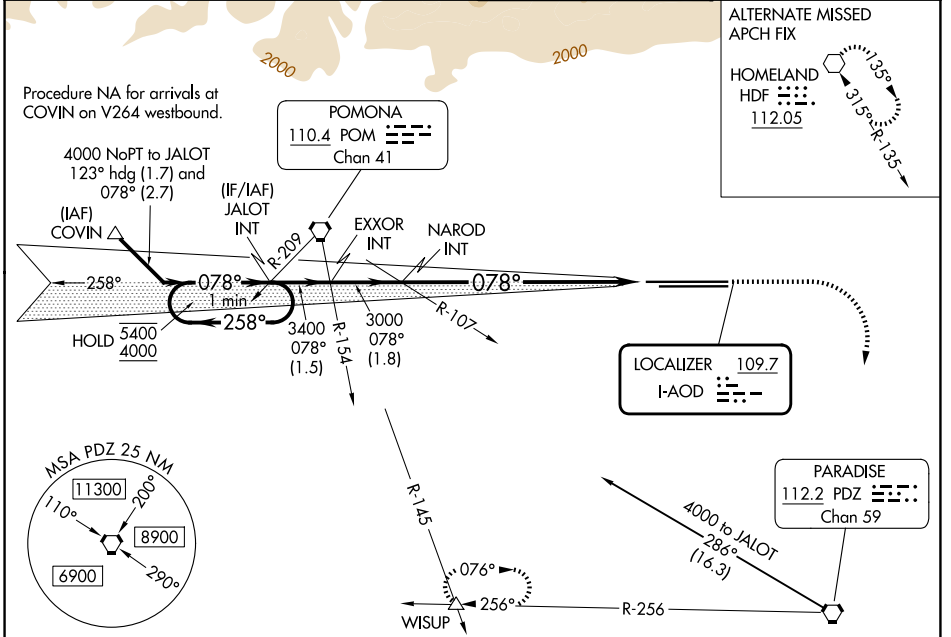
ONTARIO INTL (ONT)

**▼** Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 8L Cats C and D visibility to 1½ SM.  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR Rwy 8L

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct PDZ VORTAC and on PDZ VORTAC R-256 to WISUP INT and hold.

D-ATIS <b>124.25</b>	SOCAL APP CON <b>127.0 318.2</b>	ONTARIO TOWER <b>120.6 360.775</b>	GND CON <b>121.9 257.8</b>
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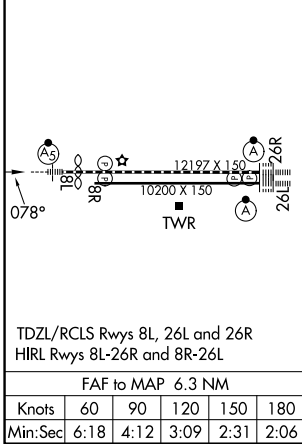
ALTERNATE MISSED APCH FIX

HOMELAND HDF **112.05**

135° R 135°

ELEV <b>944</b>	<b>D</b> TDZE 8L <b>944</b>
	TDZE 8R <b>936</b>

Procedure NA for arrival on PDZ VORTAC airway radials 238 CW 292.



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62). One Minute Holding Pattern	JALOT INT	EXXOR INT	NAROD INT	WISUP
5400 ← 258° 4000 → 078°	3000 3400	3000	2200 4000 PDZ	PDZ R-256 WISUP
GS 3.00° TCH 45	1.5 NM	1.8 NM	6.3 NM	
CATEGORY	A	B	C	D
S-ILS 8L*	1144/24		200 (200-½)	
S-LOC 8L	1460/24	516 (600-½)	1460/55	516 (600-1)
SIDESTEP 8R	1460/55	524 (600-1)	1460-1½ 524 (600-1½)	1460-2 524 (600-2)
CIRCLING	1460-1	516 (600-1)	1540-1½ 596 (600-1½)	1600-2 656 (700-2)

TDZL/RCLS Rwy 8L, 26L and 26R  
HIRL Rwy 8L-26R and 8R-26L

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SW-3, 11 JUN 2026 to 09 JUL 2026

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