

LOC I-POC <u>110.5</u>	APP CRS 259°	Rwy Ldg 4151 TDZE 1005 Apt Elev 1014
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ILS RWY 26L
BRACKETT FLD (POC)

T Rwy 26L helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A When local altimeter setting not received, use Ontario Intl altimeter setting and increase DA to 1364.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 -- POM VORTAC R 144.1 -- PRADO INT/POM 0.3 DME

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	UNICOM 122.95
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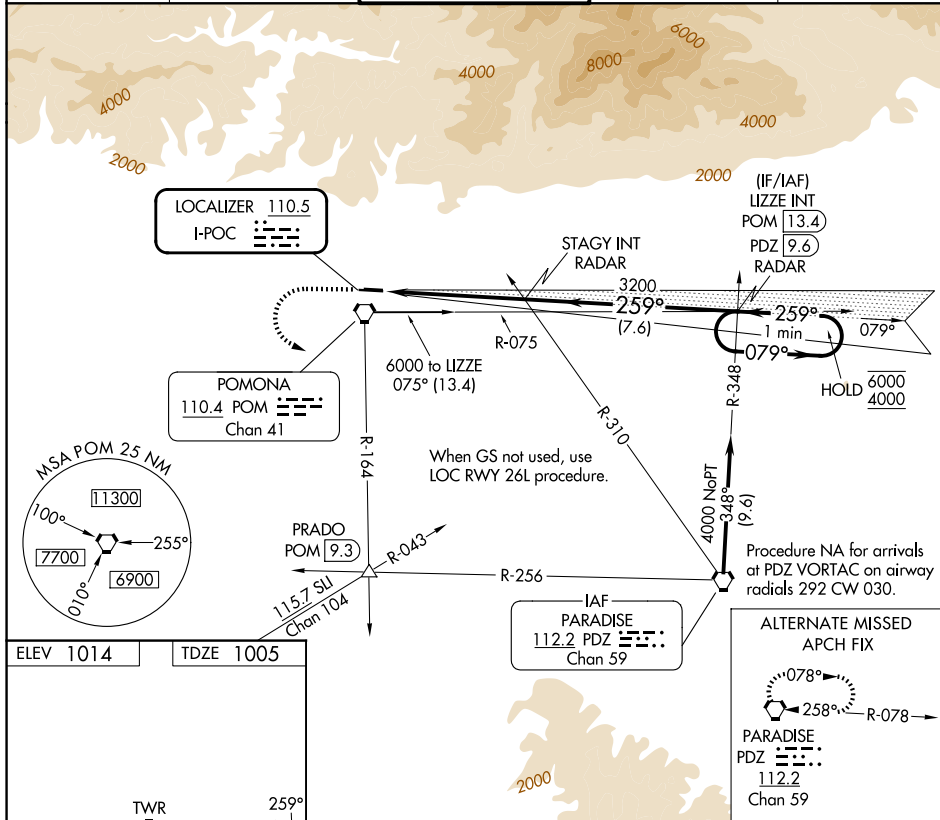


Figure 1 illustrates a 3D visualization of a glidepath. The diagram shows a runway with a glidepath defined by points 2100, 4000, and 3200. The glidepath angle is 3.76 degrees. The diagram also shows the PRADO and LIZZE INT PDZ (9.6) radar stations. The glidepath is labeled "VGS1 and ILS glidepath not coincident (VGS1 Angle 3.76/TCH 18)". The diagram includes a table with columns for CATEGORY, A, B, C, and D, and rows for S-ILS 26L, 1332-1, 327 (400-1), and NA.

CATEGORY	A	B	C	D
S-ILS 26L	1332-1	327 (400-1)		
				NA

SW-3, 01 OCT 2026 to 29 OCT 2026