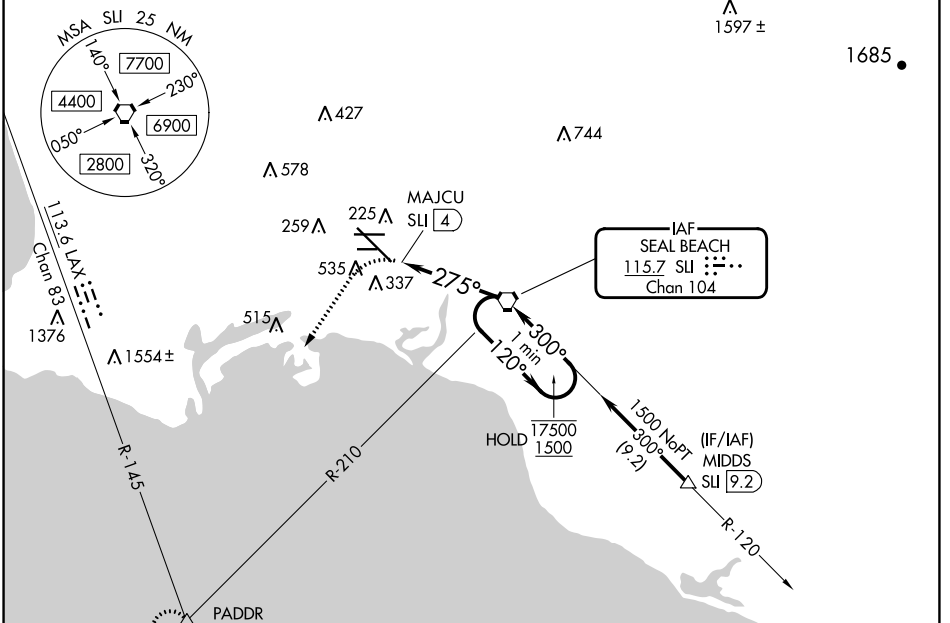


| | | | |
|--|------------------------|---|-------------|
| VORTAC SU 115.7 Chan 104 | APP CRS 275° | Rwy ldg TDZE 38 Apt Elev 60 | 7414 |
|--|------------------------|---|-------------|

VOR or TACAN RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

| | | | | |
|---|-------------------------------|--|---|---------------------------------------|
| <p>▽ Rwy 30 helicopter visibility reduction below RVR 4000 NA. △ Inop table does not apply.</p> | <p>MALSR</p> | | <p>MISSED APPROACH: Climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.</p> | |
| | <p>ATIS 127.75</p> | <p>SOCAL APP CON 125.35 316.125</p> | <p>LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)</p> | <p>GND CON 133.0 257.6</p> |
| | | | | <p>UNICOM 122.95</p> |



SW-3, 28 NOV 2024 to 26 DEC 2024

SW-3, 28 NOV 2024 to 26 DEC 2024

| | |
|---|--------------------------------------|
| ELEV 60 | D TDZE 38 |
| | |
| <p>3000 LAX R-145 PADDR △</p> <p>hdg 200°</p> <p>VGSI and descent angles not coincident SU (VGSI Angle 3.00/TCH 64)</p> <p>VORTAC</p> <p>One Minute Holding Pattern</p> <p>120° → 17500 ← 300° 1500</p> <p>MAJCU SU 4 SU 3.2</p> <p>275°</p> <p>≤ 2.83° TCH 55</p> <p>0.8 NM 0.8 NM 3.2 NM</p> | |
| CATEGORY | A B C D |
| S-30 | 600/55 562 (600-1) 600-1 562 (600-1) |
| C CIRCLING | 840-1 780 (800-1) 840-2 780 (800-2) |
| <p>TDZ/CL Rwy 30 HIRL Rwy 12-30 HIRL Rwy 8R-26L MIRL Rwy 8L-26R REIL Rws 8R, 12, 26L, and 26R</p> <p>FAF to MAP 4 NM</p> <p>Knots 60 90 120 150 180 Min:Sec 4:00 2:40 2:00 1:36 1:20</p> | |