

WAAS
CH **56200**
W28A

APP CRS
277°

Rwy Ldg
TDZE
Apt Elev
9020
197
232

RNAV (GPS) RWY 28

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

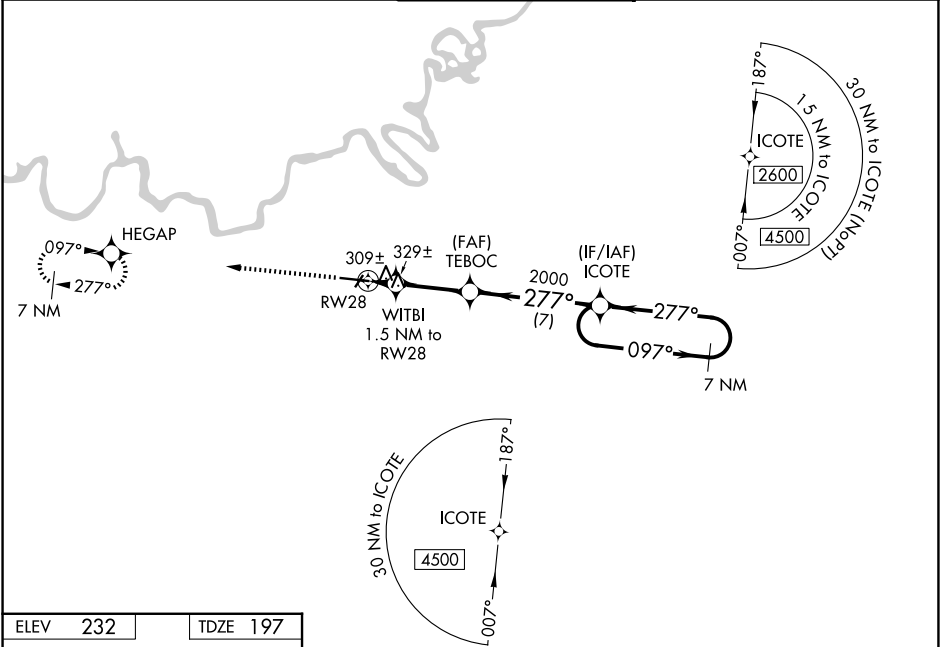
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For inop MALSR, increase LPV Cat E visibility to ¾ mile; increase LNAV/VNAV Cat E visibility to 1 ¾ mile; increase LNAV Cat E visibility to 1 ½ mile. Circling for Cat E NA north of Rwy 10-28.

MALSR

MISSED APPROACH:
Climb to 3100 direct
HEGAP and hold.

ATIS 120.675	MONTGOMERY APP CON★ 124.0 363.025	DANNELLY TOWER★ 119.7 (CTAF) 360.85	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 232

TDZE 197

The diagram shows the flight path from HEGAP to RWY 28. It includes the 3100 ft HEGAP, the 2600 ft holding pattern, the 2000 ft holding pattern, and the final approach segment to RWY 28. The chart also shows the 30 NM to ICOTE holding pattern and the 1.5 NM to ICOTE holding pattern. The final approach segment is on a heading of 277° for 7 NM to RWY 28.

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

3100 ↑		HEGAP 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		7 NM Holding Pattern		
		WITBI 1.5 NM to RW28		TEBOC 2000		ICOTE		
		1 NM to RW28		277°		097° ←277°		
		720		2000		2600		
		GP 3.00° TCH 56						
1 NM		0.5		4 NM		7 NM		
CATEGORY	A		B		C		D	E
LPV	DA	397-½		200 (200-½)				
LNAV/ VNAV	DA	606-⅞		409 (400-⅞)				
LNAV	MDA	580-½	383 (400-½)		580-⅝		383 (400-⅝)	
CIRCLING		700-1	468 (500-1)		800-1½ 568 (600-1½)	860-2 628 (700-2)	860-2¼ 628 (700-2¼)	