

|                                 |                        |                             |                                       |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC FLGB<br><b><u>110.3</u></b> | APP CRS<br><b>301°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>7414</b><br><b>38</b><br><b>60</b> |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|

## ILS or LOC RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

From EZKEL: RNAV 1-GPS required.

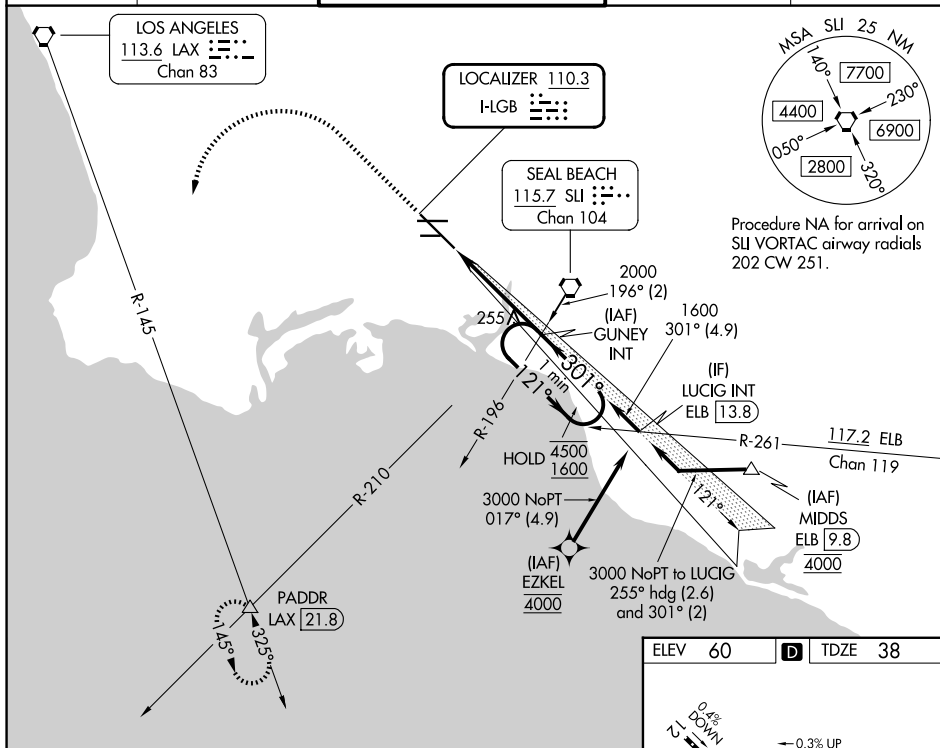
**T** For inop ALS, increase S-LOC 30 Cats C/D visibility  
**A** to 1 $\frac{3}{8}$  SM.

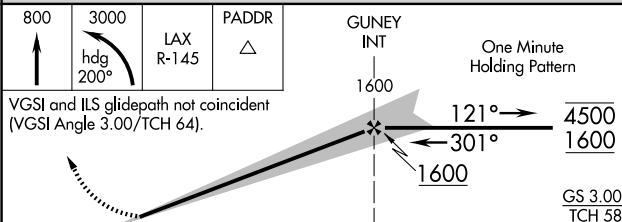
MALSR

A5

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.

|                |                                 |                                                                     |                        |                  |
|----------------|---------------------------------|---------------------------------------------------------------------|------------------------|------------------|
| ATIS<br>127.75 | SOCAL APP CON<br>125.35 316.125 | LONG BEACH TOWER ★<br>120.5 257.6 (12)<br>119.4 (CTAF) 0 257.6 (30) | GND CON<br>133.0 257.6 | UNICOM<br>122.95 |
|----------------|---------------------------------|---------------------------------------------------------------------|------------------------|------------------|



|                                                                    |                     |              |                        |                                                                                                             |  |  |
|--------------------------------------------------------------------|---------------------|--------------|------------------------|-------------------------------------------------------------------------------------------------------------|--|--|
| 800<br>↑                                                           | 3000<br>hdg<br>200° | LAX<br>R-145 | PADDR<br>△             |                           |  |  |
| VGSB and ILS glidepath not coincident<br>(VGSB Angle 3.00/TCH 64). |                     |              |                        | GUNBY INT<br>1600<br>One Minute Holding Pattern<br>121° → 4500<br>← 301° 1600<br>1600<br>GS 3.00°<br>TCH 58 |  |  |
| CATEGORY                                                           | A                   | B            | C                      | D                                                                                                           |  |  |
| S-ILS 30                                                           | 258/18 220 (200-½)  |              |                        |                                                                                                             |  |  |
| S-LOC 30                                                           | 520/24              | 482 (500-½)  | 520/50                 | 482 (500-1)                                                                                                 |  |  |
| CIRCLING                                                           | 840-1               | 780 (800-1)  | 840-2¼<br>780 (800-2¼) | 840-2½<br>780 (800-2½)                                                                                      |  |  |

| FAF to MAP 4.7 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

## ILS or LOC RWY 30