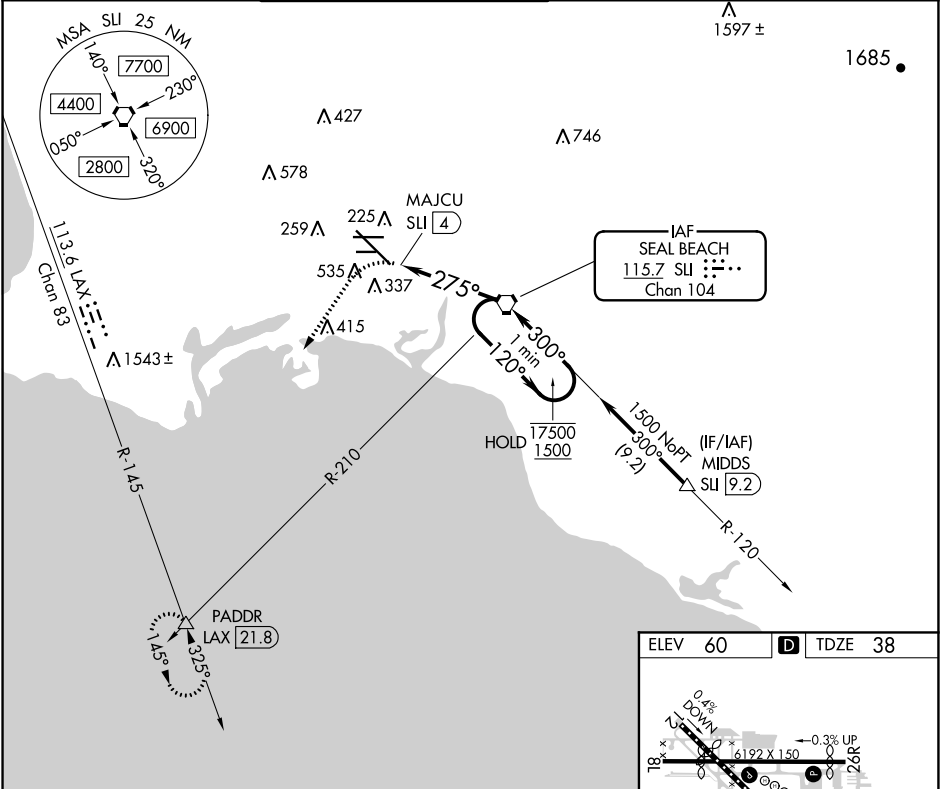


VORTAC SU <b>115.7</b> Chan <b>104</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>38</b> Apt Elev <b>60</b>
--	------------------------	---

VOR or TACAN RWY 30  
LONG BEACH/DAUGHERTY FIELD (LGB)

<b>▼</b> <b>▲</b> Rwy 30 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.
--	---	---

ATIS <b>127.75</b>	SOCAL APP CON <b>125.35 316.125</b>	LONG BEACH TOWER★ <b>120.5 257.6</b> (Rwy 12) <b>119.4</b> (CTAF) <b>257.6</b> (Rwy 30)	GND CON <b>133.0 257.6</b>	CLNC DEL <b>118.15</b>	UNICOM <b>122.95</b>
-----------------------	--	---	-------------------------------	---------------------------	-------------------------



<div>3000 hdg 200°</div>		<div>LAX R-145</div>	<div>PADDR △</div>	<div>VGSI and descent angles not coincident SIU (VGSI Angle 3.00/TCH 73)</div>		
<div>One Minute Holding Pattern</div>						
<div><div>MAJCU SIU 4</div><div>SIU 3.2</div><div>275°</div><div>2.83° TCH 55</div><div>120° → 17500 ← 300° 1500</div></div>						
<div>0.8 NM</div>		<div>0.8 NM</div>	<div>3.2 NM</div>			
CATEGORY	A		B		C	D
S-30	600/55		562 (600-1)		600-1 <sup>5</sup> / <sub>8</sub>	562 (600-1 <sup>5</sup> / <sub>8</sub> )
<b>C</b> CIRCLING	840-1		780 (800-1)		840-2 <sup>1</sup> / <sub>4</sub> 780 (800-2 <sup>1</sup> / <sub>4</sub> )	840-2 <sup>1</sup> / <sub>2</sub> 780 (800-2 <sup>1</sup> / <sub>2</sub> )

