

VOR or TACAN RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)

MALSR

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

ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
-----------------------	--	---	-------------------------------	---------------------------	-------------------------

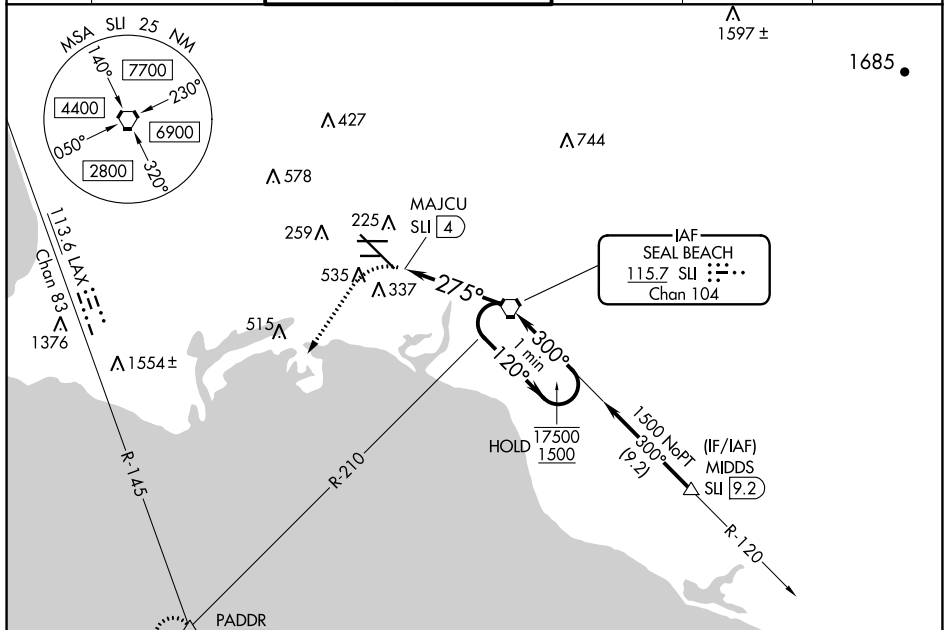


Figure 1 illustrates a non-coincident VGSI and descent angle scenario. The diagram shows a flight path starting from a holding pattern (One Minute Holding Pattern) at 17500 feet, descending at 275 degrees to a final approach segment. The VGSI angle is 3.00 degrees, and the descent angle is 2.83 degrees. The final approach segment is 3.2 NM long, with a 0.8 NM segment at 180 degrees and a 0.8 NM segment at 275 degrees. The final approach segment is labeled 'MAJCU' and 'SIU'. The final approach segment is 3.2 NM long, with a 0.8 NM segment at 180 degrees and a 0.8 NM segment at 275 degrees. The final approach segment is labeled 'MAJCU' and 'SIU'.

SW-3, 11 AUG 2022 to 08 SEP 2022

SW-3, 11 AUG 2022 to 08 SEP 2022