

TACAN RWY 32

VORTAC MMT
113.2
Chan **79**

APCH CRS
328°

Rwy Idg
TDZE **243**
Arpt Elev **254**

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

✦ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.

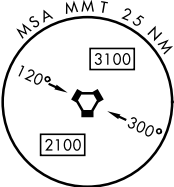
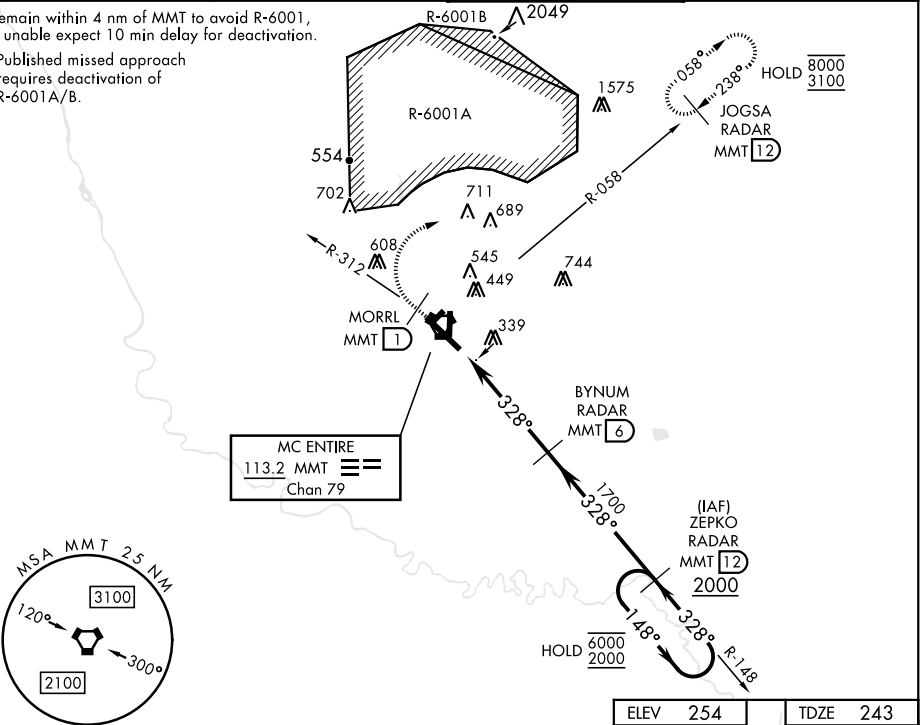
ALSF-1

✦ MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right turn to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

ATIS ★ 327.05	SHAW APP CON 125.4 318.1	TOWER ★ 132.4 (CTAF) 253.5	GND CON 127.625 226.675
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Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.



EMERG SAFE ALT 100 NM 3800

1100 MORRL 1

3100 MMT R-058

JOGSA MMT 12

VORTAC

HUTEM 1.5

BYNUM RADAR 6

ZEPKO RADAR 12

2.3

2.67°

1700

148°

6000

2000

CATEGORY	A	B	C	D	E
S-32 *	640/24 397 (400-½)		640/40 397 (400-¾)		
CIRCLING	740-1 486 (500-1)	840-1 586 (600-1)	880-1¾ 626 (700-1¾)	940-2¼ 686 (700-2¼)	1020-2¾ 766 (800-2¾)

ELEV	254	TDZE	243
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The detailed chart shows the runway 32, taxiway 34, and various altitudes and bearings. It includes the TWR 350, the HIRL Rwy 14-32, the MIRL Rwy 5H-23H, and the REIL Rwy 14. The chart also shows the FAF to MAP 4.5 NM and the knots and minutes per second for the approach.

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30