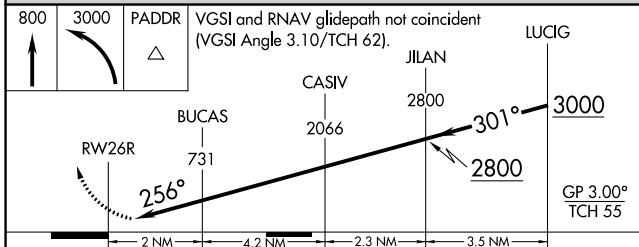
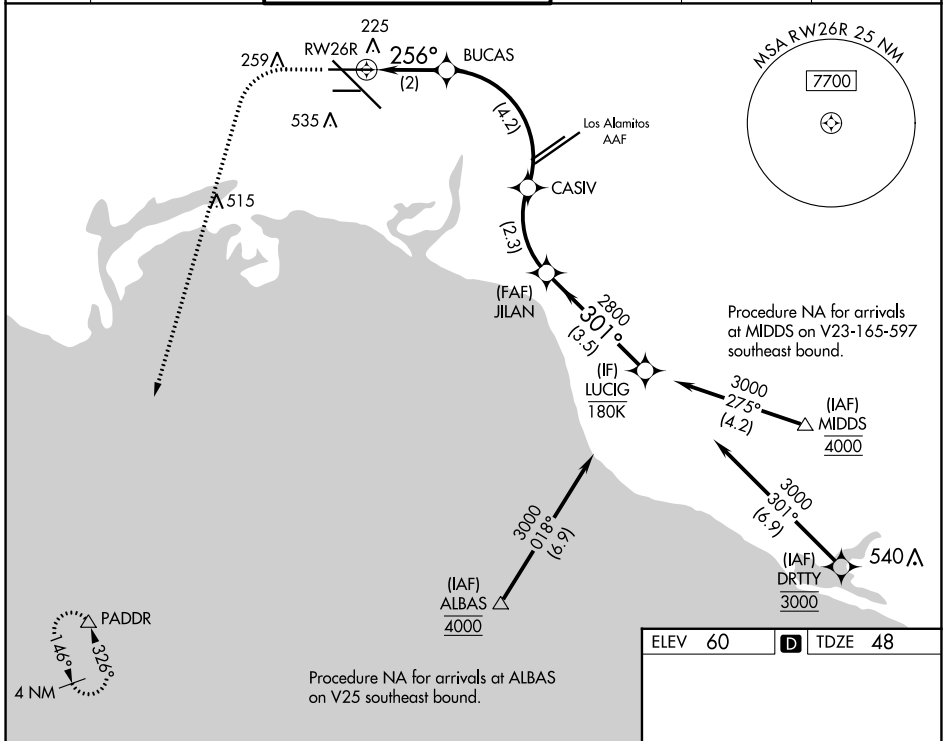


APP CRS	Rwy Idg	<b>5660</b>
<b>256°</b>	TDZE	<b>48</b>
	Apt Elev	<b>60</b>

# RNAV (RNP) RWY 26R

LONG BEACH (DAUGHERTY FLD) (LGB)

RNP AR APCH. RF required.		MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold.			
<p><b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F).</p> <p><b>△</b></p>					
ATIS	SOCAL APP CON	LONG BEACH TOWER*	GND CON	CLNC DEL	UNICOM
<b>127.75</b>	<b>125.35 316.125</b>	<b>120.5 257.6</b> (Rwy 12) <b>119.4</b> (CTAF) <b>0 257.6</b> (Rwy 30)	<b>133.0 257.6</b>	<b>118.15</b>	<b>122.95</b>



CATEGORY	A	B	C	D
RNP 0.15 DA		320-1	272 (300-1)	
RNP 0.30 DA		415-1¼	367 (400-1¼)	
<b>AUTHORIZATION REQUIRED</b>				

ELEV 60	TDZE 48
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The detailed profile view shows the vertical path of the aircraft. It starts at 800' and climbs to 3000'. The glide path angle is 301°. Key altitudes along the path are 2800' at JILAN and 2066' at CASIV. The final approach segment has a 256° heading and a 3000' altitude. The glide path is 3.00° with a TCH of 55'. The chart also indicates that the VGSI and RNAV glidepaths are not coincident, with a VGSI angle of 3.10° and a TCH of 62'.

SW-3, 05 SEP 2024 to 03 OCT 2024

SW-3, 05 SEP 2024 to 03 OCT 2024