

**FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.23

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> LONG BEACH /DAUGHERTY FIELD/	<u>AIRPORT ID</u> KLGB	<u>PROCEDURE NAME</u> VOR OR TACAN RWY 30	<u>ORIGINAL/AMENDMENT</u> 9	<u>CITY</u> LONG BEACH	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 60	<u>TDZE</u> 38	<u>SUPERSEDED</u> VOR OR TACAN RWY 30	<u>ORIGINAL/AMENDMENT</u> 8B	<u>DATED</u> 10/22/2009	<u>MAG VAR</u> 14E
<u>FACILITY</u> SLI	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 JULY 2018	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>	<u>EPOCH YEAR</u> 1975

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
MIDDS INT/SLI 9.18 DME	IF/IAF	SLI VORTAC	NOPT				300.31	9.18	1500

MISSED APPROACH

MAP:

4.00 NM AFTER SLI VORTAC OR AT MAJCU/SLI 4.00 DME FIX

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3000 ON HEADING 200 AND LAX VORTAC R-145 TO PADDR INT/LAX 21.76 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
2. HOLD SE SLI VORTAC, LT, 300.00 INBOUND, 1500 FT. IN LIEU OF PT (IAF), MAX 17500.
3. **FAC:** 275.00 **FAF:** SLI VORTAC **DIST FAF TO MAP:** 4.00 **DIST FAF TO THLD:** 4.70
4. **MIN ALT:** SLI VORTAC 1500
8. **MSA FROM:** SLI VORTAC 050-140 6900, 140-230 2800, 230-320 4400, 320-050 7700

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:



CHART CIRCLING ICON.
SLI VORTAC TO RW30: 2.83/55.
CHART VDP AT 3.15 DME
DISTANCE VDP TO THLD 1.55 NM
CHART FAS OBST: 337 TOWER 334726N/1180855W.
FAC CROSSES RWY C/L EXTENDED 578 FT FROM THLD.
HOLD SE, LT, 325.00 INBOUND

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA												
S-30	600	5500	562	600	5500	562	600	1 5/8	562	600	1 5/8	562			
CIRCLING	840	1	780	840	1	780	840	2 1/4	780	840	2 1/2	780			

CHANGES - REASONS

- DELETED ALL REFERENCES TO BECCA LOM - FACILITY BEING DECOMMISSIONED.
- AMENDED MIDS TO SLI VORTAC COURSE FROM 300.38 TO 300.31 - COMPUTED USING CURRENT AIRNAV LAT/LONG VALUES FOR SLI VORTAC AND MIDS.
- AMENDED MISSED APPROACH ALTITUDE FROM 2500 TO 3000 - PROVIDES 1500 AIRSPACE IN MISSED AND STANDARDIZES ALTITUDE WITH OTHER INSTRUMENT APPROACH PROCEDURES AT AIRPORT.
- AMENDED HOLD-IN-LIEU INBOUND COURSE FROM 300.38 TO 300.00 - MATCH DOCUMENTED COURSE FOR HOLDING PATTERN 2 ON THE SEAL BEACH VORTAC FAA FORM 8260-2.
- ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-10T.
- DELETED FAS OBST: 335 TOWER 334726/1180858 IN ADDITIONAL FLIGHT DATA - REPLACED BY UPDATED FAS OBSTACLE.
- ADDED CHART FAS OBST: 337 TOWER 334726N/1180855W IN ADDITIONAL FLIGHT DATA - NEW OBSTACLE STUDY.
- AMENDED SLI VORTAC TO RW30 DESCENT ANGLE/TCH FROM 2.80/70 TO 2.83/55 - TCH UPDATED TO OPTIMUM FOR CAT 4 WHEEL HEIGHT GROUP, DESCENT ANGLE RECOMPUTED USING UPDATED TCH.
- ADDED CHART VDP AT 3.15 DME, DIST TO THLD 1.55 NM - IN ACCORDANCE WITH FAAO 8260.3C, PARA 2-6-5, 20:1 VISUAL SURFACE AREA CLEAR OF PENETRATIONS.
- ADDED FAC CROSSES RWY C/L EXTENDED 578 FT FROM THLD TO ADDITIONAL FLIGHT DATA - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-10G(2).
- AMENDED 050-140 MSA SECTOR ALTITUDE FROM 7000 TO 6900 - NEW OBSTACLE STUDY.
- AMENDED S-30 MDA/HAT FROM 640/602 TO 600/562 - NEW OBSTACLE STUDY. WESTERN FPT CHECKLIST REQUESTED LOWEST POSSIBLE MINIMUMS.
- AMENDED S-30 CATS A/B VISIBILITY FROM RVR 5000 TO RVR 5500, CAT C FROM 1 3/4 TO 1 5/8, AND CAT D FROM 2 TO 1 5/8 - RECOMPUTED USING AMENDED HAT AND IN ACCORDANCE WITH FAAO 8260.3C, TABLES 3-3-1, 3-3-3, AND 3-3-4.
- AMENDED CIRCLING MDA/HAA FROM 880/820 TO 840/780 - NEW OBSTACLE STUDY. WESTERN FPT CHECKLIST REQUESTED LOWEST POSSIBLE MINIMUMS.
- AMENDED CIRCLING CAT B VISIBILITY FROM 1 1/4 TO 1, CAT C FROM 2 1/2 TO 2 1/4, AND CAT D FROM 2 3/4 TO 2 1/2 - COMPUTED USING UPDATED CIRCLING HAA.
- AMENDED ALTERNATE MINIMUMS FROM CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 TO CAT A/B STANDARD, CAT C 800-2 1/4, CAT D 800-2 1/2 - COMPUTED USING UPDATED CIRCLING MINIMUMS.
- DELETED NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA - REPLACED BY UPDATED NOTE.
- ADDED NOTE: RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED - FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11K(3).
- ADDED PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET} - VGSI AND PROCEDURE TCH NOT WITH 3 FOOT MAXIMUM TOLERANCE.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZLA, SOCAL APP CON, LGB ATCT, AMGR

FLIGHT CHECKED BY

Digitally signed by
ROBERT G HAMILTON

THOMAS E MOLOKIE

May 01, 2018

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FICO

DATE

4/25/18

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MANAGER

