

LOC I-MGM <b>109.9</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>219</b> <b>232</b>
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# ILS Z or LOC Z RWY 10

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RADAR or DME or ADF required.

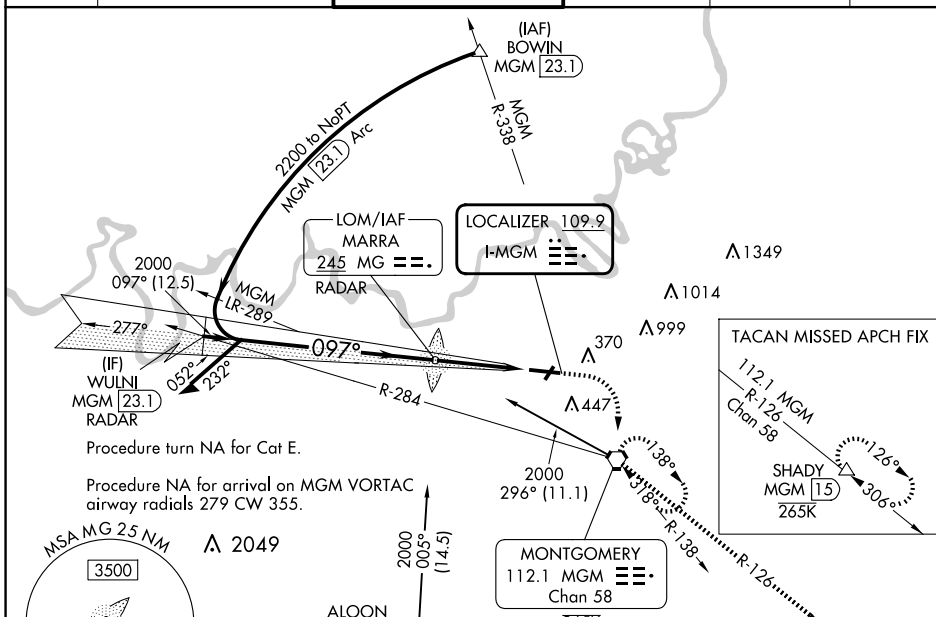
**▼** Circling NA for Cat E north of Rwy 10-28. For inop ALS, increase S-ILS 10\*\* Cat E visibility to RVR 4000, and increase S-LOC 10 Cat E visibility to 1 $\frac{3}{8}$  SM. \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



**MISSED APPROACH:** Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).

ATIS <b>120.675</b>	MONTGOMERY APP CON * <b>124.0 363.025</b>	DANNELLY TOWER * <b>119.7 (CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>	UNICOM <b>122.95</b>
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Procedure turn NA for Cat E.

Procedure NA for arrival on MGM VORTAC airway radials 279 CW 355.

MSA MG 25 NM

3500

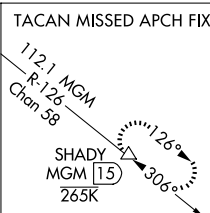
A 2049

ALOON  
MGM [14]

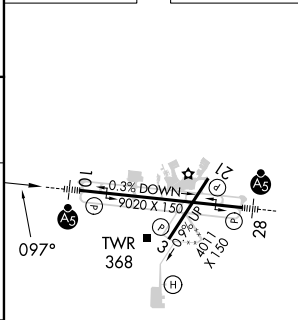
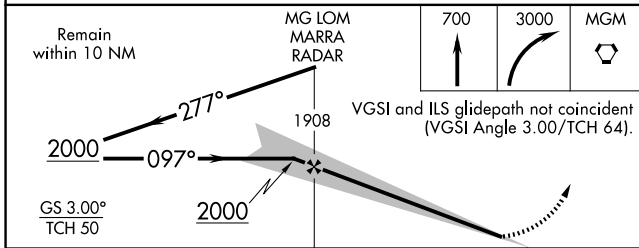
2000  
005°  
(14.5)

MONTGOMERY  
112.1 MGM  
Chan 58

265K



ELEV 232	TDZE 219
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CATEGORY	A	B	C	D	E
S-ILS 10**	419/24 200 (200- $\frac{1}{2}$ )				
S-LOC 10	660/24	441 (500- $\frac{1}{2}$ )	660/45 441 (500- $\frac{3}{8}$ )		
<b>C</b> CIRCLING	700-1	468 (500-1)	800-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$ )	860-2 628 (700-2)	860-2 $\frac{1}{4}$ 628 (700-2 $\frac{1}{4}$ )

REIL Rwy 3					
MIRL Rwy 3-21					
HIRL Rwy 10-28					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44