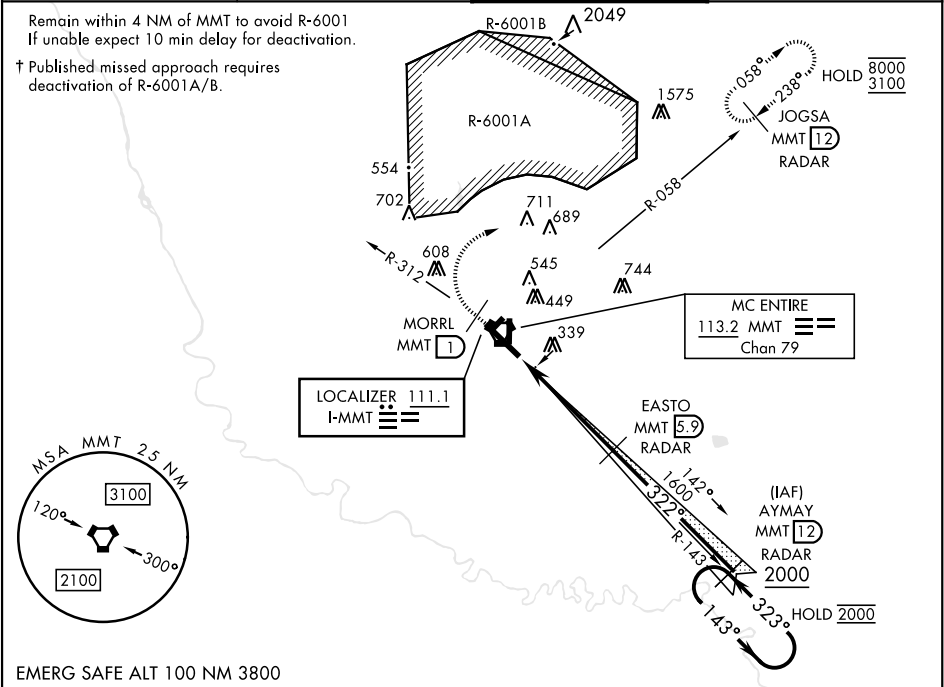


ILS or LOC/DME RWY 32

LOC I-MMT 111.1	APCH CRS 322°	Rwy Idg TDZE Arpt Elev 9012 243 254	[USAF]	MC ENTIRE JNGB (KMMT)
* When ALS inop, increase RVR to 40, and vis to ¾ mile. ** When ALS inop, increase RVR to 55, and vis to 1 mile.			ALSF-1 	† MISSED APPROACH: Climb to 1100 direct MORRL/ 1 DME then climbing right 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
-------------------------	------------------------------------	--------------------------------------	-----------------------------------



EMERG SAFE ALT 100 NM 3800

1100 MORRL 1	3100 MMT R-058	JOGSA RADAR MMT 12				ELEV 254	TDZE 243
<p>Diagram details: A profile view of the approach path. Key points include MORRL at 1100, MMT R-058 at 3100, JOGSA RADAR at MMT 12, EASTO MMT 5.9 RADAR, EGULE MMT 1.4, and AYMAY MMT 12 RADAR. Altitudes are marked at 1600, 2000, and 2000. Distances are marked as 0.3 NM and 4.5 NM. Angles of 322°, 143°, and 323° are shown. GS 2.50° and TCH 48 are indicated.</p>						<p>Diagram details: A plan view of the runway layout. Runway 5H-23H is shown with a width of 2030 x 90. Runway 14-32 is shown with a width of 2072 x 130. Runway 5H-23H is marked with a 'P' and a '32' degree angle. Runway 14-32 is marked with a 'P' and a '32' degree angle. A 'TWR 350' is indicated. A '322°' angle is shown for the approach path.</p>	
CATEGORY	A	B	C	D	E		
S-ILS 32 *	443/24		200	(200-½)			
S-LOC 32 **	620/24 377 (400-½)		620/35 377 (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)		
FAF to MAP 4.5 NM							
Knots		120	140	160	180	200	
Min:Sec		2:15	1:56	1:41	1:30	1:21	

ILS or LOC/DME RWY 32

SE-2, 10 JUL 2025 to 07 AUG 2025

SE-2, 10 JUL 2025 to 07 AUG 2025