

LOC/DME I-HQB 111.7 Chan 54	APP CRS 251°	Rwy Idg TDZE Apt Elev	24L 9483 123 128	24R 8925 122 128
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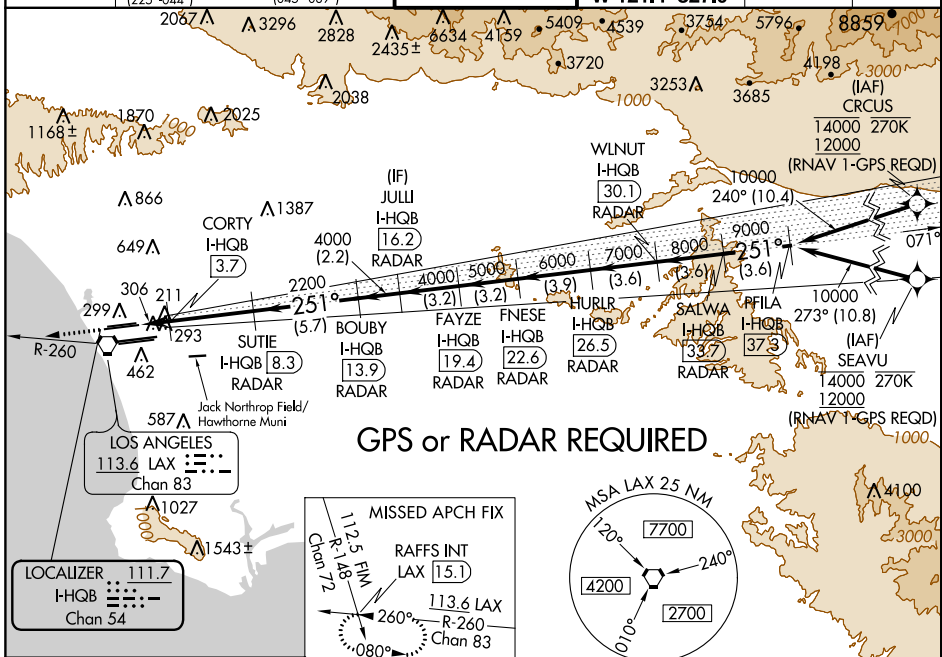
ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Inop table does not apply to Sidestep Rwy 24R Cat A and B.

RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (ARFCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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SW-3, 04 JAN 2018 to 01 FEB 2018

SW-3, 04 JAN 2018 to 01 FEB 2018

ELEV 128	TDZE 24L 123	TDZE 24R 122	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).			
<p>251° 6.4 NM from FAF</p>			<p>2000</p> <p>hdg 251°</p> <p>LAX R-260</p> <p>RAFFS INT</p> <p>SALWA I-HQB 37.3</p> <p>PFILA I-HQB 37.3</p> <p>WLNUT I-HQB 30.1</p> <p>HURLR I-HQB 26.5</p> <p>FAYZE I-HQB 22.6</p> <p>BOUBY I-HQB 19.4</p> <p>JULLI I-HQB 16.2</p> <p>SUTIE I-HQB 8.3</p> <p>CORTY I-HQB 3.7</p> <p>LOS ANGELES I-HQB 111.7</p> <p>LOCALIZER I-HQB 111.7</p> <p>Chan 54</p>			
<p>*LOC only.</p> <p>*I-HQB 2.9</p>			<p>251°</p> <p>10000</p> <p>9000</p> <p>8000</p> <p>7000</p> <p>6000</p> <p>5000</p> <p>4000</p> <p>4000</p> <p>2200</p> <p>740*</p> <p>2200</p> <p>1 NM 0.8 4.6 NM 5.7 NM 2.2 NM 3.2 NM 3.2 NM 3.9 NM 3.6 NM 3.6 NM 3.6 NM</p> <p>GS 3.00°</p> <p>TCH 59</p>			
<p>TDZ/CL Rwy 7L, 24R, and 25L</p> <p>HIRL all Rwy</p> <p>FAF to MAP 6.4 NM</p>			<p>CATEGORY A B C D</p> <p>S-ILS 24L# 323/24 200 (200-½)</p> <p>S-LOC 24L 500/24 377 (400-½) 500-1¼ 377 (400-1¼)</p> <p>SIDESTEP 24R 500/55 378 (400-1¼) 500-1¼ 378 (400-1¼) 500-1½ 378 (400-1½)</p>			
<p>Knots 60 90 120 150 180</p> <p>Min:Sec 6:24 4:16 3:12 2:34 2:08</p>						