

LOC/DME I-OSS <b>108.5</b> Chan 22	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	24R <b>8925</b> <b>122</b> <b>128</b>	24L <b>9483</b> <b>123</b> <b>128</b>
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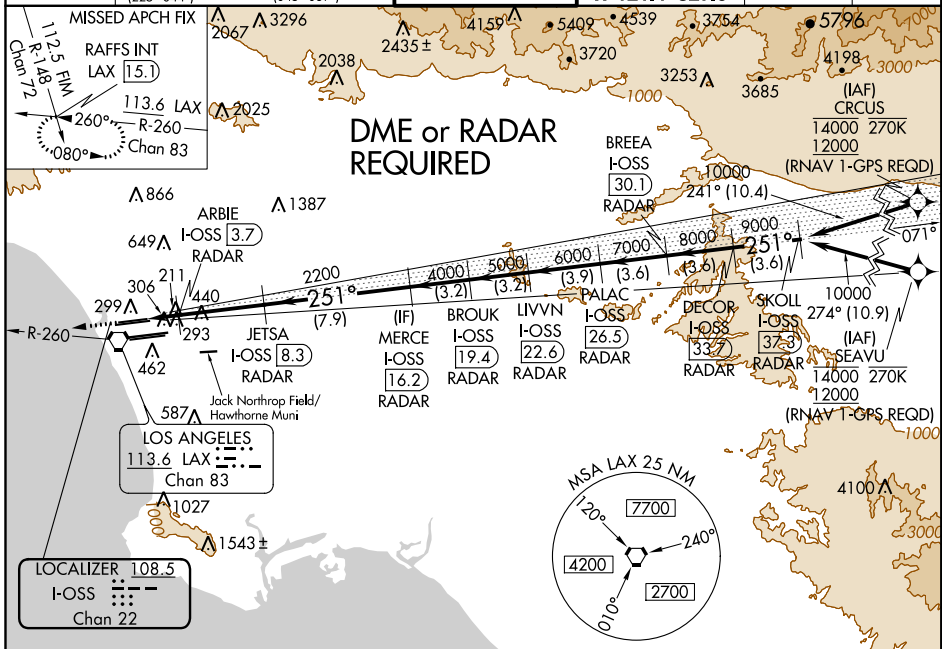
# ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

**▼** DME or RADAR required. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Simultaneous approach authorized. Simultaneous approach authorized with HHR. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 5500.

ALSF-2 Rwy 24R	MALSR Rwy 24L	MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.
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D-ATIS ARR <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2 124.9 269.0</b> (APCH FM WEST) (090°-224°) <b>124.5 235.975 128.5 360.7</b> (225°-044°) (045°-089°)	LOS ANGELES TOWER <b>N 133.9 239.3</b> <b>S 120.95 379.1</b>	GND CON <b>N 121.65 327.0</b> <b>S 121.75 327.0</b> <b>W 121.4 327.0</b>	CLNC DEL <b>120.35</b> <b>327.0</b>	CPDLC
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ELEV 128	TDZE 24R 122 TDZE 24L 123	2000 hdg 251°	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	DECOR I-OSS 37.3 SKOLL I-OSS 33.7 RADAR					
251° 6.4 NM from FAF		*LOC only		ARBIE I-OSS 3.7 JETSA I-OSS 8.3 RADAR	MERCE I-OSS 19.4 RADAR	BROUK I-OSS 22.6 RADAR	LIVVN I-OSS 26.5 RADAR	PALAC I-OSS 30.1 RADAR	BREEA I-OSS 33.7 RADAR		
I-OSS 2.9		I-OSS 2.9		I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9		
0.9		0.8		4.6 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM
CATEGORY		A		B		C		D			
S-ILS 24R		322/18		200 (200-½)							
S-LOC 24R		480/24		358 (400-½)		480/30		358 (400-¾)			
SIDESTEP 24L		500/55		377 (400-1¼)		500-1½		377 (400-1½)			

SW-3, 04 JAN 2018 to 01 FEB 2018

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