

LOC/DME I-LAX	APP CRS	Rwy Idg	25L	25R
109.9	251°	Elev	11095	11134
Chan 36		TDZE	104	104
		Apt Elev	128	128

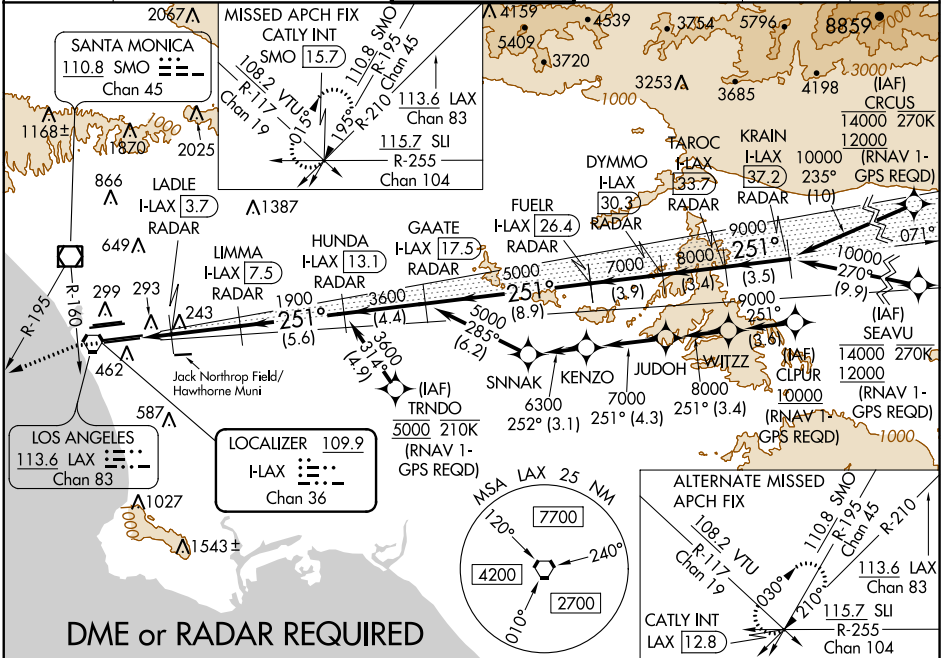
ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25.

ALSIF-2 Rwy 25L	MALSR Rwy 25R	MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160, then left turn on heading 236° and on the SMO R-195 to CATLY INT/SMO 15.7 DME and hold.
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D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 (090°-224°) (045°-089°)	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

2000 hdg 251°	SMO R-160	SMO R-195	CATLY INT	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70).					TAROC I-LAX	KRAIN I-LAX
*LOC only	LADLE I-LAX (3.7) RADAR	LIMMA I-LAX (7.5) RADAR	HUNDA I-LAX (13.1) RADAR	GAATE I-LAX (17.5) RADAR	FUELR I-LAX (26.4) RADAR	DYMMO I-LAX (30.3) RADAR	I-LAX (33.7) RADAR	I-LAX (37.2) RADAR		
	I-LAX (2)									
	1.2	0.6	3.7 NM	5.6 NM	4.4 NM	8.9 NM	3.9 NM	3.4 NM	3.5 NM	
CATEGORY	A									
S-ILS 25L	304/18 200 (200-½)									
S-LOC 25L	540/24 436 (500-½)			540/40 436 (500-¾)						
SIDESTEP 25R	540/55 436 (500-¼)								540-1½ 436 (500-1½)	

ELEV 128	TDZE 25L 104	TDZE 25R 104
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FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50