

LOC/DME I-OSS <b>108.5</b> Chan <b>22</b>	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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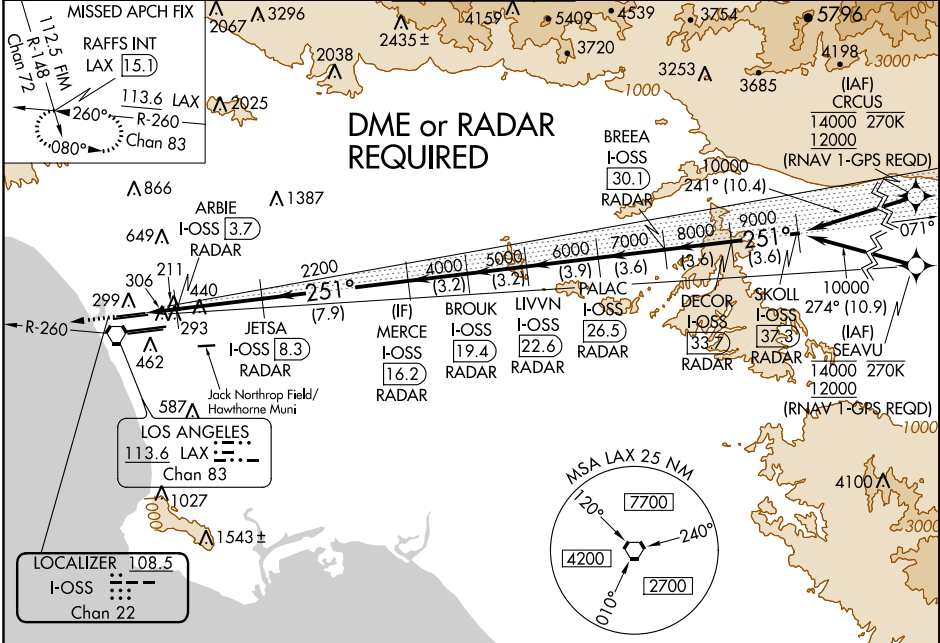
# ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. LOC procedure NA during simultaneous operations with HRR LOC RWY 25. Simultaneous approach authorized. Simultaneous approach authorized with HRR. 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 124.3 363.2 124.9 269.0 (APCH FM WEST) (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (045°-089°)	LOS ANGELES TOWER N <b>133.9</b> 239.3 S <b>120.95</b> 379.1	GND CON N <b>121.65</b> 327.0 S <b>121.75</b> 327.0 W <b>121.4</b> 327.0	CLNC DEL <b>120.35</b> <b>327.0</b>	CPDLC
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SW-3, 24 MAY 2018 to 21 JUN 2018

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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					
*LOC only		ARBIE I-OSS 3.7 RADAR	JETSA I-OSS 8.3 RADAR	MERCE I-OSS 16.2 RADAR	BROUK I-OSS 19.4 RADAR	LIVVN I-OSS 22.6 RADAR	PALAC I-OSS 26.5 RADAR	BREEA I-OSS 30.1 RADAR	DECOR I-OSS 33.7 RADAR	SKOLL I-OSS 37.3 RADAR	
251° 6.4 NM from FAF		I-OSS 2.9	I-OSS 7.20*	2200	4000	5000	6000	7000	8000	9000	
		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	
TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy		FAF to MAP 6.4 NM		CATEGORY A		CATEGORY B		CATEGORY C		CATEGORY D	
		S-ILS 24R		322/18		200 (200-½)					
		S-LOC 24R		480/24		358 (400-½)		480/30		358 (400-¾)	
Knots: 60, 90, 120, 150, 180		Min:Sec: 6:24, 4:16, 3:12, 2:34, 2:08		SIDESTEP 24L		500/55		377 (400-1¼)		500-1½ 377 (400-1½)	