

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Idg TDZE Apt Elev	24R 8926 122 128	24L 9483 123 128
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ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

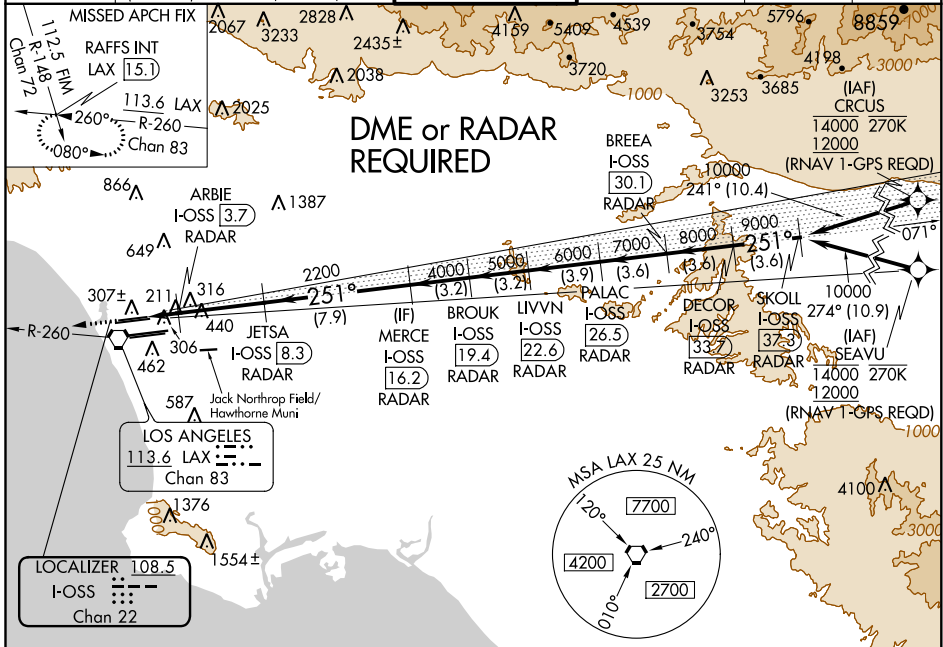
▼ DME or RADAR required. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Simultaneous approach authorized. Simultaneous approach authorized with HHR. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 5500.

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.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH 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, 31 DEC 2020 to 28 JAN 2021

ELEV 128	TDZE 24R 122 TDZE 24L 123	2000	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						
		hdg 251°	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	
*LOC only		2200	2	2.9	4.6 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM
TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy		FAF to MAP 6.4 NM		S-ILS 24R 322/18 200 (200-1/2)		S-LOC 24R 480/24 358 (400-1/2)		480/30 358 (400-3/8)		SIDESTEP 24L 500/55 377 (400-1)		500-1 1/2 377 (400-1 1/2)
Knots		60	90	120	150	180						
Min:Sec		6:24	4:16	3:12	2:34	2:08						