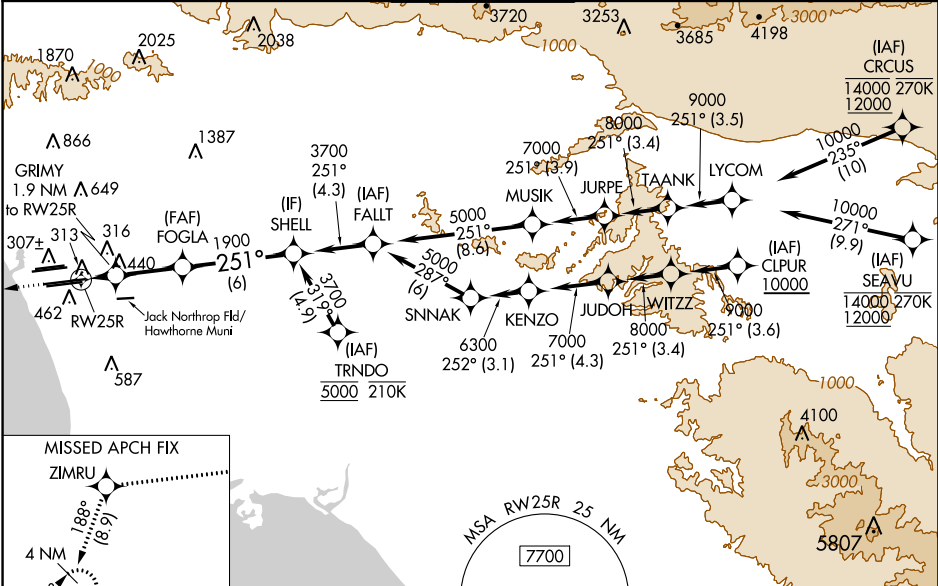


WAAS CH 49007 W25B	APP CRS 251°	Rwy Idg 11134 TDZE 104 Apt Elev 128
--	------------------------	--

RNAV (GPS) Y RWY 25R
LOS ANGELES INTL (LAX)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000 direct ZIMRU and track 188° to CATLY and hold.
--	-----------	--

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON (APCH FM WEST) 124.3 363.2 (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
---	--	--	--	---	---	-------



ELEV 128	TDZE 104
----------	----------

2000	ZIMRU	CATLY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).	
		tr 188° 		
* LNAV only		GRIMY 1.9 NM to RW25R	FOGLA 1900	SHELL 3700
1.9 NM		3.6 NM	6 NM	GP 3.00° TCH 54
CATEGORY	A	B	C	D
LPV DA#	304/24 200 (200-½)			
LNAV/ VNAV	578/60 474 (500-1¼)			
LNAV MDA	640/24 536 (600-½)		640/55 536 (600-1)	

Diagram illustrating the RNAV approach path (GRIMY, FOGLA, SHELL) and the LNAV/VNAV glidepaths. The path starts at RW25R, proceeds to GRIMY (1.9 NM), then to FOGLA (3.6 NM), and finally to SHELL (6 NM). The angle between the segments is 251°. The diagram also shows the LNAV and VNAV glidepaths, which are not coincident. The LNAV glidepath is 3.00° and the VNAV glidepath is 3.00° TCH 54.

Diagram illustrating the TDZ/CL Rwys 6R, 7L, 24R, and 25L. The diagram shows the runway layout and the HIRL all Rwys. The diagram also shows the LNAV and VNAV glidepaths, which are not coincident. The LNAV glidepath is 3.00° and the VNAV glidepath is 3.00° TCH 54.

