

LOC/DME I-HQB <b>111.7</b> Chan <b>54</b>	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	24L <b>9483</b> <b>123</b> <b>128</b>	24R <b>8925</b> <b>122</b> <b>128</b>
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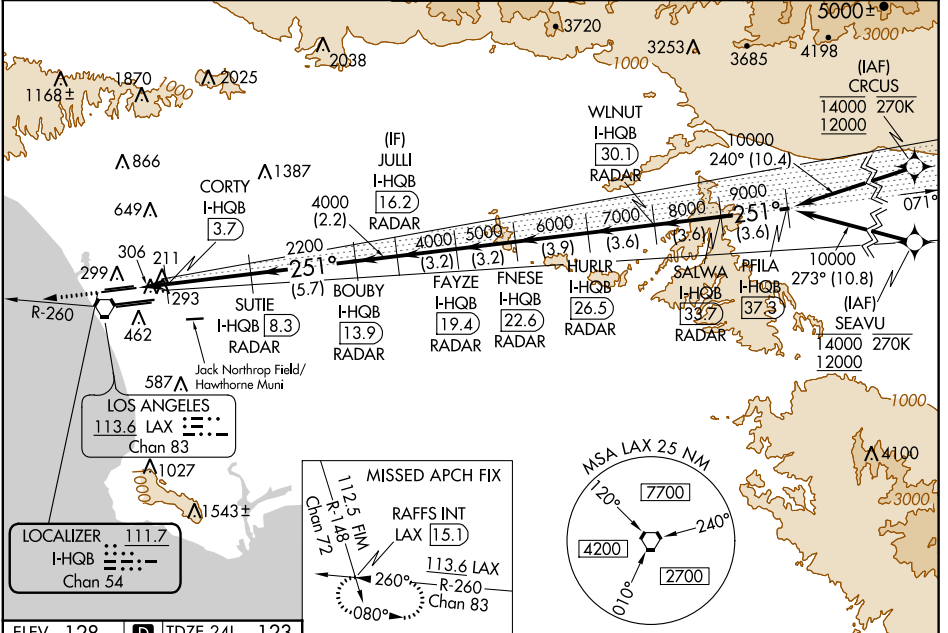
# ILS or LOC RWY 24L

## LOS ANGELES INTL (LAX)

From CRJCS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.  
 DME or Radar required. RNAV 1-GPS or RADAR required for procedure entry.  
 For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Inop table does not apply to Sidestep Rwy 24R Cat A and B.  
 # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS Rwy 24L 	ALS F-2 Rwy 24R 	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</b> (ARCFM WEST) (225°-044°)	<b>124.9 269.0</b> (090°-224°)	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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SW-3, 10 OCT 2019 to 07 NOV 2019

SW-3, 10 OCT 2019 to 07 NOV 2019

ELEV 128	TDZE 24L 123	TDZE 24R 122
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2000	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).				SALWA I-HQB 33.7	PFILA I-HQB 37.3			
hdg 251°	*LOC only.		CORTY I-HQB 1.9	SUTIE I-HQB 8.3	BOUBY I-HQB 13.9	JULI I-HQB 16.2	FAYZE I-HQB 19.4	FNESE I-HQB 22.6	HURLR I-HQB 26.5	WLNUT I-HQB 30.1	251° 10000
											9000
											740* 2200
	1 NM 0.8	4.6 NM	5.7 NM	2.2 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM	GS 3.00° TCH 59
CATEGORY	A		B		C		D				
S-ILS 24L#	323/24 200 (200-½)										
S-LOC 24L	500/24 377 (400-½)				500-1¼ 377 (400-1¼)						
SIDESTEP 24R	500/55 378 (400-1)				500-1¼ 378 (400-1¼)				500-1½ 378 (400-1½)		

