

LOC/DME I-OSS <b>108.5</b> Chan 22	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

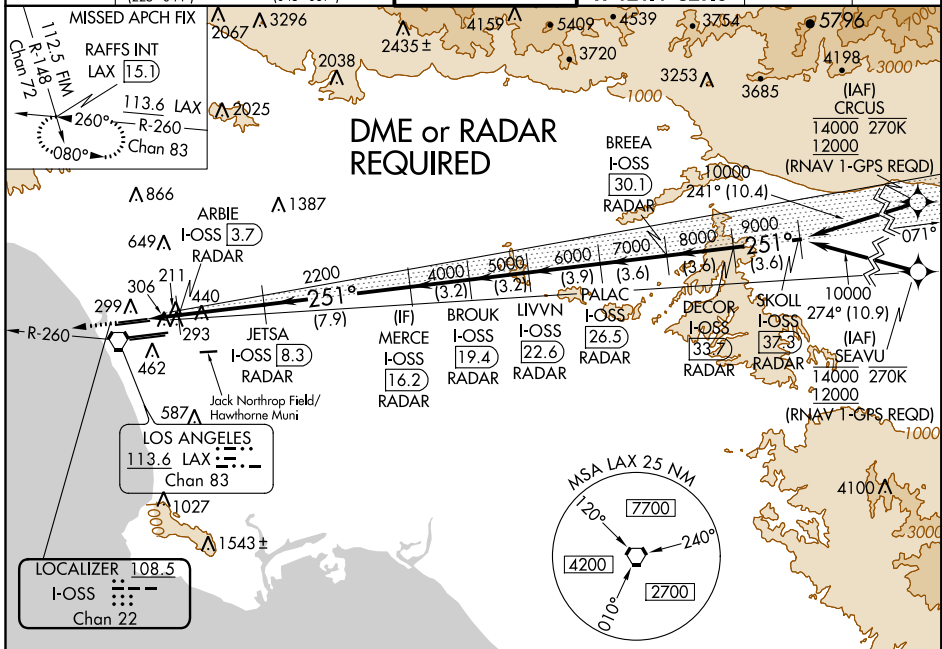
## LOS ANGELES INTL (LAX)

**▼** DME or RADAR required. LOC procedure NA during simultaneous operations with 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.



**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 <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2</b> <b>124.5 235.975</b> (225°-044°)	<b>124.9 269.0</b> <b>128.5 360.7</b> (090°-224°) (045°-089°)	<b>LOS ANGELES TOWER</b> <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

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ELEV 128	<b>D</b> 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 37.3 RADAR					
		*LOC only		ARBIE I-OSS 3.7 JETSA I-OSS 8.3 RADAR	MERCE I-OSS 19.4 RADAR	LIVVN I-OSS 22.6 RADAR	PALAC I-OSS 26.5 RADAR	BREA I-OSS 30.1 RADAR	DECOR I-OSS 33.7 RADAR	SKOLL I-OSS 37.3 RADAR	
		2	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	
		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	3.6 NM
		CATEGORY		A		B		C		D	
		S-ILS 24R		322/18		200 (200-½)					
		S-LOC 24R		480/24		358 (400-½)		480/30		358 (400-¾)	
		SIDESTEP 24L		500/55		377 (400-1)		500-1½		377 (400-1½)	