

LOC/DME I-LAX 109.9 Chan 36	APP CRS 251°	Rwy Idg TDZE Apt Elev	25L 11095 104 128	25R 11134 104 128
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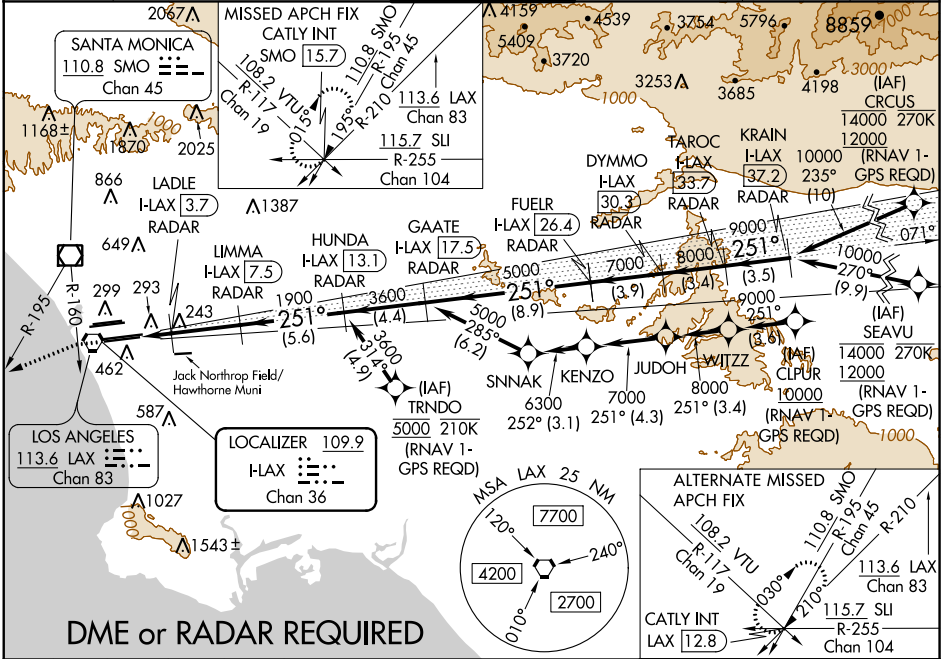
ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25.

ALSIF-2 Rwy 25L	MALSR Rwy 25R	MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160, then left turn on heading 236° and on the SMO R-195 to CATLY INT/SMO 15.7 DME and hold.
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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, 10 OCT 2019 to 07 NOV 2019

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2000 hdg 251°	SMO R-160 hdg 236°	SMO R-195	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).					TAROC I-LAX 30.3 RADAR	KRAIN I-LAX 37.2 RADAR
*LOC only	LADLE I-LAX 3.7 RADAR	LIMMA I-LAX 7.5 RADAR	HUNDA I-LAX 13.1 RADAR	GAATE I-LAX 17.5 RADAR	FUELR I-LAX 26.4 RADAR	DYMMO I-LAX 30.3 RADAR	I-LAX 33.7 RADAR	I-LAX 37.2 RADAR		
	I-LAX 3.2	1900	1900	3600	5000	7000	8000	9000	251°	
	1.2	0.6	3.7 NM	5.6 NM	4.4 NM	8.9 NM	3.9 NM	3.4 NM	3.5 NM	10000
CATEGORY	A		B		C		D			
S-ILS 25L	304/18 200 (200-½)									
S-LOC 25L	540/24		436 (500-½)			540/40		436 (500-¾)		
SIDESTEP 25R	540/55		436 (500-1)			540-1½		436 (500-1½)		

ELEV 128 **D** TDZE 25L 104
TDZE 25R 104

ALTERNATE MISSED APCH FIX
108.2 VTU
R-117
Chan 19
110.8 SMO
R-195
Chan 45
R-210
113.6 LAX
Chan 83
115.7 SU
R-255
Chan 104
CATLY INT
LAX 12.8

251° 5.5 NM from FAF