

|                |             |          |             |             |
|----------------|-------------|----------|-------------|-------------|
| LOC/DME I-OSS  | APP CRS     | Rwy Ldg  | 24R         | 24L         |
| <b>108.5</b>   | <b>251°</b> | TDZE     | <b>8926</b> | <b>9483</b> |
| Chan <b>22</b> |             | Apt Elev | <b>128</b>  | <b>123</b>  |

ILS or LOC RWY 24R  
LOS ANGELES INTL (LAX)

From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

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

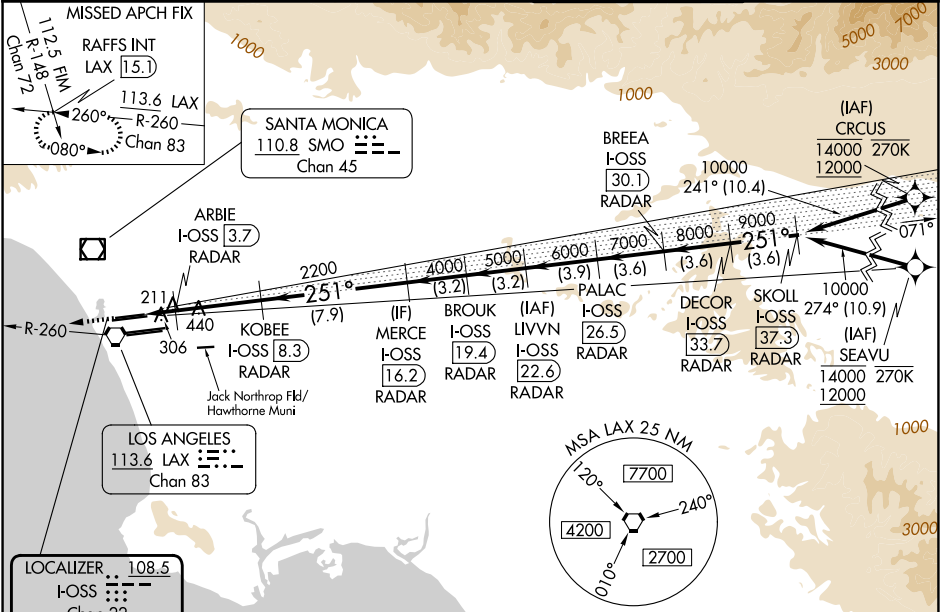


MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

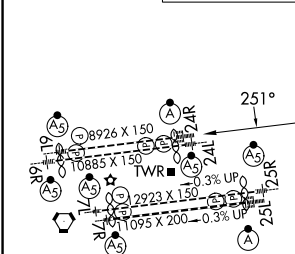
|              |                                                                 |
|--------------|-----------------------------------------------------------------|
| D-ATIS       | SOCAL APP CON                                                   |
| <b>133.8</b> | <b>124.3 363.2</b> (APCH from W) <b>124.9 269.0</b> (090°-224°) |
|              | <b>124.5 235.975</b> (225°-044°) <b>128.5 360.7</b> (045°-089°) |

|                         |
|-------------------------|
| LOS ANGELES TOWER       |
| <b>133.9 239.3</b> (N)  |
| <b>120.95 379.1</b> (S) |

|                         |
|-------------------------|
| GND CON                 |
| <b>121.65 327.0</b> (N) |
| <b>121.75 327.0</b> (S) |
| <b>121.4 327.0</b> (W)  |



|          |              |
|----------|--------------|
| ELEV 128 | TDZE 24R 122 |
|          | TDZE 24L 123 |



|                                                 |      |      |      |      |      |
|-------------------------------------------------|------|------|------|------|------|
| TDZ/CL Rwy 6R, 7L, 24R, and 25L<br>HIRL all Rwy |      |      |      |      |      |
| FAF to MAP 6.4 NM                               |      |      |      |      |      |
| Knots                                           | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                                         | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

|                       |  |                 |  |                 |  |                                                                    |  |                  |  |
|-----------------------|--|-----------------|--|-----------------|--|--------------------------------------------------------------------|--|------------------|--|
| 2000<br>↑<br>hdg 251° |  | LAX R-260       |  | RAFFS INT       |  | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 73). |  | SKOLL I-OSS 37.3 |  |
| ARBIE I-OSS 3.7       |  | KOBEE I-OSS 8.3 |  | MERC I-OSS 19.4 |  | LIVVN I-OSS 22.6                                                   |  | PALAC I-OSS 26.5 |  |
| I-OSS 2.9             |  | I-OSS 2.9       |  | I-OSS 2.9       |  | I-OSS 2.9                                                          |  | I-OSS 2.9        |  |
| 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)     |  |

SW-3, 02 OCT 2025 to 30 OCT 2025

SW-3, 02 OCT 2025 to 30 OCT 2025