

| LOC/DME        | I-LAX | APP CRS     | Rwy Ldg  | 25L          | 25R          |
|----------------|-------|-------------|----------|--------------|--------------|
| <b>109.9</b>   |       |             |          | <b>11095</b> | <b>11134</b> |
| Chan <b>36</b> |       | <b>251°</b> | TDZE     | <b>104</b>   | <b>104</b>   |
|                |       |             | Apt Elev | <b>128</b>   | <b>128</b>   |

ILS or LOC RWY 25L  
LOS ANGELES INTL (LAX)

RNP APCH - GPS. From CLPUR or CRCUS or SEAVU or TRNDU.  
DME or RADAR required.

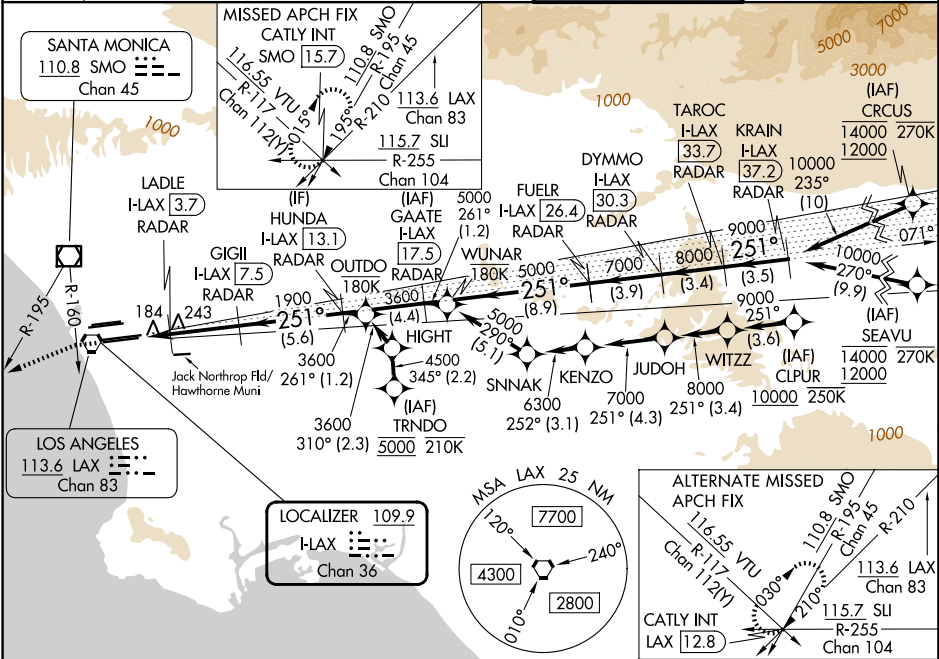
Simultaneous approach authorized. Simultaneous approach authorized with HHR.

ALSF-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.

|                        |                                                                                                                                                     |                                                                        |                                                                                         |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| D-ATIS<br><b>133.8</b> | SOCAL APP CON<br><b>124.3 363.2</b> (APCH from W) <b>124.9 269.0</b> (090°-224°)<br><b>124.5 235.975</b> (225°-044°) <b>128.5 360.7</b> (045°-089°) | LOS ANGELES TOWER<br><b>133.9 239.3</b> (N)<br><b>120.95 379.1</b> (S) | GND CON<br><b>121.65 327.0</b> (N)<br><b>121.75 327.0</b> (S)<br><b>121.4 327.0</b> (W) |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|



|                                                                    |                             |                              |                              |                              |                              |
|--------------------------------------------------------------------|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| 2000<br>hdg 251°                                                   | SMO R-160<br>hdg 236°       | SMO R-195                    | CATLY INT                    | TAROC I-LAX<br>33.7<br>RADAR | KRAIN I-LAX<br>37.2<br>RADAR |
| LADLE I-LAX<br>3.7<br>RADAR                                        | GIGIL I-LAX<br>7.5<br>RADAR | HUNDA I-LAX<br>13.1<br>RADAR | GAATE I-LAX<br>17.5<br>RADAR | FUEL I-LAX<br>26.4<br>RADAR  | DYMMO I-LAX<br>30.3<br>RADAR |
| I-LAX 2                                                            | I-LAX 3                     |                              |                              |                              |                              |
| 1 NM                                                               | 0.8                         | 3.7 NM                       | 5.6 NM                       | 4.4 NM                       | 8.9 NM                       |
| 700                                                                | 1900                        | 3600                         | 5000                         | 7000                         | 8000                         |
| 10000                                                              |                             |                              |                              |                              |                              |
| VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 70). |                             |                              |                              |                              |                              |
| GS 3.00°<br>TCH 54                                                 |                             |                              |                              |                              |                              |
| CATEGORY                                                           | A                           | B                            | C                            | D                            |                              |
| S-ILS 25L                                                          | 304/18 200 (200-1/2)        |                              |                              |                              |                              |
| S-LOC 25L                                                          | 480/24 376 (400-1/2)        |                              | 480/35 376 (400-3/4)         |                              |                              |
| SIDESTEP 25R                                                       | 480/55 376 (400-1)          |                              |                              |                              | 480-1 1/2<br>376 (400-1/2)   |

ELEV 128

TDZE 25L 104  
TDZE 25R 104

Diagram showing various navigation aids and altitudes: 8926 X 150, 10885 X 150, 2923 X 150, 1095 X 200, 251° heading, and other altitudes like 1000, 2000, 3000, 4000, 5000, 6000, 7000, 8000, 9000, 10000.

TDZ/CL Rwy 6R, 7L, 24R, and 25L  
HIRL all Rwy

FAF to MAP 5.5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SW-3, 30 OCT 2025 to 27 NOV 2025

SW-3, 30 OCT 2025 to 27 NOV 2025