

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

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



A5

MISSED APCH FIX

112.5 FM
R-148
Chan 72

RAFFS INT
LAX [15.1]

113.6 LAX
R-260
Chan 83

SANTA MONICA
110.8 SMO [---]
Chan 45

ARBIE
I-OSS [3.7]
RADAR

211°
2200
251°
211°
440
306
KOBEE
I-OSS [8.3]
RADAR

Jack Northrop Fld/
Hawthorne Muni

LOS ANGELES
113.6 LAX [---]
Chan 83

LOCALIZER 108.5
I-OSS [---]

(IF) MERCE
I-OSS [16.2]
RADAR

BROUK
I-OSS [19.4]
RADAR

(IAF) LIVVN
I-OSS [22.6]
RADAR

PALAC
I-OSS [26.5]
RADAR

BREEA
I-OSS [30.1]
RADAR

DECOR
I-OSS [33.7]
RADAR

SKOLL
I-OSS [37.3]
RADAR

SEAVU
I-OSS [14000 270K 12000]

(IAF) CRUCS
14000 270K 12000

10000 241° (10.4)
9000 251° (3.6)
10000 274° (10.9)
14000 270K 12000

MSA LAX 25 NM
7700
4200
2700

Chan 22

ELEV 128	D TDZE 24R 122	TDZE 24L 123
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2000	↑	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	SKOLL I-OSS 37.3
hdg 251°					DECOR I-OSS 33.7
		ARBIE I-OSS 3.7	KOBEE I-OSS 8.3	MERCE I-OSS 16.2	BROUK I-OSS 19.4
					LIVVN I-OSS 22.6
					PALAC I-OSS 26.5
					BREEA I-OSS 30.1
					251°
					10000
					9000
					8000
					7000
					6000
					5000
					4000
					2200
					720
					0.9
					0.9
					4.6 NM
					7.9 NM
					3.2 NM
					3.2 NM
					3.9 NM
					3.6 NM
					3.6 NM
					3.6 NM
					GS 3.00%
					TCH 55

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)		
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08