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| LOC/DME I-OSS 108.5 Chan 22 | APP CRS 251° | Rwy Ldg 24R 8926 9483 TDZE 122 123 Apt Elev 128 128 |
|---|------------------------|--|

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.

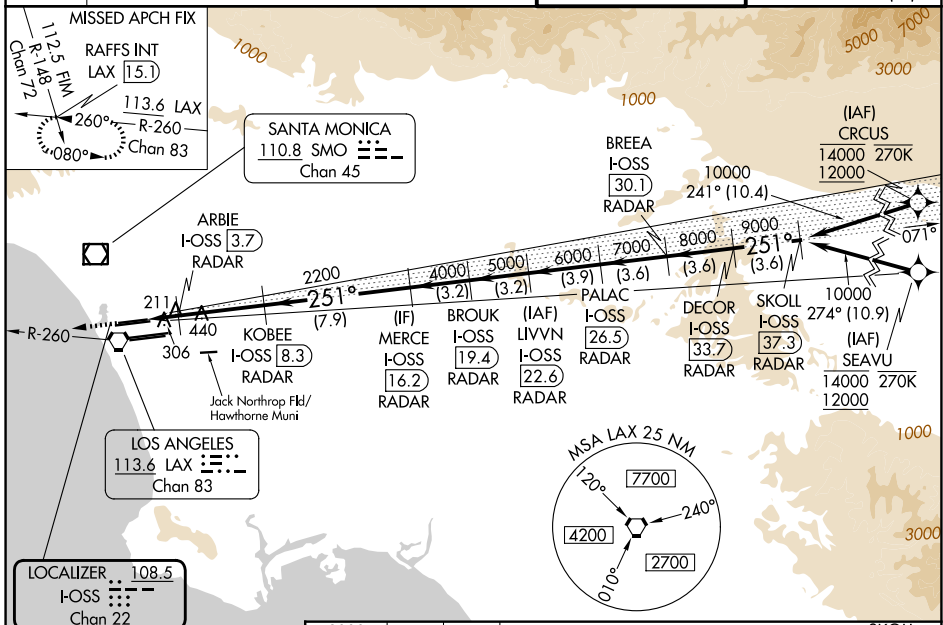


MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

| | | | | |
|------------------------|----------------------------------|--------------------------------|--------------------------------|--|
| D-ATIS 133.8 | SOCAL APP CON | | | |
| | 124.3 363.2 (APCh from W) | 124.9 269.0 (090°-224°) | 128.5 360.7 (045°-089°) | |

| | |
|------------------------|-------------------------|
| LOS ANGELES TOWER | |
| 133.9 239.3 (N) | 120.95 379.1 (S) |

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|-------------------------|-------------------------|
| GND CON | |
| 121.65 327.0 (N) | 121.75 327.0 (S) |
| 121.4 327.0 (W) | |



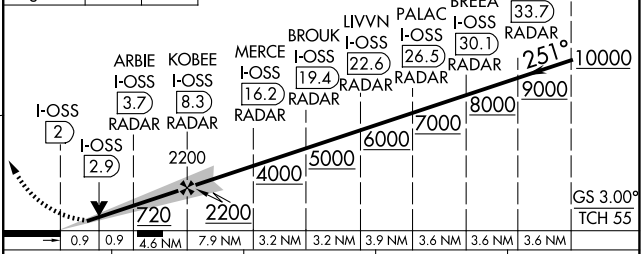
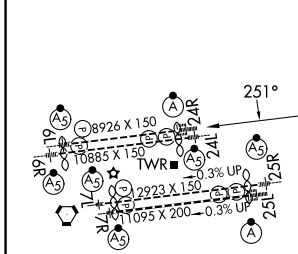
SW-3, 16 APR 2026 to 14 MAY 2026

SW-3, 16 APR 2026 to 14 MAY 2026

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| ELEV 128 | TDZE 24R 122 | TDZE 24L 123 |
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↑ 2000
hdg 251°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



| | | | | | |
|--|------|------|------|------|------|
| TDZ/CL Rwy 6L, 7L, 24R, and 25L 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 |

| | | | | | | | | |
|--------------|--------|--|-------------|--|-------------|--|------------------------|--|
| 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) | |