

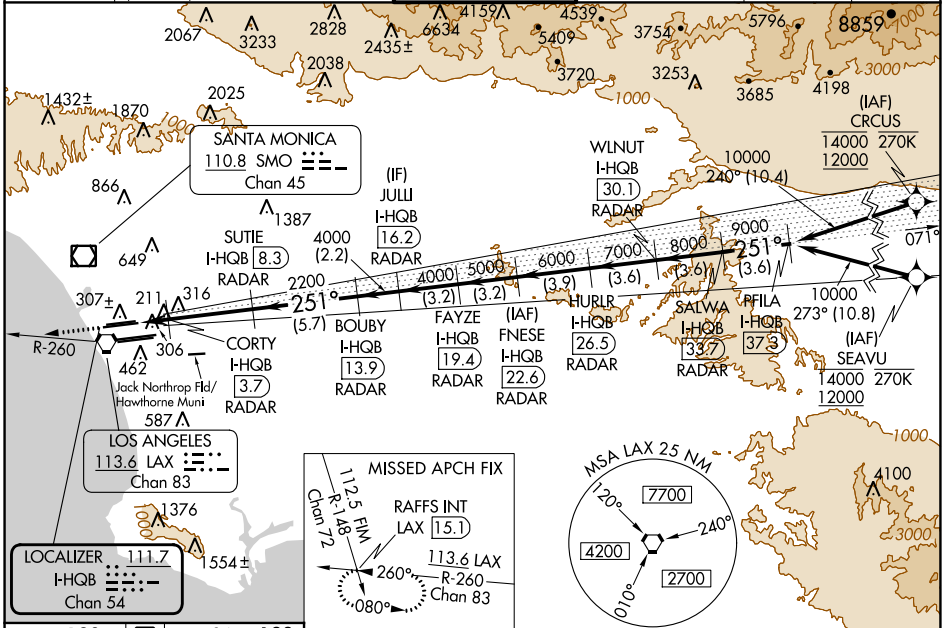
LOC/DME I-HQ B	APP CRS	Rwy Idg	24L	24R
<b>111.7</b>	<b>251°</b>	<b>9483</b>	<b>8926</b>	
Chan <b>54</b>		TDZE	<b>123</b>	<b>122</b>
		Apt Elev	<b>128</b>	<b>128</b>

# ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required. From CRCUS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.		MALSR Rwy 24L	ALSF-2 Rwy 24R	MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.
Simultaneous approach authorized with HHR. Inop table does not apply to Sidestep Rwy 24R Cat A and B. Simultaneous approach authorized. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. For inop ALS, increase S-LOC 24L Cat C/D visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.				

D-ATIS ARR <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2</b> [APCH FM WEST] <b>124.5 235.975</b> [225°-044°]	<b>124.9 269.0</b> [090°-224°] <b>128.5 360.7</b> [045°-089°]	LOS ANGELES TOWER <b>N 133.9 239.3</b> <b>S 120.95 379.1</b>	GND CON <b>N 121.65 327.0</b> <b>S 121.75 327.0</b> <b>W 121.4 327.0</b>	CLNC DEL <b>120.35</b> <b>327.0</b>	CPDLC
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SW-3, 03 OCT 2024 to 31 OCT 2024

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ELEV 128	TDZE 24L 123	TDZE 24R 122	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).									
↑ hdg 251° *LOC only.		LAX R-260	RAFFS INT	SALWA I-HQ B	PFILA I-HQ B							
		CORTY I-HQ B	SUTIE I-HQ B	BOUBY I-HQ B	JULLI I-HQ B	FAYZE I-HQ B	FNESE I-HQ B	HURLR I-HQ B	WLNUT I-HQ B	RAFFS INT		
1.9 3.7 8.3 13.9 16.2 19.4 22.6 26.5 30.1 37.3 37.3		2.9	3.7	8.3	13.9	16.2	19.4	22.6	26.5	30.1	37.3	37.3
1 NM 0.8 4.6 NM 5.7 NM 2.2 NM 3.2 NM 3.2 NM 3.9 NM 3.6 NM 3.6 NM 3.6 NM		CATEGORY		A	B	C	D					
TDZ/CL Rwy 6L, 7L, 24R, and 25L		S-ILS 24L#		323/24				200 (200-½)				
HIRL all Rwy		S-LOC 24L		500/24		377 (400-½)		500/35		377 (400-¾)		
FAF to MAP 6.4 NM		SIDESTEP 24R		500/55				378 (400-1)		500-1½ 378 (400-1½)		
Knots	60	90	120	150	180							
Min:Sec	6:24	4:16	3:12	2:34	2:08							