

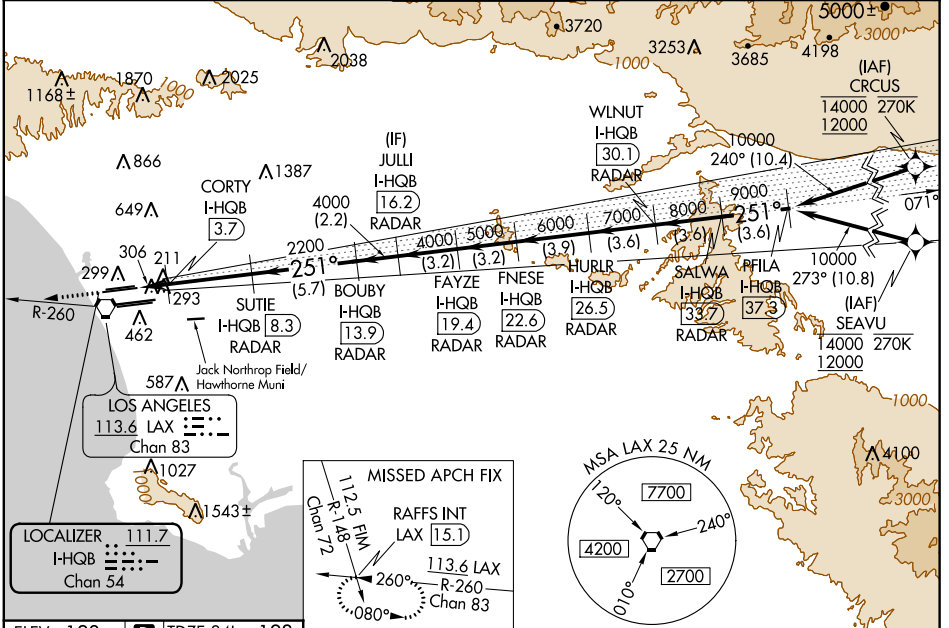
LOC/DME I-HQB 111.7 Chan 54	APP CRS 251°	Rwy Idg TDZE Apt Elev	24L 9483 123 128	24R 8925 122 128
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ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

From CRJCS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.
 DME or Radar required. RNAV 1-GPS or RADAR required for procedure entry.
 For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Inop table does not apply to Sidestep Rwy 24R Cat A and B.
 # RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (ARCFM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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SW-3, 28 FEB 2019 to 28 MAR 2019

SW-3, 28 FEB 2019 to 28 MAR 2019

ELEV 128	TDZE 24L 123	TDZE 24R 122												
<p>2000</p> <p>hdg 251°</p> <p>*LOC only.</p> <p>251° 6.4 NM from FAF</p> <p>740* 2200</p> <p>1 NM 0.8 4.6 NM 5.7 NM 2.2 NM 3.2 NM 3.9 NM 3.6 NM 3.6 NM 3.6 NM</p> <p>CATEGORY A B C D</p> <p>S-ILS 24L# 323/24 200 (200-½)</p> <p>S-LOC 24L 500/24 377 (400-½) 500-1¼ 377 (400-1¼)</p> <p>SIDESTEP 24R 500/55 378 (400-1) 500-1¼ 378 (400-1¼) 500-1½ 378 (400-1½)</p>														
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).</p> <p>SALWA I-HQB 33.7</p> <p>PFLA I-HQB 37.3</p> <p>WLNUT I-HQB 30.1</p> <p>HURLR I-HQB 26.5</p> <p>FAYZE I-HQB 19.4</p> <p>JULLI I-HQB 16.2</p> <p>BOUBY I-HQB 13.9</p> <p>SUTIE I-HQB 8.3</p> <p>CORTY I-HQB 3.7</p> <p>I-HQB 1.9</p>														
<p>TDZ/CL Rwy 6R, 7L, 24R, and 25L</p> <p>HIRL all Rwys</p> <p>FAF to MAP 6.4 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>6:24</td> <td>4:16</td> <td>3:12</td> <td>2:34</td> <td>2:08</td> </tr> </table>			Knots	60	90	120	150	180	Min:Sec	6:24	4:16	3:12	2:34	2:08
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