

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

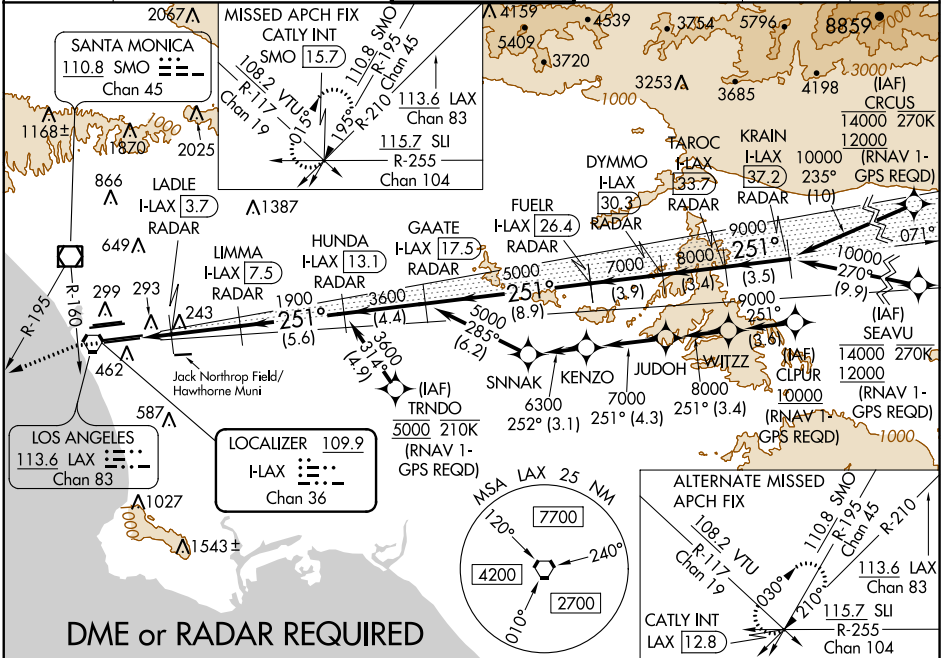
# ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

**▼** DME or RADAR required. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25.

ALSIF-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.
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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, 28 FEB 2019 to 28 MAR 2019

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2000 hdg 251°	SMO R-160 hdg 236°	SMO R-195	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).					TAROC I-LAX	KRAIN I-LAX
*LOC only	LADLE I-LAX 3.7	LIMMA I-LAX 7.5	HUNDA I-LAX 13.1	GAATE I-LAX 17.5	FUELR I-LAX 26.4	DYMMO I-LAX 30.3	TAROC I-LAX 33.7	KRAIN I-LAX 37.2	RADAR	
I-LAX 2	I-LAX 3.2	1900	3600	5000	7000	8000	9000	10000	GS 3.00° TCH 54	
1.2	0.6	3.7 NM	5.6 NM	4.4 NM	8.9 NM	3.9 NM	3.4 NM	3.5 NM		
CATEGORY	A		B		C		D			
S-ILS 25L	304/18		200 (200-½)							
S-LOC 25L	540/24		436 (500-½)		540/40		436 (500-¾)			
SIDESTEP 25R	540/55		436 (500-1)		540-1½		436 (500-1½)			

ELEV 128 **D** TDZE 25L 104  
TDZE 25R 104

ALTERNATE MISSED APCH FIX  
108.2 VTU Chan 19  
110.8 SMO Chan 45  
113.6 LAX Chan 83  
115.7 SU R-255 Chan 104

251° 5.5 NM from FAF

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