

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Idg TDZE Apt Elev	24R 8925 122 128	24L 9483 123 128
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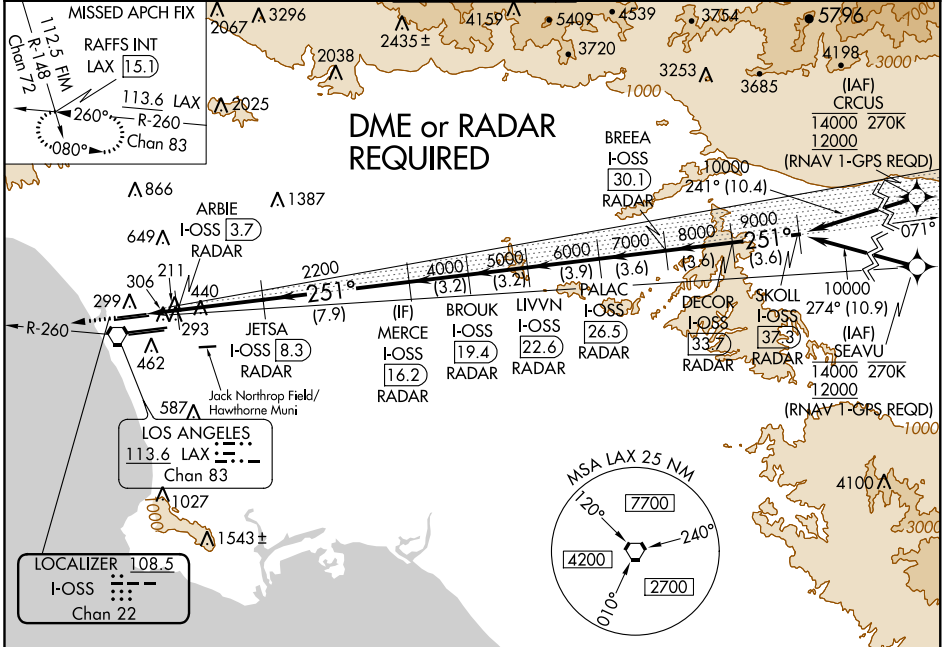
ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Simultaneous approach authorized. Simultaneous approach authorized with HHR. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 5500.

ALSF-2 Rwy 24R	MALSR Rwy 24L	MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.
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D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 (APCH FM WEST) (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (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, 15 AUG 2019 to 12 SEP 2019

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ELEV 128	TDZE 24R 122 TDZE 24L 123	2000 hdg 251°	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	DECOR I-OSS 37.3 SKOLL I-OSS 37.3 RADAR					
<p>*LOC only</p> <p>251° 6.4 NM from FAF</p>		ARBIE I-OSS 3.7 RADAR	JETSA I-OSS 8.3 RADAR	MERCE I-OSS 16.2 RADAR	BROUK I-OSS 19.4 RADAR	LIVVN I-OSS 22.6 RADAR	PALAC I-OSS 26.5 RADAR	BREEA I-OSS 30.1 RADAR			
<p>251° 6.4 NM from FAF</p>		I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9	I-OSS 2.9			
<p>251° 6.4 NM from FAF</p>		0.9	0.8	4.6 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM
<p>251° 6.4 NM from FAF</p>		CATEGORY		A		B		C		D	
<p>251° 6.4 NM from FAF</p>		S-ILS 24R		322/18		200 (200-½)					
<p>251° 6.4 NM from FAF</p>		S-LOC 24R		480/24		358 (400-½)		480/30		358 (400-¾)	
<p>251° 6.4 NM from FAF</p>		SIDESTEP 24L		500/55		377 (400-1)		500-1½		377 (400-1½)	