

LOC/DME I-HQB	APP CRS	Rwy Ldg	24L	24R
111.7	251°	TDZE	9483	8926
Chan 54		Apt Elev	123	122
			128	128

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.

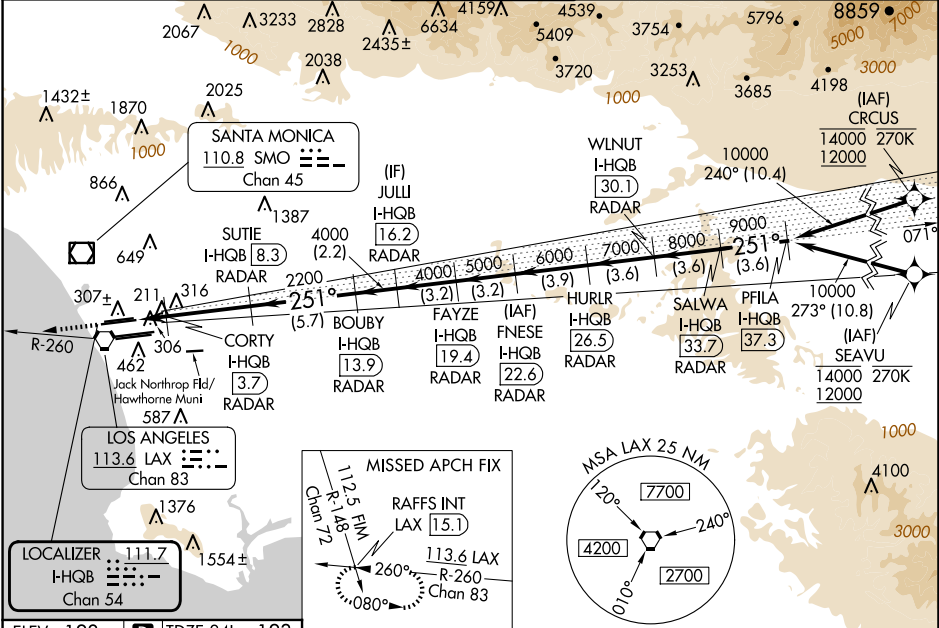
Simultaneous approach authorized with HHR. Inop table does not apply to Sidestep Rwy 24R Cat A and B. Simultaneous approach authorized. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. For inop ALS, increase S-LOC 24L Cat C/D visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 24L

ALSIF-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.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2	N 121.65 327.0	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975	S 120.95 379.1	S 121.75 327.0	327.0	
	(225°-044°)	(090°-224°)	W 121.4 327.0		
		(045°-089°)			



ELEV 128	TDZE 24L 123	TDZE 24R 122
<div>LOCALIZER 111.7 I-HQB Chan 54</div> <div>LOS ANGELES 113.6 LAX Chan 83</div> <div>MISSED APCH FIX RAFFS INT LAX 15.1</div> <div>MSA LAX 25 NM</div>		
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).		
<div>2000</div> <div>hdg 251°</div> <div>LAX R-260</div> <div>RAFFS INT</div> <div>*LOC only.</div> <div>I-HQB 1.9</div> <div>CORTY I-HQB 3.7</div> <div>SUTIE I-HQB 8.3</div> <div>BOUBY I-HQB 13.9</div> <div>JULI I-HQB 16.2</div> <div>FAYZE I-HQB 19.4</div> <div>FNES I-HQB 22.6</div> <div>HURLR I-HQB 26.5</div> <div>WLNUT I-HQB 30.1</div> <div>SALWA I-HQB 33.7</div> <div>PFILA I-HQB 37.3</div> <div>GS 3.00°</div> <div>TCH 59</div>		
CATEGORY A B C D		
S-ILS 24L# 323/24 200 (200-½)		
S-LOC 24L 500/24 377 (400-½) 500/35 377 (400-¾)		
SIDESTEP 24R 500/55 378 (400-1) 500-1½ 378 (400-1½)		