

LOC/DME I-OSS <b>108.5</b> Chan <b>22</b>	APP CRS <b>251°</b>	Rwy Idg <b>8926 9483</b> TDZE <b>122 123</b> Apt Elev <b>128 128</b>
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# ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

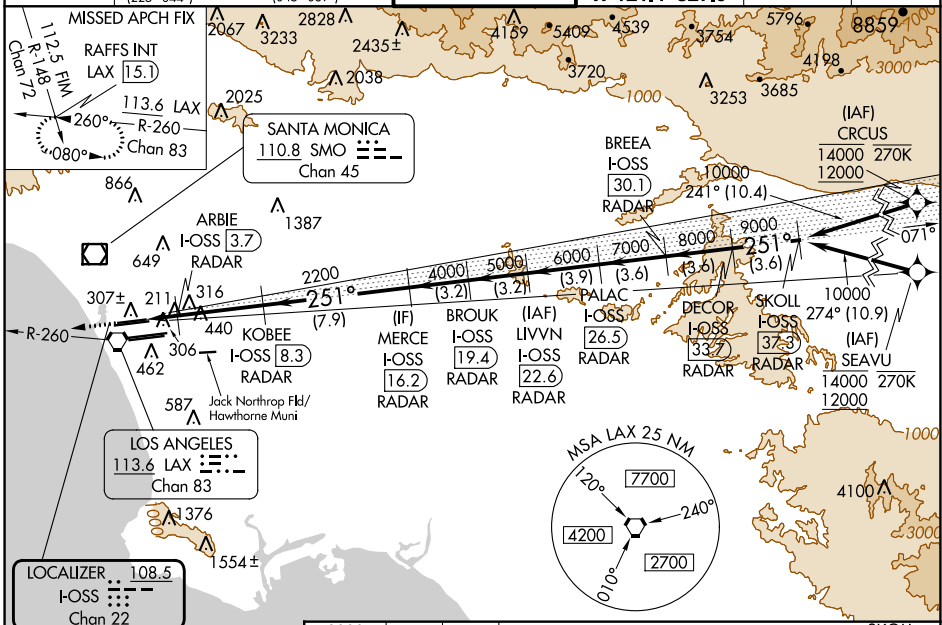
From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

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



MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

D-ATIS ARR <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2</b> [APCH FM WEST] [225°-044°] <b>124.9 269.0</b> [090°-224°] <b>124.5 235.975</b> [045°-089°] <b>128.5 360.7</b>	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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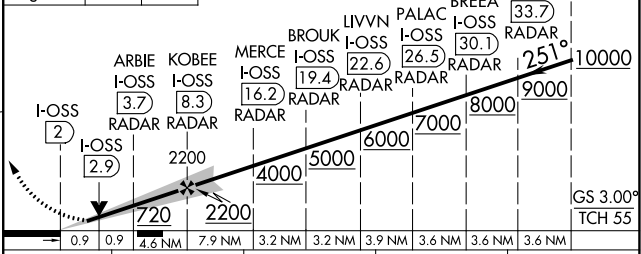
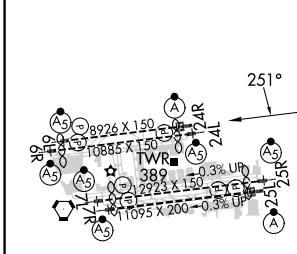


SW-3, 11 JUL 2024 to 08 AUG 2024

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ELEV 128	TDZE 24R 122	TDZE 24L 123
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↑ 2000  
LAX R-260  
RAFFS INT  
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).



TDZ/CL Rwy 6L, 7L, 24R, and 25L HIRL all Rwy	FAF to MAP 6.4 NM
Knots Min:Sec 6:24 4:16 3:12 2:34 2:08	
S-I LS 24R	322/18 200 (200-½)
S-LOC 24R	480/24 358 (400-½) 480/30 358 (400-¾)
SIDESTEP 24L	500/55 377 (400-1) 500-1½ 377 (400-1½)