

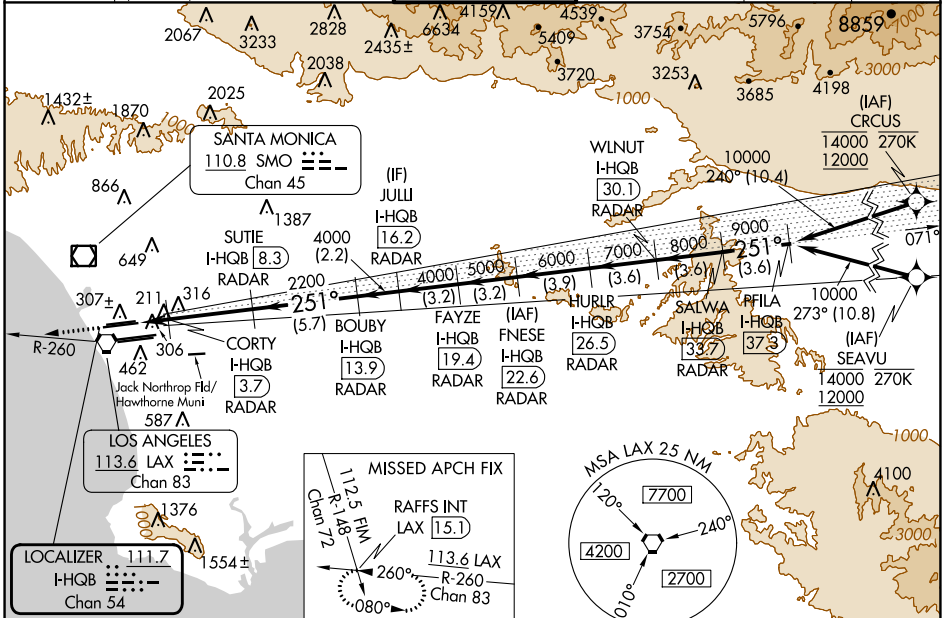
LOC/DME I-HQB <b>111.7</b> Chan <b>54</b>	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	24L <b>9483</b> <b>123</b> <b>128</b>	24R <b>8926</b> <b>122</b> <b>128</b>
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# ILS or LOC RWY 24L

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.		MALSR Rwy 24L 	ALSF-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.
⚠ 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.				

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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ELEV 128	TDZE 24L 123	TDZE 24R 122												
2000 ↑ hdg 251° LAX R-260 RAFFS INT														
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).														
*LOC only.														
<table border="1"> <tr> <td>CORTY I-HQB 1.9</td> <td>SUTIE I-HQB 8.3</td> <td>BOUBY I-HQB 13.9</td> <td>JULLI I-HQB 16.2</td> <td>FAYZE I-HQB 19.4</td> <td>FNESE I-HQB 22.6</td> <td>HURLR I-HQB 26.5</td> <td>WLNUT I-HQB 30.1</td> <td>SALWA I-HQB 33.7</td> <td>PFILA I-HQB 37.3</td> </tr> </table>			CORTY I-HQB 1.9	SUTIE I-HQB 8.3	BOUBY I-HQB 13.9	JULLI I-HQB 16.2	FAYZE I-HQB 19.4	FNESE I-HQB 22.6	HURLR I-HQB 26.5	WLNUT I-HQB 30.1	SALWA I-HQB 33.7	PFILA I-HQB 37.3		
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<table border="1"> <tr> <td>1 NM</td> <td>0.8</td> <td>4.6 NM</td> <td>5.7 NM</td> <td>2.2 NM</td> <td>3.2 NM</td> <td>3.2 NM</td> <td>3.9 NM</td> <td>3.6 NM</td> <td>3.6 NM</td> <td>3.6 NM</td> </tr> </table>			1 NM	0.8	4.6 NM	5.7 NM	2.2 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM	
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TDZ/CL Rwy 6L, 7L, 24R, and 25L HIRL all Rwy														
FAF to MAP 6.4 NM														
<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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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)														

SW-3, 31 OCT 2024 to 28 NOV 2024

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