

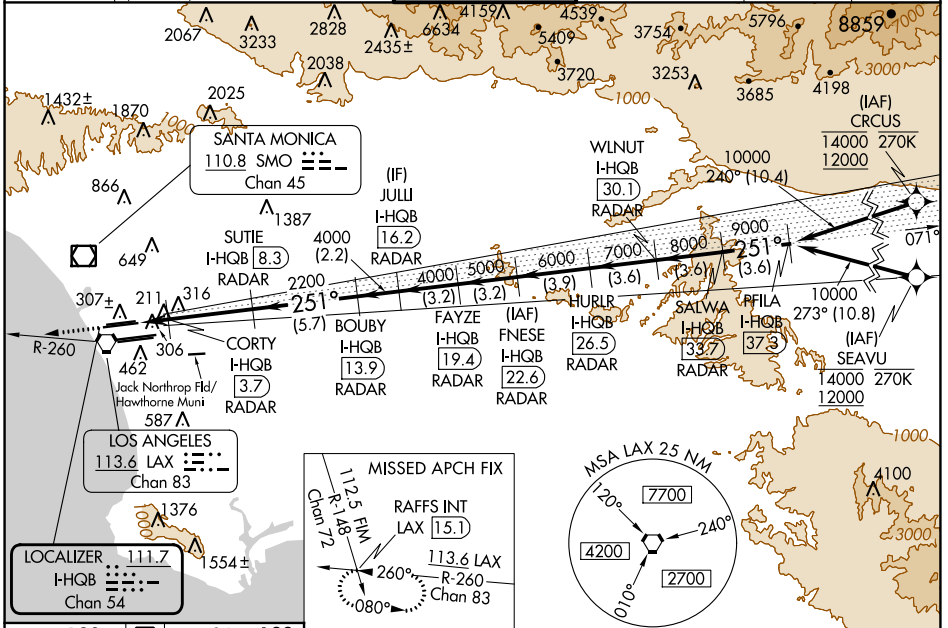
LOC/DME I-HQB <b>111.7</b> Chan 54	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	24L <b>9483</b> <b>123</b> <b>128</b>	24R <b>8926</b> <b>122</b> <b>128</b>
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# ILS or LOC RWY 24L

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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SW-3, 26 DEC 2024 to 23 JAN 2025

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ELEV 128	TDZE 24L 123	TDZE 24R 122	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).			
2000 ↑ hdg 251°		LAX R-260	RAFFS INT	SALWA I-HQB 37.3	PFILA I-HQB 37.3	
*LOC only. I-HQB 1.9 I-HQB 2.9 I-HQB 3.7 I-HQB 8.3 I-HQB 13.9 I-HQB 16.2 I-HQB 19.4 I-HQB 22.6 I-HQB 26.5 I-HQB 30.1 I-HQB 33.7 I-HQB 37.3		CORTY RADAR	SUTIE RADAR	BOUBY RADAR	JULLI RADAR	FAYZE RADAR
740* 2200 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						
TDZ/CL Rwy 6L, 7L, 24R, and 25L HIRL all Rwy FAF to MAP 6.4 NM		S-ILS 24L#		323/24 200 (200-½)		
Knots 60 90 120 150 180 Min:Sec 6:24 4:16 3:12 2:34 2:08		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)		