# ILS or LOC RWY 24L
## LOS ANGELES INTL (LAX)

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

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.

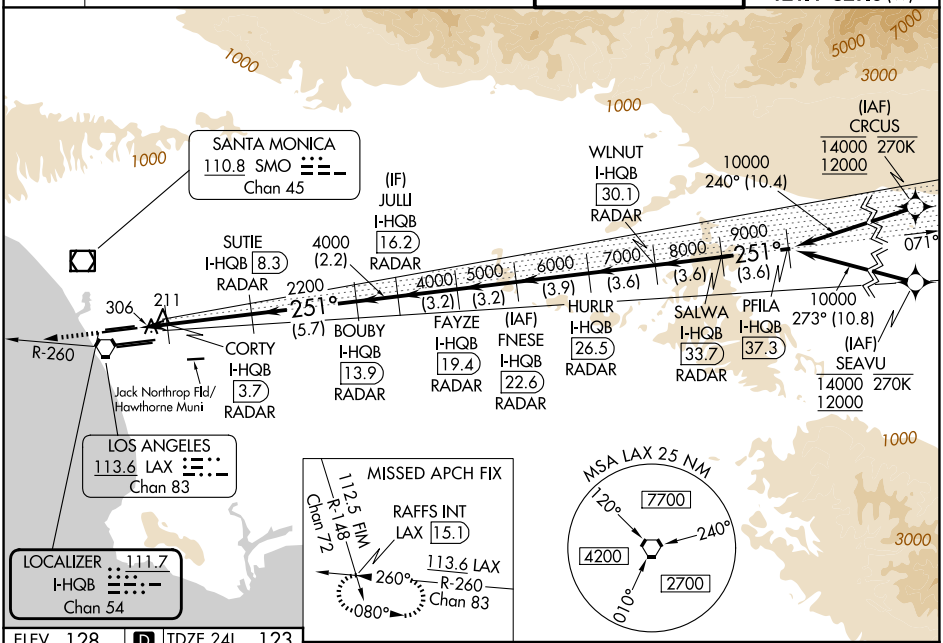
T Simultaneous approach authorized with HHR. Inop table does not apply to Sidestep Rwy 24R Cat A and B. Simultaneous approach authorized. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. For inop ALS, increase Sidestep 24R Cat C visibility to 1½SM. For inop ALS, increase S-LOC 24L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

MALSR Rwy 24L (A5)

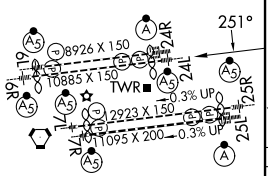
ALSF-2 Rwy 24R (A)

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 |
|---|---|---|---|
| 133.8 | 124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°)<br>124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°) | 133.9 239.3 (N)<br>120.95 379.1 (S) | 121.65 327.0 (N)<br>121.75 327.0 (S)<br>121.4 327.0 (W) |

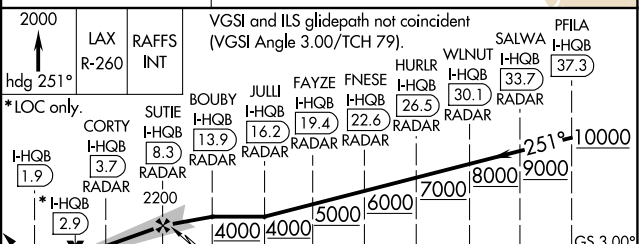



| ELEV 128 | D | TDZE 24L 123 |
|---|---|---|
| | | TDZE 24R 122 |




TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24L# | 323/24 200 (200-½) | | | |
| S-LOC 24L | 500/24 377 (400-½) | | 500/35 377 (400-⅝) | |
| SIDESTEP 24R | 500/55 378 (400-1) | | | 500-1½ 378 (400-1½) |


SW-3, 19 FEB 2026 to 19 MAR 2026