

LOC/DME I-LAX	APP CRS	Rwy Idg	25L	25R
<b>109.9</b>	<b>251°</b>	Elev	<b>11095</b>	<b>11134</b>
Chan <b>36</b>		TDZE	<b>104</b>	<b>104</b>
		Apt Elev	<b>128</b>	<b>128</b>

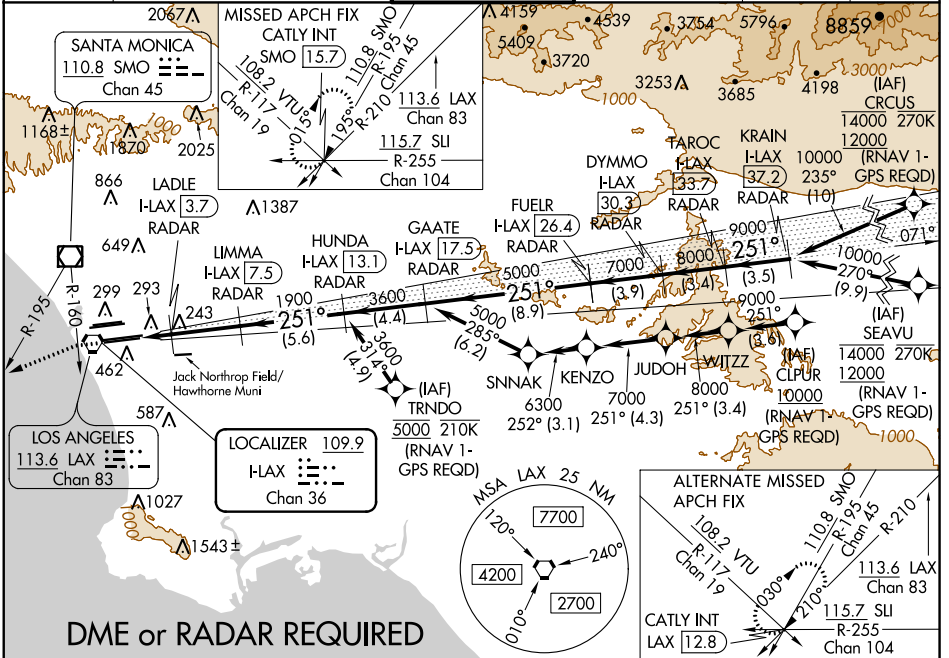
# ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

**▼** DME or RADAR required. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25.

ALSIF-2 Rwy 25L	MALSR Rwy 25R	MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160, then left turn on heading 236° and on the SMO R-195 to CATLY INT/SMO 15.7 DME and hold.
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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°)	LOS ANGELES TOWER <b>N 133.9 239.3</b> <b>S 120.95 379.1</b> (090°-224°) (045°-089°)	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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2000 hdg 251° SMO R-160	SMO R-195 hdg 236°	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).						
*LOC only	LADLE I-LAX 3.7 RADAR	LIMMA I-LAX 7.5 RADAR	HUNDA I-LAX 13.1 RADAR	GAATE I-LAX 17.5 RADAR	FUELR I-LAX 26.4 RADAR	DYMMO I-LAX 30.3 RADAR	TAROC I-LAX 33.7 RADAR	KRAIN I-LAX 37.2 RADAR	
	I-LAX 2	I-LAX 3.2	1900	3600	5000	7000	8000	9000	
	1.2	0.6	3.7 NM	5.6 NM	4.4 NM	8.9 NM	3.9 NM	3.4 NM	3.5 NM
CATEGORY	A		B		C		D		
S-ILS 25L	304/18 200 (200-½)								
S-LOC 25L	540/24		436 (500-½)		540/40		436 (500-¾)		
SIDESTEP 25R	540/55 436 (500-¼)				540-1½ 436 (500-1½)				

ELEV 128	TDZE 25L 104	TDZE 25R 104
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FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SW-3, 09 NOV 2017 to 07 DEC 2017

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