

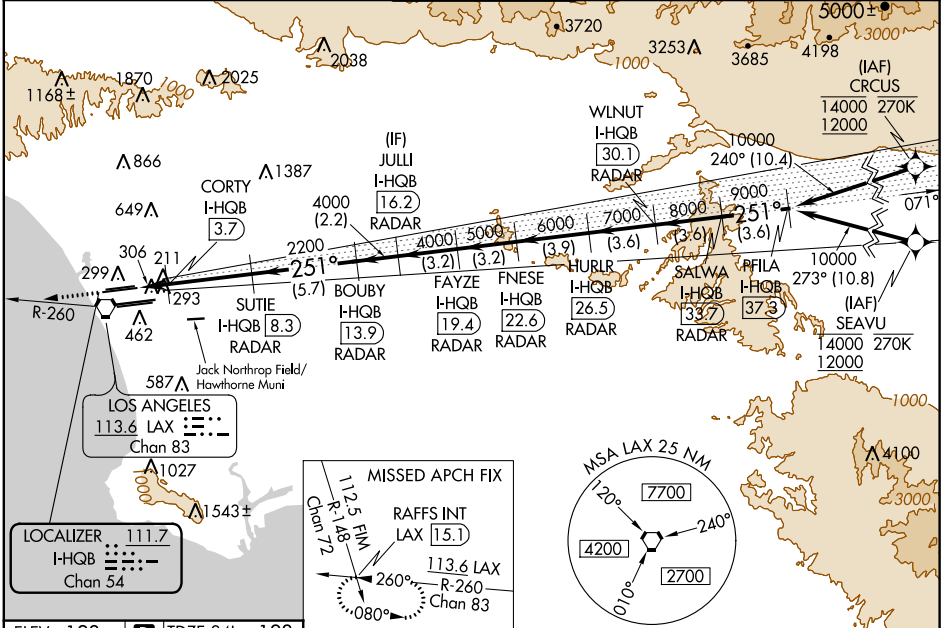
LOC/DME I-HQRB 111.7 Chan 54	APP CRS 251°	Rwy Idg TDZE Apt Elev	24L 9483 123 128	24R 8925 122 128
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ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

From CRJCS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.
 DME or Radar required. RNAV 1-GPS or RADAR required for procedure entry.
 For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Inop table does not apply to Sidestep Rwy 24R Cat A and B.
 #RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (ARCFM WEST) (225°-044°)	124.9 269.0 (090°-224°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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ELEV 128	TDZE 24L 123	TDZE 24R 122	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).									
<p>2000</p> <p>hdg 251°</p> <p>251° 6.4 NM from FAF</p>			LAX R-260	RAFFS INT	SALWA I-HQRB 37.3	PFILA I-HQRB 37.3						
<p>*LOC only.</p> <p>CORTY I-HQRB 1.9</p> <p>SUTIE I-HQRB 8.3</p> <p>BOUBY I-HQRB 13.9</p> <p>JULLI I-HQRB 16.2</p> <p>FAYZE I-HQRB 19.4</p> <p>FNESE I-HQRB 22.6</p> <p>HURLR I-HQRB 26.5</p> <p>WLNUT I-HQRB 30.1</p>			BOUBY I-HQRB 13.9	JULLI I-HQRB 16.2	FAYZE I-HQRB 19.4	FNESE I-HQRB 22.6	HURLR I-HQRB 26.5	WLNUT I-HQRB 30.1	SALWA I-HQRB 37.3	PFILA I-HQRB 37.3		
<p>*I-HQRB 2.9</p> <p>740* 2200</p>			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
<p>TDZ/CL Rwy 6R, 7L, 24R, and 25L</p> <p>HIRL all Rwys</p> <p>FAF to MAP 6.4 NM</p>			<p>S-ILS 24L# 323/24 200 (200-½)</p>									
<p>Knots 60 90 120 150 180</p> <p>Min:Sec 6:24 4:16 3:12 2:34 2:08</p>			<p>S-LOC 24L 500/24 377 (400-½)</p>			<p>500-1¼ 377 (400-1¼)</p>						
<p>SIDESTEP 24R 500/55 378 (400-1)</p>			<p>500-1¼ 378 (400-1¼)</p>			<p>500-1½ 378 (400-1½)</p>						

SW-3, 08 NOV 2018 to 06 DEC 2018

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