

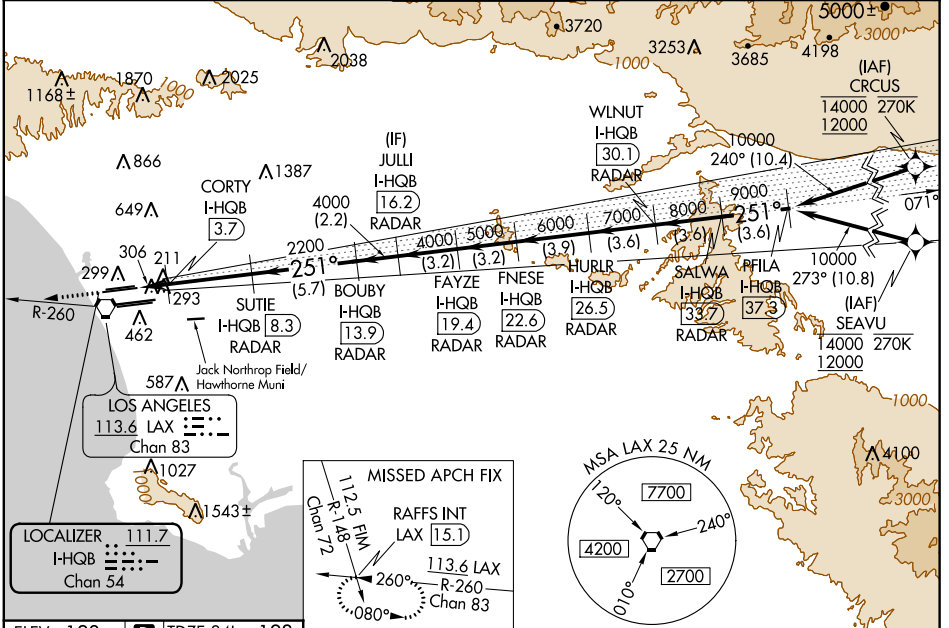
LOC/DME I-HQB <b>111.7</b> Chan <b>54</b>	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	24L <b>9483</b> <b>123</b> <b>128</b>	24R <b>8925</b> <b>122</b> <b>128</b>
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# ILS or LOC RWY 24L

## 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 <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2</b> (ARCFM 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	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-HQB 33.7	PFILA I-HQB 37.3							
<p>*LOC only.</p> <p>CORTY I-HQB 1.9</p> <p>SUTIE I-HQB 8.3</p> <p>BOUBY I-HQB 13.9</p> <p>JULLI I-HQB 16.2</p> <p>FAYZE I-HQB 19.4</p> <p>FNESE I-HQB 22.6</p> <p>HURLR I-HQB 26.5</p> <p>WLNUT I-HQB 30.1</p>			CORTY I-HQB 3.7	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	RAFFS INT	SALWA I-HQB 33.7	PFILA I-HQB 37.3
<p>1 NM 0.8</p> <p>4.6 NM</p> <p>5.7 NM</p> <p>2.2 NM</p> <p>3.2 NM</p> <p>3.2 NM</p> <p>3.9 NM</p> <p>3.6 NM</p> <p>3.6 NM</p> <p>3.6 NM</p>			740*	2200	4000	4000	5000	6000	7000	8000	9000	10000	
<p>TDZ/CL Rwy 6R, 7L, 24R, and 25L</p> <p>HIRL all Rwy</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, 12 SEP 2019 to 10 OCT 2019

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