

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

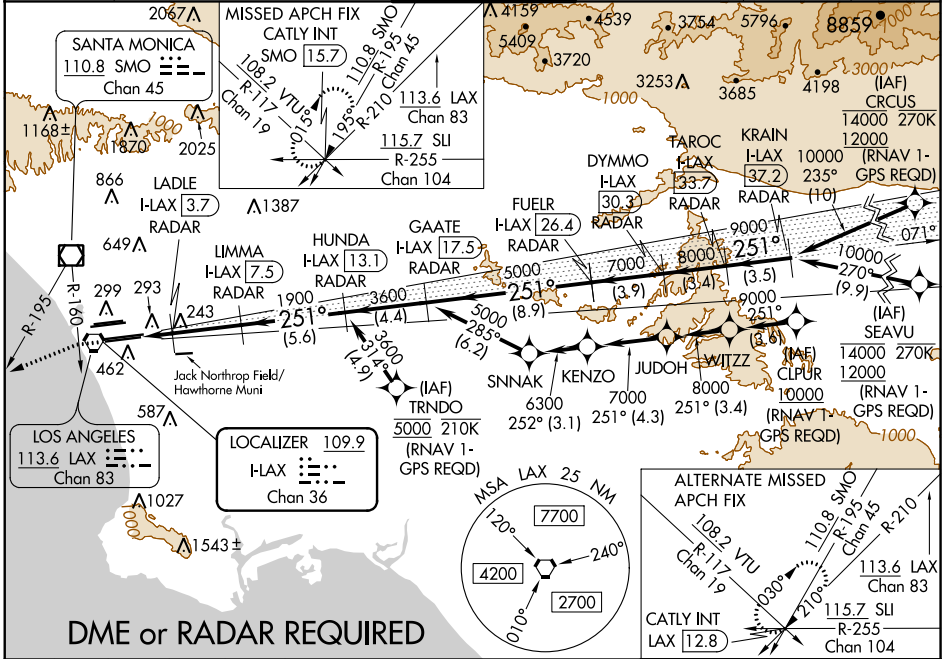
ILS or LOC RWY 25L

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 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 (090°-224°) (045°-089°)	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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SW-3, 13 SEP 2018 to 11 OCT 2018

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2000 hdg 251°	SMO R-160 hdg 236°	SMO R-195	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).					TAROC I-LAX	KRAIN I-LAX
*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	I-LAX (33.7) RADAR	I-LAX (37.2) RADAR		
	I-LAX (2)									
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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251° 5.5 NM from FAF