

LOC/DME I-HQ B	APP CRS	Rwy Idg	24L	24R
<b>111.7</b>	<b>250°</b>	<b>10285</b>	<b>8925</b>	
Chan <b>54</b>		<b>THRE</b>	<b>111</b>	<b>117</b>
		Apt Elev	<b>126</b>	<b>126</b>

# ILS or LOC RWY 24L

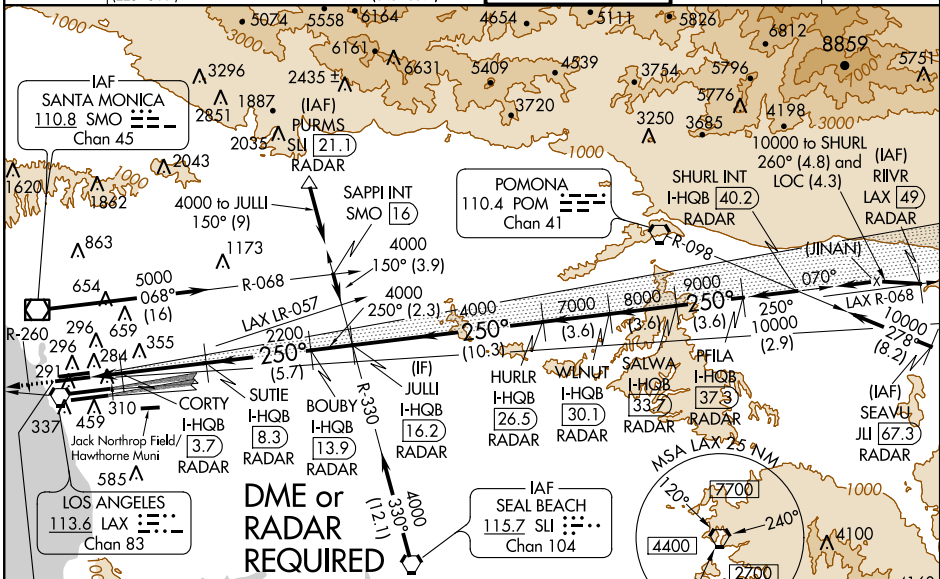
LOS ANGELES INTL (LAX)

▼ Inoperative table does not apply to Sidestep Rwy 24R Cats A/B.  
 Simultaneous approach authorized with LAX 25L/R.  
 Simultaneous approach authorized with HHR 25.



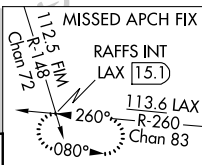
**MISSED APPROACH:** Climb to 2000 on heading 250° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

ATIS	<b>124.3 363.2</b>	SOCAL APP CON	<b>124.9 269.0</b>	LOS ANGELES TOWER	<b>N 121.65 327.0</b>	GND CON	<b>N 121.75 327.0</b>	CLNC DEL	<b>121.4 327.0</b>
ARR	<b>133.8</b>			<b>133.9 239.3</b>					
DEP	<b>135.65</b>			<b>S 120.95 379.1</b>			<b>S 121.75 327.0</b>		



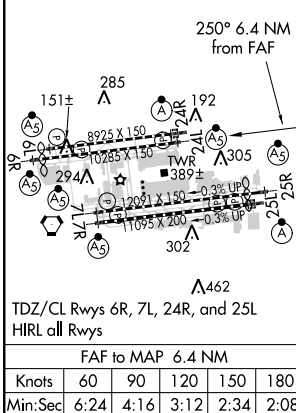
SW-3, 26 JUN 2014 to 24 JUL 2014

SW-3, 26 JUN 2014 to 24 JUL 2014



Procedure NA for arrivals at PURMS via V186 northwest bound.  
 Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.  
 Procedure NA for arrivals at SMO VOR/DME via V107 westbound.

ELEV 126	THRE 24L 111	THRE 24R 117
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2000	LAX R-260	RAFFS INT	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 79).							
hdg 250°			CORTY I-HQB [3.7] RADAR	BOUBY I-HQB [13.9] RADAR	SUTIE I-HQB [8.3] RADAR	JULLI I-HQB [16.2] RADAR	HURLR I-HQB [26.5] RADAR	WLNUT I-HQB [30.1] RADAR	SALWA I-HQB [33.7] RADAR	PFILA I-HQB [37.3] RADAR
*LOC only			I-HQB [1.9]	I-HQB [2.9]	2200	4000	4000	7000	8000	9000
			1 NM	0.8	4.6 NM	5.7 NM	2.3 NM	10.3 NM	3.6 NM	3.6 NM
			A		B		C		D	
			S-ILS 24L 311/24 200 (200-½)							
			S-LOC 24L 500/24 389 (400-½)		500/35 389 (400-¾)					
			SIDESTEP 24R 700/55 583 (600-¼)		700-1¼ 583 (600-¼)					