

LOC/DME I-UWU <b>108.5</b> Chan 22	APP CRS <b>069°</b>	Rwy Idg THRE Apt Elev	6L <b>8925</b> <b>112</b> <b>126</b>	6R <b>9954</b> <b>108</b> <b>126</b>
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# ILS or LOC RWY 6L

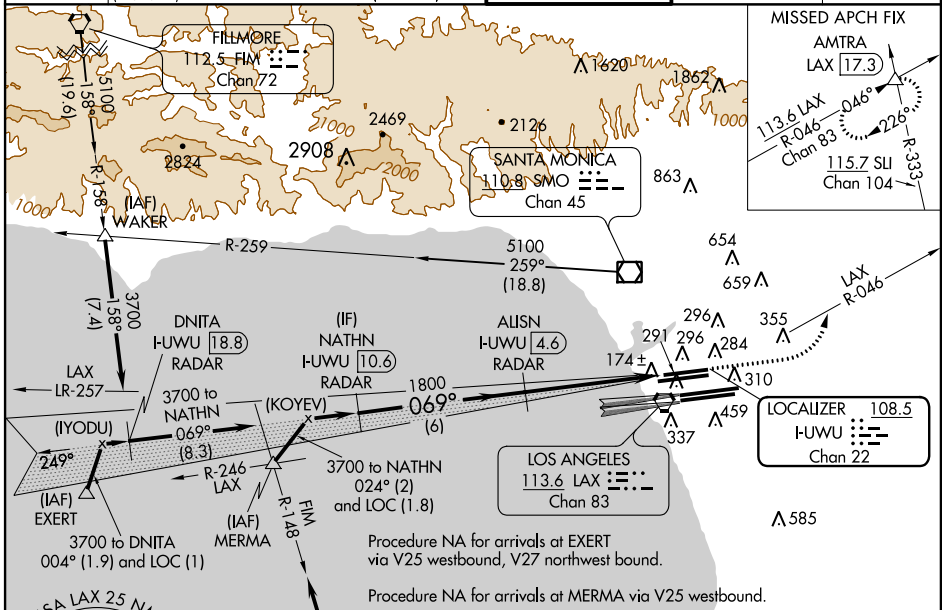
LOS ANGELES INTL (LAX)

Simultaneous approach authorized with Rwy 7L/7R. Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 6L and S-LOC 6L all Cats, Sidestep 6R Cats A/B. For inoperative MALSR, increase Sidestep 6R Cat C visibility to 1½ mile and Cat D to 2 miles.



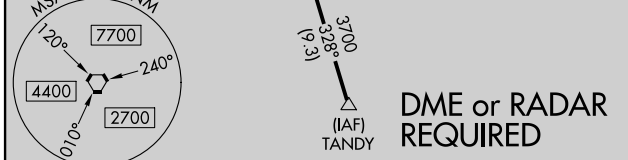
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 via LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.

ATIS ARR <b>133.8</b> DEP <b>135.65</b>	<b>124.3 363.2</b> (APCH FM WEST) <b>124.5 235.975</b> (225°-044°)	SOCAL APP CON	<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>	CLNC DEL <b>121.4 327.0</b>
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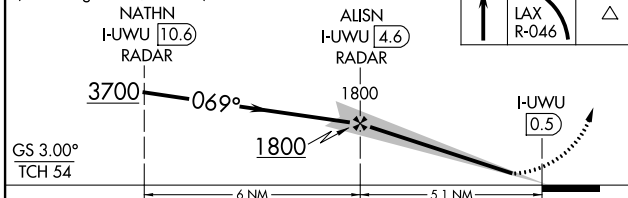


SW-3, 26 JUN 2014 to 24 JUL 2014

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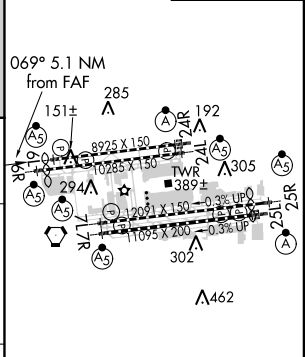


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D
S-ILS 6L		362/50	250 (300-1)	
S-LOC 6L		440/50	328 (400-1)	
SIDESTEP 6R	440/50	332 (400-1)		440-1¾ 332 (400-1¾)

ELEV 126	THRE 6L 112
	THRE 6R 108



TDZ/CL Rwys 6R, 7L, 24R, and 25L HIRL all Rwys	FAF to MAP 5.1 NM
	Knots 60 90 120 150 180
	Min:Sec 5:06 3:24 2:33 2:02 1:42