

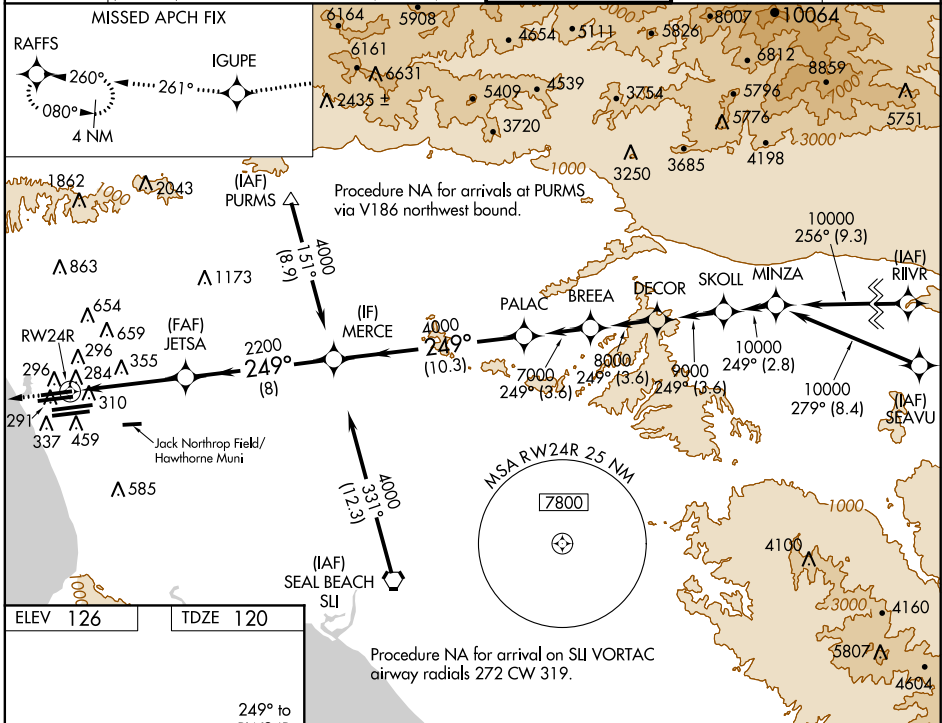
WAAS CH 69307 W24A	APP CRS 249°	Rwy Idg TDZE Apt Elev	8925 120 126
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RNAV (GPS) Y RWY 24R

LOS ANGELES INTL (LAX)

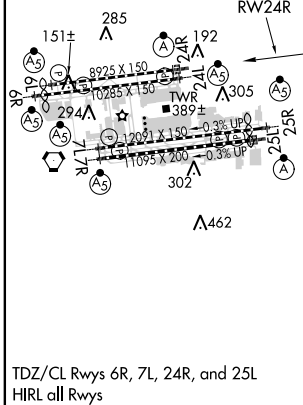
<p>▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Simultaneous approach authorized with LAX 25L/R. Simultaneous approach authorized with HRR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 2000 direct IGUPE and via 261° track to RAFFS and hold.</p>
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<p>ATIS ARR 133.8 DEP 135.65</p>	<p>124.3 363.2 (ARCFM WEST) 124.5 235.975 (225°-044°)</p>	<p>SOCAL APP CON 124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)</p>	<p>LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1</p>	<p>GND CON N 121.65 327.0 S 121.75 327.0</p>	<p>CLNC DEL 121.4 327.0</p>
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SW-3, 26 JUN 2014 to 24 JUL 2014

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2000	IGUPE	tr 261°	RAFFS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	PALAC
*LNAV only					
*1.5 NM to RWY 24R					
RWY 24R					
1.5 NM					
4.8 NM					
8 NM					
10.3 NM					
MERCE					
JETSA					
2200					
4000					
249°					
7000					
Procedure Turn NA					
GS 3.00° TCH 59'					

CATEGORY	A	B	C	D
LPV DA		374/24	254 (300-1/2)	
LNAV/VNAV DA		604/60	484 (500-1/4)	
LNAV MDA	660/24	540 (600-1/2)	660/50 540 (600-1)	660/60 540 (600-1/4)