

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Ldg TDZE 122 Apt Elev 128
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ILS RWY 24R (CAT II & III)
LOS ANGELES INTL (LAX)

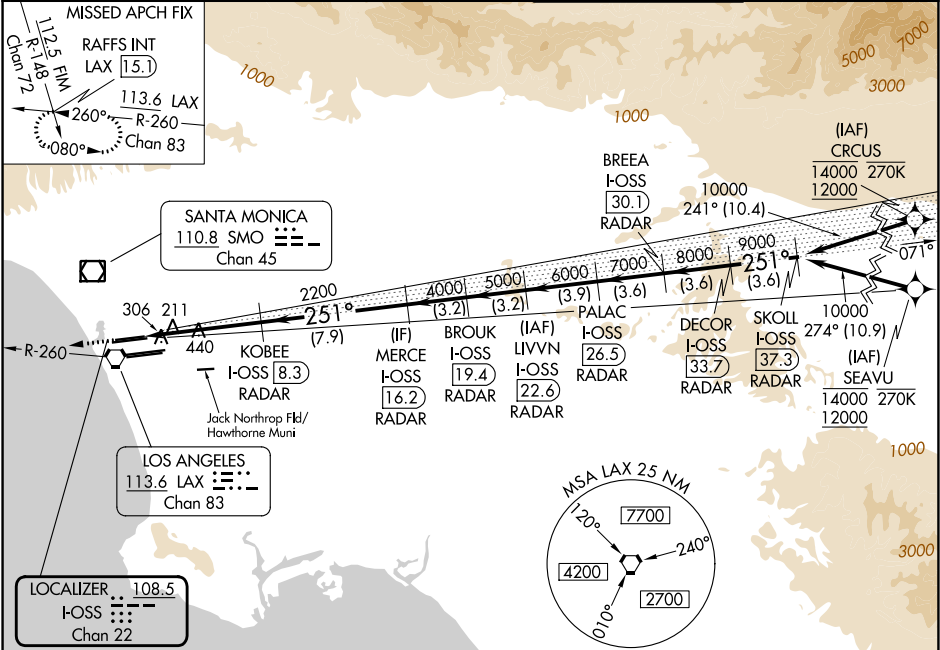
From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

D-ATIS 133.8	SOCAL APP CON 124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER 133.9 239.3 (N) 120.95 379.1 (S)	GND CON 121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)
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ELEV 128 TDZE 122

Diagram of the ILS RWY 24R approach with various altitudes and distances.

2000	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 73).				DECOR I-OSS 33.7	SKOLL I-OSS 37.3
hdg 251°								
	KOBEE I-OSS 8.3	MERCE I-OSS 16.2	BROUK I-OSS 19.4	LIVVN I-OSS 22.6	PALAC I-OSS 26.5	BREEA I-OSS 30.1	251°	10000
	2200	4000	5000	6000	7000	8000	9000	
	6.4 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	
CATEGORY	A	B	C	D				
S-ILS 24R	CAT II RA 118/10 100 DA 222							
S-ILS 24R	CAT III RVR 06							
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED								

SW-3, 01 OCT 2026 to 29 OCT 2026

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