

LOC/DME I-OSS <b>108.5</b> Chan <b>22</b>	APP CRS <b>251°</b>	Rwy Idg TDZE Apt Elev	<b>8926</b> <b>122</b> <b>128</b>
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# ILS RWY 24R (CAT II & III)

LOS ANGELES INTL (LAX)

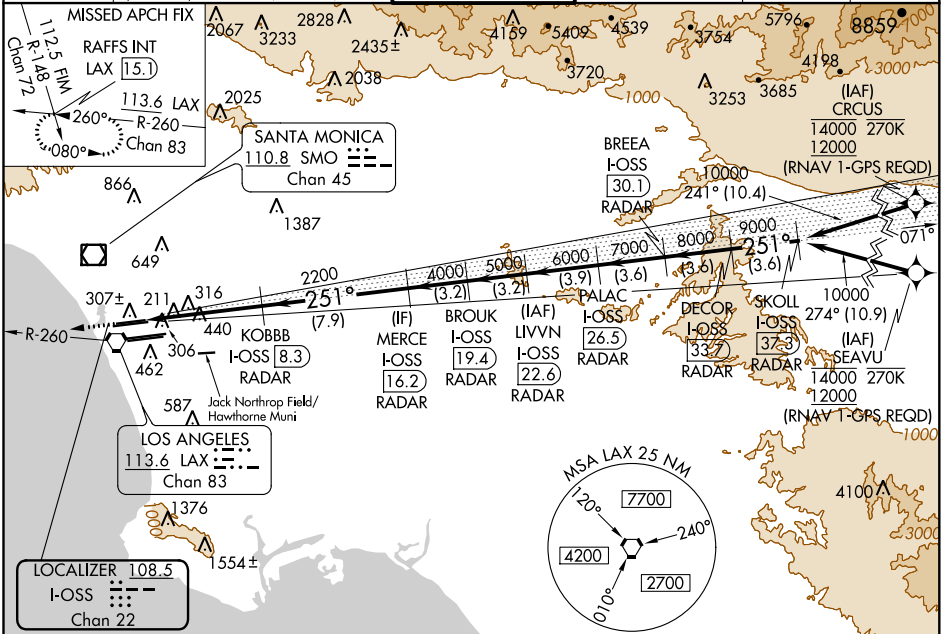
DME or RADAR required.

Simultaneous approach authorized with HHR.  
Simultaneous approach authorized.

ALSF-2  
Rwy 24R

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

D-ATIS ARR <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2</b> [APCH FM WEST] <b>124.5 235.975</b> [225°-044°]	<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> <b>W 121.4 327.0</b>	CLNC DEL <b>120.35</b> <b>327.0</b>	CPDLC
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SW-3, 25 FEB 2021 to 25 MAR 2021

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ELEV 128	TDZE 24R 122	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°								
			6.4 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM
		CATEGORY	A	B	C	D				
		S-ILS 24R	CAT II RA 118/12 100 DA 222							
		S-ILS 24R	CAT III RVR 06							

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED