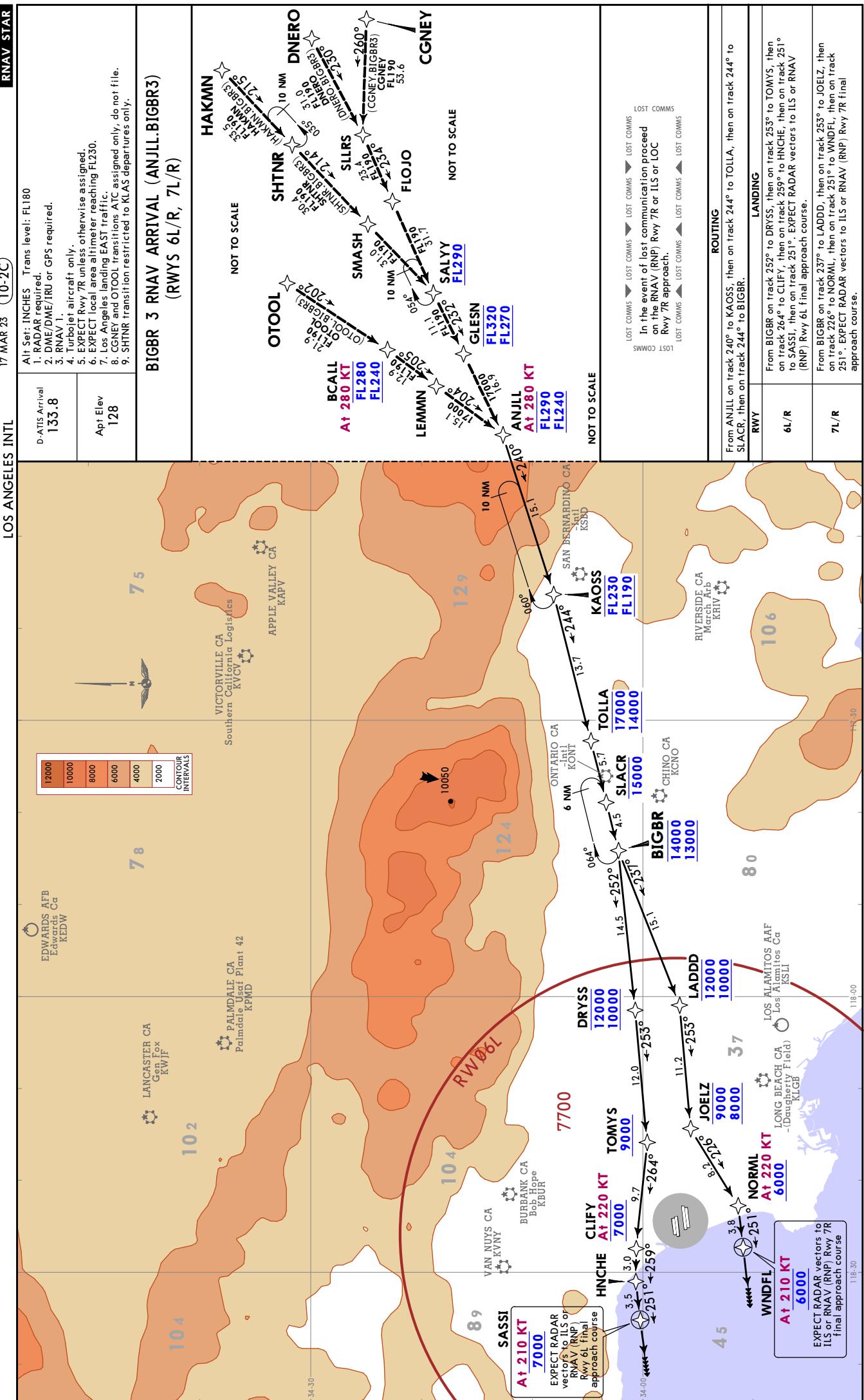
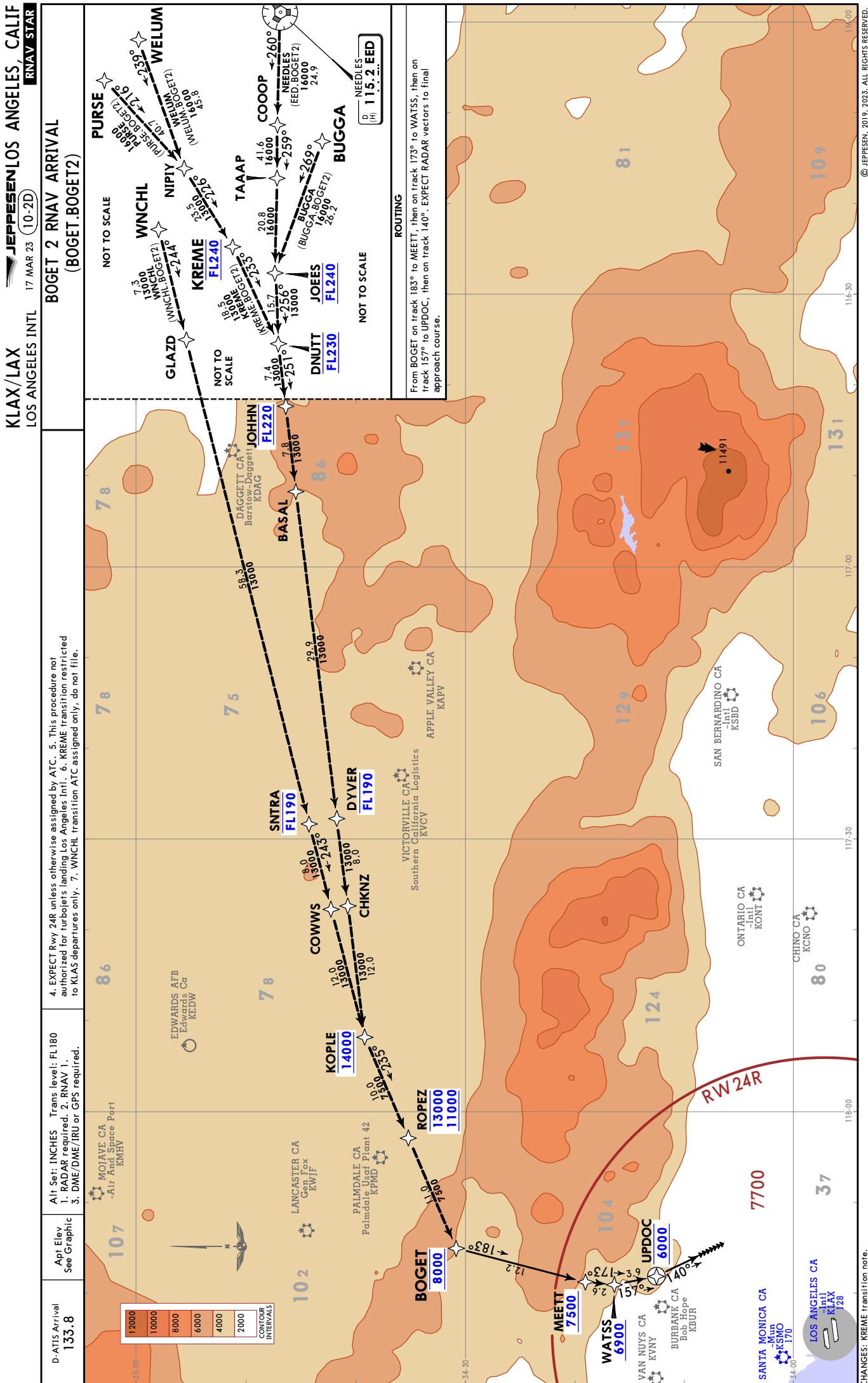
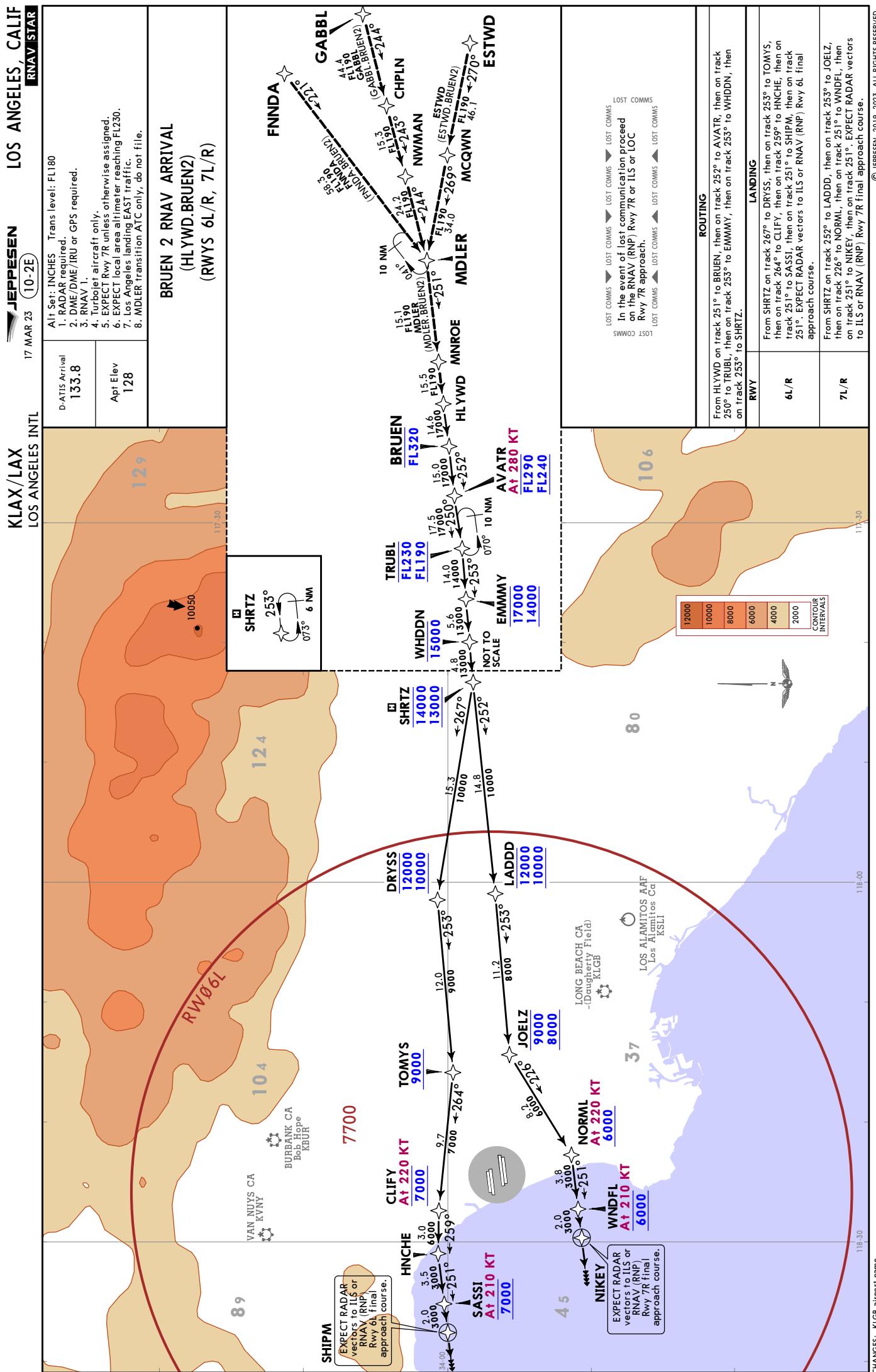
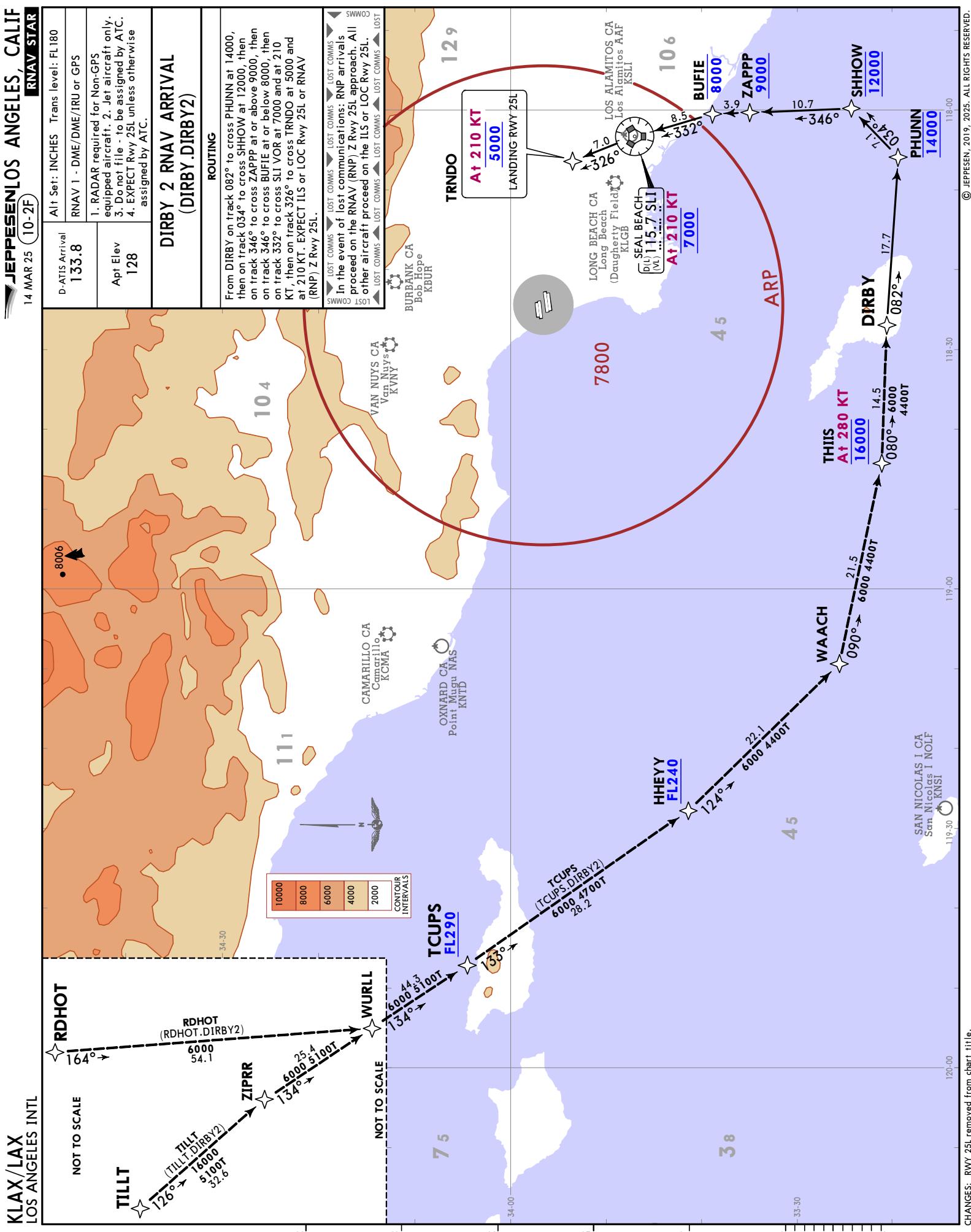


**JEPPESSEN****LOS ANGELES, CALIF**







**CHANGES:** RWY 25L removed from chart title.

10	0	10	20
D-ATIS Arrival <b>133.8</b>	Apt Elev <b>128</b>	RNAV 1 - GPS	Alt Set: INCHES Trans level: FL180

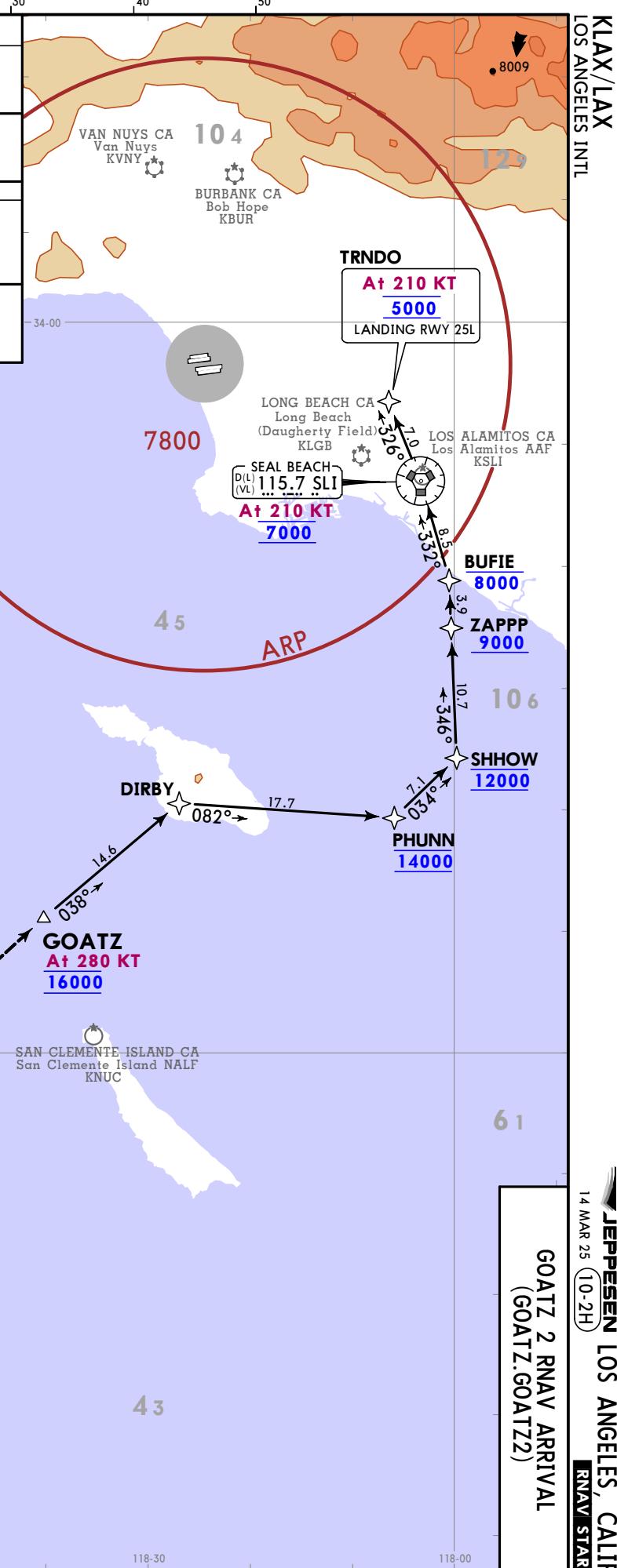
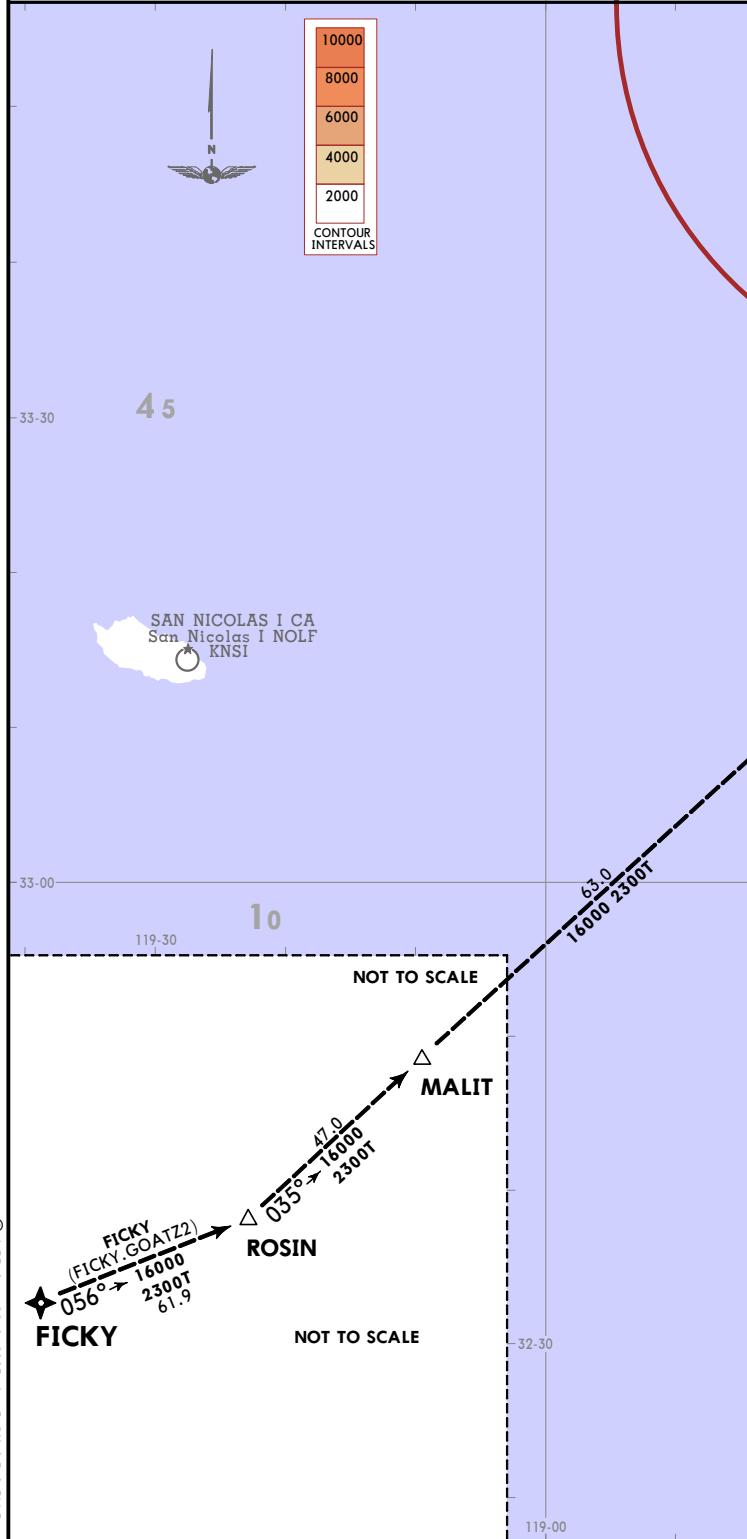
1. RADAR required.  
2. GPS required.  
3. Jet aircraft only.  
4. EXPECT Rwy 25L unless otherwise assigned by ATC.

## **GOATZ 2 RNAV ARRIVAL (GOATZ.GOATZ2)**

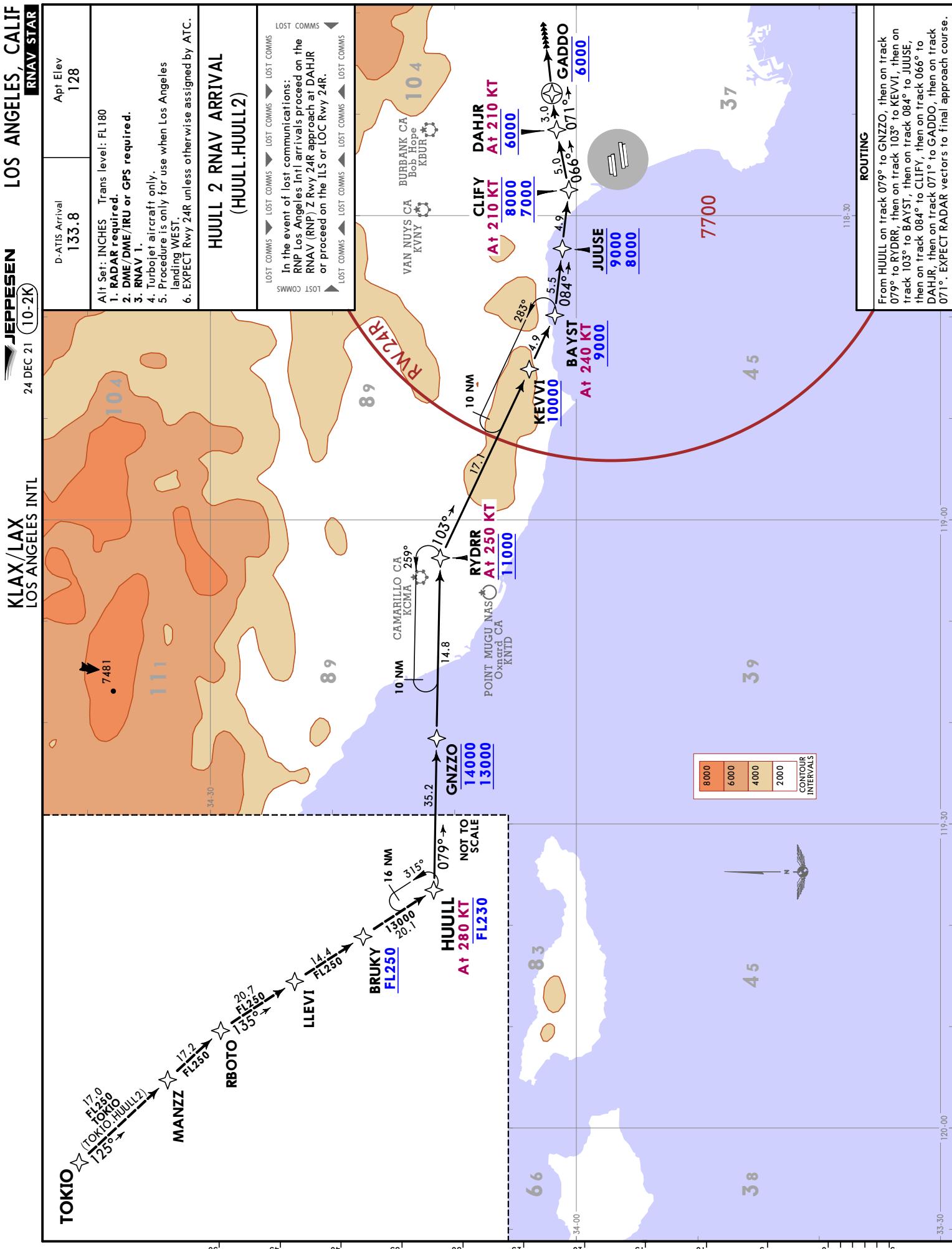
ROUTING

From GOATZ on track 038° to DIRBY, then on track 082° to cross PHUNN at 14000, then on track 034° to cross SHHOW at 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VOR at 7000 and at 210 KT, then on track 326° to cross TRNDO at 5000 and at 210 KT. EXPECT ILS or LOC Rwy 25L or RNAV (RNP) Z Rwy 25L.

**Proceed from TRNDO to Rwy 25L via RNAV (RNP) Z Rwy 25L, or ILS or LOC Rwy 25L procedure.**

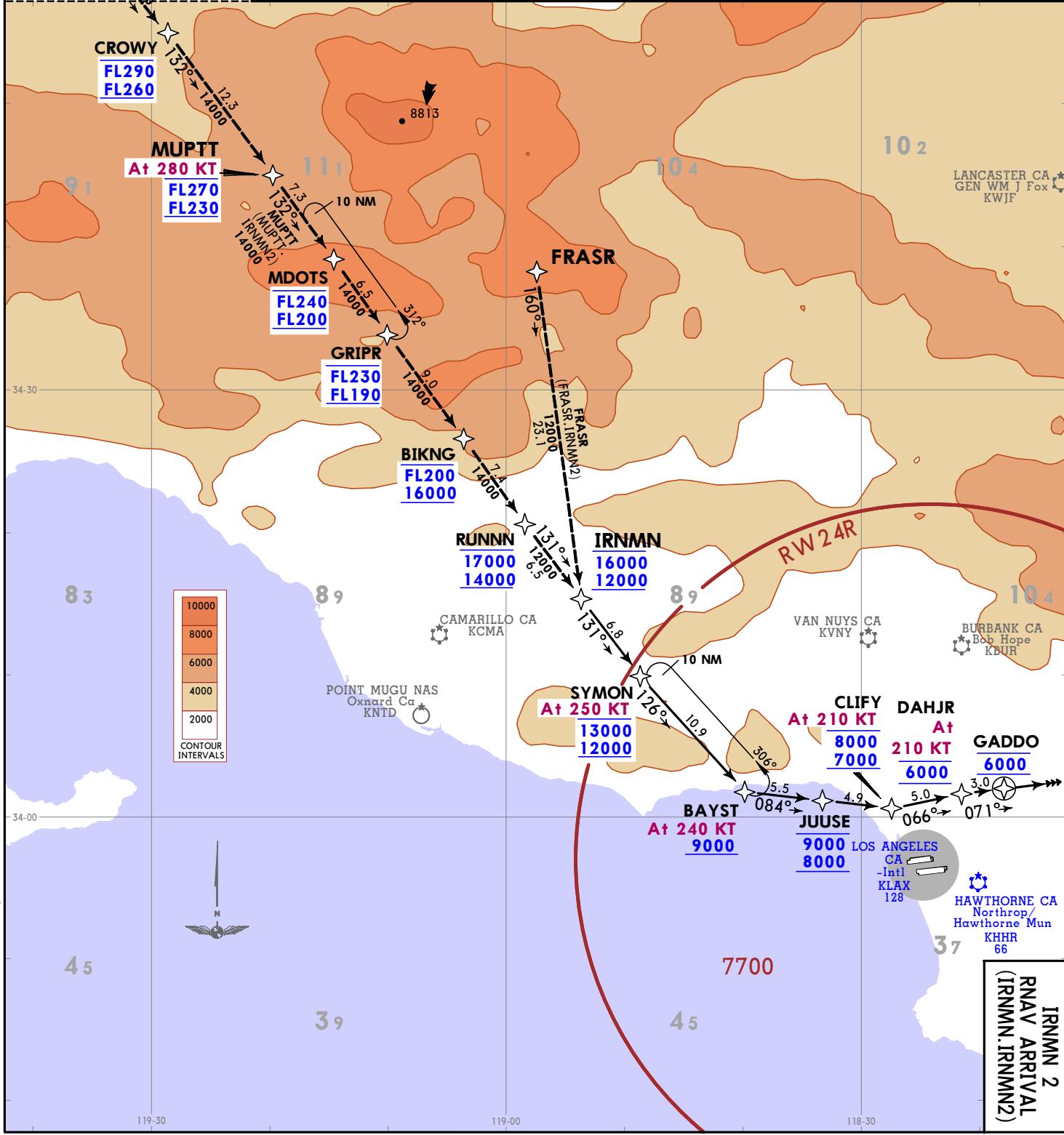






CHANGES: None.

5	10	15	20	25	30	35	40	45	50
REBRG NOT TO SCALE	D-ATIS Arrival 133.8	Apt Elev See Graphic	RNAV 1 DME/DME/ IRU or GPS required	Alt Set: INCHES	Trans level: FL180				
BURGL NOT TO SCALE			1. RADAR required. 2. Turbojet aircraft only. 3. FRASR transition ATC assigned only. 4. MUPTT transition restricted to FAT and BFL area departures, otherwise ATC assigned only. 5. Procedure is only for use when Los Angeles landing WEST. 6. EXPECT Rwy 24R unless otherwise assigned by ATC.						
<b>IRNMN 2 RNAV ARRIVAL (IRNMN.IRNMM2)</b>									
<b>ROUTING</b>									
<p>From IRNMN on track 131° to SYMON, then on track 126° to BAYST, then on track 084° to JUUSE, then on track 084° to CLIFY, then on track 066° to DAHJR, then on track 071° to GADDO, then on track 071°. EXPECT RADAR vectors to final approach course.</p> <p>LS01 In the event of lost communications proceed on the RNAV (RNP) Z Rwy 24R approach or the ILS or LOC Rwy 24R.</p>									



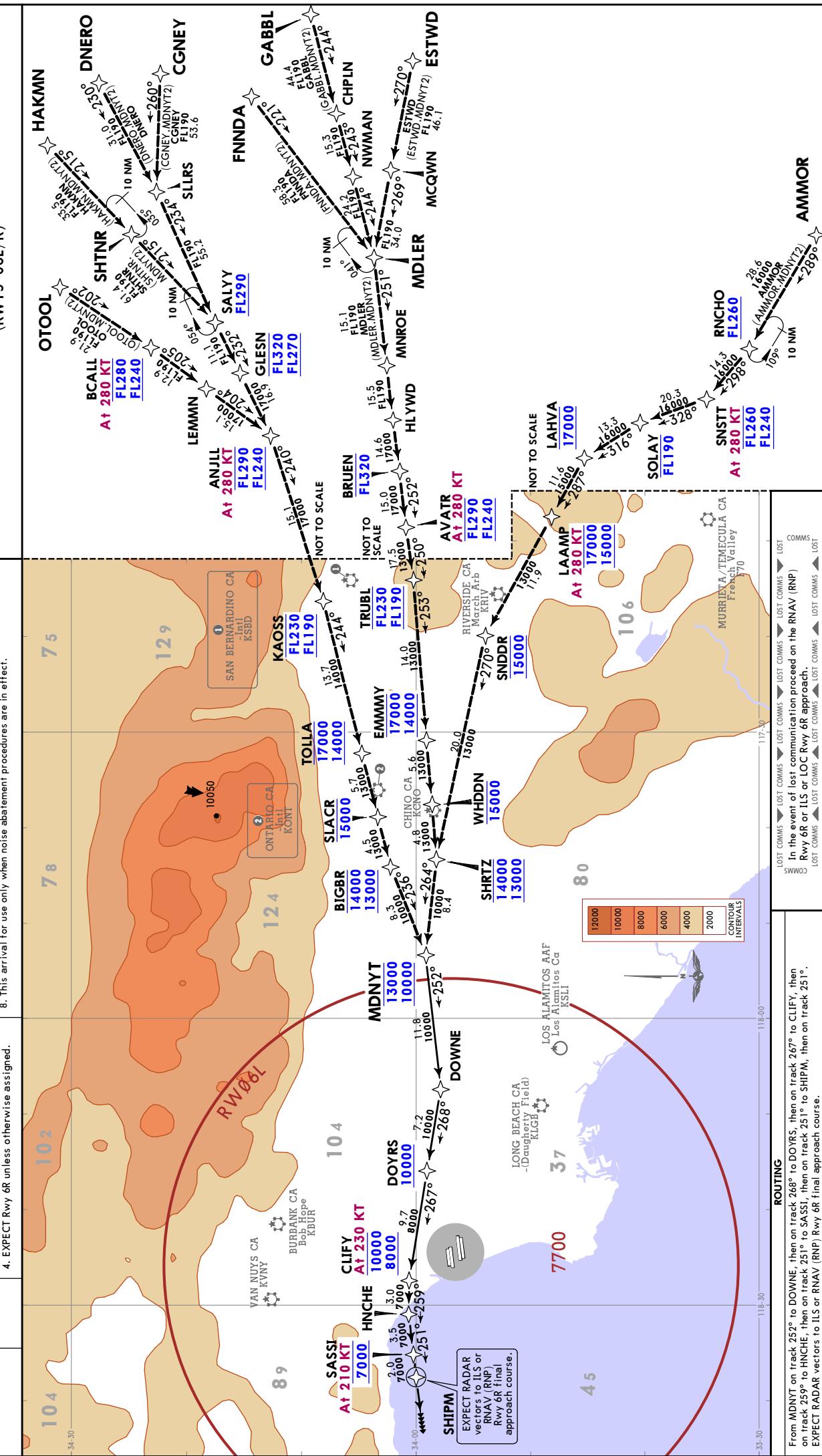
**JEPPESSEN****LOS ANGELES, CALIF****RNAV STAR**

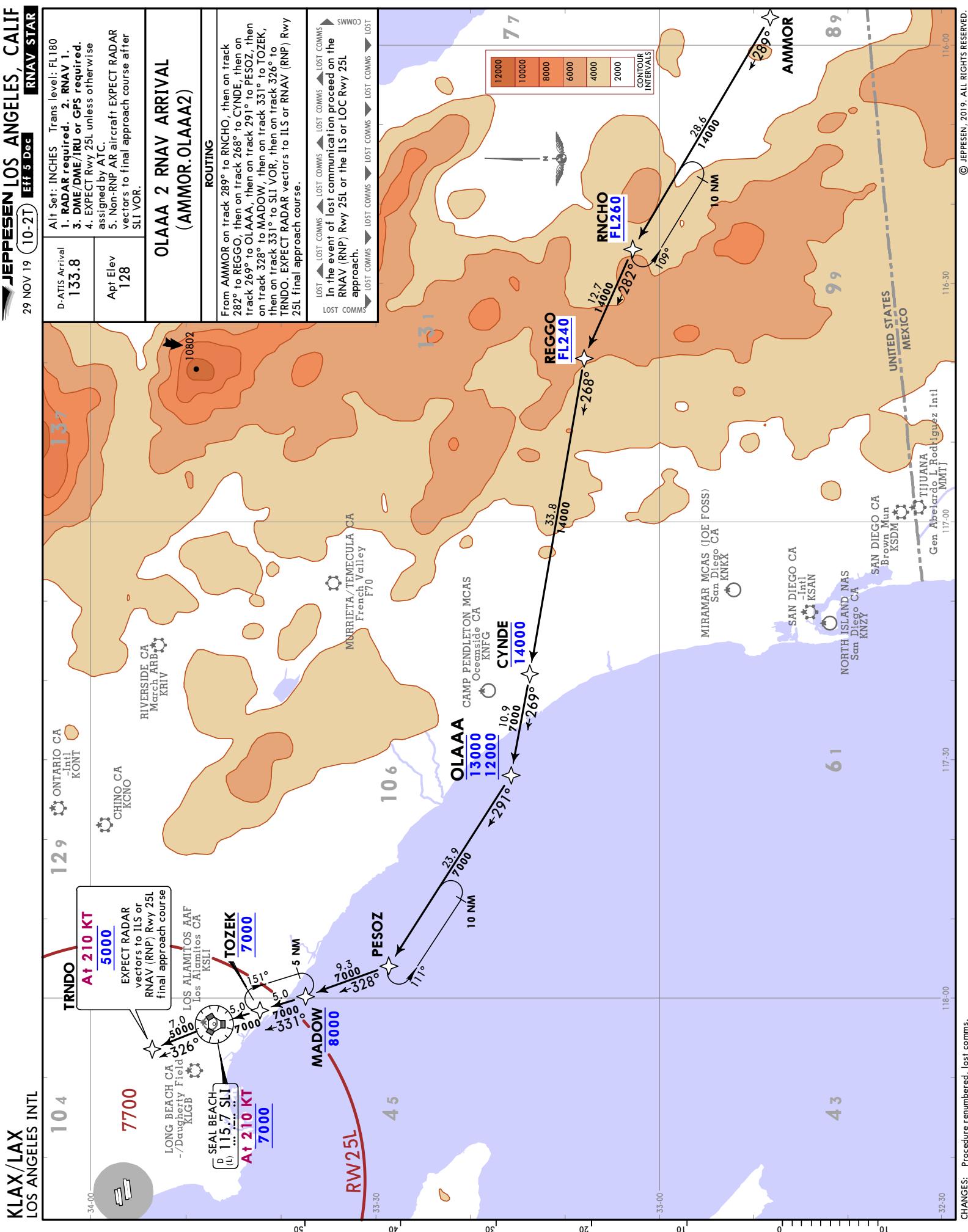
22 DEC 23 (10-2P)

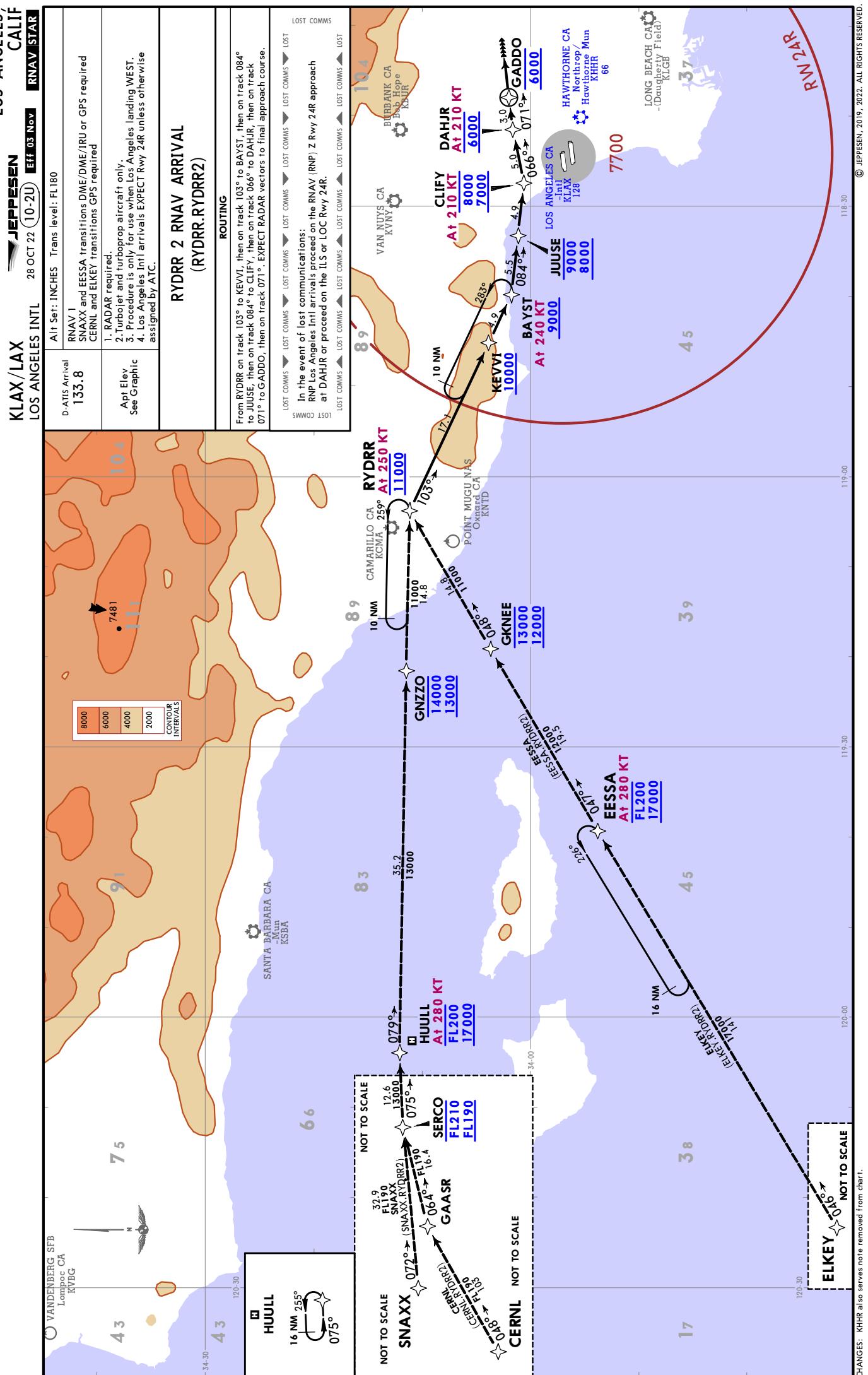
Eff 28 Dec

- D-ATIS Arrival  
133.8
- Apt Elev  
128
- Alt Set: INCHES Trans level: FL180
1. Radar required.
2. DME/DME/IRU or GPS required.
3. Rwy 1.
4. EXPECT Rwy 6R unless otherwise assigned.

5. EXPECT local area altimeter reaching FL230.
6. CGNEY, MDLR and OTOOL transitions ATC assigned only, do not file.
7. SHTRN transition restricted to KLAS departures only.
8. This arrival for use only when noise abatement procedures are in effect.

**MNDNYT 2 RNAV ARRIVAL (MNDNYT.MDNYT2)  
(RWYS 06L/R)**






KLAX/LAX  
LOS ANGELES INTL

JEPPESEN

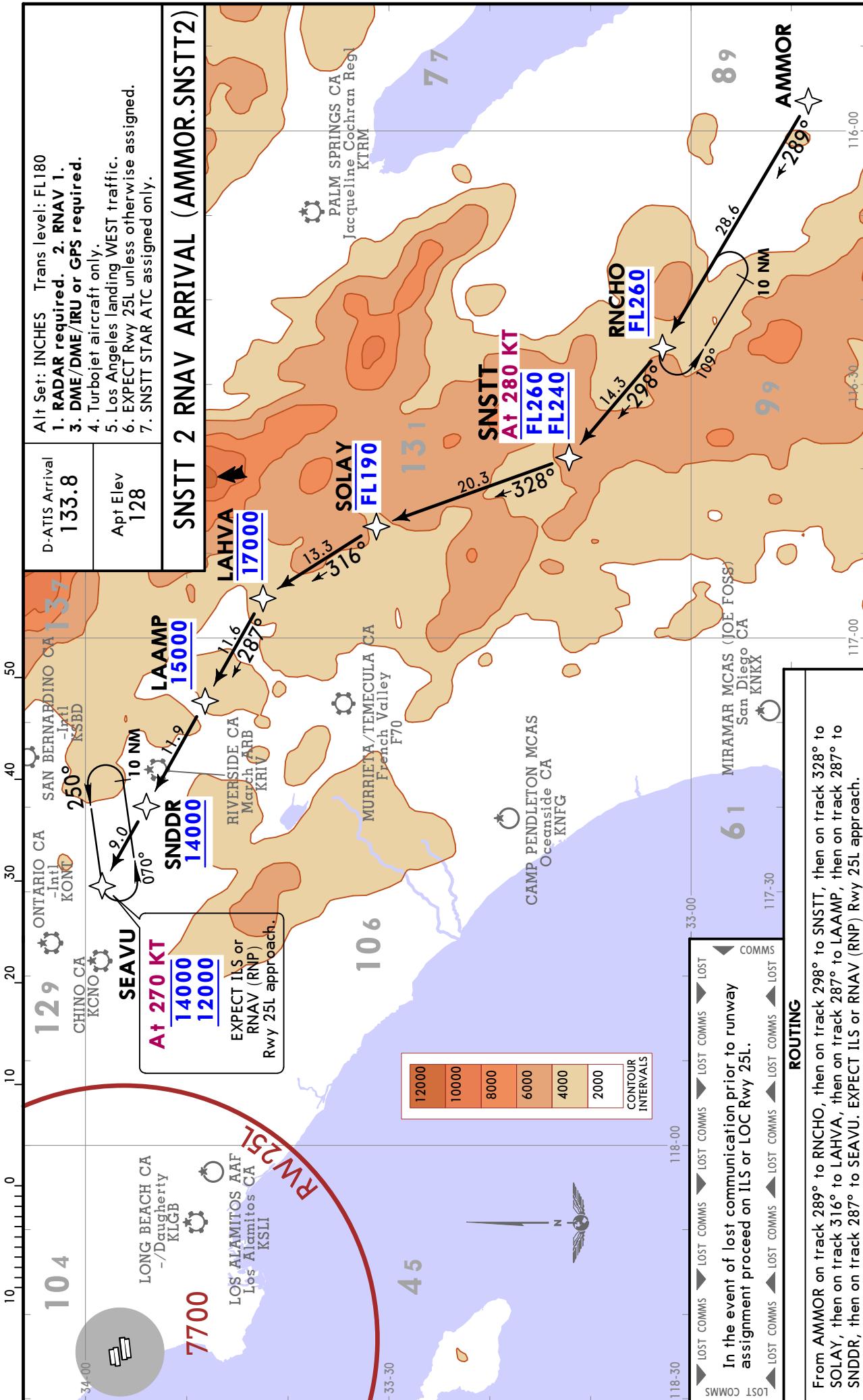
14 JUN 19

10-2X

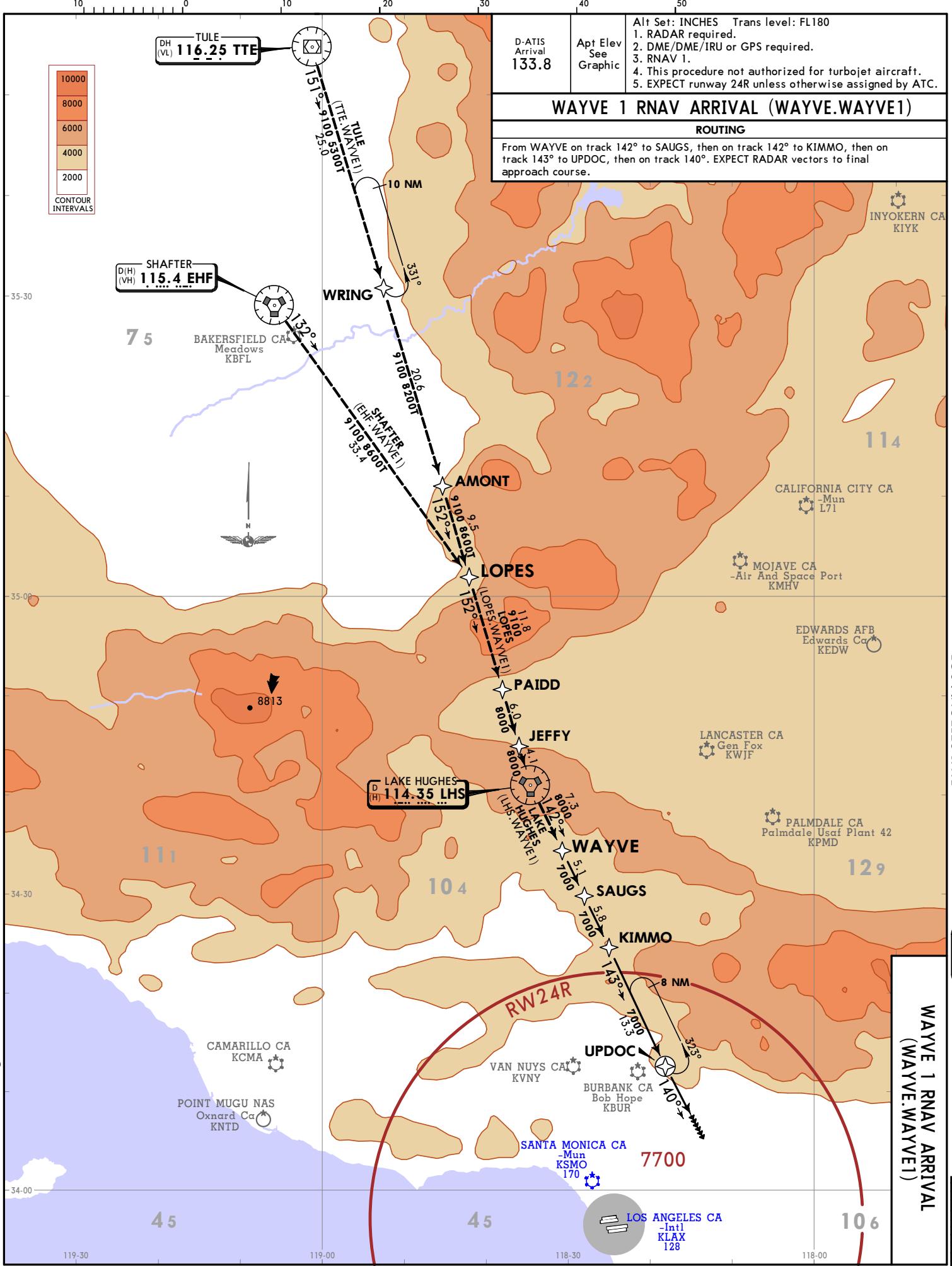
Eff 20 Jun

LOS ANGELES, CALIF

RNAV STAR



CHANGES. None



KLAX/LAX  
LOS ANGELES INTL

JEPPESEN

20 DEC 24

10-2X4

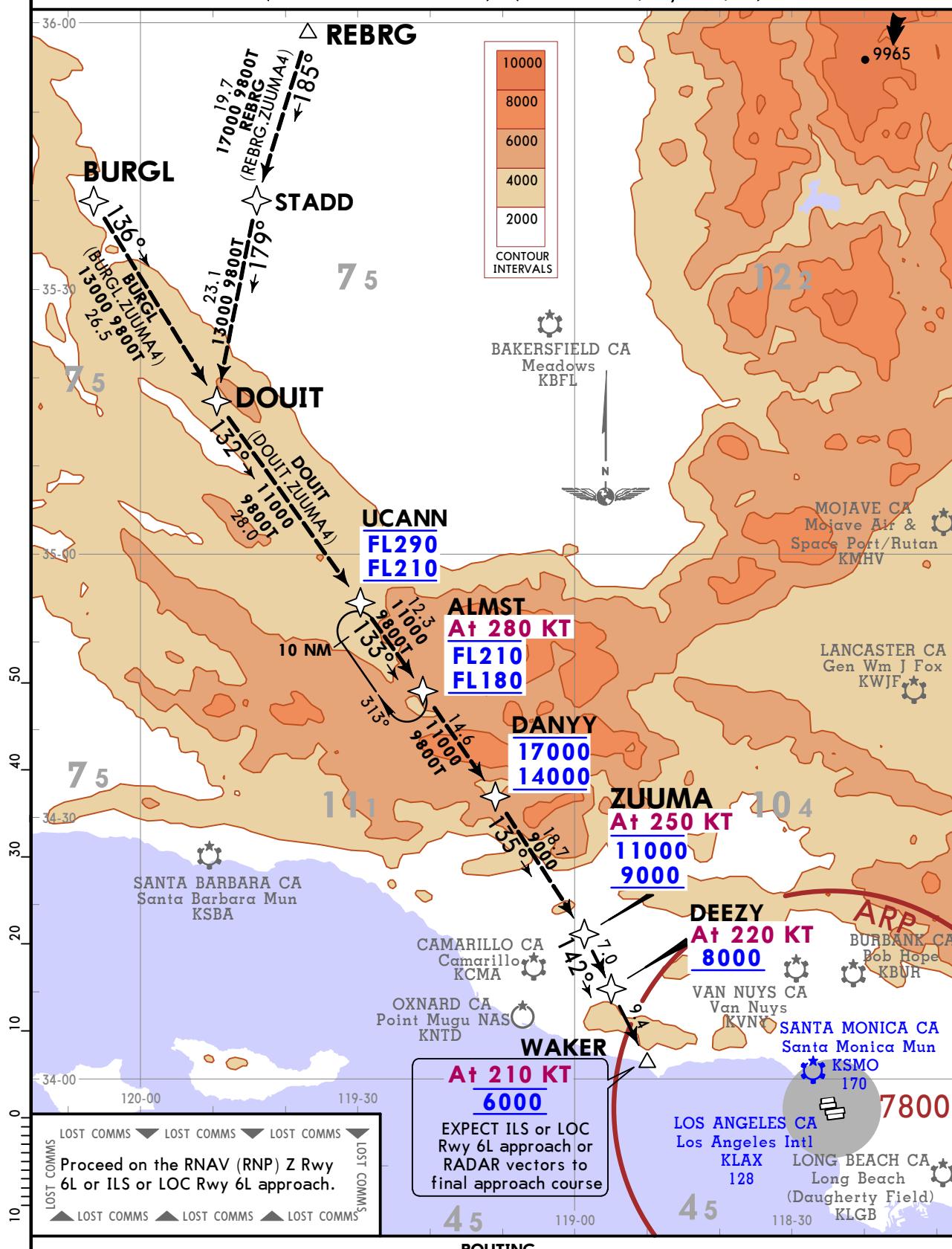
Eff 26 Dec

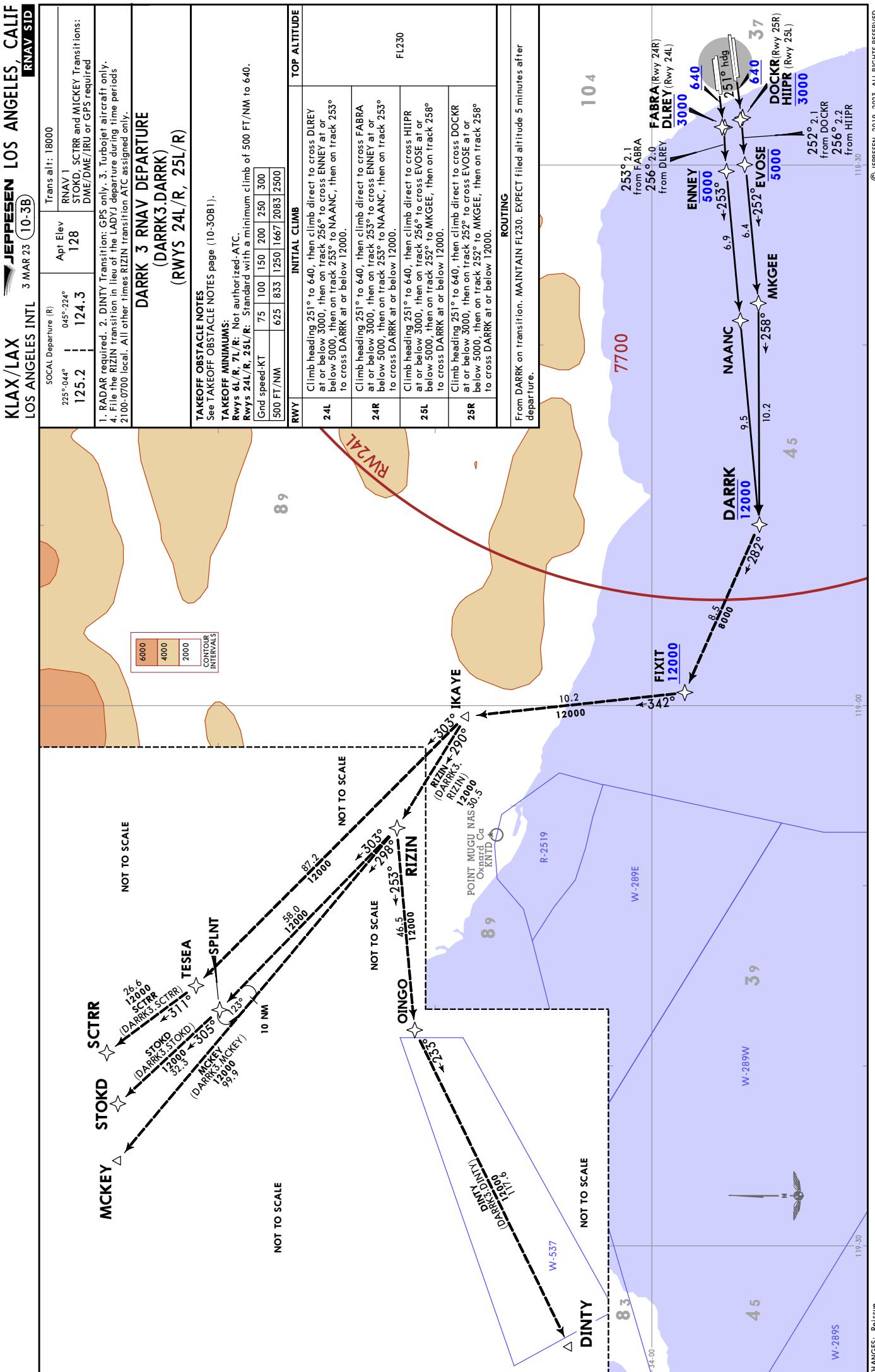
LOS ANGELES, CALIF

RNAV STAR

D-ATIS Arrival <b>133.8</b>	Apt Elev See Graphic	RNAV 1 - DME/DME/IRU or GPS	Alt Set: INCHES Trans level: FL180
		1. RADAR required. 2. Jet aircraft only. 3. ZUMMA STAR used during LAX EAST traffic operations and noise abatement configuration 0000-0630 LCL. 4. LAX traffic EXPECT Rwy 6L unless otherwise assigned.	

## ZUUMA 4 RNAV ARRIVAL (ZUUMA.ZUUMA4) (RWYS 6L/R, 7L/R)





**JEPPESEN****LOS ANGELES, CALIF****RNAV SID****KLAX/LAX  
LOS ANGELES INTL****3 MAR 23 (10-3C)****104****124****DOTSS 2 RNAV DEPARTURE  
(RWYS 24L/R, 25L/R)****TAKEOFF MINIMUMS:****Rwys 6L/R, 7L/R: Not authorized - ATC.****Rwys 24L/R, 25L/R: Standard with a minimum climb of 500 FT/NM to 640.****TAKEOFF OBSTACLE NOTES  
See TAKEOFF OBSTACLE NOTES page (10-30B).**

<b>RWY</b>	<b>INITIAL CLIMB</b>	<b>TOP ALTITUDE</b>
24L	Climb heading 251° to 640, then climb direct to cross DIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	17000
24R	Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 153° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
25L	Climb heading 251° to 640, then climb direct to cross HILPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000.	
25R	Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WELLR at or below 5000, then on depicted route to cross DOTSS at or above 15000.	

**ROUTING:****From DOTSS, on transition. MAINTAIN 17000. EXPECT filed altitude 5 minutes after departure.****TRUE****WURMO****LVELL****NOT TO SCALE****HOMER****EYEDL****CLEEE****NOT TO SCALE****DOTSS****BLCKD****CSTWY****CNERY****NOT TO SCALE****WILD****078°****HOLTZ****097°****PEVEE****097°****27.4****7800****5300****9.5****10.4****4.5****10.6**

**JEPPESEN LOS ANGELES, CALIF****LAX  
LOS ANGELES INTL**

RNAV SID

RNAV

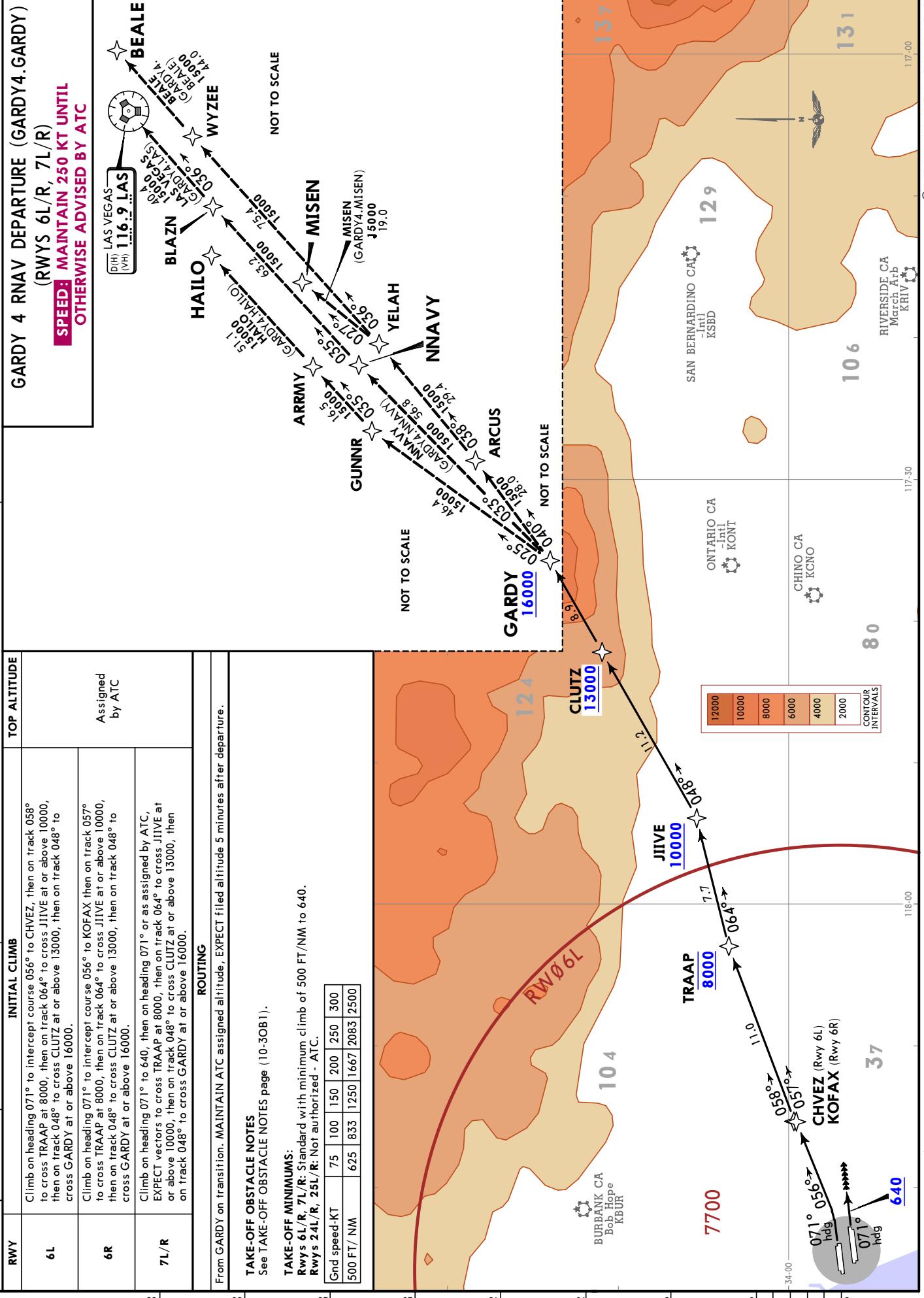
10-3D

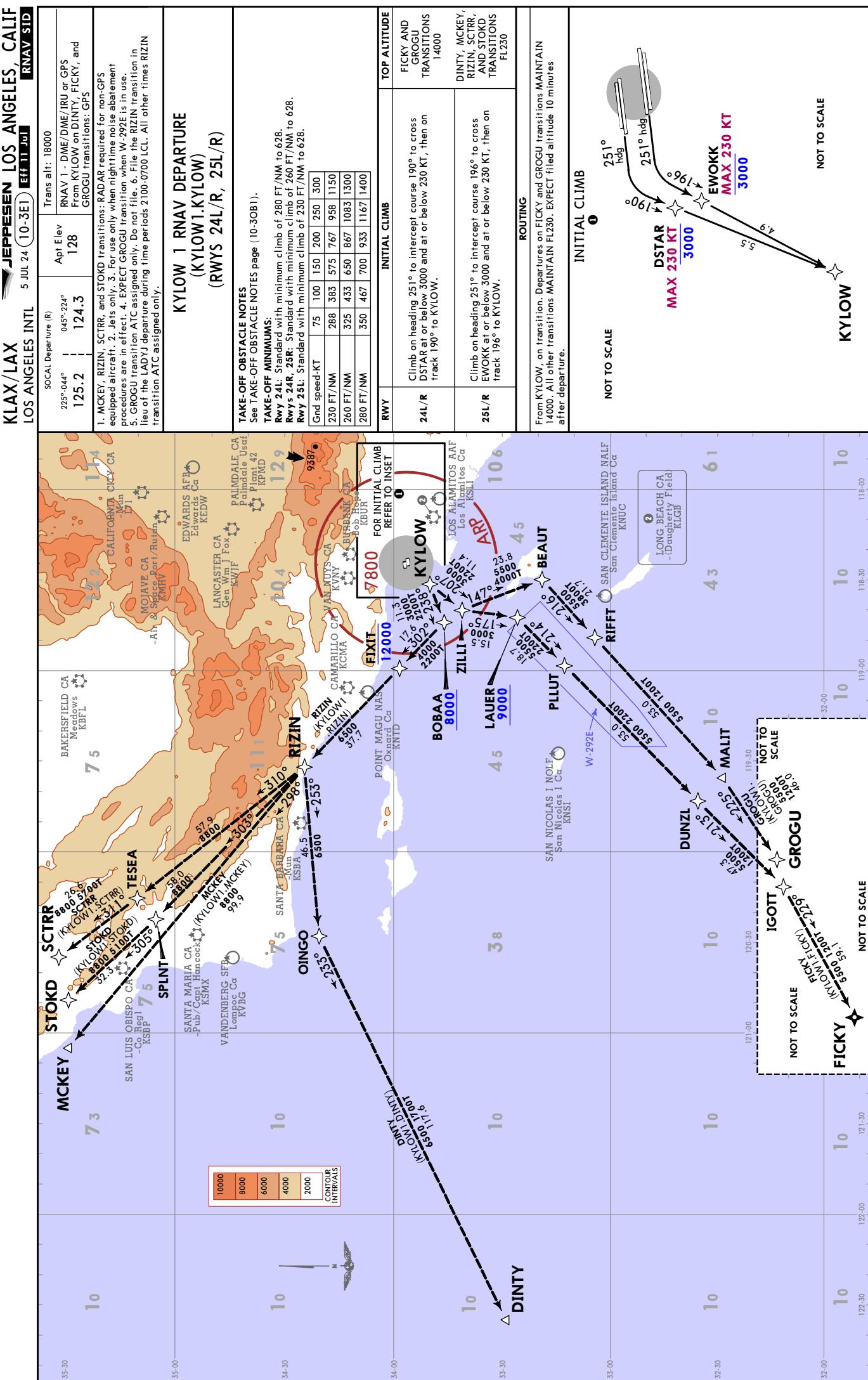
Eff 28 Dec

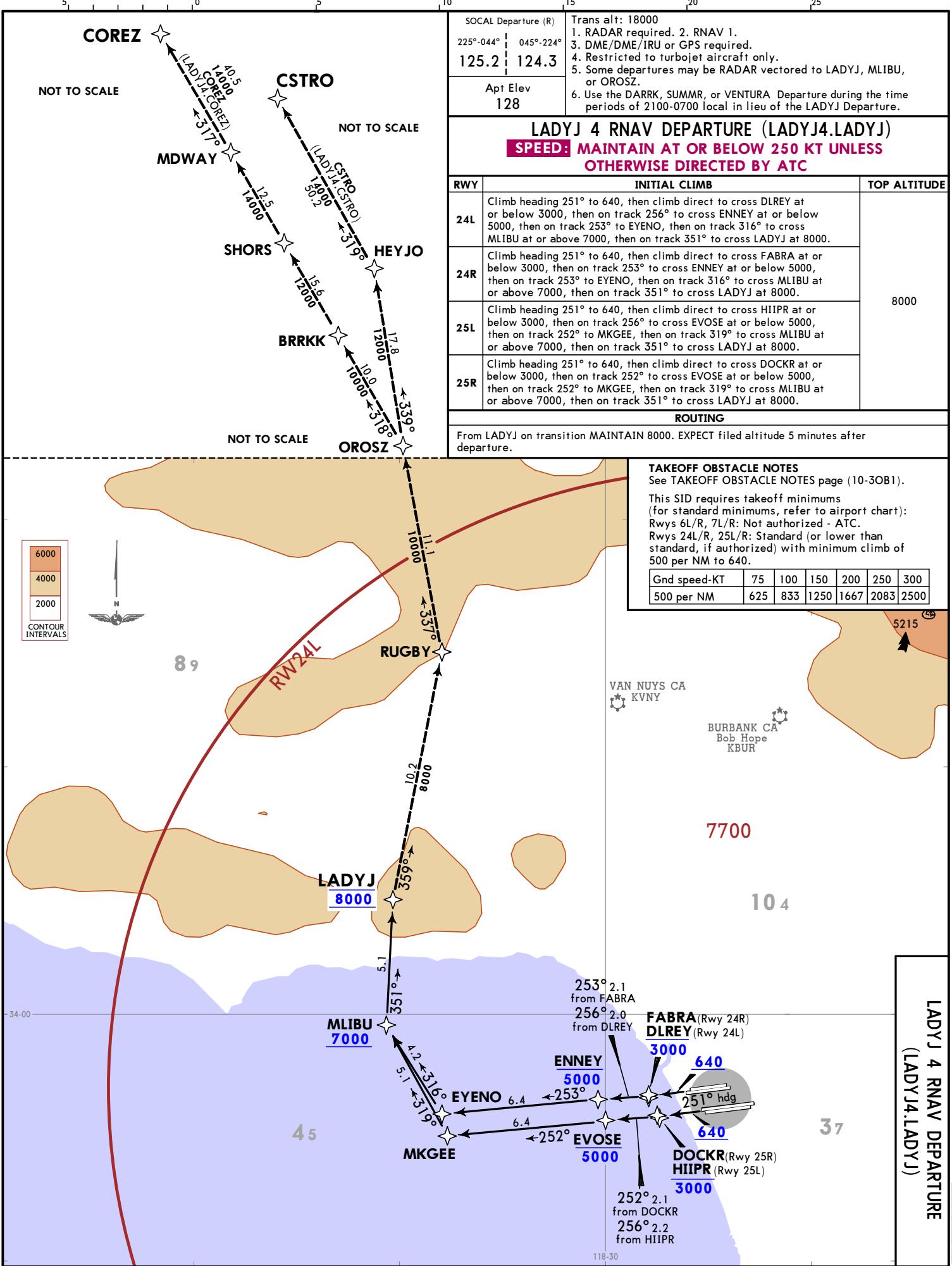
22 DEC 23

NOTES

SOCAL Departure (R)	045°-224°	Apt Elev 128	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. HAILO/LAS VEGAS/NNAVY Transitions ATC only.
125.2	124.3		
RWY			







**KLAX/LAX**  
LOS ANGELES INTL

25 JAN 19 (10-3H)

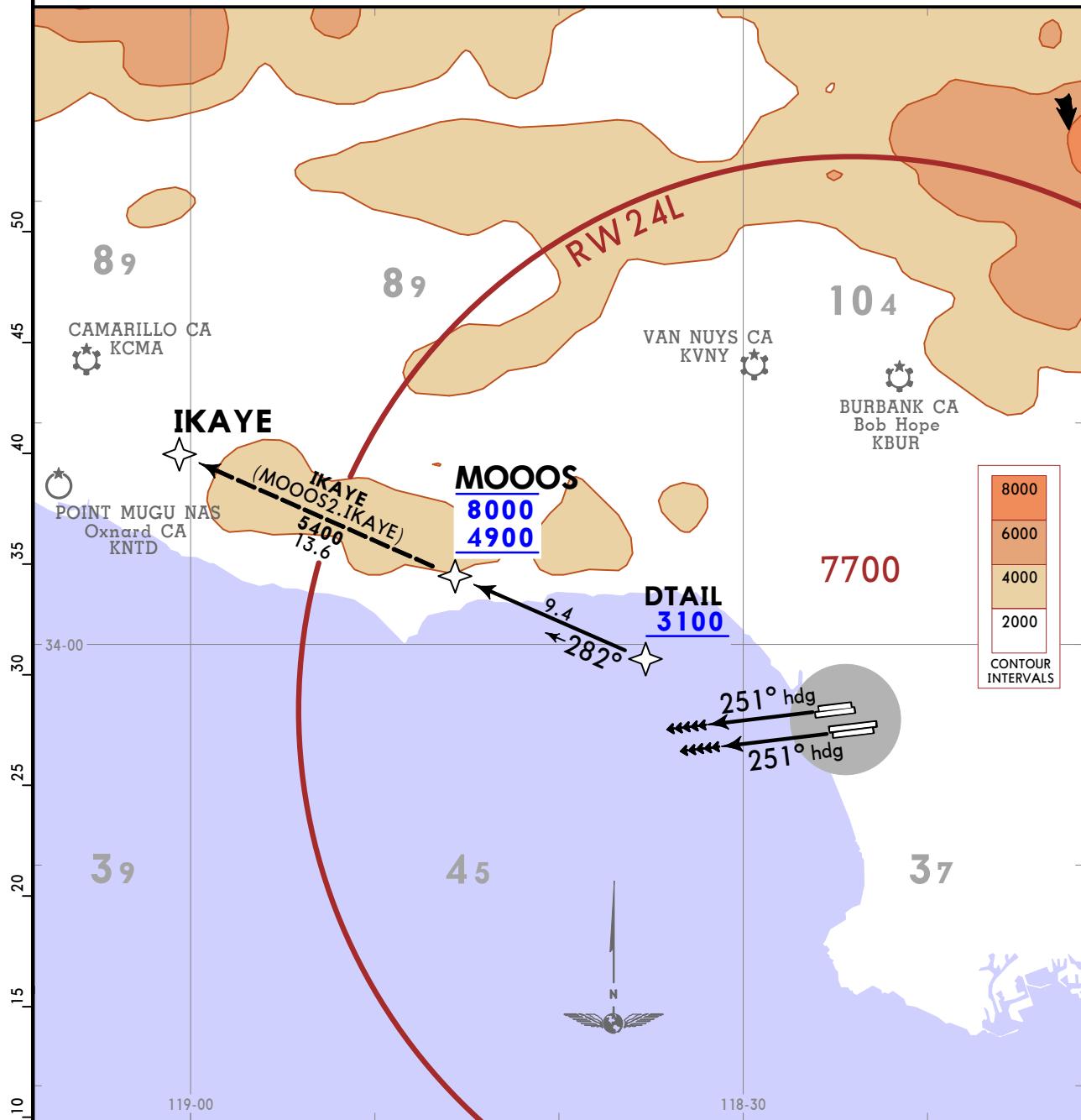
**LOS ANGELES, CALIF**

25 JAN 19 (10-3H)

**RNAV SID**

SOCAL Departure (R) 225°-044°   045°-224° <b>125.2</b>	Apt Elev <b>128</b>	Trans alt: 18000 <b>1. RADAR required.</b> <b>2. DME/DME/IRU or GPS required.</b> <b>3. RNAV 1.</b> <b>4. Turboprop aircraft only.</b>
--	------------------------	--

## MOOS 2 RNAV DEPARTURE (MOOS2.MOOS)



## **TAKEOFF OBSTACLE NOTES**

See TAKEOFF OBSTACLE NOTES page (10-3OB1).

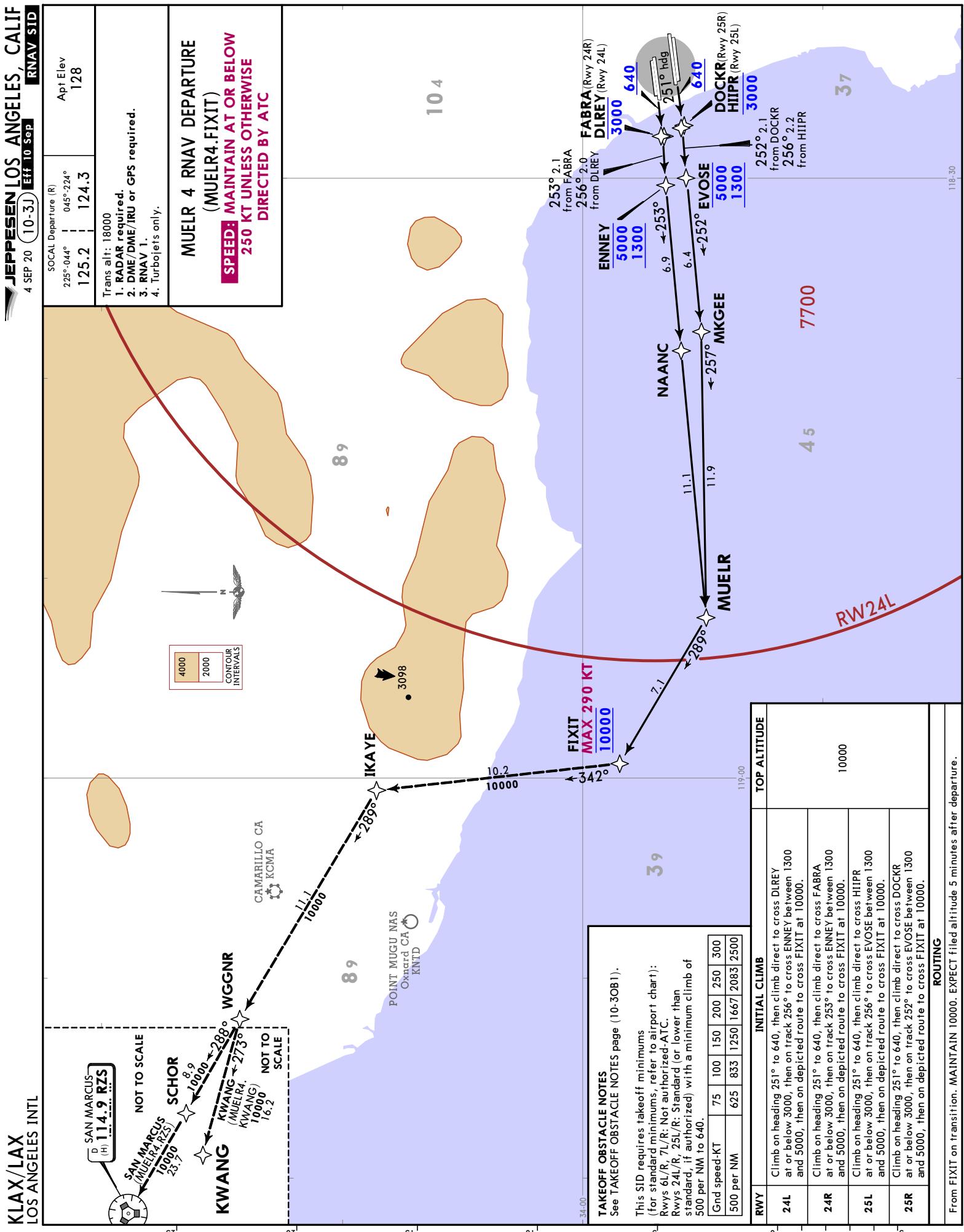
This SID requires takeoff minimums  
(for standard minimums, refer to airport chart):  
Rwy 6L/R, 7L/R: Not authorized - ATC.  
Rwy 24L/R, 25L/R: Standard (or lower than  
standard, if authorized) with a minimum climb of  
500 per NM to 640.

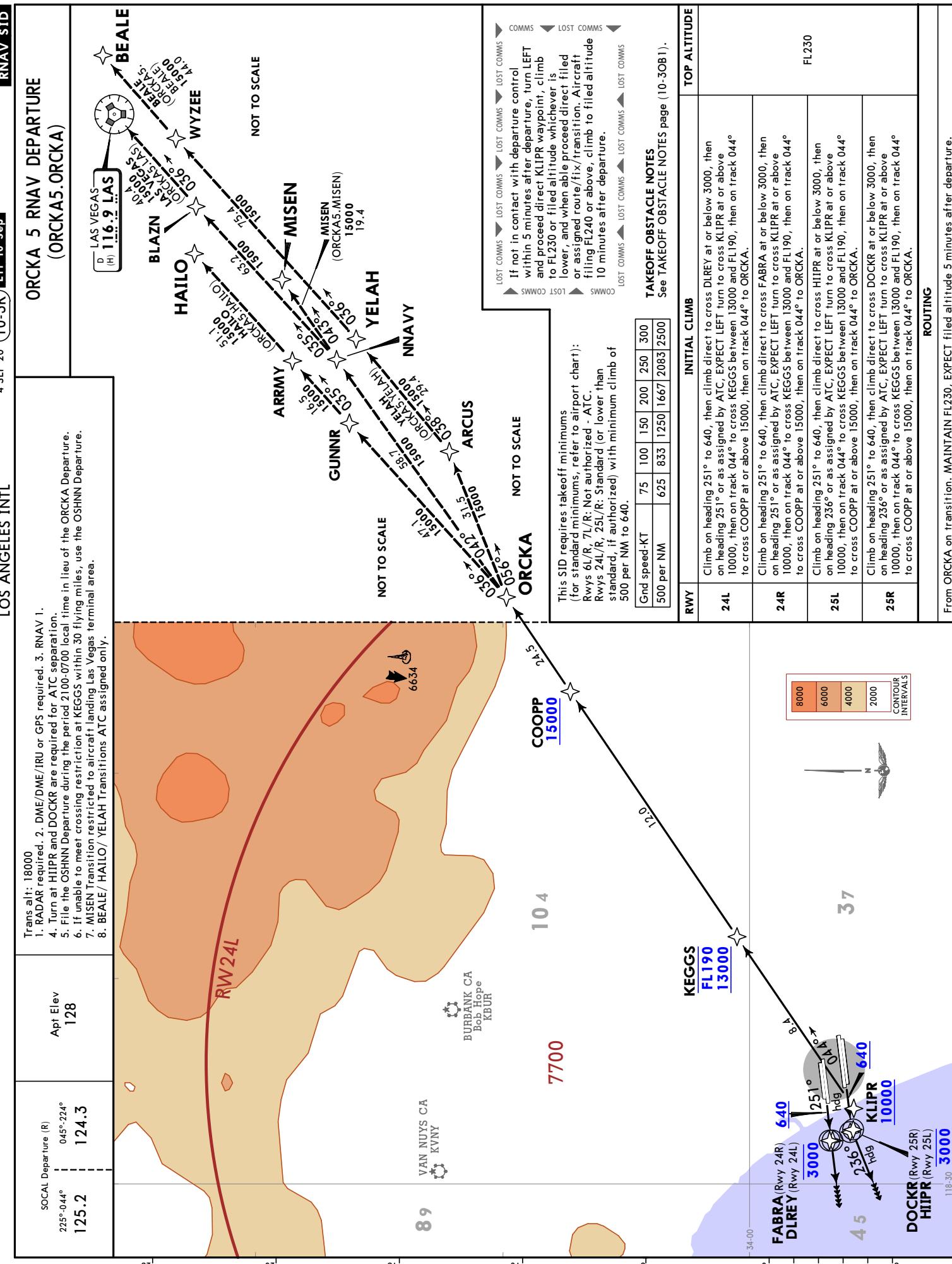
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

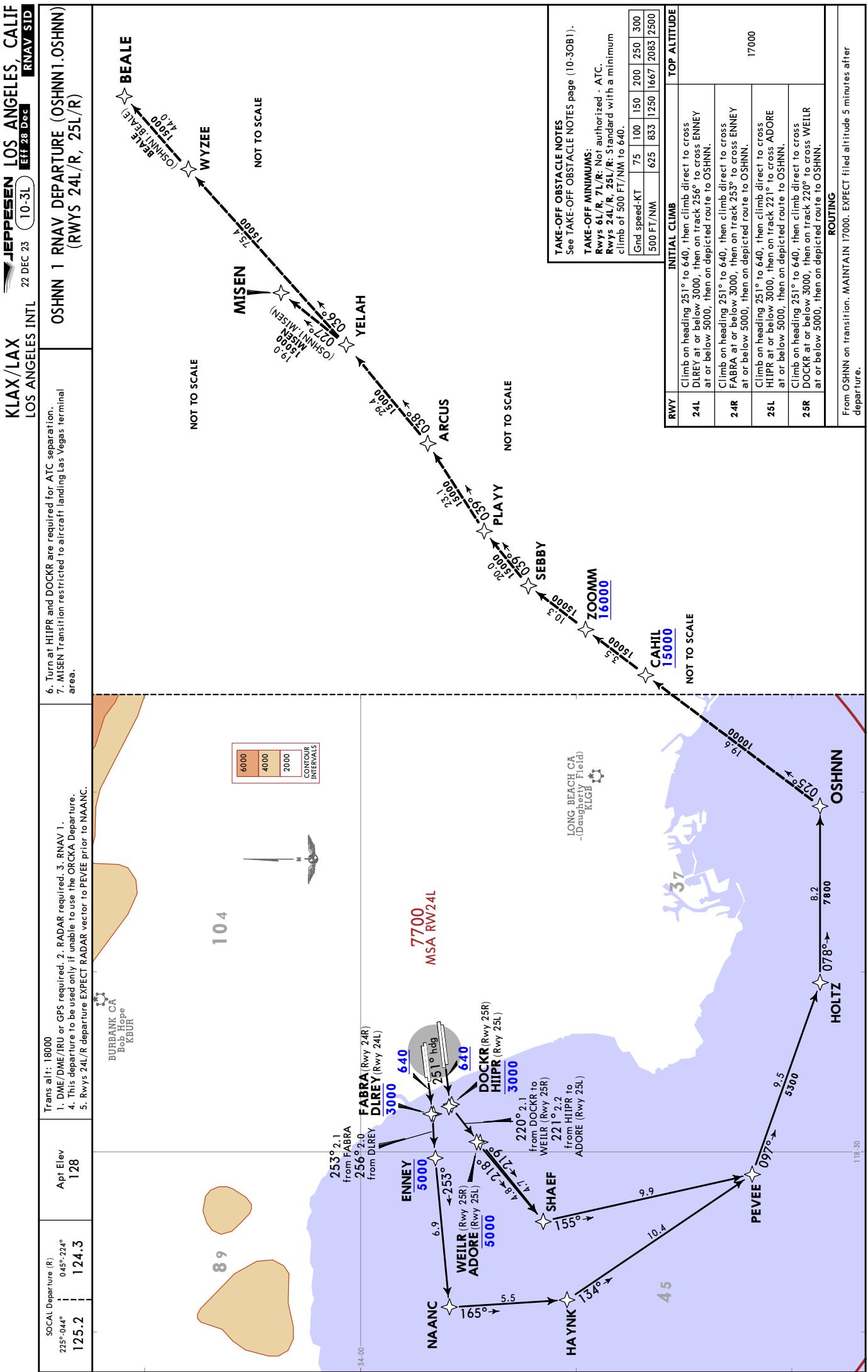
**LOST COMM S** If not in contact with departure control within 5 minutes after departure, turn RIGHT and proceed direct MOOOS waypoint, climb to 9000 or filed altitude, whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 10000 or above, climb to filed altitude 10 minutes after departure.

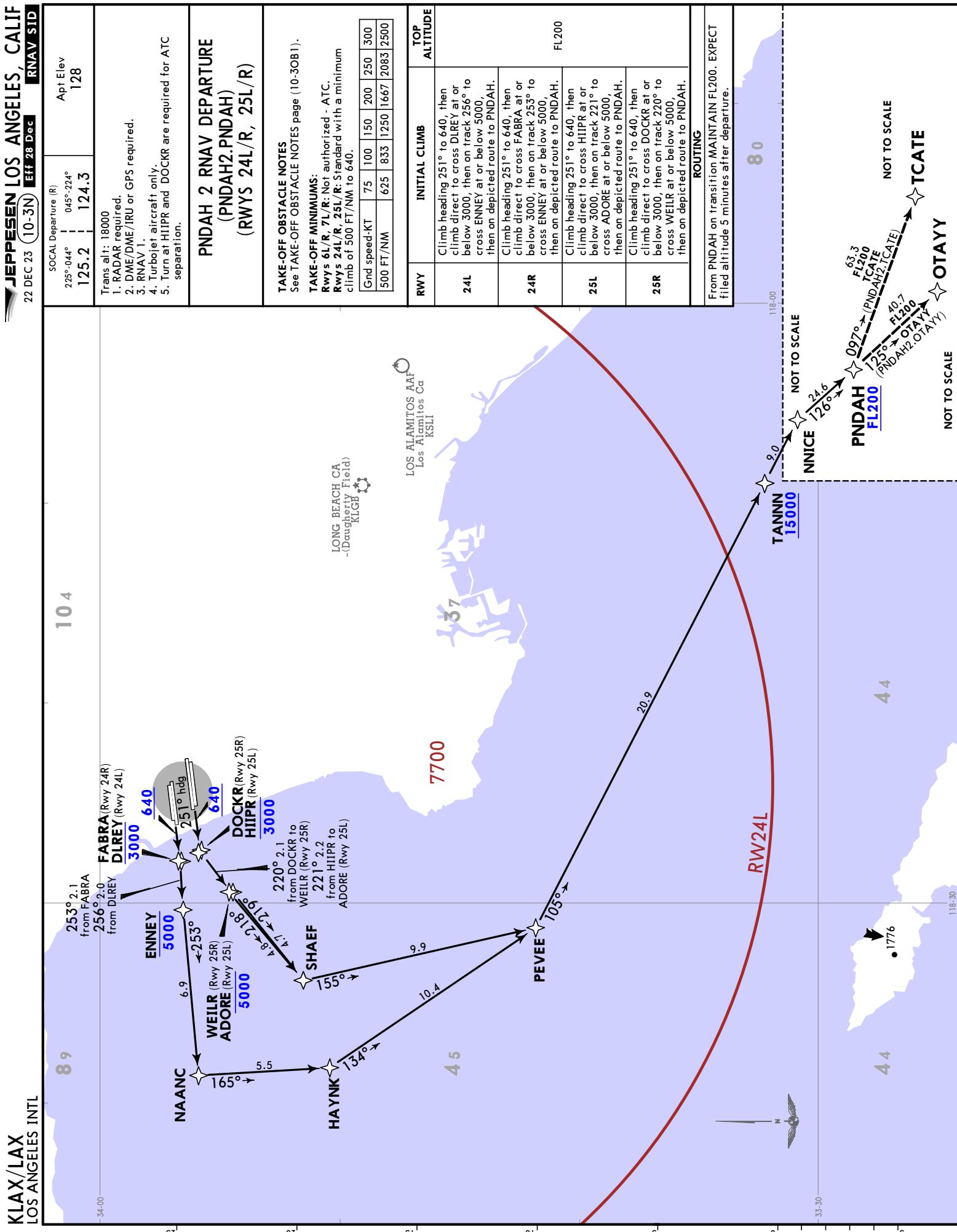
RWY	INITIAL CLIMB	TOP ALTITUDE
24L/R, 25L/R	Climb heading 251° to 640, then on heading 251° or as assigned by ATC, EXPECT vectors to cross DTAIL at or above 3100, then on track 282° to cross MOOOS between 4900 and 8000.	9000

**From MOOS on transition, MAINTAIN 9000. EXPECT filed altitude 5 minutes after departure.**





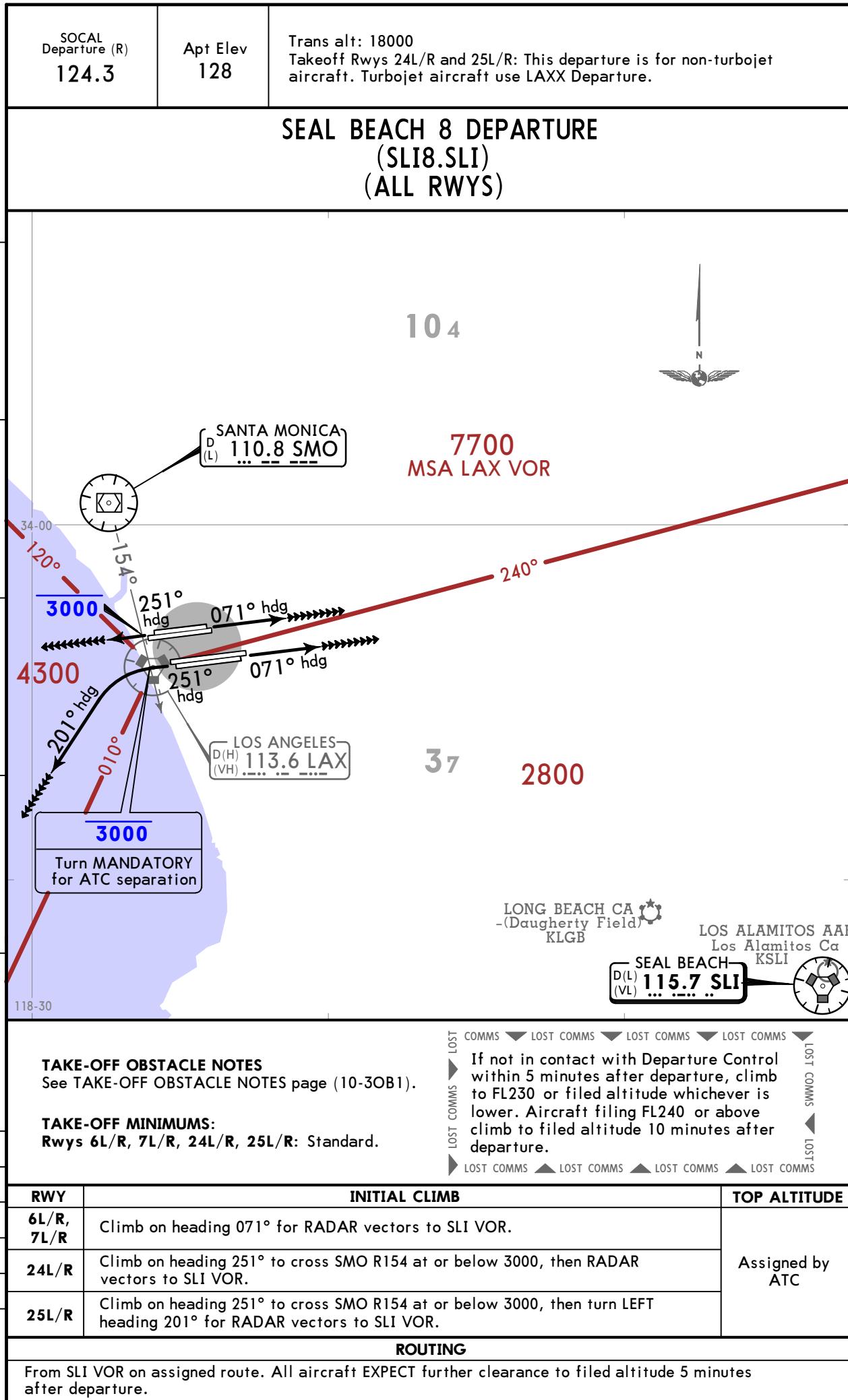




KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
22 DEC 23 10-3P Eff 28 Dec

LOS ANGELES, CALIF

SID



KLAX/LAX  
LOS ANGELES INTL

JEPPESEN

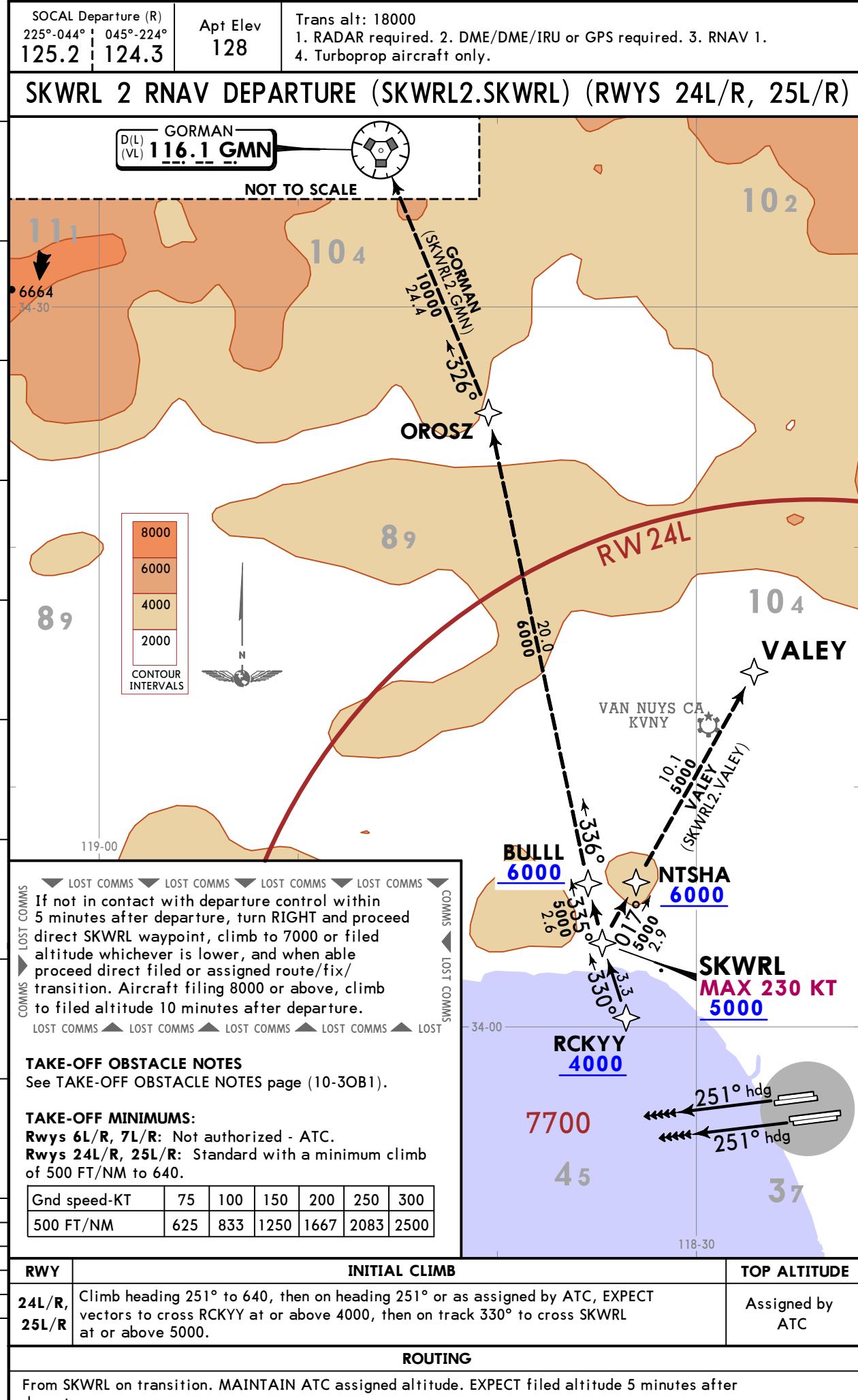
22 DEC 23

10-3S

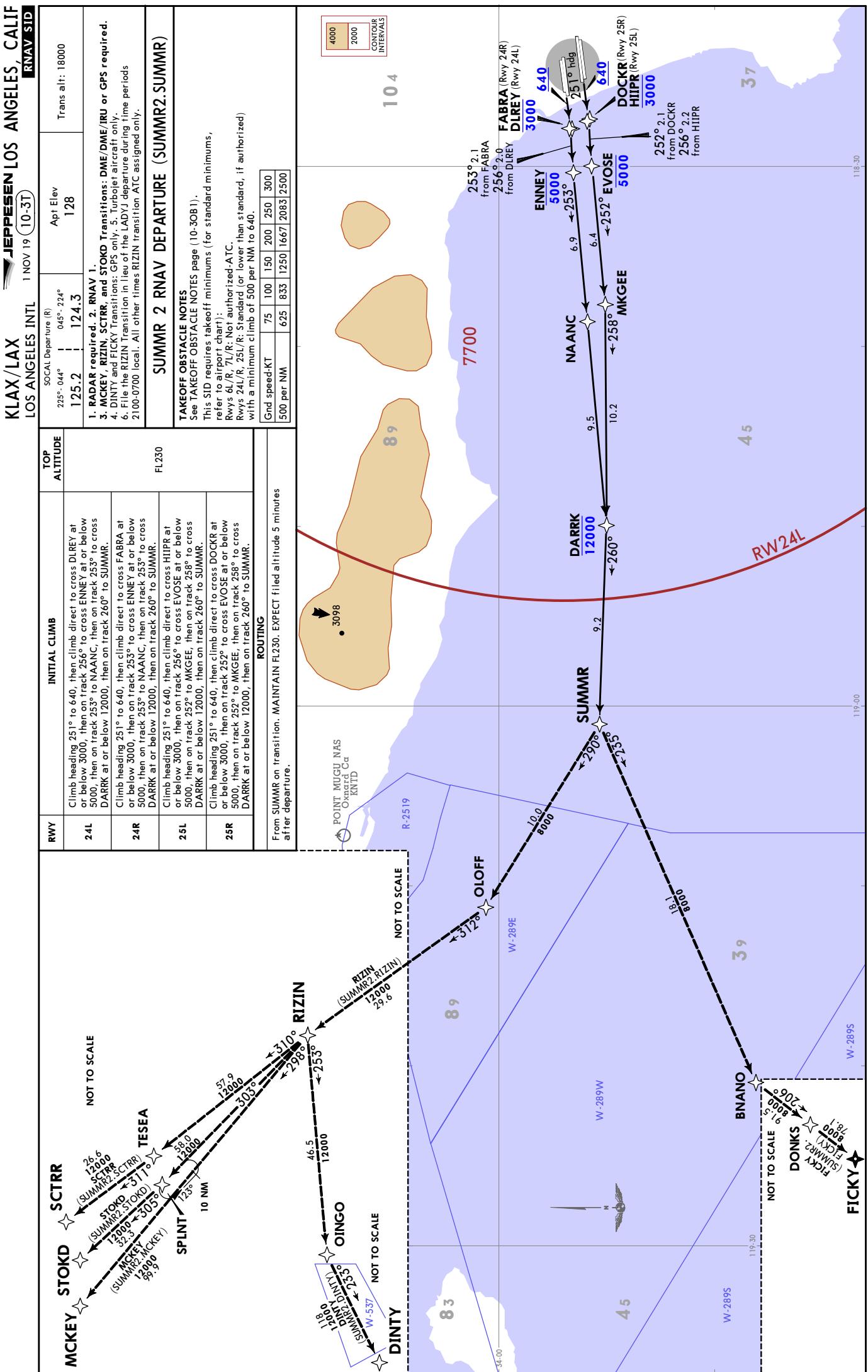
Eff 28 Dec

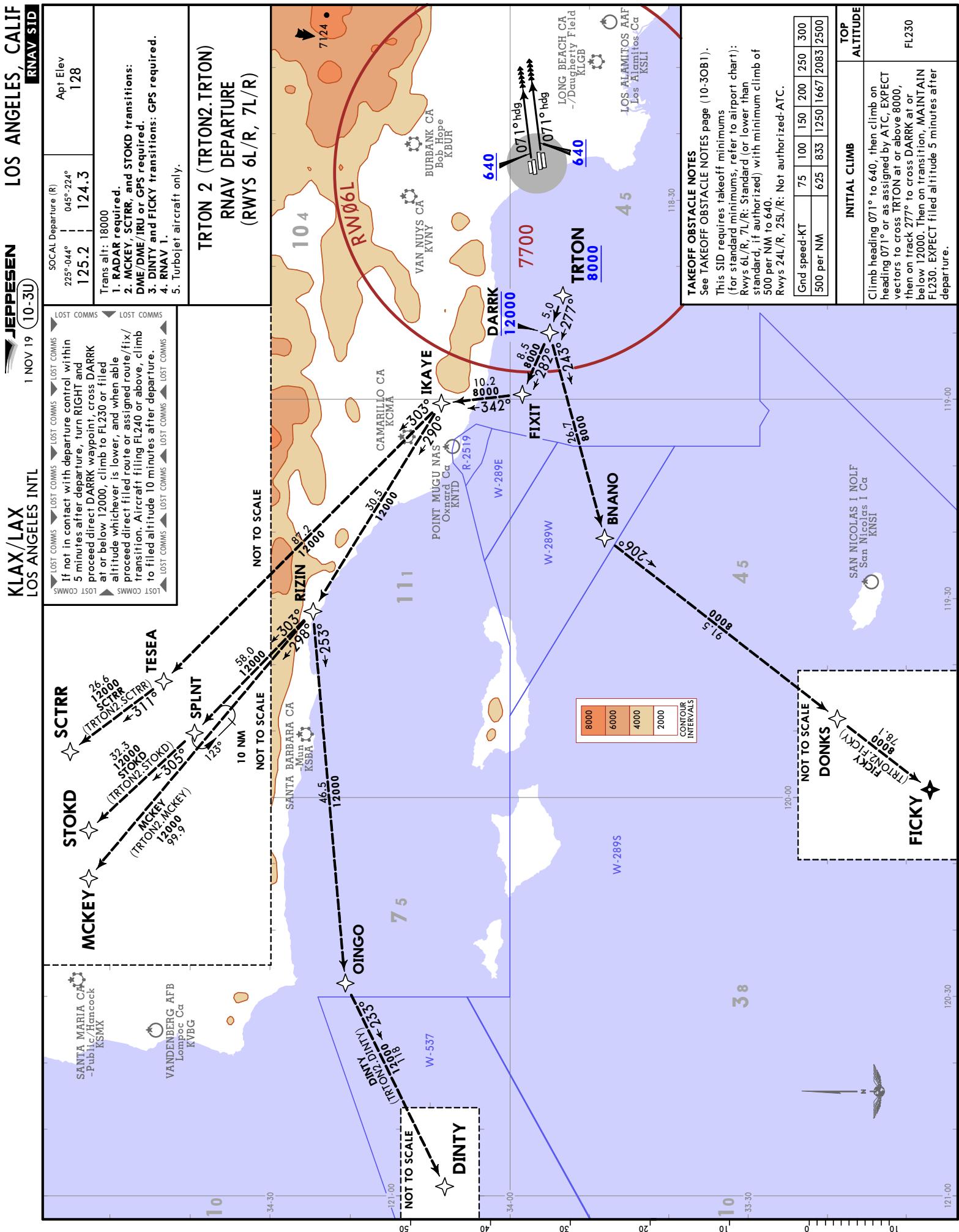
LOS ANGELES, CALIF

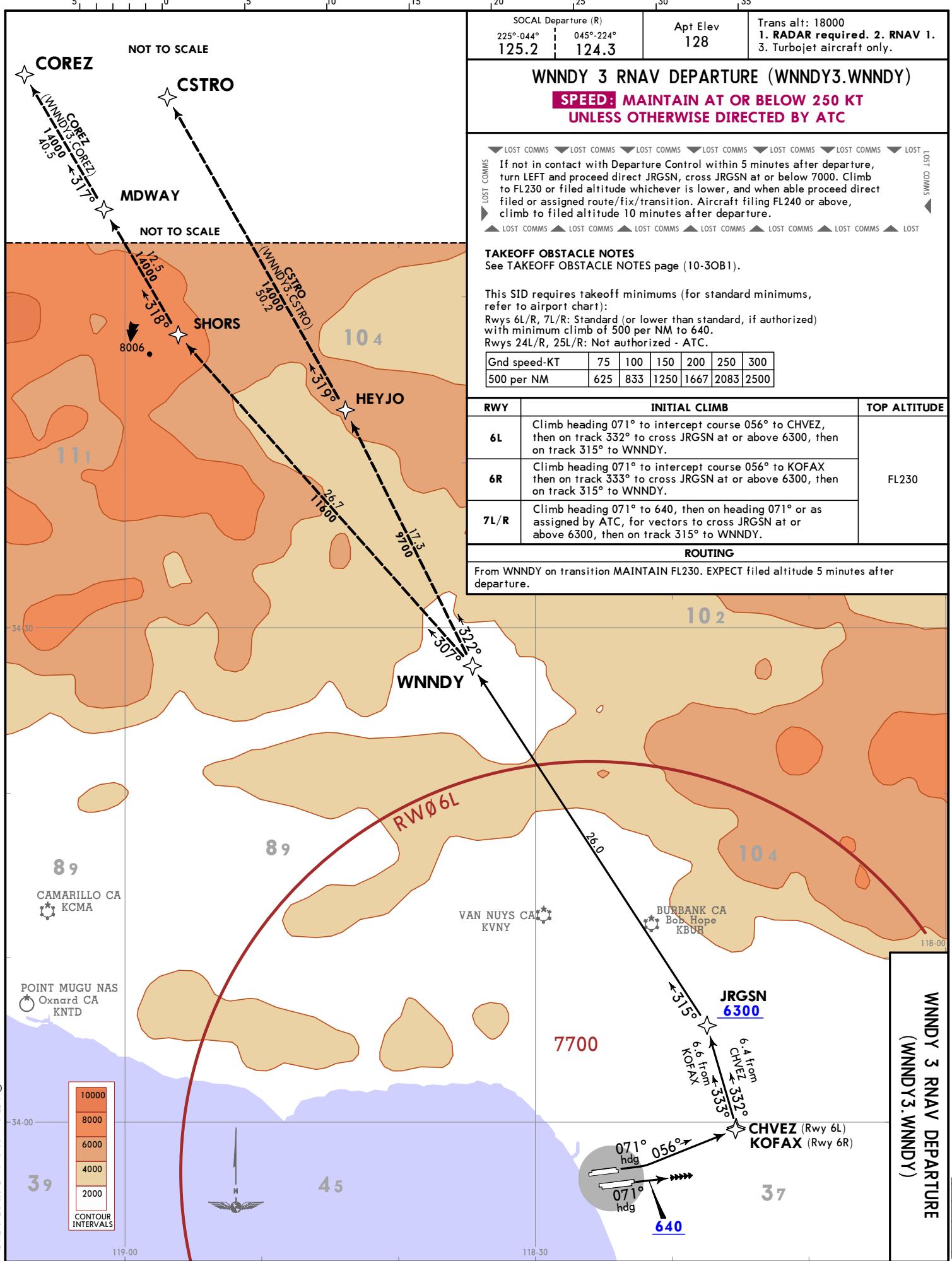
RNAV SID

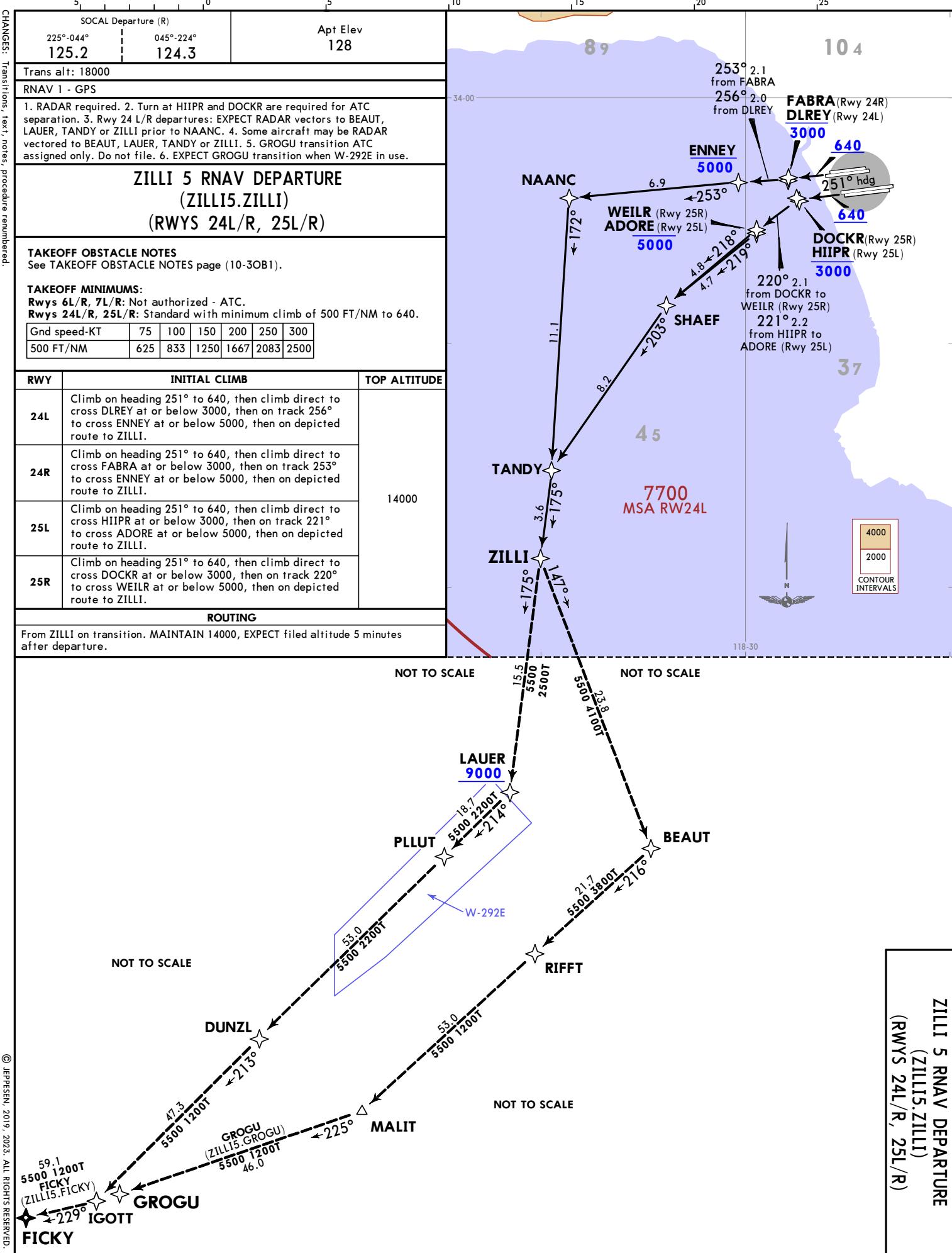










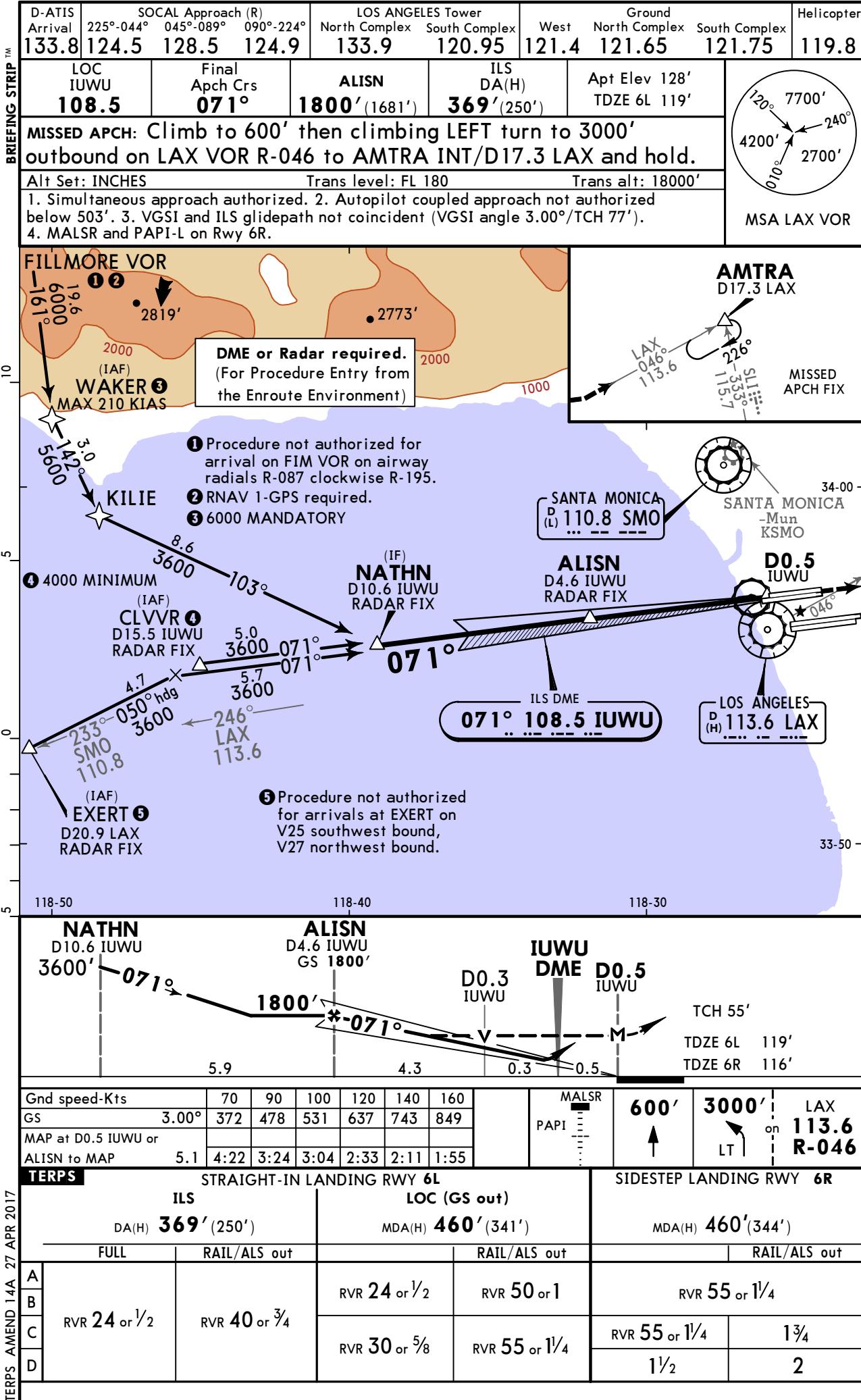


KLAX/LAX

JEPPESEN

13 MAY 22 11-1

LOS ANGELES INTL

LOS ANGELES, CALIF  
ILS or LOC Rwy 6L

KLAX/LAX  
LOS ANGELES INTL

JEPPESEN

13 MAY 22 11-2

LOS ANGELES, CALIF  
ILS or LOC Rwy 6R

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower		West	Ground North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9		North Complex	South Complex	121.4	121.65	121.75	119.8
LOC IGPE		Final Apch Crs	071°	GUPPI	ILS DA(H)		Apt Elev 128'	TDZE 6R 116'		
111.7				1800' (1684')	316' (200')					

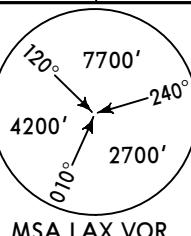
**MISSED APCH:** Climb to 600' then climbing LEFT turn to 3000' outbound on LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.

Alt Set: INCHES

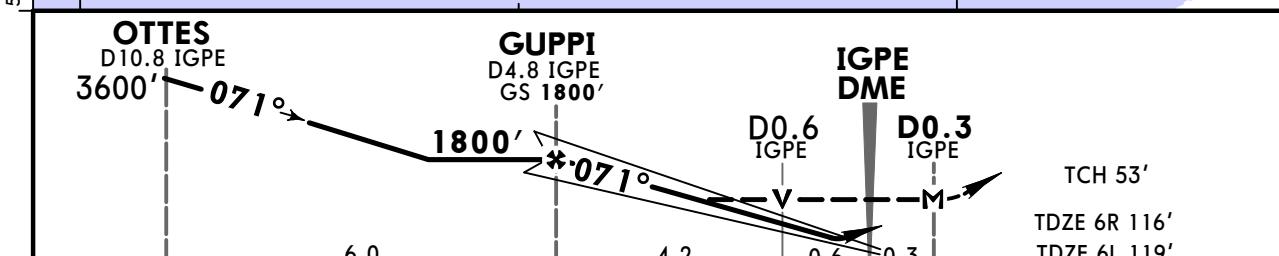
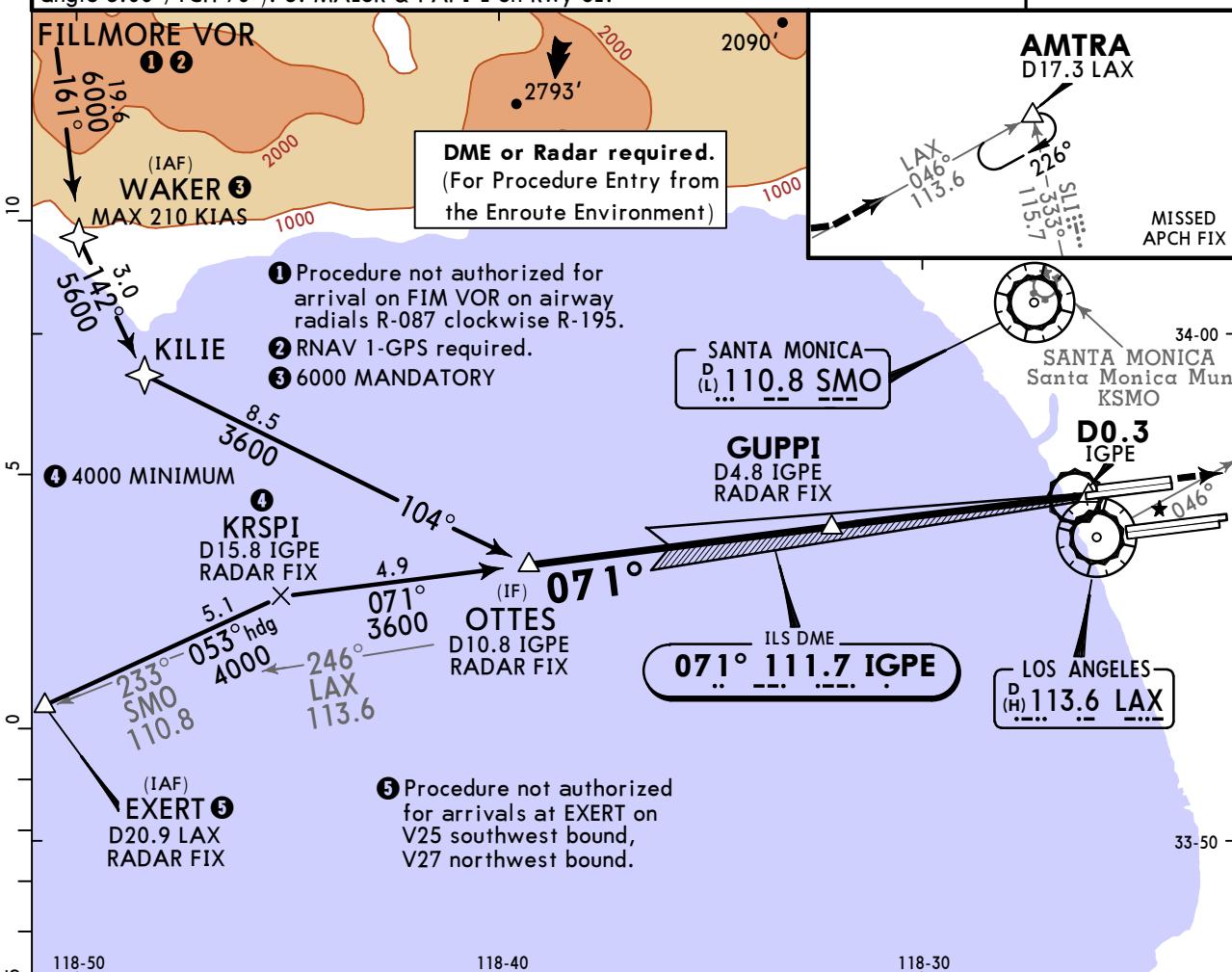
Trans level: FL 180

Trans alt: 18000'

1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 3. MALS & PAPI-L on Rwy 6L.



MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160		MALS	PAPI	600'	3000'	LAX
GS	3.00°	372	478	531	637	743	849					R-046
MAP at D0.3 IGPE or GUPPI to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55					
TERPS	STRAIGHT-IN LANDING RWY 6R						SIDESTEP LANDING RWY 6L					
ILS DA(H) 316' (200')						LOC (GS out) MDA(H) 460' (344')						MDA(H) 460' (341')
FULL	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1		RVR 24 or 1/2		RVR 50 or 1		RVR 55 or 1 1/4		RVR 55 or 1 1/4		1 3/4	
B	RVR 24 or 1/2		RVR 40 or 3/4		RVR 30 or 5/8		RVR 55 or 1 1/4		1 1/2		2	
C												
D												

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 18 10 NOV 2016

CHANGES: Chart format.

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KLAX/LAX

LOS ANGELES INTL

JEPPESEN

30 OCT 20

Eff 5 Nov

11-3

LOS ANGELES, CALIF  
ILS or LOC Rwy 7L

D-ATIS	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
Arrival	225°-044° 045°-089° 090°-224°	North Complex South Complex	West North Complex South Complex	
133.8	124.5 128.5 124.9	133.9 120.95	121.4 121.65	121.75
LOC IIAS	Final Apch Crs 071°	TURKA 1800' (1672')	ILS DA(H) 336' (208')	Apt Elev 128' TDZE 7L 128'

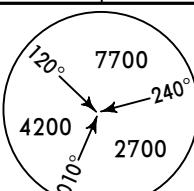
MISSSED APCH: Climb to 3000' outbound on LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.

Alt Set: INCHES Trans level: FL 1800 Trans alt: 18000'

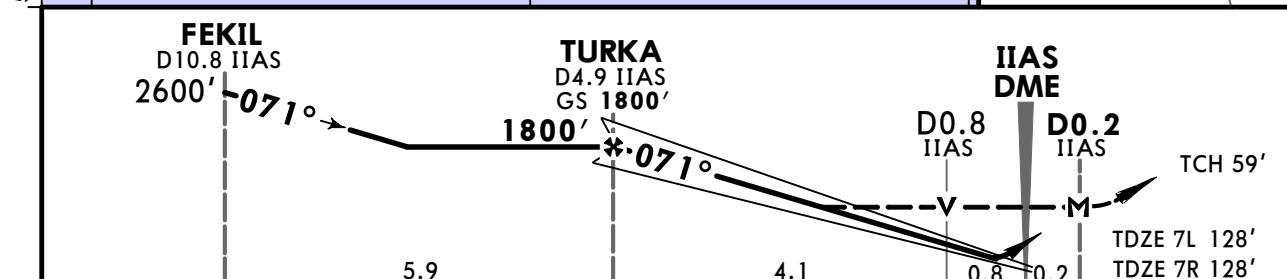
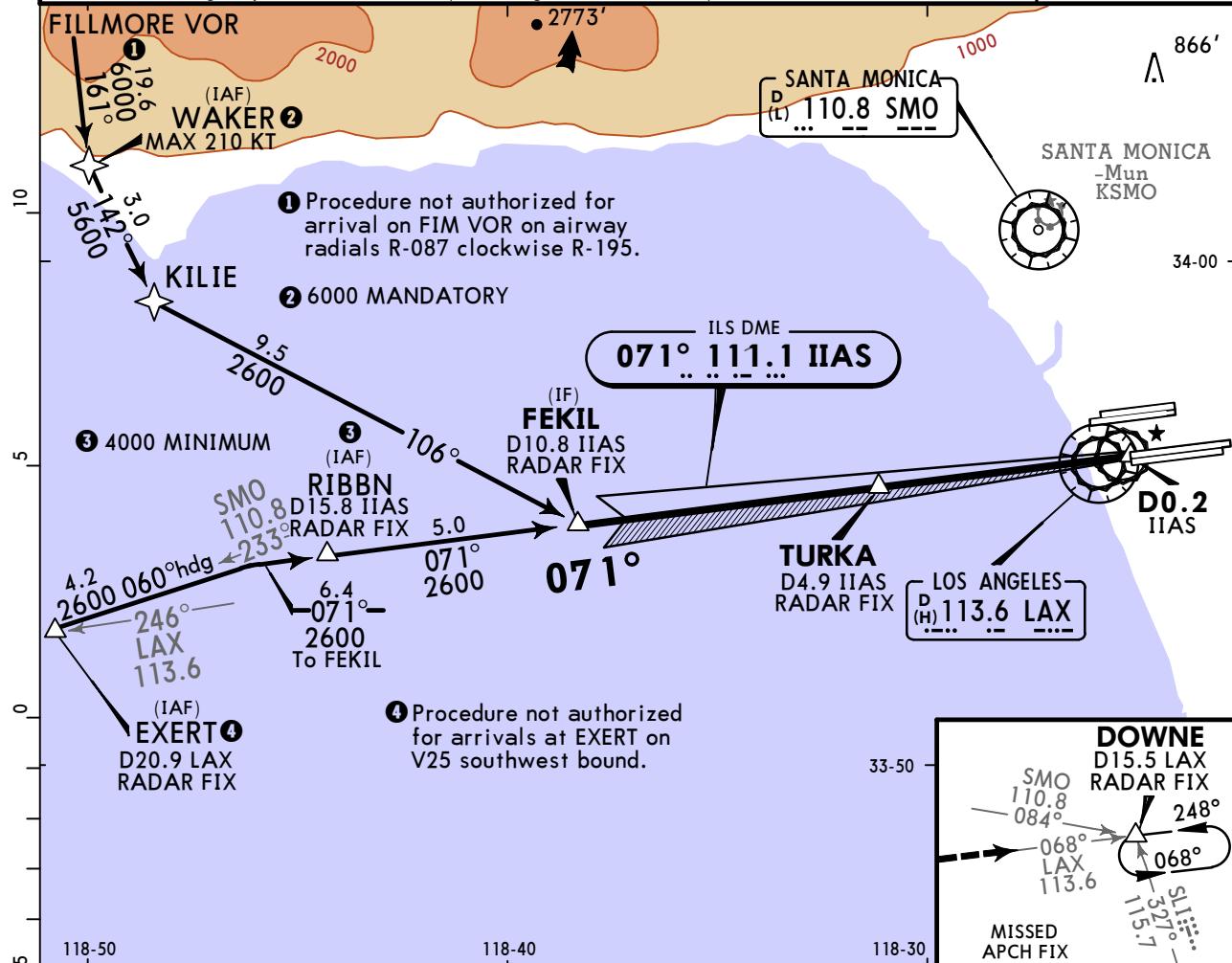
DME or Radar required. From FIM VOR: RNAV 1-GPS required.

1. Simultaneous approach authorized. 2. Autopilot coupled approach not authorized below 925'.

3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 83').



MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	PAPI	LAX	DOWNE
GS 3.00°	372	478	531	637	743	849				
MAP at D0.2 IIAS or TURKA to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55				

TERPS			STRAIGHT-IN LANDING RWY 7L				SIDESTEP LANDING RWY 7R		
			ILS DA(H) 336' (208')				LOC (GS out) MDA(H) 520' (392')		
			FULL	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		
A						RVR 24 or 1/2		RVR 50 or 1	
B	RVR 18 or 1/2		RVR 24 or 1/2					RVR 55 or 1	1 1/2
C			RVR 40 or 3/4			RVR 35 or 3/4		RVR 60 or 1 1/4	
D									1 1/2 2

① RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 9A 5 NOV 2020

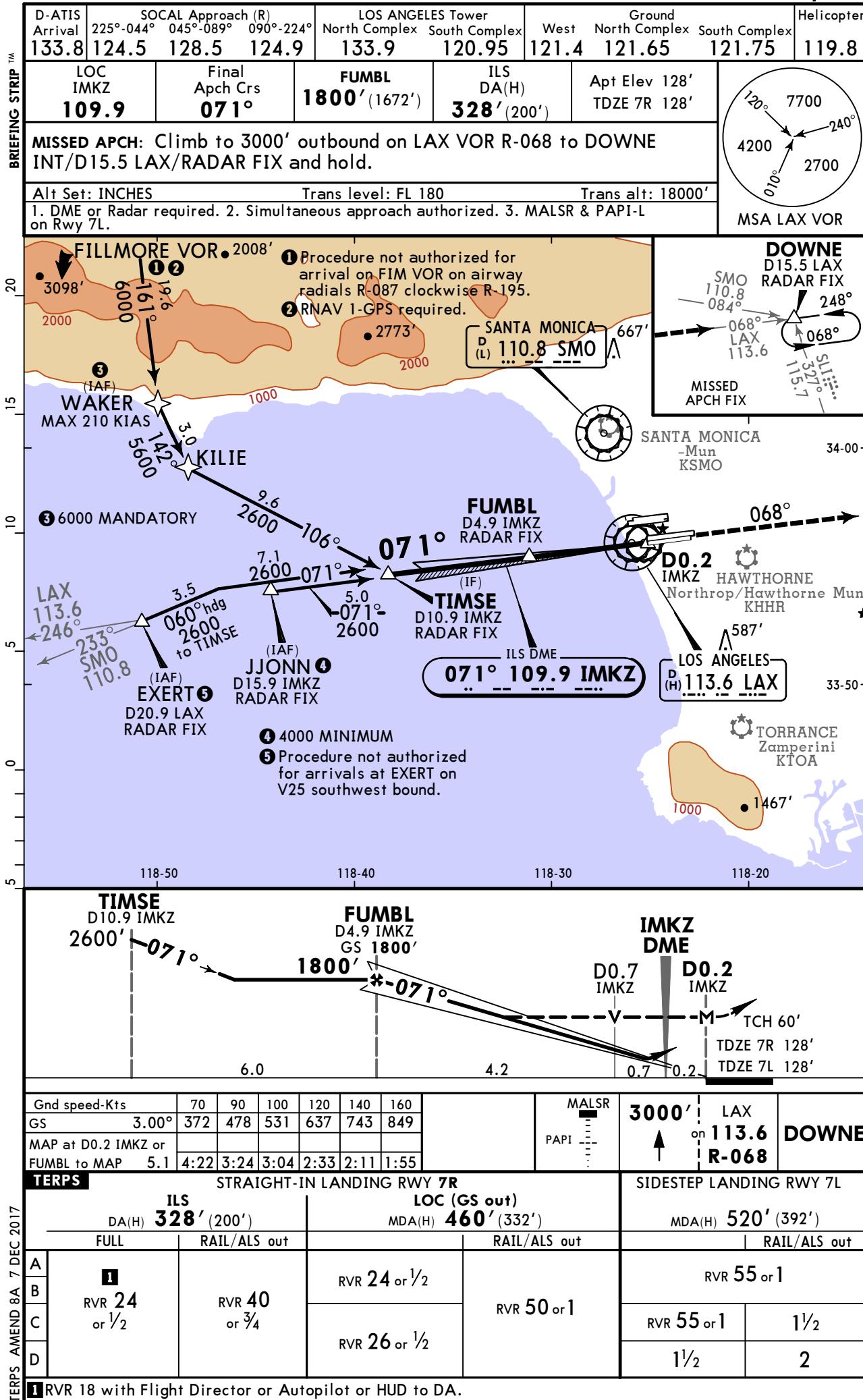
CHANGES: Notes, minimums.

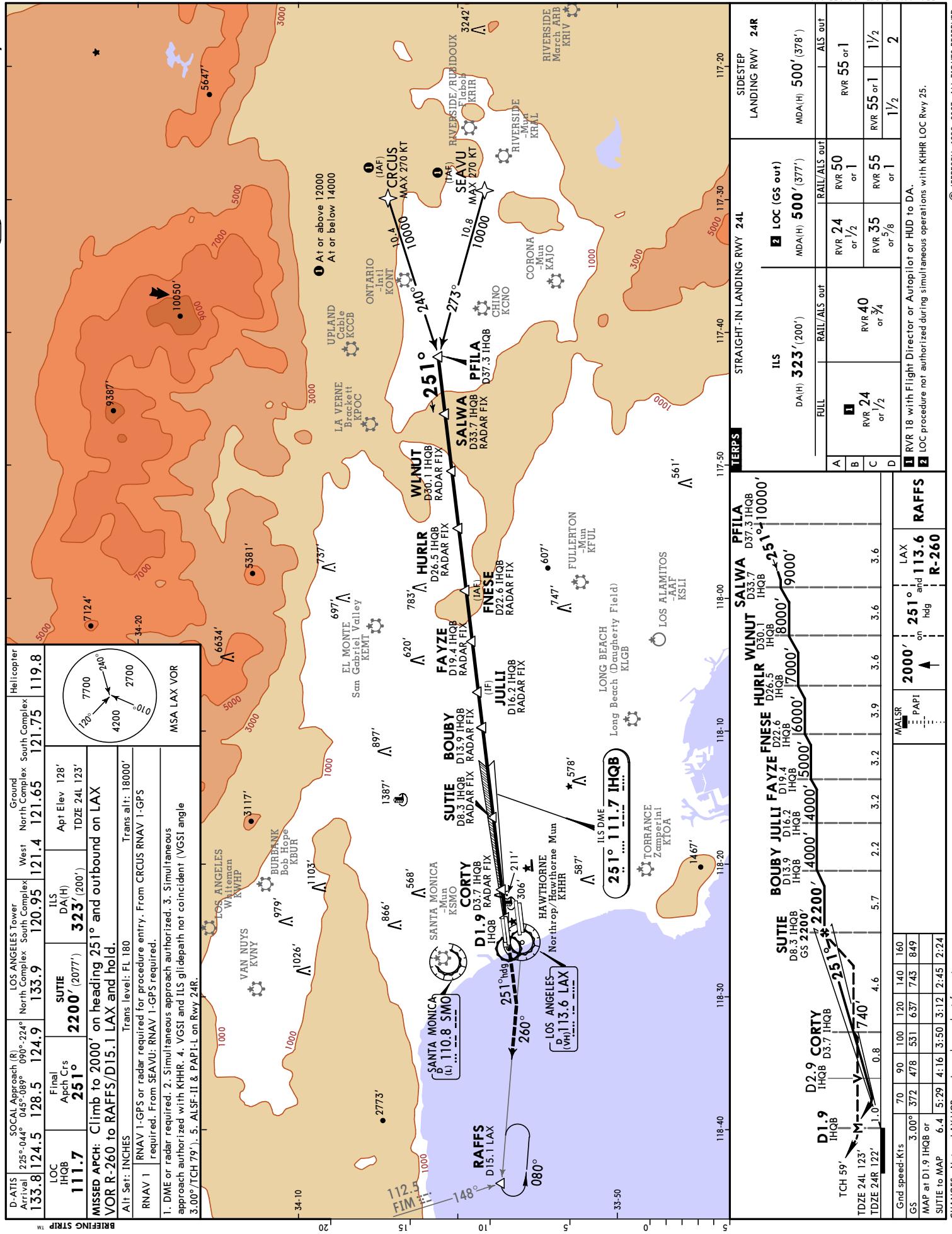
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KLAX/LAX  
LOS ANGELES INTL30 OCT 20  
Eff 5 Nov

JEPPESEN

11-4

LOS ANGELES, CALIF  
ILS or LOC Rwy 7R

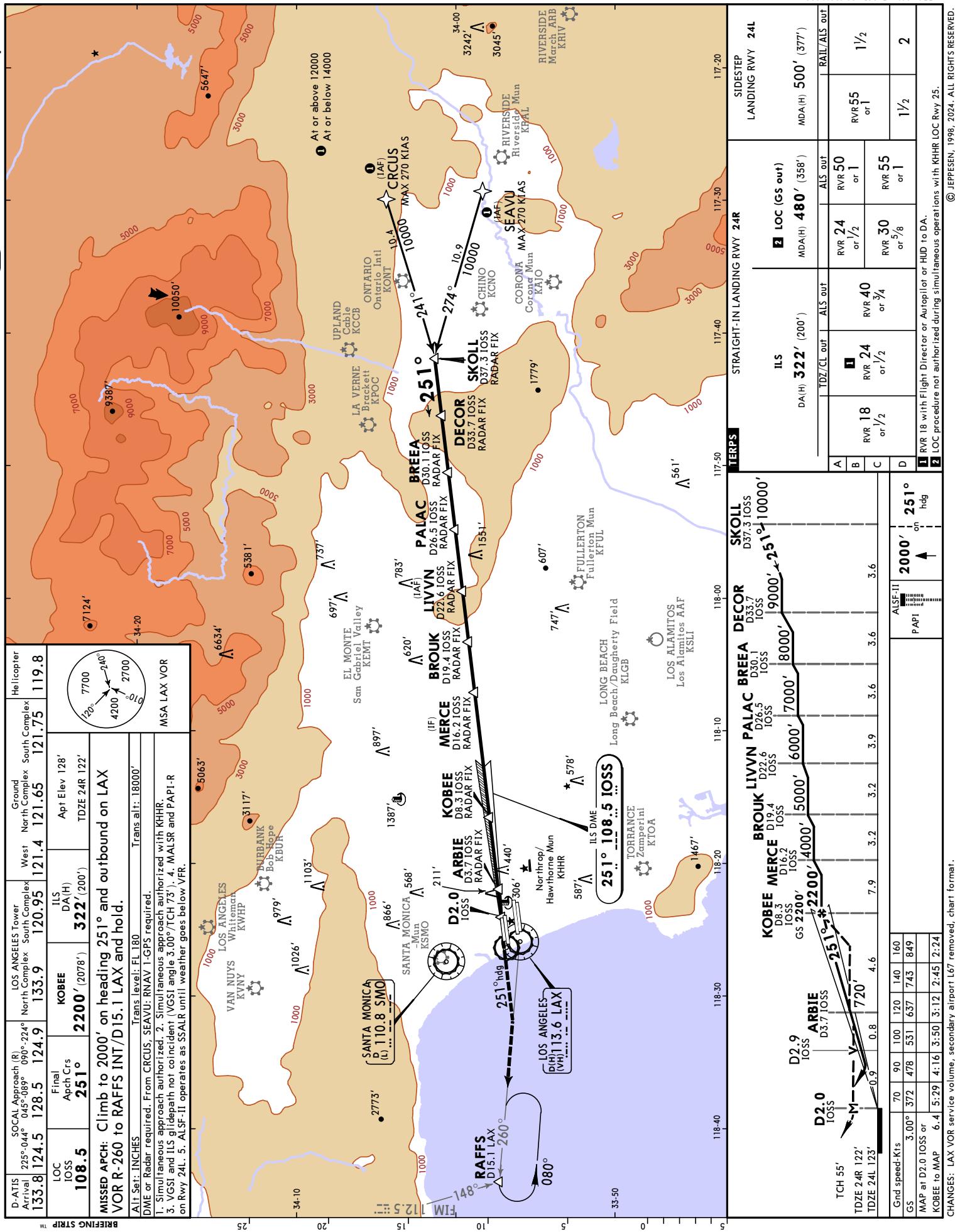
**KLAX/LAX**  
**LOS ANGELES INTL**

 CHANGES: Notes: LAX VOR service volume, chart format.  
 GS Map at D1.9 IHQB or SUTIE to MAP 6.4 5:29 4:16 3:50 3:12 2:45 2:24

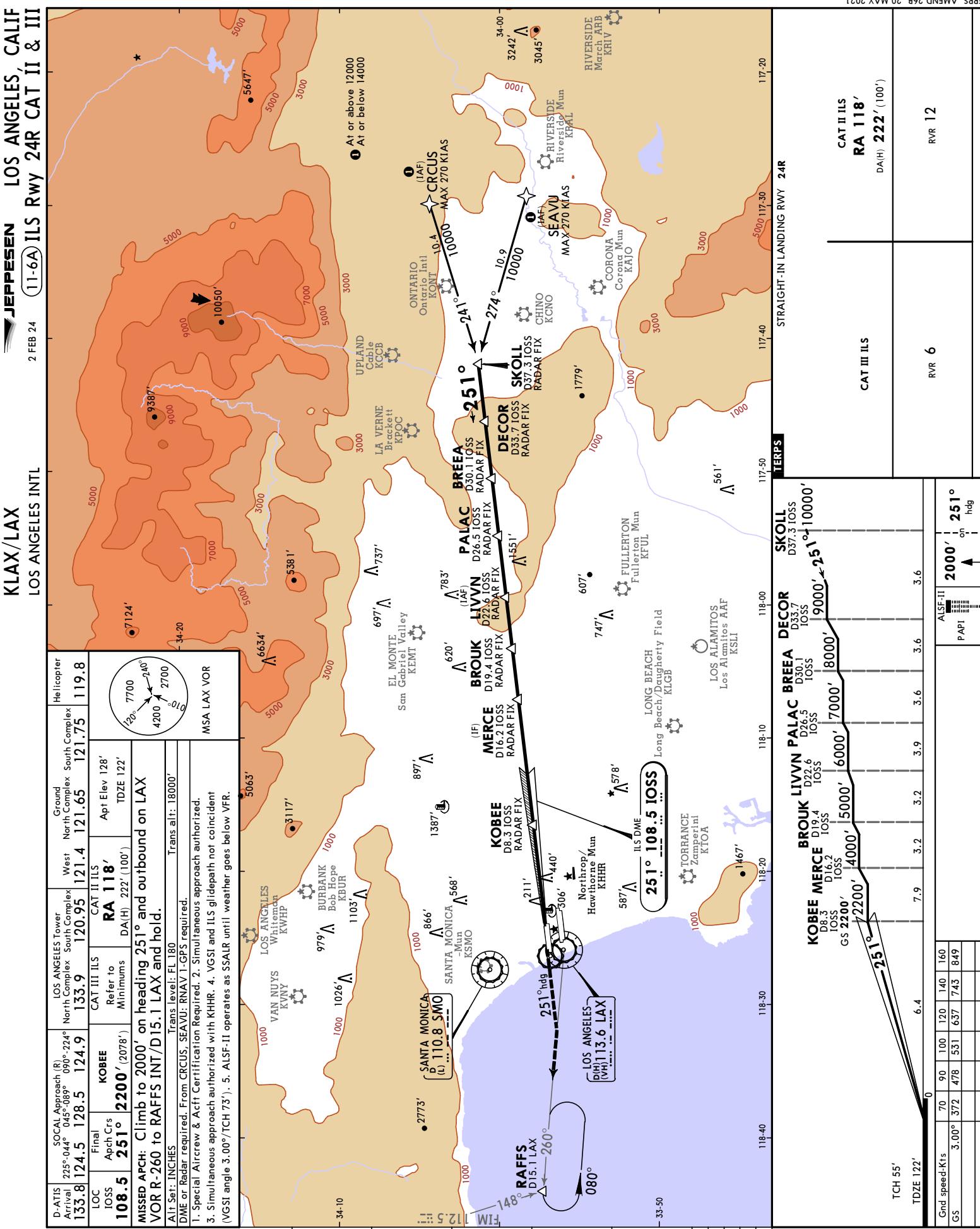
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**JEPPESEN**  
**LOS ANGELES, CALIF**  
**Ils or Loc Rwy 24R**

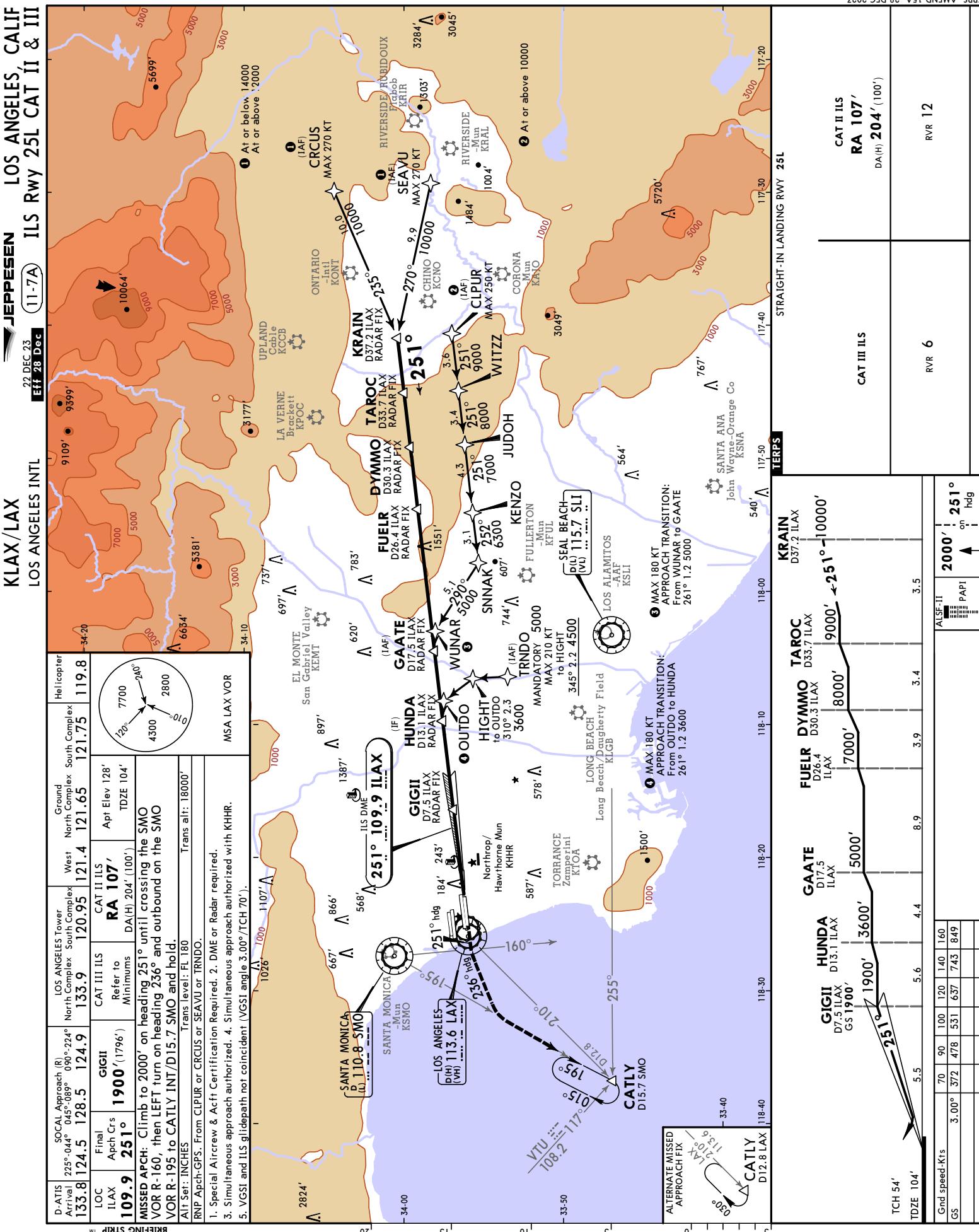
2 FEB 24

(11-6)







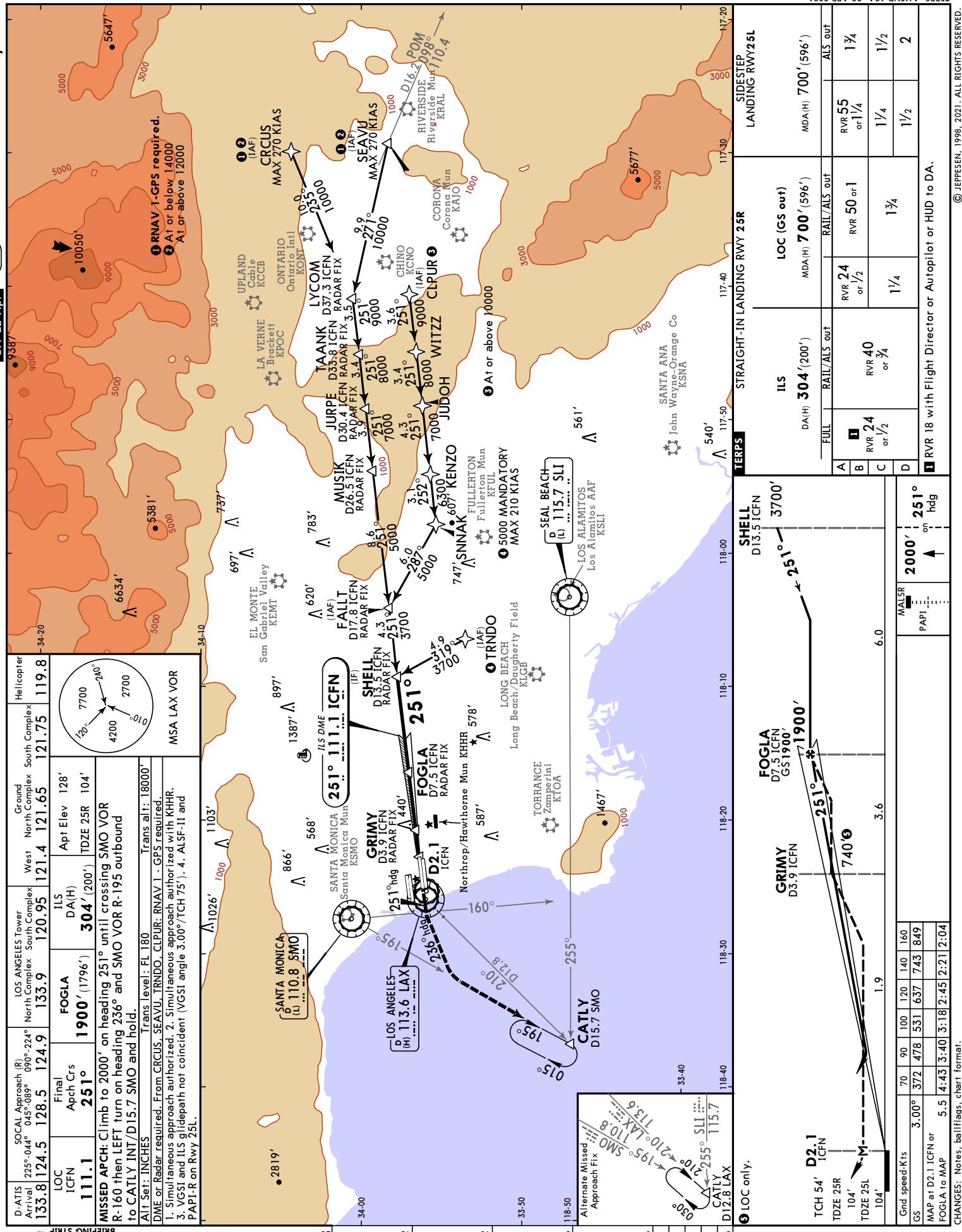


**JEPPSEN LOS ANGELES, CALIF  
ILS or LOC RWY 25R**16 APR 21  
Eff 22 Apr**KLAX / LAX  
LOS ANGELES INTL**

D-ATIS	SOCAL Approach 090°	North Complex	South Complex	West	North Complex	South Complex	Helicopter
Arrival	225°-04° 045°-08°	090°-224°					
LOC	ICFN	Final Arch Crs	FOGLA	ILS DA(H)	Apt Elev	128'	
<b>111.1</b>	<b>251°</b>	<b>1900'</b> (1796')	<b>304'</b> (200')	TDZE 25R	104'		

BRIEFING STRIP  
R-160 then LEFT turn on heading 236° and SMO VOR R-195 outbound to CATLY INT/D15.7 SMO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
DME or Radar required. From CRCUS, SEAVU, TRNDO, CLPR, ICFN 1 - GPS required.  
1. Simultaneous approach authorized. 2. Simultaneous approach authorized with KHHR.  
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75'). 4. ALS-II and PAPI-R on Rwy 25L.



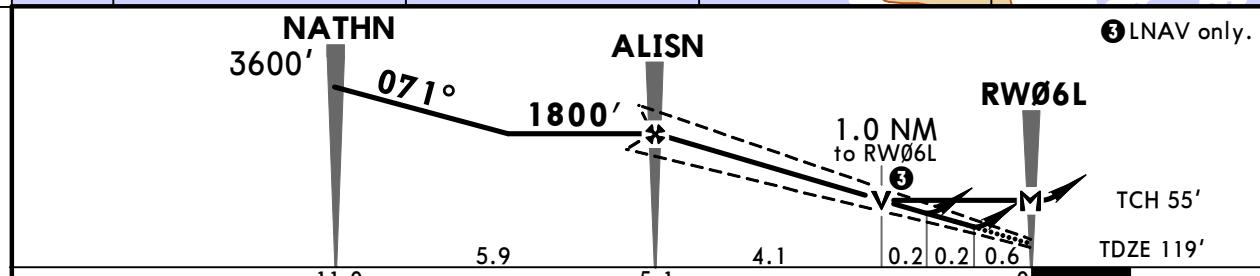
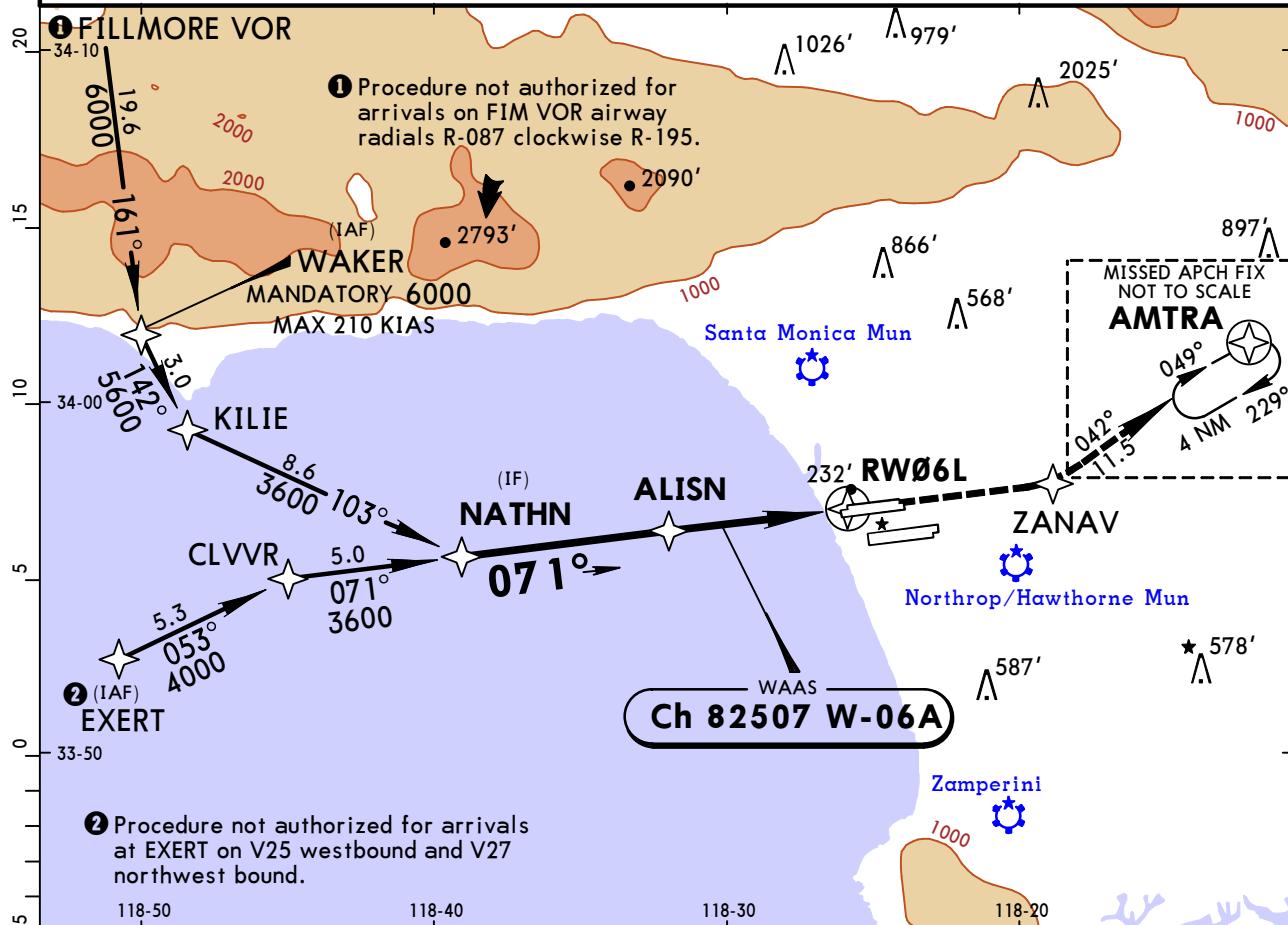
KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
11 AUG 17 12-1LOS ANGELES, CALIF  
RNAV (GPS) Y Rwy 6L

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower	West	Ground North Complex	South Complex	Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex 133.9	South Complex 120.95	121.4	121.65	121.75
124.5	128.5	124.9						119.8

WAAS Ch 82507 W-06A	Final Apch Crs 071°	Minimum Alt ALISN 1800' (1681')	LPV DA(H) 369' (250')	Apt Elev 128' TDZE 119'	7700' MSA RW06L
---------------------	---------------------	---------------------------------	-----------------------	-------------------------	-----------------

MISSSED APCH: Climb to 3000' direct ZANAV and track 042° to AMTRA and hold.

Alt Set: INCHES Trans level: FL 1800 Trans alt: 18000'  
**1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.** 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').



Gnd speed-Kts	70	90	100	120	140	160		MALS	3000'		ZANAV
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI			
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW06L											

TERPS		STRAIGHT-IN LANDING RWY 6L			
LPV DA(H) 369' (250')		LNAV/VNAV DA(H) 411' (292')		① LNAV MDA(H) 500' (381')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A					RVR 24 or 1/2
					RVR 50 or 1
	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 35 or 3/4
					RVR 60 or 1 1/4

① Not authorized during simultaneous operations.

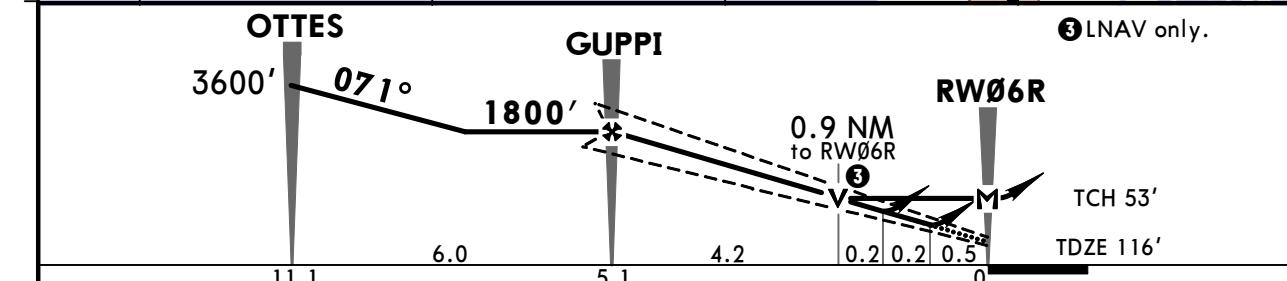
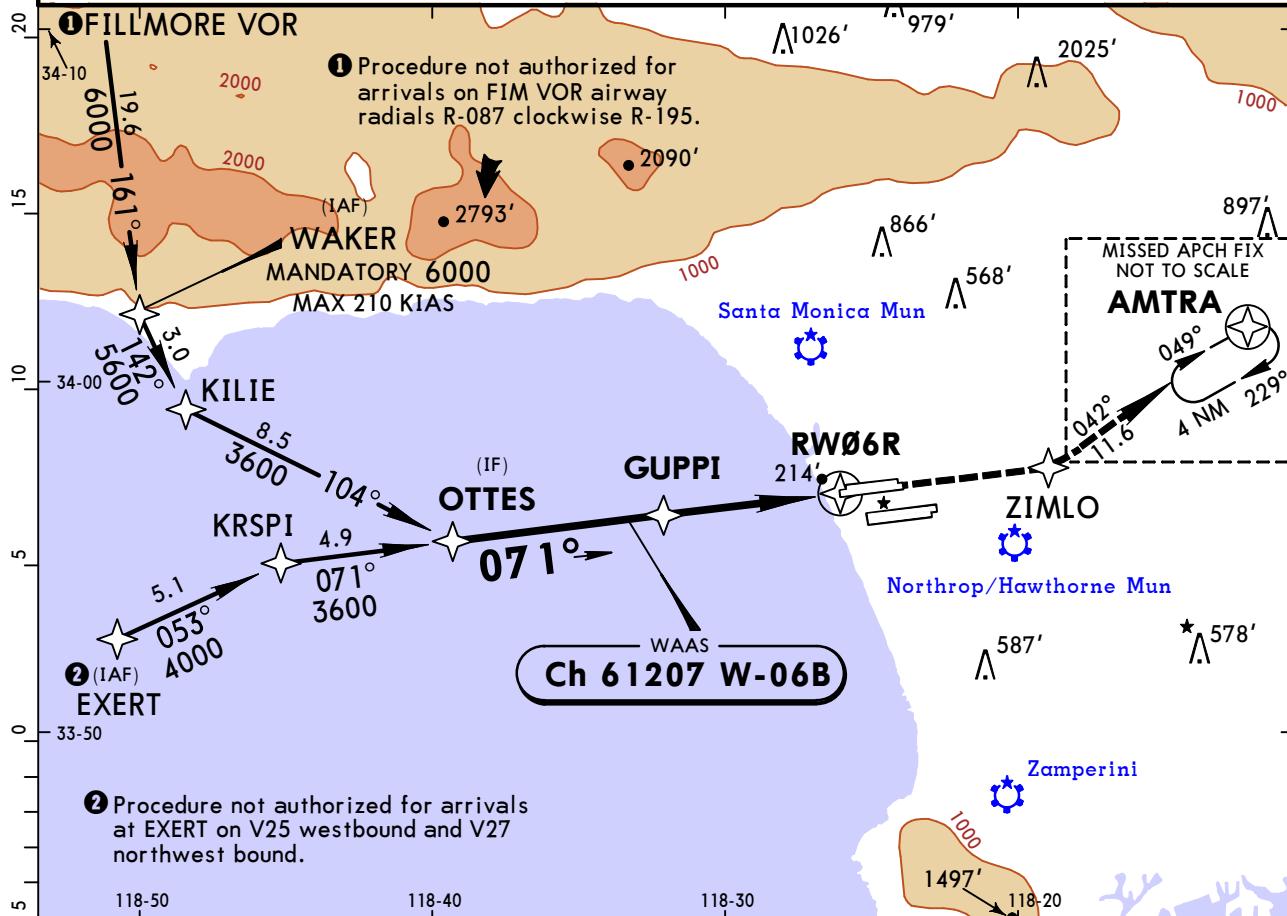
KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
11 AUG 17 12-2LOS ANGELES, CALIF  
RNAV (GPS) Y Rwy 6R

D-ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°	LOS ANGELES Tower North Complex South Complex	Ground West North Complex South Complex	Helicopter
133.8	124.5 128.5 124.9	133.9 120.95	121.4 121.65 121.75	119.8

WAAS <b>Ch 61207</b> W-06B	Final Apch Crs <b>071°</b>	Minimum Alt <b>GUPPI</b> <b>1800'</b> (1684')	LPV DA(H) <b>316'</b> (200')	Apt Elev 128' TDZE 116'	7700' MSA RW06R
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MISSED APCH: Climb to 3000' direct ZIMLO and on track 042° to AMTRA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	D→	ZIMLO
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI			
LNAV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW06R											

TERPS STRAIGHT-IN LANDING RWY 6R											
LPV DA(H) <b>316'</b> (200')				LNAV/VNAV DA(H) <b>398'</b> (282')				② LNAV MDA(H) <b>480'</b> (364')			
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		RAIL/ALS out	RAIL/ALS out			RAIL/ALS out		
A	1							RVR 24 or ½			
B	RVR 24 or ½	RVR 40 or ¾			RVR 24 or ½			RVR 50 or 1			
C					RVR 45 or ¾						
D						RVR 35 or ¾		RVR 55 or 1¼			

① RVR 18 with Flight Director or Autopilot or HUD to DA.

② Not authorized during simultaneous operations.

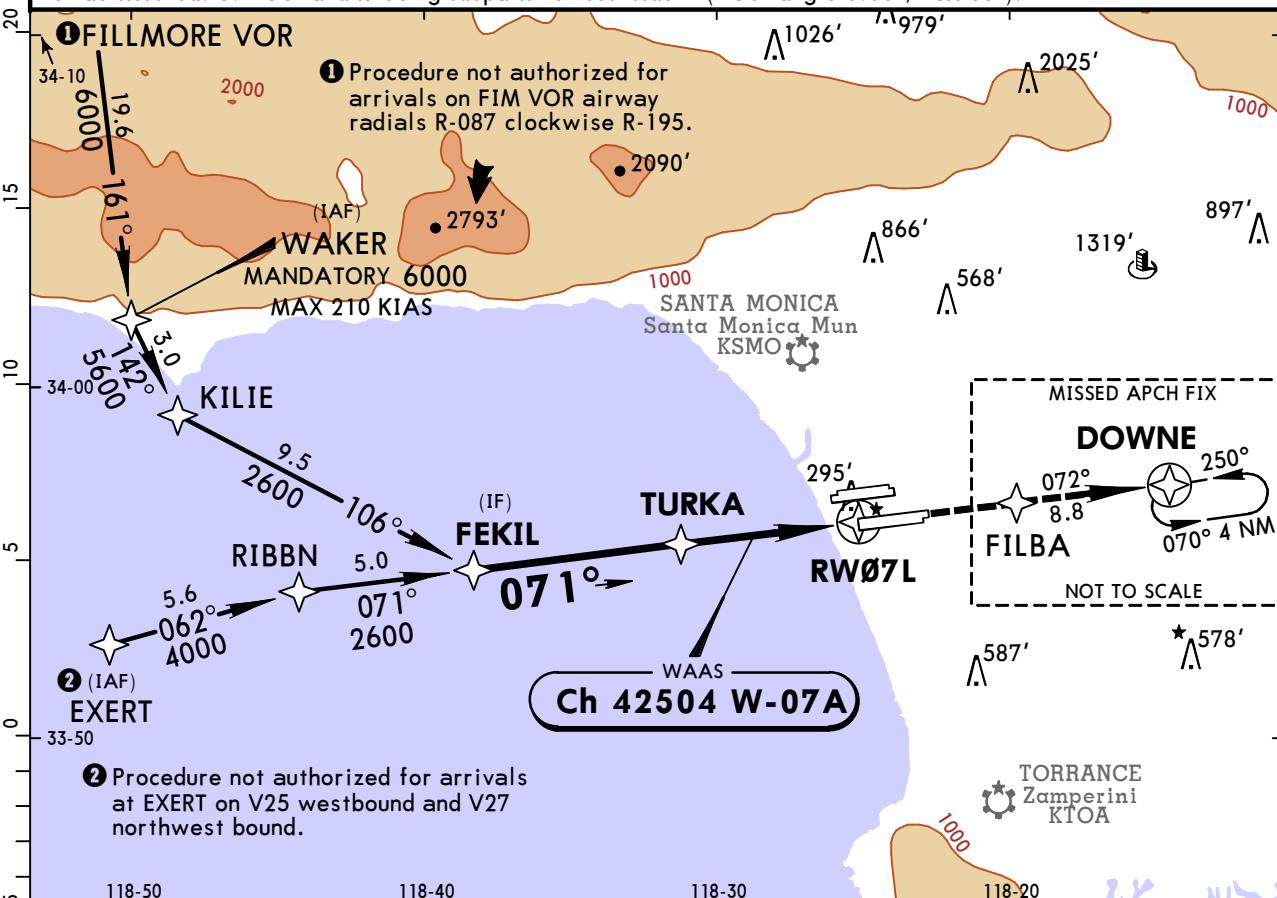
KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
1 DEC 17 (12-3)LOS ANGELES, CALIF  
RNAV (GPS) Y Rwy 7L

D-ATIS	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
Arrival	225°-044° 045°-089° 090°-224°	North Complex South Complex	North Complex	South Complex
133.8	124.5 128.5 124.9	133.9 120.95	121.4 121.65	121.75

WAAS <b>Ch 42504</b> W-07A	Final Apch Crs <b>071°</b>	Minimum Alt <b>TURKA</b> <b>1800'</b> (1672')	LPV DA(H) <b>344'</b> (216')	Apt Elev 128' TDZE 128'
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MISSED APCH: Climb to 3000' direct FILBA and on track 072° to DOWNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83').



Gnd speed-Kts	70	90	100	120	140	160	MALS	PAPI	3000'	D	FILBA
Glide Path Angle	3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RWY 07L											
TERPS											
	STRAIGHT-IN LANDING RWY 7L										
	LPV			LNAV/VNAV							
	DA(H) <b>344'</b> (216')			DA(H) <b>464'</b> (336')							
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out							
A											
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4								
C				RVR 30 or 5/8	RVR 60 or 1 1/4						
D											

① Not authorized during simultaneous operations.

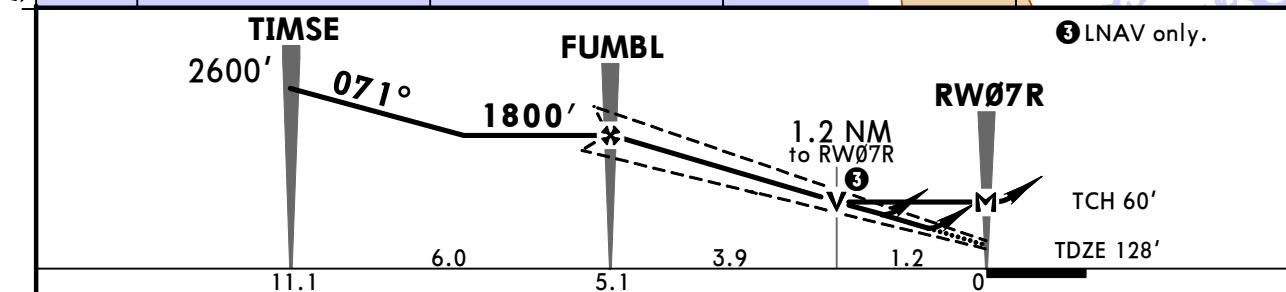
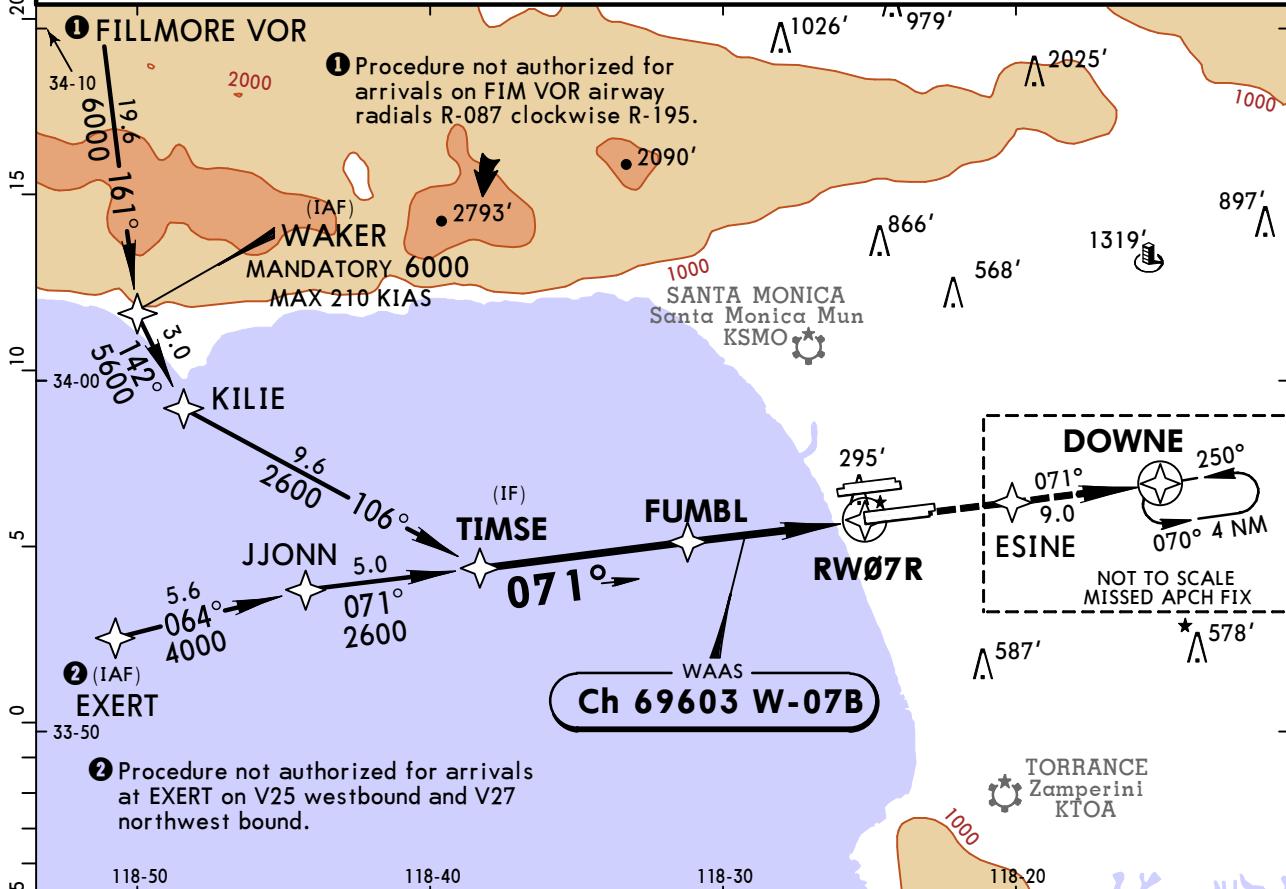
KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
1 DEC 17 (12-4)LOS ANGELES, CALIF  
RNAV (GPS) Y Rwy 7R

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower	West	Ground North Complex	South Complex	Helicopter	
133.8	124.5	128.5	124.9		North Complex 133.9	South Complex 120.95	West 121.4	North Complex 121.65	South Complex 121.75	119.8

WAAS Ch 69603 W-07B	Final Apch Crs 071°	Minimum Alt FUMBL 1800' (1672')	LPV DA(H) 328' (200')	Apt Elev 128' TDZE 128'	7700 MSA RW07R
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**MISSSED APCH:** Climb to 3000' direct ESINE and on track 071° to DOWNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
**1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.** 2. Simultaneous approach authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	D	ESINE
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA							PAPI			
LNAV: MAP at RW07R										

TERPS STRAIGHT-IN LANDING Rwy 7R										
LPV DA(H) 328' (200')				LNAV/VNAV DA(H) 462' (334')				2 LNAV MDA(H) 560' (432')		

TERPS AMEND 3A 7 DEC 2017	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A	B	C	D	E	F
	①		RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 30 or $\frac{5}{8}$	RVR 60 or $1\frac{1}{4}$
					RVR 24 or $\frac{1}{2}$	RVR 50 or 1
					RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$

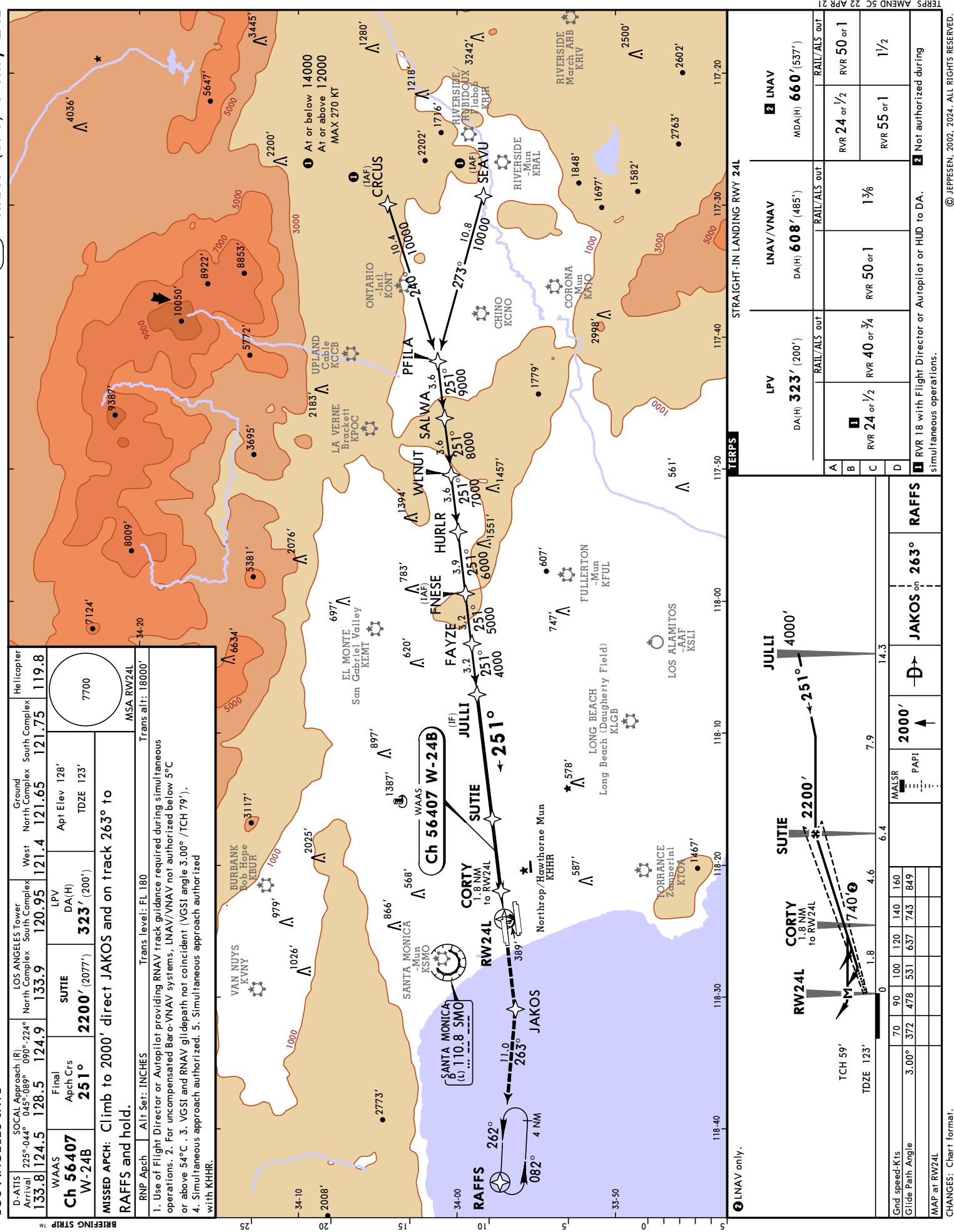
① RVR 18 with Flight Director or Autopilot or HUD to DA. ② Not authorized during simultaneous operations.

CHANGES: Chart format, minimums.

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**JEPPESEN LOS ANGELES, CALIF RNAV (GPS) Y RWY 24L**

2 FEB 24





**JEPPESSEN LOS ANGELES, CALIF RNAV (GPS) Y RWY 25L**

(12-7)

**LAX / LOS ANGELES INTL**

22 DEC 23

D ATIS	SOCAL Approach (R)	045°-085°	090°-224°	North Complex	South Complex	West	North Complex	South Complex	Helicopter
Arrival	225°-044°	045°-085°	090°-224°						
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

W AAS	Final Arch Crs	G I C II	L P V	Apt Elev 128'	T DZE 104'	7700
Ch 53507 W-25A	251°	1900' (1796')	304' (200')			

**MISSING APCH:** Climb to 2000' direct ZERAN and on track 187° to CATLY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

RNP Apch-GPS

1. Use of Flight Director or Autopilot required during simultaneous operations.

2. Simultaneous approach authorized. 3. Simultaneous approach authorized with KHH 25. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C or above 54°C. 5. VGSJ and RNAV glidepath not coincident (VGSJ angle 3.00° / TCH 70').

MSA RV25L

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**JEPPESEN** LOS ANGELES, CALIF  
RNAV (GPS) Y Rwy 25R  
REC 23 (12-8)

KLAX/LAX  
LOS ANGELES 1

**TERPS**

**RW 25R** to RW 25R

**GRIMY** 1.9 NM to RW 25R

**FOGIA** \* 1900' to RW 25R

**SHELL** 3700' to RW 25R

**TCH 54'**

**TDZE 104'**

**DA(H) 304' (200')**

**LNAV**

**LPV**

**STRAIGHT-IN LANDING RWY 25R**

**LNAV/VNAV**

**DA(H) 578' (474')**

**DA(H) 640' (636')**

**RAIL/ALS out**

**RAIL/ALS out**

**RAIL/ALS out**

**RAIL/ALS out**

**A**

**B**

**C**

**D**

**RVR 24 or 1/2**

**RVR 40 or 3/4**

**RVR 60 or 1/4**

**RVR 55 or 1**

**RVR 50 or 1**

**1 3/4**

**1 1/2**

**1 1/2**

**1 1/2**

**CATLY**

**ZIMRU on 18°**

**-D-**

**2000' MALS PAPI**

**11.5**

**6.0**

**5.5**

**3.6**

**1.9**

**0**

**740' ②**

**251° ←**

**3700' ←**

**1900' ←**

**1.9 NW**

**② LNAV only.**

**TERPS AMEND 3B 22 APR 21**

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**NOTES:** RVR 18 with Flight Director or Autopilot or HUD to DA.  
② Not authorized during simultaneous operations.

KLAX/LAX  
LOS ANGELES INTL

10 MAR 17

JEPPESEN

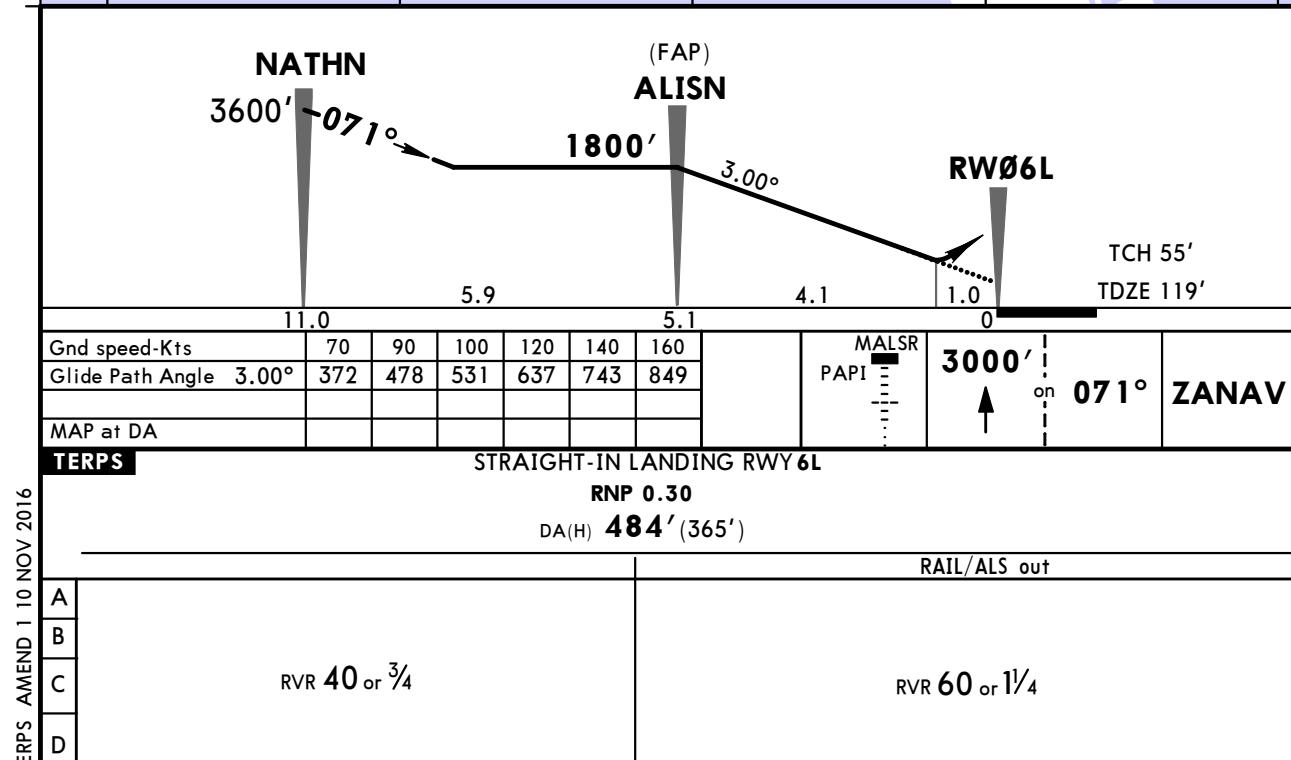
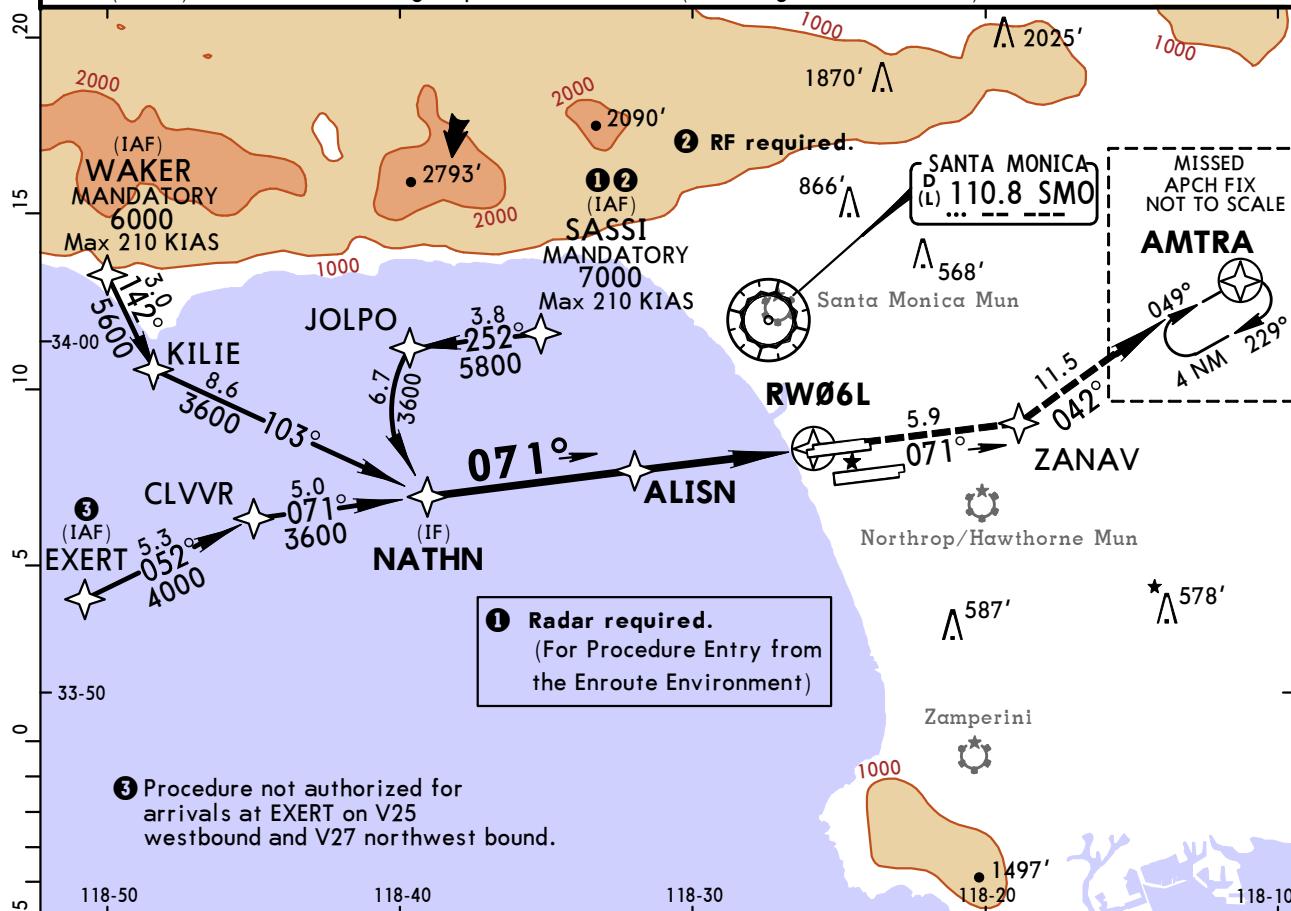
12-20

LOS ANGELES, CALIF  
RNAV (RNP) Z Rwy 6L

D-ATIS	SOCAL Approach (R)				LOS ANGELES Tower		West	Ground	South Complex	Helicopter
Arrival	225°-044°	045°-089°	090°-224°		North Complex	South Complex	121.4	North Complex	South Complex	121.75
133.8	124.5	128.5	124.9		133.9	120.95				119.8

RNAV	Final Apch Crs <b>071°</b>	Minimum Alt <b>ALISN</b> <b>1800'</b> (1681')	RNP 0.30 DA(H) <b>484'</b> (365')	Apt Elev 128' TDZE 119'	7700'
<b>MISSSED APCH:</b> Climb to 3000' on track 071° to ZANAV and on track 042° to AMTRA and hold.					

Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').		



TERPS AMEND 1 10 NOV 2016

CHANGES: None.

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KLAX/LAX  
LOS ANGELES INTL

10 MAR 17

**JEPPESEN**

12-21

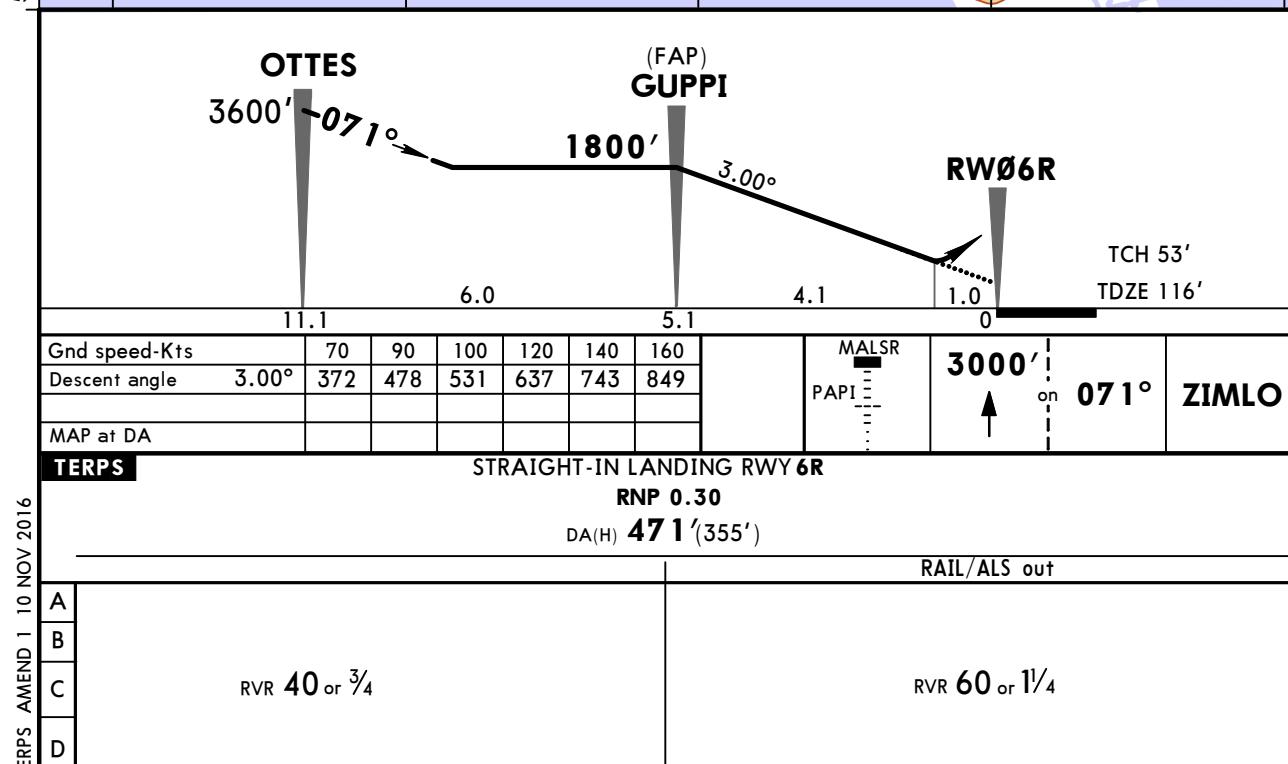
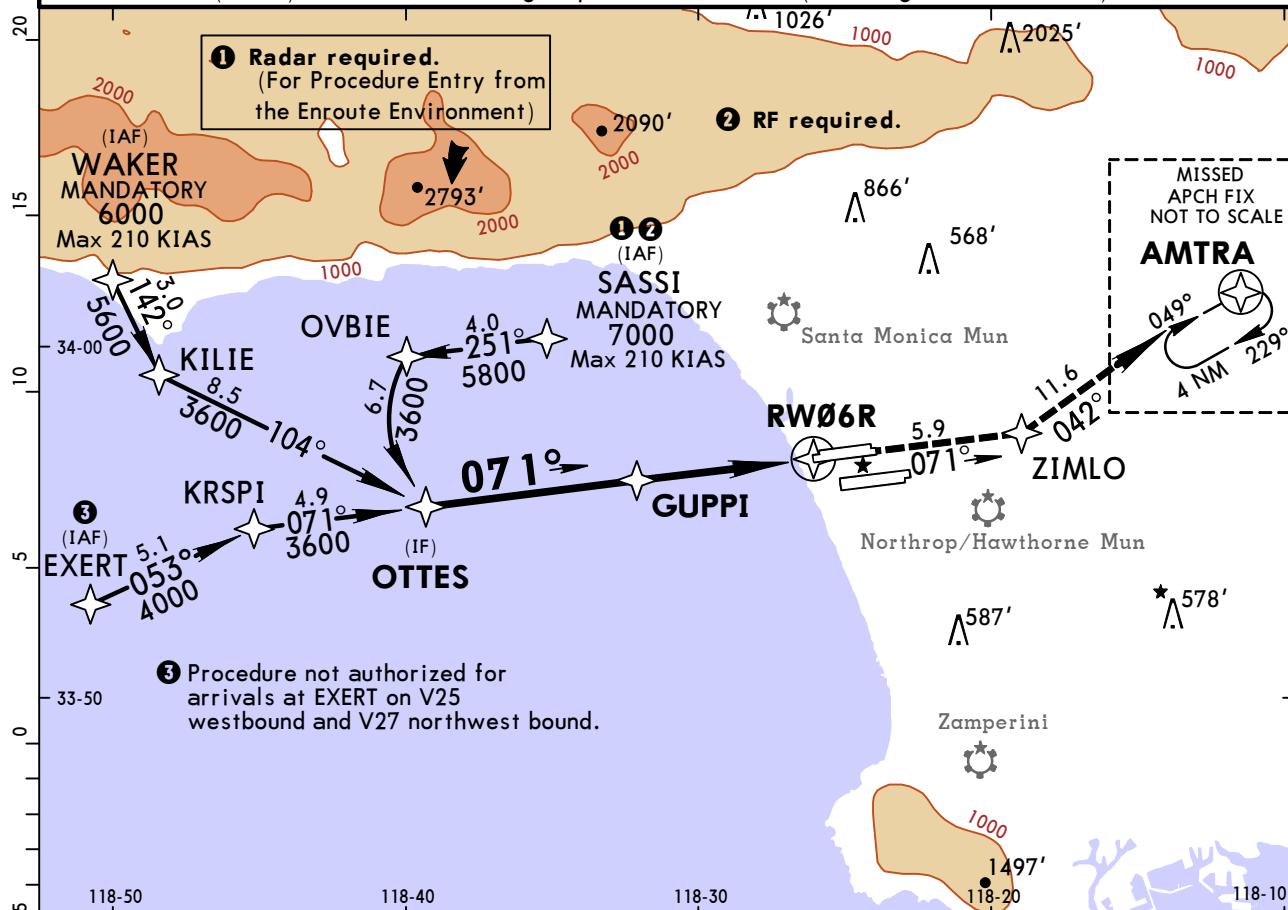
LOS ANGELES, CALIF  
RNAV (RNP) Z Rwy 6R

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower	West	Ground North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.4	121.65	121.75	119.8

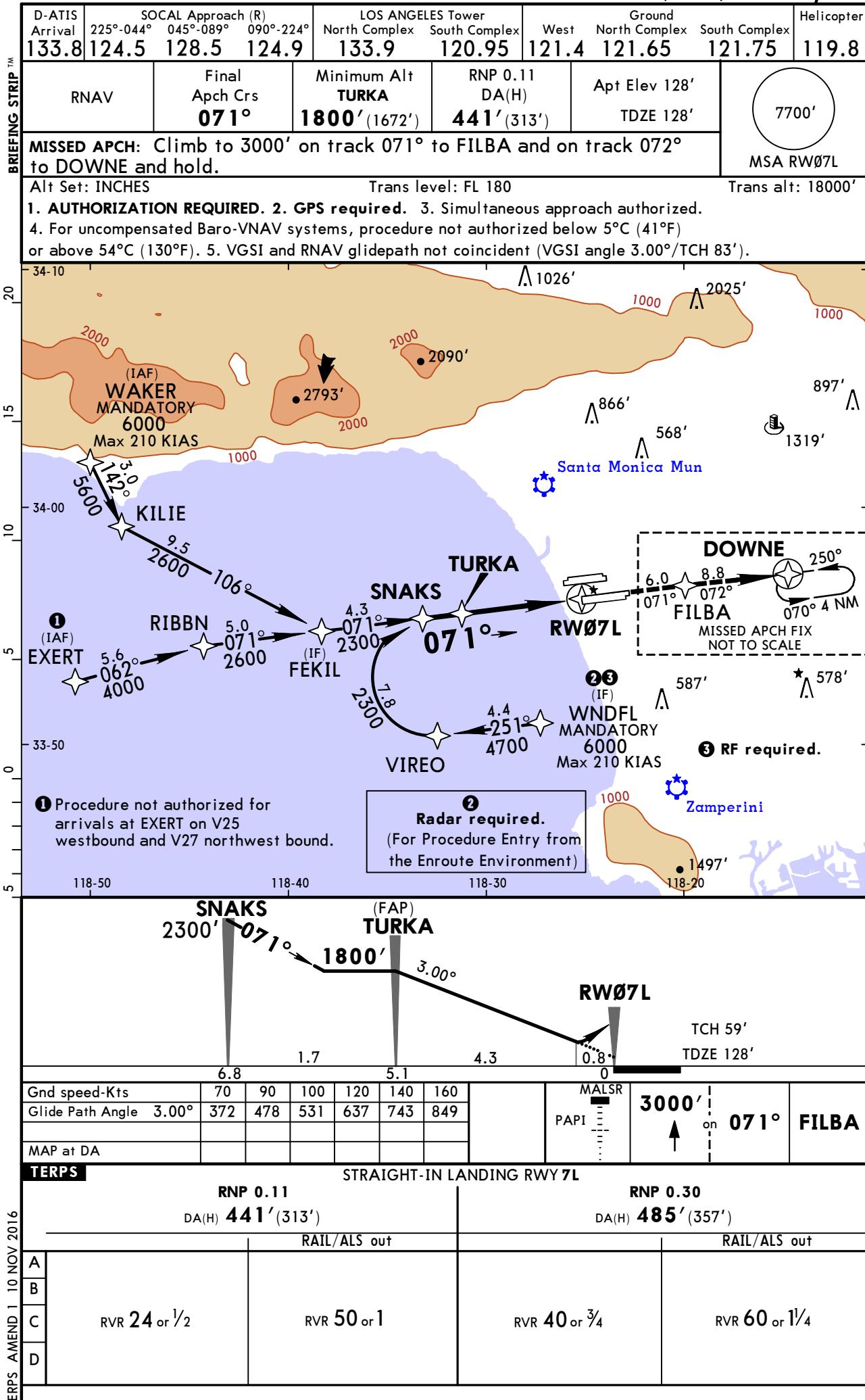
BRIEFING STRIP™	RNAV	Final Apch Crs <b>071°</b>	Minimum Alt <b>GUPPI</b> <b>1800'</b> (1684')	RNP 0.30 DA(H) <b>471'</b> (355')	Apt Elev 128' TDZE 116'	7800' MSA RW06R
	MISSSED APCH: Climb to 3000' on track 071° to ZIMLO and on track 042° to AMTRA and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized.  
4. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F)  
or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').



TERPS AMEND 1 10 NOV 2016

KLAX/LAX  
LOS ANGELES INTLJEPPESEN  
4 NOV 16  
Eff 10 Nov  
12-22LOS ANGELES, CALIF  
RNAV (RNP) Z Rwy 7L

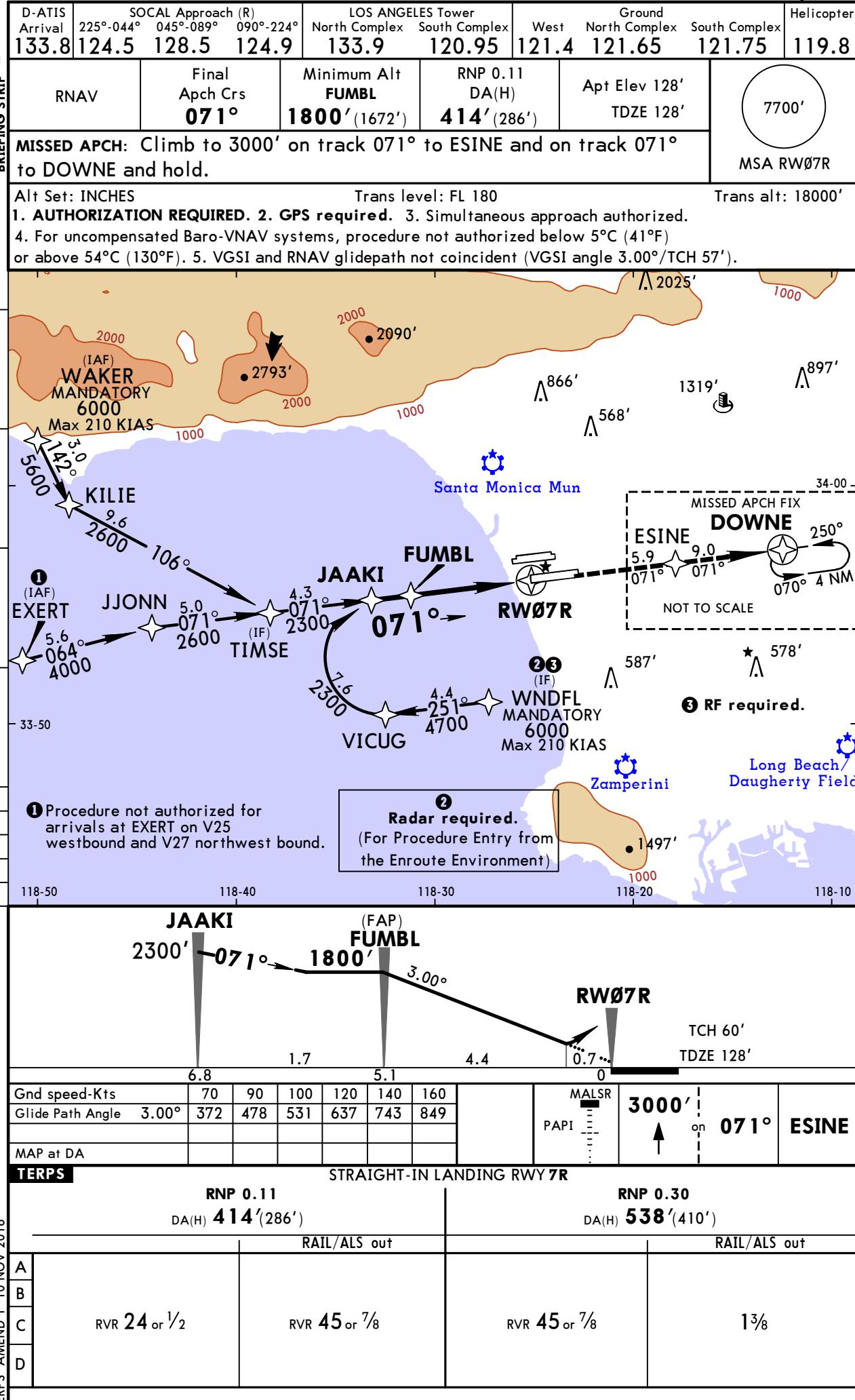
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LOS ANGELES INTL

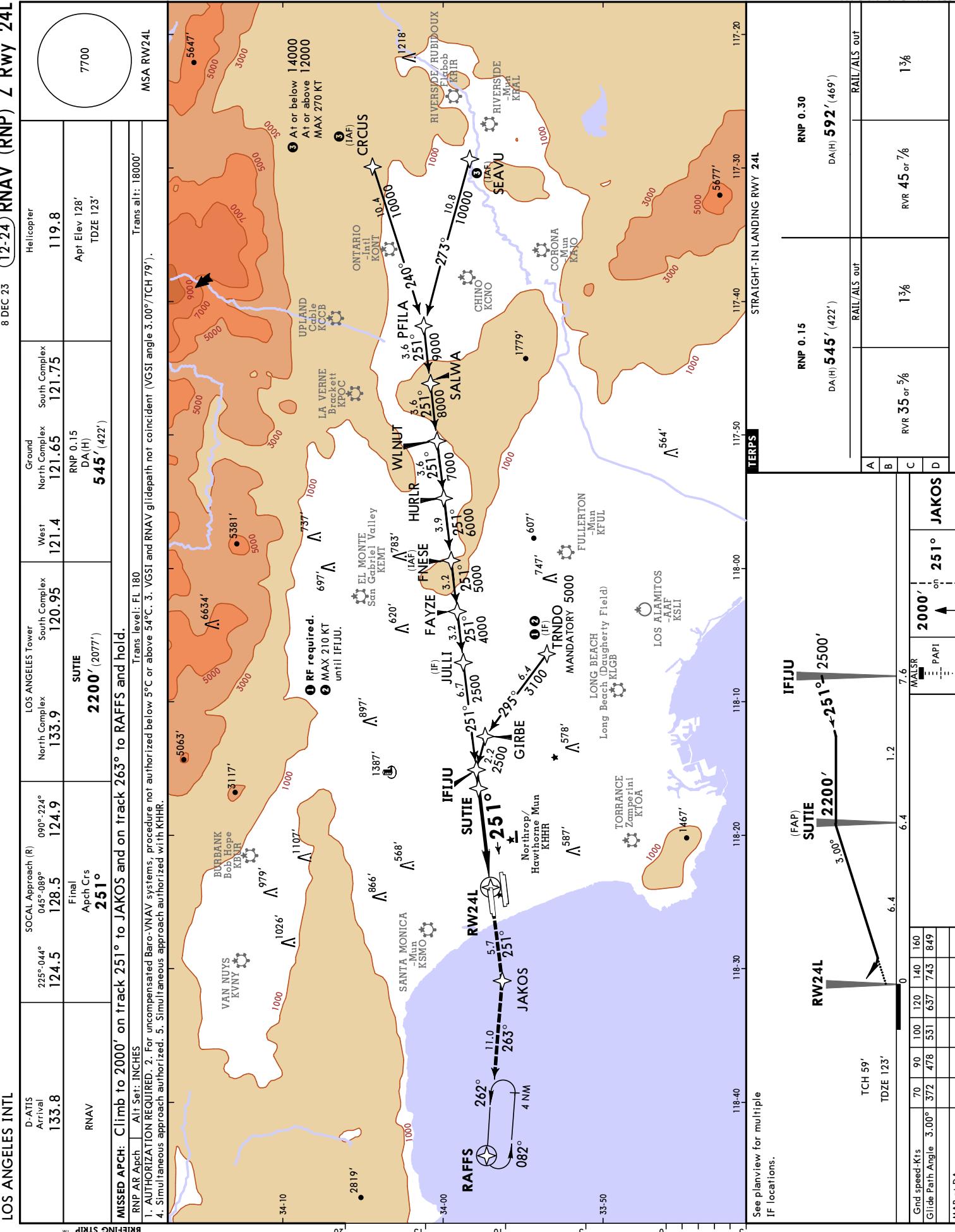
JEPPESEN

4 NOV 16

Eff 10 Nov

12-23

LOS ANGELES, CALIF  
RNAV (RNP) Z Rwy 7R

**JEPPESEN**  
**LOS ANGELES, CALIF**  
**LAX LOS ANGELES INTL**


**JEPPesen LOS ANGELES, CALIF  
8 DEC 23 (12-25) RNAV (RNP) Z Rwy 24R****KLAX/LAX  
LOS ANGELES INTL**