

WAAS CH <b>42504</b> <b>W07A</b>	APP CRS <b>071°</b>	Rwy Idg <b>11259</b> TDZE <b>128</b> Apt Elev <b>128</b>
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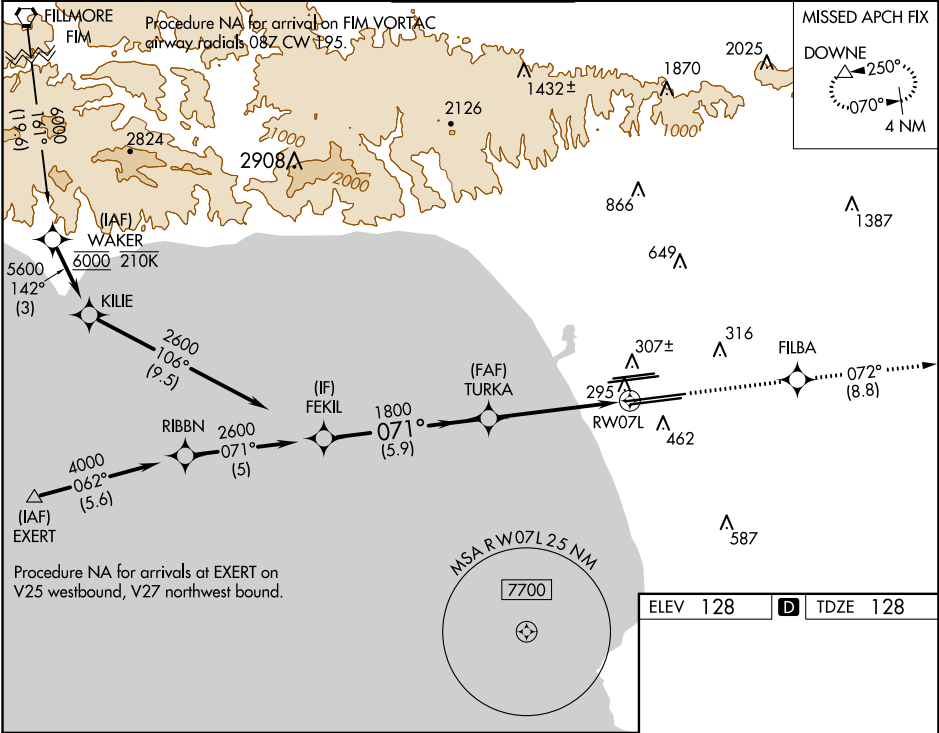
RNAV (GPS) Y RWY 7L  
LOS ANGELES INTL (LAX)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 direct FILBA and on track 072° to DOWNE and hold.

D-ATIS ARR <b>133.8</b> DEP <b>135.65</b>	SOCAL APP CON <b>124.3 363.2 124.9 269.0</b> (APCH FM WEST) (090°-324°) <b>124.5 235.975 128.5 360.7</b> (225°-044°) (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>120.35 327.0</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).				3000 ↑	FILBA ✦	tr 072°	DOWNE △
FEKIL				1800 TURKA	*1.1 NM to RW07L *LNAV only		
2600 GP 3.00° TCH 59				1800	RW07L		
← 5.9 NM →				← 4 NM →		← 1.1 NM →	
CATEGORY	A		B		C		D
LPV DA	344/18		216 (300-½)				
LNAV/ VNAV DA	464/30		336 (400-¾)				
LNAV MDA	560/24		432 (500-½)		560/40 432 (500-¾)		
TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy							

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