LOS ANGELES, CALIFORNIA 20366 AL-237 (FAA) 6R LOC/DME I-GPE APP CRS 9748 ILS or LOC RWY 6R Rwy Idg 8566 111.7 TDZE 116 119 0710 Chan 54 LOS ANGELES INTL (LAX) Apt Elev 128 128 Simultaneous approach authorized. For inop ALS, increase S-LOC 6R Cat C/D visibility to RVR 5500. Inop table does not MALSR MALSR MISSED APPROACH: Climb to 600 v Rwy 6R Rwy 6L then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/ apply to Sidestep 6L Cats A and B. # RVR 1800 authorized with use of FD or AP or HUD to DA LAX 17.3 DME and hold. SOCAL APP CON GND CON LOS ANGELES TOWER D-ATIS 124.3 363.2 124.9 269.0 N 121.65 327.0 **CPDLC** ARR 133.8 N 133.9 239.3 120.35 S 121.75 327.0 124.5 235.975 128.5 360.7 DEP 135.65 S 120.95 379.1 327.0 W 121,4 327,0 MISSED APCH FIX FILLMORE Progedure NATor dirival on FIM YORTAC AMTRA rairway radials 087 CW 195 FIM LAX 17.3 TRNAV 1-GPS REQUI 1432± 2126 2908 ۷₈₆₆ 115.7 SLI Chan 104 ۸⁶⁴⁹ (IAF) 142° (3) Santa WAKER Monico Muni Max 210 KIAS 3600 (IF) **GUPPI** 104 OTTES I-GPE 4.8 307+ 18.51 I-GPE 10.8 **KRSP** RADAR 208 I-GPE 15.8 RADAR 1800 **RADAR** 07 Λ 462 4000 (6) LOCALIZER 111.7 LOS ANGELES I-GPE 113.6 LAX :=: Chan 54 3600 to OTTES Chan 83 (IAF) **∧** 587 053° hdg (5.1) and 071° (4.9) **EXERT** LAX 20.9 RADAR 7700 Procedure NA for arrivals at EXERT on V25 southwest bound, V27 northwest bound. TDZE 6R 4200 **ELEV** 128 116 TDZE 6L 119 2700 DME or RADAR REQUIRED VGSI and ILS glidepath not coincident 600 3000 AMTRA (VGSI Angle 3.00/TCH 69). OTTES Δ LAX **GUPPI** I-GPE 10.8) R-046 I-GPE 4.8 RADAR RADAR I-GPE DME **ANTENNA** 3600 1800 *LOC only I-GPE 0.6 I-GPE 0.3) 1800 071° 5.1 NM <u>GS</u> 3.00° from FAF TCH 53 6 NM 0.9 NM 4.2 NM CATEGORY В D S-ILS 6R# 316/24 200 (200-1/2) TDZ/CL Rwys 6R, 7L, 24R, and 25LHIRL all Rwys S-LOC 6R 460/24 344 (400-1/2) 460/30 344 (400-%) FAF to MAP 5.1 NM 60 90 120 150 180 Knots 460-11/2 SIDESTEP 6L 460/55 341 (400-1) Min:Sec 5:06 3:24 2:33 2:02 341 (400-11/2)

LOS ANGELES, CALIFORNIA Amdt 18 10NOV16

LOS ANGELES INTL (LAX)

ILS or LOC RWY 6R

FEB 2022

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27 JAN 2022

SW-3,