

WAAS CH <b>53507</b> <b>W25A</b>	APP CRS <b>251°</b>	Rwy Idg <b>11095</b> TDZE <b>104</b> Apt Elev <b>128</b>
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RNAV (GPS) Y RWY 25L

LOS ANGELES INTL (LAX)

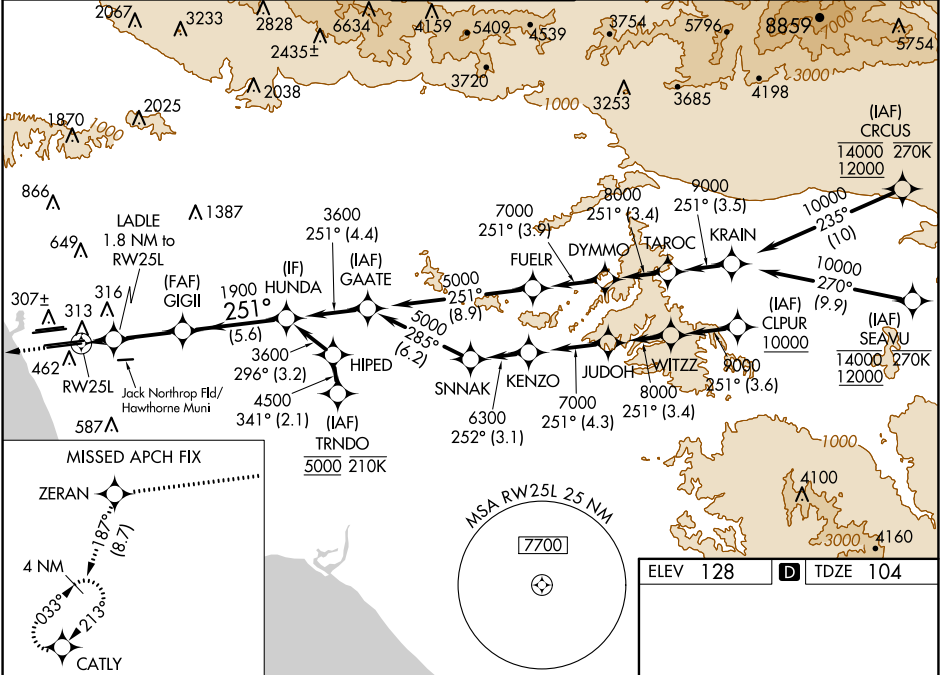
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 2000 direct ZERAN and on track 187° to CATLY 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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2000

ZERAN

tr 187°

CATLY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

HUNDA

GIGII

1900

251°

3600

GP 3.00°

TCH 54

LADLE

1.8 NM to RW25L

700

1900

3.7 NM

5.6 NM

CATEGORY	A	B	C	D
LPV DA		365/20	261 (300-½)	
LNAV/VNAV DA		575/60	471 (500-1¼)	
LNAV MDA	640/24	536 (600-½)	640/55	536 (600-1)

TDZ/CL Rwy 6R, 7L, 24R, and 25L

HIRL all Rwy's