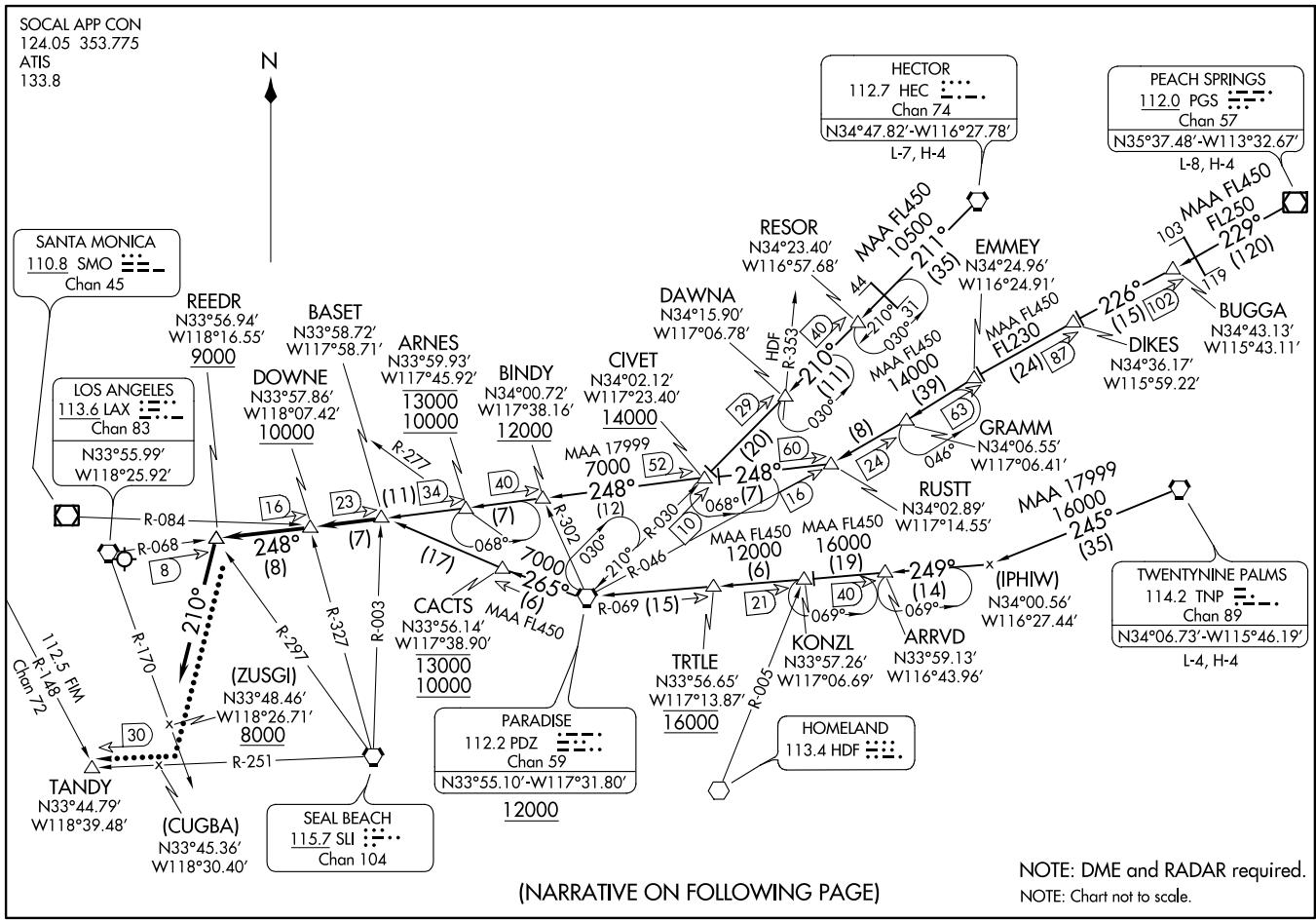


(BASET,BASET4) 16203
BASET FOUR ARRIVAL
SI-237 (FAA)LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIABASET FOUR ARRIVAL
(BASET,BASET4) 21JUL16

LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.BASSET4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then via LAX R-068 to BASSET INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.BASSET4): From over PGS VOR/DME via PGS R-229 and PDZ R-046 to RUSTT INT, then via LAX R-068 to BASSET INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.BASSET4): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-265 to BASSET INT. Thence. . . .

. . . From over BASSET INT/DME via LAX R-068 to cross DOWNE INT/DME at or above 10000' and cross REEDR INT/DME at or above 9000'. Depart REEDR via heading 210° for RADAR vectors to final approach course.

LOST COMMUNICATIONS: Depart REEDR heading 210° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

(SXC.BUFIE4) 16035

BUFIE FOUR ARRIVAL (RNAV)

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
127.4 387.02
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

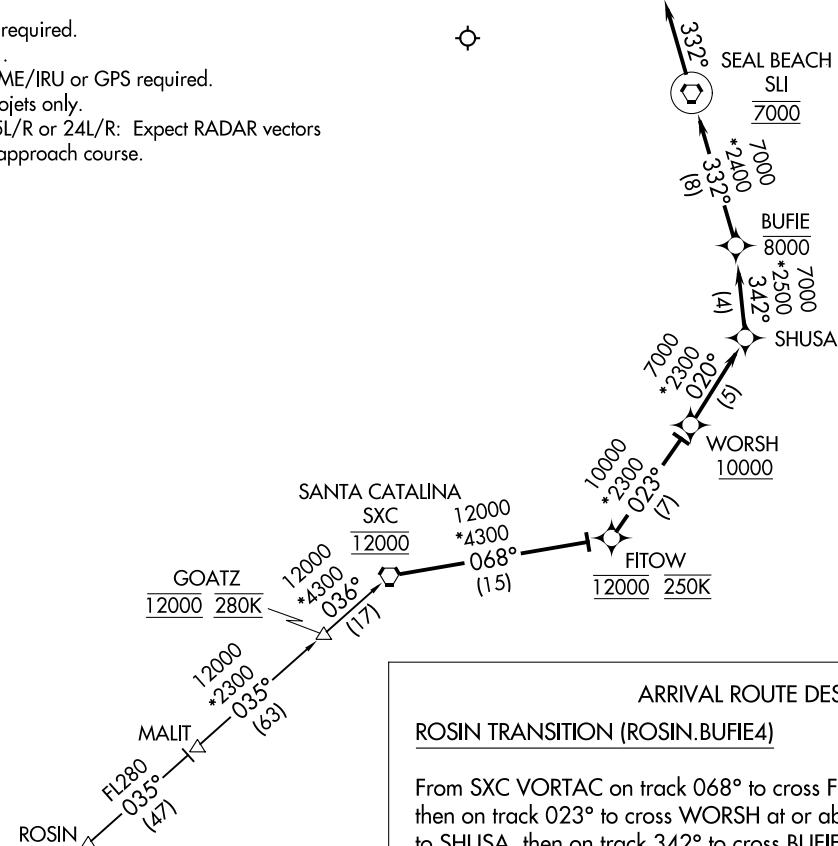
Z

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION
ROGIN TRANSITION (ROGIN.BUFIE4)

From SXC VORTAC on track 068° to cross FITOW at 12000 and at 250K, then on track 023° to cross WORSH at or above 10000, then on track 020° to SHUSA, then on track 342° to cross BUFIE at or below 8000, then on track 332° to cross SLI VORTAC at 7000, then on track 332°.

Expect RADAR vectors to final approach course.

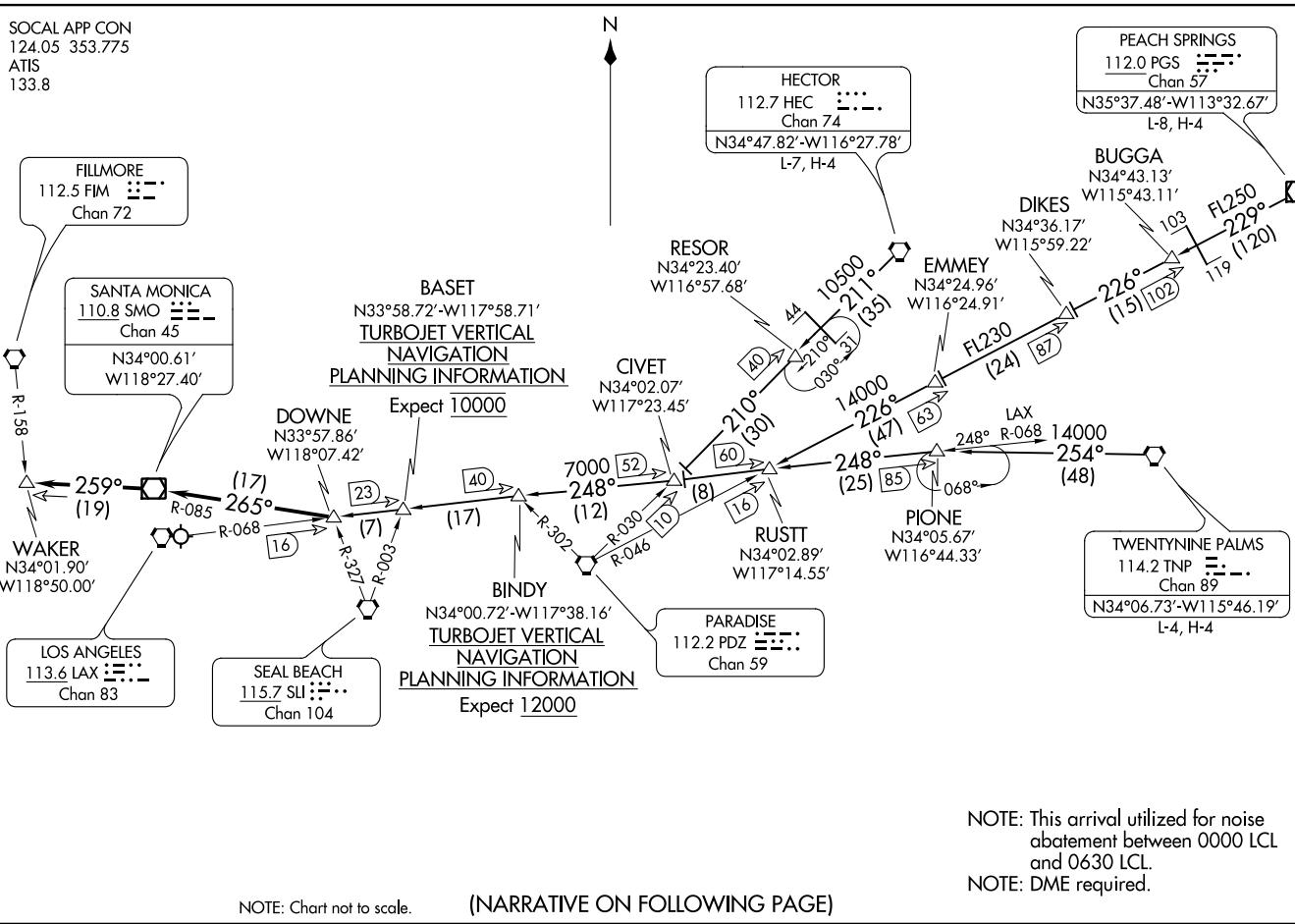


BUFIE FOUR ARRIVAL (RNAV) (SXC.BUFIE4) 04FEB16

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

(DOWNE,DOWNE4) 16259
DOWNE FOUR ARRIVAL

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIADOWNE FOUR ARRIVAL
(DOWNE,DOWNE4) 27MAY93

LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.DOWNE4): From over HEC VORTAC on HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.DOWNE4): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.DOWNE4): From over TNP VORTAC on TNP R-254 to PIONE DME, then LAX R-068 to DOWNE INT. Thence. . . .

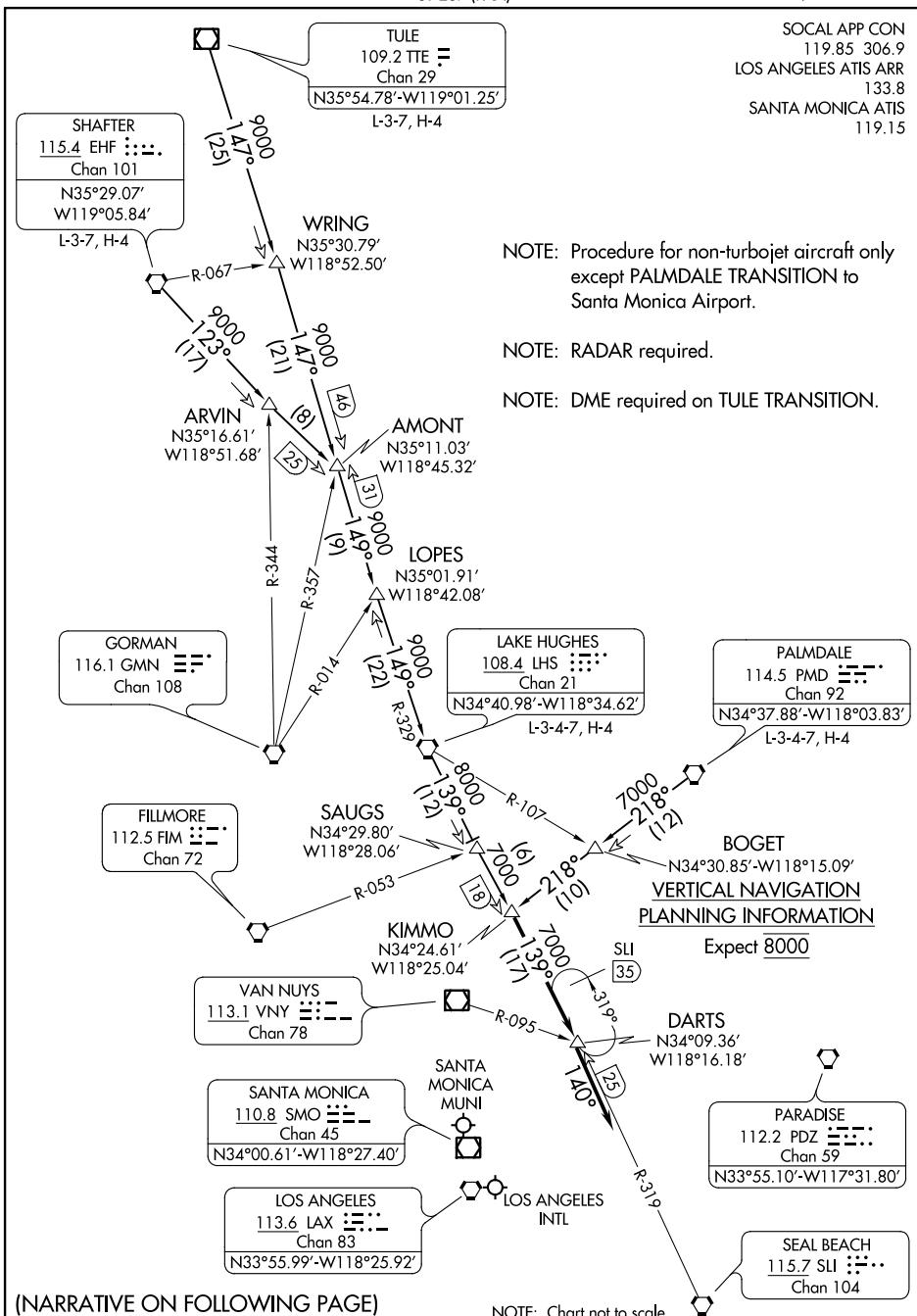
. . . . From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT, expect vector to final approach course for Runways 6 and 7.

(KIMMO.KIMMO3) 16091

KIMMO THREE ARRIVAL

ST-237 (FAA)

LOS ANGELES, CALIFORNIA



(NARRATIVE ON FOLLOWING PAGE)

KIMMO THREE ARRIVAL
(KIMMO.KIMMO3) 24JUL14

LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO3): From over LHS VORTAC on LHS R-139 to KIMMO INT. Thence. . . .

PALMDALE TRANSITION (PMD.KIMMO3): From over PMD VORTAC on PMD R-218 to KIMMO INT. Thence. . . .

SHAFTER TRANSITION (EHF.KIMMO3): From over EHF VORTAC on EHF R-123 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

TULE TRANSITION (TTE.KIMMO3): From over TTE VOR/DME on TTE R-147 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

. . . . From over KIMMO INT on LHS R-139 and SLI R-319 to DARTS INT/SLI 25 DME.

LANDING LOS ANGELES INTL: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.

LANDING SANTA MONICA MUNI: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.

(SXC.LEENA5) 16259

LEENA HVE ARRIVAL

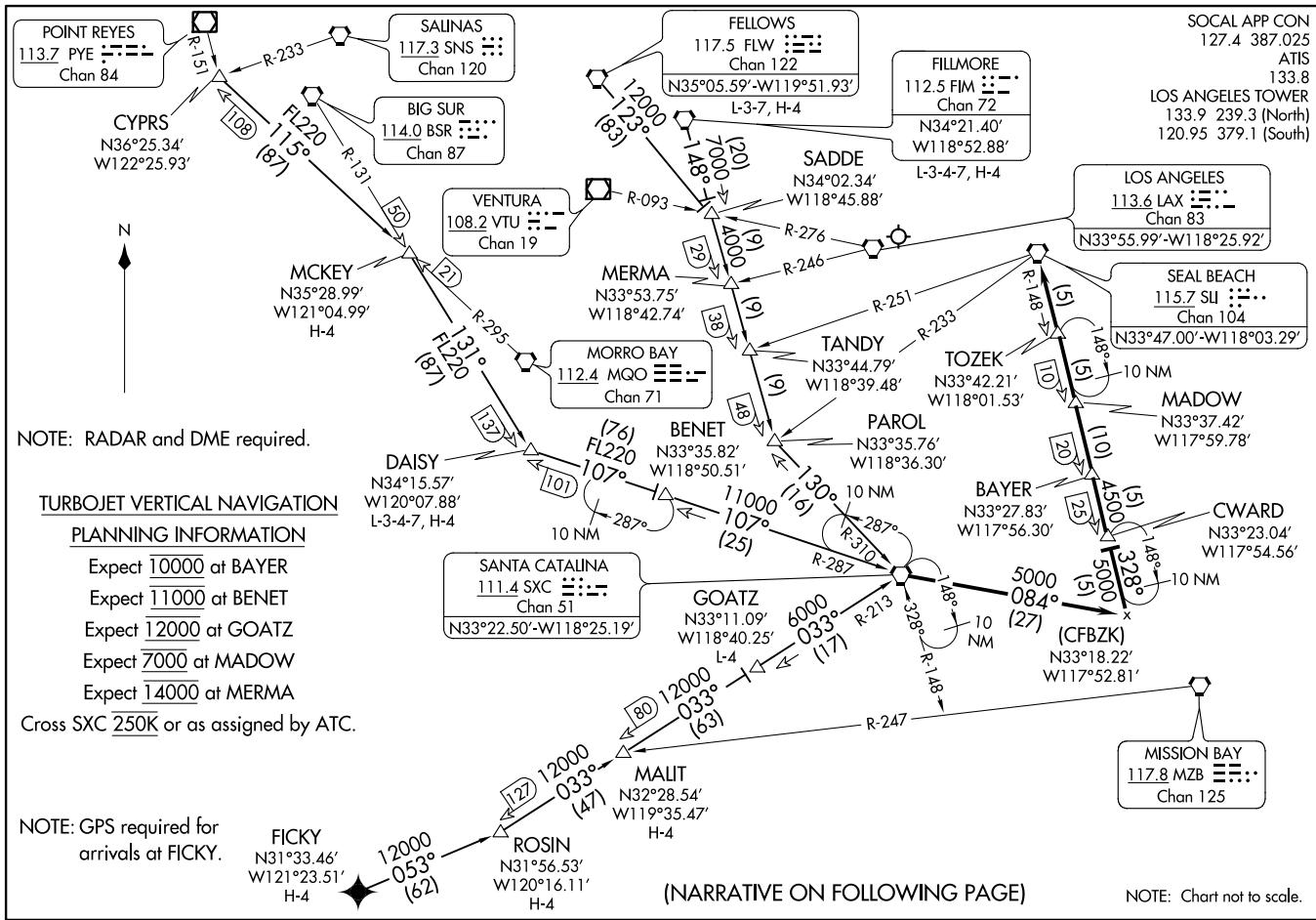
ST-237 (FAA)

LOS ANGELES INT'L (LAX)

LEENA FIVE ARRIVAL

LLIÂN IV LAN

LOS ANGELES, CALIFORNIA



NOTE: GPS required for arrivals at FICKY

Cross SXC 250K or as assigned by ATC.

Expect 10000 at BAYER
Expect 11000 at BENET
Expect 12000 at GOATZ
Expect 7000 at MADOW
Expect 14000 at MERMA

NOTE: RADAR and DME required.

PLANNING INFORMATION

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CYPRS TRANSITION (CYPRS.LEENA5): From over CYPRS on MQO R-295 to MCKEY, then on BSR R-131 to DAISY, then on SXC R-287 to SXC VORTAC, thence

DAISY TRANSITION (DAISY.LEENA5): From over DAISY on SXC R-287 to SXC VORTAC, thence

FELLOWS TRANSITION (FLW.LEENA5): From over FLW VORTAC on FLW R-123 to SADDE, then on FIM R-148 to PAROL, then on SXC R-310 to SXC VORTAC, thence

FICKY TRANSITION (FICKY.LEENA5): From over FICKY direct ROSIN, then on SXC R-213 to SXC VORTAC, thence

FILLMORE TRANSITION (FIM.LEENA5): From over FIM VORTAC on FIM R-148 to PAROL, then on SXC R-310 to SXC VORTAC, thence

GOATZ TRANSITION (GOATZ.LEENA5): From over GOATZ on SXC R-213 to SXC VORTAC, thence

MALIT TRANSITION (MALIT.LEENA5): From over MALIT on SXC R-213 to SXC VORTAC, thence

MCKEY TRANSITION (MCKEY.LEENA5): From over MCKEY on BSR R-131 to DAISY, then on SXC R-287 to SXC VORTAC, thence

ROSIN TRANSITION (ROSIN.LEENA5): From over ROSIN on SXC R-213 to SXC VORTAC, thence

. . . . from over SXC VORTAC on SXC R-084 to (CFBZK), then on SLI R-148 to CWARD, then on SLI R-148 to SLI VORTAC, expect radar vectors to ILS approach for Rwy 25L.

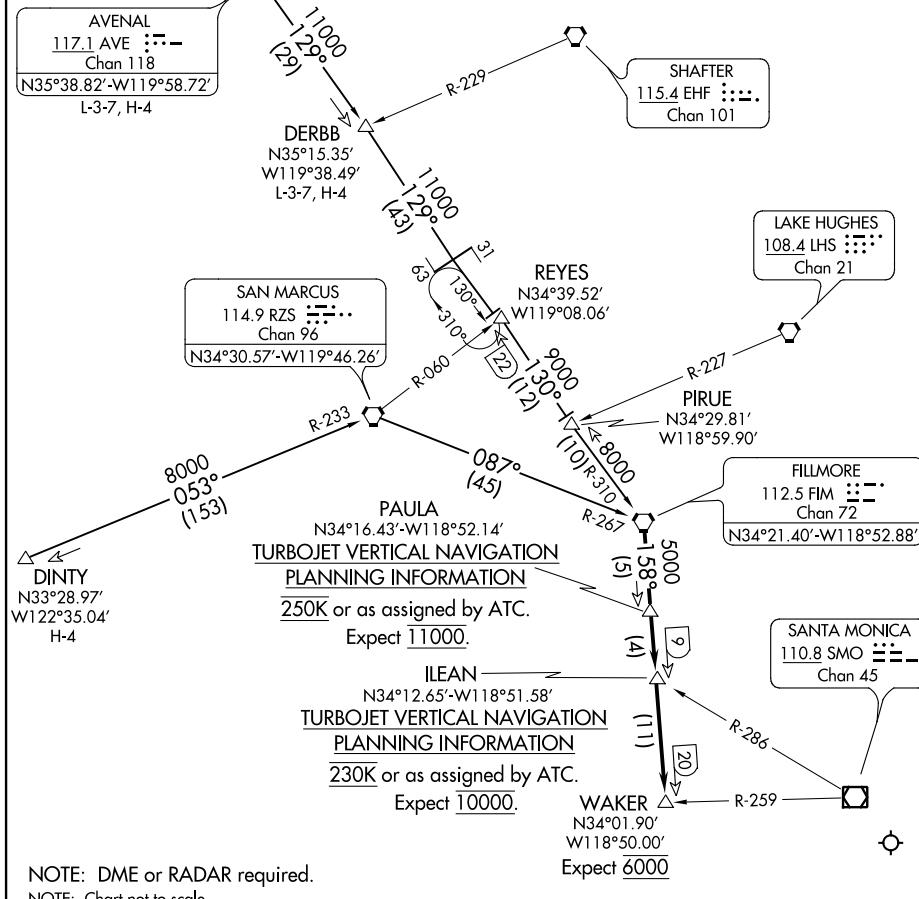
(FIM.MOOR4) 16259

MOORPARK FOUR ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.5 235.975
ATIS
133.8



ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.MOOR4): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . . .

DERBB TRANSITION (DERBB.MOOR4): From over DERBB INT on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . . .

DINTY TRANSITION (DINTY.MOOR4): From over DINTY INT on RZS R-233 to RZS VORTAC. Then on RZS R-087 and FIM R-267 to FIM VORTAC. Thence. . . .

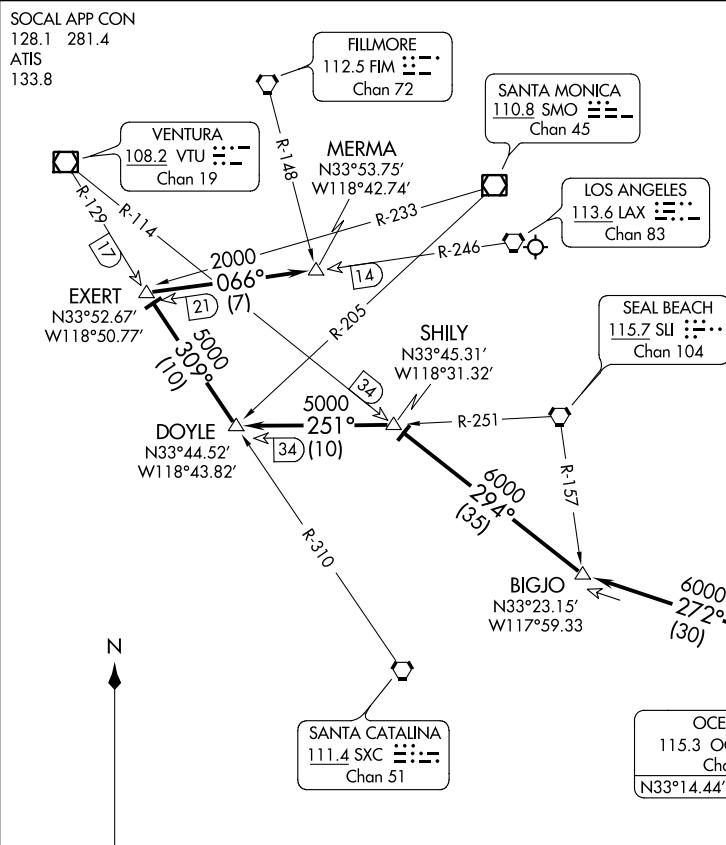
. . . . From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for Los Angeles Int'l Airport.

MOORPARK FOUR ARRIVAL
(FIM.MOOR4) 15SEP16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

ARRIVAL ROUTE DESCRIPTION

From over JLI VORTAC via JLI R-263 and OCN R-083 to OCN VORTAC, then via OCN R-272 and VTU R-114 to SHILY INT, then via SLI R-251 and VTU R-129 to EXERT INT, then via LAX R-246 to MERMA INT. Expect RADAR vectors to final approach course for Runways 6 or 7.

OCEAN TWO ARRIVAL
(JLI.OCEAN2) 20MAY99

TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION

Expect 12000

(5) 6000

(4) 6000

(9) 7700

(33) 263°

(33) 288°

(33) 108°

(33) R-108

TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION

Expect FL240

NOTE: Chart not to scale.

(OLDEE:OLDEE1) 16259

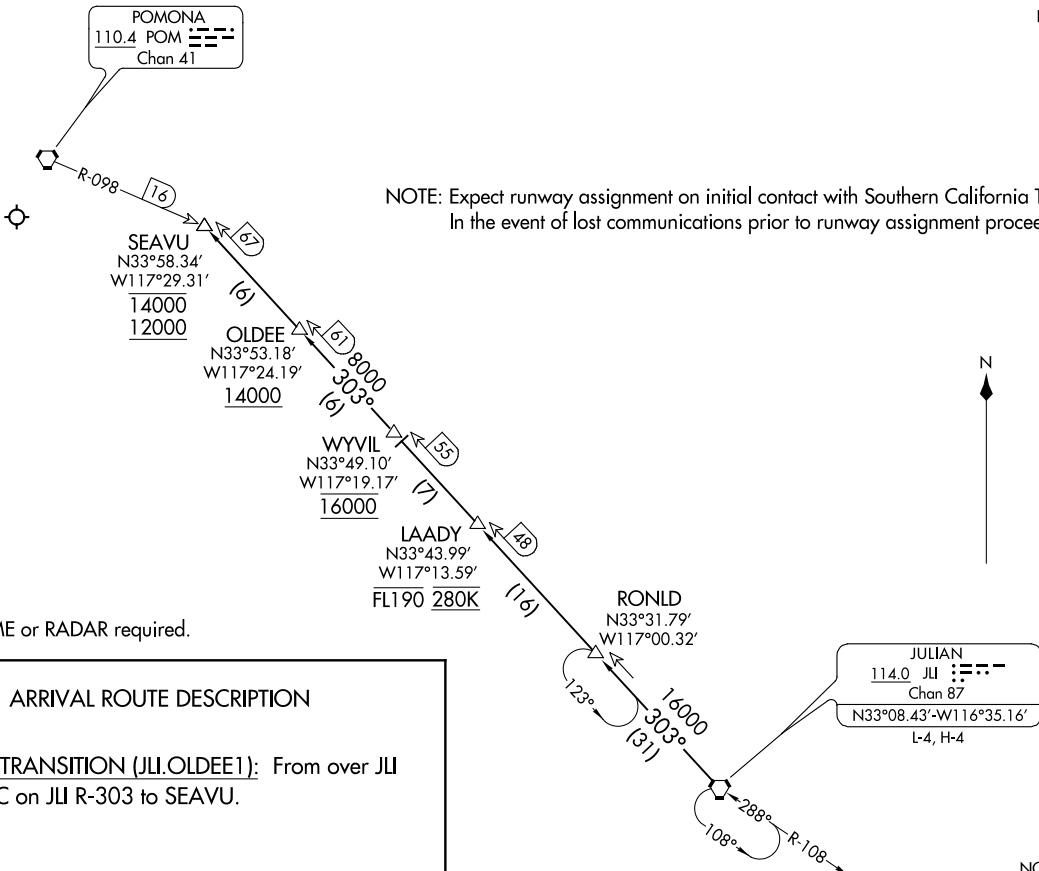
SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS
133.8

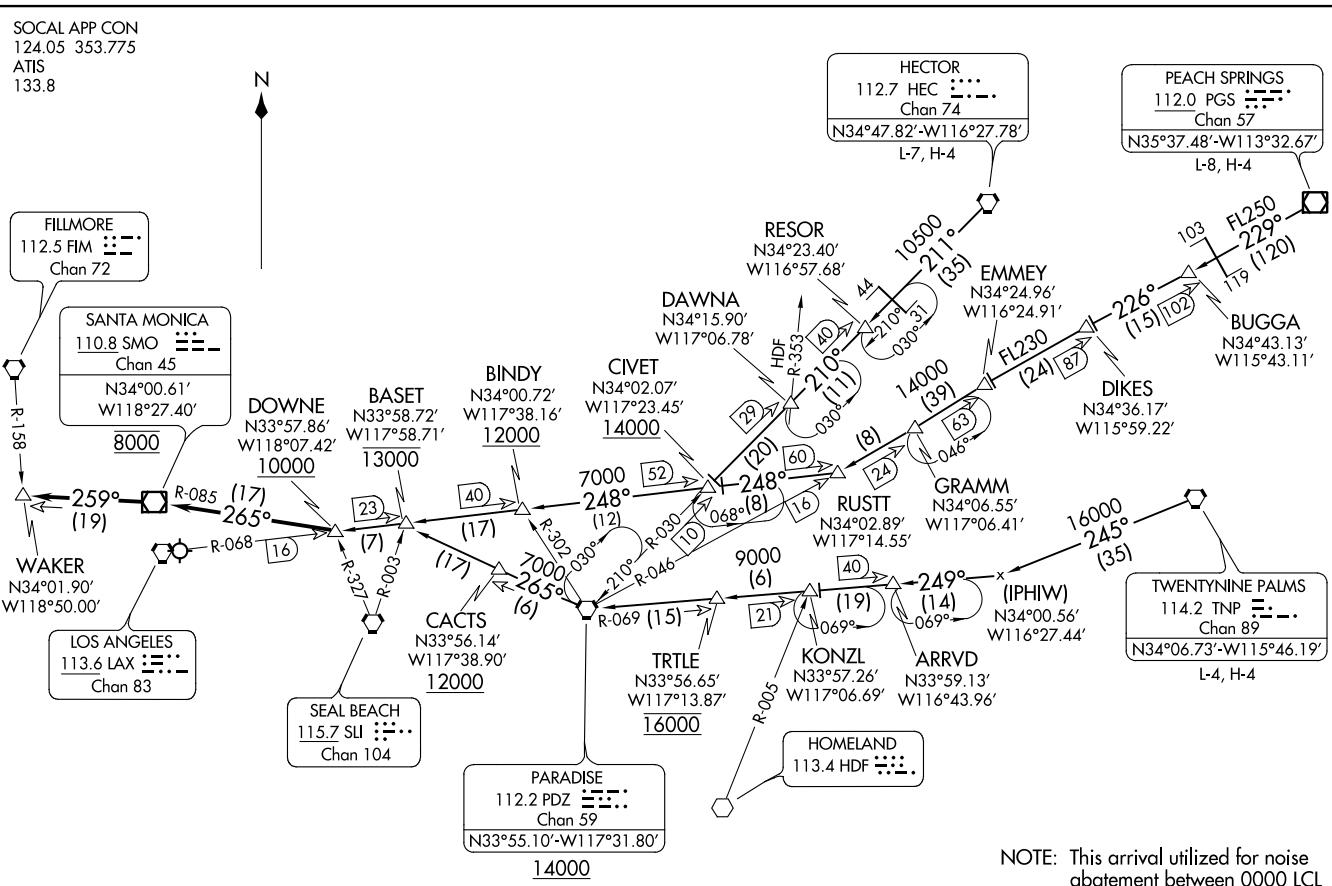
OLDEE ONE ARRIVAL
(OLDEE:OLDEE1)

NOTE: Chart not to scale.

OLDEE ONE ARRIVAL
(OLDEE:OLDEE1) 25SEP08

(DOWNE,RDEYE2) 16259
REDEYE TWO ARRIVAL

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIAREDEYE TWO ARRIVAL
(DOWNE,RDEYE2) 04NOV99

(NARRATIVE ON FOLLOWING PAGE)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.RDEYE2): From over HEC VORTAC on HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.RDEYE2): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.RDEYE2): From over TNP VORTAC on TNP R-245 and PDZ R-069 to PDZ VORTAC, then PDZ R-265 to BASET INT, then LAX R-068 to DOWNE INT. Thence. . . .

. . . . From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT. Expect vector to final approach course for Runways 6 and 7.

RIVR THREE ARRIVAL

SI-237 (FAA)

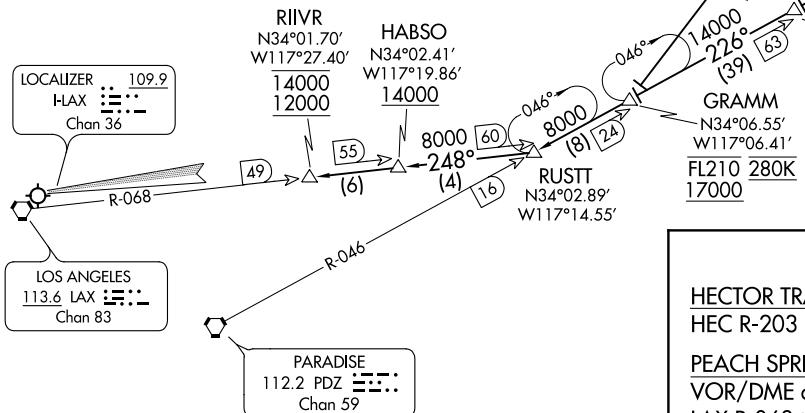
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS
133.8

RIVR THREE ARRIVAL
(RIVR RIVR3) 21JUL16

NOTE: DME or RADAR required.

NOTE: Expect runway assignment on initial contact with Southern California TRACON. In the event of lost communications prior to runway assignment, proceed via ILS RWY 25L.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.RIVR3): From over HEC VORTAC on HEC R-203 and PDZ R-046 to RUSTT, then on LAX R-068 to RIVR.

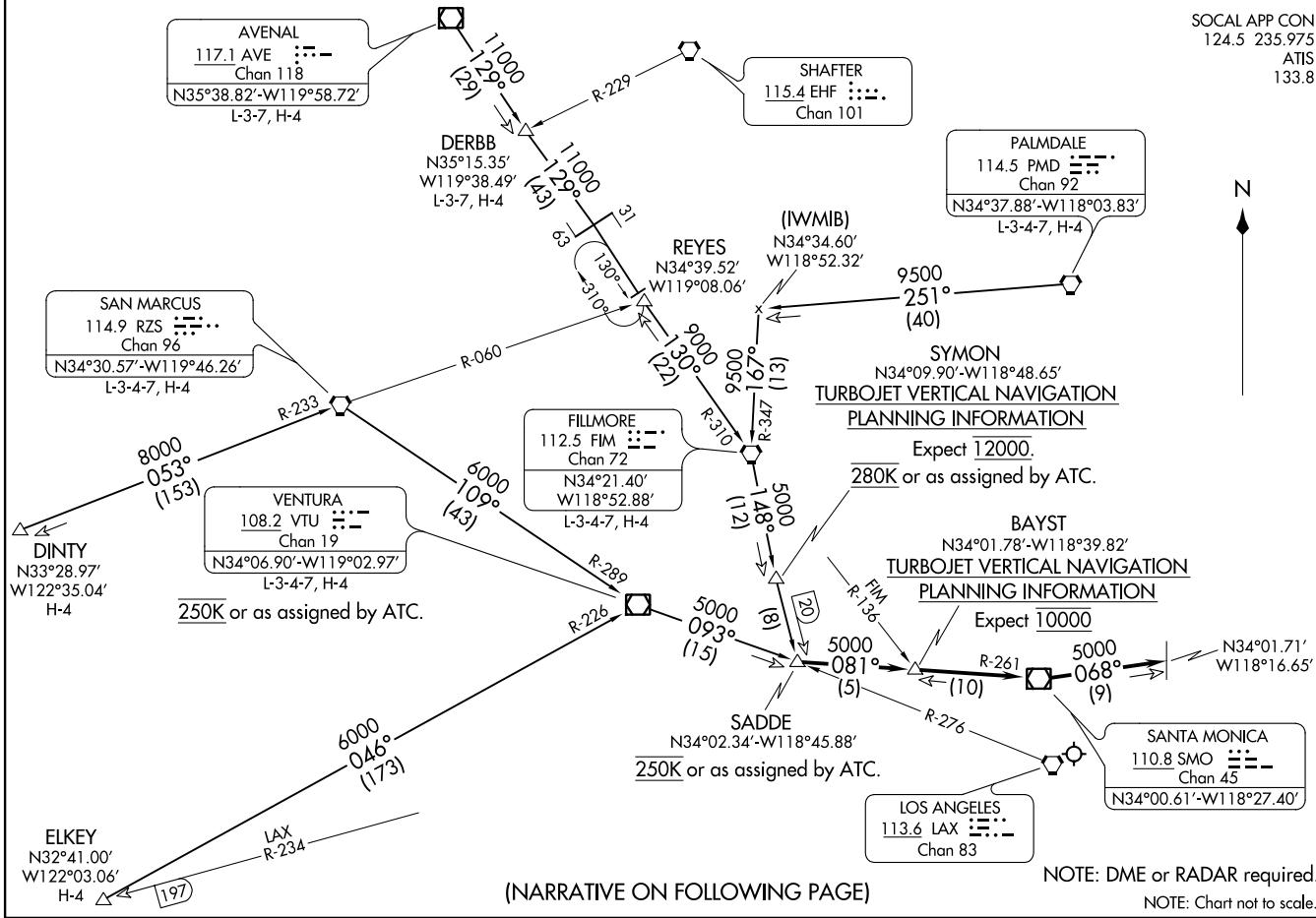
PEACH SPRINGS TRANSITION (PGS.RIVR3): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT, then on LAX R-068 to RIVR.

LOST COMMUNICATION: In the event of lost communications prior to runway assignment proceed via ILS RWY 25L.

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL APP CON
124.5 235.975
ATIS
133.8

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIASADDE SEVEN ARRIVAL
(SADDE,SADDE7) 15SEP16

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.SADDE7): From over AVE VOR/DME via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

DERBB TRANSITION (DERBB.SADDE7): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

DINTY TRANSITION (DINTY.SADDE7): From over DINTY INT via RZS R-233 to RZS VORTAC; then via RZS R-109 and VTU R-289 to VTU VOR/DME, and then via VTU R-093 to SADDE INT. Thence. . . .

ELKEY TRANSITION (ELKEY.SADDE7): From over ELKEY INT via VTU R-226 to VTU VOR/DME then via VTU R-093 to SADDE INT. Thence. . . .

FILLMORE TRANSITION (FIM.SADDE7): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence. . . .

PALMDALE TRANSITION (PMD.SADDE7): From over PMD VORTAC via PMD R-251 and FIM R-347 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

SAN MARCUS TRANSITION (RZS.SADDE7): From over RZS VORTAC via RZS R-109 and VTU R-289 to VTU VOR/DME then via VTU R-093 to SADDE INT. Thence. . . .

VENTURA TRANSITION (VTU.SADDE7): From over VTU VOR/DME via VTU R-093 to SADDE INT. Thence. . . .

. . . . From over SADDE INT via SMO R-261 to SMO VOR/DME. Thence via SMO R-068 to SMO 9 DME for Runways 24 and 25. From SMO 9 DME expect vector to final approach course for Los Angeles Intl Airport.

NOTE: Expect runway assignment on initial contact with Southern California TRACON.
In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.

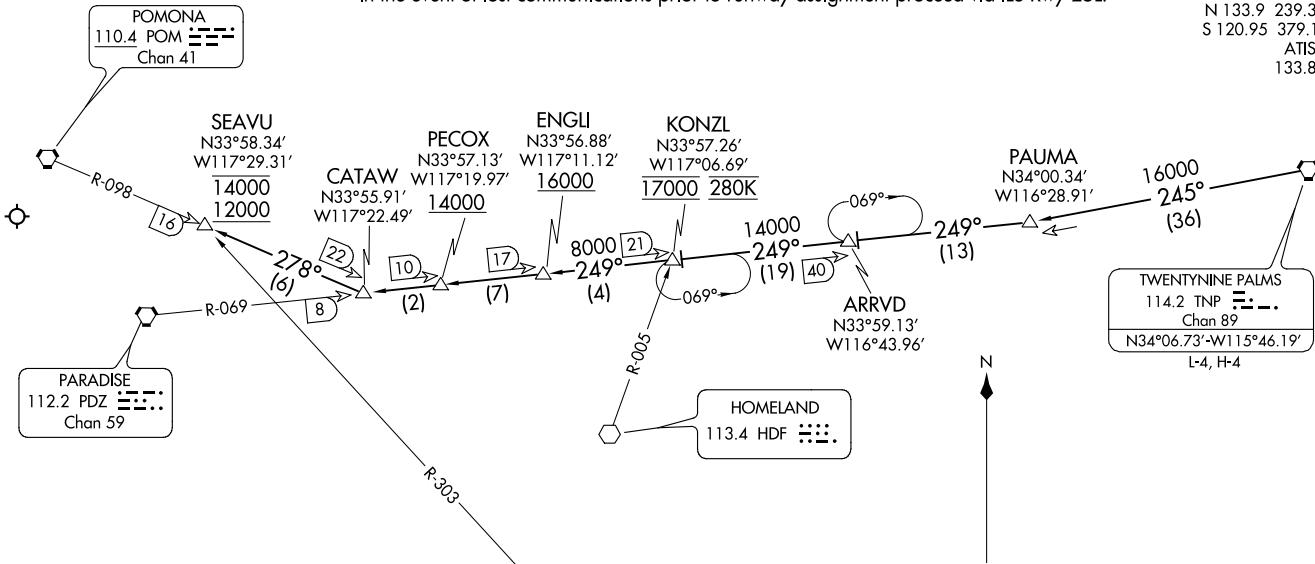
SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS 133.8

(SEAVU.SEAVU2) 16259
SEAVU TWO ARRIVAL

ST-237 (FAA)

LOS ANGELES INT'L (LAX)
LOS ANGELES, CALIFORNIA

SEAVU TWO ARRIVAL
(SEAVU.SEAVU2) 25SEP08



NOTE: DME or RADAR required.

ARRIVAL ROUTE DESCRIPTION

TWENTYNINE PALMS TRANSITION (TNP.SEAVU2):
From over TNP VORTAC on TNP R-245 and PDZ R-069 to CATAW, then on POM R-098 to SEAVU.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed via ILS Rwy 25L.

LOS ANGELES, CALIFORNIA
LOS ANGELES INT'L (LAX)

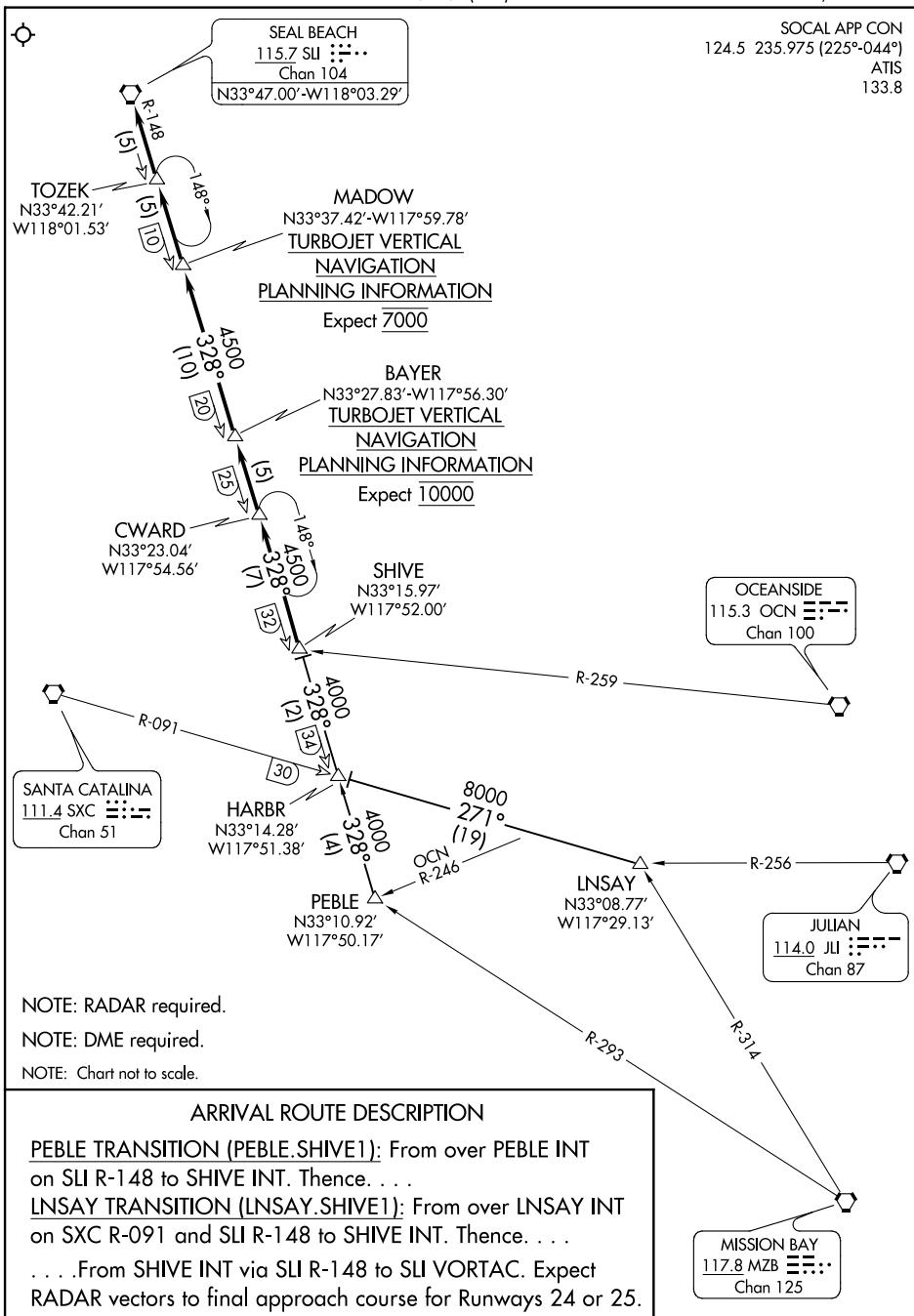
NOTE: Chart not to scale.

(SHIVE.SHIVE1) 16091

SHIVE ONE ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



SHIVE ONE ARRIVAL

(SHIVE.SHIVE1) 15APR04

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL APP CON
128.1 281.4
ATIS
133.8

SEAL BEACH
115.7 SLI :...
Chan 104
N33°47.00' -W118°03.29'

TOZEK
N33°42.21'
W118°01.53'

MADOW
N33°37.42' -W117°59.78'
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 7000

BAYER
N33°27.83' -W117°56.30'
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 10000

CWARD
N33°23.04'
W117°54.56'

SHIVE
N33°15.97'
W117°52.00'

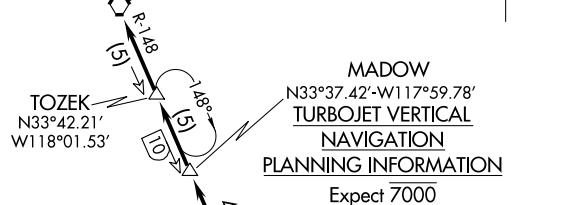
ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JLI.VISTA2): From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA INT. Thence. . . .

. . . From VISTA INT OCN R-083 to OCN VORTAC. From OCN VORTAC via OCN R-259 and SLI R-148 to SLI VORTAC. Expect RADAR vectors to final approach course for Runways 24 or 25.

VISTA TWO ARRIVAL
(VISTA,VISTA2) 15APR04

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



CYNDE
N33°13.75' -W117°19.16'
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 12000

VISTA
N33°13.14'
W117°14.07'

JULIAN
114.0 JLI :--:
Chan 87
N33°08.43' -W116°35.16'

L-4, H-4
7700
263° (33)
288°
108°
R-108

TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect FL240

MISSION BAY
117.8 MZB :--:
Chan 125

- NOTE: RADAR required.
- NOTE: DME required.
- NOTE: Chart not to scale.

LOC/DME I-HQB 111.7 Chan 54	APP CRS 251°	Rwy Idg 8428	24L	24R 8925
		TDZE	123	122

Apt Elev 128 128

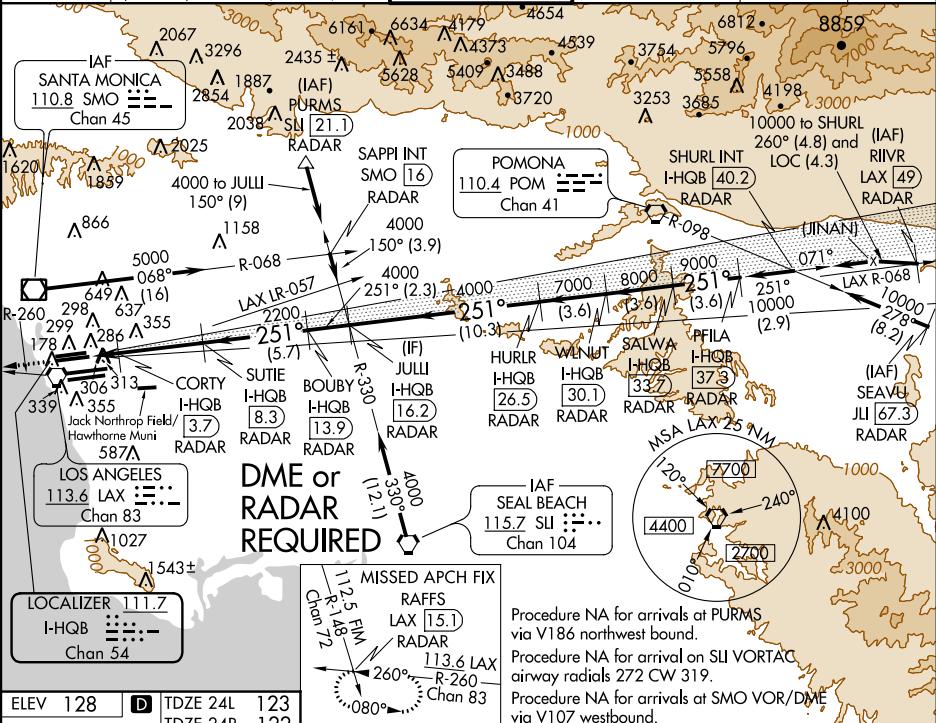
ILS or LOC RWY 24L
LOS ANGELES INT'L (LAX)

V Inoperative table does not apply to Sidestep Rwy 24R Cats A/B.
Simultaneous approach authorized.
Simultaneous approach authorized with HHR 25.

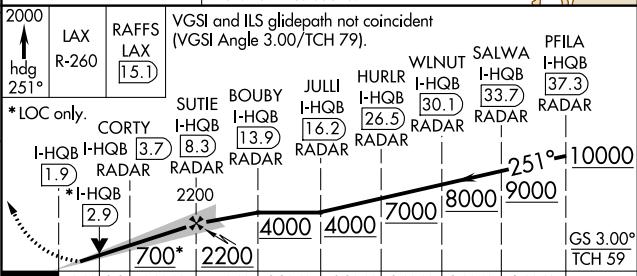


MISSIED APPROACH: Climb to 2000 on heading 251° and on LAX VORTAC R-260 to RAFFS/LAX 15.1 DME/RADAR and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON [APCH FM WEST] 124.3 363.2 124.5 235.975 [225°-044°]	N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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ELEV 128	D	TDZE 24L 123	TDZE 24R 122
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A462
TDZ/CL Rwy 7L, 24R, and 25L
HIRL all Rwy's

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

S-ILS 24L	A	323/40	200 (200-3/4)
-----------	---	--------	---------------

S-LOC 24L	B	500/55	377 (400-1 1/4)
-----------	---	--------	-----------------

SIDESTEP 24R	C	700/55	583 (600-1 1/4)
--------------	---	--------	-----------------

	D	700-1 1/4	583 (600-1 1/4)
--	---	-----------	-----------------

ILS or LOC RWY 25L
LOS ANGELES INT'L (LAX)

LOC/DME I-LAX	APP CRS	25L	25R
109.9	Rwy Idg	11095	10835
Chan 36	251°	TDZE	104

DME or RADAR required. Simultaneous approach authorized with LAX Rwy 24L/R. Simultaneous approach authorized with HHR Rwy 25. Inop table does not apply to sidestep Rwy 25R Cats A and B.

ATIS	SOCAL APP CON
ARR 133.8	124.3 363.2 (APCH FM WEST)
DEP 135.65	124.5 235.975 (045° 044°) 224.9 269.0 (090° 224°) 128.5 360.7 (045° 089°)

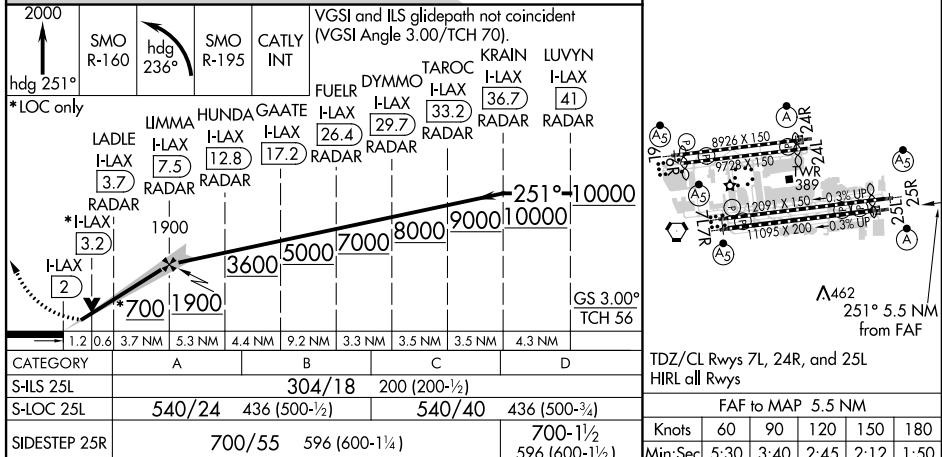
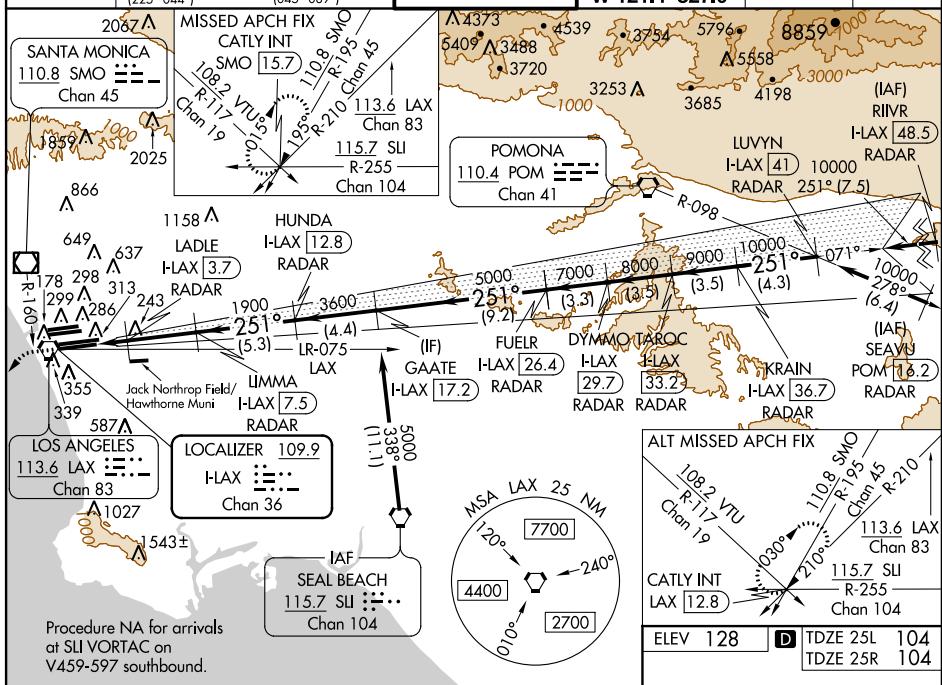
(225° 044°) (045° 089°)

MISSING APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.

ALSF-2	Rwy 25L
(A)	(A)

MALSR	Rwy 25R
(A)	(A)

GND CON	CLNC DEL
N 121.65 327.0	120.35
S 121.75 327.0	327.0
W 121.14 327.0	CPDLC



APP CRS 251°	Rwy Idg 8925
TDZE 122	
Apt Elev 128	

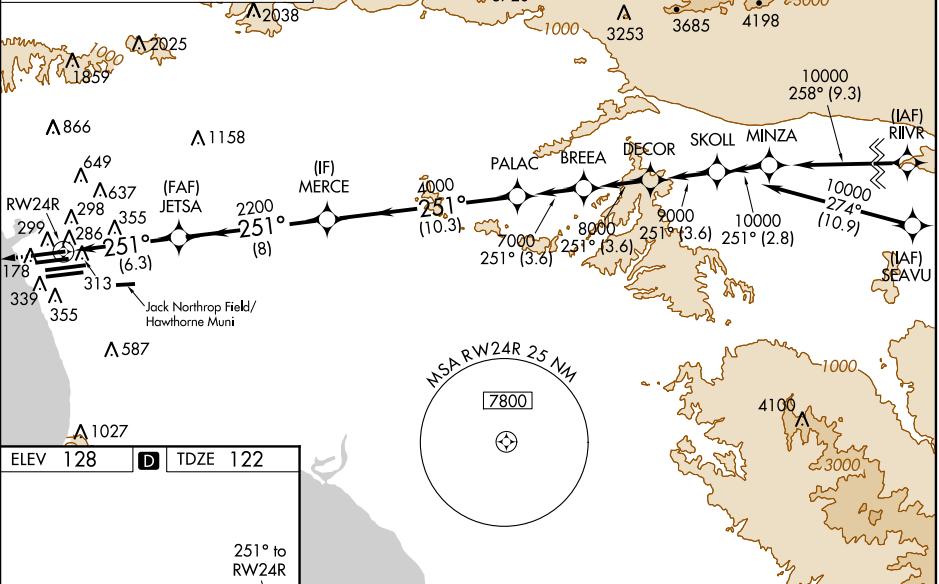
RNAV (RNP) Z RWY 24R

LOS ANGELES INTL (LAX)

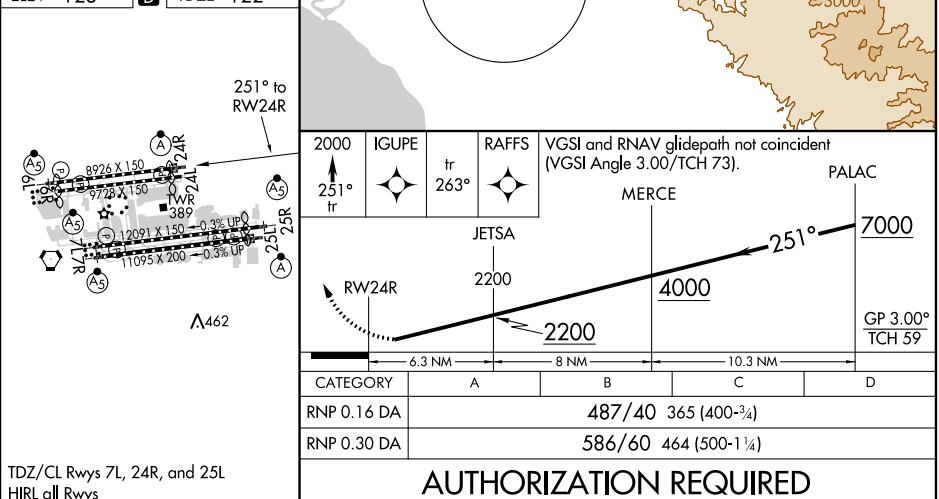
V GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 48°C (119°F). For inoperative ALSF-2 increase RNP 0.16 visibility to RVR 6000 and RNP 0.30 to 1½ miles. Simultaneous approach authorized with LAX 25L/R. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

NA ALSF-2 MISSED APPROACH: Climb to 2000 on track 251° to IGUPE and on track 263° to RAFFS and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 [APCH FM WEST] 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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ELEV 128 D TDZE 122



WAAS CH 42504 W07A	APP CRS 071°	Rwy Idg 11259 128 128
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RNAV (GPS) Y RWY 7L

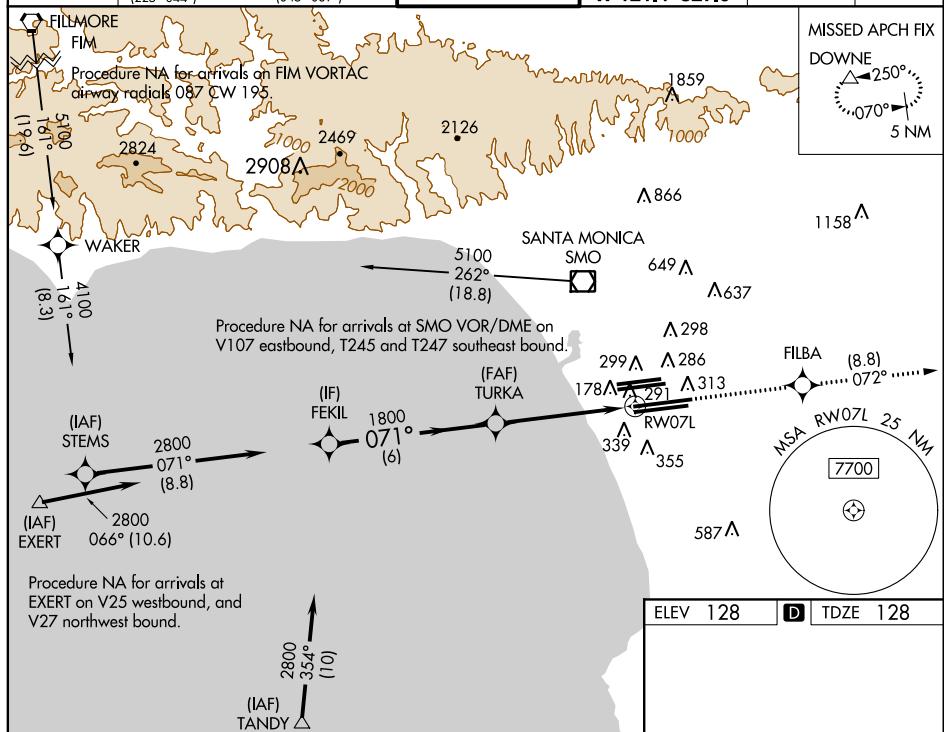
LOS ANGELES INTL (LAX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F), DME/DME RNP -0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 3000 direct FILBA and on track 071° to DOWNE and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 [APCH FM WEST] 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).			
FEKIL	2800	3000 ↑ FILBA tr 072°	DOWNE △
GP 3.00° TCH 59	071°	* 1.3 NM to RW07L * LNAV only	RW07L
CATEGORY	A	B	C D
LPV DA	434/24	306 (400-½)	
LNAV/ VNAV DA	584/50	456 (500-1)	
LNAV MDA	600/24 472 (500-½)	600/40 472 (500-¾)	600/50 472 (500-1)

TDZ/CL Rwy 7L, 24R, and 25L HIRL all Rwy's

WAAS CH 69603 W07B	APP CRS 071°	Rwy Idg TDZE Apt Elev	11095 128 128
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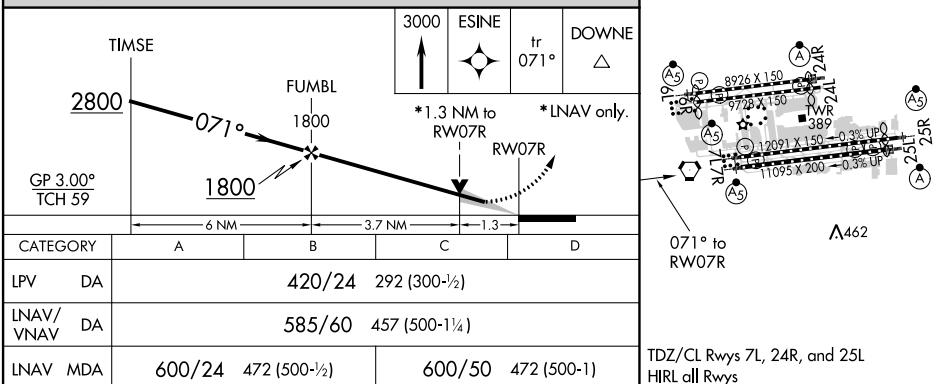
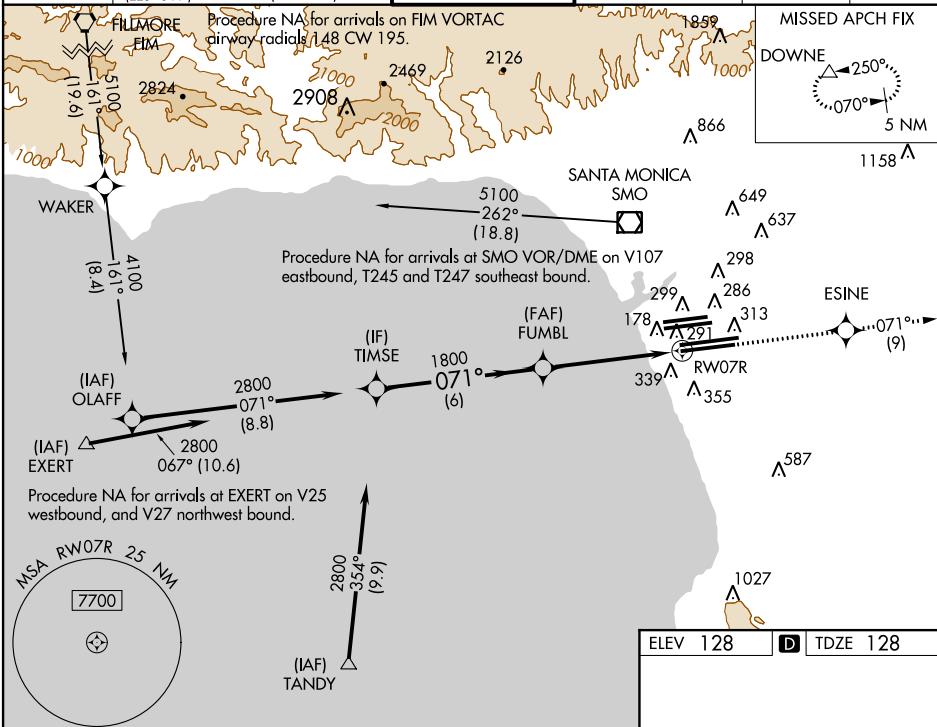
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For inop MALS, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D to 1¾ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

RNAV (GPS) Y RWY 7R LOS ANGELES INTL (LAX)

LOS ANGELES INT'L (LAX)

MISSSED APPROACH:
climb to 3000 direct
SINE and on track
71° to DOWNE
and hold.

ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CINC DEL	
ARR 133.8	124.3 363.2 <small>(APCH FM WEST)</small>	124.9 269.0 <small>(090°-224°)</small>	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975 <small>(225°-044°)</small>	128.5 360.7 <small>(045°-089°)</small>	S 121.75 327.0	327.0	
			W 121.4 327.0		CPDLC



APP CRS 251°	Rwy Idg 11095
TDZE	104
Apt Elev	128

RNAV (RNP) Z RWY 25L

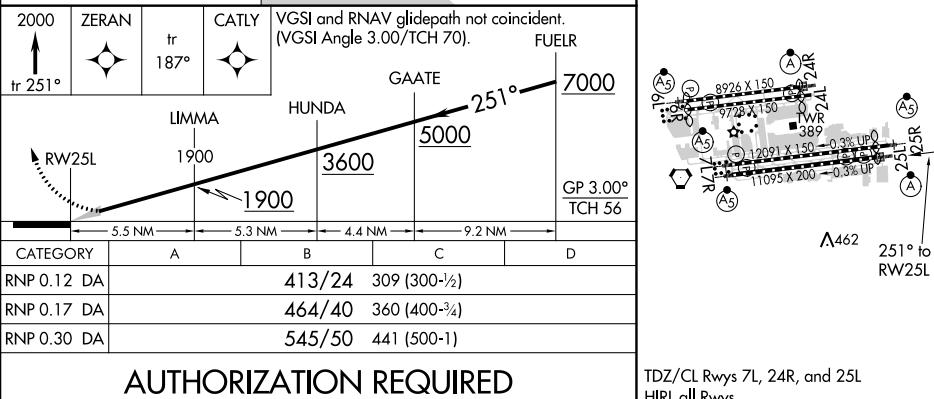
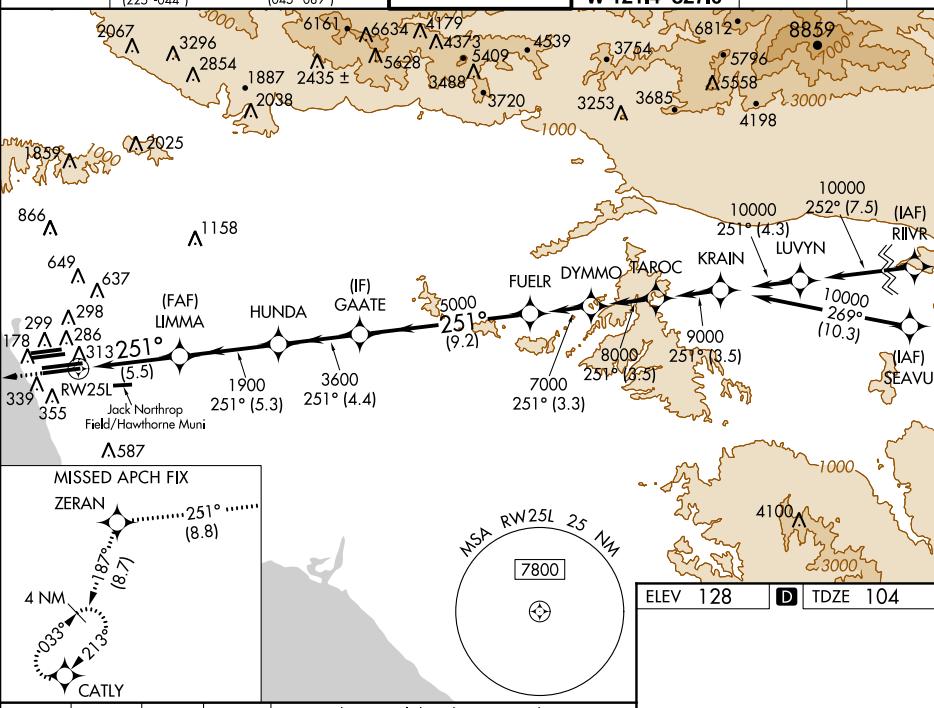
LOS ANGELES INT'L (LAX)

▼ For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 48°C (118°F). For inoperative ALSF-2 increase RNP 0.12 all Cats visibility to RVR 5000 and RNP 0.17 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½. GPS required. Simultaneous approach authorized with LAX 24/R. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 2000 on track 251° to ZERAN and on track 187° to CATLY and hold.

ATIS	SOCAL APP CON	GND CON	CLNC DEL	CPDLC
ARR 133.8 DEP 135.65	124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (09°-224°) 128.5 360.7 (045°-089°)	N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	120.35 327.0



AUTHORIZATION REQUIRED

LOC/DME I-0SS 108.5 Chan 22	APP CRS 251°	Rwy Idg TDZE Apt Elev	24R 8925 120 126	24L 8428 121 126
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ILS or LOC RWY 24R LOS ANGELES INTL (LAX)

T Inoperative table does not apply to Sidestep Rwy 24L Cats A/B. For inoperative MALSR, increase S-LOC Rwy 24R Cat D visibility to RVR 5000. Simultaneous approach authorized with LAX 25L/R. Simultaneous approach authorized with HHR 25.

ALSF-2
Rwy 24L

MISSED APPROACH: Climb to 2000 via heading 251° and LAX R-260 to RAFFS INT LAX 15.1 DME and hold

	SOCAL APP CON	LOS ANGELES
ATIS	124.3	N
ARR 133.8	363.2 (APCH FM WEST)	S
DEP 135.65	124.5 235.975 (APCH FM WEST)	S 1
	124.9 269.0 (090°-224°)	
	128.5 360.7 (090°-224°)	

DME or RADAR REQUIRED

MISSING APCH FIX

Procedure NA for arrivals at PURMS via V186 northwest bound.

Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.

Procedure NA for arrivals at SMO VOR/DME via V107 westbound.

For more information about the study, please contact Dr. Michael J. Kupferschmidt at (415) 502-2555 or via email at kupferschmidt@ucsf.edu.

TDZ/CL Rwys 7L, 24R, and 25L
HIRL q|| Rwys

EAE to MAP 6.3 NM

TAT 18 M

Min:Sec 6:18 4:12 3:08

APP CRS 071°	Rwy Idg 11095 TDZE 128 Apt Elev 128
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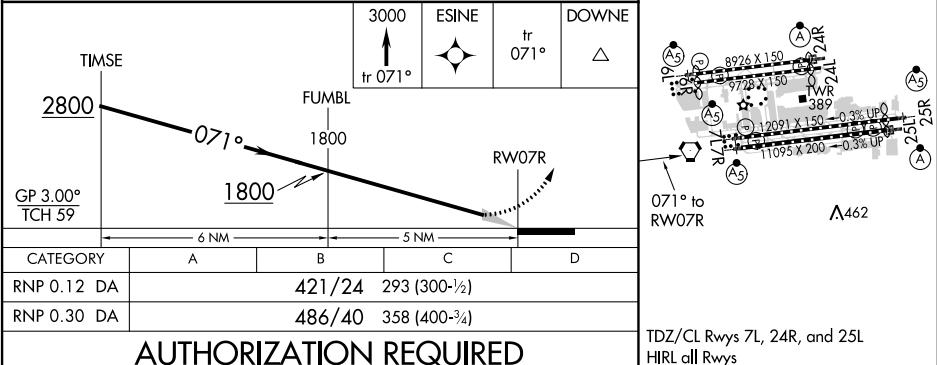
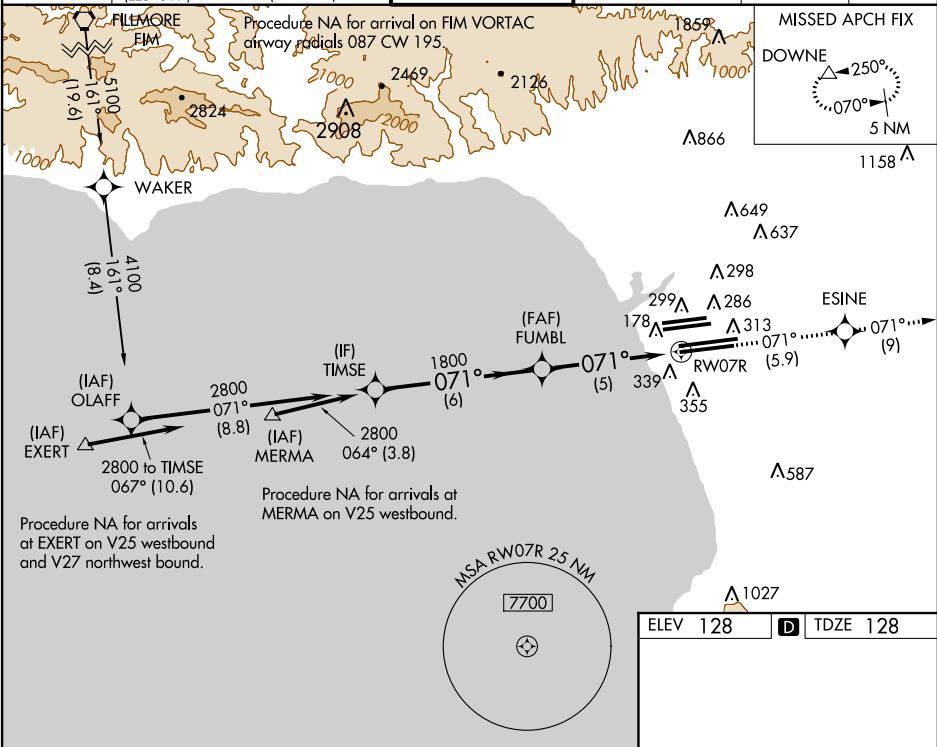
RNAV (RNP) Z RWY 7R

LOS ANGELES INTL (LAX)

▼ Simultaneous approach authorized with Rwy 6L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 48°C (119°F). For inop MALSR, increase RNP 0.12 visibility to RVR 5000 all Cats and RNP 0.30 visibility to RVR 6000 all Cats.

▲ NA MISSED APPROACH: Climb to 3000 on track 071° to ESINE and on track 071° to DOWNE and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (090°-224°) (045°-089°) (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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LOC/DME I-CFN 111.1 Chan 48	APP CRS 251°	Rwy Idg TDZE Apt Elev	10835 104 128	25R 11095 104 128
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ILS or LOC RWY 25R
LOS ANGELES INTL (LAX)

LOS ANGELES INTL (LAX)

T Simultaneous approach authorized with LAX Rwy 24L/R.
Simultaneous approach authorized with HHR Rwy 25.
DME or RADAR required.
Inop table does not apply to Sidestep 25L Cats A and B.
#RVR 1800 authorized with use of FD or AP or HUD to DA

MALSR
Rwy 25R ALSF-2
Rwy 25L

MISSSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.

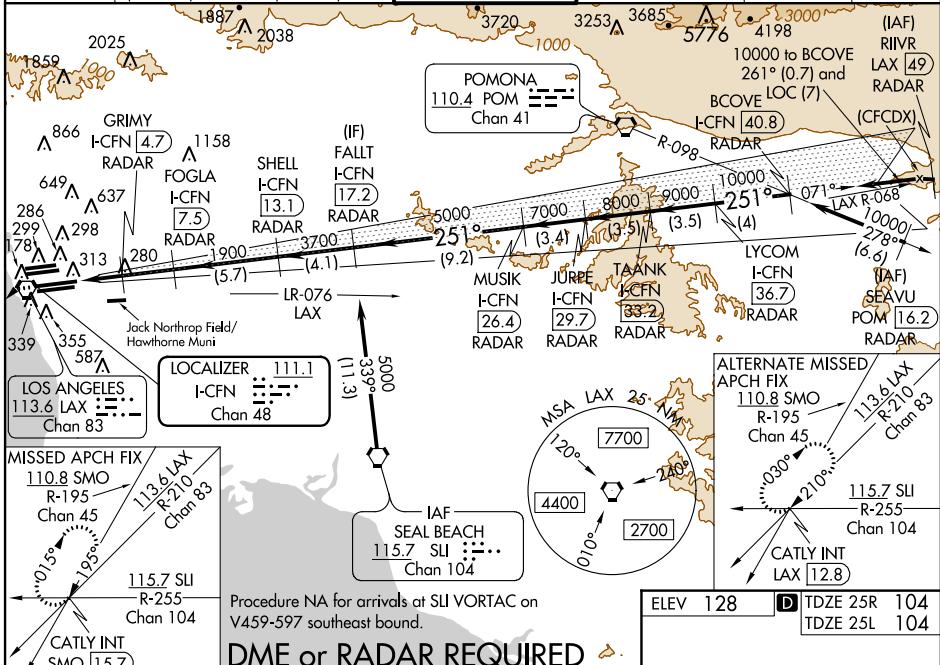
ATIS	SOCAL APP CON			
ARR 133.8	124.3	363.2	124.9	269.0
DEP 135.65	(APCH FM WEST)		(90°-224°)	
	124.5	235.975	128.5	360.7

LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1

GND CON
21.65 327.0
21.75 327.0
21.4 327.0

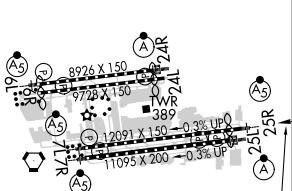
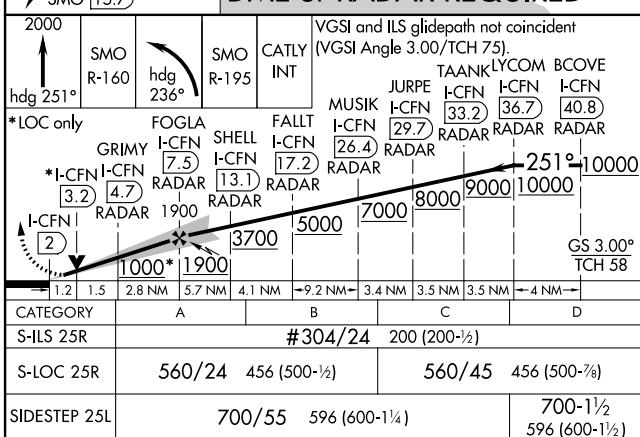
LNC DEL
120.35
327.0

BRDLC



DME or RADAR REQUIREMENT

DME or RADAR REQUIRED



A462
251° 5.5 NM
from FAF

TDZ/CL Rwy 7L, 24R, and 25L
HIRL all Rwy

LOS ANGELES INTL (LAX)

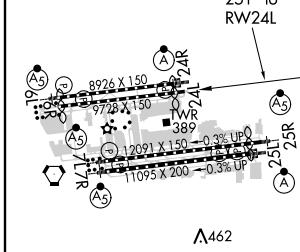
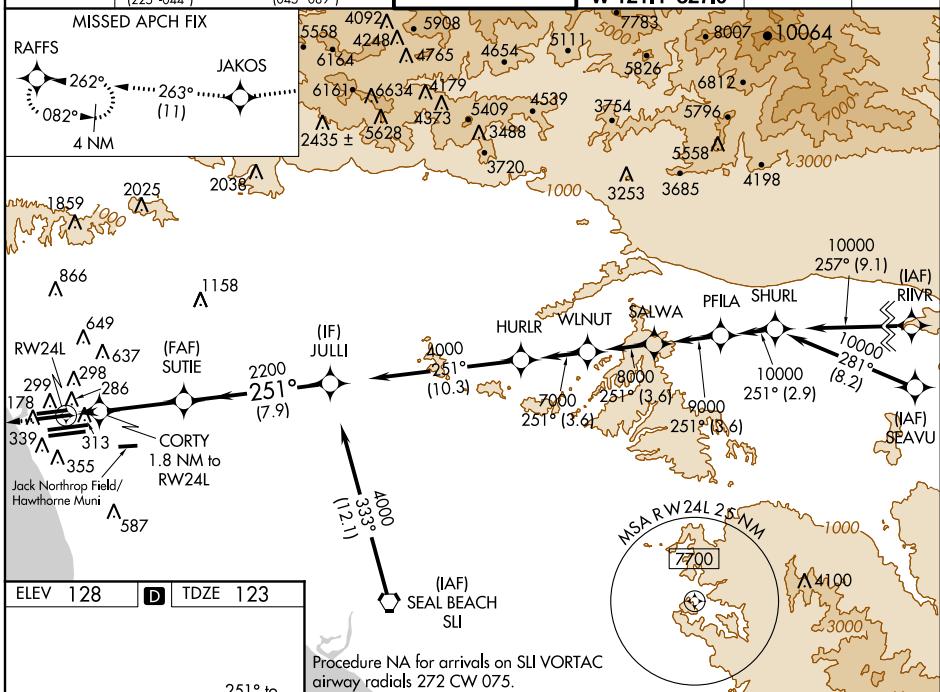
WAAS CH 56407 W24B	APP CRS 251°	Rwy Idg TDZE Apt Elev	8428 123 128
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RNAV (GPS) Y RWY 24L

LOS ANGELES INT'L (LAX)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance during simultaneous operations.	MISSSED APPROACH: Climb to 2000 direct JAKOS and on track 263° to RAFFS and hold.
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ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16203

LOC/DME I-LAX 109.9 Chan 36	APP CRS 251°	Rwy Idg 11095 TDZE 104 Apt Elev 128
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ILS RWY 25L (CAT II & III) LOS ANGELES INTL (LAX)

LOS ANGELES INTL (LAX)

T DME or RADAR required. Simultaneous approach authorized with LAX Rwy 24L/R. Simultaneous approach authorized with HHR Rwy 25.

ALSF-2

A

MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.

ATIS	124
ARR 133.8	(APC)
DEP 135.65	124

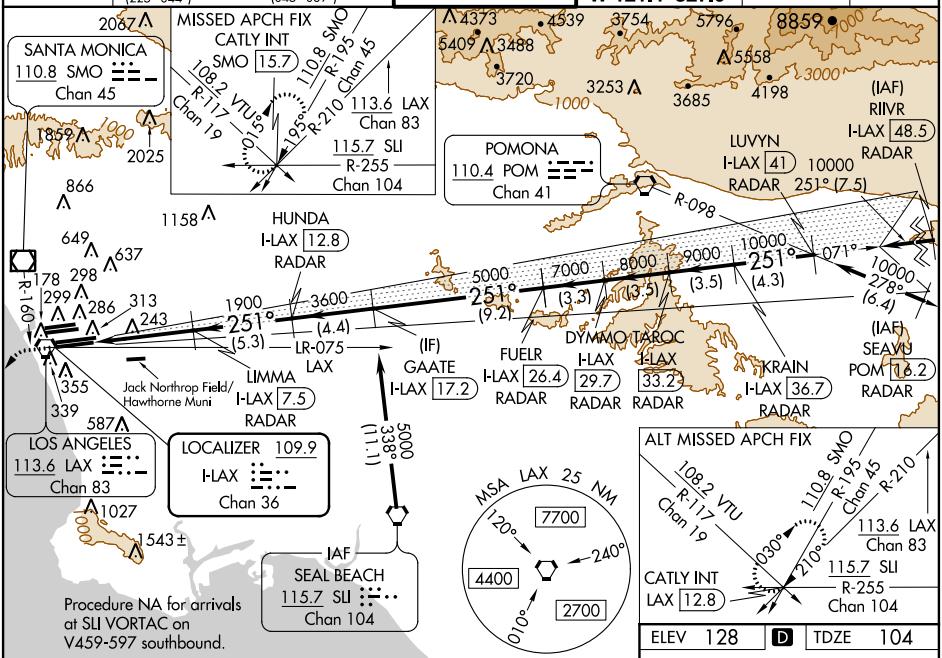
SOCAL APP CON
3 363.2 124.9 269.0
FM WEST) (090°-224°)
5 235.975 128.5 360.7

LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1

GND CON
21.65 327.0
21.75 327.0
21.85 327.0

CLNC DEL
120.35
327.0

CPDLC



2000

hdg 251°

SMO R-160

hdg 236°

SMO R-195

CATLY INT

VGS Angle 3.00/TCH 70.

HUNDA

GAATE

FUEL

DYMMO

TAROC

KRAIN

LUVYN

LIMMA

I-LAX

I-LAX

I-LAX

I-LAX

I-LAX

RADAR

RADAR

RADAR

RADAR

251° 10000

1900

3600

5000

7000

8000

9000

10000

GS 3.00°
TCH 56

DZ/CL Rwy 7L, 24R, and 25L
IRI all Rwy's

© AIRCO II

LOS ANGELES, CA
April 13, 2014

228E7'N 118824'W

LOS ANGELES INT'L (T-AV)

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

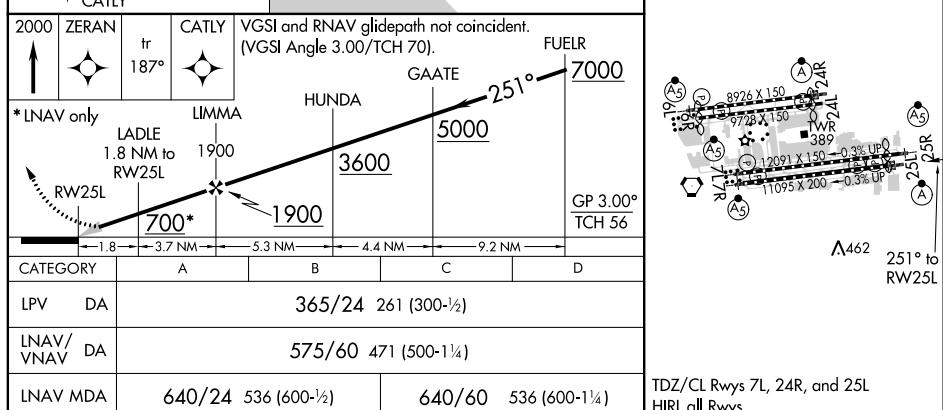
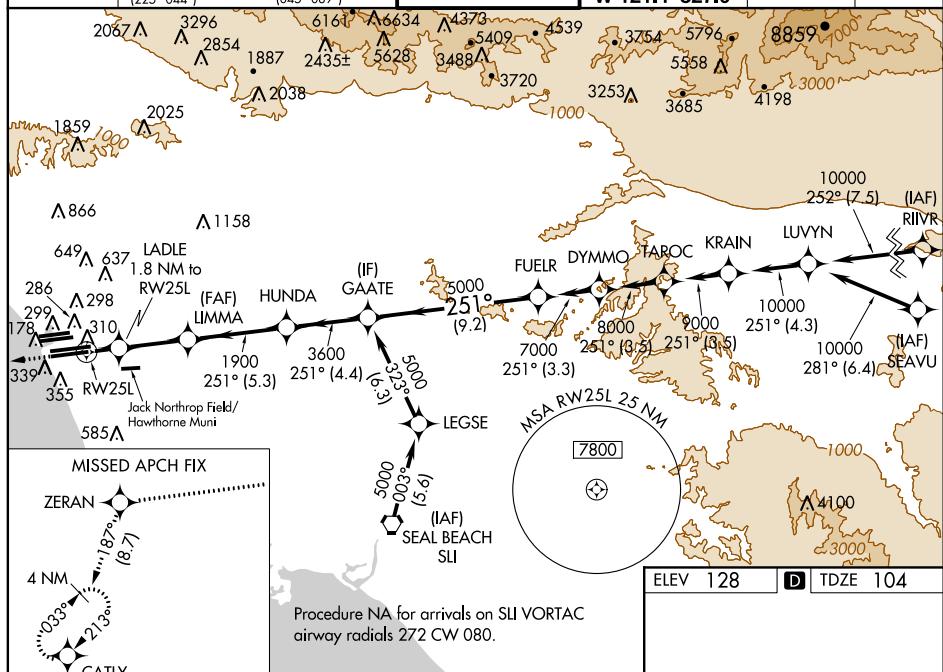
WAAS CH 53057 W25A	APP CRS 251°	Rwy Idg 11095 TDZE 104 Apt Elev 128
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cat visibility to RVR 4500, increase LNAV/VNAV all Cat visibility to 1½, and increase LNAV Cats C and D visibility to 1¾. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSIED APPROACH: Climb to 2000 direct ZERAN and on track 187° to CATLY and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON [APCH FM WEST] 124.3 363.2 124.5 235.975 (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 (090°-224°) (045°-089°)	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CINCL DEL 120.35 327.0	CPDLC
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RNAV (RNP) Z RWY 7L

LOS ANGELES INTL (LAX)

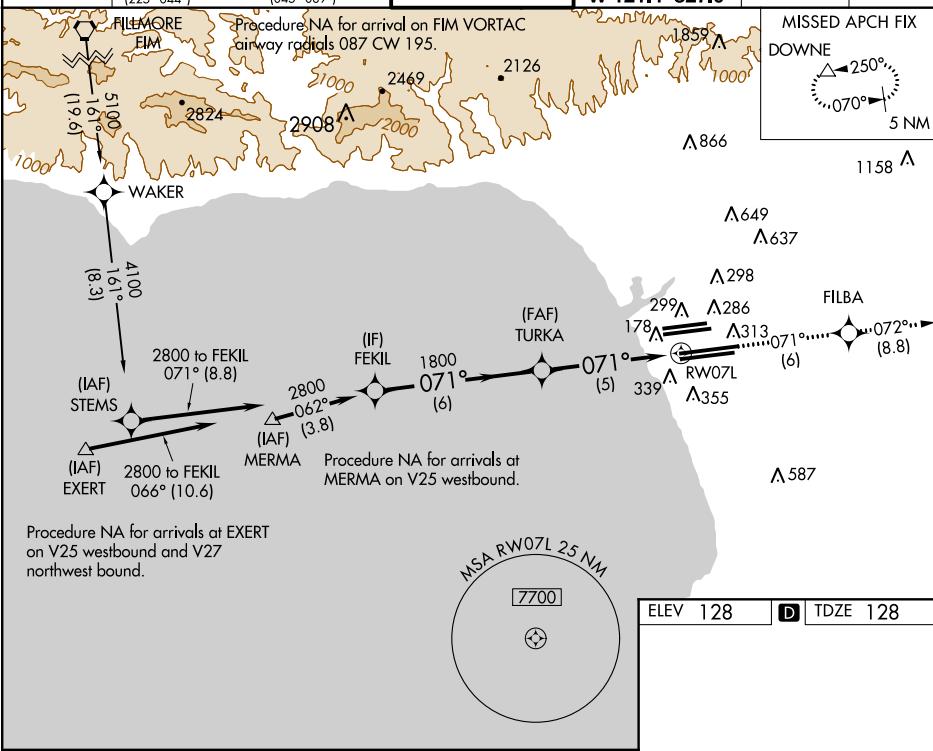
APP CRS 071°	Rwy Idg 11259
TDZE	128
Apt Elev	128

▼ Simultaneous approach authorized with Rwy 6L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required.
 ▲ NA For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 48°C (118°F). For inop MALSR, increase RNP 0.12 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.



MISSED APPROACH: Climb to 3000 on track 071° to FILBA and on track 072° to DOWNE and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 [APCH FM WEST] 124.5 235.975 128.5 360.7 (090°-224°) (045°-089°) (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).



FEKIL

TURKA

2800

GP 3.00°
TCH 59

CATEGORY

A

B

C

D

RNP 0.12 DA 442/24 314 (400-½)

RNP 0.30 DA 485/40 357 (400-¾)

AUTHORIZATION REQUIRED

ELEV 128	TDZE 128
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TDZ/CL Rwy 7L, 24R, and 25L

HIRL all Rwy's

RNAV (GPS) Y RWY 6L

LOS ANGELES INTL (LAX)

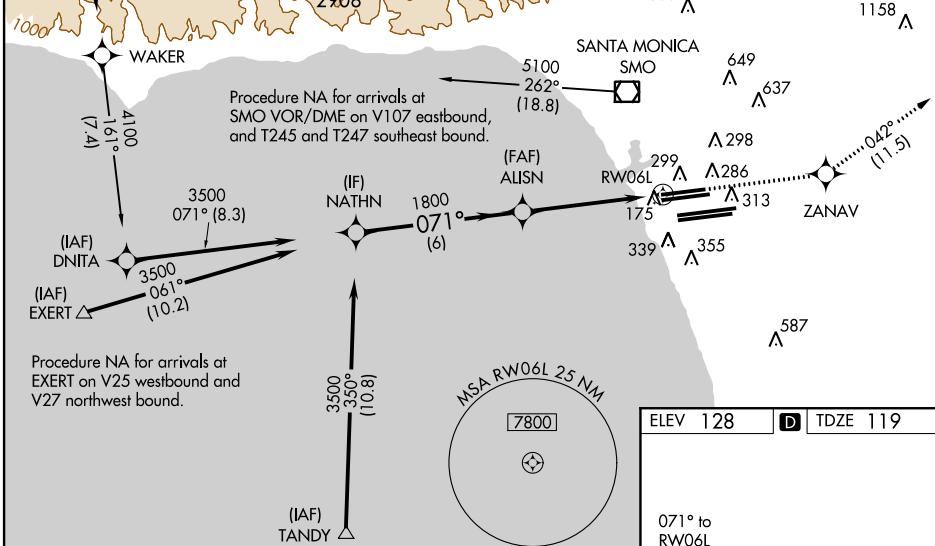
▼ Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat A and B.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNAV-0.3 NA. For inoperative MALSR, increase LNAV Cat C and D visibility to 1 1/4 mile. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Helicopter visibility reduction below RVR 5000 NA.

MALSR
(A5)

MISSSED APPROACH: Climb to 3000 direct ZANAV and on track 042° to AMTRA and hold.

WAAS CH 82507 W06A	APP CRS 071°	Rwy Idg 119 Apt Elev 128	8566 119 128		
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ATIS ARR 133.8 DEP 135.65	SOCAL APP CON (APCH FM WEST) 124.3 363.2 124.9 269.0 (090°-224°) 124.5 235.975 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CINCL DEL 120.35 327.0	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).			
NATHN	3500	ZANAV	tr 042°
GP 3.00°	1800		AMTRA
TCH 54			
6 NM 5.1 NM			
CATEGORY	A	B	C
LPV DA	392/50	273 (300-1)	
LNAV / VNAV DA	443/50	324 (400-1)	
LNAV MDA	540/50	421(500-1)	

TDZ/CL Rwy 7L, 24R, and 25L
HIRL all Rwy's

RNAV (GPS) Y RWY 24R

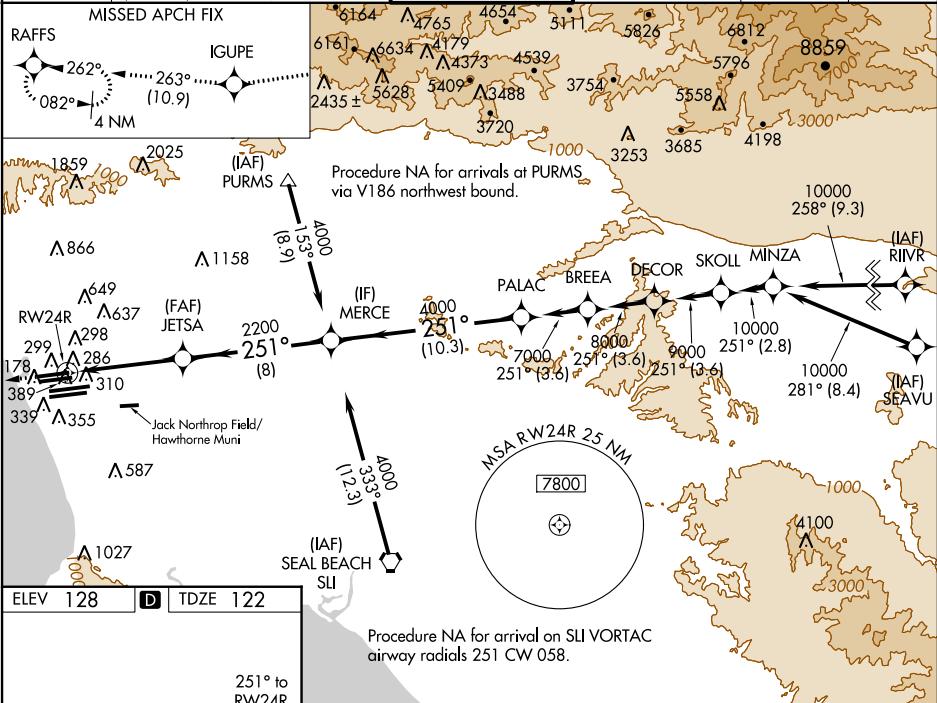
LOS ANGELES INTL (LAX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSIED APPROACH: Climb to 2000 direct IGUPE and on track 263° to RAFFS and hold.

WAAS CH 69307 W24A	APP CRS 251°	Rwy Idg TDZE Apt Elev 8925 122 128
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	TDZE 124.9 269.0 (099°-224°) 128.5 360.7 (045°-089°)



<p>251° to RWY 24R</p> <p>*LNAV only.</p> <p>*1.5 NM to RWY 24R</p> <p>JETSA 2200 4000 7000</p> <p>MERCER 251° 7000</p> <p>GP 3.00° TCH 59</p>	2000	IGUPE	tr 263°	RAFFS	VGS and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
	251°	2200	4000	7000	
CATEGORY	A	B	C	D	
LPV DA		376/24 254 (300-½)			
LNAV/VNAV DA		606/60 484 (500-1¼)			
LNAV MDA	660/24 538 (600-½)	660/50 538 (600-1)	660/60 538 (600-1¼)		

RNAV (GPS) RWY 25R

LOS ANGELES INTL (LAX)

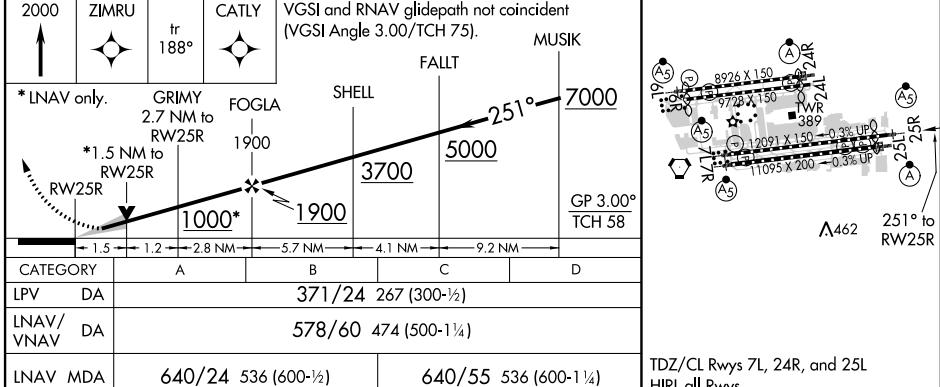
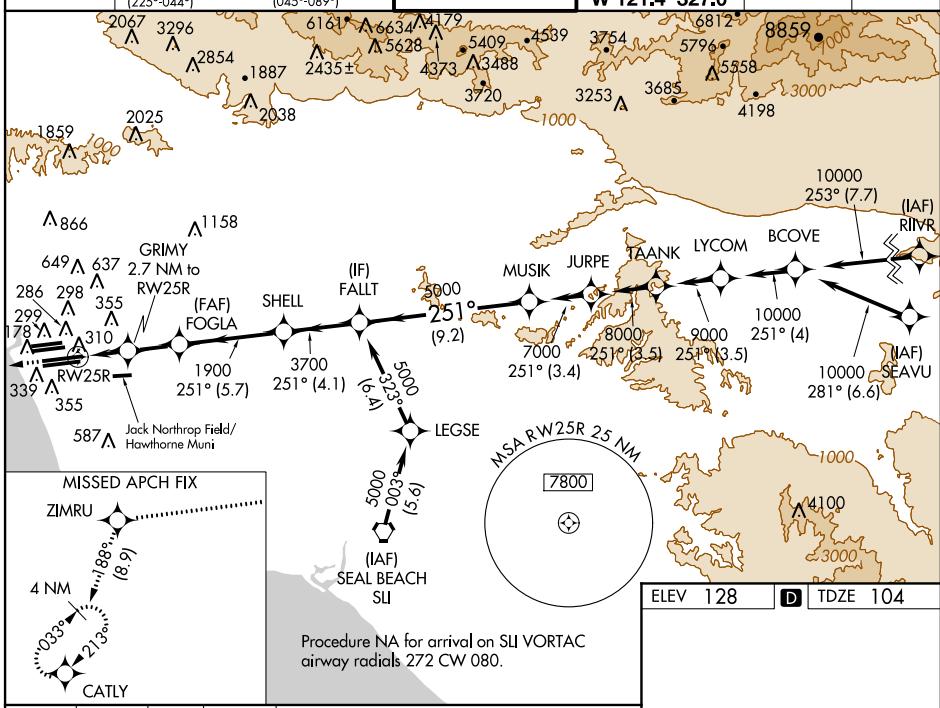
WAAS CH 49007 W25B	APP CRS 251°	Rwy Idg TDZE Apt Elev	10835 104 128
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LPV all Cat visibility to RVR 4500. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSIED APPROACH:
Climb to 2000 direct
ZIMRU and on track
188° to CATLY and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON [APCH FM WEST] 124.3 363.2 124.5 235.975 (225°-044°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1 (090°-224°)	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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LOS ANGELES, CALIFORNIA

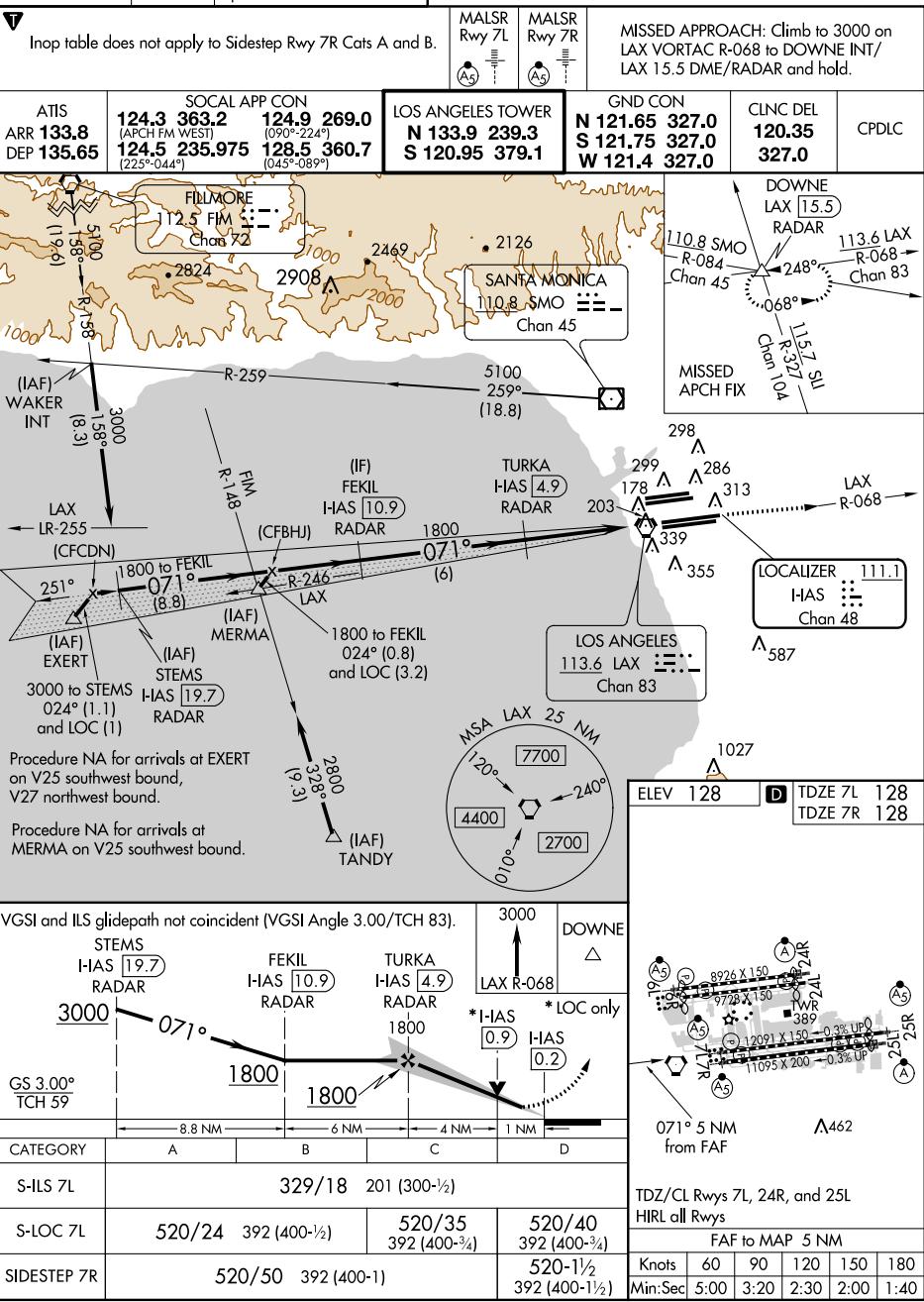
LOC/DME I-IAS 111.1 Chan 48	APP CRS 071°	Rwy Idg 11259 11095 TDZE 128 128 Apt Elev 128 128
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AL-237 (FAA)

16203

ILS or LOC RWY 7L

LOS ANGELES INT'L (LAX)



LOS ANGELES, CALIFORNIA

Amdt 7D 04FEB16

33°57'N-118°24'W

LOS ANGELES INT'L (LAX)

ILS or LOC RWY 7L

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16203

LOC/DME I-MKZ 109.9 Chan 36	APP CRS 071°	7R 7L Rwy Idg 11095 11259 TDZE 128 128 Apt Elev 128 128
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ILS or LOC RWY 7R
LOS ANGELES INT'L (LAX)

V Autopilot coupled approach NA below 264. Simultaneous approach authorized with Rwy 6L/R, DME or RADAR required. Inop table does not apply to Sidestep Rwy 7L Cat A/B. For inop MALSR, increase S-LOC 7R Cat D visibility to RVR 5000.

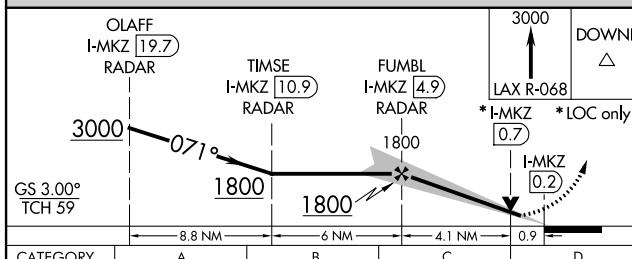
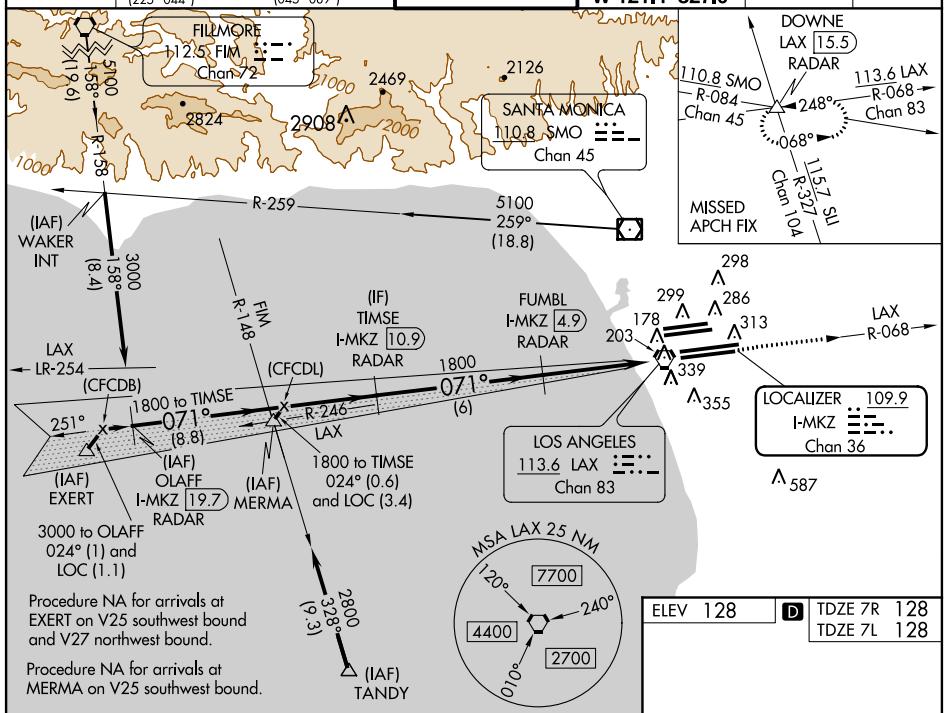


MISSIED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/LAX 15.5 DME/RADAR and hold.

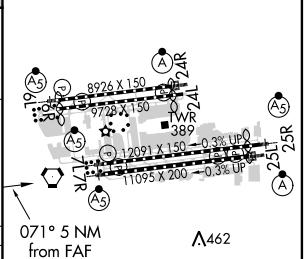
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 269.0 (APCH FM WEST) 124.5 235.975 360.7 (225°-044°)
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LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1GND CON
N 121.65 327.0
S 121.75 327.0
W 121.4 327.0CLNC DEL
120.35
327.0

CPDLC



ELEV 128 D TDZE 7R 128
TDZE 7L 128



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOS ANGELES, CALIFORNIA

Amdt 6E 04FEB16

33°57'N-118°24'W

LOS ANGELES INT'L (LAX)
ILS or LOC RWY 7R

SW-3, 13 OCT 2016 to 10 NOV 2016

LOC/DME I-OSS	APP CRS	Rwy Idg	8925
108.5	251°	TDZE	120
Chan 22		Apt Elev	126

ILS RWY 24R (CAT II & III) LOS ANGELES INTL (LAX)

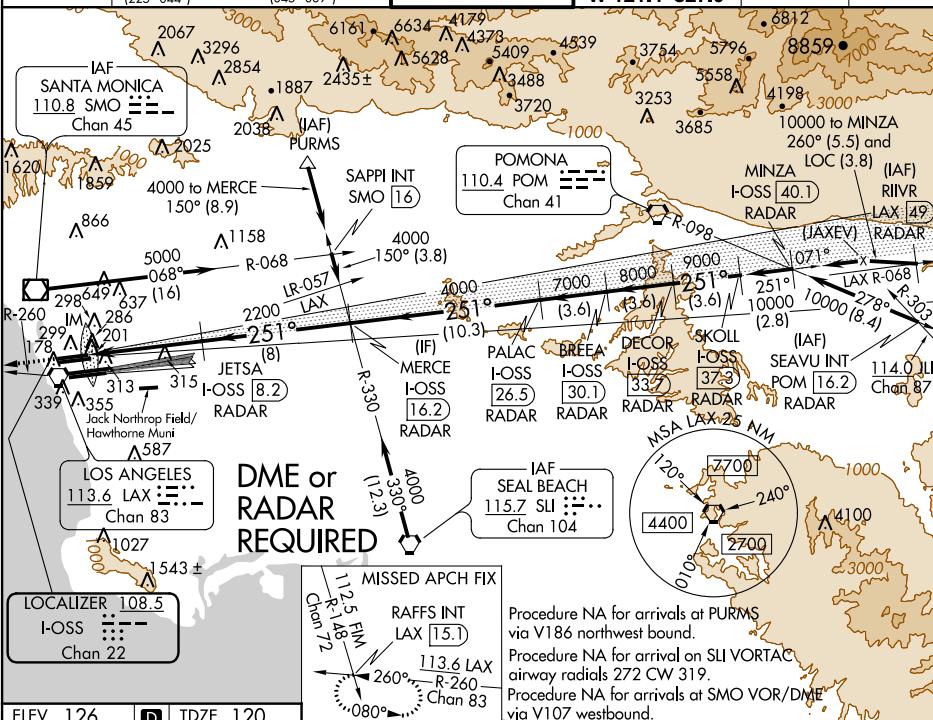
▼ Simultaneous approach authorized with LAX 25L/R.
Simultaneous approach authorized with HHR 25.

ALSF-2
(A)

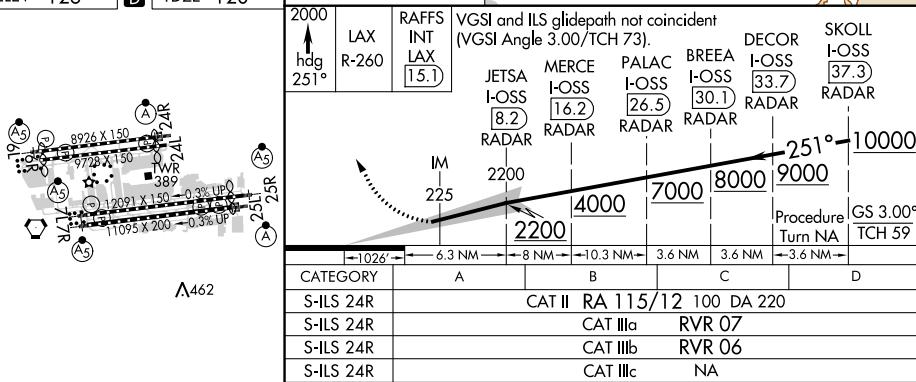
MISSIED APPROACH: Climb to 2000 via heading 251° and LAX R-260 to RAFFS INT/LAX 15.1 DME and hold.

ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 121.65 327.0	120.35
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 121.75 327.0	327.0

CPDLC



ELEV 126 D TDZE 120



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

TDZ/CL Rwys 7L, 24R, and 25L
HIRL all Rwys

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16203

APP CRS **Rwy Idg** **8428**
251° **TDZE** **123**
 Apt Elev **128**

T GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

RNAV (RNP) Z RWY 24L
LOS ANGELES INTL (LAX)

LOS ANGELES INT'L (LAX)

ATIS
ARR 133.8
DEP 135.65

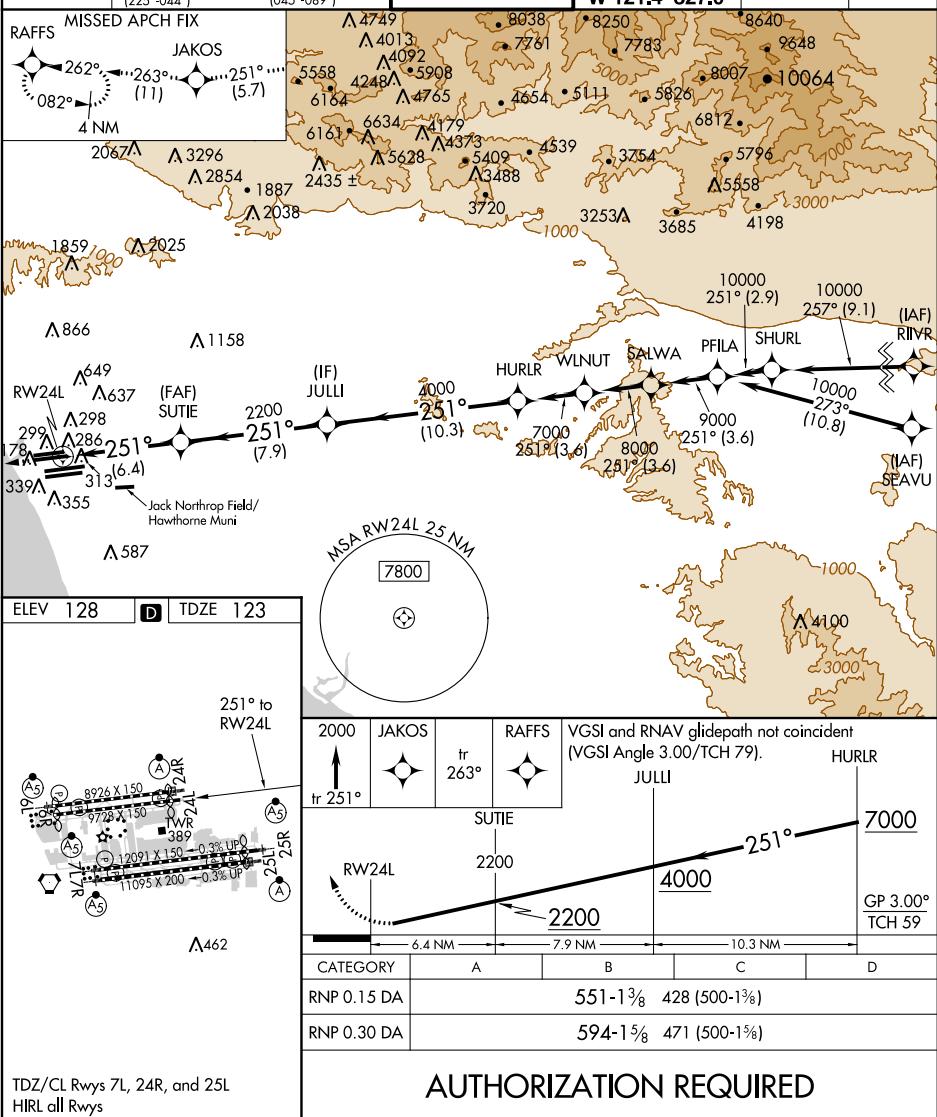
SOCAL APP CON
124.3 363.2 124.9 269.0
(APCH FM WEST) (090°-224°)
124.5 235.975 128.5 360.7

LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1

GND CON
N 121.65 327.0
S 121.75 327.0
W 121.4 327.0

CLNC DEL
120.35
327-0

CPDLC



LOS ANGELES, CALIFORNIA

Amdt 1D 26MAY16

LOS ANGELES

33°57'N-118°24'W

LOS ANGELES INT'L (LAX)

RNAV (RNP) Z RWY 24L

