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|---|------------------------|-----------------------------|---|---|
| LOC/DME I-GPE 111.7 Chan 54 | APP CRS 071° | Rwy Idg TDZE Apt Elev | 6R 9748 116 128 | 6L 8566 119 128 |
|---|------------------------|-----------------------------|---|---|

ILS or LOC RWY 6R
LOS ANGELES INTL (LAX)

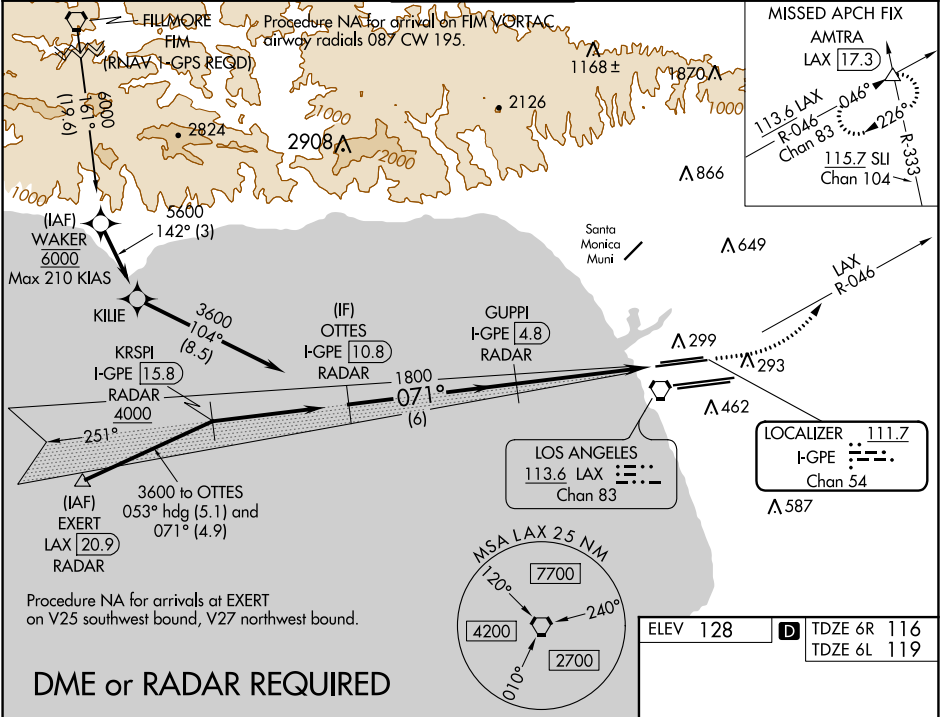
Simultaneous approach authorized. For inop ALS, increase S-LOC 6R Cat C/D visibility to RVR 5500. Inop table does not apply to Sidestep 6L Cats A and B.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 6R

MALSR Rwy 6L

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/ LAX 17.3 DME and hold.

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|---|---|--|---|---------------------------------|-------|
| D-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 (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 |
|---|---|--|---|---------------------------------|-------|



| | | | | | | | |
|---|--------------------|---|--------------------|---------------------|--|-------------|---------------------|
| VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69°). | | | | | ELEV 128 | TDZE 6R 116 | TDZE 6L 119 |
| <p>OTTES I-GPE 10.8 RADAR</p> <p>GUPPI I-GPE 4.8 RADAR</p> <p>3600 071° 1800</p> <p>GS 3.00° TCH 53</p> <p>6 NM 4.2 NM 0.9 NM</p> | | | | | <p>AMTRA</p> <p>LAX R-046</p> <p>I-GPE DME ANTENNA</p> <p>*I-GPE 0.6</p> <p>I-GPE 0.3</p> <p>*LOC only</p> <p>071° 5.1 NM from FAF</p> | | |
| CATEGORY | A | B | C | D | | | |
| S-ILS 6R# | 316/24 200 (200-½) | | | | | | |
| S-LOC 6R | 460/24 344 (400-½) | | 460/30 344 (400-¾) | | | | |
| SIDESTEP 6L | 460/55 341 (400-1) | | | 460-1½ 341 (400-1½) | | | |
| | | | | | TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy's | | |
| | | | | | FAF to MAP 5.1 NM | | |
| | | | | | Knots | 60 | 90 120 150 180 |
| | | | | | Min:Sec | 5:06 | 3:24 2:33 2:02 1:42 |

SW-3, 03 DEC 2020 to 31 DEC 2020

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