

ILS or LOC RWY 24L  
CLEVELAND-HOPKINS INTL (CLE)

Rwy 24R  
ALSF-2

**MISSED APPROACH:**  
Climb to 1300 then  
climbing left turn to  
3000 on heading 200°  
and DJB VOR/DME  
R-143 to SAROW/DJB  
20 DME and hold.

**T** Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 $\frac{3}{4}$  SM.

NOTAM

10000

MISSED APCH FIX

113.6 DJB Chan 83

SAROW DJB 20

143° 142° R-143

323°

LOCALIZER 109.9

I-HPI Chan 36

ALTERNATE MISSED APCH FIX

SAROW BSV 29.7

114.05 BSV Chan 87(Y)

142° 141° R-142

322°

(IAF) LLROY 5000 2TOK

(IAF) THRTN 5000 14.9 I-HPI

3000 218° (3.2)

4000 238° (3.1)

4000 238° (3.1)

4000 280° (3.7)

5000 280° (6.8)

6000 240K

(IF) KARAY 3000 218° (3.2)

ALOMR I-HPI 8.6

FELLR I-HPI 5.4

2000 238° (3.2)

1603 3000 258° (3.1)

HHERB I-HPI 11.7

WIIINR 2TOK

(IAF) BUDRW 6000 240K

981 A

A939

A1095

2051 A

A1599

A1403

MSA DJB 25 NM

3100

Diagram illustrating the geometry of a 3D path (3000) and its projection onto a 2D plane (2000). The diagram shows a 3D path starting from a point, curving upwards, and then continuing straight. The 2D projection is shown below it. Key parameters include: 3000 (3D path), 2000 (2D projection), 238° (angle between 3D path and 2D projection), 1.3 NM, 2.4 NM, 3.2 NM (distances along the 2D projection), 1.8, 3.1, 5.4, 8.6 (I-HPI values at various points), and 3.00° TCH 52 (glide path angle).

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L, and 24R  
HJRL Rwy 6L-24R, 6R-24L, and 10-28