

LOC/DME I-HPI 109.9 Chan 36	APP CRS 238°	Rwy Ldg	24L	24R
		TDZE	9953	9000
		Apt Elev	786	780
			799	799

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

DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

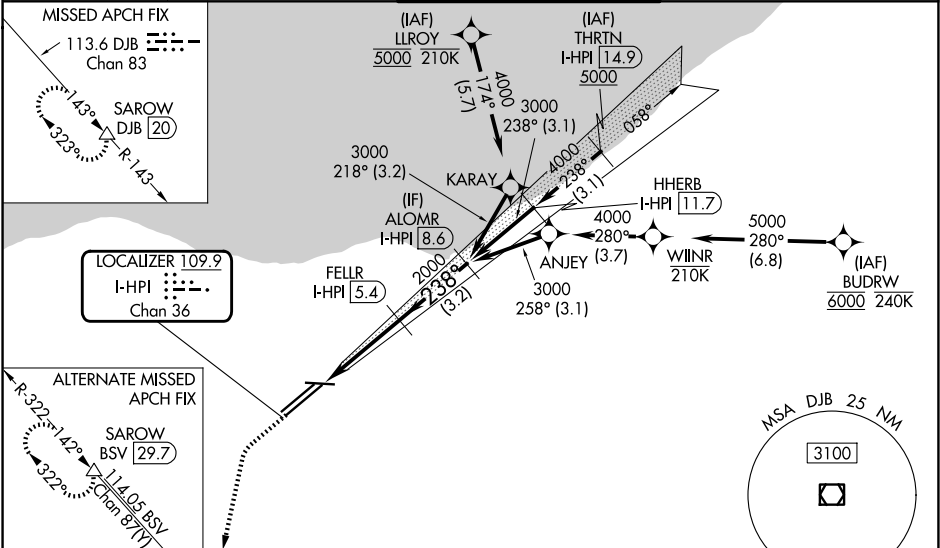
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 3/8 SM.

Rwy 24L
MALSR

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.

D-ATIS 127.85	CLEVELAND APP CON 126.55 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45
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ELEV 799	TDZE 24L 786
	TDZE 24R 780

1300

3000

hdg 200°

DJB R-143

SAROW

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

FELLR I-HPI 5.4

ALOMR I-HPI 8.6

3000

2000

2000

238°

GS 3.00° TCH 52

1.3 NM

2.4 NM

3.2 NM

CATEGORY	A	B	C	D
S-ILS 24L	986/18 200 (200-1/2)			
S-LOC 24L	1260/24	474 (500-1/2)	1260/50	474 (500-1)
SIDESTEP 24R	1260/55	480 (500-1)	1260-1 1/2 480 (500-1 1/2)	1260-2 480 (500-2)
CIRCLING	1420-1	621 (700-1)	1420-1 3/4 621 (700-1 3/4)	1420-2 621 (700-2)

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