

LOC/DME I-PVY <b>111.55</b>	APP CRS <b>238°</b>	Rwy Ldg 24R 24L	9000 9956
Chan <b>52 (Y)</b>		TDZE 780 786	
		Apt Elev 799 799	

# ILS or LOC RWY 24R

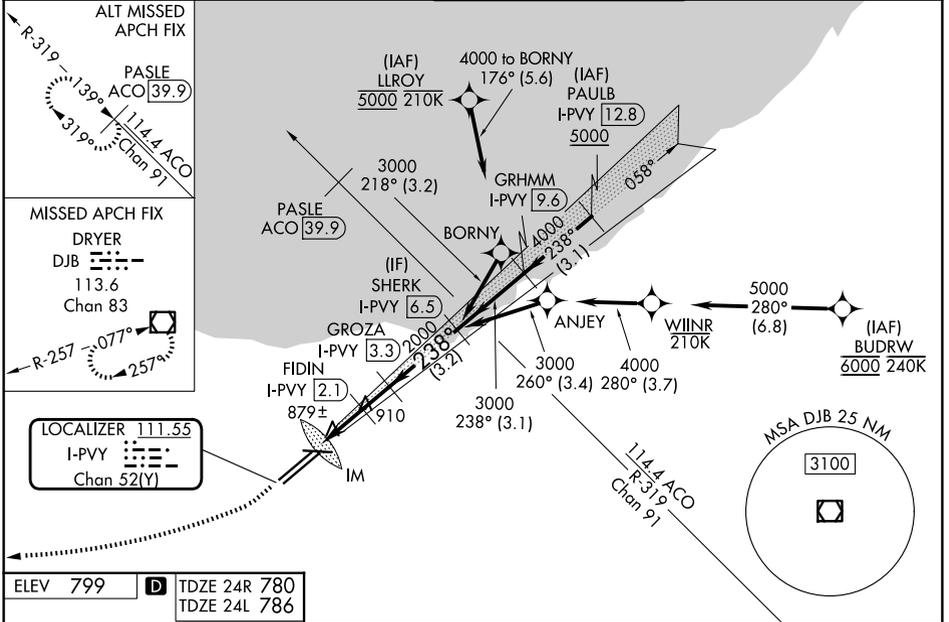
CLEVELAND-HOPKINS INTL (CLE)

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.

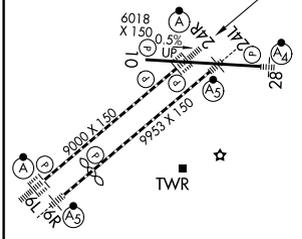
**▼** Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glide slope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

Rwy 24L MALSR	Rwy 24R ALSF-2	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.
------------------	-------------------	--

D-ATIS <b>127.85</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>
-------------------------	--	--	--------------------------------



ELEV 799	<b>D</b> TDZE 24R 780
	TDZE 24L 786



1700 3000 DJB VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 65).

\*LOC only.

SHERK I-PVY 6.5

GROZA I-PVY 3.3

FIDIN I-PVY 2.1

IM I-PVY 0.3

\*I-PVY 0.6

I-PVY 2.1

3000

3000

GS 3.00° TCH 55

CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			
S-LOC 24R	1160/24 379 (400-½)	1160/35 379 (400-¾)		
SIDESTEP 24L	1280/55 494 (500-1)	1280-1½ 494 (500-1½)	1280-2 494 (500-2)	
CIRCLING	1420-1 621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)	

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

EC-2, 19 MAR 2026 to 16 APR 2026

EC-2, 19 MAR 2026 to 16 APR 2026