

LOC/DME I-PVY <u>111.55</u> Chan 52 (Y)	APP CRS 238°	Rwy Ldg 9000 TDZE 780 Apt Elev 799
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ILS RWY 24R (CAT II & III)
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.

ALSF-2

MISSED APPROACH:
Climb to 1700 then
climbing right turn to
3000 direct DJB
VOR/DME and hold.

T CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

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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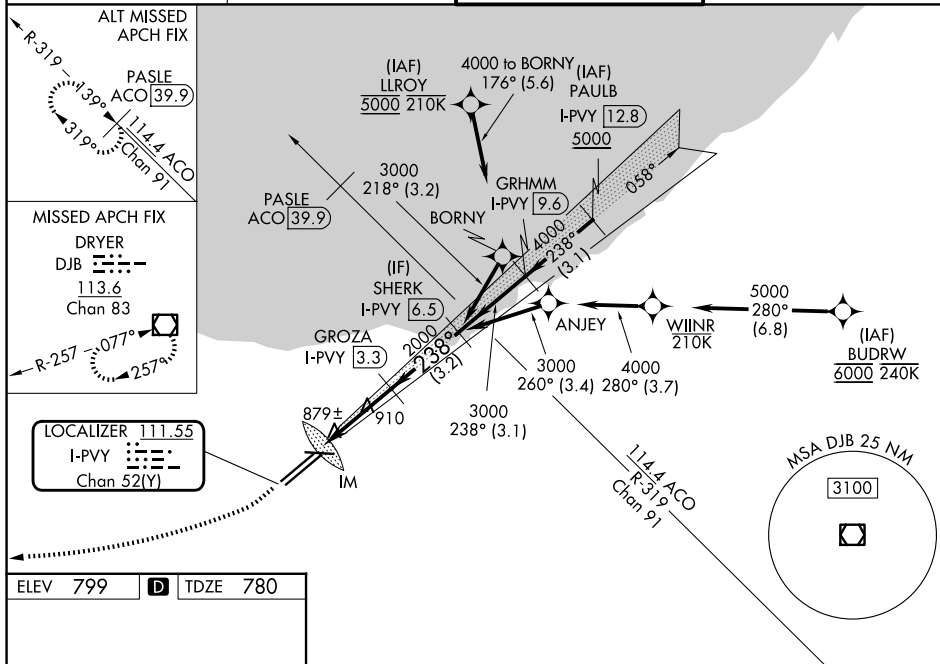


Diagram illustrating the ILS system for Runway 24R. The diagram shows the ILS glideslope and localizer. Key data points include:

- 1700, 3000, DJB
- VGS and ILS glideslope not coincident (VGS Angle 3.00/TCH 65).
- GROZA I-PVY 3.3
- 2000, 2000
- 238°
- 3000
- GS 3.00° TCH 55
- SHERK I-PVY 6.5
- 1064'
- 3.7 NM, 3.2 NM
- CATEGORY A, B, C, D
- S-ILS 24R, CAT II RA 100/12 100 DA 880
- S-ILS 24R, CAT III RVR 06
- REIL Rwy 10
- TDZ/CL Rwy 6L, 6R, 24L and 24R
- HIRL Rwy 6L-24R, 6R-24L and 10-28