

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> CGF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 24	<u>ORIGINAL/AMENDMENT</u> 17	<u>CITY</u> CLEVELAND	<u>STATE</u> OH
<u>AIRPORT ELEVATION</u> 876	<u>TDZE</u> 873	<u>SUPERSEDED</u> ILS OR LOC RWY 24	<u>DATED</u> 01/27/2022	<u>MAG VAR</u> 8W
<u>FACILITY</u> I-CGF	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 MARCH 2026	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1995
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
WEIDS	IAF	EBLIS/I-CGF 13.43 DME/RADAR		TF	FB	1.00	269.73	7.11	3000
EBLIS/I-CGF 13.43 DME/RADAR	IF	IMUSY/I-CGF 9.00 DME					237.49 (I-CGF)	4.43	3000
IMUSY/I-CGF 9.00 DME		KROOK/I-CGF 5.25 DME					237.49 (I-CGF)	3.75	2300
KROOK/I-CGF 5.25 DME	FAF	I-CGF 0.91 DME	MAP				237.49 (I-CGF)	4.34	
I-CGF 0.91 DME	MAP	1600 MSL		CA			237.49		1600
1600 MSL		BRICC		DF	FO	1.00			3100

MISSED APPROACH

MAP:

ILS: DA
LOC: I-CGF 0.91 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 DIRECT BRICC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 180 AND ON DJB VOR/DME R-096 TO WEXER INT/DJB 35.52 DME AND HOLD.

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT EBLIS/I-CGF 13.43 DME/RADAR				
3. FAC:	237.49	FAF:	KROOK/I-CGF 5.25 DME	DIST FAF TO MAP:	DIST FAF TO THLD: 4.34
4. MIN ALT:	EBLIS/I-CGF 13.43 DME/RADAR 3000, IMUSY/I-CGF 9.00 DME 3000, KROOK/I-CGF 5.25 DME 2300				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	925
6. MIN GS INCPT: 2300	GS ALT AT PFAF: KROOK/I-CGF 5.25 DME 2300		OM:	MM:	IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 44.1		
8. MSA FROM:	KCGF 3100				



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1513.

CHART NOTE: VDP NA WHEN USING CLE ALTIMETER SETTING.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLE ALTIMETER SETTING AND INCREASE S-ILS 24 DA TO 1131 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 24 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD S, LT, 357.37 INBOUND.

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E WEXER INT/DJB 35.52 DME, RT, 275.89 INBOUND.

FAS OBST: 1001 AAO 413600N/0812506W.

CHART VDP AT 1.98 DME.

DISTANCE VDP TO THLD 1.07 NM.

CHART IN PLANVIEW: WEXER INT/DJB 35.52 DME.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 24	1073	1/2	200	1073	1/2	200	1073	1/2	200	1073	1/2	200			
S-LOC 24	1260	1/2	387	1260	1/2	387	1260	5/8	387	1260	5/8	387			
CIRCLING	1420	1	544	1500	1	624	1560	2	684	1640	2 1/2	764			



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED ALL INSTANCES OF "INT" – CXR VOR/DME BEING DECOMMISSIONED.
2. MISSED APPROACH: MAP: UPDATED LOC MAP FROM "4.34 NM AFTER KROOK/I-CGF 5.25 DME OR AT I-CGF 0.91 DME" TO "I-CGF 0.91 DME" - DME TIME TABLE NOT REQUIRED.
3. MISSED APPROACH: UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 ON CXR VOR/DME R-286 TO CXR VOR/DME AND HOLD" TO "CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 DIRECT BRCC AND HOLD" – CXR VOR/DME BEING DECOMMISSIONED.
4. ALTERNATE MISSED APPROACH INSTRUCTIONS: REMOVED "INT" FROM WEXER FIX - CXR VOR/DME BEING DECOMMISSIONED.
5. PBN REQUIREMENTS NOTES: UPDATED NOTE FROM "RNP APCH-GPS. FROM WEIDS" TO "RNP APCH-GPS" - IAW 8260.19K 8-6-9.
6. EQUIPMENT REQUIREMENT NOTES: ADDED "DME REQUIRED FOR LOC ONLY" - IAW 8260.19K 8-6-9.
7. PROFILE LINE2: UPDATED FROM "PROFILE STARTS AT EBLIS" TO "PROFILE STARTS AT EBLIS/I-CGF 13.43 DME/RADAR" – IAW 8260.19J 8-6-7.
8. PROFILE LINE 3: UPDATED FAC FROM "237.48" TO "237.49" AND FAF FROM "KROOK INT/I-CGF 5.25 DME" TO "KROOK/I-CGF 5.25 DME" – UPDATED FINAL CALCULATOR; CXR VOR/DME BEING DECOMMISSIONED.
9. PROFILE LINE 4: UPDATED FROM "EBLIS INT/I-CGF 13.43 DME/RADAR 3000, IMUSY INT/I-CGF 9.00 DME 3000, KROOK INT/I-CGF 5.25 DME 2300" TO "EBLIS/I-CGF 13.43 DME/RADAR 3000, IMUSY/I-CGF 9.00 DME 3000, KROOK/I-CGF 5.25 DME 2300" - CXR VOR/DME BEING DECOMMISSIONED.
10. PROFILE LINE 4: REMOVED DIST FAF TO MAP: 4.34 - NO LONGER REQUIRED.
11. PROFILE LINE 6: UPDATED GS ALT AT PFAF FROM "KROOK INT/I-CGF 5.25 DME 2300" TO "KROOK/I-CGF 5.25 DME 2300" - CXR VOR/DME BEING DECOMMISSIONED.
12. PROFILE LINE 7: UPDATED TCH FROM "44.0" TO "44.1" - TCH ALIGNED WITH AIRNAV DATA.
13. PROFILE LINE 8: UPDATED MSA FROM "CXR VOR/DME 3100" TO "KCGF 3100" – IAW 8260.3G 2-3-2.
14. NOTES: REMOVED "CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" AND "CHART NOTE: FOR INOPERATIVE ALS INCREASE S-LOC CATS C/D VISIBILITY TO 1 SM" – NO LONGER REQUIRED.
15. NOTES: ADDED "CHART NOTE: VDP NA WHEN USING CLE ALTIMETER SETTING" – IAW 8260.19J 8-6-10.
16. NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLE ALTIMETER SETTING AND INCREASE S-ILS 24 DA TO 1131 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 24 VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM" – UPDATED AND MOVED FROM PART C: GENERAL REMARKS, IAW 8260.19J 8-6-10.
17. ADDITIONAL FLIGHT DATA: UPDATED FROM "HOLD W, RT, 106.00 INBOUND" TO "HOLD S, LT, 357.37 INBOUND" – MISSED APPROACH HOLDING POINT UPDATED PER ATC REQUEST.
18. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM "989 AAO 413602N/0812522W" TO "1001 AAO 413600N/0812506W" – UPDATED SURVEY, NEW OBSTACLE IDENTIFIED.
19. ADDITIONAL FLIGHT DATA: UPDATED FROM "CHART VDP AT 1.92 DME" TO "CHART VDP AT 1.98 DME" – UPDATED FINAL CALCULATOR.
20. ADDITIONAL FLIGHT DATA: UPDATED DISTANCE VDP TO THLD FROM "1.01 NM" TO "1.07 NM" – UPDATED FINAL CALCULATOR.
21. MINIMUMS: ALTERNATE: UPDATED FROM "ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/2" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE" – IAW 8260.19J 8-6-12.
22. MINIMUMS: UPDATED CIRCLING CAT A MDA/HAA FROM "1400/524" TO "1420/544" AND CAT D FROM "1620/744" TO "1640/764" – UPDATED SURVEY, NEW OBSTACLES IDENTIFIED.
23. MINIMUMS: UPDATED S-LOC 24 DA/HAA FROM "1260/367" TO "1260/387" - UPDATED SURVEY, NEW OBSTACLES IDENTIFIED.

10/15/2025: THIS IS AN UPDATED COPY OF THE FORM APPROVED ON 09/10/2025:

1. TERMINAL ROUTES: UPDATED FAF COURSE FROM "247.49" TO "237.49 (I-CGF)" – FINAL IS CONVENTIONAL.
2. TERMINAL ROUTES: UPDATED FROM "PFAF" TO "FAF."
3. TERMINAL ROUTES: UPDATED MAP FROM "RW24" TO "I-CGF 0.91 DME."
4. PBN REQUIREMENT NOTES: REMOVED "RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY" AND "AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY" – NOT REQUIRED.
5. EQUIPMENT REQUIREMENT NOTES: REMOVED "DME REQUIRED FOR LOC ONLY" – NOT REQUIRED.

COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

☐

HAI

☐

NBAA

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OTHER: ZOB ARTCC, CLE ATCT, CGF ATCT, AMGR

FLIGHT CHECKED BY
BRIAN PETER CARSON

Digitally signed by
ROBERT G HAMILTON
Oct 20, 2025

OFFICE
FIOG
DATE
10/05/2025

DEVELOPED BY
RAKE MCGRAW (JUDITH TUTTLE)

Digitally signed by
ROBERT G HAMILTON
Oct 20, 2025

OFFICE
AJV-A431
DATE
07/21/2025

APPROVED BY
RAKE MCGRAW

Digitally signed by
ROBERT G HAMILTON
Oct 20, 2025

OFFICE
AJV-A422
DATE
TITLE
MANAGER

