

LOC/DME I-HPI	APP CRS	Rwy Idg	24L	24R
109.9	238°	9953	9900	
Chan 36		TDZE	786	780
		Apt Elev	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.

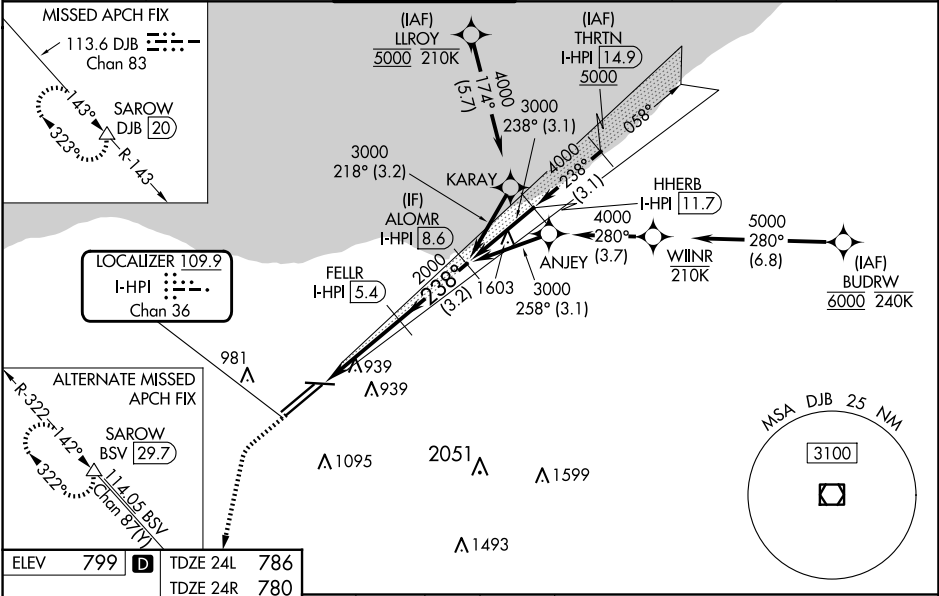
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 3/8 SM.

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 ARR 127.85 DEP 132.375	CLEVELAND APP CON 126.55 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45	CLNC DEL 125.05 273.45	CPDLC
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ELEV 799	TDZE 24L 786
	TDZE 24R 780

1300	3000	DJB R-143	SAROW	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).
↑	hdg 200°			
*LOC only				
CATEGORY A B C D				
S-ILS 24L 986/18 200 (200-1/2)				
S-LOC 24L 1260/24 474 (500-1/2) 1260/50 480 (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 Rwy 6L, 6R, 24L, and 24R
HIRL Rwy 6L-24R, 6R-24L, and 10-28