

LOC/DME I-HPI 109.9 Chan 36	APP CRS 238°	24L	24R
		Rwy Ldg	9953 9000
		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.

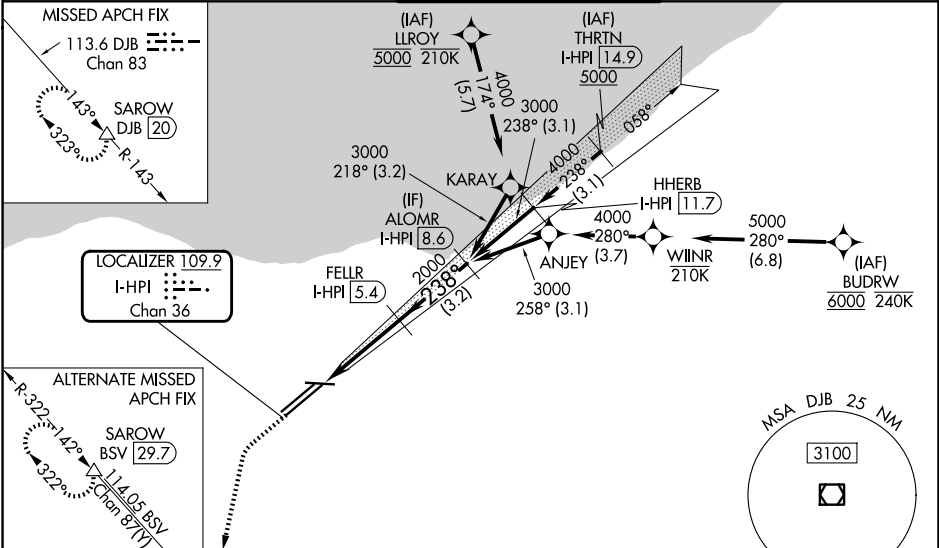
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 3/8 SM.

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 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 ↑ hdg 200°	3000 ↘ 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	GS 3.00° TCH 52
*LOC only						
CATEGORY	A		B		C	D
S-ILS 24L	986/18 200 (200-½)					
S-LOC 24L	1260/24	474 (500-½)	1260/50		474 (500-1)	
SIDESTEP 24R	1260/55	480 (500-1)	1260-1½ 480 (500-1½)		1260-2 480 (500-2)	
CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)		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