

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

# ILS or LOC RWY 24R

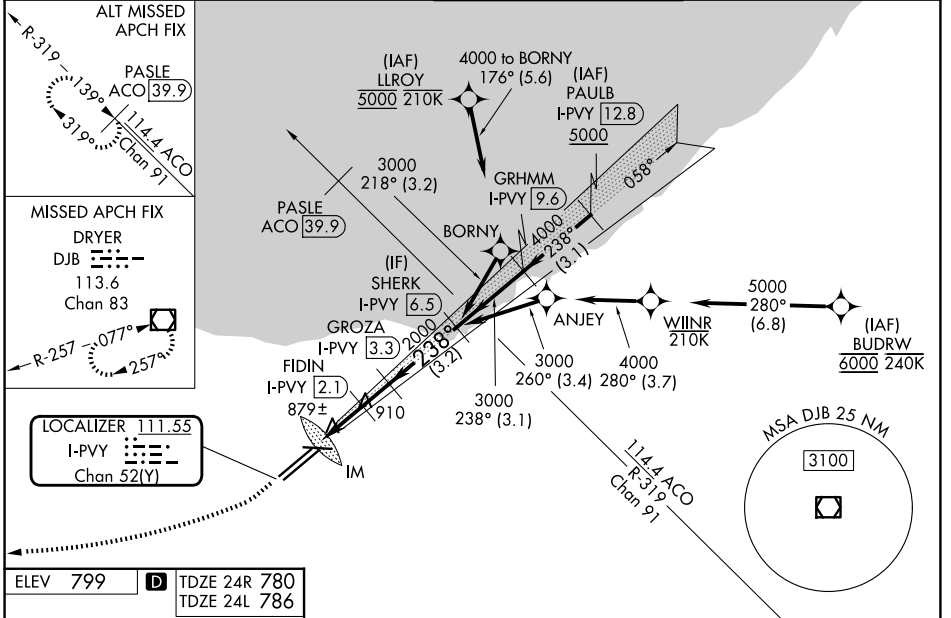
CLEVELAND-HOPKINS INTL (CLE)

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.

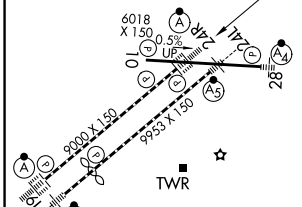
**▼** Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glide slope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

Rwy 24L MALSR	Rwy 24R ALSF-2	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.
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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>
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ELEV <b>799</b>	<b>D</b> TDZE 24R <b>780</b>
	TDZE 24L <b>786</b>



1700	3000	DJB	VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 65).
*LOC only.			
I-PVY [0.3]	*I-PVY [0.6]	I-PVY [2.1]	SHERK I-PVY [6.5]
GROZA I-PVY [3.3]		3000	
FIDIN I-PVY [2.1]		2000	
IM		*1600	
		2000	
		GS 3.00° TCH 55	
0.1	0.9	1.5 NM	1.2 NM
		3.2 NM	

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, 11 JUN 2026 to 09 JUL 2026

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