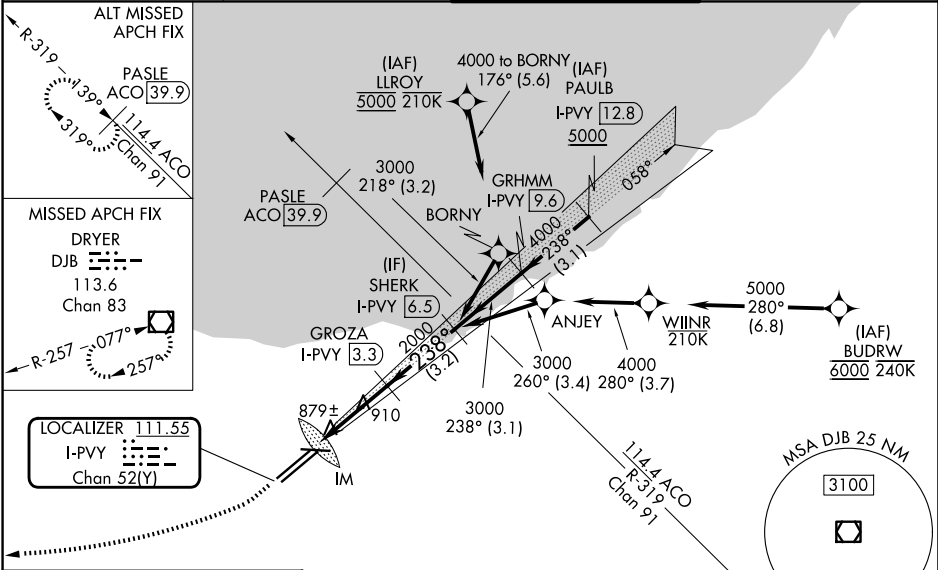


|                    |             |          |            |
|--------------------|-------------|----------|------------|
| LOC/DME I-PVY      | APP CRS     | Rwy Ldg  | 9000       |
| <b>111.55</b>      | <b>238°</b> | TDZE     | <b>780</b> |
| Chan <b>52 (Y)</b> |             | Apt Elev | <b>799</b>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

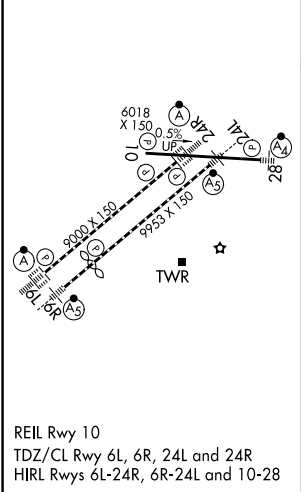
ILS RWY 24R (CAT II & III)  
CLEVELAND-HOPKINS INTL (CLE)

|                                                                                                                                                                                                                                                                                         |             |                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------------------------------------------------------------------------|
| 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.                                                                                                      | ALSIF-2<br> | MISSED APPROACH:<br>Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold. |
| <b>▼</b> 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<br><b>127.85</b> | CLEVELAND APP CON<br><b>126.55 346.325</b> | CLEVELAND TOWER<br><b>124.5 273.45</b> | GND CON<br><b>121.7 273.45</b> |
|-------------------------|--------------------------------------------|----------------------------------------|--------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 799 | <b>D</b> | TDZE 780 |
|----------|----------|----------|



|                     |                             |     |                                                                 |                 |
|---------------------|-----------------------------|-----|-----------------------------------------------------------------|-----------------|
| 1700                | 3000                        | DJB | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 65). | SHERK I-PVY 6.5 |
| GROZA I-PVY 3.3     |                             |     |                                                                 |                 |
| IM 880              |                             |     |                                                                 |                 |
| 2000                |                             |     |                                                                 |                 |
| 238°                |                             |     |                                                                 |                 |
| 3000                |                             |     |                                                                 |                 |
| GS 3.00° TCH 55     |                             |     |                                                                 |                 |
| 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              |     |                                                                 |                 |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED