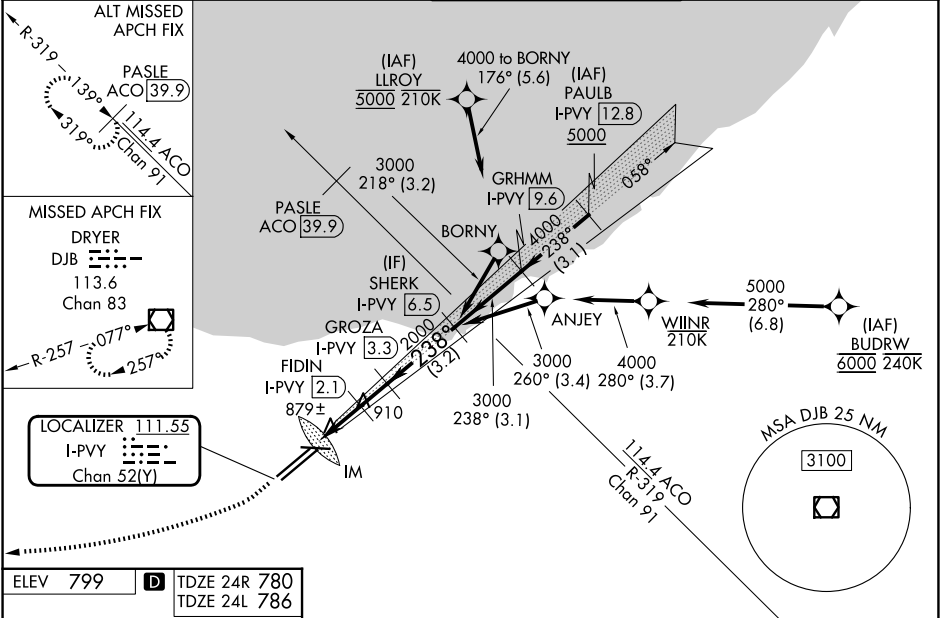


LOC/DME I-PVY 111.55 Chan 52 (Y)	APP CRS 238°	Rwy Ldg 24R 9000 24L 9956 TDZE 780 786 Apt Elev 799 799
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ILS or LOC RWY 24R
CLEVELAND-HOPKINS INTL (CLE)

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.	Rwy 24L MALSR 	Rwy 24R ALSIF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.
▼ 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 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.			

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	D TDZE 24R 780 TDZE 24L 786
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Diagram illustrating the approach path for Runway 10, showing various altitudes (6018 x 150, 5000 x 150, 4953 x 150) and angles (238°, 28°). The diagram also indicates the presence of a TWR, REIL, and HIRL.

REIL Rwy 10
 TDZ/CL Rwy 6L, 6R, 24L and 24R
 HIRL Rwy 6L-24R, 6R-24L and 10-28

1700

3000

DJB

↑

↷

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 65).

*LOC only.

GROZA

I-PVY 3.3

FIDIN

I-PVY 2.1

2000

SHERK

I-PVY 6.5

3000

238°

28°

GS 3.00°

TCH 55

IM

I-PVY 0.3

*I-PVY 0.6

I-PVY 2.1

2000

1600

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)	

EC-2, 09 JUL 2026 to 06 AUG 2026

EC-2, 09 JUL 2026 to 06 AUG 2026