

CLEVELAND, OHIO

AL-84 (FAA)

24305

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

ALSF-2



**MISSED APPROACH:**  
Climb to 1700 then  
climbing right turn to  
3000 direct DJB  
VOR/DME and hold.

**T** 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	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>127.85</b>	<b>126.55 346.325</b>	<b>124.5 273.45</b>	<b>121.7 273.45</b>	<b>125.05 273.45</b>	
DEP <b>132.375</b>					

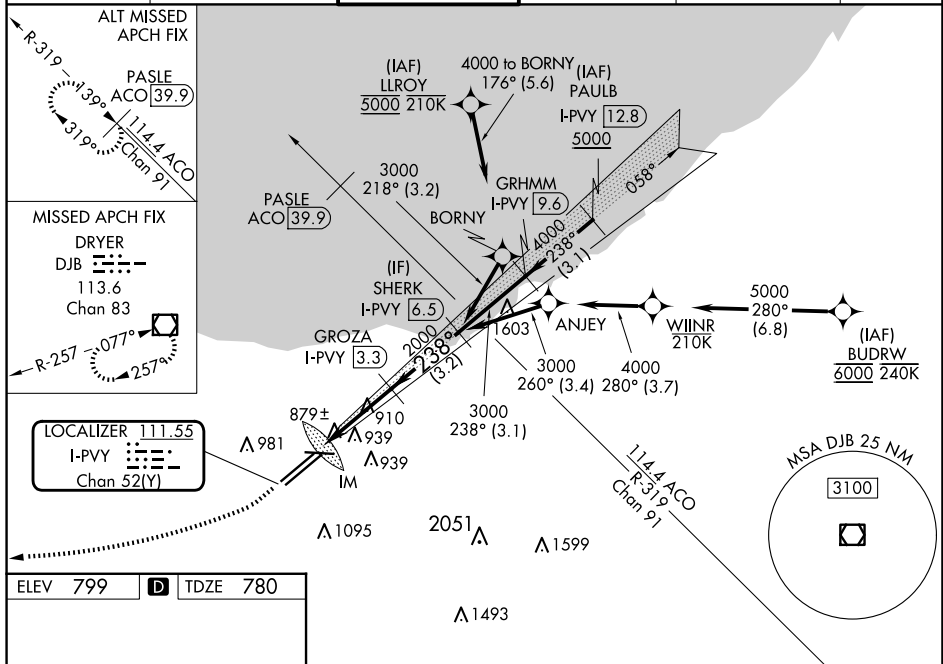


Diagram illustrating the ILS and VGS glidepaths for Sherbrooke Airport. The diagram shows the ILS glidepath (dashed line) and the VGS glidepath (solid line) diverging at 3.00 degrees. Key data points include: 1700 ft, 3000 ft, DJB, GROZA I-PVY 3.3, SHERK I-PVY 6.5, IM 880, 2000, 238°, 3000, GS 3.00°, 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.

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

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

CLEVELAND, OHIO  
Amdt 7A 27JAN22

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)

ILS RWY 24R (CAT II &amp; III)

EC-2, 10 JUL 2025 to 07 AUG 2025