

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

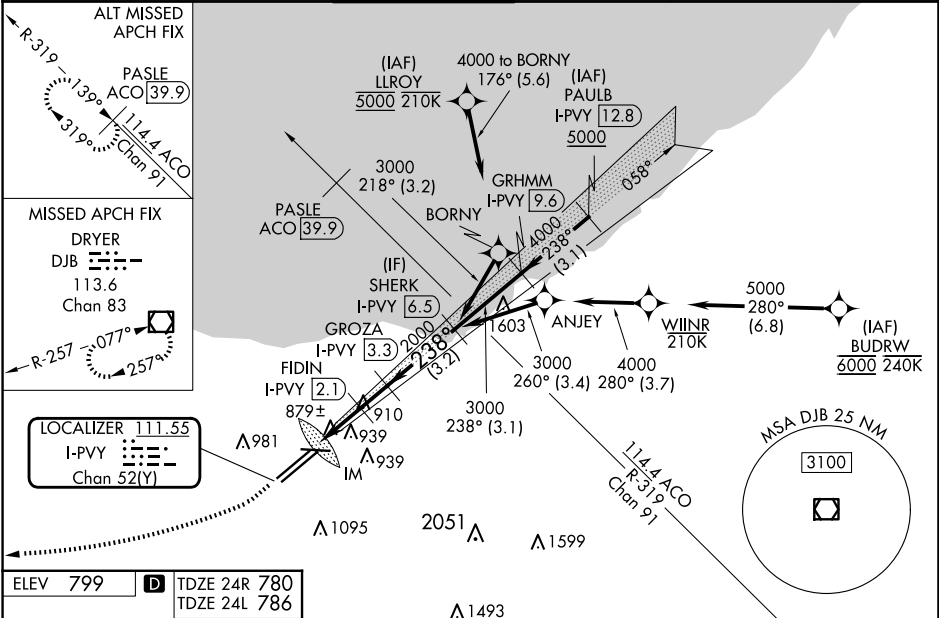
⚠ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

Rwy 24L  
MALSR

Rwy 24R  
ALSF-2

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

D-ATIS ARR <b>127.85</b> DEP <b>132.375</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>	CLNC DEL <b>125.05 273.45</b>	CPDLC
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REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L and 24R  
HIRL Rwy 6L-24R, 6R-24L and 10-28

TWR 1110

1700 3000 DJB

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

\* LOC only.

SHERK I-PVY [6.5]

GROZA I-PVY [3.3]

FIDIN I-PVY [2.1]

I-PVY [0.3]

\* I-PVY [0.6]

IM

1600 2000

238°

3000

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)

EC-2, 10 JUL 2025 to 07 AUG 2025

EC-2, 10 JUL 2025 to 07 AUG 2025