

LOC/DME I-HPI	APP CRS	Rwy Idg	24L	24R
<b>109.9</b>	<b>238°</b>	<b>9953</b>	<b>9900</b>	
Chan <b>36</b>		TDZE	<b>786</b>	<b>780</b>
		Apt Elev	<b>799</b>	<b>799</b>

ILS or LOC RWY 24L  
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.

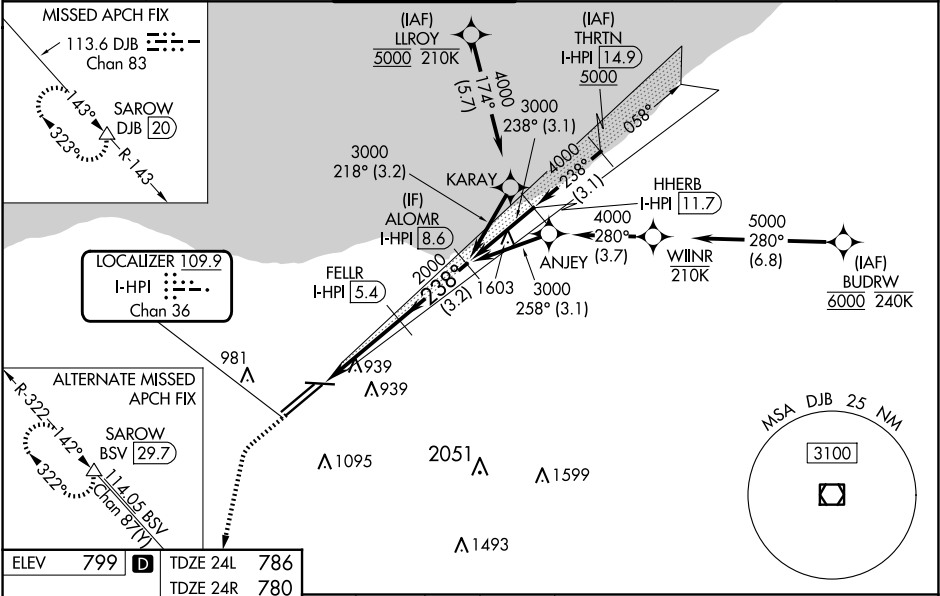
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 3/8 SM.

Rwy 24L  
MALSR

Rwy 24R  
ALSF-2

MISSED APPROACH:  
Climb to 1300 then  
climbing left turn to  
3000 on heading 200°  
and DJB VOR/DME  
R-143 to SAROW/DJB  
20 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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ELEV 799	TDZE 24L 786
	TDZE 24R 780

1300

3000

hdg 200°

DJB R-143

SAROW

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

FELLR I-HPI 5.4

ALOMR I-HPI 8.6

3000

2000

2000

238°

GS 3.00° TCH 52

1.3 NM

2.4 NM

3.2 NM

\*LOC only

I-HPI 1.8

\*I-HPI 3.1

CATEGORY	A	B	C	D
S-ILS 24L	986/18 200 (200-1/2)			
S-LOC 24L	1260/24	474 (500-1/2)	1260/50	474 (500-1)
SIDESTEP 24R	1260/55	480 (500-1)	1260-1 1/2 480 (500-1 1/2)	1260-2 480 (500-2)
CIRCLING	1420-1	621 (700-1)	1420-1 3/4 621 (700-1 3/4)	1420-2 621 (700-2)