

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

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.

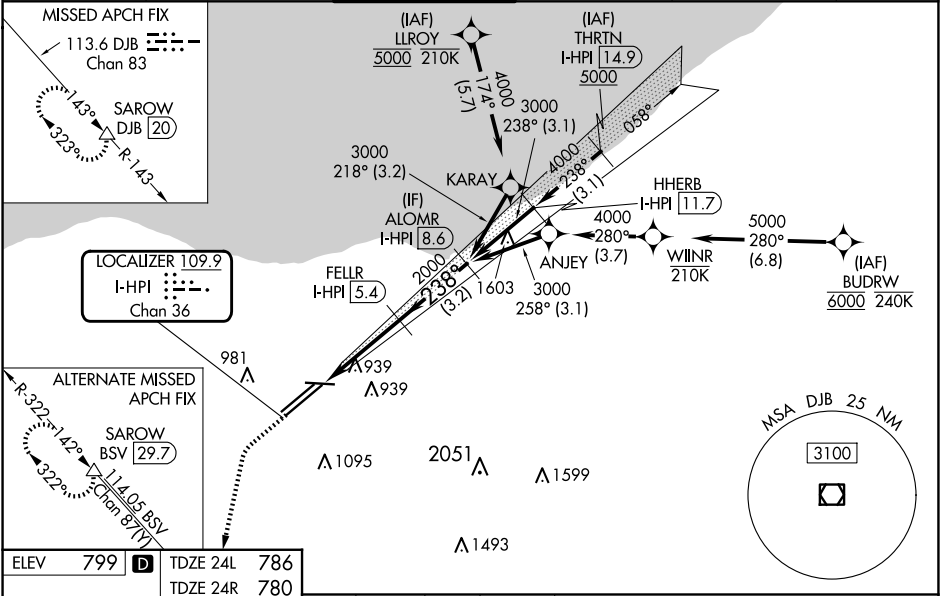
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 3/8 SM.

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 127.85 DEP 132.375	CLEVELAND APP CON 126.55 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45	CLNC DEL 125.05 273.45	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



ELEV 799	TDZE 24L 786
	TDZE 24R 780

1300
↑
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

*LOC only

I-HPI 1.8

*I-HPI 3.1

2000

238°

3000

GS 3.00° TCH 52

1.3 NM

2.4 NM

3.2 NM

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)

EC-2, 23 JAN 2025 to 20 FEB 2025

EC-2, 23 JAN 2025 to 20 FEB 2025