

LOC/DME I-HPI	APP CRS	Rwy Idg	24L	24R
<b>109.9</b>	<b>238°</b>	TDZE	<b>9956</b>	<b>9000</b>
Chan <b>36</b>			<b>786</b>	<b>780</b>
		Apt Elev	<b>799</b>	<b>799</b>

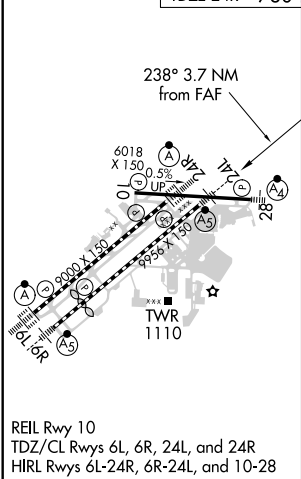
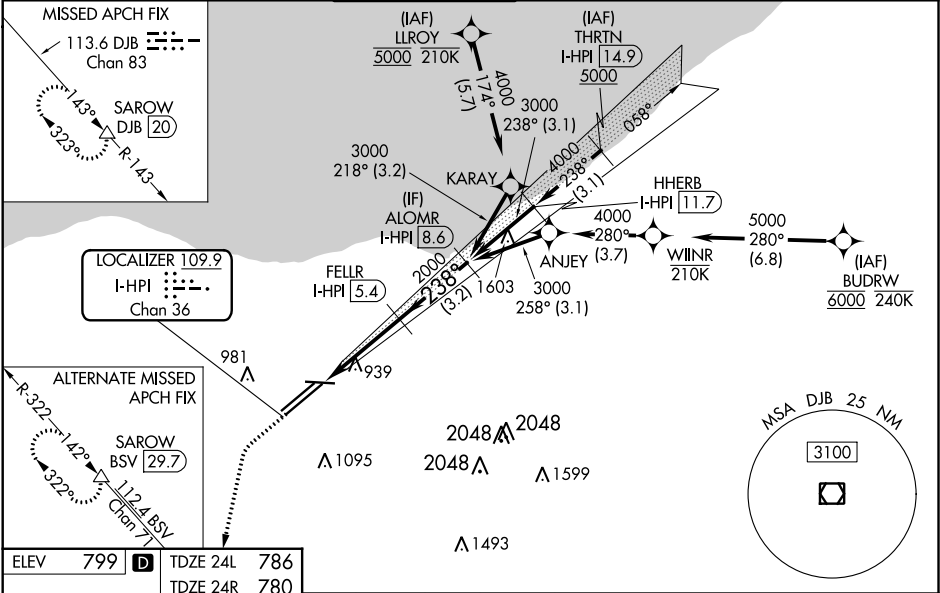
ILS or LOC RWY 24L  
CLEVELAND-HOPKINS INTL (CLE)

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 1½ 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.
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D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>124.0 346.325</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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1300	3000	DJB	SAROW	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).
↑	hdg 200°	R-143	△	ALOMR I-HPI 8.6
*LOC only				
GS 3.00° TCH 52				
CATEGORY	A	B	C	D
S-ILS 24L	986/18 200 (200-½)			
S-LOC 24L	1260/24	474 (500-½)	1260/50	474 (500-1)
SIDESTEP 24R	1260/55	480 (500-1)	1260-1½ 480 (500-½)	1260-2 480 (500-2)
Ⓢ CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-¾)	1420-2 621 (700-2)