

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

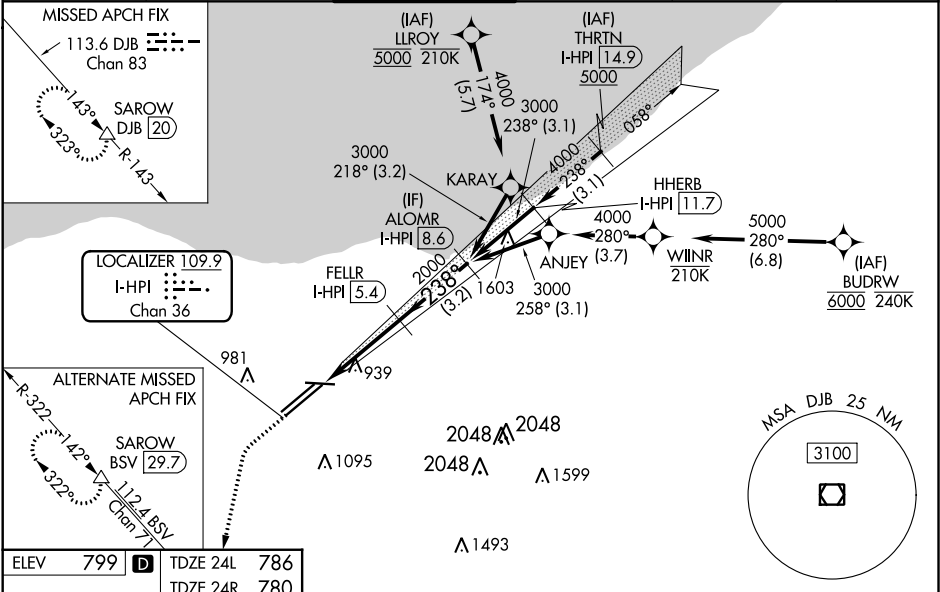
ILS or LOC RWY 24L
CLEVELAND-HOPKINS INTL (CLE)

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.

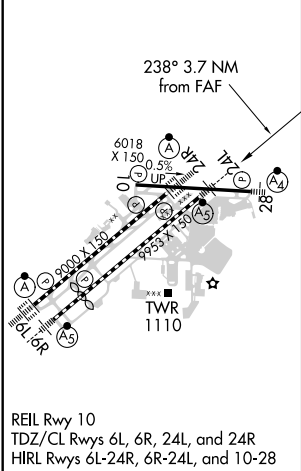
Rwy 24L MALSR 	Rwy 24R ALSF-2 	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.
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⚠ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations 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.

D-ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 124.0 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45	CLNC DEL 125.05 273.45	CPDLC
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ELEV	799	TDZE 24L	786
		TDZE 24R	780



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				
1.3 NM 2.4 NM 3.2 NM				
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)
C CIRCUING	1420-1	621 (700-1)	1420-1¾ 621 (700-¾)	1420-2 621 (700-2)