


LOC/DME I-PVY <b>111.55</b> Chan 52(Y)	APP CRS <b>237°</b>	Rwy Idg THRE <b>780</b> Apt Elev <b>799</b>
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# ILS RWY 24R (CAT II)

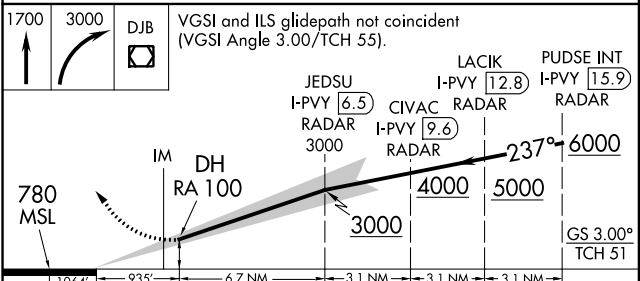
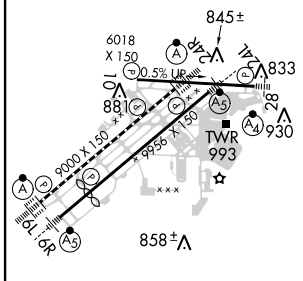
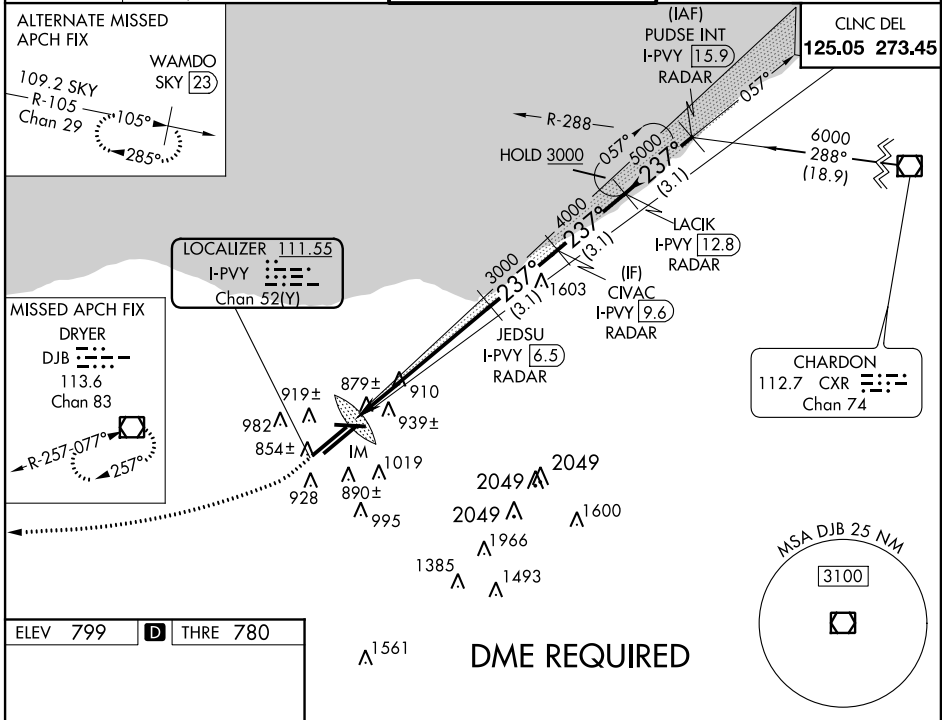
CLEVELAND-HOPKINS INTL (CLE)


**▽** RVR 1000 authorized with specific OPSPEC, MPSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 24L.

ALSF-2 

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

ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 6L/24R, 10	CLEVELAND APP CON <b>124.0 354.025</b> <b>126.55 354.025</b>	CLEVELAND TOWER 6R/24L, 10/28 6L/24R	<b>120.9 273.45</b> <b>124.5 273.45</b>	GND CON 6R/24L, 10/28 6L/24R	<b>121.7 273.45</b> <b>133.6 273.45</b>
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1700	3000	DJB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	LACIK I-PVY [12.8] RADAR	PUDSE INT I-PVY [15.9] RADAR
↑	↘			JEDSU I-PVY [6.5] RADAR	CIVAC I-PVY [9.6] RADAR
				3000	3000
				4000	5000
				237°	6000
				GS 3.00°	TCH 51
				1064'	935'
				6.7 NM	3.1 NM
				3.1 NM	3.1 NM

CATEGORY A B C D

S-ILS 24R RA 100/12 100 DA 880

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24L and 24R  
HIRL Rwy 10-28, 6R-24L, and 6L-24R

EC-2, 07 FEB 2013 to 07 MAR 2013

EC-2, 07 FEB 2013 to 07 MAR 2013