LDA/DME RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-FVZ	APP CRS	Rwy ldg	9956
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

NA — Inop table does not apply. Runway 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available. Simultaneous approach authorized with Rwy 24R.

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

MSA DJB 25 NM 3100

RADAR REQUIRED
LDA/GLIDESLOPE

059°

5000 239° (2.9) (IF) KIVLE I-FVZ 15.1

4000 239° (3) LEFEW I-FVZ 12.2

3000 239° (3) 1603 JCALL I-FVZ 9.3

FRNCO I-FVZ 2.3

ALLAM I-FVZ 6.3

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.35
I-FVZ
Chan 50 (Y)
LOC offset 2.51°

982 919± 939± 956 854± 928 890± 1019 995 2049 2049 2049 1600 1966 1385 1493 1561

R-114

R-342

WOMGO DJB 22.1

114°

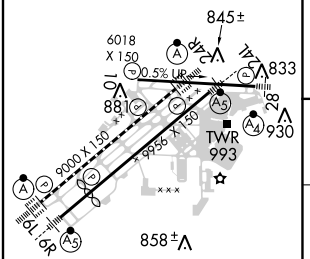
294°

R-293

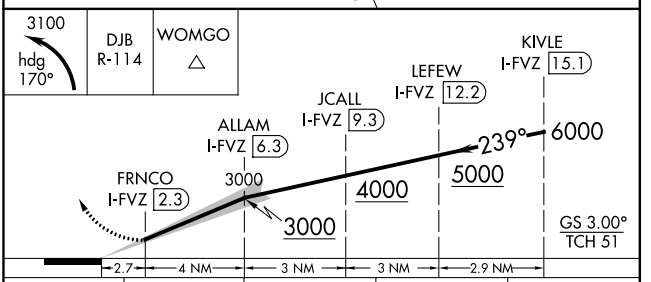
114.4 ACO Chan 91

112.4 BSV Chan 71

ELEV 791 D TDZE 786



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



CATEGORY	A	B	C	D
S-LDA/GS 24L	1700-3	914 (1000-3)		NA

EC-2, 07 FEB 2013 to 07 MAR 2013
EC-2, 07 FEB 2013 to 07 MAR 2013