

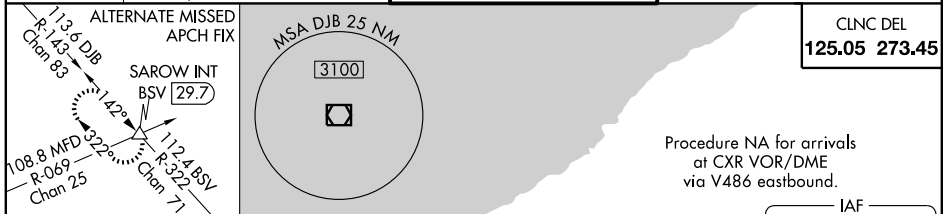
LOC/DME I-PXP <b>110.7</b> Chan 44	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev <b>6017</b> <b>791</b> <b>791</b>
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# CONVERGING ILS RWY 28

CLEVELAND-HOPKINS INTL (CLE)

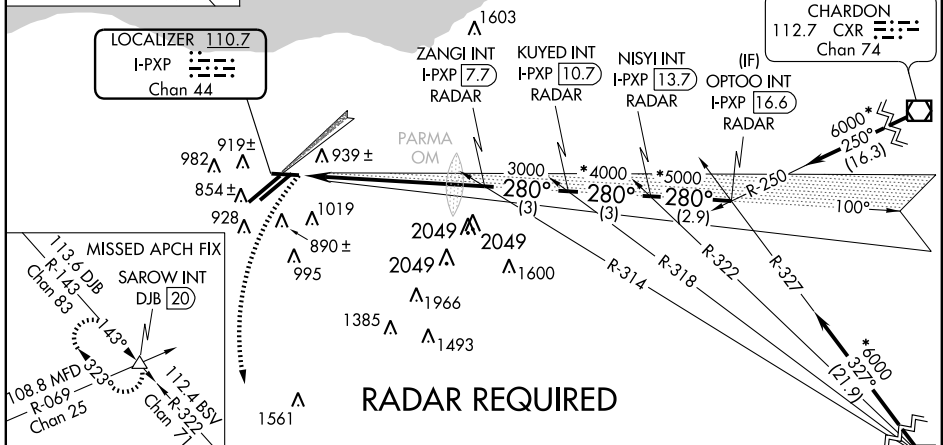
<p><b>▼</b> Inoperative table does not apply. <b>▲</b> NA Simultaneous converging approach authorized with converging ILS Rwy 24R. Autopilot coupled approach NA below 1080.</p>	<p>MALSF </p>	<p>MISSED APPROACH: Climbing left turn to 3000 via heading 180° and DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.</p>
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<p>ATIS ARR <b>127.85</b> DEP <b>132.375</b></p>	<p>CLEVELAND APP CON 6R/24L, 28 <b>124.0 354.025</b> 6L/24R, 10 <b>126.55 354.025</b></p>	<p>CLEVELAND TOWER 6R/24L, 10/28 <b>120.9 273.45</b> 6L/24R <b>124.5 273.45</b></p>	<p>GND CON 6R/24L, 10/28 <b>121.7 273.45</b> 6L/24R <b>133.6 273.45</b></p>
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CLNC DEL <b>125.05 273.45</b>
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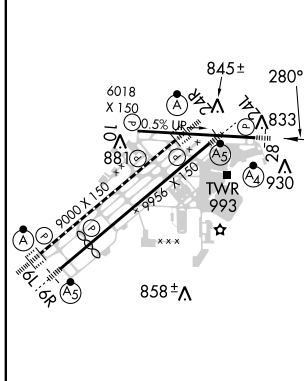
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.



**RADAR REQUIRED**

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791	<b>D</b>	TDZE 791
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<p>3000 hdg 180°</p>	<p>SAROW DJB R-143</p>	<p>*When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.</p>
<p>3000</p>	<p>ZANGI INT I-PXP 7.7 RADAR</p>	<p>KUYED INT I-PXP 10.7 RADAR</p>
<p>3000</p>	<p>NISYI INT I-PXP 13.7 RADAR</p>	<p>OPTOO INT I-PXP 16.6 RADAR</p>
<p>3000</p>	<p>3000</p>	<p>*6000</p>
<p>6.7 NM</p>	<p>3 NM</p>	<p>3 NM</p>
<p>3 NM</p>	<p>2.9 NM</p>	<p>GS 3.00° TCH 42</p>
<p>CATEGORY A</p>	<p>B</p>	<p>C</p>
<p>S-ILS 28</p>	<p>1791-2 1000 (1000-2)</p>	<p>1791-3 1000 (1000-3)</p>

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

EC-2, 31 MAY 2012 to 28 JUN 2012

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