



KCLE/CLE  
-HOPKINS INTL

JEPPESEN  
14 DEC 07 (10-2A) Eff 20 Dec

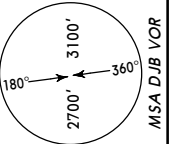
CLEVELAND, OHIO  
STAR

-HOPKINS INTL  
D-ATIS Arrival  
**127.85**

*Apt Elev See graphic*

Alt Set: INCHES  
1. RADAR required.  
2. Also serves **1**

Trans level: FL180  
Trans alt: 18000'

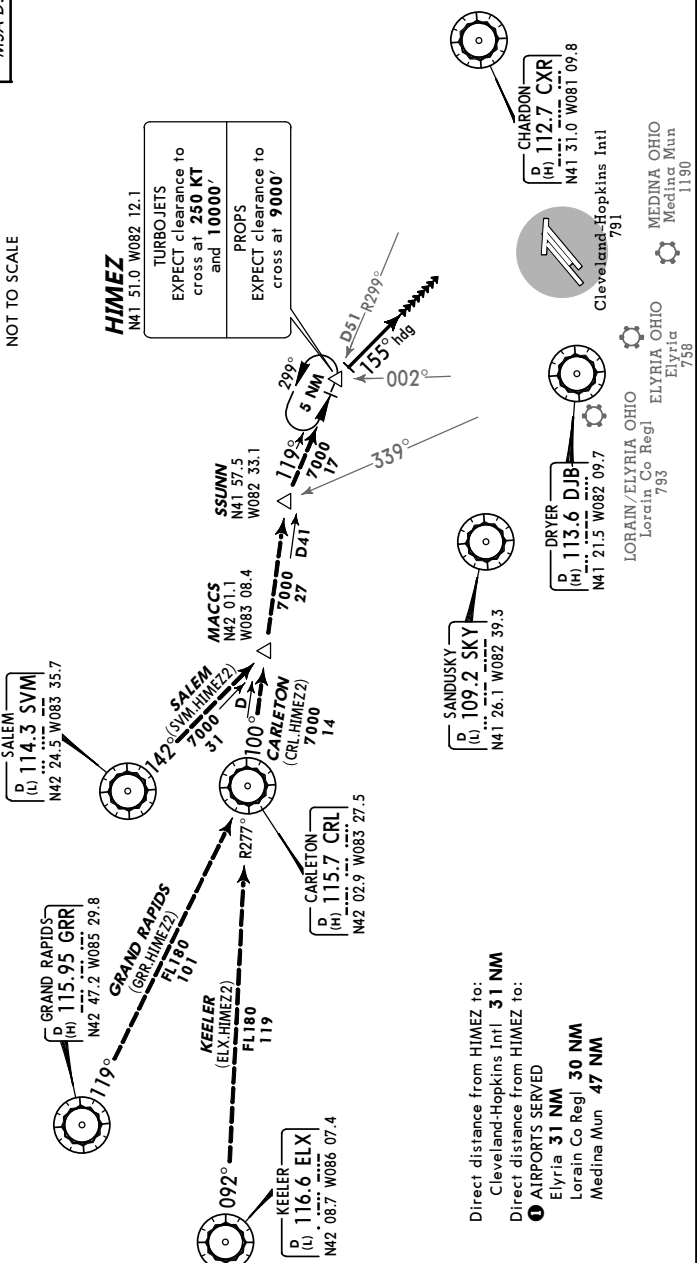


### HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

**HIMEZ**  
N41 51.0 W082 12.1

TURBOJET  
EXPECT clearance to cross at **250 KT** and **10000'**

PROPS  
EXPECT clearance to cross at **9000'**



Direct distance from HIMEZ to:  
Cleveland-Hopkins Intl **31 NM**

Direct distance from HIMEZ to:  
**1** AIRPORTS SERVED  
Elyria **31 NM**  
Lorain Co Regl **30 NM**  
Medina Mun **47 NM**

**ROUTING**  
From over HIMEZ fly heading 155°. EXPECT RADAR vectors to final approach course.

KCLE/CLE  
-HOPKINS INTL

JEPPESEN  
14 DEC 07 (10-2B) Eff 20 Dec

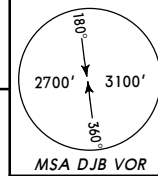
CLEVELAND, OHIO  
STAR

-HOPKINS INTL  
D-ATIS Arrival  
**127.85**

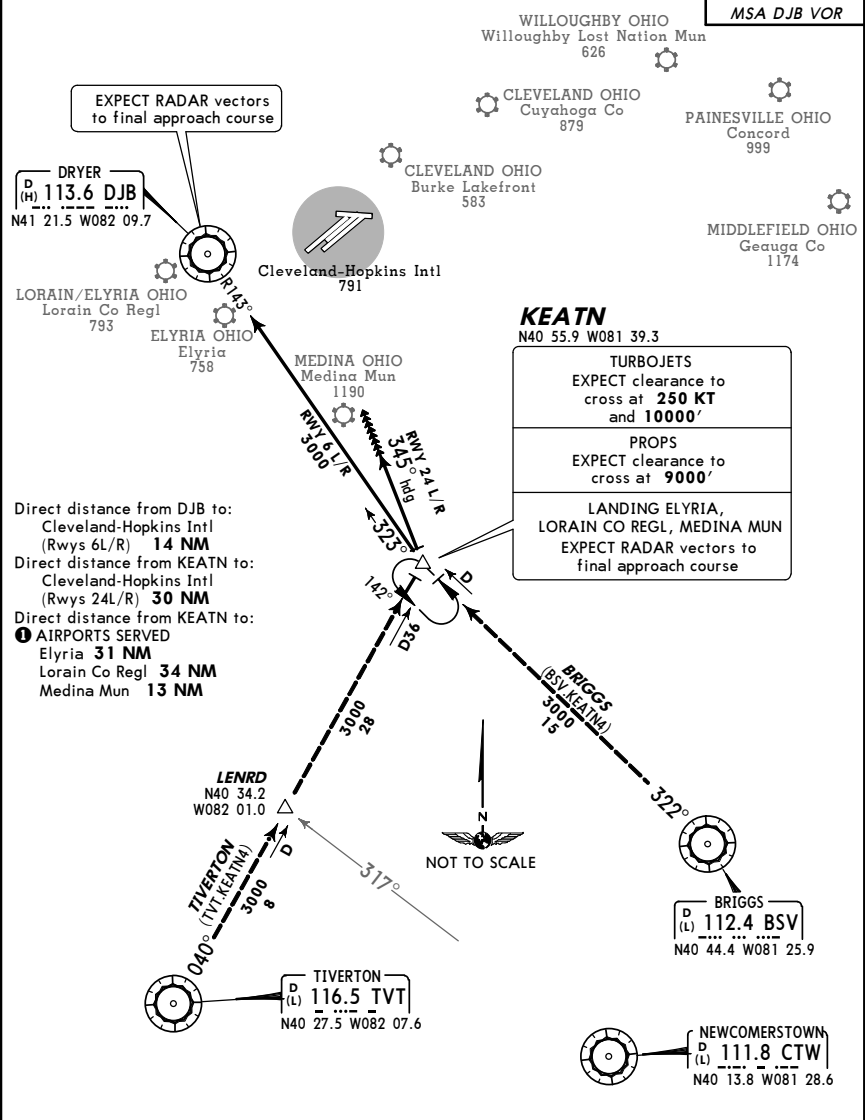
*Apt Elev See graphic*

Alt Set: INCHES  
1. RADAR required.  
2. Also serves **1**

Trans level: FL180  
Trans alt: 18000'



### KEATN FOUR ARRIVAL (KEATN.KEATN4)



**KEATN**  
N40 55.9 W081 39.3

TURBOJET  
EXPECT clearance to cross at **250 KT** and **10000'**

PROPS  
EXPECT clearance to cross at **9000'**

LANDING ELYRIA,  
LORAIN CO REGL, MEDINA MUN  
EXPECT RADAR vectors to final approach course

Direct distance from DJB to:  
Cleveland-Hopkins Intl (Rwys 6L/R) **14 NM**

Direct distance from KEATN to:  
Cleveland-Hopkins Intl (Rwys 24L/R) **30 NM**

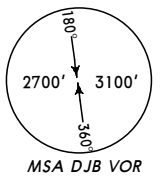
Direct distance from KEATN to:  
**1** AIRPORTS SERVED  
Elyria **31 NM**  
Lorain Co Regl **34 NM**  
Medina Mun **13 NM**

LANDING CLEVELAND/HOPKINS INTL	
RWY 6L/R	Depart KEATN via DJB R-143 to DJB. EXPECT RADAR vectors to final approach course.
RWY 24L/R	Depart KEATN fly heading 345°. EXPECT RADAR vectors to final approach course.
LANDING ALL OTHER AIRPORTS	
From KEATN, EXPECT RADAR vectors to final approach course.	

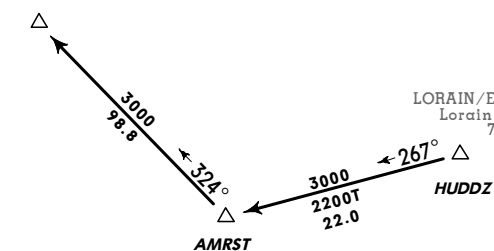


KCLE/CLE  
 -HOPKINS INTL

CLEVELAND Departure (R) 237°-056° 057°-236° <b>128.25 118.15</b>	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000'	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Also serves ①
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**ALPHE**



DRYER  
 DJB

LORAIN/ELYRIA OHIO  
 Lorain Co Regl  
 793

ELYRIA OHIO  
 Elyria  
 758

-Hopkins Intl  
 791

MEDINA OHIO  
 Medina Mun  
 1190

CLEVELAND OHIO  
 Burke Lakefront  
 583

CLEVELAND OHIO  
 Cuyahoga Co  
 879

WILLOUGHBY OHIO  
 Willoughby Lost Nation Mun  
 626

PAINESVILLE OHIO  
 Concord  
 999

CHARDON  
 CXR

MIDDLEFIELD OHIO  
 Geauga Co  
 1174

- Direct distance to HUDDZ from:  
 -Hopkins Intl **30 NM**  
 Direct distance to HUDDZ from:  
 ① AIRPORTS SERVED  
 Burke Lakefront **39 NM**  
 Concord **63 NM**  
 Cuyahoga Co **49 NM**  
 Elyria **19 NM**  
 Geauga Co **66 NM**  
 Lorain Co Regl **15 NM**  
 Medina Mun **35 NM**  
 Willoughby Lost Nation Mun **55 NM**

**ALPHE TWO RNAV DEPARTURE  
 (ALPHE2.ALPHE)**

This SID requires takeoff minimums (for standard minimums refer to airport chart):  
**BURKE LAKEFRONT:** RWY 6L: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 400' per NM to **1800'**.  
 RWY 6R: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 360' per NM to **1800'**.  
 RWY 24L: 300-1 1/2 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.  
 RWY 24R: 200-1 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.

Gnd speed-KT	75	100	150	200	250	300
360' per NM	450	600	900	1200	1500	1800
400' per NM	500	667	1000	1333	1667	2000
527' per NM	659	878	1318	1757	2196	2635

**CONCORD:** RWY 2: Standard (or lower than standard, if authorized).  
 RWY 20: 400-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 310' per NM to **1500'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550

**CUYAHOGA CO:** Standard (or lower than standard, if authorized).

**ELYRIA:** RWY 9: ATC climb of 240' per NM to **2800'**.  
 RWY 27: ATC climb of 250' per NM to **2800'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
250' per NM	313	417	625	833	1042	1250

**GEAUGA CO:** Standard (or lower than standard, if authorized).

**-HOPKINS INTL:** Standard (or lower than standard, if authorized).

**LORAIN CO REGL:** RWY 7: ATC climb of 390' per NM to **2800'**.

RWY 25: ATC climb of 420' per NM to **2800'**.

Gnd speed-KT	75	100	150	200	250	300
390' per NM	488	650	975	1300	1625	1950
420' per NM	525	700	1050	1400	1750	2100

**MEDINA MUN:** Standard (or lower than standard, if authorized).

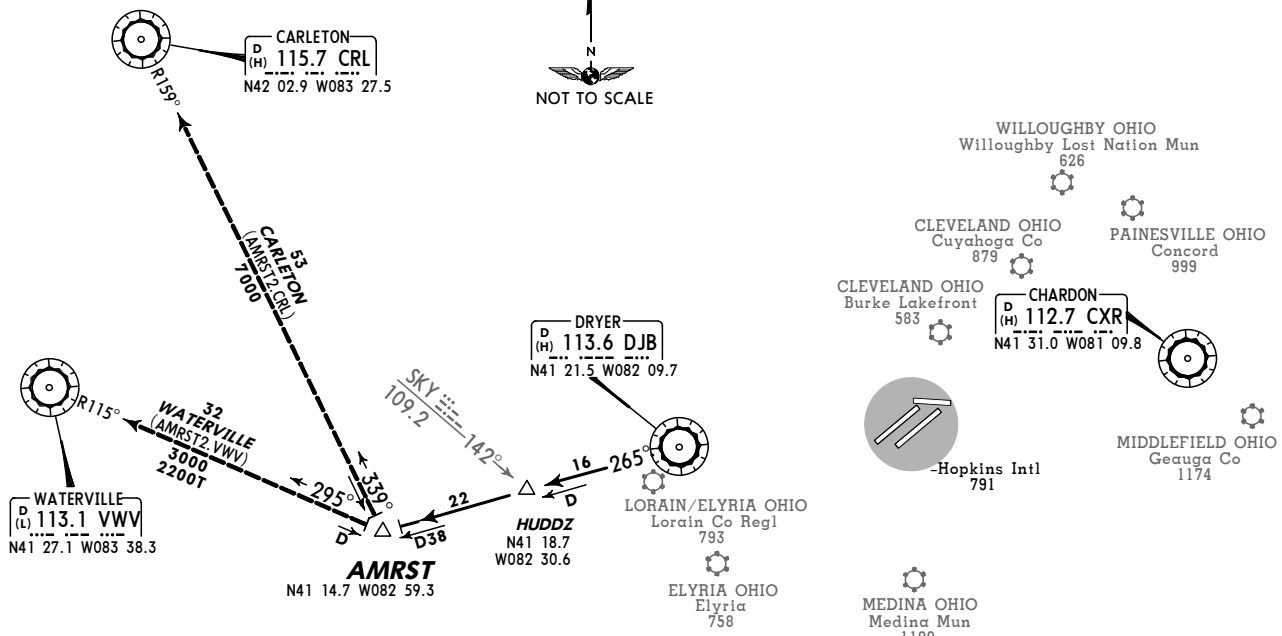
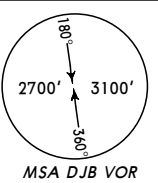
**WILLOUGHBY LOST NATION MUN:** Standard (or lower than standard, if authorized).

**OBSTACLE**

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
-HOPKINS INTL	RWYS 6L/R, 10, 24L/R, 28: Climb via assigned heading to <b>5000'</b> or assigned altitude.
BURKE LAKEFRONT	RWYS 6L/R: Climb via heading 065° to <b>1800'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn via CXR R-272 to <b>1900'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
WILLOUGHBY LOST NATION MUN	RWY 5: Climb via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 10: Climb via heading 099° to <b>1600'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 23: Climb via heading 233° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
ALL OTHER AIRPORTS	RWY 28: Climb via heading 279° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	Climb via assigned heading to <b>3000'</b> or assigned altitude.
ROUTING	
RADAR vectors to HUDDZ then via 267° track to AMRST then via 324° track to ALPHE. EXPECT filed altitude/flight level 10 minutes after departure.	

CLEVELAND Departure (R) 237°-056° <b>128.25</b>	057°-236° <b>118.15</b>	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000'	1. RADAR required. 2. Also serves ①
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**AMRST TWO DEPARTURE  
 (AMRST2.AMRST)**

This SID requires takeoff minimums (for standard minimums refer to airport chart):  
**BURKE LAKEFRONT**: RWY 6L: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 400' per NM to **1800'**.  
 RWY 6R: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 360' per NM to **1800'**.  
 RWY 24L: 300-1 1/2 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.  
 RWY 24R: 200-1 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.

Gnd speed-KT	75	100	150	200	250	300
360' per NM	450	600	900	1200	1500	1800
400' per NM	500	667	1000	1333	1667	2000
527' per NM	659	878	1318	1757	2196	2635

**CONCORD**: RWY 2: Standard (or lower than standard, if authorized).  
 RWY 20: 400-1 3/4 or standard (or lower than standard, if authorized), with minimum climb of 310' per NM to **1500'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550

**CUYAHOGA CO**: Standard (or lower than standard, if authorized).  
**ELYRIA**: Standard (or lower than standard, if authorized).  
**GEAUGA CO**: Standard (or lower than standard, if authorized).  
**-HOPKINS INTL**: Standard (or lower than standard, if authorized).  
**LORAIN CO REGL**: Standard (or lower than standard, if authorized).  
**MEDINA MUN**: Standard (or lower than standard, if authorized).  
**WILLOUGHBY LOST NATION MUN**: Standard (or lower than standard, if authorized).

**OBSTACLE**  
 For TAKEOFF OBSTACLE NOTES See 10-30B1.

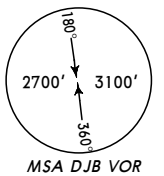
- Direct distance to DJB from:  
 -Hopkins Intl **14 NM**  
 Direct distance to DJB from:  
 ① AIRPORTS SERVED  
 Burke Lakefront **24 NM**  
 Concord **47 NM**  
 Cuyahoga Co **33 NM**  
 Elyria **3 NM**  
 Geauga Co **50 NM**  
 Lorain Co Regl **1 NM**  
 Medina Mun **23 NM**  
 Willoughby Lost Nation Mun **40 NM**

AIRPORT	INITIAL CLIMB
<b>-HOPKINS INTL</b>	RWYS 6L/R, 10, 24L/R, 28: Climb via assigned heading to <b>5000'</b> or assigned altitude.
<b>BURKE LAKEFRONT</b>	RWYS 6L/R: Climb via heading 065° to <b>1800'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn via CXR R-272 to <b>1900'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>WILLOUGHBY LOST NATION MUN</b>	RWY 5: Climb via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 10: Climb via heading 099° to <b>1600'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 23: Climb via heading 233° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 28: Climb via heading 279° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>ALL OTHER AIRPORTS</b>	Climb via assigned heading to <b>3000'</b> or assigned altitude.
<b>ROUTING</b>	
Vectors to intercept DJB R-265 to AMRST, then via transition. EXPECT filed altitude/flight level 10 minutes after departure.	

CHANGES: Departure text, procedure renumbered.

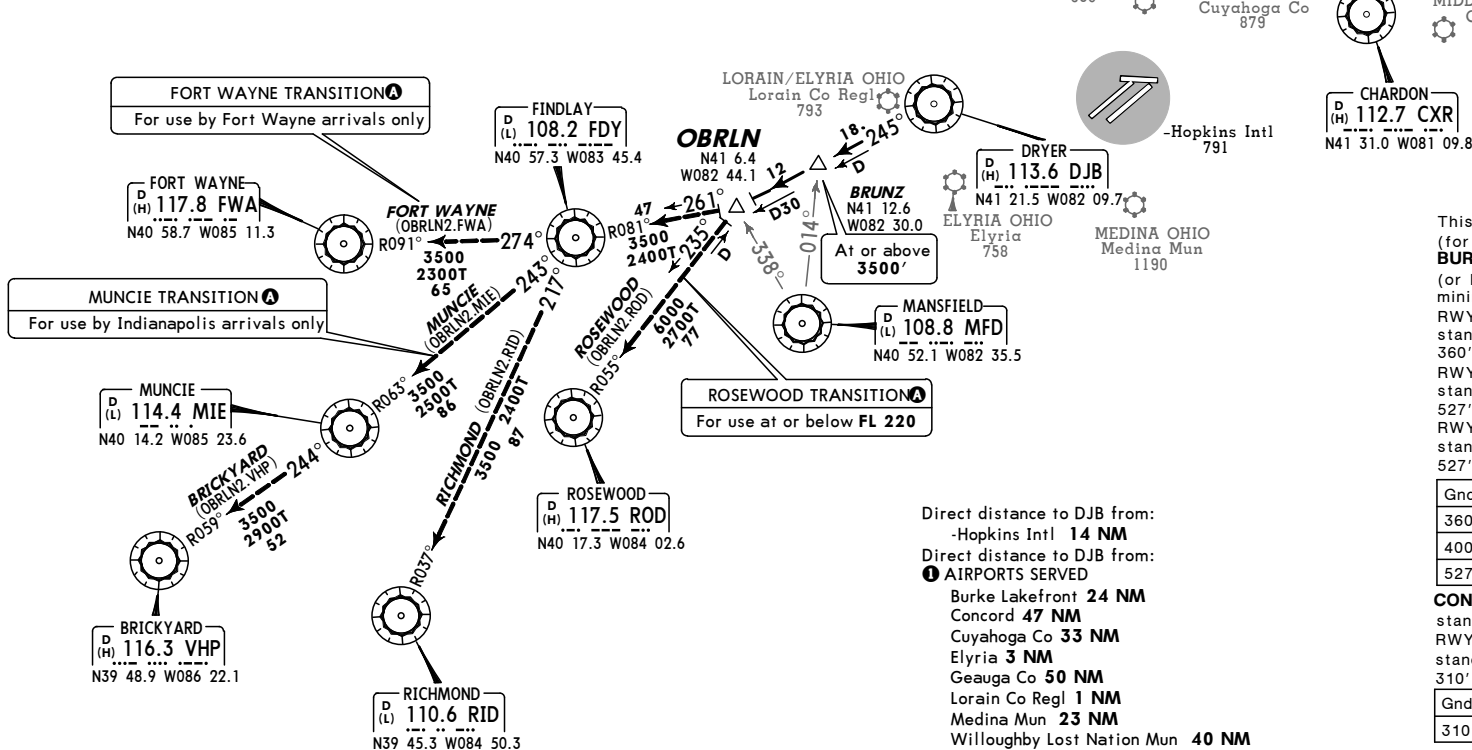
KCLE/CLE  
 -HOPKINS INTL

CLEVELAND Departure (R) 237°-056° 057°-236° <b>128.25 118.15</b>	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000'	1. RADAR required. 2. Also serves <b>1</b>
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**A**  
 ATC use as assigned

OBRLN TWO DEPARTURE  
 (OBRLN2.OBRLN)



This SID requires takeoff minimums (for standard minimums refer to airport chart):  
**BURKE LAKEFRONT:** RWY 6L: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 400' per NM to **1800'**.  
 RWY 6R: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 360' per NM to **1800'**.  
 RWY 24L: 300-1 1/2 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.  
 RWY 24R: 200-1 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.

Gnd speed-KT	75	100	150	200	250	300
360' per NM	450	600	900	1200	1500	1800
400' per NM	500	667	1000	1333	1667	2000
527' per NM	659	878	1318	1757	2196	2635

**CONCORD:** RWY 2: Standard (or lower than standard, if authorized).  
 RWY 20: 400-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 310' per NM to **1500'**.

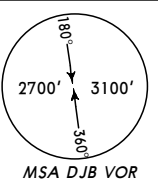
Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550

**CUYAHOGA CO:** Standard (or lower than standard, if authorized).  
**ELYRIA:** Standard (or lower than standard, if authorized).  
**GEAUGA CO:** Standard (or lower than standard, if authorized).  
**-HOPKINS INTL:** Standard (or lower than standard, if authorized).  
**LORAIN CO REGL:** Standard (or lower than standard, if authorized).  
**MEDINA MUN:** Standard (or lower than standard, if authorized).  
**WILLOUGHBY LOST NATION MUN:** Standard (or lower than standard, if authorized).

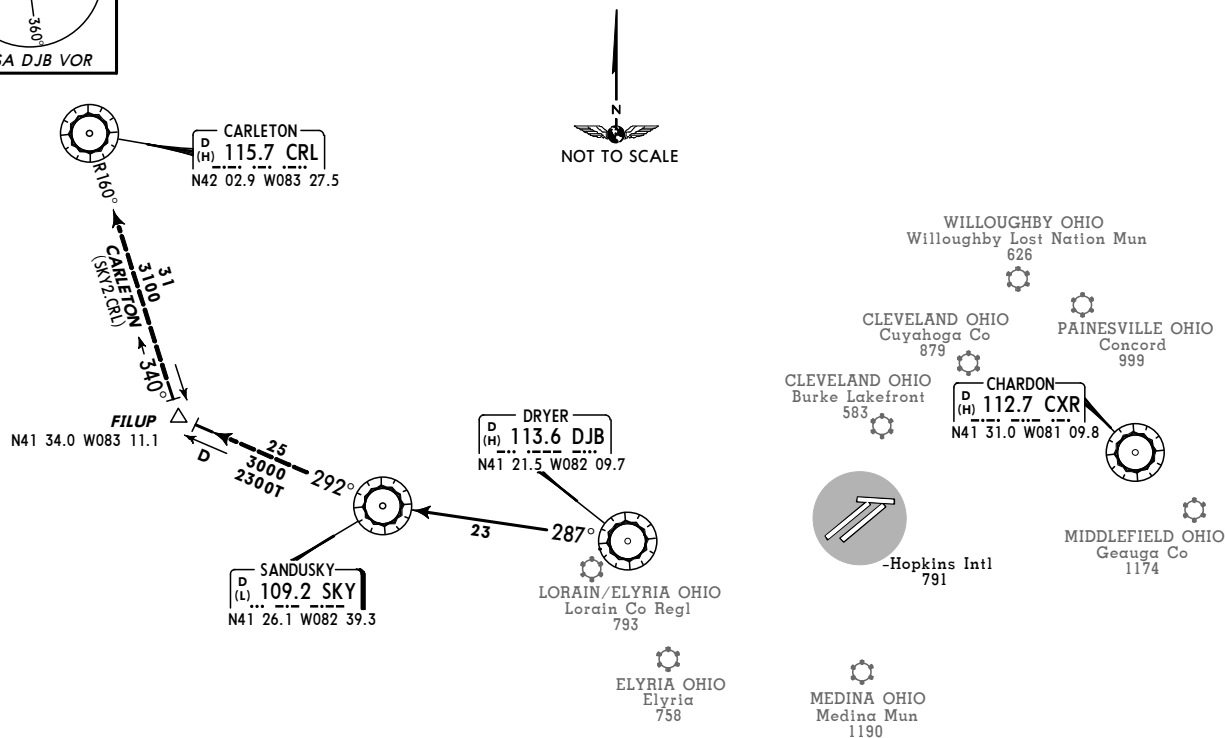
**OBSTACLE**  
 For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
<b>-HOPKINS INTL</b>	RWYS 6L/R, 10, 24L/R, 28: Climb via assigned heading to <b>5000'</b> or assigned altitude.
<b>BURKE LAKEFRONT</b>	RWYS 6L/R: Climb via heading 065° to <b>1800'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWYS 24L/R: Climbing RIGHT turn via CXR R-272 to <b>1900'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>WILLOUGHBY LOST NATION MUN</b>	RWY 5: Climb via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 10: Climb via heading 099° to <b>1600'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	RWY 23: Climb via heading 233° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>ALL OTHER AIRPORTS</b>	RWY 28: Climb via heading 279° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
	Climb via assigned heading to <b>3000'</b> or assigned altitude.
<b>ROUTING</b>	
Vectors to intercept DJB R-245 to BRUNZ, then proceed to OBRLN, then via transition. EXPECT filed altitude/flight level 10 minutes after departure.	

CLEVELAND Departure (R) 237°-056° 057°-236° <b>128.25 118.15</b>	Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000'	1. Turboprop aircraft only. 2. RADAR required. 3. Also serves <b>1</b>
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**SANDUSKY TWO DEPARTURE  
 (SKY2.SKY)**



This SID requires takeoff minimums (for standard minimums refer to airport chart):  
**BURKE LAKEFRONT:** RWY 6L: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 400' per NM to **1800'**.  
 RWY 6R: 400-2 or standard (or lower than standard, if authorized), with minimum climb of 360' per NM to **1800'**.  
 RWY 24L: 300-1 1/2 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.  
 RWY 24R: 200-1 or standard (or lower than standard, if authorized), with minimum climb of 527' per NM to **1900'**.

Gnd speed-KT	75	100	150	200	250	300
360' per NM	450	600	900	1200	1500	1800
400' per NM	500	667	1000	1333	1667	2000
527' per NM	659	878	1318	1757	2196	2635

**CONCORD:** RWY 2: Standard (or lower than standard, if authorized).  
 RWY 20: 400-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 310' per NM to **1500'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550

- CUYAHOGA CO:** Standard (or lower than standard, if authorized).
- ELYRIA:** Standard (or lower than standard, if authorized).
- GEAUGA CO:** Standard (or lower than standard, if authorized).
- HOPKINS INTL:** Standard (or lower than standard, if authorized).
- LORAIN CO REGL:** Standard (or lower than standard, if authorized).
- MEDINA MUN:** Standard (or lower than standard, if authorized).
- WILLOUGHBY LOST NATION MUN:** Standard (or lower than standard, if authorized).

**OBSTACLE**  
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

- Direct distance to DJB from:  
 -Hopkins Intl **14 NM**  
 Direct distance to DJB from:  
**1 AIRPORTS SERVED**  
 Burke Lakefront **24 NM**  
 Concord **47 NM**  
 Cuyahoga Co **33 NM**  
 Elyria **3 NM**  
 Geauga Co **50 NM**  
 Lorain Co Regl **1 NM**  
 Medina Mun **23 NM**  
 Willoughby Lost Nation Mun **40 NM**

AIRPORT	INITIAL CLIMB
<b>-HOPKINS INTL</b>	RWYS 6L/R, 10, 24L/R, 28: Climb via assigned heading to <b>5000'</b> or assigned altitude.
<b>BURKE LAKEFRONT</b>	RWYS 6L/R: Climb via heading 065° to <b>1800'</b> then via assigned heading to <b>3000'</b> or assigned altitude. RWYS 24L/R: Climbing RIGHT turn via CXR R-272 to <b>1900'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>WILLOUGHBY LOST NATION MUN</b>	RWY 5: Climb via assigned heading to <b>3000'</b> or assigned altitude. RWY 10: Climb via heading 099° to <b>1600'</b> then via assigned heading to <b>3000'</b> or assigned altitude. RWY 23: Climb via heading 233° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude. RWY 28: Climb via heading 279° to <b>1400'</b> then via assigned heading to <b>3000'</b> or assigned altitude.
<b>ALL OTHER AIRPORTS</b>	Climb via assigned heading to <b>3000'</b> or assigned altitude.
ROUTING	
Vectors to intercept DJB R-287 to SKY. EXPECT filed altitude/flight level 10 minutes after departure.	

CHANGES: Departure text, procedure renumbered.

KCLE/CLE

1 MAY 09  
Eff 7 May

JEPPesen

10-30B1

CLEVELAND, OHIO  
-HOPKINS INTL

TAKEOFF OBSTACLE NOTES

-HOPKINS INTL

- RWY 10:  
MULTIPLE SIGNS BEGINNING 1237' FROM DER, 717' LEFT OF CENTERLINE, UP TO 68' AGL/857' MSL. LT POLE 1746' FROM DER, 786' RIGHT OF CENTERLINE, 53' AGL/842' MSL. TWR 4157' FROM DER, 1456' RIGHT OF CENTERLINE, 137' AGL/922' MSL.
- RWY 24L:  
MULTIPLE TREES AND POLES BEGINNING 1903' FROM DER, 5' LEFT OF CENTERLINE, UP TO 89' AGL/849' MSL.
- RWY 24R:  
TWR 2565' FROM DER, 1028' RIGHT OF CENTERLINE, 191' AGL/870' MSL. MULTIPLE TREES BEGINNING 3653' FROM DER, 857' LEFT OF CENTERLINE, UP TO 103' AGL/870' MSL.
- RWY 28:  
VEHICLE ON ROAD 304' FROM DER, 3' LEFT OF CENTERLINE, 14' AGL/773' MSL. ANT ON BLDG 308' FROM DER, 240' LEFT OF CENTERLINE, 13' AGL/775' MSL. MULTIPLE TREES BEGINNING 1046' FROM DER, 105' LEFT OF CENTERLINE, UP TO 60' AGL/819' MSL. TOWER 2640' FROM DER, 946' RIGHT OF CENTERLINE, 80' AGL/840' MSL.

BURKE LAKEFRONT

- RWY 6L:  
OBSTACLE LIGHT ON HANGER 1127' FROM DER, 780' RIGHT OF CENTERLINE, 575' AGL/622' MSL. TWR 5589' FROM DER, 1760' RIGHT OF CENTERLINE, 237' AGL/857' MSL. STACKS 1.6 NM FROM DER, 883' RIGHT OF CENTERLINE, 312' AGL/898' MSL.
- RWY 6R:  
OBSTACLE LIGHT ON WSK 166' FROM DER, 241' LEFT OF CENTERLINE, 21' AGL/590' MSL. STACKS 1.8 NM FROM DER, 381' RIGHT OF CENTERLINE, 312' AGL/898' MSL. TWR 5676' FROM DER, 1999' RIGHT OF CENTERLINE, 108' AGL/734' MSL. TWR 1.1 NM FROM DER, 1258' RIGHT OF CENTERLINE, 237' AGL/857' MSL.
- RWY 24L:  
MONUMENT 1257' FROM DER, 10' LEFT OF CENTERLINE, 55' AGL/630' MSL. BRIDGE 1.1 NM FROM DER, 2006' LEFT OF CENTERLINE, 208' AGL/792' MSL. ANT 227' FROM DER, 505' LEFT OF CENTERLINE, 37' AGL/608' MSL. ANT ON BLDG 1529' FROM DER, 2340' LEFT OF CENTERLINE, 483' AGL/1126' MSL. BLDG 2805' FROM DER, 3340' LEFT OF CENTERLINE, 949' AGL/1603' MSL.
- RWY 24R:  
CRANE 2228' FROM DER, 296' LEFT OF CENTERLINE, 136' AGL/707' MSL. ANT 2783' FROM DER, 1155' LEFT OF CENTERLINE, 186' AGL/764' MSL. MULTIPLE BLDGS 2787' FROM DER, 3873' LEFT OF CENTERLINE, UP TO 949' AGL/1603' MSL. ANT ON BLDG 1529' FROM DER, 2839' LEFT OF CENTERLINE, 483' AGL/1126' MSL.

CUYAHOGA CO

- RWY 6:  
TREES BEGINNING 2127' FROM DER, 975' RIGHT OF CENTERLINE, UP TO 109' AGL/982' MSL. TREE 2595' FROM DER, 740' LEFT OF CENTERLINE, 93' AGL/947' MSL.
- RWY 24:  
MULTIPLE TREES BEGINNING 755' FROM DER, 658' RIGHT OF CENTERLINE, UP TO 100' AGL/948' MSL. MULTIPLE TREES BEGINNING 1833' FROM DER, 681' LEFT OF CENTERLINE, UP TO 100' AGL/974' MSL.

KCLE/CLE

1 MAY 09  
Eff 7 May

JEPPesen

10-30B2

CLEVELAND, OHIO  
-HOPKINS INTL

TAKEOFF OBSTACLE NOTES (CONTD)

ELYRIA

- RWY 9:  
ROAD 1198' FROM DER, 275' LEFT OF CENTERLINE, 15' AGL/774' MSL. TREE 2077' FROM DER, 778' RIGHT OF CENTERLINE, 100' AGL/859' MSL.
- RWY 27:  
TREE 68' FROM DER, 237' LEFT OF CENTERLINE, 100' AGL/859' MSL. TREE 527' FROM DER, 454' RIGHT OF CENTERLINE, 100' AGL/854' MSL.  
LORAIN CO REGL
- RWY 7:  
MULTIPLE TREES BEGINNING 973' FROM DER, 293' RIGHT OF CENTERLINE, UP TO 75' AGL/865' MSL. MULTIPLE TREES BEGINNING 839' FROM DER, 636' LEFT OF CENTERLINE, UP TO 47' AGL/836' MSL.
- RWY 25:  
BUSH 583' FROM DER, 468' RIGHT OF CENTERLINE, 10' AGL/809' MSL. TREE 1587' FROM DER, 698' LEFT OF CENTERLINE, 44' AGL/838' MSL. TREE 2277' FROM DER, 435' RIGHT OF CENTERLINE, 58' AGL/854' MSL.

GAUGA CO

- RWY 11:  
RAILROAD 331' FROM DER, 315' LEFT OF CENTERLINE, 23' AGL/1182' MSL. TREES 3144' FROM DER, 671' LEFT OF CENTERLINE, 100' AGL/1249' MSL.
- RWY 29:  
RAILROAD 349' FROM DER, 521' LEFT OF CENTERLINE, 23' AGL/1212' MSL. MULTIPLE BLDGS 993' FROM DER, 294' RIGHT OF CENTERLINE, 40' AGL/1239' MSL. TREES 1875' FROM DER, 791' RIGHT OF CENTERLINE, 100' AGL/1319' MSL. TANK 2251' FROM DER, 578' RIGHT OF CENTERLINE, 125' AGL/1315' MSL.

MEDINA MUN

- RWY 1:  
MULTIPLE TREES BEGINNING 562' FROM DER, 588' LEFT OF CENTERLINE, UP TO 100' AGL/1279' MSL. MULTIPLE TREES BEGINNING 1925' FROM DER, ON CENTERLINE, UP TO 100' AGL/1319' MSL.
- RWY 9:  
MULTIPLE TREES BEGINNING 305' FROM DER, 396' RIGHT OF CENTERLINE, UP TO 100' AGL/1249' MSL. TWR 3627' FROM DER, 534' LEFT OF CENTERLINE, 150' AGL/1282' MSL.
- RWY 19:  
MULTIPLE TREES BEGINNING AT DER, 112' LEFT OF CENTERLINE, UP TO 100' AGL/1249' MSL.
- RWY 27:  
MULTIPLE TREES BEGINNING AT DER, 345' LEFT OF CENTERLINE UP TO 100' AGL/1319' MSL. MULTIPLE TREES BEGINNING AT DER, 366' RIGHT OF CENTERLINE, UP TO 100' AGL/1279' MSL.

CONCORD

- RWY 2:  
NUMEROUS TREES BEGINNING 503' FROM DER, 146' LEFT OF CENTERLINE, UP TO 100' AGL/1039' MSL.

KCLE/CLE

1 MAY 09  
 Eff 7 May

**JEPPESEN**

10-30B3

CLEVELAND, OHIO  
 -HOPKINS INTL

**TAKEOFF OBSTACLE NOTES (CONTD 1)**

- RWY 20:  
 NUMEROUS TREES BEGINNING 544' FROM DER, 25' RIGHT OF CENTERLINE, UP TO 200' AGL/1349' MSL. TWR 1.2 NM FROM DER, 2020' RIGHT OF CENTERLINE, 114' AGL/1223' MSL.

WILLOUGHBY LOST NATION MUN

- RWY 5:  
 TREE 1453' FROM DER, 725' RIGHT OF CENTERLINE, 100' AGL/724' MSL. BLDG 509' FROM DER, 429' RIGHT OF CENTERLINE, 20' AGL/644' MSL.
- RWY 10:  
 POLE 663' FROM DER, 64' RIGHT OF CENTERLINE, 52' AGL/675' MSL.
- RWY 23:  
 TREE 634' FROM DER, 561' RIGHT OF CENTERLINE, 100' AGL/724' MSL. STACKS 1.8 NM FROM DER, 1.0 NM RIGHT OF CENTERLINE, 600' AGL/1207' MSL.
- RWY 28:  
 TREE 1336' FROM DER, 699' LEFT OF CENTERLINE, 100' AGL/724' MSL. BLDG 1101' FROM DER, 337' RIGHT OF CENTERLINE, 35' AGL/661' MSL. STACKS 2.1 NM FROM DER, 4444' LEFT OF CENTERLINE, 600' AGL/1207' MSL.

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**JEPPESEN**

22 AUG 08 10-6

**TAXI**  
 CLEVELAND, OHIO  
 -HOPKINS INTL  
 Coded Taxi Routes

**STANDARDIZED TAXI ROUTES**

Pilots are encouraged to use extra caution due to the construction. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

**READBACK ALL HOLD SHORT INSTRUCTIONS**

To Runway 6L			
Route Ident	Start Point	Routing Via	Departure Fixes
Violet	All Terminal Parking Areas	Juliet, Kilo, Lima, November. <b>(Hold short of Runway 6R and monitor 120.9)</b> Golf. Monitor 124.5 when west of Runway 6R.	SKY, CETUS, KITTY, JUNKR, FAILS, GILLS

To Runway 6R			
Route Ident	Start Point	Routing Via	Departure Fixes
Emerald	All Terminal Parking Areas	Juliet, Kilo, Lima.	ACO, MFD, APE

To Runway 24L			
Route Ident	Start Point	Routing Via	Departure Fixes
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey.	ACO, MFD, APE

To Runway 24R			
Route Ident	Start Point	Routing Via	Departure Fixes
Grey	All Terminal Parking Areas	Juliet, Sierra, <b>(Hold short of Runway 24L and monitor 120.9)</b> , Sierra. Monitor 124.5 when west of Runway 24L.	SKY, CETUS, KITTY, JUNKR, FAILS, GILLS
Orange	All Terminal Parking Areas	Juliet, Romeo, <b>(Hold short of Runway 24L and monitor 120.9)</b> , Bravo, Golf. Monitor 124.5 when west of Runway 24L.	

# KCLE/CLE

Apt Elev **791'**  
N41 24.6 W081 51.2

# JEPPesen CLEVELAND, OHIO

4 SEP 09 **10-9**

-HOPKINS INTL

D-ATIS Departure VOT 110.4	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt) 125.05	Metering 127.27	81-51
Ground Rwys 6R/24L, 10/28 Rwys 6L/24R	Tower Rwys 6R/24L, 10/28 Rwys 6L/24R	CLEVELAND Departure (R) 237°-056° 057°-236° 121.7 120.9 124.5 128.25 118.15		81-50

Tower may clear aircraft for take-off Rwy 24L from Twy S; 8,900' (2713m) available.

CAUTION: Be alert for vehicle traffic at road crossing prior to entering NASA ramp. Do not taxi through intersection until crossing gates are lowered.

**LEGEND**  
① - Hold Spot

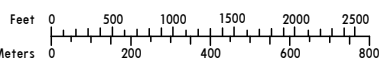
The following taxiways are closed annually from 10/15 through 4/15 to support de-icing operations:

- Twy M
- Twy M1 between Twy L and Twy J1
- Twy M2 between Twy L and Twy J1
- Twy J2 between Twy A and Twy K

**LEGEND**  
RUNWAY INCURSION HOT SPOTS

HS1

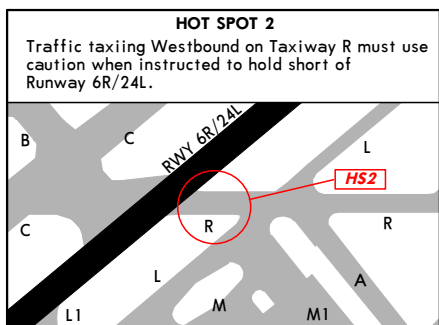
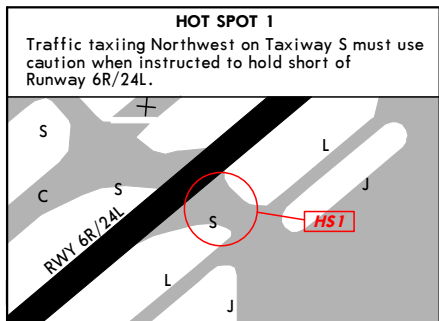
See 10-9A for description of Hot Spots



KCLE/CLE

**RUNWAY INCURSION "HOT SPOTS"**

(For information only, not to be construed as ATC instructions.)



**GENERAL**

Deer and birds on and in vicinity of airport.  
 Terminal Doppler Weather Radar.

**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE OFF	
6R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	8029' 2448m	7009' 2137m		150' 46m
	24L HIRL CL MALSR TDZ PAPI-R grooved RVR		8934' 2723m		
① Angle 2.89°.					
6L	HIRL CL ALSF-II TDZ ② PAPI-L grooved RVR		7964' 2427m		150' 46m
	24R HIRL CL ALSF-II TDZ ② PAPI-R grooved RVR		7936' 2419m		
② Angle 3.00°.					
10	③ HIRL PAPI-L grooved			5113' 1558m	150' 46m
	28 ③ HIRL MALSR ④ PAPI-R grooved RVR				
③ Not operational during Rwy 24L arrivals. ④ Angle 3.00°.					

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

**Rwys 6L, 6R, 24L, 24R**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

**Rwys 10, 28**

Adequate Vis Ref		STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

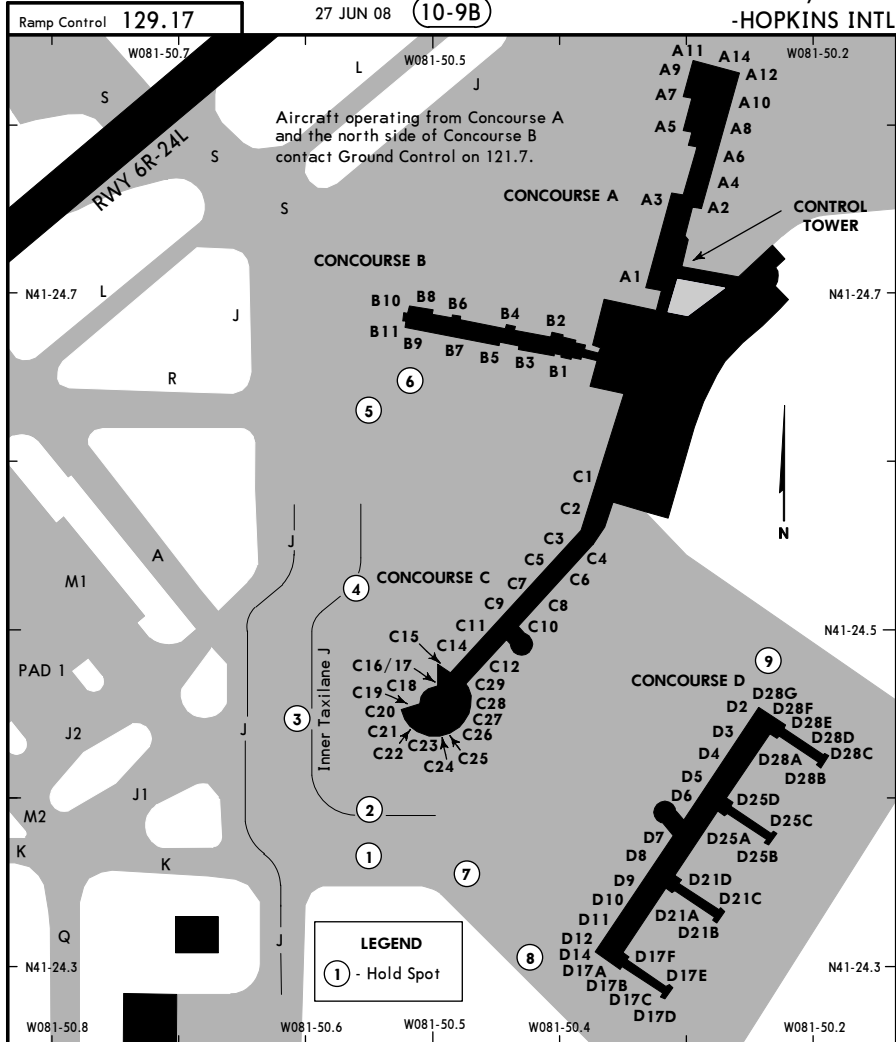
**OBSTACLE DP**

Rwys 6L, 6R, 10, climbing left turn to intercept DJB VOR via R-082 to 2600' before proceeding on course.

**FOR FILING AS ALTERNATE**

	ILS Rwy 6L/R ILS Rwy 24L/R ILS Rwy 28	LOC Rwy 6L/R LOC Rwy 24L LOC DME Rwy 24R LOC Rwy 28 RNAV (GPS) Rwy 6L/R RNAV (GPS) Rwy 24L/R	Other
A	600-2	800-2	NA
B			
C			
D			

KCLE/CLE **JEPPESEN** CLEVELAND, OHIO  
 -HOPKINS INTL



**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Concourse A</b>		C29	N41 24.5 W081 50.5
A1 thru A3	N41 24.7 W081 50.3	<b>Concourse D</b>	
A4 thru A12	N41 24.8 W081 50.3	D2	N41 24.5 W081 50.3
A14	N41 24.8 W081 50.3	D3 thru D9	N41 24.4 W081 50.3
<b>Concourse B</b>		D10 thru D12, D14	N41 24.3 W081 50.4
B1 thru B4	N41 24.7 W081 50.4	D17A	N41 24.3 W081 50.4
B5 thru B11	N41 24.7 W081 50.5	D17B thru D17F	N41 24.3 W081 50.3
<b>Concourse C</b>		D21A thru D21D	N41 24.3 W081 50.3
C1, C2	N41 24.6 W081 50.4	D25A	N41 24.4 W081 50.3
C3 thru C10	N41 24.5 W081 50.4	D25B, D25C	N41 24.4 W081 50.2
C11, C12	N41 24.5 W081 50.5	D25D	N41 24.4 W081 50.3
C14 thru C18	N41 24.5 W081 50.5	D28A thru D28G	N41 24.4 W081 50.2
C19 thru C28	N41 24.4 W081 50.5		

CHANGES: Concourse D parking gates.

KCLE/CLE **JEPPESEN** CLEVELAND, OHIO  
 -HOPKINS INTL

**CLEVELAND DEICING PROCEDURES**

AeroMag-Contego operates the Centralized Deicing Facility (CDF) at Cleveland, comprised of two pads identified as Pad-1 and Pad-2. Deice Pad-1 is the primary pad, handling the majority of the traffic. Aircraft are expected to deice in a manner consistent to meet ATC assigned departure release times due to GDP (*ground delay program*) or AFP (*airspace flow program*).

**Deice pad frequencies:**

- **AEROMAG:** 129.525 (aircraft movement)
- **ICEMAN:** 130.975 (deicing application coordination)

**Deice pad restrictions:**

- **Pad-1:** Bays 1, 3, 4, 6, 7, and 9 are restricted to Group-3 aircraft (wingspan less than 118' 36m).
- **Pad-2:** Group-2 aircraft (wingspan less than 79' 24m).

**Deicing:**

- All aircraft requiring deicing at the CDF shall coordinate with AeroMag prior to making initial contact with ATC for taxi.
- Aircraft shall notify AeroMag at least 30 minutes prior, or as soon as possible, when deicing is needed.
- Aircraft shall advise ATC of intended deice location (Pad-1 or PAD-2 as assigned by AeroMag).
- Under guidance from ATC Ground Control, aircraft will taxi to the assigned pad, holding short at the hand-off point and contacting AeroMag on frequency 129.525.
  - Pad-1 hand-off points are the east and west end of Twy J2, and Twys M1 & M2 short of Twy J2.
  - Pad-2 hand-off point is at the Pad-2 entrance off of Twy K1.
- Aircraft will follow instructions from AeroMag and taxi into the assigned deicing bay, contacting the ICEMAN on frequency 130.975 when so instructed with brakes set, aircraft configured, and engines at idle.
- After deicing is complete, aircraft will contact AeroMag on frequency 129.525 prior to moving aircraft.
- AeroMag will guide aircraft out of the deicing bay, and instruct the aircraft to hold short of the active taxiway and contact ATC Ground Control.
  - Pad-1 hand-off points for transfer to ATC Ground Control are on Twy M1 & M2 short of Twy L.
  - Pad-2 hand-off point is at the exit of Pad-2 short of Twy K.

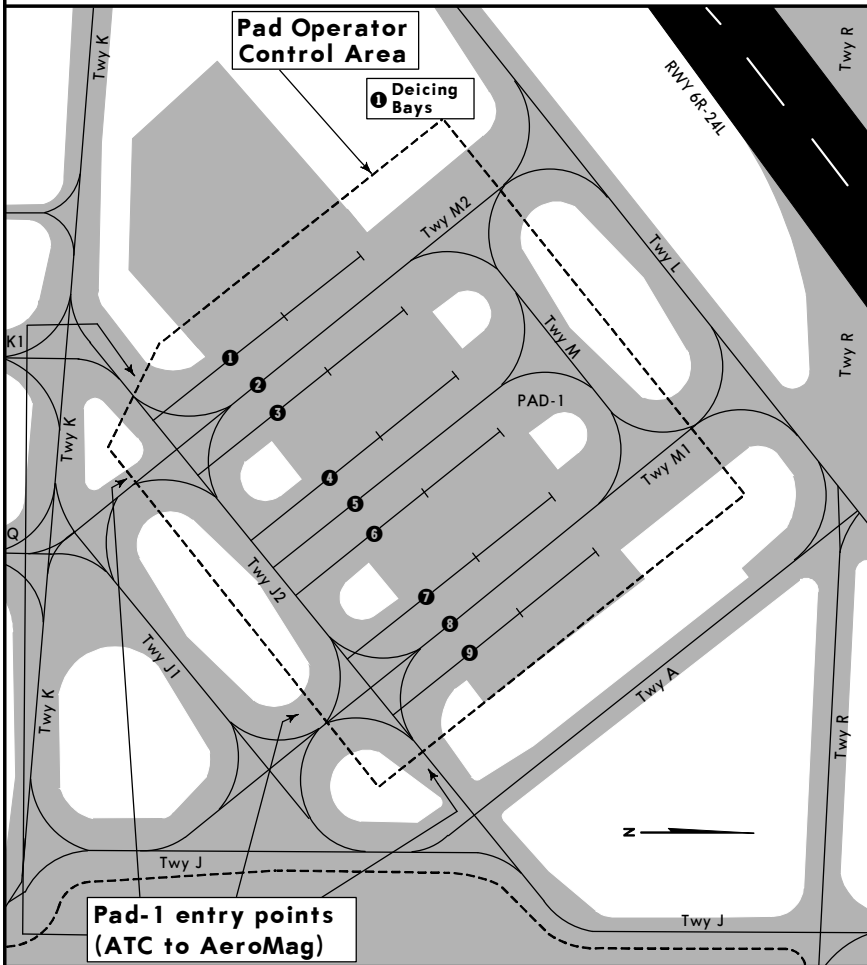
CHANGES: None.

KCLE/CLE

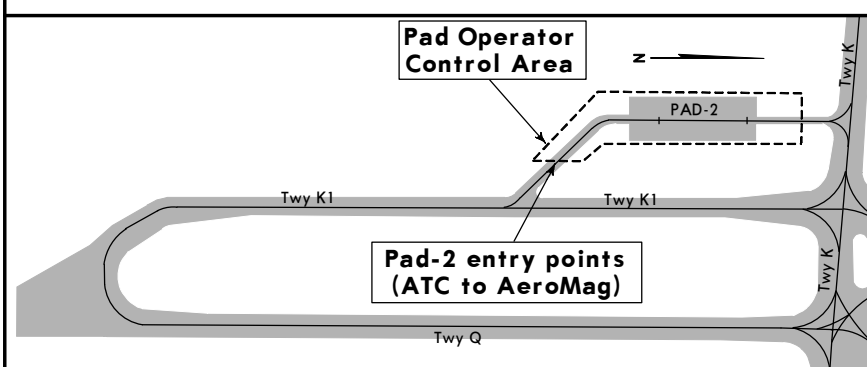
JEPPESSEN  
 12 DEC 08 (10-9D)

CLEVELAND, OHIO  
 -HOPKINS INTL

**DEICING PAD-1**



**DEICING PAD-2**



CHANGES: Pavement surface depiction.

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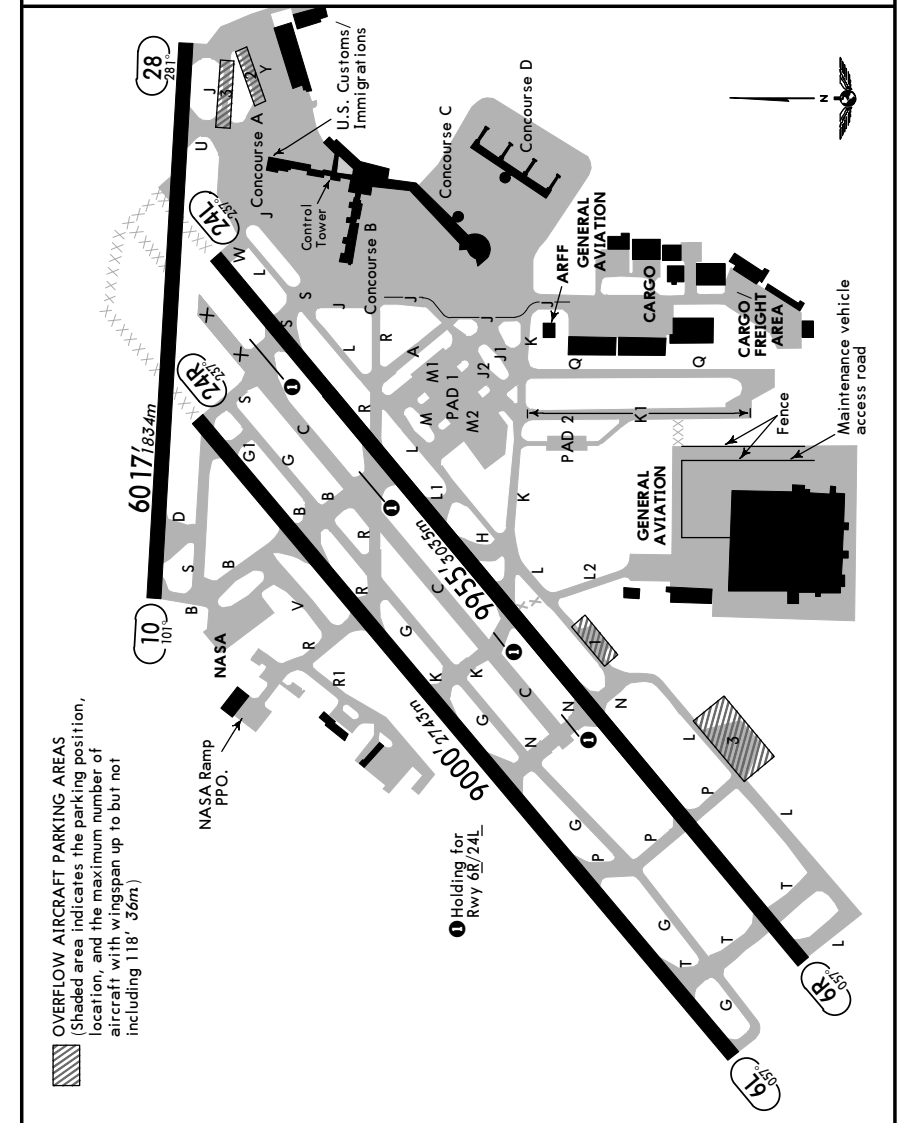
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 12 DEC 08 (10-9E)

CLEVELAND, OHIO  
 -HOPKINS INTL

**OVERFLOW AIRCRAFT PARKING AREAS**

**Cleveland Hopkins International Airport  
 Overflow Aircraft Parking Plan**

The Cleveland Hopkins International Airport has developed an overflow aircraft parking plan to mitigate the impact on airport operations when conditions require additional off-gate parking space for aircraft. The areas indicated below may be used by ATC personnel for staging aircraft during those occurrences.



**OVERFLOW AIRCRAFT PARKING AREAS**  
 (Shaded area indicates the parking position, location, and the maximum number of aircraft with wingspan up to but not including 118' - 36m)

CHANGES: Runway 6R/24L length, taxiway depiction.

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JEPPESEN  
 12 DEC 08 (10-9H)

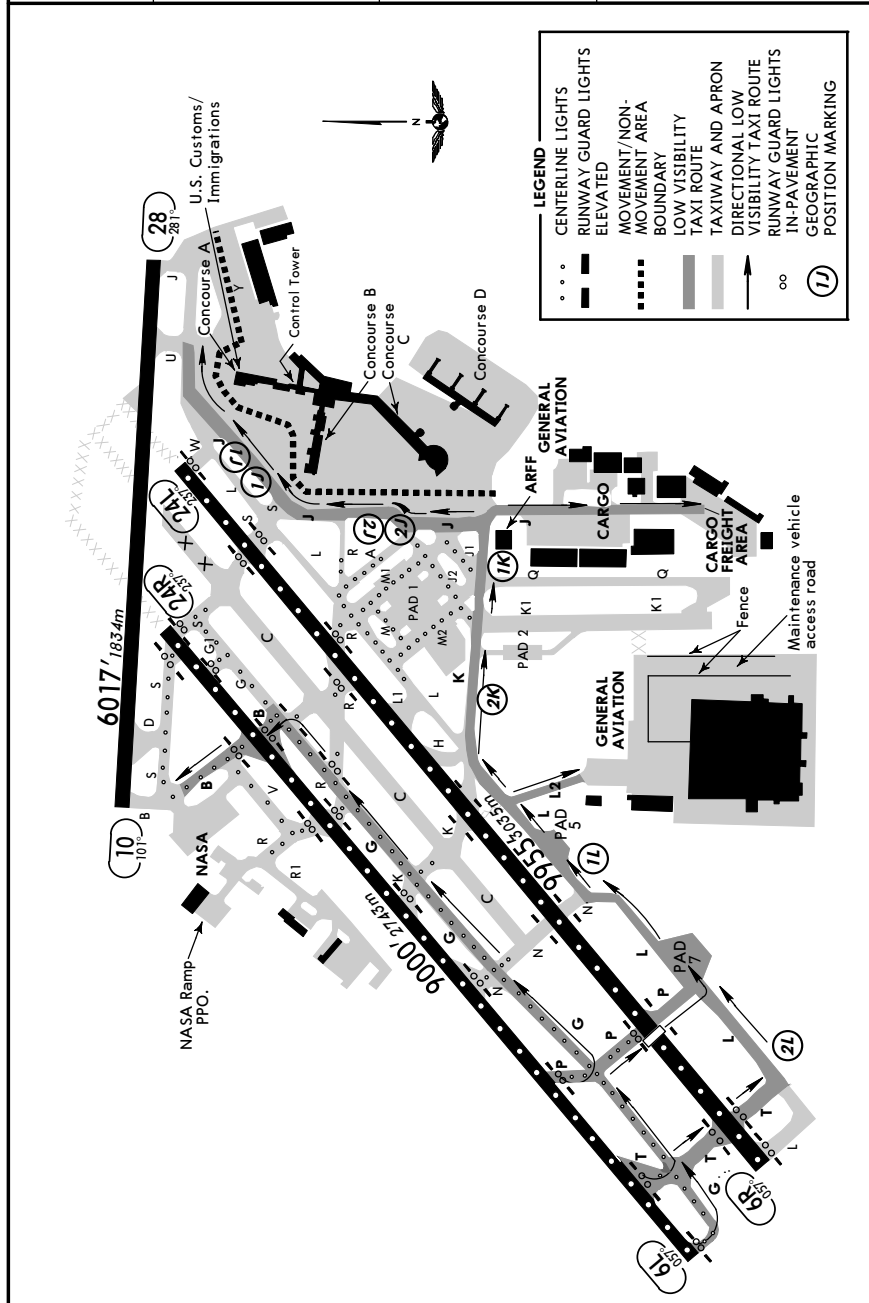
SMGCS

CLEVELAND, OHIO  
 LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 24R ARRIVAL

D-ATIS Arrival	CLEVELAND Approach (R)	Tower	Ground
127.85	Rwys 6R/24L, 28 Rwys 6L/24R, 10 124.0 126.55	Rwys 6R/24L, 10/28 Rwys 6L/24R 120.9 124.5	Rwys 6R/24L, 10/28 Rwys 6L/24R 121.7 133.6



CHANGES: Moved displaced threshold, centerline lighting depiction.

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KCLE/CLE  
 -HOPKINS INTL

JEPPESEN  
 12 DEC 08 (10-9J)

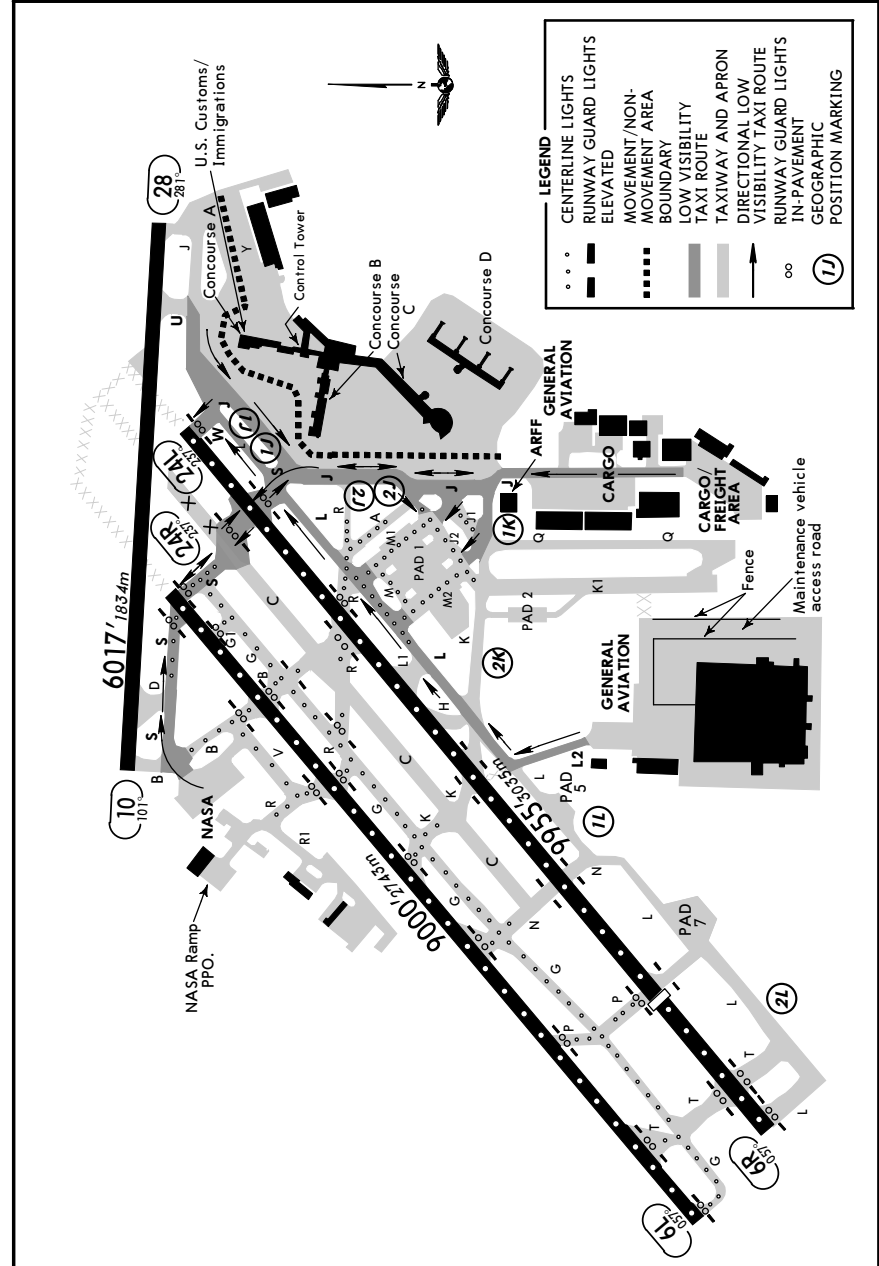
SMGCS

CLEVELAND, OHIO  
 LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

RWY 24L & 24R DEPARTURES

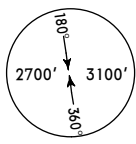
D-ATIS Departure	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt)	Metering
VOT 110.4		125.05	127.27
Ground	Tower	CLEVELAND Departure (R)	
Rwys 6R/24L, 10/28 Rwys 6L/24R 121.7 133.6	Rwys 6R/24L, 10/28 Rwys 6L/24R 120.9 124.5	237°-056° 057°-236° 128.25 118.15	

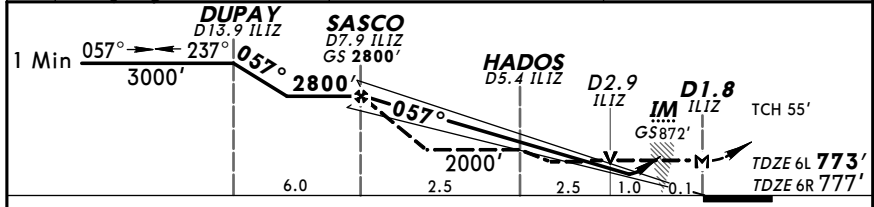
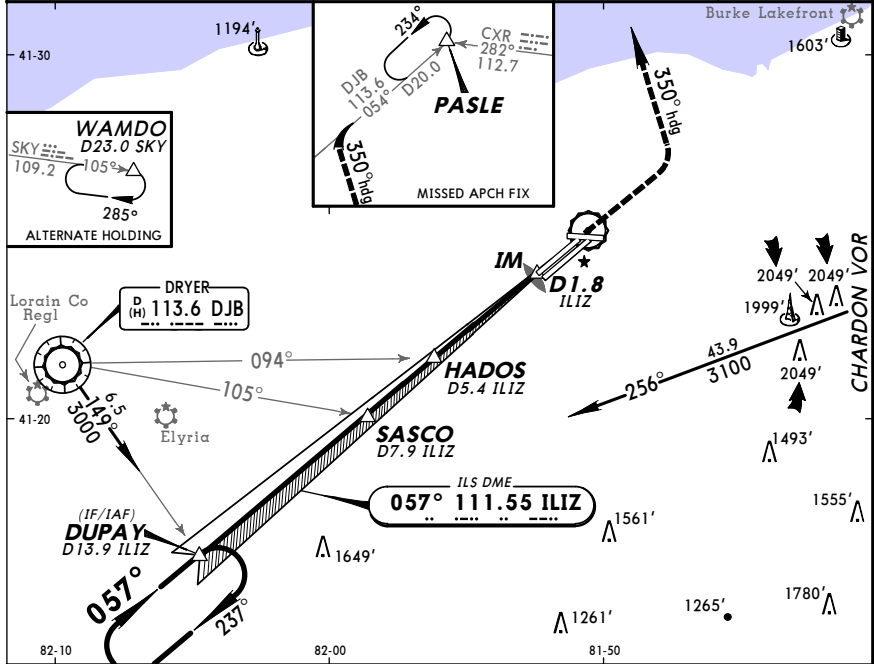


CHANGES: Moved displaced threshold, centerline lighting depiction.

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**KCLE/CLE -HOPKINS INTL** 12 DEC 08 **(11-1)** **JEPPesen** **CLEVELAND, OHIO**  
**ILS or LOC Rwy 6L**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 <b>126.55</b> Rwys 6R/24L, 28 <b>124.0</b>	CLEVELAND Tower Rwys 6L/24R <b>124.5</b> Rwys 6R/24L, 10/28 <b>120.9</b>	Ground Rwys 6L/24R <b>133.6</b> Rwys 6R/24L, 10/28 <b>121.7</b>
LOC ILIZ <b>111.55</b>	Final Apch Crs <b>057°</b>	GS SASCO <b>2800'</b> (2027')	ILS DA(H) <b>973'</b> (200')
Apt Elev <b>791'</b> TDZE 6L <b>773'</b>			
<b>MISSED APCH:</b> Climb to 1800' then climbing LEFT turn to 3000' via 350° heading and outbound on DJB VOR R-054 to PASLE INT and hold.			
Alt Set: INCHES		Trans level: FL 180	
1. VGSI and ILS glidepath not coincident. 2. Sidestep maneuver not authorized prior to passing HADOS INT. 3. PAPI-L, ALSF-II on Rwy 6R.		Trans alt: 18000'	
MSA DJB VOR			

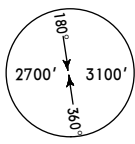


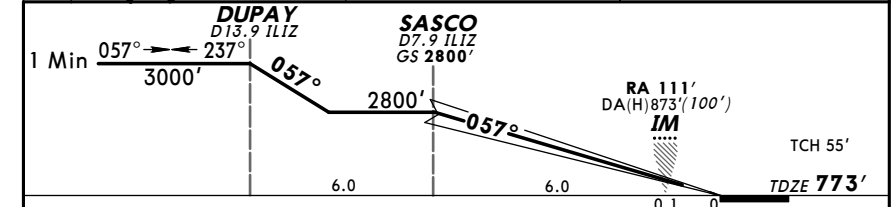
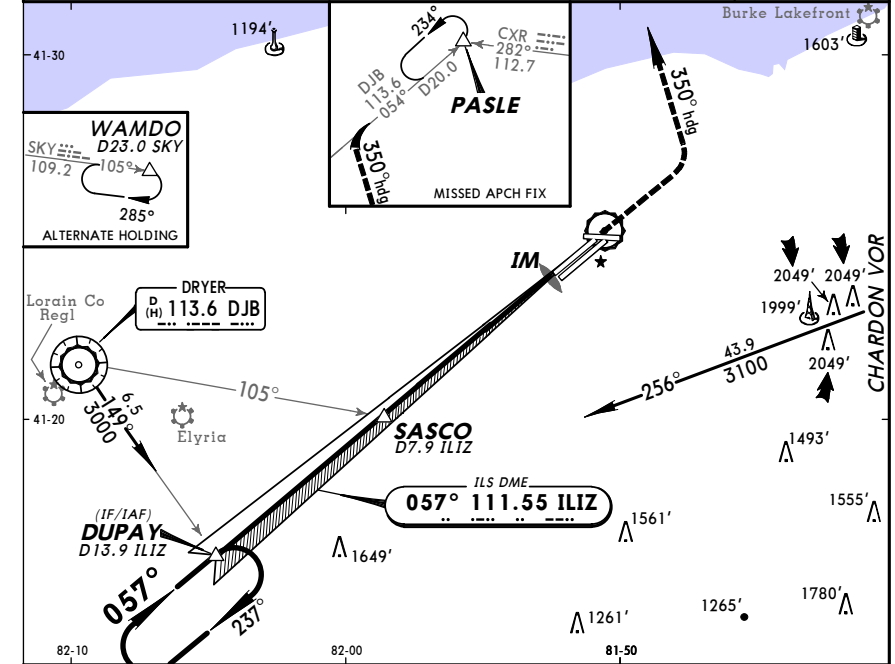
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1800'	3000'	350°	DJB
GS	3.00°	377	484	538	646	861					
MAP at D1.8 ILIZ or SASCO to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17	PAPI	↑	LT	via	113.6
<b>R-054</b>											

STRAIGHT-IN LANDING RWY 6L			LOC (GS out)		SIDESTEP LANDING RWY 6R		CIRCLE-TO-LAND	
ILS DA(H) <b>973'</b> (200')			MDA(H) <b>1140'</b> (367')		MDA(H) <b>1180'</b> (403')		Max MDA(H)	
FULL	TDZ or CL out	ALS out	ALS out		1180' (403')		90	1300' (509') - 1
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1/4	120	1300' (509') - 1 1/2
B							140	1380' (589') - 2
C							165	
D								

CHANGES: Sidestep Rwy 6C removed, Rwy 6C removed.

**KCLE/CLE -HOPKINS INTL** 12 DEC 08 **(11-1A)** **JEPPesen** **CLEVELAND, OHIO**  
**ILS Rwy 6L CAT II & III**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 <b>126.55</b> Rwys 6R/24L, 28 <b>124.0</b>	CLEVELAND Tower Rwys 6L/24R <b>124.5</b> Rwys 6R/24L, 10/28 <b>120.9</b>	Ground Rwys 6L/24R <b>133.6</b> Rwys 6R/24L, 10/28 <b>121.7</b>
LOC ILIZ <b>111.55</b>	Final Apch Crs <b>057°</b>	GS SASCO <b>2800'</b> (2027')	CAT III C CAT III B CAT III A Refer to Minimums
Apt Elev <b>791'</b> TDZE <b>773'</b>			CAT II ILS RA 111' DA(H) 873' (100')
<b>MISSED APCH:</b> Climb to 1800' then climbing LEFT turn to 3000' via 350° heading and outbound on DJB VOR R-054 to PASLE INT and hold.			
Alt Set: INCHES			
Trans level: FL 180			Trans alt: 18000'
1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glidepath not coincident.			MSA DJB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1800'	3000'	350°	DJB
GS	3.00°	377	484	538	646	861					
MAP at D1.8 ILIZ or SASCO to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17	PAPI	↑	LT	via	113.6
<b>R-054</b>											

STRAIGHT-IN LANDING RWY 6L			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 111' DA(H) 873' (100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: Communications.

KCLE/CLE

**JEPPesen**  
 6 MAY 05 (11-2) Eff 12 May

**CLEVELAND, OHIO**  
 -HOPKINS INTL

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)  
 ILS PRM RWY 6L**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, and trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from Cleveland-Hopkins International Airport.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
  - Minimums and missed approach procedures are unchanged.**
  - Monitor frequency no longer required.**
  - A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

- Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
  - ATC Directed "Breakouts". ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.
  - Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

- LDA Traffic.** While conducting the ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

KCLE/CLE

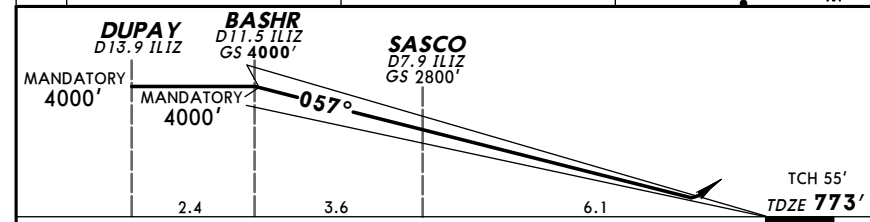
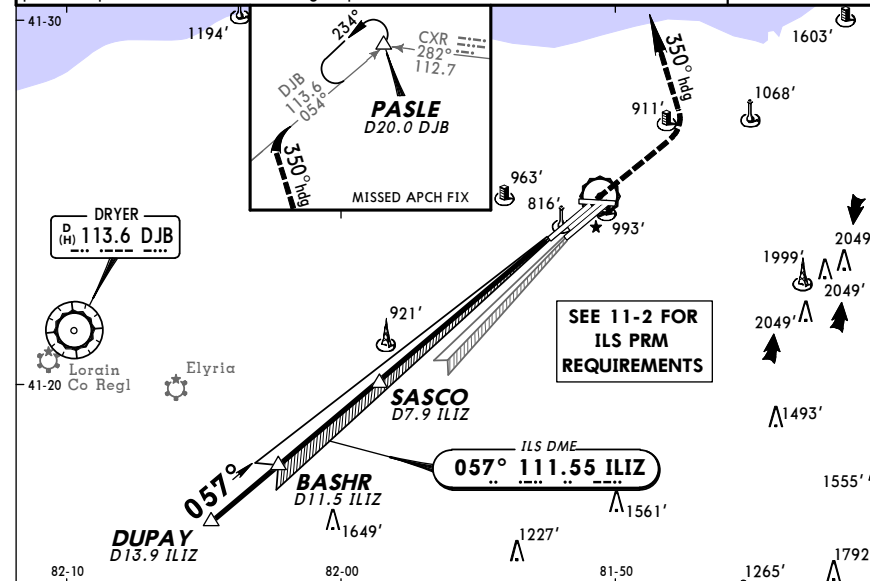
**JEPPesen**  
 6 MAY 05 (11-2A) Eff 12 May

**CLEVELAND, OHIO**  
 -HOPKINS INTL (SIMULTANEOUS CLOSE PARALLEL) ILS PRM RWY 6L

D-ATIS Arrival 127.85	CLEVELAND Approach (R) Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	CLEVELAND Tower Rwys 6L/24R 124.5 Rwys 6R/24L, 10/28 120.9 Monitor Frequency 118.97	Ground Rwys 6L/24R 133.6 Rwys 6R/24L, 6C/24C, 10/28 121.7
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LOC ILIZ 111.55	Final Apch Crs 057°	GS BASHR 4000' (3227')	ILS DA(H) 973' (200')	Apt Elev 791' TDZE 773'	
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**MISSED APCH:** Climb to 1800' then climbing LEFT turn to 3000' via 350° heading and outbound on DJB VOR R-054 to PASLE INT/D20.0 DJB and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. RADAR required. 2. Simultaneous close parallel approach authorized with LDA DME PRM Rwy 6R. 3. Dual VHF communication required. 4. See 11-2 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Runway 6L and 6R separated by 1241' centerline to centerline. 6. Localizer only not authorized during close parallel operations. 7. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II PAPI	1800'	3000'	350°	DJB
GS	3.00°	377	484	538	646	753		861	↑	LT	via hdg

STRAIGHT-IN LANDING RWY 6L		
ILS		
DA(H) 973' (200')		
FULL	TDZ or CL out	ALS out

A		
B	RVR 18 or 1/2	RVR 24 or 1/2
C		
D		RVR 40 or 3/4

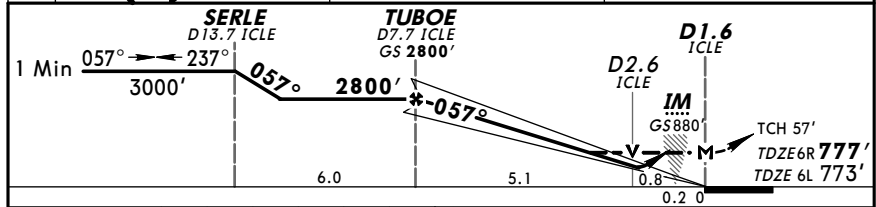
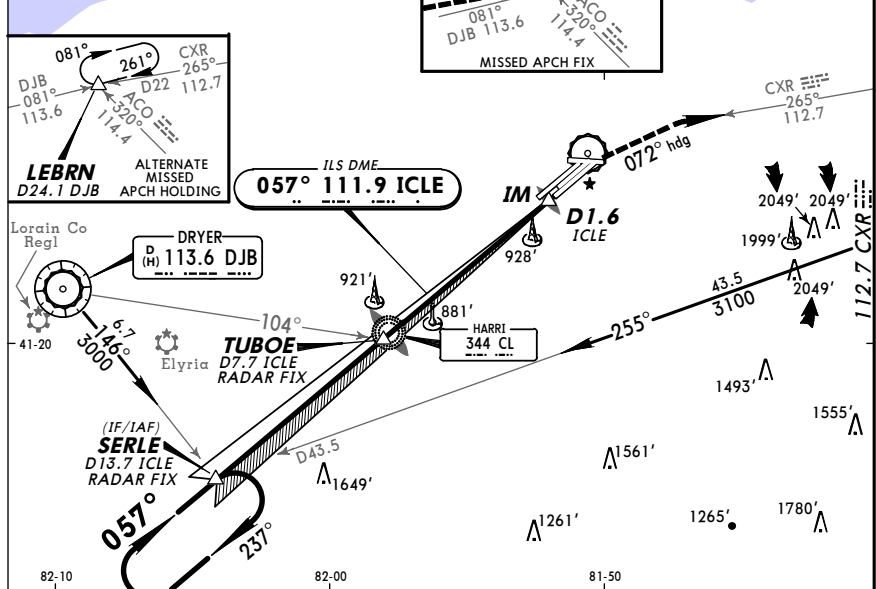
**KCLE/CLE** **JEPPESEN** **CLEVELAND, OHIO**  
**-HOPKINS INTL** 30 MAY 08 **(11-3)** **Eff 5 Jun** **ILS or LOC Rwy 6R**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10 <b>124.0</b> <b>126.55</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R <b>120.9</b> <b>124.5</b>	Ground Rwys 6R/24L, 6C/24C, 10/28 Rwys 6L/24R <b>121.7</b> <b>133.6</b>
LOC ICLE <b>111.9</b>	Final Apch Crs <b>057°</b>	GS <b>TUBOE</b> <b>2800'</b> (2023')	ILS DA(H) <b>977'</b> (200')
Apt Elev <b>791'</b>			
TDZE <b>6R 777'</b>			

MISSED APCH: Climbing RIGHT turn to 3000' via heading 072° and inbound CXR VOR R-265 to LEBRN INT/ D22.0 CXR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. MSA **DJB VOR**



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II <b>3000'</b>	PAPI	via <b>072°</b> hdg	and <b>112.7</b>	<b>LEBRN</b>
GS	3.00°	377	484	538	646	753					
MAP at D1.6 ICL or TUBOE to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17				

STRAIGHT-IN LANDING RWY 6R			SIDESTEP LANDING RWY 6L		CIRCLE-TO-LAND	
ILS			LOC (GS out)		MDA(H)	
DA(H) <b>977'</b> (200')			MDA(H) <b>1140'</b> (363')		MDA(H) <b>1140'</b> (367')	
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					90	1300'(509')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	1300'(509')-1 1/2
C				RVR 50 or 1	140	1300'(509')-1 1/2
D				RVR 40 or 3/4	165	1360'(569')-2

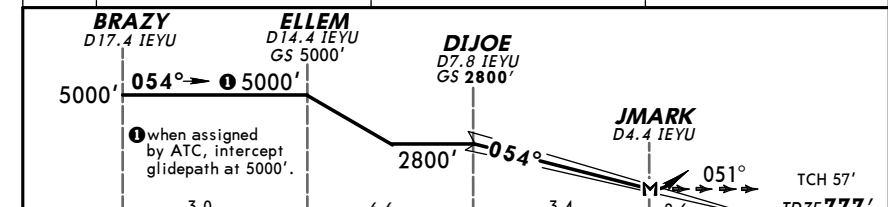
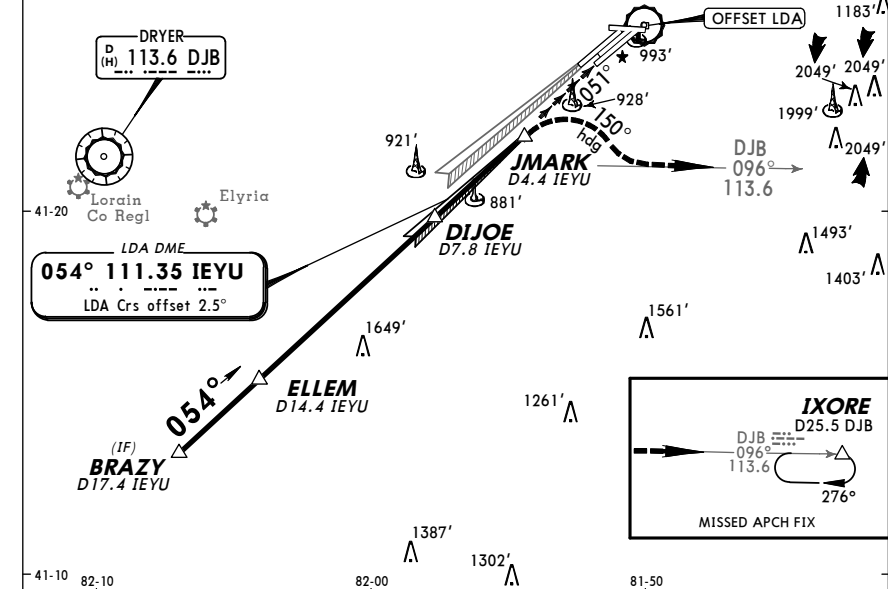
**KCLE/CLE** **JEPPESEN** **CLEVELAND, OHIO**  
**-HOPKINS INTL** 30 MAY 08 **(11-4)** **CAT A, B & C** **LDA DME Rwy 6R**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10 <b>124.0</b> <b>126.55</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R <b>120.9</b> <b>124.5</b>	Ground Rwys 6R/24L, 6C/24C, 10/28 Rwys 6L/24R <b>121.7</b> <b>133.6</b>
LDA IEYU <b>111.35</b>	Final Apch Crs <b>054°</b>	GS <b>DJIOE</b> <b>2800'</b> (2023')	LDA DA(H) <b>1691'</b> (914')
Apt Elev <b>791'</b>			
TDZE <b>777'</b>			

MISSED APCH: Climbing RIGHT turn to 3100' via heading 150° and outbound on DJB VOR R-096 to IXORE INT/D25.5 DJB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. RADAR required. 2. LDA/GLIDESLOPE. 3. Procedure not authorized when glideslope not available. 4. VGSI and LDA glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Localizer course 1168' right of runway centerline extended 3000' from threshold. 7. Runway 6L and 6R separated by 1241' centerline to centerline. MSA **DJB VOR**



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II <b>3100'</b>	PAPI	via <b>150°</b> hdg	and <b>113.6</b>	<b>IXORE</b>
GS	3.00°	377	484	538	646	753					
MAP at JMARK/D4.4 IEYU											

STRAIGHT-IN LANDING RWY 6R		
LDA DME		
DA(H) <b>1691'</b> (914')		
FULL	TDZ or CL out	ALS out
A		
B		
C		
D		

KCLE/CLE

JEPPesen  
9 JAN 09 (11-5) Eff 15 Jan

CLEVELAND, OHIO

-HOPKINS INTL

**ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)  
LDA PRM RWY 6R**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from Cleveland-Hopkins International Airport.

**Condensed Briefing Points:**

- When instructed, immediately switch to tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

- Minimums and missed approach procedures are unchanged.**
- Monitor frequency no longer required.**
- Lower LDA intercept altitudes may be assigned when advised to expect LDA/DME 6R approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.

(b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

- the ILS traffic is in sight and is expected to remain in sight,
- ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission).
- the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

KCLE/CLE

JEPPesen  
9 JAN 09 (11-5A) CAT A, B & C Eff 15 Jan

CLEVELAND, OHIO

LDA PRM RWY 6R

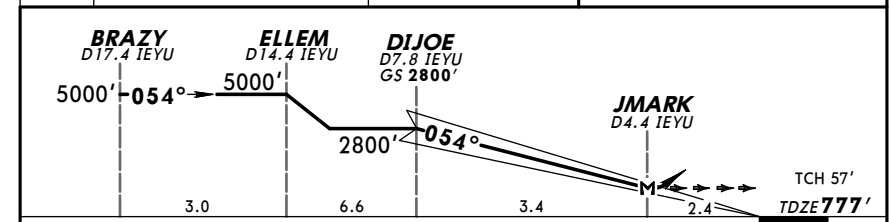
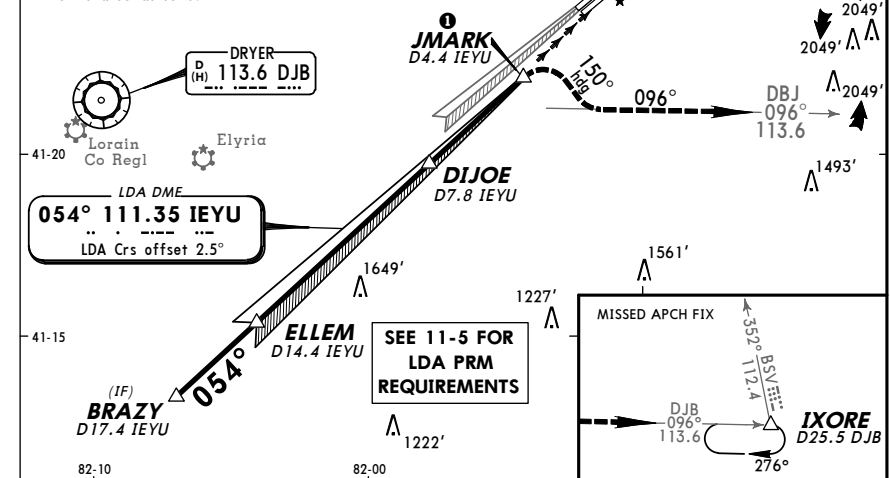
D-ATIS Arrival	CLEVELAND Approach (R) Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	CLEVELAND Tower Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5 Monitor Frequency 135.87	Ground Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6
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LDA IEUY	Final Apch Crs	GS DIJOE	LDA DA(H)	Apt Elev	TDZE
111.35	054°	2800' (2023')	1691' (914')	791'	777'

**MISSED APCH: Climbing RIGHT turn to 3100' via heading 150° and outbound on DJB VOR R-096 to IXORE/D25.5 DJB and hold.**

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Radar and DME required. 2. Dual VHF communications required.  
 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 6L.  
 4. See 11-5 for additional requirements. 5. Runway 6R and 6L separated by 1241' centerline to centerline. 6. LDA/GLIDESLOPE. 7. Localizer only not authorized during close parallel operations.

1 If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500' no wind conditions.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3100'	DJB
GS	3.00°	377	484	538	646	753	861	via 150° and 113.6	IXORE
MAP at JMARK								RT	R-096

STRAIGHT-IN LANDING RWY 6R  
 LDA  
 DA(H) 1691'(914')  
 TDZ or CL out RAIL or ALS out

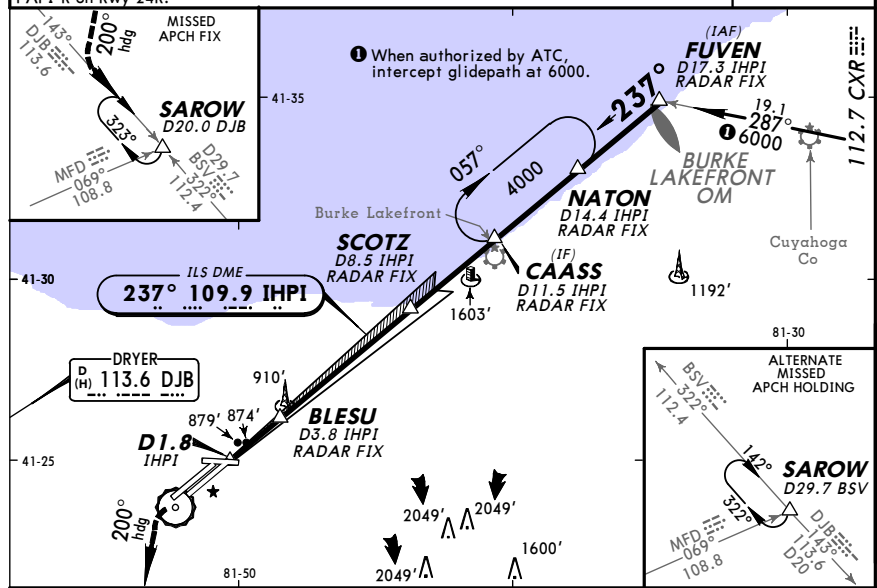
A	
B	3
C	
D	NA

**KCLE/CLE**  
 -HOPKINS INTL  
 20 MAR 09 **(11-6)**  
**JEPPESEN**  
**CLEVELAND, OHIO**  
 ILS or LOC Rwy 24L

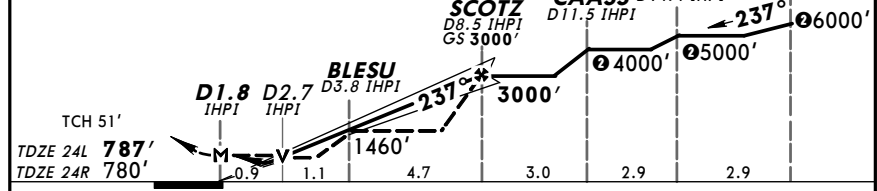
D-ATIS Arrival	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R	Ground Rwys 6R/24L, 10/28 Rwys 6L/24R
127.85	124.0 126.55	120.9 124.5	121.7 133.6

LOC IHP1	Final Apch Crs	GS SCOTZ	ILS DA(H)	Apt Elev 791'
109.9	237°	3000' (2213')	987' (200')	TDZE 24L 787'

**MISSED APCH:** Climb to 1300', then climbing LEFT turn to 3000' via heading 200° and DJB VOR R-143 to SAROW INT/D20.0 DJB and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. CAUTION: Burke Lakefront OM may be received in intermediate segment.  
 2. DME or RADAR required. 3. VGS1 and ILS glidepath not coincident. 4. ALSF-II, PAPI-R on Rwy 24R.



When authorized by ATC intercept glidepath at 4000'; or 5000'; or 6000'.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1300'	3000'	200'	DJB
GS	3.00°	377	484	538	646	753	861				113.6
MAP at D1.8 IHP1 or SCOTZ to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31				R-143

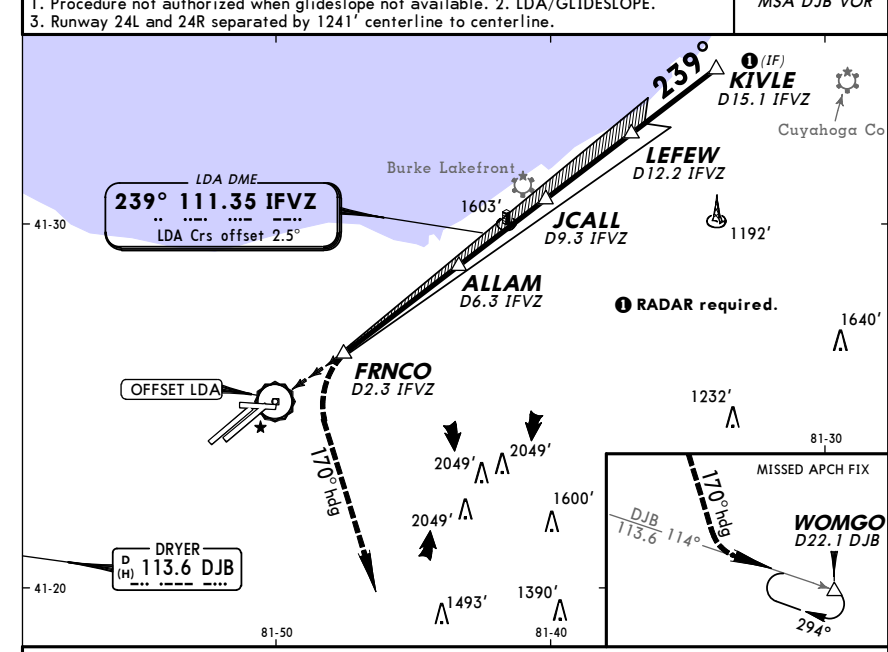
STRAIGHT-IN LANDING RWY 24L						SIDESTEP LANDING RWY 24R	
ILS DA(H) 987' (200')			LOC (GS out) MDA(H) 1140' (353')			MDA(H) 1140' (360')	
FULL	TDZ or CL out	ALS out	RAIL out	ALS out	ALS out		
A					RVR 60 or 1/4		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	
C							1/2
D			RVR 40 or 3/4	RVR 60 or 1/4	2		

**KCLE/CLE**  
 -HOPKINS INTL  
 20 MAR 09 **(11-7)**  
**JEPPESEN**  
**CLEVELAND, OHIO**  
 LDA DME Rwy 24L

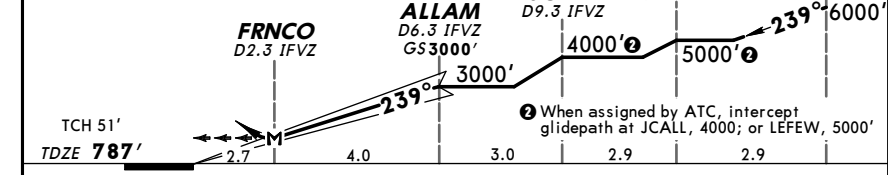
D-ATIS Arrival	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R	Ground Rwys 6R/24L, 10/28 Rwys 6L/24R
127.85	124.0 126.55	120.9 124.5	121.7 133.6

LDA IFVZ	Final Apch Crs	GS ALLAM	LDA DME DA(H)	Apt Elev 791'
111.35	239°	3000' (2213')	1700' (913')	TDZE 787'

**MISSED APCH:** Climbing LEFT turn to 3100' via heading 170° and outbound on DJB VOR R-114 to WOMGO/D22.1 DJB and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Procedure not authorized when glideslope not available. 2. LDA/GLIDESLOPE.  
 3. Runway 24L and 24R separated by 1241' centerline to centerline.



When assigned by ATC, intercept glidepath at JCALL, 4000'; or LEFEW, 5000'



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3100'	1700'	DJB
GS	3.00°	377	484	538	646	753	861			113.6
MAP at FRNCO										R-114

STRAIGHT-IN LANDING RWY 24L		
LDA DME DA(H) 1700' (913')		
FULL	TDZ or CL out	ALS out
A		
B	3	
C		
D	NA	

KCLE/CLE

JEPPesen  
9 JAN 09 11-8 Eff 15 Jan

CLEVELAND, OHIO  
-HOPKINS INTL

ATTENTION ALL USERS PAGE (AAUP)  
LDA PRM RWY 24L

Condensed Briefing Points:

- When instructed, **immediately** switch to tower frequency and select the monitor frequency audio.
- Report the ILS traffic in sight **as soon as practical and prior to FRNCO DO NOT PASS**
- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA PRM chart may be used after completing the following briefing items:
  - (a) **Minimums and missed approach procedures are unchanged.**
  - (b) **Monitor frequency no longer required.**
  - (c) **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2700 feet at Cleveland-Hopkins International Airport.

(b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment.** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:
  - a) the ILS traffic is in sight and is expected to remain in sight,
  - b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission).
  - c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from Cleveland-Hopkins International Airport.

KCLE/CLE

JEPPesen  
9 JAN 09 11-8A CAT A, B & C  
Eff 15 Jan (SIMULTANEOUS CLOSE PARALLEL)

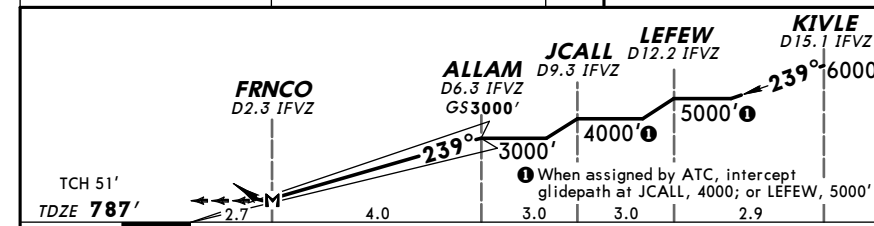
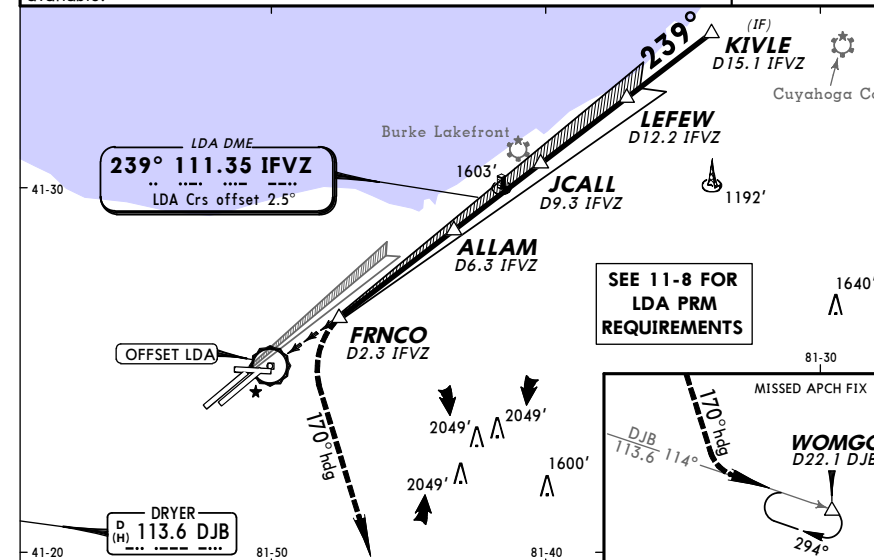
CLEVELAND, OHIO  
LDA PRM Rwy 24L

D-ATIS Arrival	CLEVELAND Approach (R)	CLEVELAND Tower	Ground
127.85	Rwys 6R/24L, 28 124.0 Rwys 6L/24R, 10 126.55	Rwys 6R/24L, 10/28 120.9 Rwys 6L/24R 124.5 Monitor Frequency 135.87	Rwys 6R/24L, 10/28 121.7 Rwys 6L/24R 133.6

LDA IFVZ	Final Apch Crs	GS ALLAM	LDA DA(H)	Apt Elev 791'	TDZE 787'
111.35	239°	3000' (2213')	1700' (913')		

MISSED APCH: Climbing LEFT turn to 3100' via heading 170° and outbound on DJB VOR R-114 to WOMGO INT/D22.1 DJB and hold.

- Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar and DME required.
  2. Dual VHF communications required.
  3. Simultaneous (close parallel) approach authorized with ILS PRM Rwy 24R.
  4. See 11-8 for additional requirements.
  5. Runways 24L and 24R separated by 1241' centerline to centerline.
  6. LDA/GLIDESLOPE.
  7. Localizer only not authorized during close parallel operations.
  8. Procedure not authorized when glideslope not available.

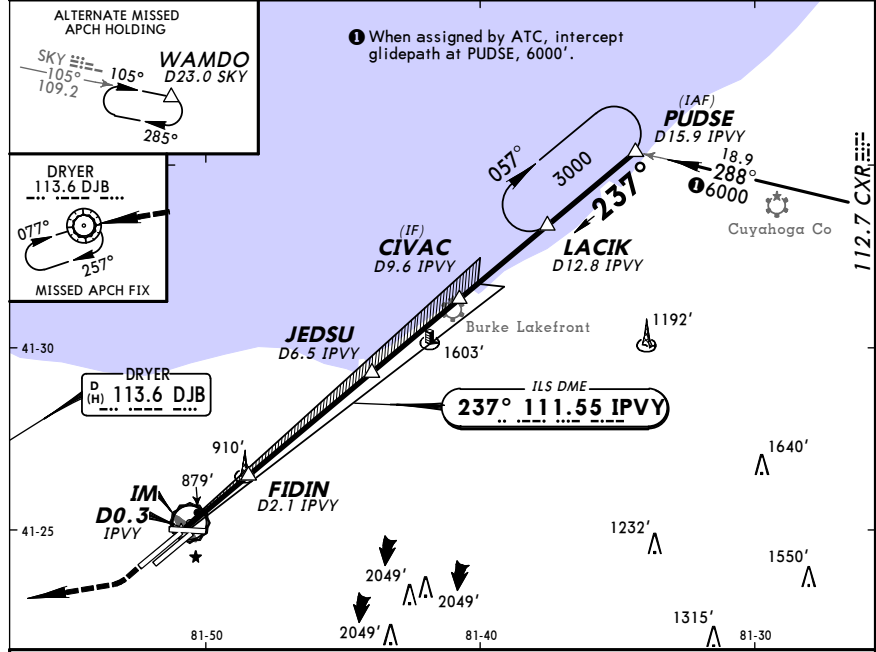


Gnd speed-Kts	70	90	100	120	140	160	MALS R	3100'	170°	DJB	WOMGO
GS	3.00°	377	484	538	646	753	861	PAPI	via	and	R-114
MAP at FRNCO								LT	hdg		

STRAIGHT-IN LANDING RWY24L	
LDA DA(H)	1700' (913')
RAIL or ALS out	
A	
B	3
C	
D	NA

**KCLE/CLE**  
 -HOPKINS INTL  
 9 JAN 09  
 Eff 15 Jan (11-9)  
**JEPPESEN**  
**CLEVELAND, OHIO**  
 ILS or LOC DME Rwy 24R

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 Rwys 6R/24L, 28 <b>126.55</b> 124.0	CLEVELAND Tower Rwys 6L/24R Rwys 6R/24L, 10/28 <b>124.5</b> 120.9	Ground Rwys 6L/24R Rwys 6R/24L, 10/28 <b>133.6</b> 121.7
LOC IPVY <b>111.55</b>	Final Apch Crs <b>237°</b>	GS JEDSU <b>3000'</b> (2220')	ILS DA(H) <b>980'</b> (200')
Apt Elev <b>791'</b> TDZE 24R <b>780'</b>			
MISSED APCH: Climb to 1700' then climbing RIGHT turn to 3000' direct DJB VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-R on Rwy 24L.			



IPVY DME	JEDSU	CIVAC	LACIK	PUDSE
D0.3 IPVY	D6.5 IPVY	D9.6 IPVY	D12.8 IPVY	D15.9 IPVY
GS 876'	GS 3000'	GS 3000'	GS 3000'	GS 3000'
0.1	0.2	0.6	1.5	4.4
1.5	4.4	3.1	3.1	3.1

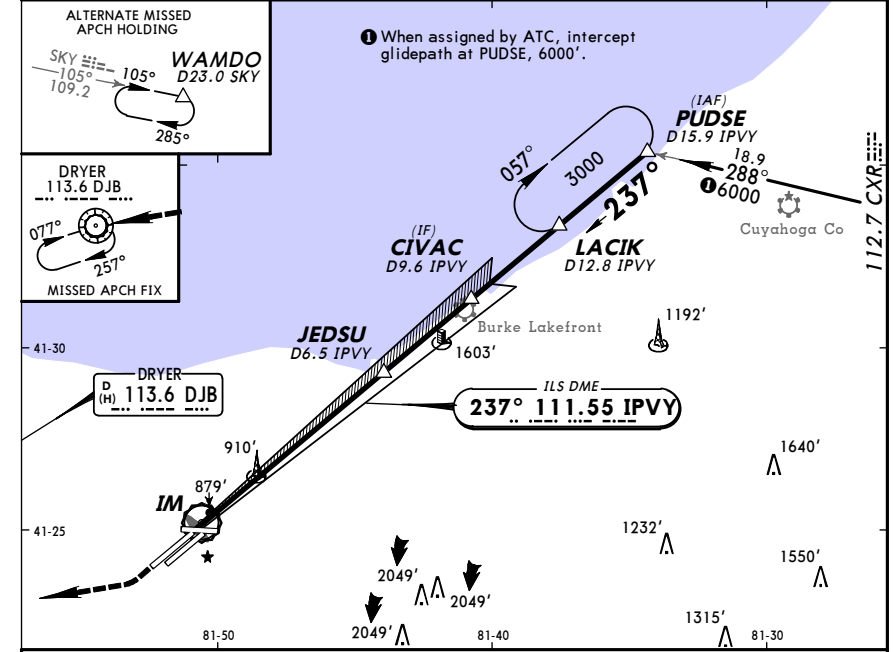
When assigned by ATC, intercept glidepath at CIVAC, 4000'; or LACIK, 5000'; or PUDSE, 6000'.

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1700'	3000'	DJB
GS	3:00°	377	484	538	646	753	PAPI	↑	↖	↗
MAP at D0.3 IPVY or JEDSU to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33			113.6

STRAIGHT-IN LANDING RWY 24R				SIDESTEP LANDING RWY 24L			
ILS		LOC (GS out)		ALS out		RAIL out	
DA(H) <b>980'</b> (200')		MDA(H) <b>1140'</b> (360')		MDA(H) <b>1260'</b> (473')			
FULL	TDZ or CL out	ALS out	ALS out	ALS out	RAIL out	ALS out	
A					RVR 60 or 1/4		
B			RVR 24 or 1/2	RVR 50 or 1			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		1 3/4		
D			RVR 40 or 3/4	RVR 60 or 1/4	2 1/4		

**KCLE/CLE**  
 -HOPKINS INTL  
 9 JAN 09  
 Eff 15 Jan (11-9A)  
**JEPPESEN**  
**CLEVELAND, OHIO**  
 ILS Rwy 24R CAT II & III

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 Rwys 6R/24L, 28 <b>126.55</b> 124.0	CLEVELAND Tower Rwys 6L/24R Rwys 6R/24L, 10/28 <b>124.5</b> 120.9	Ground Rwys 6L/24R Rwys 6R/24L, 10/28 <b>133.6</b> 121.7
LOC IPVY <b>111.55</b>	Final Apch Crs <b>237°</b>	GS JEDSU <b>3000'</b> (2220')	CAT II ILS RA 100' DA(H) 880' (100')
Apt Elev <b>791'</b> TDZE 24R <b>780'</b>			
MISSED APCH: Climb to 1700' then climbing RIGHT turn to 3000' direct DJB VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident.			



IPVY DME	JEDSU	CIVAC	LACIK	PUDSE
D0.3 IPVY	D6.5 IPVY	D9.6 IPVY	D12.8 IPVY	D15.9 IPVY
GS 876'	GS 3000'	GS 3000'	GS 3000'	GS 3000'
0.1	0.2	0.6	1.5	4.4
1.5	4.4	3.1	3.1	3.1

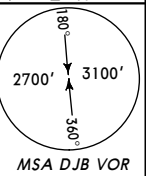
When assigned by ATC, intercept glidepath at CIVAC, 4000'; or LACIK, 5000'; or PUDSE, 6000'.

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1700'	3000'	DJB
GS	3:00°	377	484	538	646	753	PAPI	↑	↖	↗
MAP at D0.3 IPVY or JEDSU to MAP	6.8	5:50	4:32	4:05	3:24	2:55	2:33			113.6

STRAIGHT-IN LANDING RWY 24R			
CAT II ILS	CAT II ILS	CAT II ILS	CAT II ILS
RA 100'	RA 100'	RA 100'	RA 100'
DA(H) 880' (100')	DA(H) 880' (100')	DA(H) 880' (100')	DA(H) 880' (100')
NA	RVR 6	RVR 7	RVR 12

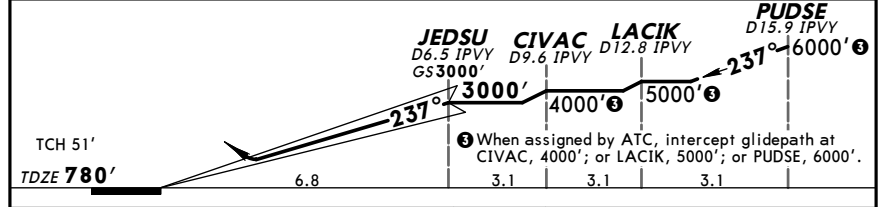
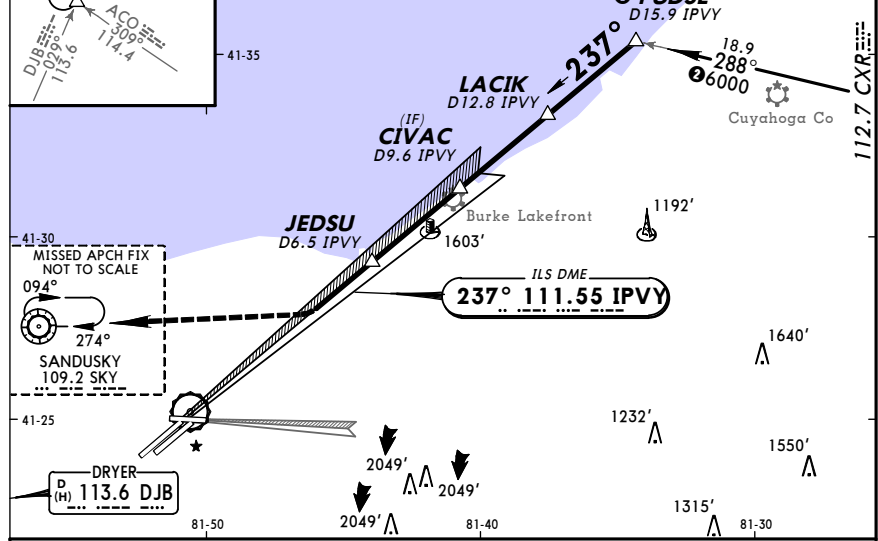
**KCLE/CLE** **JEPPESEN** **CLEVELAND, OHIO**  
**-HOPKINS INTL** **Eff 15 Jan** **(11-10)** **CONVERGING ILS Rwy 24R**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 Rwys 6R/24L, 28 <b>126.55</b> <b>124.0</b>	CLEVELAND Tower Rwys 6L/24R Rwys 6R/24L, 10/28 <b>124.5</b> <b>120.9</b>	Ground Rwys 6L/24R Rwys 6R/24L, 10/28 <b>133.6</b> <b>121.7</b>
LOC IPVY <b>111.55</b>	Final Apch Crs <b>237°</b>	GS <b>JEDSU</b> <b>3000'</b> (2220')	ILS DA(H) <b>2240'</b> (1460')
Apt Elev <b>791'</b>			TDZE <b>780'</b>



**MISSED APCH:** Climbing RIGHT turn to 3000' direct SKY VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Simultaneous converging approach authorized with converging ILS Rwy 28.  
 2. VGSI and ILS glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861
MAP at DA							

STRAIGHT-IN LANDING RWY 24R	
ILS	
DA(H) <b>2240'</b> (1460')	
FULL	ALS out
A	2
B	2
C	3
D	3

**KCLE/CLE** **JEPPESEN** **CLEVELAND, OHIO**  
**-HOPKINS INTL** **20 MAR 09** **(11-11)** **CONVERGING ILS Rwy 24R**

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**  
**ILS PRM RWY 24R**

**Condensed Briefing Point:**  
 • When instructed, **immediately switch to the tower frequency and select the monitor frequency audio.**

- 1. ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 24R and LDA PRM 24L approaches are in progress, pilots should brief to fly the ILS PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:
  - (a) Minimums and missed approach procedures are unchanged.
  - (b) Monitor frequency no longer required.
  - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1200 feet (ceiling) and 3 miles (visibility).

- 2. Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

- 3. All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2600 feet at Cleveland-Hopkins International Airport.
- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:  
 "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

- 4. LDA Traffic:** While conducting this ILS PRM 24R approach, other aircraft may be conducting the Offset LDA PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

- 5. Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

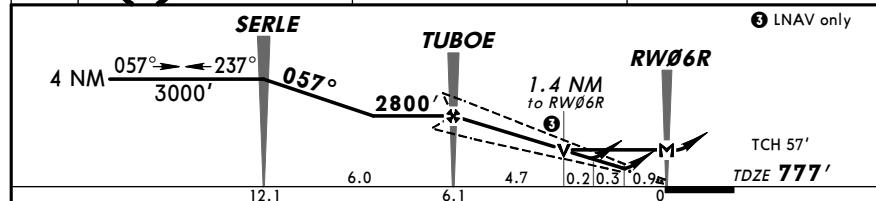
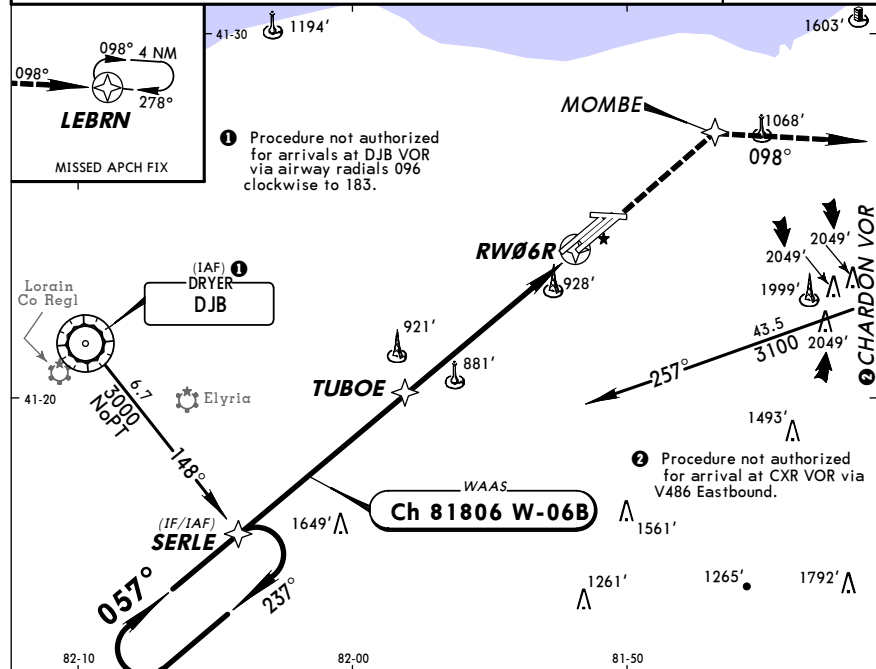
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from Cleveland-Hopkins International Airport.





**KCLE/CLE -HOPKINS INTL** **JEPPesen** **CLEVELAND, OHIO**  
 30 MAY 08 (12-2) Eff 5 Jun RNAV (GPS) Rwy 6R

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10 <b>124.0</b> <b>126.55</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R <b>120.9</b> <b>124.5</b>	Ground Rwys 6R/24L, 6C/24C, 10/28 Rwys 6L/24R <b>121.7</b> <b>133.6</b>
WAAS <b>Ch 81806</b> W-06B	Final Apch Crs <b>057°</b>	Minimum Alt <b>TUBOE</b> <b>2800'</b> (2023')	LPV DA(H) <b>1104'</b> (327')
MISSED APCH: Climb to 3000' direct MOMBE and via 098° track to LEBRN and hold.			Apt Elev <b>791'</b> TDZE <b>777'</b>
Alt Set: INCHES 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.			Trans level: FL 180 Trans alt: 18000'
			MSA <b>RW06R</b> 3100'

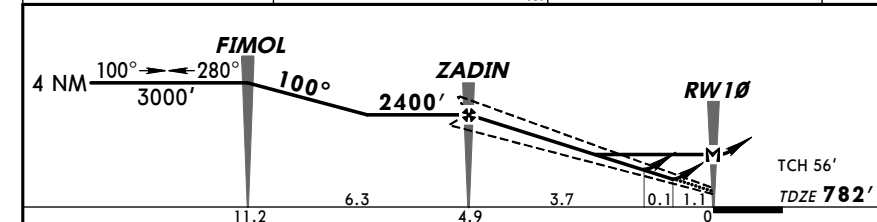
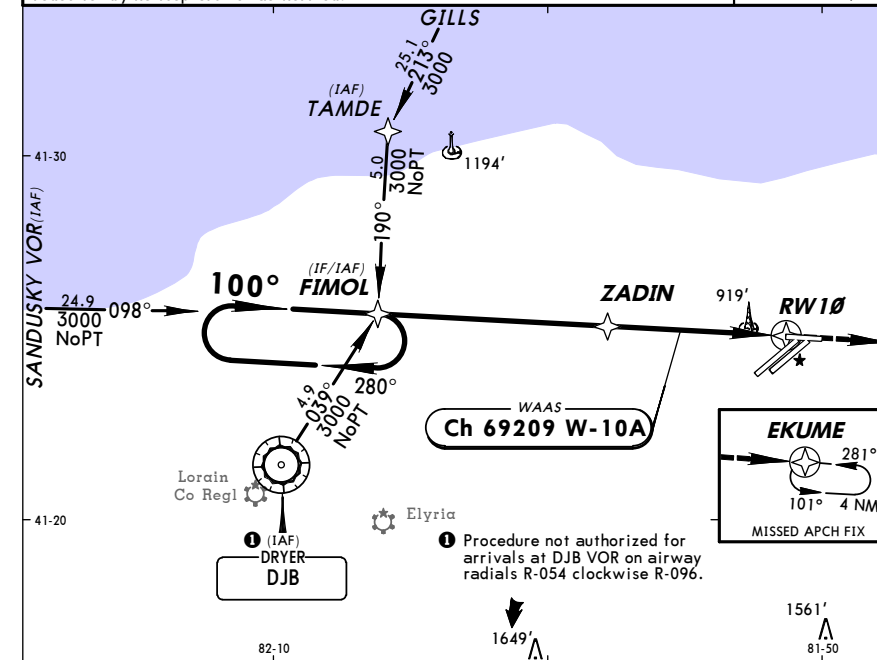


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW06R										

STRAIGHT-IN LANDING RWY 6R				CIRCLE-TO-LAND	
LPV	LNAV/VNAV		LNAV		
DA(H) <b>1104'</b> (327')	DA(H) <b>1215'</b> (438')		MDA(H) <b>1260'</b> (483')		Max Kts
ALS out	ALS out	ALS out	ALS out	ALS out	MDA(H)
A					90
B			RVR 24 or 1/2	RVR 50 or 1	120
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1/2	140
D			RVR 40 or 3/4	RVR 60 or 1/4	165
			RVR 50 or 1	1/2	

**KCLE/CLE -HOPKINS INTL** **JEPPesen** **CLEVELAND, OHIO**  
 14 NOV 08 (12-3) Eff 20 Nov RNAV (GPS) Rwy 10

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 Rwys 6R/24L, 28 <b>126.55</b> <b>124.0</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R <b>120.9</b> <b>124.5</b>	Ground Rwys 6R/24L, 10/28 Rwys 6L/24R <b>121.7</b> <b>133.6</b>
WAAS <b>Ch 69209</b> W-10A	Final Apch Crs <b>100°</b>	Minimum Alt <b>ZADIN</b> <b>2400'</b> (1618')	LPV DA(H) <b>1174'</b> (392')
MISSED APCH: Climb to 4000' direct EKUME and hold.			Apt Elev <b>791'</b> TDZE <b>782'</b>
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Visibility reduction by helicopters not authorized.			Trans level: FL 180 Trans alt: 18000'
			MSA <b>RW10</b> 3100'

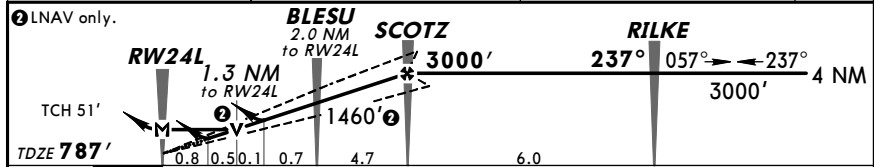
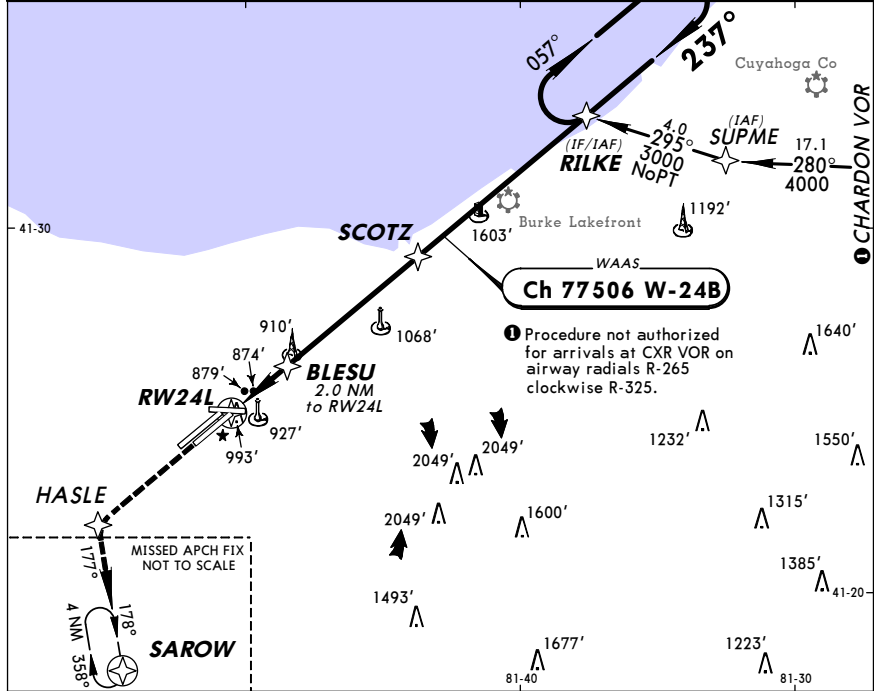


Gnd speed-Kts	70	90	100	120	140	160				
Glide path angle 3.00°	372	478	531	637	743	849				
MAP at RW10										

STRAIGHT-IN LANDING RWY 10		
LPV	LNAV/VNAV	
DA(H) <b>1174'</b> (392')	DA(H) <b>1230'</b> (448')	
	MDA(H) <b>1420'</b> (638')	
A		
B		
C	1/2	1/2
D		

**KCLE/CLE**  
 -HOPKINS INTL  
 14 NOV 08 (12-4) Eff 20 Nov  
**JEPPESEN**  
**CLEVELAND, OHIO**  
**RNAV (GPS) Rwy 24L**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6R/24L, 28 <b>124.0</b> Rwys 6L/24R, 10 <b>126.55</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 <b>120.9</b> Rwys 6L/24R <b>124.5</b>	Ground Rwys 6R/24L, 10/28 <b>121.7</b> Rwys 6L/24R <b>133.6</b>
WAAS <b>Ch 77506</b> W-24B	Final Apch Crs <b>237°</b>	Minimum Alt <b>SCOTZ</b> <b>3000'</b> (2213')	LPV DA(H) <b>1098'</b> (311')
MISSED APCH: Climb to 3000' direct HASLE and via 177° track to SAROW and hold.			3100'
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. VGSi and RNAV glidepath not coincident.			
Trans level: FL 180 Trans alt: 18000'			MSA RW24L

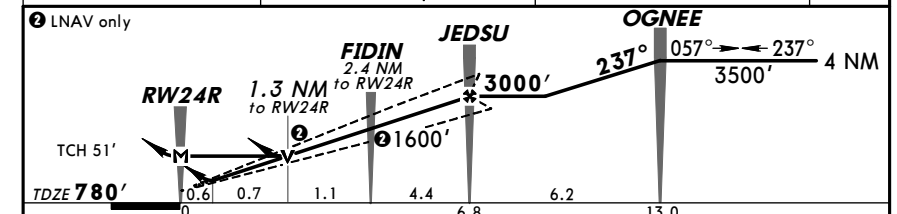
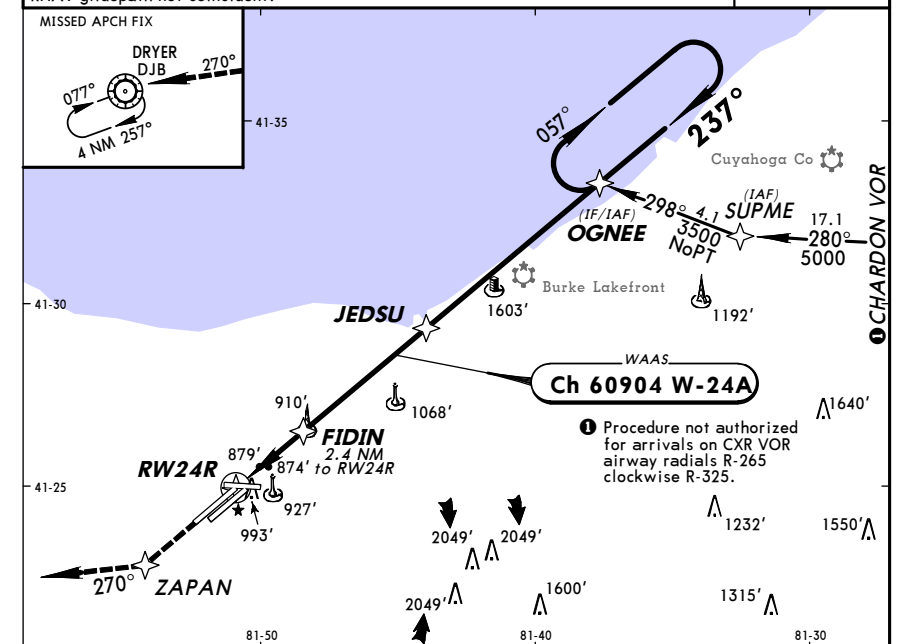


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	HASLE
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW24L									

TERPS	STRAIGHT-IN LANDING RWY 24L			
	LPV DA(H) 1098' (311')	LNAV/VNAV DA(H) 1280' (493')		LNAV MDA(H) 1260' (473')
	RAIL or ALS out	RAIL or ALS out	RAIL out	ALS out
A			RVR 24 or 1/2	RVR 40 or 3/4
B			RVR 24 or 1/2	RVR 40 or 3/4
C	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1/4	1 3/4
D			RVR 50 or 1	1 1/2

**KCLE/CLE**  
 -HOPKINS INTL  
 14 NOV 08 (12-5) Eff 20 Nov  
**JEPPESEN**  
**CLEVELAND, OHIO**  
**RNAV (GPS) Rwy 24R**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6L/24R, 10 <b>126.55</b> Rwys 6R/24L, 28 <b>124.0</b>	CLEVELAND Tower Rwys 6L/24R <b>124.5</b> Rwys 6R/24L, 10/28 <b>120.9</b>	Ground Rwys 6L/24R <b>133.6</b> Rwys 6R/24L, 10/28 <b>121.7</b>
WAAS <b>Ch 60904</b> W-24A	Final Apch Crs <b>237°</b>	Minimum Alt <b>JEDSU</b> <b>3000'</b> (2220')	LPV DA(H) <b>1030'</b> (250')
MISSED APCH: Climb to 3000' direct ZAPAN, and via 270° track to DJB VOR and hold.			3100'
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. VGSi and RNAV glidepath not coincident.			
Trans level: FL 180 Trans alt: 18000'			MSA RW24R



Gnd speed-Kts	70	90	100	120	140	160	ALS-II PAPI	3000'	ZAPAN
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW24R									

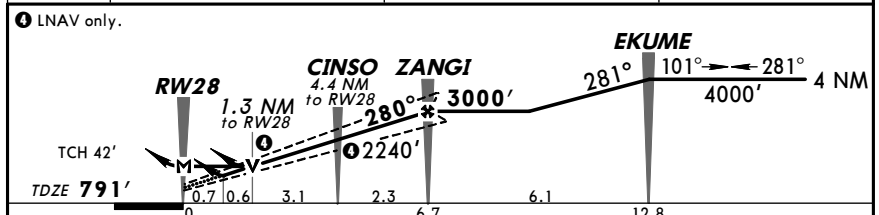
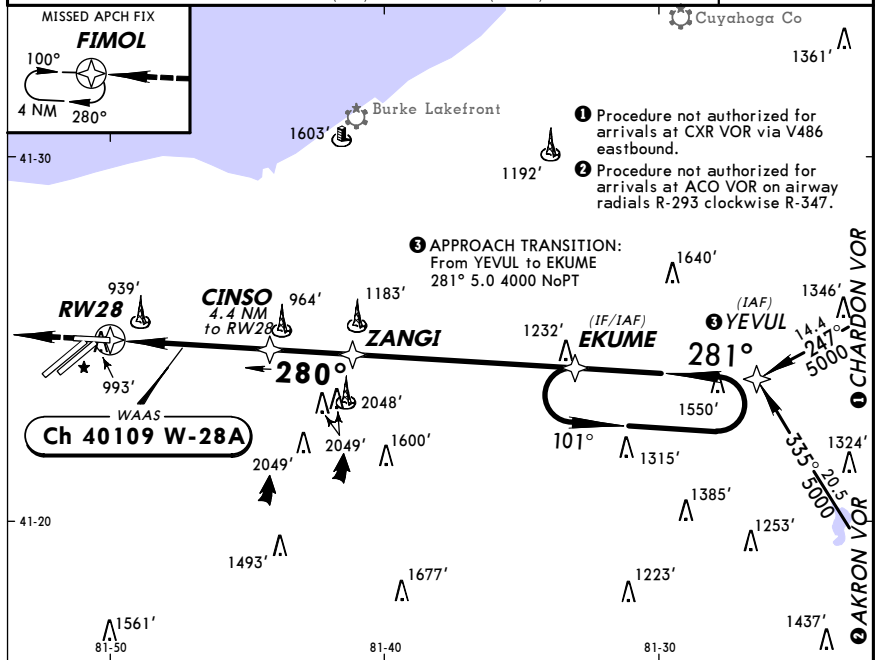
TERPS	STRAIGHT-IN LANDING RWY 24R			
	LPV DA(H) 1030' (250')	LNAV/VNAV DA(H) 1243' (463')		LNAV MDA(H) 1260' (480')
	ALS out	ALS out	ALS out	ALS out
A				RVR 24 or 1/2
B				RVR 24 or 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2
D				RVR 50 or 1

**KCLE/CLE** **JEPPESEN** **CLEVELAND, OHIO**  
**-HOPKINS INTL** 14 NOV 08 (12-6) Eff 20 Nov **RNAV (GPS) Rwy 28**

D-ATIS Arrival <b>127.85</b>	CLEVELAND Approach (R) Rwys 6R/24L, 28 Rwys 6L/24R, 10 <b>124.0</b> <b>126.55</b>	CLEVELAND Tower Rwys 6R/24L, 10/28 Rwys 6L/24R <b>120.9</b> <b>124.5</b>	Ground Rwys 6R/24L, 10/28 Rwys 6L/24R <b>121.7</b> <b>133.6</b>
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WAAS <b>Ch 40109</b> W-28A	Final Apch Crs <b>280°</b>	Minimum Alt ZANGI <b>3000'</b> (2209')	LPV DA(H) <b>1068'</b> (277')	Apt Elev <b>791'</b> TDZE <b>791'</b>	3100'
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**MISSED APCH: Climb to 3000' direct FIMOL and hold.**  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems,  
 LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).  
 MSA RW28



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	→	FIMOL
Glide path angle	3.00°	372	478	531	637	743	PAPI	↑	→	
MAP at RW28										

LPV DA(H) <b>1068'</b> (277')		LNAV/VNAV DA(H) <b>1247'</b> (456')		LNAV MDA(H) <b>1260'</b> (469')	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out	
A				RVR 24	RVR 40
B				or 1/2	or 3/4
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 50 or 1
D				RVR 40 or 3/4	RVR 60 or 1 1/4
				RVR 50 or 1	1 1/2