

Cleveland Hopkins International Airport (CLE) – Runway Safety Bulletin

Since September 6, 2007, there have been several pilot deviations at Cleveland Hopkins International Airport (CLE) involving Taxiway R and Taxiway S at Runway 6C/24C. All of these incidents involved pilots deviating from air traffic “hold short” instructions.

Runway 6C/24C has been utilized only rarely following the commissioning of Runway 6L/24R in 2002. Construction activity on Runway 6R/24L has required the use of Runway 6C/24C in recent months. The project scope consists of lengthening the southwest end, and the uncoupling of Runway 6R/24L from Runway 10/28.

Currently, aircraft can expect to utilize taxi routing consisting of Taxiway R, Taxiway G, and Taxiway S to depart Runway 24R. Taxiway R at Runway 6C/24C is configured with all required signage and markings. The intersection has two holding position signs (one on each side), taxiway/runway holding position markings, and enhanced taxiway centerline markings. In addition, for westbound traffic, there are two new surface painted holding position signs (one on each side of taxiway centerline) and temporary elevated runway guard lights.

WARNING: Aircraft taxiing westbound on Taxiway R to depart Runway 24R, use caution not to cross the holding position markings for Runway 6C/24C when instructed to hold short.

WARNING: Aircraft taxiing westbound on Taxiway R to depart Runway 24R, use caution to hold short at the correct holding position (see attachment).