

LOC/DME I-LIZ	APP CRS	Rwy Ldg	6L	6R
111.55	058°	TDZE	9000	8029
Chan 52(Y)		Apt Elev	773	777
			799	799

ILS or LOC RWY 6L
CLEVELAND-HOPKINS INTL (CLE)

From GROHL, HICKR, and KWENE: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

DME required.

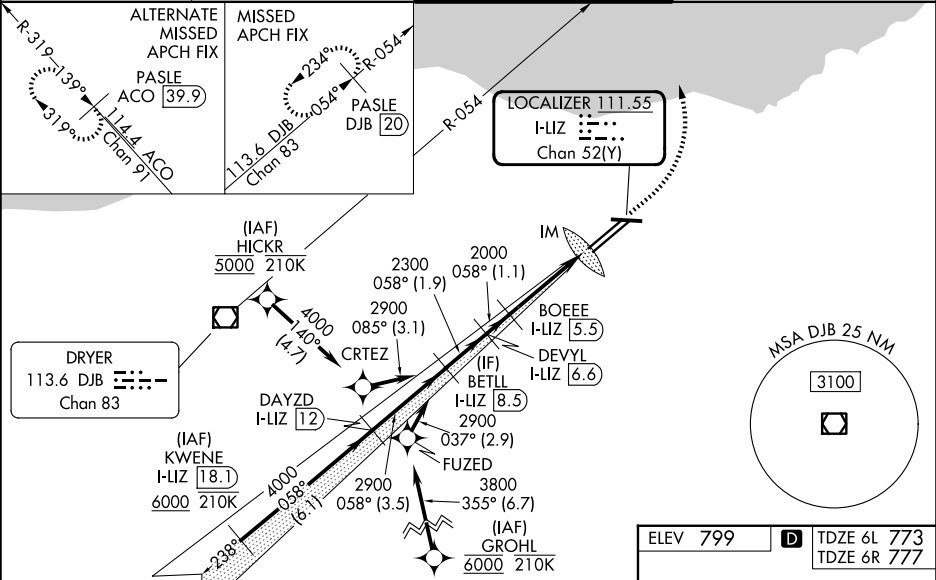
▼ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 6R. For inop ALS, increase S-LOC 6L Cats C/D visibility to 1½ SM.

Rwy 6L
ALSF-2

Rwy 6R
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

D-ATIS 127.85	CLEVELAND APP CON 126.55 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).		1800	3000	DJB	PASLE
BETLL I-LIZ [8.5]			hdg 350°	R-054	DJB [20]
2900 058°					
2300					
2000					
GS 3.00° TCH 55					
1.9 NM		1.1 NM	2.4 NM	1.2	0.1
CATEGORY	A	B	C	D	
S-ILS 6L	973/18		200 (200-½)		
S-LOC 6L	1260/24	487 (500-½)	1260/50	487 (500-1)	
SIDESTEP 6R	1260/55	483 (500-1)	1260-1½ 483 (500-1½)	1260-2 483 (500-2)	
CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)	

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

TWR