



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

# 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.

Rwy 6L ALSF-2 

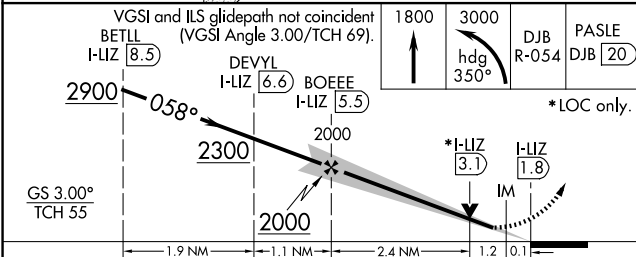
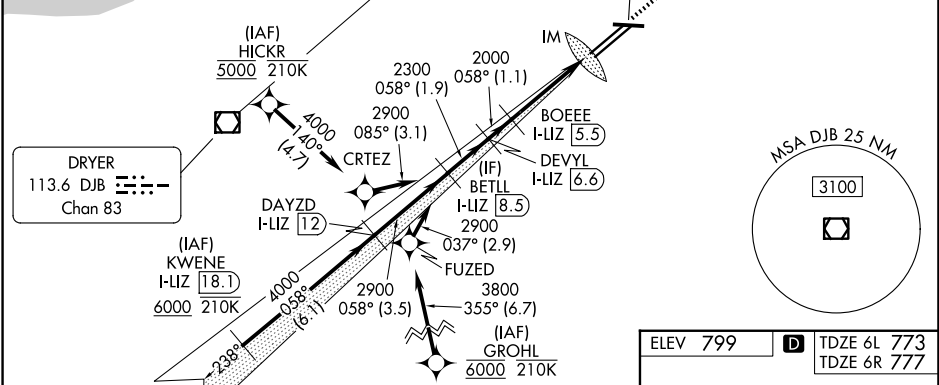
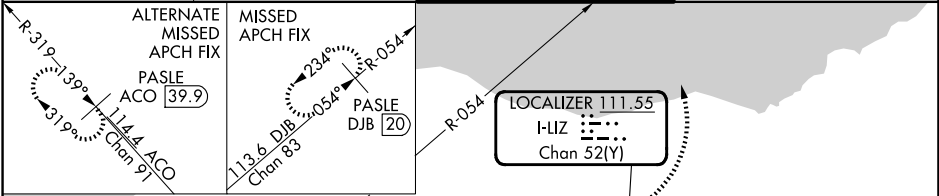
Rwy 6R MALSR 

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.

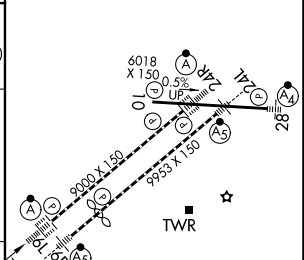
DME required.

**⚠** 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 1 3/8 SM.

D-ATIS <b>127.85</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>
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ELEV 799	<b>D</b>	TDZE 6L 773
		TDZE 6R 777



CATEGORY	A	B	C	D
S-ILS 6L		973/18	200 (200-1/2)	
S-LOC 6L	1260/24	487 (500-1/2)	1260/50	487 (500-1)
SIDESTEP 6R	1260/55	483 (500-1)	1260-1 1/2 483 (500-1 1/2)	1260-2 483 (500-2)
CIRCLING	1420-1	621 (700-1)	1420-1 3/4 621 (700-1 3/4)	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