

|                                                 |                        |          |             |             |
|-------------------------------------------------|------------------------|----------|-------------|-------------|
| LOC/DME I-CLE<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>058°</b> | Rwy Ldg  | 6R          | 6L          |
|                                                 |                        | TDZE     | <b>8029</b> | <b>9000</b> |
|                                                 |                        | Apt Elev | <b>777</b>  | <b>773</b>  |
|                                                 |                        |          | <b>799</b>  | <b>799</b>  |

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

From GROHL, HICKR, and RUHSH: 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.

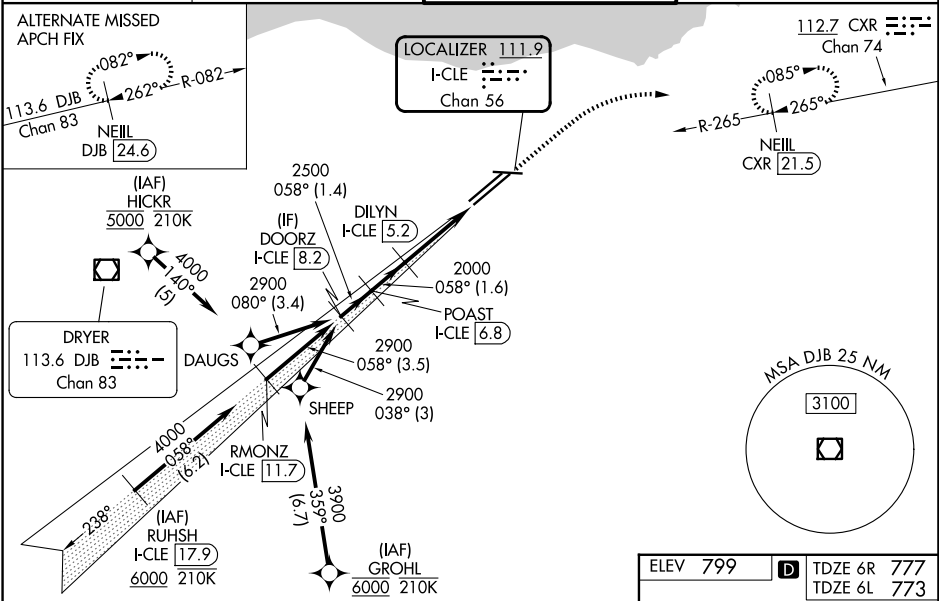
⚠ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 6L. For inop ALS, increase S-LOC 6R Cats C/D visibility to 1½ SM.

Rwy 6L  
ALSF-2

Rwy 6R  
MALSR

MISSED APPROACH:  
Climb to 1600 then  
climbing right turn to  
3100 on CXR  
VOR/DME R-265 to  
NEILL/CXR 21.5 DME  
and hold.

|                         |                                            |                                        |                                |
|-------------------------|--------------------------------------------|----------------------------------------|--------------------------------|
| D-ATIS<br><b>127.85</b> | CLEVELAND APP CON<br><b>126.55 346.325</b> | CLEVELAND TOWER<br><b>124.5 273.45</b> | GND CON<br><b>121.7 273.45</b> |
|-------------------------|--------------------------------------------|----------------------------------------|--------------------------------|



DOORZ

I-CLE 8.2

VGSI and ILS glidepath not coincident

(VGSI Angle 3.00/TCH 73).

1600

↑

3100

↷

CXR R-265

NEILL

CXR 21.5

2900

058°

2500

2000

2000

GS 3.10°

TCH 58

1.4 NM

1.6 NM

2.2 NM

1.4 NM

POAST

I-CLE 6.8

DILYN

I-CLE 5.2

\*I-CLE 3

I-CLE 1.6

\*LOC only.

|             |                    |             |                         |                       |
|-------------|--------------------|-------------|-------------------------|-----------------------|
| CATEGORY    | A                  | B           | C                       | D                     |
| S-ILS 6R    | 977/18 200 (200-½) |             |                         |                       |
| S-LOC 6R    | 1260/24            | 483 (500-½) | 1260/50                 | 483 (500-1)           |
| SIDESTEP 6L | 1260/55            | 487 (500-1) | 1260-1½<br>487 (500-1½) | 1260-2<br>487 (500-2) |
| CIRCLING    | 1420-1             | 621 (700-1) | 1420-1¾<br>621 (700-¾)  | 1420-2<br>621 (700-2) |

