

LOC/DME I-LIZ	APP CRS	Rwy Idg	6L	6R
111.55	057°	TDZE	9000	8030
Chan 52 (Y)		Apt Elev	773	777
			791	791

ILS or LOC RWY 6L

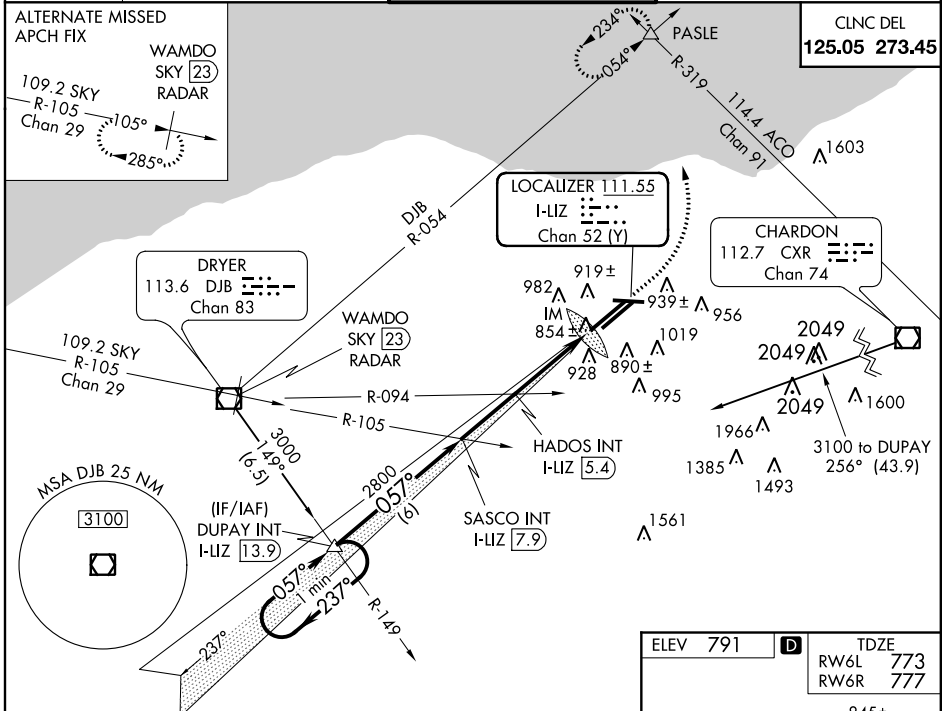
CLEVELAND-HOPKINS INTL (CLE)

⚠ Inop table does not apply to Sidestep 6R. Sidestep maneuver not authorized prior to passing HADOS INT. Simultaneous approach authorized with RWY 6R.

6L ALSF-2 6R MALS R

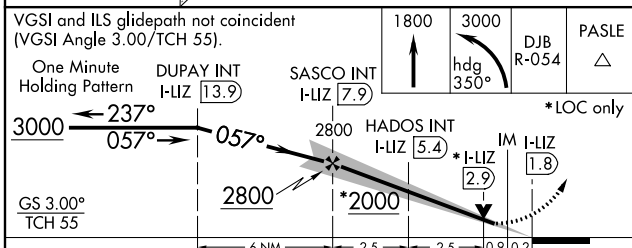
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45



EC-2, 07 FEB 2013 to 07 MAR 2013

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ELEV 791	D	TDZE
		RW6L 773
		RW6R 777

057° 6.1 NM from FAF

REIL Rwy 10

TDZ/CL Rwy 6R, 6L, 24R, and 24L

HIRL Rwy 10-28, 6R-24R, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	1800	3000	DJB R-054	PASLE
One Minute Holding Pattern	DUPAY INT I-LIZ [13.9]	SASCO INT I-LIZ [7.9]		
3000 ← 237°	← 057° →	057° →		
GS 3.00° TCH 55	2800	*2000	HADOS INT I-LIZ [5.4]	IM I-LIZ [2.9]
	← 6 NM	← 2.5	← 2.5	← 0.9
			← 0.2	
CATEGORY	A	B	C	D
S-ILS 6L		973/18	200 (200-½)	
S-LOC 6L		1140/24 367 (400-½)		1140/40 367 (400-¾)
SIDESTEP 6R	1180/60 403 (400-1¼)		1180-1½ 403 (400-1½)	1180-2 403 (400-2)
CIRCLING	1300-1 509 (600-1)		1320-1½ 529 (600-1½)	1380-2 589 (600-2)