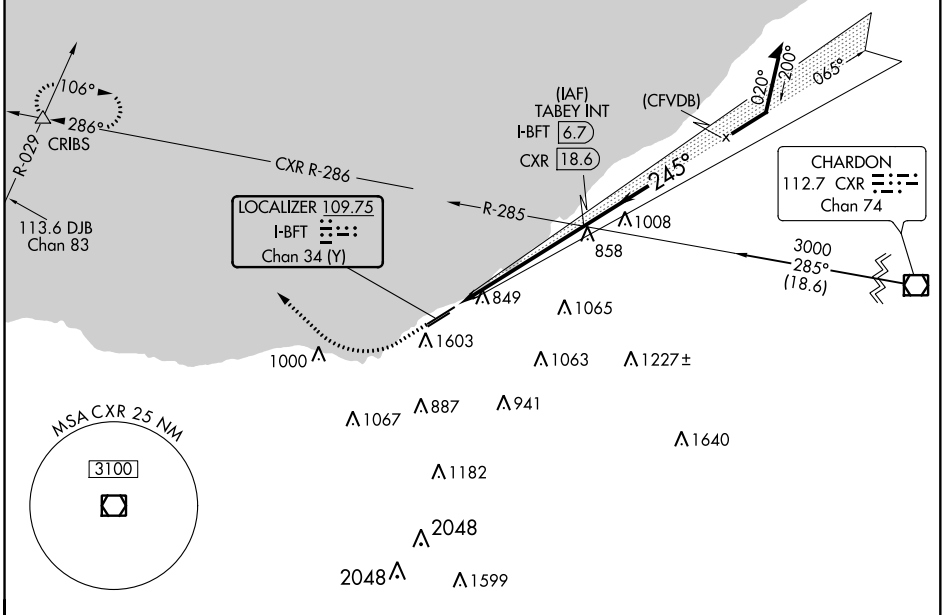


LOC/DME I-BFT <b>109.75</b> Chan <b>34 (Y)</b>	APP CRS <b>245°</b>	Rwy Idg THRE <b>6003</b> Apt Elev <b>584</b>	<b>24R</b> <b>5199</b> <b>583</b> <b>584</b>	<b>24L</b> <b>5199</b> <b>583</b> <b>584</b>
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# ILS or LOC RWY 24R

BURKE LAKEFRONT (BKL)

RADAR or DME required for procedure entry.		MALSF		MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 350° to CXR R-286 then climb to 3000 on CXR VOR/DME R-286 to CRIBS INT and hold.	
<p>Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below 3/4 SM NA. Circling NA southeast of Rwy 6R and 24L. S-ILS minimums NA when control tower closed.</p> <p>-23°C</p>					
ATIS <b>125.25</b>	CLEVELAND APP CON <b>124.0 354.025</b>	LAKEFRONT TOWER ★ <b>124.3 (CTAF) 0 339.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>339.8</b> (when tower closed)	UNICOM <b>122.95</b>



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ELEV 584	<b>D</b> THRE 24R 583 THRE 24L 583	1000	2000	3000	CRIBS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 42).	
	245° 5.6 NM from FAF	↑	hdg 350°	CXR R-286	↑ CXR R-286		
		*LOC only					
REIL Rwy 6L and 24L HIRL Rwy 6L-24R and 6R-24L FAF to MAP 5.6 NM		CATEGORY		A	B	C	D
Knots 60 90 120 150 180 Min:Sec 5:36 3:44 2:48 2:14 1:52		S-ILS 24R		917-3/4 334 (400-3/4)			
		S-LOC 24R		1160-3/4	577 (600-3/4)	1160-1 3/8	577 (600-1 3/8)
		SIDESTEP 24L		1160-1	577 (600-1)	1160-1 5/8	577 (600-1 5/8)
		CIRCLING		1160-1	577 (600-1)	1160-1 5/8 577 (600-1 5/8)	1160-2 577 (600-2)

# BURKE LAKEFRONT (BKL)

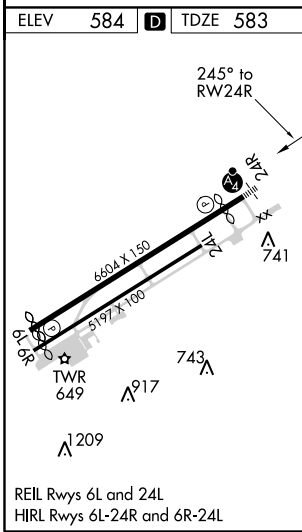
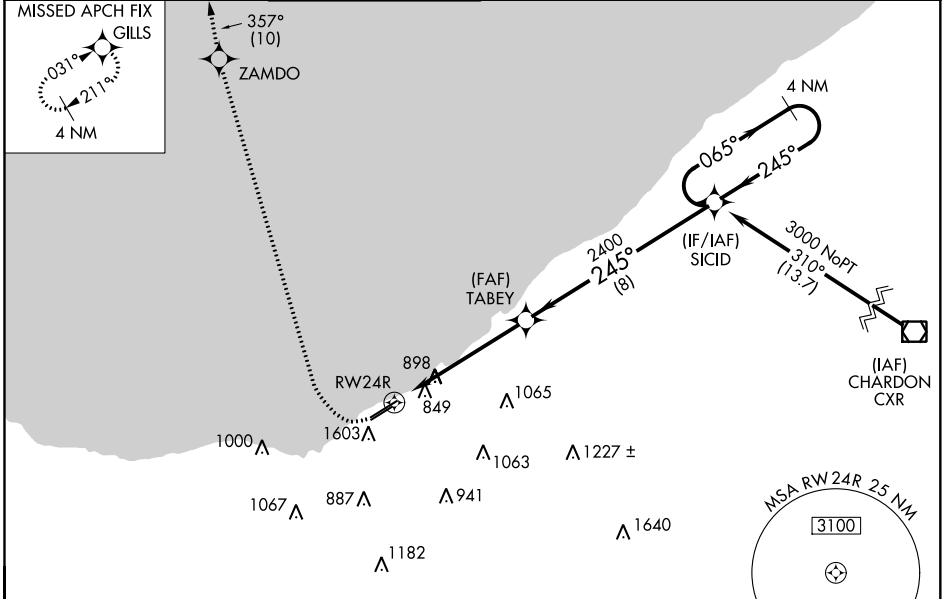
## ILS or LOC RWY 24R

WAAS CH <b>77621</b> <b>W24A</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>6003</b> <b>583</b> <b>584</b>
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# RNAV (GPS) RWY 24R

BURKE LAKEFRONT (BKL)

RNP APCH.		<p><b>MAVSF</b></p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below 3/4 SM NA. Circling NA southeast of Rwy 6R and 24L. For inop ALS, increase LNAV Cat C and D visibility to 3 SM.</p>		<p>MISSED APPROACH: Climbing right turn to 2000 direct ZAMDO then climb to 4000 on track 357° to GILLS and hold. # Missed approach requires minimum climb of 421 feet per NM to 1900.</p>	
ATIS <b>125.25</b>	CLEVELAND APP CON <b>124.0 354.025</b>	LAKEFRONT TOWER ★ <b>124.3 (CTAF) 0 339.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>339.8</b> (when tower closed)	UNICOM <b>122.95</b>



ELEV 584	<b>D</b>	TDZE 583		
<p>2000 ZAMDO 4000 GILLS</p> <p>tr 357°</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).</p> <p>4 NM Holding Pattern</p> <p>*LNAV only.</p> <p>TABEY</p> <p>*3.1 NM to RW24R</p> <p>2400</p> <p>2400</p> <p>3000</p> <p>GP 3.00° TCH 42</p> <p>3.1 NM 2.5 NM 8 NM</p>				
CATEGORY	A	B	C	D
LPV DA	1401-2½		818 (900-2½)	
LPV DA #	NA		1249-1⅞ 666 (700-1⅞)	
LNAV/VNAV DA	1324-2½		741 (800-2½)	
LNAV MDA	1620-1 1037 (1100-1)	1620-1¼ 1037 (1100-1¼)	1620-2½ 1037 (1100-2½)	
CIRCLING	1620-1¼ 1036 (1100-1¼)		1620-3 1036 (1100-3)	

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