



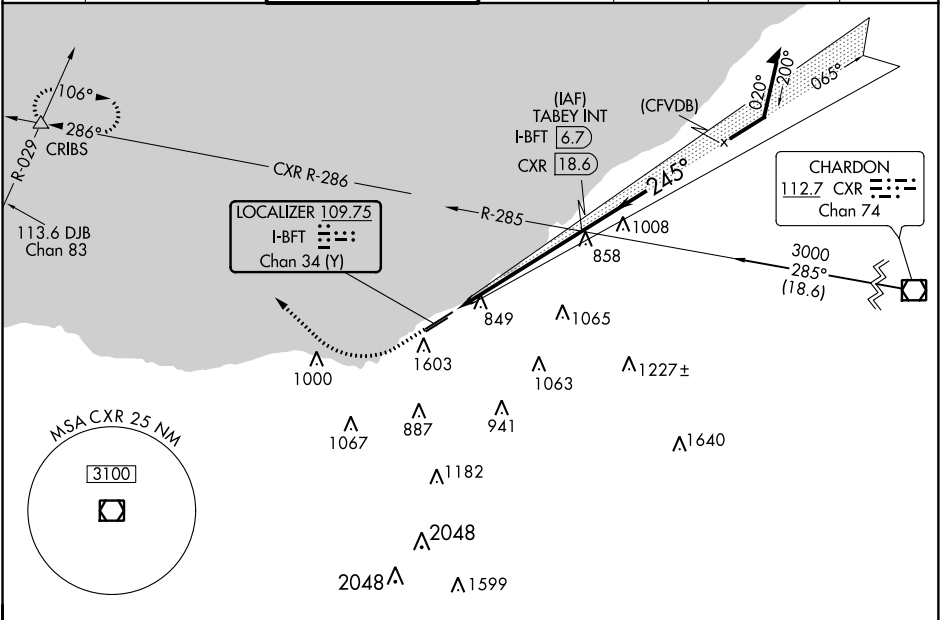


LOC/DME I-BFT	APP CRS	Rwy Idg	24R	24L
109.75	245°	TDZE	6003	5199
Chan 34 (Y)		Apt Elev	583	584
			584	584

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.		
Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwy 6R and 24L. S-ILS minimums NA when control tower closed.							
   -23°C							
ATIS 125.25	CLEVELAND APP CON 125.35 346.325	LAKEFRONT TOWER ★ 124.3 (CTAF) 0 339.8	GND CON 121.9 339.8	CLNC DEL 339.8	CLNC DEL 121.9 (when twr closed)	UNICOM 122.95	



ELEV 584	TDZE 24R 583	1000	2000	3000	CRIBS	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 42).	
	TDZE 24L 584	↑	hdg 350°	CXR R-286	↑	CXR R-286	
245° 5.6 NM from FAF		*LOC only		TABEY INT I-BFT [6.7] Remain within 10 NM			
6604 X 150		*I-BFT [2.8]		2400 065° 245° 2400			
5197 X 100		I-BFT [1.1]		2400 GS 3.00° TCH 42			
TWR 649		1.7 NM		3.9 NM			
REIL Rwy 6L and 24L		CATEGORY	A	B	C	D	
HIRL Rwy 6L-24R and 6R-24L		S-ILS 24R	917-¾ 334 (400-¾)				
FAF to MAP 5.6 NM		S-LOC 24R	1160-¾	577 (600-¾)	1160-1½	577 (600-1½)	
		SIDESTEP 24L	1160-1	576 (600-1)	1160-1½	576 (600-1½)	
		CIRCLING	1160-1	577 (600-1)	1160-1½ 577 (600-1½)	1160-2 577 (600-2)	
Knots	60 90 120 150 180						
Min:Sec	5:36 3:44 2:48 2:14 1:52						