

LOC/DME I-BFT <b>109.75</b> Chan <b>34 (Y)</b>	APP CRS <b>245°</b>	Rwy Idg THRE Apt Elev	24R <b>6003</b> <b>582</b> <b>583</b>	24L <b>5199</b> <b>583</b> <b>583</b>
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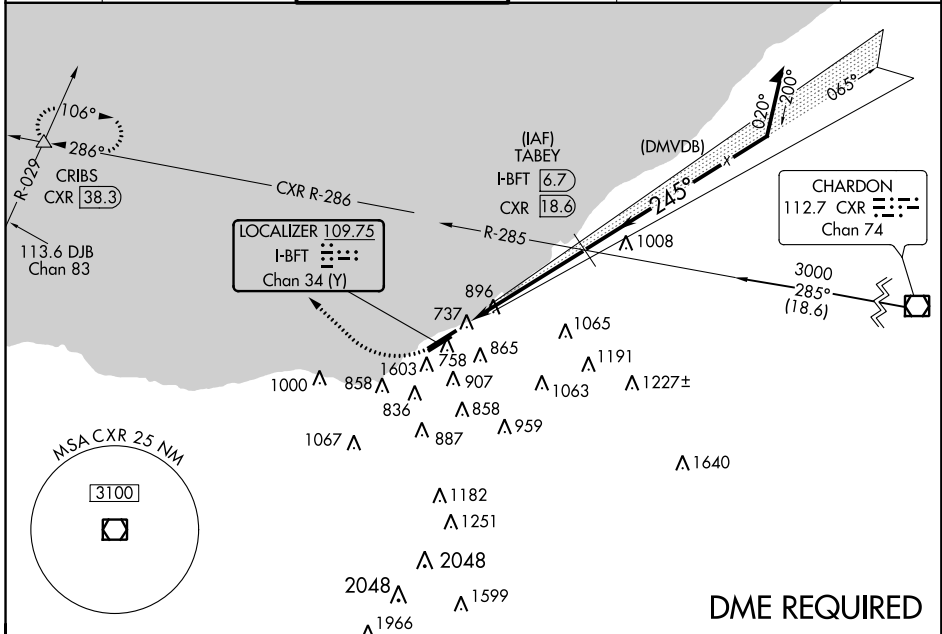
# ILS or LOC RWY 24R

BURKE LAKEFRONT (BKL)

**⚠** Visibility reduction by helicopters NA. Use local altimeter setting. For inoperative MALSf, increase S-ILS 24R all Cts visibility to 1½ mile. Circling NA southeast of Rwy 6R and 24L. S-ILS minimums NA when control tower closed.

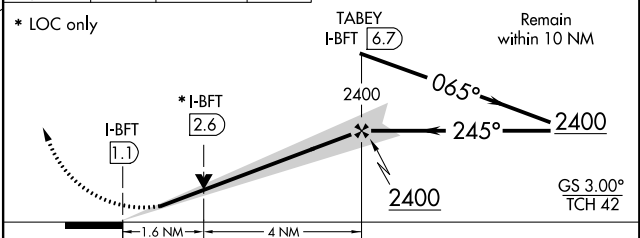
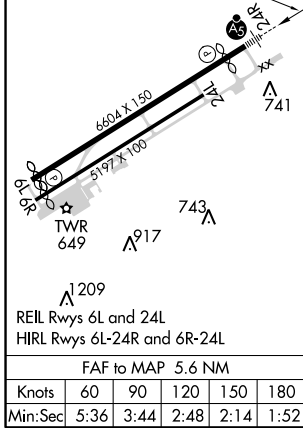
**MALSf** MISSED APPROACH: Climbing right turn to 2000 via heading 350° to CXR VOR/DME R-286 then climb to 3000 via CXR VOR/DME R-286 to CRIBS Int and hold.

ATIS <b>125.25</b>	CLEVELAND APP CON <b>125.35 354.025</b>	LAKEFRONT TOWER ★ <b>124.3 (CTAF) 0 339.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b> (when tower closed)	UNICOM <b>122.95</b>
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**DME REQUIRED**

ELEV 583	<b>D</b> THRE 24R 582 THRE 24L 583	2000 CX R-286	3000 CX R-286	CRIBS △	VGSI and ILS glidepath not coincident.
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CATEGORY	A	B	C	D
S-ILS 24R	902-¾ 320 (400-¾)			
S-LOC 24R	1160-¾	578 (600-¾)	1160-1½	578 (600-1½)
SIDESTEP 24L	1160-1	577 (600-1)	1160-1½	577 (600-1½)
CIRCLING	1160-1	577 (600-1)	1160-1½	1160-2 577 (600-2)

EC-2, 14 SEP 2017 to 12 OCT 2017

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