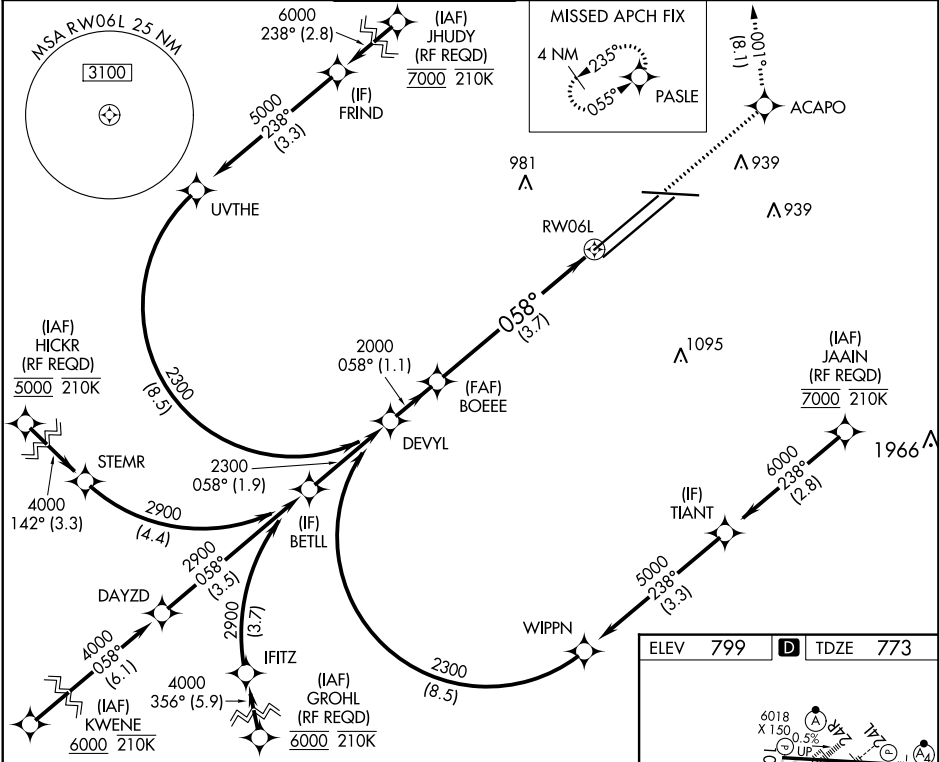


APP CRS	Rwy Idg	9000
058°	TDZE	773
	Apt Elev	799

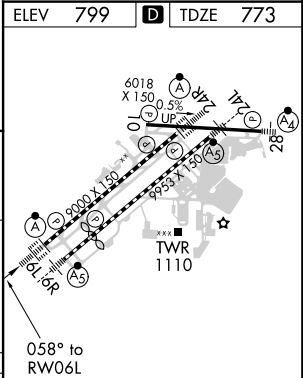
RNAV (RNP) Z RWY 6L
CLEVELAND-HOPKINS INTL (CLE)

RNP AR APCH. For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.17 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to RVR 6000.			ALSF-2	MISSED APPROACH: Climb to 3000 direct ACAPO and on track 001° to PASLE and hold.
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D-ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 124.0 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45	CLNC DEL 125.05 273.45	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).		3000 ↑	ACAPO ✦	tr 001°	PASLE ✦	<p>Diagram showing RWY 6L with glide paths for DEVYL (2300) and BOEEEE (2000). The angle between the glide paths is 058°. The distance from the start of the glide path to the runway is 1.1 NM, and the distance from the runway to the end of the glide path is 3.7 NM. The diagram also shows the location of the TWR 1110 and the RWY 6L.</p>
GP 3.00° TCH 55		See planview for multiple IF locations.				
CATEGORY		A	B	C	D	
RNP 0.17 DA		1123/30		350 (400-5%)		
RNP 0.30 DA		1176/40		403 (400-3%)		
AUTHORIZATION REQUIRED						



REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwy 6L-24R, 6R-24L and 10-28

EC-2, 27 JAN 2022 to 24 FEB 2022

EC-2, 27 JAN 2022 to 24 FEB 2022