

OH BKL ILS OR LOC RWY 24R AMDT 2

4-18-2022 PRB Results: SIGNED/COMPLETE/APPROVED

OH BKL ILS OR LOC RWY 24R AMDT 2

3-3-22 Returned for Rework

Corrections Submitted Comment History:


V4 IS BEING RETURNED FOR THE FOLLOWING,
AS THESE CORRECTIONS WERE NOT COMPLETE: 1. PDF PAGE 27 SHOWS AN EVALUATION THAT
DOESN'T GO OVER LLROY. BASED ON THE MISSED APPROACH INSTRUCTIONS THE EVALUATION
MUST TURN TO A 350 HEADING AND THEN INTERCEPT R-056 TO LLROY THEN CONTINUE TO NEVTE.
THE TIE-BACK ISN'T CORRECT. IT APPEARS THAT THE TARGETS BUILD IS A TURN TO NEVTE NOT TURN
TO A HEADING THEN INTERCEPT A RADIAL AND THEN VIA THAT RADIAL TO NEVTE.

OH BKL ILS OR LOC RWY 24R AMDT 2

2-25-22 RETURNED FOR REWORK

CORRECTIONS SUBMITTED COMMENT HISTORY:

V3 IS BEING RETURNED FOR THE FOLLOWING: 1) PLEASE PROVIDE AN EVALUATION OF THE MISSED APPROACH AS DEPICTED ON THE 8260 FORMS. 2) PLEASE PROVIDE CALCULATIONS FOR THE ELS. THESE CORRECTIONS WERE NOT SUBMITTED WITH THE ORIGINAL PRB RESULTS THAT WERE PREVIOUSLY SENT TO AIS, WE APOLOGIZE FOR THE ERROR.

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/19/2022	APWS Task ID: A9C80AC618E5427D8EB74AECE05A0977	APWS Project ID: F7BAA2000DBE4CC79C36444DB86F73CE
Procedure: ILS OR LOC RWY 24R AMDT 2		Enroute: NO	Specialist: Cappabianco, Anthony		Agreement Number:
Airport ID: KBKL			Airport City: CLEVELAND		State: OH
Facility ID: BFT	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: CLEARS FDC NOTAM 1/0060.</p> <p>CONTACT CASAMIR TABAKA 405-954-7931.</p> <p>02/23/22: THIS IS AN UPDATED COPY OF THE FORM APPROVED ON 12/08/21. 1. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1120 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 350 AND ON DJB VOR/DME R-056 TO LLROY/DJB 25.46 DME THEN CLIMB TO 3000 ON DJB VOR/DME R-056 TO NEVTE/DJB 31.06 DME AND HOLD" TO "CLIMB TO 1120 THEN CLIMBING RIGHT TURN HEADING 350 AND DJB VOR/DME R-056 TO CROSS LLROY/DJB 25.46 DME AT OR BELOW 2000 THEN CLIMB TO 3000 ON DJB VOR/DME R-056 NE COURSE TO NEVTE/DJB 31.06 DME AND HOLD."</p> <div style="text-align: right;">  <p><i>Digitally signed by</i> CASIMIR L TABAKA Feb 24, 2022</p> </div>					

FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 24R AMDT 2			AIRPORT NAME: BURKE LAKEFRONT		AIRPORT ID: KBKL	SPECIAL CONTROL NO: BP-12-133-21	
FAC ID: BFT		CITY: CLEVELAND			ST: OH	ORIG CHART DATE: 03/24/2022	
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 01/04/2022		CREW #: VN329	N #: N67	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: glen b freeman @ 01/04/2022 16:14			PRINTED NAME: FREEMAN, GLEN BURSON				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: BP-12-133-21, BURKE LAKEFRONT, CLEVELAND, OH, ILS OR LOC RWY 24R, AMDT 2, Satisfactory as proposed. RWY24R PAPI IS CONFIRMED COINCIDENT as detailed on 8260-3, page 3 of 3, Changes-Reasons item 30, and 8260-9 page 5 of 8.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

1. FLIGHT PROCEDURE IDENTIFICATION:

Cleveland, OH
Burke Lakefront (BKL)
ILS OR LOC RWY 24R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The missed approach incorporates a maximum altitude restriction that is lower than the clearance limit altitude. Order 8260.3E paragraph 2-8-1. "The missed approach must be simple, specify a charted missed approach altitude (altitude at clearance limit), and a clearance limit fix/facility. When required by obstacles or deemed operationally advantageous, the missed approach may also specify an interim "climb-to" altitude to identify a turn point. Any other interim altitude restriction is not permitted".

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Air traffic control requests a maximum altitude restriction/hold-down altitude of 2000 feet MSL at LLROY to ensure separation from possible overhead traffic landing at CLEVELAND-HOPKINS INTL (CLE) runway 24L/R descending to 3000 feet over the IFs ALOMR and SHERK. After passing LLROY continue climb to 3000 feet MSL to hold at NEVTE

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. No penetrations of the 40:1 surface exist between the MAP and LLROY at the hold down altitude of 2000 feet.
2. The controlling obstacle for the hold-down segment is a BUILDING (39-001719) 413023.58N/0814126.66W with a height of 933 feet MSL. When applying a 1000 feet of ROC; the minimum altitude required is $1000 \text{ ROC} + 933 \text{ feet} = 1933 \sim 2000 \text{ feet}$.
3. Course diverge can be applied once the aircraft has established on a track to NEVTE it will then be allowed to climb to the holding altitude of 3000 ft.
4. If no overhead Cleveland-Hopkins Intl traffic exist, aircraft will be allowed to climb to holding altitude of 3000 ft.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Air traffic control metering of traffic into Cleveland-Hopkins Intl airport would result in excessive arrival and departure delays and a reduction in capacity to the airport.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

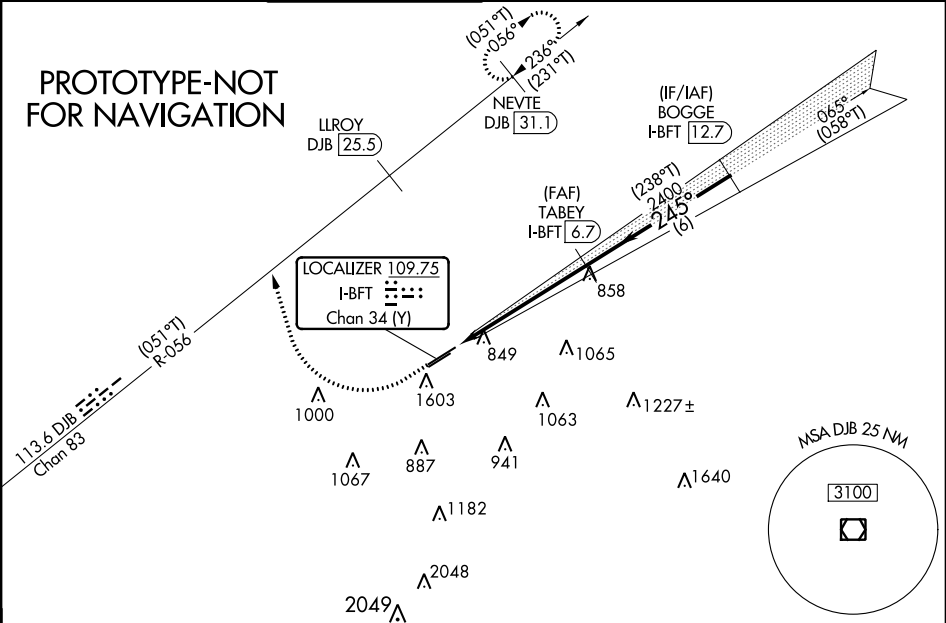
DATE	ROUTING SYMBOL	SIGNATURE
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LOC/DME I-BFT	APP CRS	Rwy Idg	24R	24L
109.75	245°	TDZE	6003	5199
Chan 34 (Y)		Apt Elev	583	584

ILS or LOC RWY 24R
BURKE LAKEFRONT (BKL)

DME required. RADAR required for procedure entry.			MALSF	MISSED APPROACH: Climb to 1120 then climbing right turn to 2000 on heading 350° to DJB VOR/DME R-056 to LLROY/DJB 25.5 DME then climb to 3000 on DJB VOR/DME R-056 to NEVTE/DJB 31.1 DME and hold.		
Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwy 6R-24L. S-ILS minimums NA when control tower closed.						

ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
125.25	125.35 346.325	124.3 (CTAF) 0 339.8	121.9 339.8	339.8	121.9 (when twr closed)	122.95





ELEV 584	TDZE 24R 583	1120	2000	DJB R-056	LLROY DJB 25.5	3000	NEVTE DJB 31.1
	TDZE 24L 584						
245° 5.6 NM from FAF							
CATEGORY		A		B		C	
S-ILS 24R		916-¾		333 (400-¾)			
S-LOC 24R		1060-¾		477 (500-¾)		1060-1⅓	
SIDESTEP 24L		1060-1		476 (500-1)		1060-2	
CIRCLING		1060-1		476 (500-1)		1140-1½	
						556 (600-1½)	
						616 (700-2)	

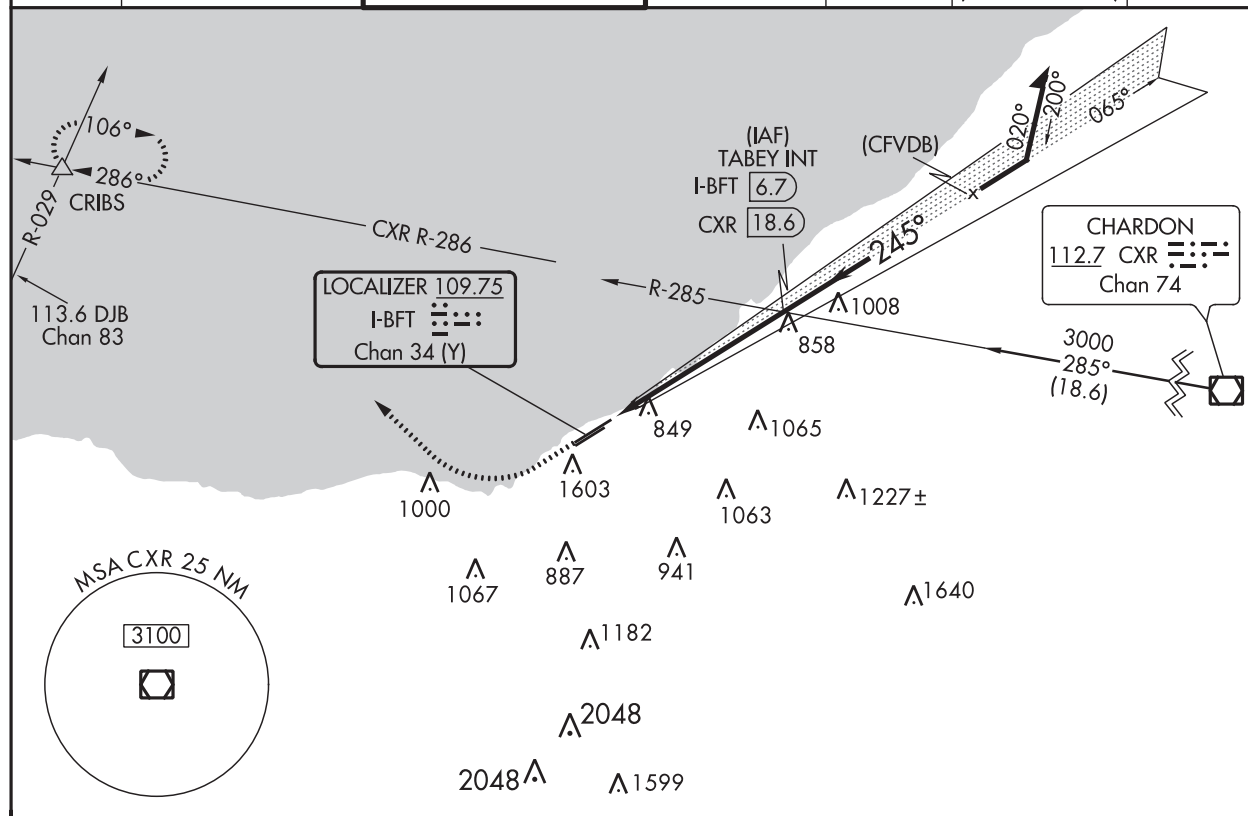
LOC/DME I-BFT 109.75 Chan 34 (Y)	APP CRS 245°	Rwy Idg TDZE Apt Elev	24R 6003 583 584	24L 5199 584 584
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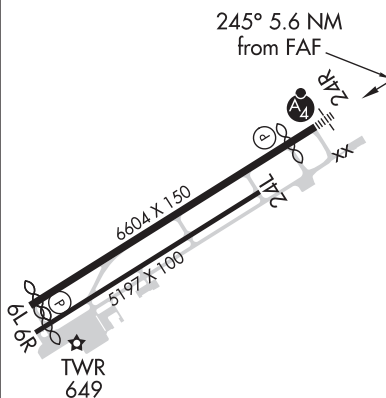
OLD

ILS or LOC RWY 24R

BURKE LAKEFRONT (BKL)

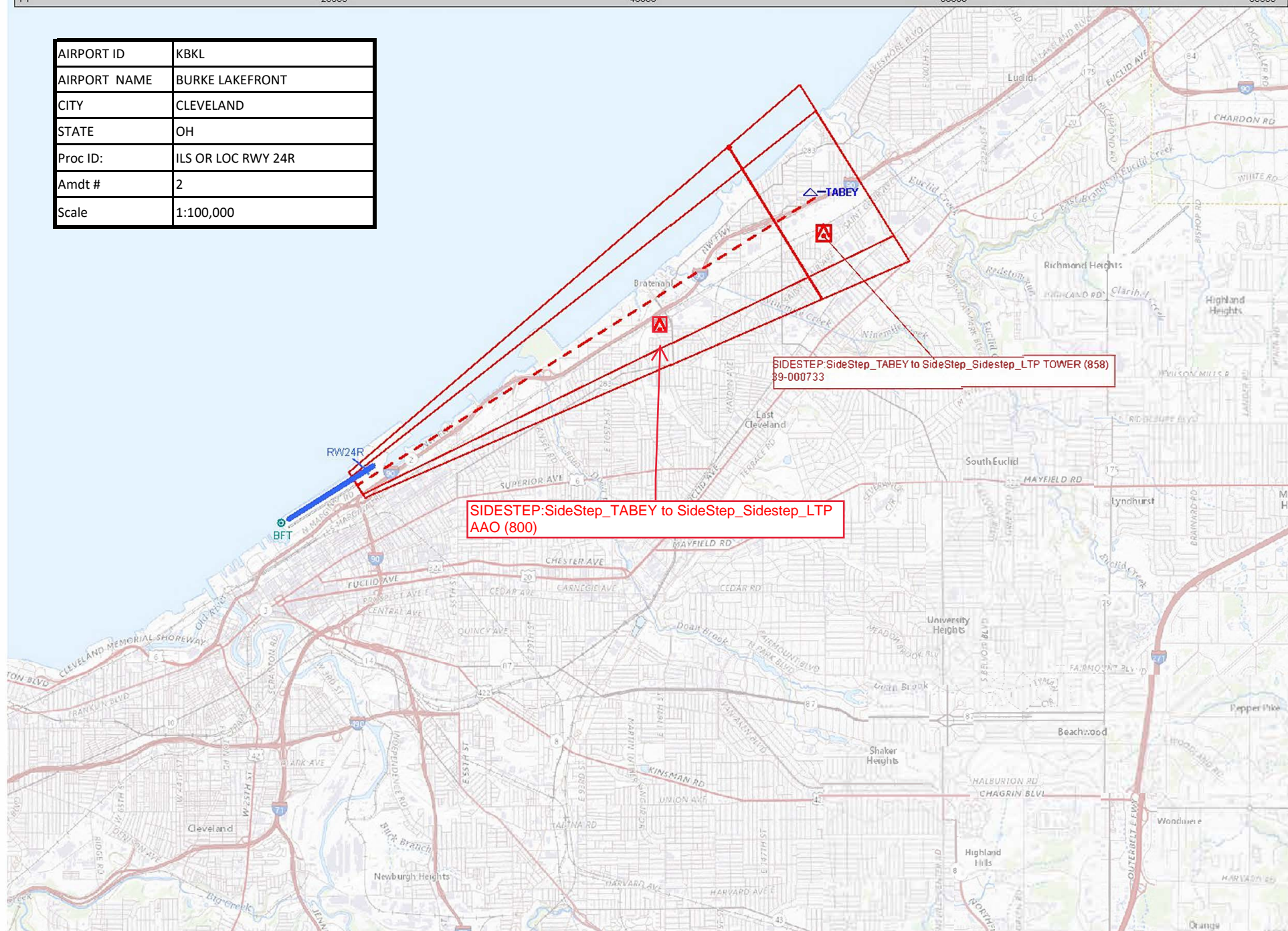
RADAR or DME required for procedure entry.				MALSF 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 350° to CXR R-286 then climb to 3000 on CXR VOR/DME R-286 to CRIBS INT and hold.		
	Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rws 6R and 24L. S-ILS minimums NA when control tower closed.						
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	D	TDZE 24R 583 TDZE 24L 584	1000	2000	CXR R-286	3000	CRIBS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 42).				
												
REIL Rwy's 6L and 24L HIRL Rwy's 6L-24R and 6R-24L												
FAF to MAP 5.6 NM												
Knots	60	90	120	150	180							
Min:Sec	5:36	3:44	2:48	2:14	1:52							
			*LOC only					TABEY INT I-BFT 6.7				
			*I-BFT 2.8					Remain within 10 NM				
			I-BFT 1.1					2400				
			1.7 NM					3.9 NM				
CATEGORY			A		B		C		D			
S-ILS 24R			917-3/4 334 (400-3/4)									
S-LOC 24R			1160-3/4 577 (600-3/4)				1160-13/8 577 (600-13/8)					
SIDESTEP 24L			1160-1 576 (600-1)				1160-15/8 576 (600-15/8)					
CIRCLING			1160-1 577 (600-1)				1160-15/8 577 (600-15/8)		1160-2 577 (600-2)			

Genomic map of the 12 Mb region on chromosome 12p12.1. The map shows the location of the NMD gene (NM) and the FT gene (FT) relative to a scale from 0 to 80,000. The NMD gene is located at approximately 20,000 bp, and the FT gene is located at approximately 40,000 bp. The scale is marked in increments of 20,000 bp.

AIRPORT ID	KBKL
AIRPORT NAME	BURKE LAKEFRONT
CITY	CLEVELAND
STATE	OH
Proc ID:	ILS OR LOC RWY 24R
Amdt #	2
Scale	1:100,000



Federal Aviation Administration Categorical Exclusion Declaration

Date: 12/10/21

IFP: Maxfield, Jacob (Jacob.Maxfield@faa.gov)

Airport Contact: -

Request ID: KBKL_21105

Single or Multiple Procedure: Single

Procedure Name(s): ILS OR LOC RWY 24R

Procedure Request Description:

Burke Lakefront Airport (KBKL) in Cleveland, Ohio requests an amendment to the missed approach (MA) for the Instrument Landing System (ILS) OR Localizer (LOC) Runway (RWY) 24. The procedure amendment is required to mitigate an obstruction that requires the LOC minimum descent altitude (MDA) to be raised 160 feet. The new design mitigates for this obstruction and also removes the dependency of the Chardon (CXR) Very High Frequency Omnidirectional Range (VOR) which is scheduled for decommissioning through the VOR Minimum Operating Network (MON) initiative.

The proposed changes to ILS OR LOC RWY 24 are considered administrative in nature and would include the following: The procedure turn would be removed with no replacement, and the MA would change to read: "CLIMB TO 1120 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 350 AND ON DJB R-056 TO LLROY THEN CLIMB TO 3000 ON DJB TO NEVTE DME AND HOLD." Aircraft would hold to the northeast of NEVTE Waypoint (WP), inbound on DJB VOR/DME radial 056. The hold down altitude of 2000 feet above mean sea level before crossing fix LLROY would be required to keep KBKL traffic separated from Cleveland Hopkins International (KCLE) traffic.

All changes to the MA would take place over water.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: _____ Date: _____

Title: Karen L. Everitt, Environmental Protection Specialist
ATO Central Service Area, Operations Support Group, AJV-C25

Approved By: _____ Date: _____

Title: Christopher L. Southerland, Group Manager
ATO Central Service Area, Operations Support Group, AJV-C2