

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify)		<div><input checked="" type="checkbox"/> DTW ATCT, DTW APP CONN, ZOB, AMGR</div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
<div><i>Digitally signed by</i> JAMES ROGERS Aug 11, 2016</div>				AJV-5421	06/28/2016
APPROVED BY					
NAME:				FIFO	DATE:
TONY R LAWSON MANAGER				AJV-5420	
CHANGES:					
<div>1. TERMINAL ROUTES: ADDED MCOMB TO DRBRN; COURSE AND DISTANCE 215.71/3.31; ALTITUDE 7000</div> <div>2. TERMINAL ROUTES: UPDATED ALL COURSES FROM 214.71 TO 215.71.</div> <div>3. TERMINAL ROUTES: CHANGED DRBRN DME FROM 19.55 TO 20.70; BHOLD DME FROM 16.56 TO 17.39; DISTANCE FROM DRBRN TO BHOLD FROM 2.99 TO 3.31.</div> <div>4. TERMINAL ROUTES: CHANGED LUPAY DME FROM 13.52 TO 14.08; OSKER DME FROM 10.44 TO 10.78; DISTANCE FROM LUPAY TO OSKER FROM 3.09 TO 3.31.</div> <div>5. TERMINAL ROUTES: CHANGED ROUGE DME FROM 7.30 TO 7.47; DISTANCE FROM OSKER TO ROUGE FROM 3.14 TO 3.31.</div> <div>6. TERMINAL ROUTES: CHANGED HULKA DME FROM 5.16 TO 4.15; DISTANCE FROM ROUGE TO HULKA FROM 2.14 TO 3.33; ALTITUDE FROM 2300 TO 2000.</div> <div>7. CHANGED PRIMARY MISSED APPROACH FROM CLIMB TO 3000 ON HEADING 215 AND CRL VORTAC R-025 TO CRL VORTAC AND HOLD, OR AS DIRECTED BY ATC TO CLIMB TO 4000 ON DXO R-214 TO HWLER/DXO VOR/DME 16.73 DME/RADAR AND HOLD.</div> <div>8. CHANGED ALTERNATE MISSED APPROACH FROM (SIMULTANEOUS OPERATIONS NA) CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 DIRECT JZJ NOB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED) TO CLIMB TO 4000 ON HEADING 216 AND CRL VORTAC R-214 TO CRL VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 4000.</div> <div>9. CHANGED FAC ON LINE 3 FROM 214.71 TO 215.71; FAF: HULKA INT/4.15 DME/RADAR; DIST FAF TO MAP FROM 5.32 TO 4.31.</div> <div>10. LINE 4: ADDED MCOMB 8000 TO MIN ALT; CHANGED HULKA 2300 TO HULKA 2000.</div> <div>11. LINE 6: CHANGED MIN GS INCPT FROM 2300 TO 2000; GS ALT AT FROM HULKA 2300 TO HULKA 2000.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. ADDED PER ATC TO TIE INTO STARS.</div> <div>2. FACILITY MAGVAR UPDATED TO 7W.</div> <div>3-5. NEW FIX LOCATIONS FOR DRBRN, BHOLD, LUPAY, OSKER, ROUGE AND HULKA</div> <div>6. NEW FIX LOCATION FOR HULKA; FAF ALTITUDE CHANGE PER ATC.</div> <div>7-8. ATC REQUESTED A NEW MISSED APPROACH AND MOVED CURRENT PRIMARY MISSED TO THE ALTERNATE MISSED.</div> <div>9. FACILITY MAGVAR CHANGED TO 7W; NEW LOCATION FOR HULKA.</div> <div>10. NEW IAF (MCOMB) ADDED TO PROCEDURE; ATC REQUESTED NEW FAF ALTITUDE.</div> <div>11. ATC REQUESTED A NEW FAF ALTITUDE.</div> <div>12. UPDATED PROCEDURE TO USE THE CURRENT TCH (60.3) INSTEAD OF RDH VALUE (54.49).</div> <div>13. MAGVAR UPDATED TO 2020 VALUE.</div> <div>14. CRITERIA: 8260.19G, PARA 8-6-5, M71.</div>					
<div>PDF EDITS:</div> <div>(SEE FORM 8260-10)</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

QUALITY
25
CHECKED

CITY AND STATE
DETROIT, MI

ELEVATION: 645 TDZE: 637
AIRPORT NAME:
DETROIT METROPOLITAN WAYNE COUNTY

FACILITY
IDENTIFIER:
I-DWC

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS PRM RWY 22L, AMDT 1
(CLOSE PARALLEL)

SUP:
AMDT: ORIG-F
DATED: 10/15/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>12. PROCEDURE TCH CHANGED FROM 54.0 TO 60.3.</div> <div>13. AIRPORT MAGVAR UPDATED FROM 6W TO 7W.</div> <div>14. CHANGED SIMULTANEOUS CHART NOTE FROM SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 21L TO SIMULTANEOUS APPROACH AUTHORIZED.</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>1. EDITED ALTERNATE MISSED APPROACH INSTRUCTIONS.</div> <div>2. DELETED (ILS PROCEDURES ONLY) FROM SIMULTANEOUS CHART NOTE.</div>					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
INITIAL	MCOMB/I-DWC	DRBRN/I-DWC	1. AAO	423657.00N/0831000.00W	1060 (4E)	1000	AT4940	7000	
	LOC/DME 24.00	LOC/DME 20.70	2. TERRAIN	423657.00N/0831000.00W	860 (900)		AS1500	2400	
	DME/RADAR	DME/RADAR							
INITIAL: STEPDOWN	DRBRN/I-DWC	BHOLD/I-DWC	3. BLDG (26-000690)	423336.85N/0830938.32W	1059 (2C)	1000	AT3941	6000	
	LOC/DME 20.70	LOC/DME 17.39	4. TERRAIN	423351.00N/0831221.00W	834 (800)		AS1500	2300	
	DME/RADAR	DME/RADAR							
INITIAL: STEPDOWN	BHOLD/I-DWC	LUPAY/I-DWC	5. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AT2251	5000	
	LOC/DME 17.39	LOC/DME 14.08	6. TERRAIN	422643.00N/0831222.00W	818 (800)		AS1500	2300	
	DME/RADAR	DME/RADAR							
INITIAL: STEPDOWN	LUPAY/I-DWC	OSKER/I-DWC	7. TOWER (26-000099)	422814.55N/0831459.62W	1720 (1D)	1000	AT1280	4000	
	LOC/DME 14.08	LOC/DME 10.78	8. TERRAIN	422748.00N/0831648.00W	706 (700)		AS1500	2200	
	DME/RADAR	DME/RADAR							
INITIAL: STEPDOWN	OSKER/I-DWC	ROUGE/I-DWC	9. TOWER (26-000133)	422239.60N/0831435.10W	1124 (2C)	1000	AT876	3000	
	LOC/DME 10.78	LOC/DME 7.47	10. TERRAIN	422415.00N/0831557.00W	673 (700)		AS1500	2200	
	DME/RADAR	DME/RADAR							
2. PROCEDURE TURN									
3. MISSED APPROACH	MAP:	DA	HWLER/I-DWC			ASC		4000	
			LOC/DME 16.73	13. TOWER (26-003174)	420358.25N/0832337.21W	1017 (1B)	1000	2100	
	ELEV:	668		14. TERRAIN	421240.59N/0832257.10W	672 (700)	AS1500	2200	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL					
CATEGORY B	1.5 NM		450						
CATEGORY C	1.7 NM		450						
CATEGORY D	2.3 NM		550						
CATEGORY E	4.5 NM		550						
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: DXO VOR/DME								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (26-000324)	014/16.4	1750 (4D)	2800					
CITY AND STATE	ELEVATION: 645		FACILITY		PROCEDURE AND AMENDMENT NO:			REGION	
DETROIT, MI	AIRPORT NAME: DETROIT METROPOLITAN WAYNE COUNTY		I-DWC		ILS PRM RWY 22L, AMDT 1 (CLOSE PARALLEL)			AGL	

QUALITY
25
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. SEE ATTACHED AIRSPACE LETTER. BACK-UP ALTIMETER MINIMUMS NOT IDENTIFIED DUE TO MAJOR AIRPORT WEATHER SYSTEM REDUNDANCY. VGSI DATA: NONE 100 FT VEGETATION PER APT. PROCEDURAL TCH 60.30 UTILIZED. KDTW ASOS IS ON SERVICE A. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 4000 13. TOWER (26-003174) 420358.25N/0832337.21W 1017 (1B) 1000 2100 14. TERRAIN 421240.59N/0832257.10W 672 (700) AS1500 2200																			
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																					
DTW APP CON DTW TOWER ZOB ARTCC						N W S		OTHER: ASOS												SOURCE:KDTW									
						F A A														DISTANCE:									
						A / C														HOURS REMOTE OPERATION:									
SATISFACTORY ON:																													
X		V H F		X		U H F														H F		LOCATION: KDTW				ADJUSTMENT: 0			
4. MONITOR STATUS		PRIMARY NAVAID: I-DWC																											
		MONITOR POINT: DTW ATCT																											
		HRS OPTN:		CAT 1		24														CAT 3									
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 03R, 04L, 04R																									
				(S) SALS																									
		X		MALSR 21L, 22L, 22R, 27L, 27R																									
		X		HIRL 03L, 03R, 04L, 04R, 09L, 09R, 21L, 21R, 22L, 22R, 27L, 27R																									
				MIRL																									
		X		REIL 03L, 09L, 09R, 21R																									
		X		TDZ 03R, 04L, 04R																									
		X		C/L 03L, 03R, 04L, 04R, 09R, 21L, 21R, 22L, 22R, 27L																									
6. RUNWAY MARKINGS				BASIC																									
				ALL WEATHER PIR-G 03R, 04L, 04R, 09L, 09R, 21L, 22L, 22R, 27L, 27R																									
				INSTRUMENT NPI-G 03L, 21R																									
7. RUNWAY VISUAL RANGE				APPROACH 03L, 03R, 04L, 04R, 21L, 21R, 22L, 22R, 27L, 27R																									
				MIDFIELD 03R, 04L, 04R, 21L, 22L, 22R																									
				ROLL OUT 03L, 03R, 04L, 04R, 21L, 21R, 22L, 22R																									
8. GLIDE PATH		GP ANGLE: 2.85						ELEV RWY THRESHOLD: 635.8																					
		DISTANCE FROM RWY: 1201						ELEV GP ANTENNA: 635.6																					
								THRESHOLD CROSSING HEIGHT: 60.3																					
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD								FT. FROM THRESHOLD															
				X		ON CENTERLINE								FT. FROM CENTERLINE															
10. WAIVERS: NONE																													
PART D - PREPARED BY: JAMES ROGERS										DATE: 06/28/2016																			
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421																			



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	