

<b>ILS - STANDARD</b> <b>US DEPARTMENT OF TRANSPORTATION      INSTRUMENT APPROACH PROCEDURE</b> <b>FEDERAL AVIATION ADMINISTRATION      TITLE 14 CFR PART 97.29</b>							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.												
<b>TERMINAL ROUTES</b>										<b>MISSED APPROACH</b>									
FROM	TO			COURSE AND DISTANCE			ALTITUDE			<b>ILS: DA</b> <b>LOC: 4.13 NM AFTER GUGRE/DXO 5.73 DME/RADAR OR AT DXO 1.61 DME FIX</b>  <b>CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON DXO VOR/DME R-352 TO KUPNE/DXO 14.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.</b>  <b>ALTERNATE MA (DO NOT CHART): CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 DIRECT SVM VORTAC AND HOLD.</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD S, RT, 352.49 INBOUND.</b> <b>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SVM VORTAC, RT, 350.00 INBOUND.</b> <b>CHART FAS OBST: 735 TREE 421320N/0831732W</b> <b>CHART IN PLANVIEW: SVM VORTAC.</b> <b>CHART CIRCLING ICON.</b>									
FRNDS/DXO 21.45 DME/RADAR (IAF)	HONOR/DXO 18.31 DME/RADAR			275.72 / 3.14 (I-DMI)			6000												
HONOR/DXO 18.31 DME/RADAR	STANS/DXO 15.16 DME/RADAR			275.72 / 3.14 (I-DMI)			5000												
STANS/DXO 15.16 DME/RADAR	AERIC/DXO 12.02 DME/RADAR			275.72 / 3.14 (I-DMI)			4000												
AERIC/DXO 12.02 DME/RADAR	DOTTI/DXO 8.87 DME/RADAR			275.72 / 3.14 (I-DMI)			3000												
DOTTI/DXO 8.87 DME/RADAR (IF)	GUGRE/DXO 5.73 DME/RADAR			275.72 / 3.14 (I-DMI)			2000												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>PROFILE STARTS AT FRNDS/DXO 21.45 DME/RADAR</b> 3. FAC: <u>275.72</u> FAF: <u>GUGRE/DXO 5.73 DME/RADAR</u> DIST FAF TO MAP: <u>4.13</u> THLD: <u>4.13</u> 4. MIN. ALT: <b>FRNDS 7000, HONOR 6000, STANS 5000, AERIC 4000, DOTTI 3000, GUGRE 2000, YANUC/DXO 3.00 DME/RADAR 1120*</b> 5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ 150 HAT: _____ - _____ 100 HAT: _____ - _____ GS ANT: <b>999</b> 6. MIN GS INCPT: <u>2000</u> GS ALT AT: <u>GUGRE 2000</u> OM: _____ - _____ MM: _____ - _____ IM: _____ - _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>49.8</u> 8. MSA FROM: <b>DXO VOR/DME 2800</b>																MAG VAR: <b>7W</b>		EPOCH YEAR: <b>2020</b>	
<b>MINIMUMS</b>																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: <b>STANDARD</b>			LOC: <b>STANDARD</b>							
CATEGORY =====>	A			B			C			D			E						
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA				
<b>S-ILS 27R**</b>	835	2400	200	835	2400	200	835	2400	200	835	2400	200							
<b>S-LOC 27R</b>	1000	2400	365	1000	2400	365	1000	3500	365	1000	3500	365							
<b>CIRCLING</b>	1180	1	535	1180	1	535	1180	1 1/2	535	1240	2	595							
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: DME OR RADAR REQUIRED. CHART PLANVIEW NOTE: RADAR REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																			
CITY AND STATE			ELEVATION: 645      TDZE: 635			FACILITY IDENTIFIER: I-DMI			PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:						
DETROIT, MI			AIRPORT NAME:						ILS OR LOC RWY 27R, AMDT 13, 11/10/2016				AMDT: 12B						
			DETROIT METROPOLITAN WAYNE COUNTY										DATED 12/11/2014						



ALL AFFECTED PROCEDURES REVIEWED? <div><input checked="" type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div>11/10/2016</div>	
COORDINATED WITH: <div><div>ATA<div><input checked="" type="checkbox"/></div></div><div>AAT<div><input type="checkbox"/></div></div><div>ALPA<div><input checked="" type="checkbox"/></div></div><div>APA<div><input checked="" type="checkbox"/></div></div><div>AOPA<div><input checked="" type="checkbox"/></div></div><div>NBAA<div><input checked="" type="checkbox"/></div></div><div>OTHER (specify)<div><input checked="" type="checkbox"/>DTW ATCT, ZOB ARTCC, AMGR</div></div></div>					
FLIGHT CHECKED BY					
NAME: <div>PENDING</div>				FIFO	DATE:
DEVELOPED BY					
NAME: <div><div>Digitally signed by DEANNA M FIELDS</div><div>DEANNA M. FIELDS</div></div>				FIFO AJV-5421	DATE: 06/08/2016
APPROVED BY					
NAME: <div><div>Digitally signed by JACOB POWERS Sep 29, 2016</div><div>TONY R LAWSON</div><div>MANAGER</div></div>				FIFO AJV-5420	DATE:
CHANGES: 1. FRNDS/DXO 23.62 DME/RADAR TO HONOR/DXO 20.17 DME/RADAR, COURSE/DISTANCE 274.72/3.45 (I-DMI) CHANGED TO FRNDS/DXO 21.45 DME/RADAR TO HONOR/DXO 18.31 DME/RADAR, COURSE/DISTANCE 275.72 / 3.14 (I-DMI). 2. HONOR/DXO 20.17 DME/RADAR TO STANS/DXO 16.72 DME/RADAR, COURSE/DISTANCE 274.72/3.45 (I-DMI) CHANGED TO HONOR/DXO 18.31 DME/RADAR TO STANS/DXO 15.16 DME/RADAR, COURSE/DISTANCE 275.72 / 3.14 (I-DMI). 3. STANS/DXO 16.72 DME/RADAR TO AERIC/DXO 12.95 DME/RADAR, COURSE/DISTANCE 274.72/3.77 (I-DMI) CHANGED TO STANS/DXO 15.16 DME/RADAR TO AERIC/DXO 12.02 DME/RADAR, COURSE/DISTANCE 275.72 / 3.14 (I-DMI). 4. AERIC/DXO 12.95 DME/RADAR TO DOTTI/DXO 8.91 DMEIRADAR, COURSE/DISTANCE 274.72/4.04 (I-DMI) CHANGED TO AERIC/DXO 12.02 DME/RADAR TO DOTTI/DXO 8.87 DME/RADAR, COURSE/DISTANCE 275.72 / 3.14 (I-DMI). 5. DOTTI/DXO 8.91 DME/RADAR TO GUGRE/DXO 6.67 DME/RADAR, COURSE/ DISTANCE 274.72/2.24 (I-DMI), ALTITUDE 2300 CHANGED TO DOTTI/DXO 8.87 DME/RADAR TO GUGRE/DXO 5.73 DME/RADAR, COURSE/DISTANCE 275.72 / 3.14 (I-DMI), ALTITUDE 2000. 6. YANUC/DXO 3.10 DME/RADAR 1160* CHANGED TO YANUC/DXO 3.00 DME/RADAR 1120* 7. PROFILE STARTS AT FRNDS/DXO 23.62 DME/RADAR CHANGED TO PROFILE STARTS AT FRNDS/DXO 21.45 DME/RADAR. 8. FAC 274.72 CHANGED TO 275.72. 9. FAF GUGRE/DXO 6.67 DME/RADAR CHANGED TO GUGRE/DXO 5.73 DME/RADAR. (SEE FORM 8260-10)					
REASONS: 1-12. TERMINAL ROUTE FIXES RELOCATED PER ATC REQUEST AND MAG VAR CHANGE FROM 6W TO 7W. 13-16. ATC REQUEST. 17. NEW CIRCLING RADII. 18. NEW SURVEY DATA. 19. SIMULATNEOUS WORDING CHANGED PER 8260.19G CRITERIA. 20. MINIMUM CRITERIA. 21. NEW SURVEY. 22. CRITERIA					



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

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NOTES, (CONT.):

\*LOC ONLY

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

CHART NOTE: DME FROM DXO VOR/DME. SIMULTANEOUS RECEPTION OF I-DMI AND DXO DME REQUIRED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 27R CATS C AND D VISIBILITY TO RVR 5500.

QUALITY  
25  
CHECKED

CITY AND STATE

DETROIT, MI

ELEVATION: 645

TDZE: 635

AIRPORT NAME:

DETROIT METROPOLITAN WAYNE COUNTY

FACILITY  
IDENTIFIER:

I-DMI

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 27R, AMDT 13, 11/10/2016

SUP:

AMDT: 12B

DATED: 12/11/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div><div>ATA</div><div>AAT</div><div>ALPA</div><div>APA</div><div>AOPA</div><div>NBAA</div><div>OTHER (specify)</div></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>10. DIST FAF TO MAP/THLD 5.07 CHANGED TO 4.13.</div> <div>11. MIN GS INCPT 2300 CHANGED TO 2000.</div> <div>12. LOC: 5.07 MILES AFTER GUGRE/DXO 6.67 DME/RADAR OR AT DXO 1.61 DME FIX CHANGED TO 4.13 NM AFTER GUGRE/DXO 5.73 DME/RADAR OR AT DXO 1.61 DME FIX.</div> <div>13. DELETED PRIMARY MA: CLIMB TO 2900 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SVM VORTAC AND HOLD, OR AS DIRECTED BY ATC AND ALL ASSOCIATED DATA.</div> <div>14. DELETED ALTERNATE MA: CLIMB TO 2900 THEN CLIMBING RIGHT TURN TO 3000 DIRECT PSI VORTAC AND HOLD AND ALL ASSOCIATED DATA.</div> <div>15. ADDED PRIMARY MA: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON DXO VOR/DME R-352 TO KUPNE/DXO 14.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000 AND ALL ASSOCIATED DATA.</div> <div>16. ADDED ALTERNATE MA: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 DIRECT SVM VORTAC AND HOLD AND ALL ASSOCIATED DATA.</div> <div>17. CIRCLING CAT D MDA 1200/HAT 555 CHANGED TO 1240/595 AND ADDED CHART CIRCLING ICON.</div> <div>18. CIRLING CATS A/B/C MDA 1200/HAA 555 CHANGED TO 1180/535.</div> <div>19. UPDATED CHART NOTE: FROM SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 27L TO SIMULTANEOUS APPROACH AUTHORIZED.</div> <div>(SEE FORM 8260-10)</div>					
<div>REASONS:</div>					
<div>QUALITY 25 CHECKED</div>					

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

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QUALITY  
25  
CHECKED

CITY AND STATE DETROIT, MI	ELEVATION: 645 TDZE: 635 AIRPORT NAME: DETROIT METROPOLITAN WAYNE COUNTY	FACILITY IDENTIFIER: I-DMI	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 27R, AMDT 13, 11/10/2016	SUP:
				AMDT: 12B
				DATED: 12/11/2014

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>20. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 27R CATS C AND D VISIBILITY TO 1 MILE CHANGED TO FOR INOPERATIVE ALS, INCREASE S-LOC 27R CATS C AND D VISIBILITY TO RVR 5500.</div> <div>21. CHART FAS OBST: 737 TREE 421302N/0831841W CHANGED TO 735 TREE 421320N/0831732W.</div> <div>22. CHART NOTE: DME FROM DXO VOR/DME. SIMULTANEOUS RECEPTION OF I-DME AND DXO DME REQUIRED.</div> <div>ALL P-NOTAM CHANGES AND REASONS INCORPORATED IN THIS AMENDMENT.</div>					
REASONS:					



## 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	FRNDS/DXO 21.45	HONOR/DXO 18.31	1. TWR (CA-000278)	421230.00N/0825530.00W	934 (4D)	1000	AT4066	6000	
	DME/RADAR	DME/RADAR	2. TERRAIN	421130.00N/0825448.00W	650 (700)		AS1500	2200	
INITIAL: STEPDOWN	HONOR/DXO 18.31	STANS/DXO 15.16	3. TWR (CA-002002)	421021.00N/0825928.00W	1290 (4D)	1000	AT2710	5000	
	DME/RADAR	DME/RADAR	4. TERRAIN	420936.00N/0830051.00W	650 (700)		AS1500	2200	
INITIAL: STEPDOWN	STANS/DXO 15.16	AERIC/DXO 12.02	5. STACK (CA-001789)	421655.00N/0830539.00W	1030 (4D)	1000	AT1970	4000	
	DME/RADAR	DME/RADAR	6. TERRAIN	421639.00N/0830357.00W	650 (700)		AS1500	2200	
INITIAL: STEPDOWN	AERIC/DXO 12.02	DOTTI/DXO 8.87	5. STACK (CA-001789)	421655.00N/0830539.00W	1030 (4D)	1000	AT970	3000	
	DME/RADAR	DME/RADAR	7. TERRAIN	421212.00N/0831000.00W	644 (600)		AS1500	2100	
INTERMEDIATE	DOTTI/DXO 8.87	GUGRE/DXO 5.73	8. TWR (26-003254)	421354.22N/0831203.05W	847 (1B)	500	AT653	2000	
	DME/RADAR	DME/RADAR	9. TERRAIN	421406.00N/0831348.00W	647 (600)		AS1000	1600	
FINAL: ILS	GUGRE/DXO 5.73	RW27R				ASC		835/200	
	DME/RADAR								
FINAL: LOC	GUGRE/DXO 5.73	YANUC/DXO 3.00	10. AAO	421316.98N/0831504.11W	834 (2C)	250	DG36	1120	
	DME/RADAR	DME/RADAR							
2. PROCEDURE TURN	NA								
3. MISSED APPROACH	MAP: DA / 4.13 NM	KUPNE/DXO 14.00				ASC		4000	
	AFTER GUGRE/DXO	DME/RADAR	12. UTIL (26-027127)	422403.80N/0833325.40W	1308 (2C)	1000		2400	
	ELEV: 670/750		13. TERRAIN	422403.00N/0833315.00W	1018 (1000)		AS1500	2500	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 535	15. TWR (26-001770)	421245.80N/0832115.66W	877 (1A)	300	1180	
CATEGORY B	1.5 NM	450	535	15. TWR (26-001770)	421245.80N/0832115.66W	877 (1A)	300	1180	
CATEGORY C	1.7 NM	450	535	15. TWR (26-001770)	421245.80N/0832115.66W	877 (1A)	300	1180	
CATEGORY D	2.3 NM	550	595	16. TWR (26-000777)	421627.36N/0832411.86W	936 (1A)	300	1240	
CATEGORY E	4.5 NM	550							
5. MINIMUM SAFE ALTITUDES									
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (26-000324)	015/16.4	1750 (4D)	2800					
CITY AND STATE	ELEVATION: 645	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION					
DETROIT, MI	AIRPORT NAME: DETROIT METROPOLITAN WAYNE COUNTY	I-DMI	ILS OR LOC RWY 27R, AMDT 13	AGL					

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>VDP NOT ESTABLISHED - VDP IS LESS THAN 0.50NM AFTER STEPDOWN.</b>  <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  <b>CONFIRMED BY FPT THE SECONDARY ROADS ARE NOT PUBLIC ACCESS INTENDED FOR AIRPORT/FACILITY MAINTENANCE ONLY.</b>  <b>THE FOLLOWING ROADS</b> (DTWT002702) SECONDARY RD 421306.78N-0831947.40W 652.00 FT MSL (1A). (KDTWT002781) SECONDARY RD 421306.53N-0831944.85W 652.00 FT MSL (1A). (KDTWT002771) SECONDARY RD 421259.67N-0831942.58W 652.00 FT MSL (1A). (KDTWT002836) SECONDARY RD 421306.58N-0831943.13W 651.00 FT MSL (1A).  <b>KDTW ASOS ON SERVICE A; HOURS OPTN: 24.</b>  <b>BACK-UP ALTIMETER MINIMUMS NOT IDENTIFIED DUE TO MAJOR AIRPORT WEATHER SYSTEM REDUNDANCY.</b>  <b>VEGETATION 100 FT.</b>  <b>VGSI DATA: 3.00/60.6</b>  <b>ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</b> <b>CAT A: 1.30NM</b> <b>CAT B: 1.83NM</b> <b>CAT C: 2.87NM</b> <b>CAT D: 3.75NM</b>  <b>SEE ATTACHED AIRSPACE LETTER.</b>  <b>MISSED APPROACH OBSTACLES CONT.</b> <b>ALTERNATE:</b> <b>ASC 4000</b> <b>12. UTIL (26-027127) 422403.80N/0833325.40W 1308 (2C) 1000 2400</b> <b>14. TERRAIN 422133.00N/0833933.00W 1044 (1000) AS1500 2500</b>																			
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																					
<b>ZOB ARTCC</b> <b>DTW TOWER</b>						N W S		OTHER: <b>ASOS</b>												SOURCE: <b>KDTW</b>									
						F A A														DISTANCE:									
						A / C														HOURS REMOTE OPERATION:									
SATISFACTORY ON:																				ADJUSTMENT: <b>0</b>									
<b>X</b>		<b>V H F</b>		<b>X</b>		<b>U H F</b>		<b>H F</b>												LOCATION: <b>KDTW</b>									
4. MONITOR STATUS		PRIMARY NAVAID: <b>I-DMI</b>																											
		MONITOR POINT: <b>DTW ATCT</b>																											
		HRS OPTN:		CAT 1		24														CAT 3									
5. APPROACH & RUNWAY LIGHTING		<b>X</b>		<b>ALSF-2 03R, 04L, 04R</b>																									
				<b>(S) SALS</b>																									
		<b>X</b>		<b>MALSR 21L, 22L, 22R, 27L, 27R</b>																									
		<b>X</b>		<b>HIRL 03L, 03R, 04L, 04R, 09L, 09R, 21L, 21R, 22L, 22R, 27L, 27R</b>																									
				<b>MIRL</b>																									
		<b>X</b>		<b>REIL 03L, 09L, 09R, 21R</b>																									
		<b>X</b>		<b>TDZ 03R, 04L, 04R</b>																									
		<b>X</b>		<b>C/L 03L, 03R, 04L, 04R, 09R, 21L, 21R, 22L, 22R, 27L</b>																									
6. RUNWAY MARKINGS		<b>X</b>		<b>OTHER (SPECIFY)</b> <b>PAPI-4L 04L, 21L, 21R, 27L, 27R PAPI-4R 03L, 03R, 22R</b>																									
		BASIC																											
		ALL WEATHER <b>PIR-G 03R, 04L, 04R, 09L, 09R, 21L, 22L, 22R, 27L, 27R</b>																											
7. RUNWAY VISUAL RANGE		INSTRUMENT <b>NPI-G 03L, 21R</b>																											
		APPROACH		<b>03L, 03R, 04L, 04R, 21L, 21R, 22L, 22R, 27L, 27R</b>																									
		MIDFIELD		<b>03R, 04L, 04R, 21L, 22L, 22R</b>																									
8. GLIDE PATH		ROLL OUT <b>03L, 03R, 04L, 04R, 21L, 21R, 22L, 22R</b>																											
		GP ANGLE: <b>3.00</b>					ELEV RWY THRESHOLD: <b>634.6</b>																						
		DISTANCE FROM RWY: <b>999</b>					ELEV GP ANTENNA: <b>628.9</b>																						
9. FINAL APPROACH COURSE AIMING		<b>X</b>		RUNWAY THRESHOLD										FT. FROM THRESHOLD															
		<b>X</b>		ON CENTERLINE										FT. FROM CENTERLINE															
10. WAIVERS: <b>NONE</b>																													
PART D - PREPARED BY: <b>DEANNA M. FIELDS</b>										DATE: <b>06/08/2016</b>																			
TITLE: <b>AERONAUTICAL INFORMATION SPECIALIST</b>										OFFICE: <b>AJV-5421</b>																			





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:	