

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.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA						
HRRON (IAF)		KLIER (FB)		131.32 / 6.60				4000		CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON DXO VOR/DME R-297 TO DOHNT INT/DXO 15.47 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 315 AND JXN VOR/DME R-090 TO DOHNT INT/JXN 34.25 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NW, RT, 116.62 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W DOHNT INT/JXN 34.25 DME, RT, 090.30 INBOUND. FICTITIOUS THRESHOLD POINT (CFBJN) DO NOT CHART. CHART MANDATORY 6000 AT HRRON. CHART MANDATORY 6000 AT VALLI. CHART MANDATORY 4000 AT KLIER. FAC CROSSES RWY C/L EXTENDED 2608 FT FROM THLD. CHART PLANVIEW NOTE: LOC OFFSET 2.50 DEGREES.						
VALLI (IAF)		KLIER (FB)		097.09 / 7.56				4000								
KLIER		GRDCY (FB)		184.04 / 3.61				4000								
PYRET/23.63 DME/RADAR (IAF)		GRDCY/20.50 DME/RADAR		213.19 / 3.14 (I-BZB)				4000								
GRDCY/20.50 DME/RADAR		MMOTR/18.50 DME/RADAR		213.19 / 2.00 (I-BZB)				4000								
MMOTR/18.50 DME/RADAR		TAYUL/15.35 DME/RADAR		213.19 / 3.14 (I-BZB)				4000								
(SEE FORM 8260-10)																
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																
2. PROFILE STARTS AT GRDCY/20.50 DME/RADAR																
3. FAC: 213.19 FAF: _____ DIST FAF TO MAP: _____ THLD: _____																
4. MIN. ALT: GRDCY 4000, MMOTR 4000, TAYUL 4000, EMINN 3000, WONDR 3000, ANGGL 2000																
5. DIST TO THLD FROM OM: 4.09 MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1055																
6. MIN GS INCPT: 2000 GS ALT AT: ANGGL 2000 OM: - MM: - IM: -																
7. GS ANGLE: 3.00 TCH: 55.0																
8. MSA FROM: DXO VOR/DME 2800																
MAG VAR: 7W EPOCH YEAR: 2020																
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		ILS: STANDARD				
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
S-ILS 22R		892	2400	250	892	2400	250	892	2400	250	892	2400	250			
NOTES: CHART NOTE: DME OR RADAR REQUIRED. CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. CHART SPEED ICON IN PLANVIEW AT HRRON : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT VALLI : MAX 210 KIAS. (CONTINUED ON PAGE 2)																
CITY AND STATE DETROIT, MI		ELEVATION: 645 TDZE: 642 AIRPORT NAME: DETROIT METROPOLITAN WAYNE COUNTY				FACILITY IDENTIFIER: I-BZB		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS Y RWY 22R, AMDT 1				SUP: AMDT: ORIG-C DATED 12/11/2014				

QUALITY
2
CHECKED

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"/></div>		ZOB, DTW APP CON, METRO TOWER			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>JEFFREY ROBINSON</div>				FIFO AJV-5421	DATE: 06/27/2016
APPROVED BY Aug 05, 2016					
NAME: <div>TONY R LAWSON</div>				FIFO AJV-5420	DATE:
MANAGER					
CHANGES:					
<div>1. AIRPORT/FACILITY MAGVAR FROM 6W TO 7W. 2. ADDED TERMINAL ROUTES TROLE TO KLIER, VALLI TO KLIER, KLIER TO GRDCY, PYRET TO GRDCY. 3. GRDCY DME FROM 20.63 TO 20.50, MMOTR FROM 17.77 TO 18.50, TAYUL FROM 14.86 TO 15.35, EMINN FROM 11.91 TO 12.21, WONDER FROM 8.92 TO 9.06. 4. PFAF RENAMED FROM JELVU TO ANGGL; DME FROM 6.79 TO 5.92. 5. GRDCY TO MMOTR COURSE/DISTANCE FROM 212.19/2.86 TO 213.19/2.00, MMOTR TO TAYUL FROM 212.19/2.91 TO 213.19/3.14, TAYUL TO EMINN FROM 212.19/2.95 TO 213.19/3.14, EMINN TO WONDR FROM 212.19/3.00 TO 213.19/3.14, WONDR TO JELVU/ANGGL FROM 212.19/2.13 TO 213.19/3.14. 6. FAC FROM 212.19 TO 213.19. 7. MIN ALT GRDCY FROM 7000 TO 4000, MMOTR FROM 6000 TO 4000, TAYUL FROM 5000 TO 4000, EMINN FROM 4000 TO 3000, JELVU/ANGGL FROM 2300 TO 2000. 8. DIST TO THLD FROM OM FROM 4.96 TO 4.09. 9. MIN GS INCPT FROM 2300 TO 2000. 10. TCH FROM 55.1 TO 55.0. 11. PRIMARY MISSED APPROACH FROM "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 331 AND SVM VORTAC R-155 TO SVM VORTAC AND HOLD" TO "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON DXO VOR/DME R-297 TO DOHNT INT/DXO 15.47 DME AND HOLD." ADD'L FLIGHT DATA HOLDING INFORMATION FROM HOLD (SEE FORM 8260-10)</div>					
REASONS:					
<div>1, 6. CHANGED MAGVAR TO NEXT FUTURE EPOCH YEAR VALUE. 2, 4, 7, 8, 9, 11, 12, 15, 20. DESIGN CHANGE PER ATC/LEAD CARRIER REQUEST. 3. FIXES RELOCATED DUE TO DESIGN CHANGE. 5. FIXES RELOCATED DUE TO DESIGN CHANGE AND MAGVAR CHANGE. 10. CURRENT FACILITY DATA FROM AIRNAV. 13. NO LONGER PART OF PROCEDURE. 14, 17, 18, 21. IAW FAAO 8260.19G. 16. RECALCULATED BASED ON CURRENT LTP, FTP, AND COURSE DATA. 19. RNAV TRANSITIONS TO ILS FINAL.</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.

TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
TAYUL/15.35 DME/RADAR	EMINN/12.21 DME/RADAR	213.19 / 3.14 (I-BZB)	3000
EMINN/12.21 DME/RADAR	WONDR/9.06 DME/RADAR	213.19 / 3.14 (I-BZB)	3000
WONDR/9.06 DME/RADAR (IF)	ANGGL/5.92 DME/RADAR	213.19 / 3.14 (I-BZB)	2000

NOTES, (CONT.):

CHART PLANVIEW NOTE: RADAR REQUIRED.

CHART PLANVIEW NOTE ADJACENT TO HRRON: RNAV 1-GPS REQUIRED.

CHART PLANVIEW NOTE ADJACENT TO VALLI: RNAV 1-GPS REQUIRED.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

QUALITY
2
CHECKED

CITY AND STATE

DETROIT, MI

ELEVATION: 645

TDZE: 642

AIRPORT NAME:

DETROIT METROPOLITAN WAYNE COUNTY

FACILITY
IDENTIFIER:
I-BZB

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS Y RWY 22R, AMDT 1

SUP:

AMDT: ORIG-C

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></div><div>AAT<div></div></div><div>ALPA<div></div></div><div>APA<div></div></div><div>AOPA<div></div></div><div>NBAA<div></div></div><div>OTHER (specify)<div></div></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>NE, RT, 213.00 INBOUND TO HOLD NW, RT, 116.62 INBOUND.</div> <div>12. ALTERNATE MISSED APPROACH FROM "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 355 AND PSI VORTAC R-176 TO PSI VORTAC AND HOLD" TO "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 315 AND JXN VOR/DME R-090 TO DOHNT INT/JXN 34.25 DME AND HOLD W, RT, 090.30 INBOUND."</div> <div>CHANGED ADD'L FLIGHT DATA ALT MA HOLDING INFORMATION TO MATCH.</div> <div>13. REMOVED "CHART IN PLANVIEW: PSI VORTAC" FROM ADD'L FLIGHT DATA.</div> <div>14. REMOVED "CHART: (CFBJN) FICTITIOUS THRESHOLD POINT (FTP)" AND "CHART: LOC RWY 21L" FROM ADD'L FLIGHT DATA.</div> <div>15. ADDED CHART MANDATORY 6000 AT HRRON, 6000 AT VALLI, 4000 AT KLIER.</div> <div>16. ADDED FAC CROSSES RWY C/L EXTENDED 2608 FT FROM THLD.</div> <div>17. REMOVED CHART NOTE PROCEDURE NA WHEN GLIDESLOPE NOT AVAILABLE.</div> <div>18. CHANGED CHART NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 21L TO SIMULTANEOUS APPROACH AUTHORIZED.</div> <div>19. ADDED CHART PLANVIEW NOTES ADJACENT TO HRRON AND VALLI "RNAV 1-GPS REQUIRED."</div> <div>20. ADDED CHART SPEED ICON IN PLANVIEW AT HRRON AND VALLI "MAX 210 KIAS."</div> <div>21. UPDATED VGSI NOT COINCIDENT NOTE FORMAT.</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	HRRON	KLIER	1. TOWER (26-000767)	423841.00N/0831752.00W	1241 (5D)	1000	AT1759	4000		
			2. TERRAIN	423654.00N/0831845.00W	1014 (1000)		AS1500	2500		
INITIAL	VALLI	KLIER	3. AAO	423406.00N/0831809.00W	1237 (5E)	1000	AT1763	4000		
			4. TERRAIN	423406.00N/0831809.00W	1037 (1000)		AS1500	2500		
INITIAL: STEPDOWN	KLIER	GRDCY	5. BLDG (26-000690)	423336.85N/0830938.32W	1059 (2C)	1000	AT1941	4000		
			6. TERRAIN	423257.00N/0831233.00W	827 (800)		AS1500	2300		
INITIAL	PYRET/23.63	GRDCY/20.50	5. BLDG (26-000690)	423336.85N/0830938.32W	1059 (2C)	1000	AT1941	4000		
	DME/RADAR	DME/RADAR	7. TERRAIN	423442.00N/0831354.00W	913 (900)		AS1500	2400		
INITIAL: STEPDOWN	GRDCY/20.50	MMOTR/18.50	8. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AT1251	4000		
	DME/RADAR	DME/RADAR	9. TERRAIN	423039.00N/0831312.00W	768 (800)		AS1500	2300		
INITIAL: STEPDOWN	MMOTR/18.50	TAYUL/15.35	8. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AT1251	4000		
	DME/RADAR	DME/RADAR	10. TERRAIN	422643.00N/0831222.00W	818 (800)		AS1500	2300		
INITIAL: STEPDOWN	TAYUL/15.35	EMINN/12.21	11. TOWER (26-000885)	422326.00N/0831030.00W	1133 (3C)	1000	AT867	3000		
	DME/RADAR	DME/RADAR	12. TERRAIN	422621.00N/0831927.00W	699 (700)		AS1500	2200		
2. PROCEDURE TURN										
3. MISSED APPROACH	MAP:	DA	DOHNT INT/DXO			ASC		4000		
			15.47 DME	18. TOWER (26-000689)	421802.70N/0833827.80W	1255 (2C)	1000	2300		
	ELEV:	702		19. TERRAIN	422133.00N/0833933.00W	1044 (1000)	AS1500	2500		
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)	015/16.4	1750 (4D)	2800						
CITY AND STATE		ELEVATION: 645		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION		
DETROIT, MI		AIRPORT NAME:		I-BZB		ILS Y RWY 22R, AMDT 1		AGL		
		DETROIT METROPOLITAN WAYNE COUNTY								

QUALITY
2
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - VERTICALLY GUIDED PROCEDURE. PRECIPITOUS TERRAIN EVALUATION COMPLETED. SEE ATTACHED AIRSPACE LETTER. RADAR REQUIRED FOR PROCEDURE ENTRY. TAA/FEEDERS NOT DEVELOPED PER CENTRAL FPT/ATC REQUEST. IAFS HRRON AND VALLI WILL TIE TO FUTURE RNAV STARS. KDTW ASOS TRANSMITTED TO WMSCR. BACK-UP ALTIMETER SOURCE NOT USED DUE TO REDUNDANT WEATHER SOURCING. VGSI DATA: 3.00/70.8 I-BZB PROCEDURAL TCH 54.99 USED FOR DEVELOPMENT. ADVERSE VEGETATION HEIGHT 100 FT PER IFP CHECKLIST. RNAV TRANSITIONS EVALUATED IN IPDS AND CONFIRMED MANUALLY. PBN LEG LENGTHS MEET 8260.58A CRITERIA. 25-DEGREE BANK ANGLE USED AT KLIER. 8260.58 MIN LEG LENGTHS: HRRON-KLIER 5.69 VALLI-KLIER 6.28 KLIER-GRDCY 3.56 GRDCY-MMOTR 2.00 OBS #3 - HORIZONTAL ACCURACY 256 FT. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 4000 18. TOWER (26-000689) 421802.70N/0833827.80W 1255 (2C) 1000 2300 19. TERRAIN 422133.00N/0833933.00W 1044 (1000) AS1500 2500													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING															
ZOB ARTCC DTW TOWER DTW APP CON				N W S F A A A / C		OTHER: ASOS		SOURCE:KDTW															
								DISTANCE:															
								HOURS REMOTE OPERATION: 0															
SATISFACTORY ON:				LOCATION: KDTW				ADJUSTMENT: 0															
X V H F		X U H F		H F																			
4. MONITOR STATUS		PRIMARY NAVAID: I-BZB																					
		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																			
		X		OTHER (SPECIFY) PAPI-4R 03L, 03R, 22R PAPI-4L 04L, 21L, 21R, 27L, 27R																			
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: 3.00						ELEV RWY THRESHOLD: 642.2															
		DISTANCE FROM RWY: 1055						ELEV GP ANTENNA: 638.0															
								THRESHOLD CROSSING HEIGHT: 55.0															
9. FINAL APPROACH COURSE AIMING						RUNWAY THRESHOLD 2608 FT. FROM THRESHOLD																	
				X		ON CENTERLINE FT. FROM CENTERLINE																	
10. WAIVERS: NONE																							
PART D - PREPARED BY: JEFFREY ROBINSON										DATE: 06/27/2016													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421													

QUALITY
2
CHECKED

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:	