

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 LOC: 4.09 NM AFTER GEETR/I-JKI 3.92 DME/RADAR OR AT I-JKI 0.17 DME  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. CHART FAS OBST: 771 BLDG 421448N/0832057W 845 AAO 421706N/0832003W CHART VDP AT 0.92 DME* DISTANCE VDP TO THLD 1.09 NM. *LOC ONLY. CHART IN PROFILE VIEW: I-JKI DME ANTENNA. CHART CIRCLING ICON. CHART MANDATORY 6000 AT HRRON CHART MANDATORY 6000 AT VALLI CHART MANDATORY 4000 AT PRYDE CHART MANDATORY 4000 AT KLIER  MAG VAR: 7W EPOCH YEAR: 2020										
HRRON (IAF)				PRYDE (FB)			112.61 / 6.91				4000												
PRYDE				FUDDJ (FB)			189.52 / 5.71				4000												
VALLI (IAF)				KLIER (FB)			097.09 / 7.56				4000												
KLIER				FUDDJ (FB)			172.97 / 3.96				4000												
INKSR/20.03 DME/RADAR (IAF)				FUDDJ/18.65 DME/RADAR			215.69 / 1.39 (I-JKI)				4000												
FUDDJ/18.65 DME/RADAR (SEE FORM 8260-10)				TARAH/16.50 DME/RADAR			215.69 / 2.14 (I-JKI)				4000												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																							
2. PROFILE STARTS AT FUDDJ																							
3. FAC: 215.69 FAF: GEETR/3.92 DME/RADAR DIST FAF TO MAP: 4.09 THLD: 4.09																							
4. MIN. ALT: FUDDJ 4000, TARAH 4000, GUYVE 4000, JOYDD 3000, NUJNT 3000, GEETR 2000																							
5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: 1809 100 HAT: 855 GS ANT: 1055																							
6. MIN GS INCPT: 2000 GS ALT AT: GEETR 2000 OM: - MM: - IM: -																							
7. GS ANGLE: 3.00 TCH: 55.0																							
8. MSA FROM: DXO VOR/DME 2800																							
MINIMUMS																							
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A			ILS: STANDARD				LOC: 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**	842	2400	200	842	2400	200	842	2400	200	842	2400	200											
S-LOC 22R	1060	2400	418	1060	2400	418	1060	4000	418	1060	4000	418											
CIRCLING	1180	1	535	1180	1	535	1180	1 1/2	535	1240	2	595											
NOTES: SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22R: CAT A, B, C, D, RA 148, RVR 1400, HAT 150, DA 792 MSL. SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22R: CAT A, B, C, D, RA 98, RVR 1200, HAT 100, DA 742 MSL. (CONTINUED ON PAGE 2)																							
CITY AND STATE DETROIT, MI				ELEVATION: 645 TDZE: 642 AIRPORT NAME: DETROIT METROPOLITAN WAYNE COUNTY				FACILITY IDENTIFIER: I-JKI		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS Z OR LOC RWY 22R, AMDT 4; ILS Z RWY 22R (SA CAT I), ILS Z RWY 22R (SA CAT II)					SUP: AMDT: 3 DATED 09/18/2014								

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"/> ZOB, DTW APP CON</div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>JEFFREY ROBINSON</div>				FIFO <div>AJV-5421</div>	DATE: <div>07/22/2016</div>
APPROVED BY Aug 05, 2016					
NAME: <div>TONY R LAWSON</div>				FIFO <div>AJV-5420</div>	DATE:
MANAGER					
CHANGES:					
<div>1. AIRPORT/FACILITY MAGVAR FROM 6W TO 7W.</div> <div>2. ADDED TERMINAL ROUTES HRRON TO PRYDE TO FUDD, VALLI TO Klier TO FUDDJ. REPLACED INKSR TO TARAH ROUTE WITH INKSR TO FUDDJ TO TARAH.</div> <div>3. INKSR DME FROM 18.64 TO 20.03, TARAH FROM 15.78 TO 16.50, GUYVE FROM 12.87 TO 13.36, JOYDD FROM 9.92 TO 10.21, NUJNT FROM 6.92 TO 7.07, GEETR FROM 4.87 TO 3.92.</div> <div>4. TARAH TO GUYVE DISTANCE FROM 2.91 TO 3.14, GUYVE TO JOYDD FROM 2.95 TO 3.14, JOYDD TO NUJNT FROM 3.00 TO 3.14, NUJNT TO GEETR FROM 2.06 TO 3.14.</div> <div>5. TERMINAL ROUTE FINAL SEGMENT COURSES AND FAC FROM 214.69 TO 215.69.</div> <div>6. MIN ALT TARAH FROM 6000 TO 4000, GUYVE FROM 5000 TO 4000, JOYDD FROM 4000 TO 3000, GEETR FROM 2300 TO 2000.</div> <div>7. DIST FAF TO MAP/THLD FROM 5.03 TO 4.09.</div> <div>8. REMOVED SDF SEGMENT IN LOC FINAL.</div> <div>9. DIST TO THLD FROM 150/100 HAT FROM 1813/859 TO 1809/859.</div> <div>10. MIN GS INCPT/GS ALT AT GEETR FROM 2300 TO 2000.</div> <div>11. CIRCLING CAT A/B/C MDA/HAA FROM 1200/555 TO 1180/535.</div> <div>12. 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 HEADING 310 AND DXO VOR/DME R-297 TO DOHNT INT/DXO 15.47 DME AND HOLD." ADD'L FLIGHT DATA HOLDING (SEE FORM 8260-10)</div>					
REASONS:					
<div>1, 5. CHANGED MAGVAR TO NEXT FUTURE EPOCH YEAR VALUE.</div> <div>2, 6, 7, 10, 12, 13, 16, 19. DESIGN CHANGE PER ATC/LEAD CARRIER REQUEST.</div> <div>3, 4. FIXES RELOCATED DUE TO DESIGN CHANGE.</div> <div>8, 15. REEVALUATED BASED ON NEW FIX LOCATIONS; APPLIED 7:1 TO FINAL SEGMENT AAO.</div> <div>9. RECALCULATED BASED ON THRE 642.2 AND TCH 54.99.</div> <div>11. APPLIED UPDATED OBSTACLE ELEVATION.</div> <div>14. NO LONGER PART OF PROCEDURE.</div> <div>17, 20. IAW FAAO 8260.19G.</div> <div>18. RNAV TRANSITIONS TO ILS FINAL.</div>					

QUALITY  
2  
CHECKED

## 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
TARAH/16.50 DME/RADAR	GUYVE/13.36 DME/RADAR	215.69 / 3.14 (I-JKI)	4000
GUYVE/13.36 DME/RADAR	JOYDD/10.21 DME/RADAR	215.69 / 3.14 (I-JKI)	3000
JOYDD/10.21 DME/RADAR	NUJNT/7.07 DME/RADAR	215.69 / 3.14 (I-JKI)	3000
NUJNT/7.07 DME/RADAR (IF)	GEETR/3.92 DME/RADAR	215.69 / 3.14 (I-JKI)	2000

## NOTES, (CONT.):

CHART NOTE: \*\*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

CHART NOTE: DME OR RADAR REQUIRED.

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.

SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.

SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

CHART SPEED ICON IN PLANVIEW AT HRRON : MAX 210 KIAS.

CHART SPEED ICON IN PLANVIEW AT VALLI : MAX 210 KIAS.

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-JKI

PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:

ILS Z OR LOC RWY 22R, AMDT 4; ILS Z RWY 22R (SA CAT I) , ILS Z RWY 22R (SA CAT II)

SUP:

AMDT: 3

DATED: 09/18/2014

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>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. INFORMATION FROM HOLD NE, RT, 213.00 INBOUND TO HOLD NW, RT, 116.62 INBOUND. 13. 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." CHANGED ADD'L FLIGHT DATA ALT MA HOLDING INFORMATION FROM "HOLD NW PSI VORTAC, RT, 124.00 INBOUND" TO "HOLD W DOHNT INT/JXN 34.25 DME, RT, 090.30 INBOUND." 14. REMOVED "CHART IN PLANVIEW: PSI VORTAC" FROM ADD'L FLIGHT DATA. 15. ADDED AAO 289 INFO TO ADD'L FLIGHT DATA. 16. ADDED CHART MANDATORY 6000 AT HRRON, 6000 AT VALLI, 4000 AT PRYDE, 4000 AT KLIER. 17. CHANGED CHART NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 21L TO SIMULTANEOUS APPROACH AUTHORIZED. 18. ADDED CHART PLANVIEW NOTES ADJACENT TO HRRON AND VALLI "RNAV 1-GPS REQUIRED." 19. ADDED CHART SPEED ICON IN PLANVIEW AT HRRON AND VALLI "MAX 210 KIAS." 20. UPDATED VGSI NOT COINCIDENT NOTE FORMAT.					
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	PRYDE	1. TOWER (26-000767)	423841.00N/0831752.00W	1241 (5D)	1000	AT1759	4000			
			2. TERRAIN	423848.00N/0831712.00W	1008 (1000)		AS1500	2500			
INITIAL: STEPDOWN	PRYDE	FUDDJ	3. BLDG (26-000690)	423336.85N/0830938.32W	1059 (2C)	1000	AT1941	4000			
			4. TERRAIN	423551.00N/0830900.00W	735 (700)		AS1500	2200			
INITIAL	VALLI	KLIER	5. AAO	423406.00N/0831809.00W	1237 (5E)	1000	AT1763	4000			
			6. TERRAIN	423406.00N/0831809.00W	1037 (1000)		AS1500	2500			
INITIAL: STEPDOWN	KLIER	FUDDJ	3. BLDG (26-000690)	423336.85N/0830938.32W	1059 (2C)	1000	AT1941	4000			
			7. TERRAIN	423349.44N/0831102.61W	759 (800)		AS1500	2300			
INITIAL	INKSR/20.03	FUDDJ/18.65	8. AAO	423300.00N/0831233.00W	1027 (4E)	1000	AT1973	4000			
	DME/RADAR	DME/RADAR	9. TERRAIN	423233.00N/0831321.00W	817 (800)		AS1500	2300			
INITIAL: STEPDOWN	FUDDJ/18.65	TARAH/16.50	10. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AT1251	4000			
	DME/RADAR	DME/RADAR	11. TERRAIN	423039.00N/0831312.00W	768 (800)		AS1500	2300			
INITIAL: STEPDOWN	TARAH/16.50	GUYVE/13.36	10. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AS1251	4000			
	DME/RADAR	DME/RADAR	12. TERRAIN	422643.00N/0831222.00W	818 (800)		AS1500	2300			
2. PROCEDURE TURN											
3. MISSED APPROACH	MAP:	DA / DA / DA /	DOHNT INT/DXO			ASC		4000			
		4.09 NM AFTER	15.47 DME	20. TOWER (26-000689)	421802.70N/0833827.80W	1255 (2C)	1000	2300			
	ELEV:	674/810		21. TERRAIN	422133.00N/0833933.00W	1044 (1000)	AS1500	2500			
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.									
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	535	22. ATCT (26-001770)	421245.80N/0832115.66W	877 (1A)	300		1180
CATEGORY B	1.5 NM		450		535	22. ATCT (26-001770)	421245.80N/0832115.66W	877 (1A)	300		1180
CATEGORY C	1.7 NM		450		535	22. ATCT (26-001770)	421245.80N/0832115.66W	877 (1A)	300		1180
CATEGORY D	2.3 NM		550		595	23. TOWER (26-000777)	421627.36N/0832411.86W	936 (1B)	300		1240
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: DETROIT METROPOLITAN WAYNE COUNTY			I-JKI		ILS Z OR LOC RWY 22R, AMDT 4; ILS Z RWY 22R (SA CAT I), ILS Z RWY 22R (SA CAT II)			2 AGC QUALITY CHECKED	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:  PRECIPITOUS TERRAIN EVALUATION COMPLETED.  ORDER 8260.3 CHAPTER 2 APPLIED TO 845 AAO 421706N/0832003W  ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM CAT C: 2.87NM CAT D: 3.75NM  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-JKI PROCEDURAL TCH 54.99' USED FOR PROCEDURE 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-PRYDE 6.77 PRYDE-FUDDJ 4.05 VALLI-KLIER 5.86 KLIER-FUDDJ 3.38 FUDDJ-TARAH 2.00  OBS #5 - HORIZONTAL ACCURACY 256 FT.  XP: RETAIN PUBLISHED MDA  MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 4000 20. TOWER (26-000689) 421802.70N/0833827.80W 1255 (2C) 1000 2300 21. TERRAIN 422133.00N/0833933.00W 1044 (1000) AS1500 2500															
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: 0					
SATISFACTORY ON:				LOCATION: KDTW				ADJUSTMENT: 0																	
X		V H F		X		U H F														H F					
4. MONITOR STATUS		PRIMARY NAVAID: I-JKI																							
		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: 636.8																	
								THRESHOLD CROSSING HEIGHT: 55.0																	
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD				FT. FROM THRESHOLD															
				X		ON CENTERLINE				FT. FROM CENTERLINE															
10. WAIVERS: NONE																									
PART D - PREPARED BY: JEFFREY ROBINSON										DATE: 07/22/2016															
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421															

QUALITY  
2  
CHECKED

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: STEPDOWN		GUYVE/13.36		JOYDD/10.21		13. TOWER (26-001193)		422322.00N/0830853.00W		1249 (3C)	1000	AT751		3000					
		DME/RADAR		DME/RADAR		14. TERRAIN		422512.00N/0831406.00W		699 (700)		AS1500		2200					
INITIAL: STEPDOWN		JOYDD/10.21		NUJNT/7.07		15. TOWER (26-000133)		422239.60N/0831435.10W		1124 (2C)	1000	AT876		3000					
		DME/RADAR		DME/RADAR		16. TERRAIN		422042.00N/0831851.00W		696 (700)		AS1500		2200					
INTERMEDIATE		NUJNT/7.07		GEETR/3.92		17. TOWER (26-002678)		422039.53N/0832105.59W		901 (1B)	500	AT599		2000					
		DME/RADAR		DME/RADAR		18. TERRAIN		422036.00N/0831900.00W		693 (700)		AS1000		1700					
FINAL: ILS		GEETR/3.92		RW22R							ASC			842/200					
		DME/RADAR																	
FINAL: ILS SA CAT I		GEETR/3.92		RW22R							ASC			792/150					
		DME/RADAR																	
FINAL: ILS SA CAT II		GEETR/3.92		RW22R							ASC			742/100					
		DME/RADAR																	
FINAL: LOC		GEETR/3.92		4.09 NM AFTER		19. BLDG (26-023737)		421447.68N/0832056.73W		771 (1B)	250	XP39		1060					
		DME/RADAR		GEETR/I-JKI															
				3.92 DME/RADAR															
				OR AT I-JKI															
				0.17 DME															
3. MISSED APPROACH		MAP:																	
		ELEV:																	
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:						
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
																		QUALITY	
																		2	
CITY AND STATE				ELEVATION: 645				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
DETROIT, MI				AIRPORT NAME:				I-JKI				ILS Z OR LOC RWY 22R, AMDT 4; ILS Z RWY 22R (SA CAT I), ILS Z RWY 22R (SA CAT II)				AGL			
				DETROIT METROPOLITAN WAYNE COUNTY															

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:	

