

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: 5.26 NM AFTER WAKEL INT					
ZUPDU INT (IF/IAF)		WAKEL INT		094.63 / 6.00 (I-PTK)				2700		CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SVM VORTAC AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1600, THEN CLIMBING RIGHT TURN TO 2700 HEADING 250 FOR RADAR VECTORS. ADDITIONAL FLIGHT DATA: HOLD N, RT, 180.00 INBOUND. FAS OBST: 1369 AAO 423918N/0833139W. CHART CIRCLING ICON.					
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD W ZUPDU, LT, 094.63 INBOUND, 2700 FT. IN LIEU OF PT (IAF) 3. FAC: 094.63 FAF: WAKEL _____ DIST FAF TO MAP: 5.26 THLD: 5.26 4. MIN. ALT: ZUPDU 2700, WAKEL 2700 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 883 6. MIN GS INCPT: 2700 GS ALT AT: WAKEL 2700 _____ OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 45.2 _____ 8. MSA FROM: KPTK 2900															
										MAG VAR: 7W		EPOCH YEAR: 2020			
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 09R**	1181	2400	200	1181	2400	200	1181	2400	200	1181	2400	200			
S-LOC 09R	1620	2400	639	1620	2400	639	1620	1 3/8	639	1620	1 3/8	639			
CIRCLING	1620	1	639	1620	1	639	1640	1 3/4	659	1640	2	659			
NOTES: CHART NOTE: CIRCLING RWY 09L, 36 NA AT NIGHT. CHART NOTE: **RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA, NA WHEN USING COLEMAN A YOUNG MUNI ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLEMAN A YOUNG MUNI ALTIMETER SETTING (CONTINUED ON PAGE 2)															
CITY AND STATE PONTIAC, MI		ELEVATION: 981 TDZE: 981 AIRPORT NAME: OAKLAND COUNTY INTL		FACILITY IDENTIFIER: I-PTK		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 9R, AMDT 13						SUP: AMDT: 12 DATED 08/27/2009			



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:					
A4A <div><input type="checkbox"/></div>	ALPA <div><input checked="" type="checkbox"/></div>	AOPA <div><input checked="" type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	HAI <div><input type="checkbox"/></div>	NBAA <div><input checked="" type="checkbox"/></div>
OTHER (specify)				<div><input checked="" type="checkbox"/> DTW APP CON, PTK ATCT, ZOB, AMGR</div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>JAMES ROGERS</div> <div><small>Digitally signed by JAMES ROGERS Feb 13, 2018</small></div>				FIFO AJV-5421	DATE: 12/01/2017
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div> <div>MANAGER</div>				FIFO AJV-5420	DATE:
CHANGES:					
<div>1. TERMINAL ROUTES: DELETED PSI VORTAC TO WAKEL OM AND ALL APPLICABLE DATA.</div> <div>2. CHANGED ALL REFERENCE OF WAKEL OM TO WAKEL INT.</div> <div>3. LINE 1: DELETED PROCEDURE TURN.</div> <div>4. LINE 2: ADDED HOLD IN LIEU OF PROCEDURE TURN AND ALL APPLICABLE DATA.</div> <div>5. LINE 3: CHANGED FAC FROM 091.65 TO 094.63; CHANGED DIST FAF TO MAP/THLD FROM 5.00 TO 5.26.</div> <div>6. LINE 5: DELETED DIST TO THLD FROM OM 5.00.</div> <div>7. LINE 7: CHANGED TCH FROM 55.4 TO 45.2.</div> <div>8. LINE 8: CHANGED MSA REFERENCE FROM PSI VORTAC TO KPTK.</div> <div>9. MISSED APPROACH: CHANGED LOC MAP FROM 5.00 MILES AFTER WAKEL OM/INT TO 5.26 NM.</div> <div>10. ALTERNATE MISSED APPROACH: CHANGED FROM OR WHEN DIRECTED BY ATC, CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT PSI VORTAC AND HOLD TO CLIMB TO 1600, THEN CLIMBING RIGHT TURN TO 2700 ON HEADING 250 FOR RADAR VECTORS.</div> <div>11. CHANGED ALL APPLICABLE RADIALS TO REFLECT NEW MAGVAR.</div> <div>12. MINIMUMS: CHANGED S-ILS 9R DA ALL CATS FROM 1180 TO 1181; CHANGED S-LOC 9R HAT ALL CATS FROM 640 TO 639; CHANGED CIRCLING HAA CATS A, B, AND C FROM 640 TO 639, CAT D FROM 660 TO 659.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1, 8, 10, 15-16. PSI VORTAC BEING DECOMMISSIONED.</div> <div>2, 6. WAKEL OM BEING REMOVED.</div> <div>3. DELETED AT ATC REQUEST.</div> <div>4, 21. ADDED PER ATC REQUEST.</div> <div>5. PTK ILS MAGVAR CHANGED TO 7W/EPOCH YEAR 2020; NEW PFAF WAKEL INT ADDED TO PROCEDURE.</div> <div>7. NEW PTK ILS DATA.</div> <div>9. NEW PFAF WAKEL ADDED TO PROCEDURE AND ALIGNED TO NEW TCH.</div> <div>11. PTK ILS MAGVAR CHANGED TO 7W/EPOCH YEAR 2020.</div> <div>12. HEIGHT ABOVE AIRPORT AND TDZE CHANGED FROM 980 TO 981.</div> <div>13. NEW PTK ILS TCH.</div> <div>14. UPDATED FORMAT AND NEW VISCHECK CALCULATIONS.</div> <div>17. UPDATED CIRCLING RADII.</div> <div>18. UPDATED TO REFLECT SECOND "" AND TO ADD NA WHEN USING COLEMAN A. YOUNG MUNI ALTIMETER SETTING.</div> <div>19-20. NEW RUNWAY LIGHTING DATA FOR RWY 9R AND NEW VISCHECK CALCULATIONS.</div> <div>22. CRITERIA: 8260.19H, PARA 8-6-8 (A).</div>					



ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):
AND INCREASE DA TO 1286 FEET AND ALL MDA 120 FEET, INCREASE S-LOC 9R CAT B VISIBILITY TO RVR 4000, CAT C/D VISIBILITY 3/8 SM, AND CIRCLING CAT B/C/D VISIBILITY 1/2 SM.
CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 9R CAT C/D VISIBILITY TO 1 3/4 SM.
CHART NOTE: FOR INOPERATIVE MALSR, WHEN USING COLEMAN A YOUNG ALTIMETER, INCREASE S-ILS 9R ALL CATS VISIBILITY TO RVR 4500, AND INCREASE S-LOC 9R CAT C/D VISIBILITY TO 2 SM.
EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY.



CITY AND STATE PONTIAC, MI	ELEVATION: 981 AIRPORT NAME: OAKLAND COUNTY INTL	TDZE: 981	FACILITY IDENTIFIER: I-PTK	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 9R, AMDT 13	SUP:
					AMDT: 12
					DATED: 08/27/2009

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
A4A <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	HAI <input type="checkbox"/>	NBAA <input type="checkbox"/>
OTHER (specify) <input type="checkbox"/> _____					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>13. NOTES: DELETED NOT COINCIDENT NOTE.</div> <div>14. NOTES: CHANGED BACKUP ALTIMETER NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLEMAN A. YOUNG ALTIMETER SETTING AND INCREASE DA 105 FEET AND ALL MDA 120 FEET, INCREASE S-LOC 9R CATS C AND D VISIBILITY 1/2 MILE, CIRCLING CAT B VISIBILITY 1/4 MILE, CATS C AND D VISIBILITY 1/2 MILE TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLEMAN A YOUNG MUNI ALTIMETER SETTING AND INCREASE DA TO 1286 FEET AND ALL MDA 120 FEET, INCREASE S-LOC 9R CAT B VISIBILITY TO RVR 4000, CAT C/D VISIBILITY 3/8 SM, AND CIRCLING CAT B/C/D VISIBILITY 1/2 SM.</div> <div>15. ADDITIONAL FLIGHT DATA: DELETED CHART IN PLANVIEW: PSI VORTAC.</div> <div>16. ADDITIONAL FLIGHT DATA: DELETED ALTERNATE MA HOLDING.</div> <div>17. ADDITIONAL FLIGHT DATA: ADDED CHART CIRCLING ICON.</div> <div>18. NOTES: CHANGED RVR NOTE FROM *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA TO **RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA, NA WHEN USING COLEMAN A YOUNG MUNI ALTIMETER SETTING.</div> <div>19. NOTES: ADDED CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 9R CAT C/D VISIBILITY TO 1 3/4 SM.</div> <div>(SEE FORM 8260-10)</div>					
<div>REASONS:</div> <div></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
PONTIAC, MI

ELEVATION: 981 TDZE: 981
AIRPORT NAME:
OAKLAND COUNTY INTL

FACILITY
IDENTIFIER:
I-PTK

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS OR LOC RWY 9R, AMDT 13

SUP:
AMDT: 12
DATED: 08/27/2009

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
A4A <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>	HAI <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:
CHANGES: CHANGES CONT. 20. NOTES: ADDED CHART NOTE: FOR INOPERATIVE MALSR, WHEN USING COLEMAN A YOUNG ALTIMETER, INCREASE S-ILS 9R ALL CATS VISIBILITY TO RVR 4500, AND INCREASE S-LOC 9R CAT C/D VISIBILITY TO 2 SM. 21. TERMINAL ROUTES: ADDED ZUPDU TO WAKEL INT, 094.63 / 6.00, 2700. 22. NOTES: ADDED EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY.					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS		MIN. ALT.
INTERMEDIATE		ZUPDU INT	WAKEL INT		1. AAO		424057.00N/0833957.00W		1381 (4E)	500	AC98		2000	
		(IF/IAF)			2. TERRAIN		424057.00N/0833957.00W		1181 (1200)		AS1500		2700	
FINAL: ILS		WAKEL INT	RW09R							ASC			1181/200	
FINAL: LOC		WAKEL INT	5.26 NM AFTER WAKEL INT		3. AAO		423917.98N/0833138.62W		1369 (2C)	250			1620	
2. HOLD-IN-LIEU-OF-PT		ZUPDU	P-5		4. TOWER (26-001927)		424417.00N/0834003.00W		1523 (5D)	1000			2600	
					5. TERRAIN		424054.77N/0833955.57W		1199 (1200)		AS1500		2700	
3. MISSED APPROACH	MAP:	DA / 5.26 NM	SVM VORTAC							ASC			3000	
		AFTER WAKEL INT			6. TOWER (26-000543)		422911.99N/0832949.10W		1389 (5D)	1000			2400	
	ELEV:	1016/1370			7. TERRAIN		423324.00N/0833442.00W		1139 (1100)		AS1500		2600	
4. CIRCLING AREA		DISTANCE	HT. ABV. ARPT.											
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	639	8. TREE	424037.43N/0832719.39W	1189 (2C)	300	SI	1620			
CATEGORY B	1.5 NM		450		639	9. TREE (26-029715)	424055.65N/0832803.96W	1223 (2C)	300	SI	1620			
CATEGORY C	1.7 NM		450		659	10. TOWER (26-001417)	424207.05N/0832643.80W	1321 (1A)	300		1640			
CATEGORY D	2.3 NM		550		659	10. TOWER (26-001417)	424207.05N/0832643.80W	1321 (1A)	300		1640			
CATEGORY E	4.5 NM		550											
5. MINIMUM SAFE ALTITUDES PRIMARY NAVAID: KPTK														
SECTOR	OBSTRUCTION	BRG/DIST		ELEVATION (MSL)		M S A	SECTOR	OBSTRUCTION	BRG/DIST		ELEVATION (MSL)		M S A	
360-360	TWR (26-000965)	360/14.1		1849 (5D)		2900								
CITY AND STATE PONTIAC, MI			ELEVATION: 981 AIRPORT NAME: OAKLAND COUNTY INTL			FACILITY I-PTK			PROCEDURE AND AMENDMENT NO: ILS OR LOC RWY 9R, AMDT 13			REGION AGL		

PART B - SUPPLEMENTAL DATA												
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING					
ZOB ARTCC DTW APP CON PTK TOWER					N W S	OTHER: ASOS		SOURCE:KPTK / KDET				
					F A A			DISTANCE: 0 / 23.83				
					A / C			HOURS REMOTE OPERATION: 0 / YES				
SATISFACTORY ON:												
X	V H F	X	U H F		H F	LOCATION: KPTK			ADJUSTMENT: 0 / 105			
4. MONITOR STATUS		PRIMARY NAVAID: I-PTK										
		MONITOR POINT: PTK ATCT										
		HRS OPTN:	CAT 1	TOWER OPEN								
			CAT 3	TOWER CLOSED								
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
		X	MALSR 09R (PCL)									
		X	HIRL 09R (PCL), 27L (PCL)									
		X	MIRL 09L (PCL), 27R (PCL)									
		X	REIL 09L (PCL), 27L (PCL), 27R (PCL)									
			TDZ									
			C/LINE									
		X	OTHER (SPECIFY) PAPI-2L 36 PAPI-4L 09L (PCL), 09R (PCL), 27L (PCL), 27R (PCL)									
6. RUNWAY MARKINGS		BASIC BSC-F 09L, 18, 27R, 36										
		ALL WEATHER PIR-F 09R, 27L										
		INSTRUMENT										
7. RUNWAY VISUAL RANGE		APPROACH 09R										
		MIDFIELD										
		ROLL OUT 27L										
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:980.4						
		DISTANCE FROM RWY: 883				ELEV GP ANTENNA: 974.8						
						THRESHOLD CROSSING HEIGHT:45.2						
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: 12/01/2017						
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5421						

PART C - REMARKS:	
VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.	
PRECIPITOUS TERRAIN EVALUATION COMPLETED.	
VGSI DATA: 3.00/45.1	
VEGETATION HEIGHT: 100 FT.	
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.84NM CAT C: 2.89NM CAT D: 3.78NM	
SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS THE SAME KPTK 980, KDET 626 RA = 104.33.	
"VISUAL PORTION OF FINAL" PENETRATIONS: CIRCLING RWY 9L: 20:1 994 MSL TREE (26-030414) 423957.89N-0832609.87W (7.67).	
CIRCLING RWY 36 20:1 1027 MSL BUILDING (26-025995) 423930.65N-0832431.38W (5.63).	
ALTERNATE MISSED APPROACH IS RADAR VECTORS AS COORDINATED WITH THE FPT.	
QUALITY 25 CHECKED	