

<b>ILS - STANDARD</b> <b>INSTRUMENT APPROACH PROCEDURE</b> <b>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.															
TERMINAL ROUTES										MISSED APPROACH									
FROM		TO		COURSE AND DISTANCE				ALTITUDE		<b>ILS: DA</b>  CLIMB TO 4000 ON HEADING 216 AND CRL VOR/DME R-025 TO CRL VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.  <b>ALTERNATE MA (DO NOT CHART):</b> CLIMB TO 4000 ON DXO VOR/DME R-214 TO HWLER/DXO 16.73 DME AND HOLD.  ADDITIONAL FLIGHT DATA: HOLD S, RT, 016.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW HWLER/DXO 16.73 DME, RT, 034.12 INBOUND. CHART LOC RWY 21L/22R CHART IN PLANVIEW: HWLER/DXO 16.73 DME. CHART IN PROFILE: I-DWC DME ANTENNA. CHART AT OR ABOVE 8000 AT SPRER. CHART AT OR ABOVE 9000 AT PUZEL. CHART AT OR ABOVE 8000 AT MCOMB.									
PUZEL (IAF)		MCOMB (TF) (FB) (RNP 1.00)		276.67 / 4.50				8000											
SPRER (IAF)		AKMEE (TF) (FB) (RNP 1.00)		121.32 / 2.89				8000											
MCOMB/I-DWC 24.00 DME/RADAR (IAF)		DRBRN/I-DWC 20.70 DME/RADAR		215.71 / 3.31 (I-DWC)				7000											
AKMEE		MCOMB (TF) (FB) (RNP 1.00)		145.52 / 3.49				8000											
DRBRN/I-DWC 20.70 DME/RADAR  (SEE FORM 8260-10)		BHOLD/I-DWC 17.39 DME/RADAR		215.71 / 3.31 (I-DWC)				6000											
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. PROFILE STARTS AT MCOMB/I-DWC 24.00 DME/RADAR 3. FAC: <u>215.71</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____ 4. MIN. ALT: <b>MCOMB 8000, DRBRN 7000, BHOLD 6000, LUPAY 5000, OSKER 4000, ROUGE 3000, HULKA 2000</b> 5. DIST TO THLD FROM OM: <u>4.31</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <b>1201</b> 6. MIN GS INCPT: <u>2000</u> GS ALT AT: <u>HULKA 2000</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 7. GS ANGLE: <u>2.85</u> TCH: <u>60.4</u> 8. MSA FROM: <b>DXO VOR/DME 2800</b>																MAG VAR: <b>7W</b>		EPOCH YEAR: <b>2020</b>	
MINIMUMS																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		ILS: <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				
S-ILS 22L**	837	2400	200	837	2400	200	837	2400	200	837	2400	200							
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP. EQUIPMENT REQUIREMENTS NOTE: RNAV 1-DME/DME/IRU OR RADAR REQUIRED FOR PROCEDURE ENTRY. (CONTINUED ON PAGE 2)																			
CITY AND STATE		ELEVATION: 645 TDZE: 637				FACILITY IDENTIFIER: I-DWC		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:							
DETROIT, MI		AIRPORT NAME:						ILS PRM RWY 22L, AMDT 2 (CLOSE PARALLEL)				AMDT: 1							
		DETROIT METROPOLITAN WAYNE COUNTY										DATED 11/10/2016							



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	ALPA	AOPA	APA	HAI	NBAA
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OTHER (specify) DTW ATCT, DTW APP CONN, ZOB, AMGR					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
NICHOLAS K. JACKSON				AJV-5431	01/25/2018
APPROVED BY					
NAME:				FIFO	DATE:
PATRICK J. MULQUEEN				AJV-5430	
CHANGES:					
<div>1. ADDED RNAV TRANSITIONS FROM SPRER, AKMEE, AND PUZEL.</div> <div>2. CHANGED ALL REFERENCES OF CRL VORTAC TO CRL VOR/DME.</div> <div>3. ADDED SPEED ICON IN PLANVIEW AT SPRER: MAX 200 KIAS.</div> <div>4. ADDED SPEED ICON IN PLANVIEW AT PUZEL: MAX 200 KIAS.</div> <div>5. ADDED CHART AT OR ABOVE 8000 AT AKMEE.</div> <div>6. ADDED CHART AT OR ABOVE 8000 AT SPRER.</div> <div>7. ADDED CHART AT OR ABOVE 9000 AT PUZEL.</div> <div>8. CHART PBN REQUIREMENTS NOTE: RNAV 1-GPS.</div> <div>9. ADDED EQUIPMENT REQUIREMENTS NOTE: RNAV 1-DME/DME/IRU OR RADAR REQUIRED FOR PROCEDURE ENTRY.</div> <div>10. UPDATED NOTE "SIMULTANEOUS APPROACH AUTHORIZED. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP" TO "SIMULTANEOUS APPROACH AUTHORIZED. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP".</div> <div>11. TCH CHANGED FROM 60.3 TO 60.4.</div> <div>12. PRIMARY AND SECONDARY MISSED APPROACHES SWAPPED.</div>					
REASONS:					
<div>1, 3, 4, 5, 6, 7. PER FPT CHECKLIST.</div> <div>2. CRL VOR/DME DATA UPDATED PER AIRNAV 2.0.</div> <div>8. IAW 8260.19H PARA 8-6-8. B (1).</div> <div>9. IAW 8260.19H PARA 8-6-8. A (1) E.</div> <div>10. IAW 8260.19H PARA 8-6-9. P.</div> <div>11. AIRNAV DATA CHANGE</div> <div>12. ATC REQUESTED TO ATTAIN 30 DEGREE REQUIREMENT FOR NOISE ABATEMENT PROCEDURES.</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
BHOLD/I-DWC 17.39 DME/RADAR	LUPAY/I-DWC 14.08 DME/RADAR	215.71 / 3.31 (I-DWC)	5000
LUPAY/I-DWC 14.08 DME/RADAR	OSKER/I-DWC 10.78 DME/RADAR	215.71 / 3.31 (I-DWC)	4000
OSKER/I-DWC 10.78 DME/RADAR	ROUGE/I-DWC 7.47 DME/RADAR	215.71 / 3.31 (I-DWC)	3000
ROUGE/I-DWC 7.47 DME/RADAR (IF)	HULKA/I-DWC 4.15 DME/RADAR	215.71 / 3.33 (I-DWC)	2000

## NOTES, (CONT.):

PBN REQUIREMENTS NOTE: RNAV 1-GPS.

CHART SPEED ICON IN PLANVIEW AT SPRER: MAX 200 KIAS.

CHART SPEED ICON IN PLANVIEW AT PUZEL: MAX 200 KIAS.

EQUIPMENT REQUIREMENTS NOTE: DME OR RADAR REQUIRED.

CHART NOTE: PROCEDURE NA WHEN GLIDE SLOPE NOT AVAILABLE.

QUALITY  
19  
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 2  
(CLOSE PARALLEL)

SUP:

AMDT: 1

DATED: 11/10/2016

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>A4A<div></div></div><div>ALPA<div></div></div><div>APA<div></div></div><div>AOPA<div></div></div><div>HAI<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:
CHANGES:					
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	PUZEL	MCOMB	1. AAO	423615.00N/0830627.00W	906 (4E)	1000	AT6094	8000		
			2. TERRAIN	423615.00N/0830627.00W	706 (700)		AS1500	2200		
INITIAL	SPRER	AKMEE	3. AAO	424051.00N/0831148.00W	1145 (4E)	1000	AT5855	8000		
			4. TERRAIN	424051.00N/0831148.00W	945 (900)		AS1500	2400		
INITIAL	MCOMB/I-DWC 24.00	DRBRN/I-DWC	5. AAO	423657.00N/0831000.00W	1060 (4E)	1000	AT4940	7000		
	DME/RADAR	20.70 DME/RADAR	6. TERRAIN	423657.00N/0831000.00W	860 (900)		AS1500	2400		
INITIAL: STEPDOWN	AKMEE	MCOMB	5. AAO	423657.00N/0831000.00W	1060 (4E)	1000	AT5940	8000		
			6. TERRAIN	423657.00N/0831000.00W	860 (900)		AS1500	2400		
INITIAL: STEPDOWN	DRBRN/I-DWC 20.70	BHOLD/I-DWC	7. BUILDING	423336.85N/0830938.32W	1059 (2C)	1000	AT3941	6000		
	DME/RADAR	17.39 DME/RADAR	(26-000690)							
			8. TERRAIN	423351.00N/0831221.00W	834 (800)		AS1500	2300		
INITIAL: STEPDOWN	BHOLD/I-DWC 17.39	LUPAY/I-DWC	9. TOWER (26-000093)	422858.00N/0831219.00W	1749 (1D)	1000	AT2251	5000		
	DME/RADAR	14.08 DME/RADAR	10. TERRAIN	422643.00N/0831222.00W	818 (800)		AS1500	2300		
INITIAL: STEPDOWN	LUPAY/I-DWC 14.08	OSKER/I-DWC	11. TOWER (26-000099)	422814.55N/0831459.62W	1720 (1D)	1000	AT1280	4000		
	DME/RADAR	10.78 DME/RADAR	12. TERRAIN	422748.00N/0831648.00W	706 (700)		AS1500	2200		
2. PROCEDURE TURN										
3. MISSED APPROACH	MAP:	DA	CRL VOR/DME			ASC		4000		
	ELEV:	667	17. TOWER (26-003174)	420358.25N/0832337.21W	1017 (1B)	1000		2100		
			18. 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 NAVAIID: 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										
DETROIT, MI		ELEVATION: 645		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION		
		AIRPORT NAME:		I-DWC		ILS PRM RWY 22L, AMDT 2		19		
		DETROIT METROPOLITAN WAYNE COUNTY				(CLOSE PARALLEL)		AGL		



PART B - SUPPLEMENTAL DATA										<div>PART C - REMARKS:</div> <div>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</div> <div>NO ADDITIONAL AIRSPACE REQUIRED.</div> <div>BACK-UP ALTIMETER MINIMUMS NOT IDENTIFIED DUE TO MAJOR AIRPORT WEATHER SYSTEM REDUNDANCY.</div> <div>VGSI DATA: NONE</div> <div>100 FT VEGETATION PER APT.</div> <div>60.49 TCH VALUE USED TO DETERMINE PFAF LOCATION (DWC ILS TCH = 60.489), BUT DOCUMENTED AS 60.40 FOR CHARTING PER MGMT.</div> <div>KDTW ASOS IS ON WMSCR.</div> <div>CHARTING OF LOCALIZERS REQUESTED BY ATC.</div> <div>APPROVAL LETTER ON FILE TO SUPPORT 2.85 GPA.</div> <div>34:1 PENETRATION: 26-092475, LIGHTING, DISREGARDED IAW 8260-3C PARAGRAPH 3-3-2C(4)(B)2.</div> <div>MISSED APPROACH OBSTACLES CONT.</div> <div>ALTERNATE: ASC 4000 17. TOWER (26-003174) 420358.25N/0832337.21W 1017 (1B) 1000 2100 18. TERRAIN 421240.59N/0832257.10W 672 (700) AS1500 2200</div>																	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																			
DTW TOWER DTW APP CON ZOB ARTCC						N W S		OTHER: ASOS												SOURCE:KDTW							
						F A A														DISTANCE:							
						A / C														HOURS REMOTE OPERATION: 24 / YES							
SATISFACTORY ON:				LOCATION: KDTW				ADJUSTMENT: 0																			
4. MONITOR STATUS		X		V H F		X		U H F														H F		PRIMARY NAVAID: I-DWC			
																								MONITOR POINT: DTW ATCT			
		HRS OPTN:		CAT 1				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, 09L, 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, 09L, 09R, 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: 60.4																					
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD FT. FROM THRESHOLD																					
				X		ON CENTERLINE FT. FROM CENTERLINE																					
10. WAIVERS: NONE																											
PART D - PREPARED BY: NICHOLAS K. JACKSON										DATE: 01/25/2018																	
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5431																	



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										
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:				