

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**ILS PRM STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks 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 feet RVR.

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 4R (CLOSE PARALLEL) CAT II, ILS PRM RWY 4R (CLOSE PARALLEL) CAT III	3A	DETROIT	MI	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
645	640	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 4R (CLOSE PARALLEL) CAT II, ILS PRM RWY 4R (CLOSE PARALLEL) CAT III	3	05/24/2018	7W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-DTW			ROUTINE			

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
CLEVR	IAF	BAANG/RADAR		TF	FB	1.00	091.35	5.00	8000
CAATZ	IAF	ELDNN		TF	FB	1.00	271.88	4.45	8000
BAANG/25.03 DME/RADAR	IAF	JULEP/I-DTW 21.90 DME/RADAR				1.00	035.70	3.14 (I-DTW)	7000
ELDNN		BAANG/RADAR		TF	FB	1.00	328.34	5.15	8000
JULEP/I-DTW 21.90 DME/RADAR		CULOP/I-DTW 18.75 DME/RADAR				1.00	035.69	3.14 (I-DTW)	6000
CULOP/I-DTW 18.75 DME/RADAR		HIMEX/I-DTW 15.61 DME/RADAR				1.00	035.69	3.14 (I-DTW)	5000
HIMEX/I-DTW 15.61 DME/RADAR		EVABE/I-DTW 12.46 DME/RADAR				1.00	035.69	3.14 (I-DTW)	4000
EVABE/I-DTW 12.46 DME/RADAR		JELLY/I-DTW 9.32 DME/RADAR				1.00	035.69	3.14 (I-DTW)	3000
JELLY/I-DTW 9.32 DME/RADAR	IF	ETALE/I-DTW 6.17 DME/RADAR	PFAF			0.50	035.69	3.15 (I-DTW)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 4000 ON DXO VOR/DME R-035 TO LUPAY/DXO VOR/DME/15.56 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB ON HEADING 036 TO 4000 THEN LEFT TURN ON HEADING 340 AND ON SVM VORTAC R-057 TO PERLS/SVM 17.87 DME AND HOLD. (DME REQUIRED)



AIRPORT

DETROIT METROPOLITAN WAYNE COUNTY

AIRPORT ID

KDTW

PROCEDURE NAME

ILS PRM RWY 4R (CLOSE PARALLEL)  
ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I,  
ILS PRM RWY 4R (CLOSE PARALLEL) CAT II,  
ILS PRM RWY 4R (CLOSE PARALLEL) CAT III

ORIGINAL/AMENDMENT

3A

CITY

DETROIT

STATE

MI

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT BAANG

3. FAC:

035.70

PFAF: ETALE/I-DTW 6.17 DME/RADAR

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT:

BAANG/RADAR 8000, JULEP/I-DTW 21.90 DME/RADAR 7000, CULOP/I-DTW 18.75 DME/RADAR 6000, HIMEX/I-DTW 15.61 DME/RADAR 5000, EVABE/I-DTW 12.46 DME/RADAR 4000, JELLY/I-DTW 9.32 DME/RADAR 3000, ETALE/I-DTW 6.17 DME/RADAR 2000

5. DIST TO THLD FROM OM:

4.11

MM:

IM: 949

100 HAT: 939.00

150 HAT: 1893.00

GS ANT: 980

6. MIN GS INCPT:

2000

GS ALT AT PFAF : ETALE/I-DTW 6.17 DME/RADAR 2000

OM:

MM:

IM: 765

7. GP ANGLE:

3.00

34:1:

20:1:

TCH: 52.3

8. MSA FROM: DXO VOR/DME 2800

EQUIPMENT REQUIREMENTS NOTES:

RNAV 1-GPS.  
DME OR RADAR REQUIRED.  
CLEVR, CAATZ AND ELDNN: RNAV 1-DME/DME/IRU OR GPS REQUIRED. AIRCRAFT NOT DME/DME/IRU OR GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURES ENTRY.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: CAT A, B, C, D RA 154, RVR 1400, HAT 150, DA 790 MSL.  
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: CAT A, B, C, D RA 104, RVR 1200, HAT 100, DA 740 MSL.  
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: CAT A, B, C, D RVR 600  
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.  
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.  
CHART NOTE: PROCEDURE NA WHEN GLIDESLOPE NOT AVAILABLE.  
CHART SPEED ICON IN PLANVIEW AT CLEVR: MAX 210 KIAS.  
CHART SPEED ICON IN PLANVIEW AT CAATZ: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART LOC RWY 3R/4L.  
CHART AT OR ABOVE 8000 AT CLEVR.  
CHART MANDATORY 9000 AT CAATZ.  
CHART IN PLANVIEW: PERLS/SVM 17.87 DME  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE PERLS/SVM 17.87 DME, RT, 237.10 INBOUND.  
HOLD NE, RT, 215.18 INBOUND  
LTP HAE: 159.8 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 04R	840	1800	200	840	1800	200	840	1800	200	840	1800	200			

CHANGES - REASONS

1. ALL REFERNCES OF "INT" FOR PERLS HAVE BEEN REMOVED. - FACILITY UTILIZED TO CREATE THE INTERSECTION HAS BEEN REMOVED VIA VORMON.



**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** DTW ATCT, ZOB, AMGR, ST AERO, DTW APP CON, ATA

**FLIGHT CHECKED BY**

Processed IAW Flight Inspection Team (AJW-333), Memo, May 30, 2017, Subject: Flight Inspection Not Required  
*Digitally signed by*

**OFFICE**

**DATE**

**DEVELOPED BY**

NICHOLAS K. JACKSON  
*Digitally signed by*  
**NICHOLAS JACKSON**  
Jun 29, 2018

**DONALD H LANIER OFFICE**

Jul 13, 2018    AJV-5431

**DATE**

06/05/2018

**APPROVED BY**

PATRICK MULQUEEN  
*Digitally signed by*  
**DONALD H LANIER**  
Jul 13, 2018

**OFFICE**

AJV-5430

**DATE**

**TITLE**

MANAGER



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 4R (CLOSE PARALLEL) CAT II, ILS PRM RWY 4R (CLOSE PARALLEL) CAT III	3A	DETROIT	MI	645	I-DTW

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM

CLEVR

TO

BAANG/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	5.00											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (26-001222)	415051.00N/0834340.00W		953	500	50	5D	1000				AT6047	8000
2.TERRAIN	415109.00N/0834400.00W		702 (700)								AS1500	2200

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT  
REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

INITIAL

FROM

CAATZ

TO

ELDNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.45											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.BLDG_TWR (26-002266)	414730.90N/0832655.70W		880	500	50	5D	1000				AT6120	8000
4.TERRAIN	414651.00N/0833448.00W		646 (600)								AS1500	2100

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

INITIAL

FROM

BAANG/25.03 DME/RADAR

TO

JULEP/I-DTW 21.90 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.14											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TOWER (26-028234)	415557.30N/0833814.40W		948	250	50	4D	1000				AT5052	7000
6.TERRAIN	415457.00N/0833954.00W		706 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

INITIAL: STEPDOWN

FROM

ELDNN

TO

BAANG/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	5.15											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
7.TOWER (26-000286)	415008.00N/0833629.00W		894	250	50	4D	1000				AT6106	8000
8.TERRAIN	415200.00N/0833939.00W		686 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

INITIAL: STEPDOWN

FROM

JULEP/I-DTW 21.90 DME/RADAR

TO

CULOP/I-DTW 18.75 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.14											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TOWER (26-028234)	415557.30N/0833814.40W		948	250	50	4D	1000				AT4052	6000
9.TERRAIN	415654.00N/0833824.00W		670 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

INITIAL: STEPDOWN

FROM

CULOP/I-DTW 18.75 DME/RADAR

TO

HIMEX/I-DTW 15.61 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.14											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
10.TOWER (26-001920)	415808.00N/0833453.00W		894	250	50	4D	1000				AT3106	5000
11.TERRAIN	420000.00N/0833618.00W		673 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT

REMARKS:

INITIAL: STEPDOWN

FROM

HIMEX/I-DTW 15.61 DME/RADAR

TO

EVABE/I-DTW 12.46 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	3.14											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
12.TOWER (26-027936)	420425.00N/0833251.00W		883	50	20	2C	1000				AT2117	4000
13.TERRAIN	420430.00N/0833400.00W		673 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT

REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

INITIAL: STEPDOWN

FROM

EVABE/I-DTW 12.46 DME/RADAR

TO

JELLY/I-DTW 9.32 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>			
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
14.TOWER (26-003174)	420358.25N/0832337.21W	1017	20	10	1B	1000				AT983	3000
15.TERRAIN	420636.00N/0832930.00W	716 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

INTERMEDIATE

FROM

JELLY/I-DTW 9.32 DME/RADAR

TO

ETALE/I-DTW 6.17 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>			
	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
14.TOWER (26-003174)	420358.25N/0832337.21W	1017	20	10	1B	500				AT483	2000
16.TERRAIN	420815.00N/0832833.00W	706 (700)								AS1000	1700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:





<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 18 (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

FINAL: ILS

FROM

ETALE/I-DTW 6.17 DME/RADAR

TO

RW04R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.11		DA	200								
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

FINAL: ILS SA CAT I

FROM

ETALE/I-DTW 6.17 DME/RADAR

TO

RW04R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.11		DA	150								
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				790

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

FINAL: ILS CAT II

FROM

ETALE/I-DTW LOC/DME 6.17 DME/RADAR

TO

RW04R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.11		DA	100								
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				740

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:

MISSED APPROACH : ILS

FROM

DA

TO

LUPAY/DXO 15.56 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
				671								
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				4000
17.TOWER (26-001193)	422322.00N/0830853.00W		1249	100	20	3C	1000					2300
18.TERRAIN	422748.00N/0831648.00W		706 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

MISSED APPROACH : ILS SA CAT I

FROM  
DA

TO  
LUPAY/DXO 15.56 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				4000
17.TOWER (26-001193)	422322.00N/0830853.00W		1249	100	20	3C	1000					2300
18.TERRAIN	422748.00N/0831648.00W		706 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

MISSED APPROACH : ILS CAT II

FROM  
DA

TO  
LUPAY/DXO 15.56 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				4000
17.TOWER (26-001193)	422322.00N/0830853.00W		1249	100	20	3C	1000					2300
18.TERRAIN	422748.00N/0831648.00W		706 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT  
REMARKS:

CIRCLING   ☐ ALL CATS   ☐ CAT A   ☐ CAT B   ☐ CAT C   ☐ CAT D   ☐ CAT E   ☒ NOT AUTHORIZED



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

MSA

<u>CENTER</u>	<u>RADIUS</u>
DXO VOR/DME	25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TWR (26-000324)	422901.00N/0831844.00W	014	16.4	1750	250	50	4D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

KDTW ASOS ON WMSCR.

NO RWY VGSI DATA.

ALTERNATE ALTIMETER SOURCE NOT PROVIDED DUE TO MULTIPLE REDUNDANT ALTIMETER SOURCES AT THE AIRPORT.

PROCEDURAL TCH 52.26 UTILIZED.

100 FT VEGETATION PER APT.

CHARTING OF LOCALIZERS REQUESTED BY ATC.

OCS PENETRATIONS EXISTS: NAVAID (26-023589) 421209.670N/0832211.28W (0.43FT). OBSTACLE IS FIXED BY FUNCTION AND MITIGATED REFERENCE MEMO 97.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

DTW TOWER, DTW APP CON, ZOB ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KDTW	24	KDTW	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
		yes				

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-DTW	DTW ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW03L - HIRL, REIL, C/LINE, PAPI-4R	NPI-G	APPROACH, ROLL OUT
RW21R - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	APPROACH, ROLL OUT
RW03R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW04L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

QUALITY  
41  
CHECKED

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>			<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>			
RW04R - TDZ, ALSF-2, HIRL, C/LINE			PIR-G	APPROACH, MIDPOINT, ROLL OUT			
RW09L - HIRL, REIL			PIR-G	ROLL OUT			
RW09R - HIRL, REIL, C/LINE			PIR-G	ROLL OUT			
RW21L - MALSR, HIRL, C/LINE, PAPI-4L			PIR-G	APPROACH, MIDPOINT, ROLL OUT			
RW22L - MALSR, HIRL, C/LINE			PIR-G	APPROACH, MIDPOINT, ROLL OUT			
RW22R - TDZ, MALSR, HIRL, C/LINE, PAPI-4R			PIR-G	APPROACH, MIDPOINT, ROLL OUT			
RW27L - MALSR, HIRL, C/LINE, PAPI-4L			PIR-G	APPROACH			
RW27R - MALSR, HIRL, PAPI-4L			PIR-G	APPROACH			

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	637.5	52.3	633.1	980		

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	509.057
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

**CRITICAL TEMPERATURES**

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PART C: GENERAL REMARKS:**

THRESHOLD DISPLACED 509.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 1R (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	028.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	659
DISTANCE FROM	THLD	TO 1500FT POINT	5.10
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.32
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	028.70
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	659

THRESHOLD  
COORDINATES  
(IF STR-IN)421212.78N/0832213.32W

ARP COORDINATES421244.80N/0832112.20W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 4L DISTANCE 1.50 NM

FAF  
COORDINATES420836.12N/0832452.66W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.  
THLD DISPLACED 509.057FT, ACTUAL COORDINATES: 421208.37N/0832216.57W.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM RWY 4R (CLOSE PARALLEL) ILS PRM RWY 4R (CLOSE PARALLEL) SA CAT I, ILS PRM RWY 15 (CLOSE PARALLEL)	3A	DETROIT	MI	645	I-DTW

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
NICHOLAS K. JACKSON	AJV-5431	06/05/2018	

