

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS 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 Y RWY 22R	1A	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SUPERSEDED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	642	ILS Y RWY 22R	1	11/10/2016	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-BZB			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>
HRRON	IAF	KLIER		TF	FB	1.00	131.32	6.60	4000
VALLI	IAF	KLIER		TF	FB	1.00	097.09	7.56	4000
KLIER		GRDCY		TF	FB	1.00	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
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	PFAF				213.19	3.14 (I-BZB)	2000

MISSED APPROACH

MAP:

ILS: DA

MISSED APPROACH INSTRUCTIONS:

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 MISSED APPROACH INSTRUCTIONS (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.



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT GRDCY

3. FAC:

213.19

PFAF: ANGGL/5.92 DME/RADAR

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: GRDCY/20.50 DME/RADAR 4000, MMOTR/18.50 DME/RADAR 4000, TAYUL/15.35 DME/RADAR 4000, EMINN/12.21 DME/RADAR 3000, WONDR/9.06 DME/RADAR 3000, ANGGL/5.92 DME/RADAR 2000

5. DIST TO THLD FROM OM:

4.09

MM:

IM:

150 HAT:

GS ANT: 1055

6. MIN GS INCPT:

2000

GS ALT AT PFAF : ANGGL/5.92 DME/RADAR 2000

OM:

MM:

IM:

7. GP ANGLE:

3.00

34:1:

20:1:

TCH: 55.0

8. MSA FROM: DXO VOR/DME 2800

EQUIPMENT REQUIREMENTS NOTES:

RNAV 1-GPS.
HRRON AND VALLI: RNAV 1-DME/DME/IRU OR GPS REQUIRED. AIRCRAFT NOT DME/DME/IRU OR GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: ** RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA
CHART SPEED ICON IN PLANVIEW AT HRRON: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT VALLI: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 6000 AT HRRON.
CHART MANDATORY 6000 AT VALLI.
CHART MANDATORY 4000 AT KLIER.
FICTITIOUS THRESHOLD POINT (CFBJN) DO NOT CHART.
CHART PLANVIEW NOTE: LOC OFFSET 2.50 DEGREES.
CHART IN PLANVIEW: DOHNT INT/JXN 34.25 DME
FAC CROSSES RWY C/L EXTENDED 2608 FT FROM THLD.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W DOHNT INT/JXN 34.25 DME, RT, 090.30 INBOUND.
HOLD NW, RT, 116.62 INBOUND

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 22R**	892	2400	250	892	2400	250	892	2400	250	892	2400	250			

CHANGES - REASONS

1. ADDED EQUIPEMENT REQUIREMENTS NOTES: "RNAV 1-GPS." AND "HRRON AND VALLI: RNAV 1-DME/DME/IRU OR GPS REQUIRED. AIRCRAFT NOT DME/DME/IRU OR GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY." - 8260.19H 8-6-8B.
2. IN ADDITIONAL FLIGHT DATA, REMOVED CHART LOC RWY 21L/22L - NO LONGER REQUIRED.
3. REMOVED RNAV 1-GPS REQUIRED FROM HRRON AND VALLI. - NOTE MOVED TO EQUIPEMENT REQUIREMENTS.



AIRPORT

DETROIT METROPOLITAN WAYNE
COUNTY

AIRPORT ID

KDTW

PROCEDURE NAME

ILS Y RWY 22R

ORIGINAL/AMENDMENT

1A

CITY

DETROIT

STATE

MI

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZOB, DTW APP CON, METRO TOWER, ATA

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT:
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE

DATE

Digitally signed by

ROBERT G HAMILTON

Dec 07, 2018

DEVELOPED BY

JIMMY S. HUGHES

Digitally signed by

JIMMY S HUGHES

Nov 30, 2018

OFFICE

AJV-5422

DATE

10/10/2018

APPROVED BY

JULIE MORGAN

OFFICE

AJV-5420

DATE

Digitally signed by

ROBERT G HAMILTON

Dec 07, 2018

TITLE

MANAGER



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

<u>AIRPORT</u> DETROIT METROPOLITAN WAYNE COUNTY	<u>AIRPORT ID</u> KDTW	<u>PROCEDURE NAME</u> ILS Y RWY 22R	<u>AMDT NO.</u> 1A	<u>CITY</u> DETROIT	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-BZB
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
HRRON

TO
KLIER

<u>RNP</u>	<u>DISTANCE</u> 6.60	<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>
1.TOWER (26-000767)	423841.00N/0831752.00W		1241	250	50	5D	1000				AT1759	4000
2.TERRAIN	423654.00N/0831845.00W		1014 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
VALLI

TO
KLIER

<u>RNP</u>	<u>DISTANCE</u> 7.56	<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>
3.AAO	423406.00N/0831809.00W		1237	500	125	5E	1000				AT1763	4000
4.TERRAIN	423406.00N/0831809.00W		1037 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM
KLIER

TO
GRDCY

<u>RNP</u>	<u>DISTANCE</u> 3.61	<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>
5.BLDG (26-000690)	423336.85N/0830938.32W		1059	50	20	2C	1000				AT1941	4000
6.TERRAIN	423257.00N/0831233.00W		827 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
PYRET/23.63 DME/RADAR

TO
GRDCY/20.50 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
5.BLDG (26-000690)	423336.85N/0830938.32W		1059	50	20	2C	1000				AT1941	4000
7.TERRAIN	423442.00N/0831354.00W		913 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

GRDCY/20.50 DME/RADAR

TO

MMOTR/18.50 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 2.00	<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>
8.TOWER (26-000093)	422858.00N/0831219.00W		1749	20	50	1D	1000				AT1251	4000
9.TERRAIN	423039.00N/0831312.00W		768 (800)								AS1500	2300

<u>COMPUTATIONS</u>	<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

MMOTR/18.50 DME/RADAR

TO

TAYUL/15.35 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
8.TOWER (26-000093)	422858.00N/0831219.00W		1749	20	50	1D	1000				AT1251	4000
10.TERRAIN	422643.00N/0831222.00W		818 (800)								AS1500	2300

<u>COMPUTATIONS</u>	<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

TAYUL/15.35 DME/RADAR

TO

EMINN/12.21 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
11.TOWER (26-000885)	422326.00N/0831030.00W		1133	100	20	3C	1000				AT867	3000
12.TERRAIN	422621.00N/0831927.00W		699 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

EMINN/12.21 DME/RADAR

TO

WONDR/9.06 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
13.TOWER (26-000133)	422239.60N/0831435.10W		1124	50	20	2C	1000				AT876	3000
14.TERRAIN	422042.00N/0831851.00W		696 (700)								AS1000	1700

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
DOHNT INT/DXO 15.47 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
							702					
<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
18.TOWER (26-000689)	421802.70N/0833827.80W		1255	20	3	2C	1000					2300
19.TERRAIN	422133.00N/0833933.00W		1044 (1000)								AS1500	2500

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

MISSED APPROACH ALTERNATE : ILS

FROM
DA

TO
DOHNT INT/JXN 34.25 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 702					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
18.TOWER (26-000689)	421802.70N/0833827.80W		1255	20	3	2C	1000					2300
19.TERRAIN	422133.00N/0833933.00W		1044 (1000)								AS1500	2500

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER
DXO VOR/DME

RADIUS
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:

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.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
DTW TOWER, DTW APP CON, ZOB ARTCC

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

WX REMARKS:

<u>PRIMARY NAVAID</u> I-BZB	<u>MONITOR POINT</u> DTW ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<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
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> 3.00	<u>ELEV RWY THRESHOLD</u> 642.1	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u> 636.8	<u>DISTANCE FROM RWY</u> 1055	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 70.8
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	2608	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
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>
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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:
VDP NOT ESTABLISHED - VERTICALLY GUIDED PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SEE ATTACHED AIRSPACE LETTER.



<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 Y RWY 22R	1A	DETROIT	MI	645	I-BZB
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	3.15				
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90				
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	206.19				
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	664				
DISTANCE FROM	THLD	TO 1500FT POINT	5.63				
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.49				
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	206.19				
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	689				
THRESHOLD COORDINATES (IF STR-IN)	421334.48N/0832158.61W						
ARP COORDINATES	421244.80N/0832112.20W						
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 4L DISTANCE 1.50 NM						
FAF COORDINATES	270000.00N/0773410.00W						
FIX NAME COORDINATES							
REMARKS							
FINAL APPROACH OFFSET 2.50 DEGREES							



