

**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> DETROIT METROPOLITAN WAYNE COUNTY	<u>AIRPORT ID</u> KDTW	<u>PROCEDURE NAME</u> ILS PRM Y RWY 22R (CLOSE PARALLEL)	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> DETROIT	<u>STATE</u> MI
<u>AIRPORT ELEVATION</u> 645	<u>TDZE</u> 642	<u>SUPERSEDED</u> ILS PRM Y RWY 22R (CLOSE PARALLEL)	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 04/25/2019	<u>MAG VAR</u> 7W
<u>FACILITY</u> I-BZB	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2020

**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 DIRECT DOHNT AND HOLD (GPS REQUIRED).

QUALITY  
24  
CHECKED

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. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE (ILS PROCEDURES ONLY). DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
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  
FAC CROSSES RWY C/L EXTENDED 2608 FT FROM THLD.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W DOHNT, 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. UPDATED ALTERNATE MISSED APPROACH FROM "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" TO "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 DIRECT DOHNT AND HOLD (GPS REQUIRED)". - JXN VORMON AND ATC REQUEST.
2. UPDATED ADDITIONAL FLIGHT DATA ALTERNATE MA HOLDING FROM "HOLD W DOHNT INT/JXN 34.25 DME, RT, 090.30 INBOUND" TO "HOLD W DOHNT, RT, 090.30 INBOUND". - JXN VORMON AND ATC REQUEST.

AIRPORT

DETROIT METROPOLITAN WAYNE  
COUNTY

AIRPORT ID

KDTW

PROCEDURE NAME

ILS PRM Y RWY 22R  
(CLOSE PARALLEL)

ORIGINAL/AMENDMENT

1B

CITY

DETROIT

STATE

MI

COORDINATED WITH:

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

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

CHRISTINE BAYSE

*Digitally signed by*

**CHRISTINE BAYSE**

Oct 25, 2019

OFFICE

AJV-A432

DATE

08/20/2019

APPROVED BY

GEORGE DAVIS

OFFICE

AJV-A430

DATE

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 PRM Y RWY 22R (CLOSE PARALLEL)	<u>AMDT NO.</u> 1B	<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

<u>FROM</u> HRRON	<u>TO</u> KLIER
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<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

<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

<u>FROM</u> VALLI	<u>TO</u> KLIER
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<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

<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  
KLIER

TO  
GRDCY

RNP	DISTANCE 3.61	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
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
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SEGMENT REMARKS:

INITIAL

FROM  
PYRET/23.63 DME/RADAR

TO  
GRDCY/20.50 DME/RADAR

RNP	DISTANCE 3.14	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
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
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SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

GRDCY/20.50 DME/RADAR

TO

MMOTR/18.50 DME/RADAR

RNP	DISTANCE 2.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
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

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

MMOTR/18.50 DME/RADAR

TO

TAYUL/15.35 DME/RADAR

RNP	DISTANCE 3.14	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
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

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

TAYUL/15.35 DME/RADAR

TO

EMINN/12.21 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.14											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
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

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.14											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.TOWER (26-000133)	422239.60N/0831435.10W		1124	50	20	2C	1000				AT876	3000
14.TERRAIN	422042.00N/0831851.00W		696 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

WONDR/9.06 DME/RADAR

TO

ANGGL/5.92 DME/RADAR

RNP	DISTANCE 3.14	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
15.TOWER (26-002678)	422039.53N/0832105.59W		901	20	10	1B	500				AT599	2000
16.TERRAIN	422030.00N/0831900.00W		689 (700)								AS1000	1700

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

FINAL: ILS

FROM

ANGGL/5.92 DME/RADAR

TO

(CFBJN)

RNP	DISTANCE 4.09	PAT	MAP DA	HAT 250			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
17.TRAVERSE_WAY (26-109687)	421336.39N/0832150.04W		654	20	3	1A		34:1				892

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 : ILS

FROM  
DA

TO  
DOHNT INT/DXO 15.47 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)	421802.75N/0833827.86W		1249	20	3	1A	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

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)	421802.75N/0833827.86W		1249	20	3	1A	1000					2300
20.TERRAIN	421921.00N/0834051.00W		944 (900)								AS1500	2400

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

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
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	



<u>AIRPORT</u> DETROIT METROPOLITAN WAYNE COUNTY	<u>AIRPORT ID</u> KDTW	<u>PROCEDURE NAME</u> ILS PRM Y RWY 22R (CLOSE PARALLEL)	<u>AMDT NO.</u> 1B	<u>CITY</u> DETROIT	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-BZB
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CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

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.

QUALITY  
24  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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<u>AIRPORT</u> DETROIT METROPOLITAN WAYNE COUNTY	<u>AIRPORT ID</u> KDTW	<u>PROCEDURE NAME</u> ILS PRM Y RWY 22R (CLOSE PARALLEL)	<u>AMDT NO.</u> 1B	<u>CITY</u> DETROIT	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-BZB
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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

421714.30N/0831931.30W

FIX NAME  
COORDINATES

REMARKS

FINAL APPROACH OFFSET 2.50 DEGREES

QUALITY  
24  
CHECKED

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<u>AIRPORT</u> DETROIT METROPOLITAN WAYNE COUNTY	<u>AIRPORT ID</u> KDTW	<u>PROCEDURE NAME</u> ILS PRM Y RWY 22R (CLOSE PARALLEL)	<u>AMDT NO.</u> 1B	<u>CITY</u> DETROIT	<u>STATE</u> MI	<u>AIRPORT ELEVATION</u> 645	<u>FACILITY</u> I-BZB
PART E: PREPARED BY							
<u>NAME</u> CHRISTINE BAYSE			<u>OFFICE</u> AJV-A432	<u>DATE</u> 08/20/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST		

QUALITY  
24  
CHECKED

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