

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 Z RWY 4L (CLOSE PARALLEL) ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)	ORIG-B	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SUPERSEDED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	645	ILS PRM Z RWY 4L (CLOSE PARALLEL) ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)	ORIG-A	10/10/2019	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-HJT			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>
SIZOR	IAF	HURRT		TF	FB	1.00	123.05	6.20	4000
HURRT		ACIRA		TF	FB	1.00	065.43	5.00	4000
GRBAC	IAF	MMOTT		TF	FB	1.00	140.94	6.38	3000
MMOTT		ASLLI		TF	FB	1.00	067.53	4.75	3000
NBSTN/21.62 DME/RADAR	IAF	ACIRA/19.52 DME/RADAR					035.68	2.09 (I-HJT)	4000
ACIRA/19.52 DME/RADAR		ASLLI/16.38 DME/RADAR					035.68	3.14 (I-HJT)	3000
ASLLI/16.38 DME/RADAR		NATYI/12.18 DME/RADAR					035.68	4.20 (I-HJT)	3000
NATYI/12.18 DME/RADAR		REGGE/9.04 DME/RADAR					035.68	3.14 (I-HJT)	3000
REGGE/9.04 DME/RADAR	IF	PAYED/5.90 DME/RADAR	PFAF				035.68	3.14 (I-HJT)	2000

MISSED APPROACH

MAP:

ILS: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 ON DXO VOR/DME R-297 TO DOHNT INT/DXO 15.47 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 DIRECT DOHNT AND HOLD (GPS REQUIRED).



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT ASLLI

3. FAC:

035.68

PFAF: PAYED/5.90 DME/RADAR

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: ASLLI/16.38 DME/RADAR 3000, NATIY/12.18 DME/RADAR 3000, REGGE/9.04 DME/RADAR 3000, PAYED/5.90 DME/RADAR 2000

5. DIST TO THLD FROM OM:

4.08

MM:

IM:

100 HAT: 857

150 HAT:

GS ANT: 1065

6. MIN GS INCPT:

2000

GS ALT AT PFAF : PAYED/5.90 DME/RADAR 2000

OM:

MM:

IM: 745

7. GP ANGLE:

3.00

34:1:

20:1:

TCH: 54.9

8. MSA FROM: DXO VOR/DME 2800

EQUIPMENT REQUIREMENTS NOTES:

FROM GRBAC, SIZOR: RNAV 1-DME/DME/IRU OR GPS REQUIRED.
AIRCRAFT NOT DME/DME/IRU OR GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

NOTES:

CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4L: CAT A, B, C, D RA 101, RVR 1200, HAT 100, DA 745 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4L: CAT A, B, C, D RVR 600
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. DUAL VHF COMM REQUIRED. SEE ADDITIONAL REQUIREMENTS ON AAUP.
CHART SPEED ICON IN PLANVIEW AT SIZOR: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT GRBAC: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 5000 AT GRBAC.
CHART MANDATORY 4000 AT HURRT.
CHART MANDATORY 3000 AT MMOTT.
CHART MANDATORY 6000 AT SIZOR.
CHART LOC RWY 3R/4R.
CHART IN PLANVIEW: DOHNT
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 04L	845	1800	200	845	1800	200	845	1800	200	845	1800	200			



AIRPORTDETROIT METROPOLITAN WAYNE
COUNTYAIRPORT ID

KDTW

PROCEDURE NAMEILS PRM Z RWY 4L (CLOSE PARALLEL)
ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II),
ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)ORIGINAL/AMENDMENT

ORIG-B

CITY

DETROIT

STATE

MI

CHANGES - REASONS

1. UPDATED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 295 AND ON JXN VOR/DME R-090 TO DOHNT INT/JXN 34.25 DME/RADAR AND HOLD" TO "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 DIRECT DOHNT AND HOLD". - JXN VORMON AND ATC REQUEST.
2. UPDATED ADDITIONAL FLIGHT DATA ALTERNATE MISSED MA HOLDING FROM "HOLD W DOHNT INT/JXN 34.25DME/RADAR, RT, 090.30 INBOUND" TO "HOLD W DOHNT, RT, 090.30 INBOUND". - JXN VORMON AND ATC REQUEST.

COORDINATED WITH:

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

FLIGHT CHECKED BYOFFICEDATEDEVELOPED BY

CHRISTINE BAYSE

*Digitally signed by***CHRISTINE BAYSE**

Oct 25, 2019

OFFICE

AJV-A432

DATE

08/19/2019

APPROVED BY

GEORGE DAVIS

OFFICE

AJV-A430

DATETITLE

MANAGER

QUALITY
24
CHECKED

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 Z RWY 4L (CLOSE PARALLEL) ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)	ORIG-B	DETROIT	MI	645	I-HJT

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
SIZOR

TO
HURRT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	6.20										
<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 (26-001782)	415516.83N/0833948.48W	935	50	20	2C	1000				AT2065	4000
2.TERRAIN	415442.00N/0834039.00W	706 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
HURRT

TO
ACIRA

<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 (26-001782)	415516.83N/0833948.48W		935	50	20	2C	1000				AT2065	4000
3.TERRAIN	415457.00N/0833954.00W		706 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM
GRBAC

TO
MMOTT

RNP	DISTANCE 6.38	PAT	MAP	HAT				HMAS				
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.TOWER (26-001616)	415903.00N/0833924.00W		1005	500	50	5D	1000				AT995	3000
5.TERRAIN	415933.00N/0833930.00W		726 (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:

INITIAL: STEPDOWN

FROM
MMOTT

TO
ASLLI

RNP	DISTANCE 4.75	PAT	MAP	HAT				HMAS				
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TOWER (26-001473)	415713.00N/0833611.00W		920	500	50	5D	1000				AT1080	3000
7.TERRAIN	420000.00N/0833618.00W		673 (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:



INITIAL

FROM
NBSTN/21.62 DME/RADAR

TO
ACIRA/19.52 DME/RADAR

RNP	DISTANCE 2.09	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TOWER (26-001473)	415713.00N/0833611.00W		920	500	50	5D	1000				AT2080	4000
8.TERRAIN	415713.07N/0833611.00W		680 (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
ACIRA/19.52 DME/RADAR

TO
ASLLI/16.38 DME/RADAR

RNP	DISTANCE 3.14	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.TOWER (26-001473)	415713.00N/0833611.00W		920	500	50	5D	1000				AT1080	3000
7.TERRAIN	420000.00N/0833618.00W		673 (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

ASLLI/16.38 DME/RADAR

TO

NATYI/12.18 DME/RADAR

RNP	DISTANCE 4.20	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TOWER (26-000658)	420430.21N/0833437.67W		984	500	50	5D	1000				AT1016	3000
10.TERRAIN	420418.00N/0833433.00W		680 (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:

INITIAL: STEPDOWN

FROM

NATYI/12.18 DME/RADAR

TO

REGGE/9.04 DME/RADAR

RNP	DISTANCE 3.14	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.TOWER (26-003174)	420358.25N/0832337.21W		1017	20	10	1B	1000				AT983	3000
12.TERRAIN	420633.00N/0832936.00W		689 (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:



INTERMEDIATE

FROM

REGGE/9.04 DME/RADAR

TO

PAYED/5.90 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 (26-003174)	420358.25N/0832337.21W		1017	20	10	1B	500				AT483	2000
13.TERRAIN	420636.00N/0832930.00W		716 (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

PAYED/5.90 DME/RADAR

TO

RW04L

<u>RNP</u>	<u>DISTANCE</u> 4.08	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200				<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				845

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 CAT II

FROM				TO								
PAYED/5.90 DME/RADAR				RW04L								
RNP	DISTANCE	PAT	MAP	HAT		HMAS						
	4.08		DA	100								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				745

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/RADAR

RNP

DISTANCE

PAT

MAP

HAT

HMAS

677

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
14.TOWER (26-000689)	421802.75N/0833827.86W	1249	20	3	1A	1000					2300
15.TERRAIN	422157.00N/0833948.00W	1054 (1100)								AS1500	2600

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 CAT II

FROM

DA

TO

DOHNT INT/DXO 15.47 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
14.TOWER (26-000689)	421802.75N/0833827.86W		1249	20	3	1A	1000					2300
15.TERRAIN	422157.00N/0833948.00W		1054 (1100)								AS1500	2600

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 677					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
14.TOWER (26-000689)	421802.75N/0833827.86W		1249	20	3	1A	1000					2300
16.TERRAIN	421924.00N/0834118.00W		951 (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:

MISSSED APPROACH ALTERNATE : ILS CAT II

FROM

DA

TO

DOHNT

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
14.TOWER (26-000689)	421802.75N/0833827.86W	1249	20	3	1A	1000					2300
16.TERRAIN	421924.00N/0834118.00W	951 (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

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 SIZOR AND GRBAC WILL TIE TO FUTURE RNAV STARS.

BACK-UP ALTIMETER SOURCE NOT USED DUE TO REDUNDANT WEATHER SOURCING.

I-HJT PROCEDURAL TCH 54.91 USED FOR PROCEDURE DEVELOPMENT.

ADVERSE VEGETATION HEIGHT 100 FT PER IFP CHECKLIST.

RNAV TRANSITIONS EVALUATED IN IPDS. 20 DEGREE BANK ANGLE USED AT MMOTT.

LOC RWY 3R/4R CHARTING REQUESTED BY ATC AND MIRRORED ILS Z OR LOC RWY 4L PROCEDURE.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZOB ARTCC, DTW APP CON, DTW TOWER

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

WX REMARKS:

<u>PRIMARY NAVAID</u> I-HJT	<u>MONITOR POINT</u> DTW ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 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
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> 645.2	<u>TCH</u> 54.9	<u>ELEV GS ANTENNA</u> 640.6	<u>DISTANCE FROM RWY</u> 1065	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 70.7
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FINAL APPROACH COURSE AIMING

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



AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
DETROIT METROPOLITAN WAYNE COUNTY	KDTW	ILS PRM Z RWY 4L (CLOSE PARALLEL) ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)	ORIG-B	DETROIT	MI	645	I-HJT
<hr/>							
<u>CRITICAL TEMPERATURES</u>							
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>				
 <u>CRITICAL TEMPERATURE REMARKS:</u>							
 <u>"VISUAL PORTION OF FINAL" PENETRATIONS</u>							
 <u>HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS</u>							
and/or							
<u>5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS</u>							
 PART C: GENERAL REMARKS:							
VDP NOT ESTABLISHED - VERTICAL GUIDANCE APPROACH ONLY.							
PRECIPITOUS TERRAIN EVALUATION COMPLETED.							

QUALITY
24
CHECKED

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

Electronic Version

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<div>AIRPORT</div> <div>DETROIT METROPOLITAN WAYNE COUNTY</div>	<div>AIRPORT ID</div> <div>KDTW</div>	<div>PROCEDURE NAME</div> <div>ILS PRM Z RWY 4L (CLOSE PARALLEL) ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT II), ILS PRM Z RWY 4L (CLOSE PARALLEL) (CAT III)</div>	<div>AMDT NO.</div> <div>ORIG-B</div>	<div>CITY</div> <div>DETROIT</div>	<div>STATE</div> <div>MI</div>	<div>AIRPORT ELEVATION</div> <div>645</div>	<div>FACILITY</div> <div>I-HJT</div>
PART E: PREPARED BY							
<div>NAME</div> <div>CHRISTINE BAYSE</div>			<div>OFFICE</div> <div>AJV-A432</div>		<div>DATE</div> <div>08/19/2019</div>		<div>TITLE</div> <div>AERONAUTICAL INFORMATION SPECIALIST</div>

