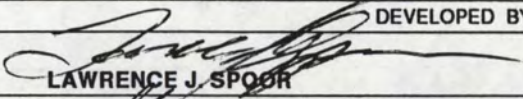
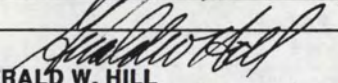


ILS - STANDARD INSTRUMENT APPROACH PROCEDURE

FAR 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

TERMINAL ROUTES				MISSED APPROACH											
FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: AT THE DH. LOC: 3.8 MILES AFTER CARGL NDB/YQG 8.5 DME FIX. CLIMB TO 3000 VIA YQG R-326 TO DELOW INT AND HOLD.											
YQG VOR/DME GOMAC INT	GOMAC INT/YQG 5.1 DME CARGL NDB/YQG 8.5 DME	280/0.9 (HDG) & 328/4.5 (I-VQM) 328/3.5	3000 *2100	ADDITIONAL FLIGHT DATA: HOLD NW, LT, 146 INBOUND. FAS OBST: 816 STACK 422312/825853. CHART: 936 STACK 422131/825737.											
NO PT FOR ARRIVALS ON YQG	VOR/DME AIRWAY RADIALS 063	CW 131.													
1. PT NA SIDE OF COURSE OUTBOUND FT WITHIN MILES OF 2. HOLD SE YQG VOR/DME, RT, 326 INBOUND 3000 FT IN LIEU OF PT (IAF) 3. FAC: 328 FAF: CARGL NDB/YQG 8.5 DME DIST FAF TO MAP: 3.8 THLD: 3.8 4. MIN. ALT: YQG VOR/DME 3000; GOMAC INT/YQG 5.1 DME 3000; CARGL NDB 2100* *LOC ONLY 5. DIST TO THLD FROM OM: 3.8 MM: 0.7 IM: 150 HAT: 100 HAT: GS ANT: 965 6. MING S INCPT: 3000 GS ALT AT: GOMAC INT 3000; CARGL NDB 1890 OM: MM: 891 IM: 892 7. GS ANGLE: 3.00 TCH: 53 8. MSA FROM: VQ NDB 2800															
MINIMUMS															
TAKEOFF:	STANDARD	<input checked="" type="checkbox"/>	SEE FAA FORM 8260 - 15 FOR THIS AIRPORT	ALTERNATE: NA	ILS	700-2 CAT A, B, C, D	LOC STANDARD								
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 33	874	1	250	874	1	250	874	1	250	874	1	250			
S-LOC 33	1120	1	496	1120	1	496	1120	1-1/4	496	1120	1-1/2	496			
CIRCLING	1260	1	634	1260	1	634	1260	1-3/4	634	1260	2	634			
NOTES: ADF, RADAR OR DME REQUIRED. INOPERATIVE TABLE DOES NOT APPLY.															
CITY AND STATE		ELEVATION: 626 TDZE: 624		FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./ EFFECTIVE DATE:				SUP					
DETROIT, MI		DETROIT CITY		I-VQM		ILS RWY 33, AMDT 14				AMDT: 13					
										DATED: 16 NOV 89					

ALL AFFECTED PROCEDURES REVIEWED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES MM 422351.76/825944.49		REQUIRED EFFECTIVE DATE PROPOSED 15 NOV 90	
COORDINATED WITH:					
ATA <input checked="" type="checkbox"/>	AAT <input checked="" type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/> OTHER (specify) <input checked="" type="checkbox"/> AVN-220, AGL-220, DTW/DET ATCT, ZOB ARTCC, AMGR
FLIGHT CHECKED BY					
NAME: G. W. SQUIRES (OBSTRUCTION CHECK)				FIFO BTL	DATE: 8/7/90
DEVELOPED BY					
NAME:  LAWRENCE J. SPOOR				FIFO BTL	DATE: 6 SEP 1990
APPROVED BY					
NAME:  GERALD W. HILL				FIFO BTL	DATE: 6 SEP 1990
CHANGES:					
1. NO PT NOTE REVISED. 2. DIST THLD TO MM AND MM ALTITUDE REVISED. 3. AIR CARRIER NOTE REMOVED.					
REASONS:					
1. AIRWAYS REVISED. 2. MM RE-LOCATED. 3. NOT REQUIRED.					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

Reports Identification Symbol
FS-8260-7

PART A - OBSTRUCTION DATA

1. APP. SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJ.	MIN. ALT.
Intermediate	YQG VOR	GOMAC INT	Tower	421240/825425	934(4D)	500	TCA	3000
	GOMAC INT (Alt control fix)	VQ NDB	Hi-Rise Apts	422021/825542	1280(4D)	500	**AS 1500	2100
	10 miles	VQ NDB	"	"	1280(4D)	500	**AS 1500	2100
Final	VQ NDB	MAP	Stack(23-0347)	422312/825853	*816(4D)	250	AC 50	MDA HAT 1120 496
				*Par 289 applied to 936 Stack(23-0123) 422131/825737.				
				**Canadian airspace.				
Hold. Pat.								
XXXXXXX	YQG VOR/DME	4 NM	Tower	420836/824852	1085(4D)	1000	TCA	3000
3. MISSED APPROACH	MAP: 3.8 miles after VQ NDB ELEV: LOC: 820	GS: 732	NO 40:1 PENETRATIONS					
4. CIRCLING AREA	DISTANCE	HT. ABV. APT.						
CATEGORY A	1.3 MI.	REQUIRED 350 ACTUAL 634	Stack	422410/830203	902(5D)	300	AC 50	1260
CATEGORY B	1.5 MI.	450 634	"	"	902(5D)	300	AC 50	1260
CATEGORY C	1.7 MI.	450 634	"	"	902(5D)	300	AC 50	1260
CATEGORY D	2.3 MI.	550 634	"	"	902(5D)	300	AC 50	1260
CATEGORY E	4.5 MI.	550						
5. MINIMUM SAFE ALTITUDES			PRIMARY NAVAID: VQ NDB					
SECTOR	OBSTRUCTION	BRG/DIST	ELEV. MSL	MSA	SECTOR	OBSTRUCTION	BRG/DIST	ELEV. MSL
360-360	Tower	309/13	1749	2800				
CITY AND STATE	AIRPORT AND ELEVATION	626	FACILITY	TYPE PROCEDURE AND AMENDMENT NO.	REGION			
Detroit, MI	Detroit City		I-VQM	ILS Rwy 33, Amdt 14	AGL			

PART E - INSTRUMENT APPROACH PROCEDURE

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
DET ATCT		ESSA OTHER		SOURCE	
DTW ATCT		<input checked="" type="checkbox"/> FAA			
ZOB ARTCC		A/C		DISTANCE	
SATISFACTORY ON:		LOCATION		HRS REMOTE OPTN	
<input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> UHF <input type="checkbox"/> HF		DET ATCT, DET FSS			
		HRS OPTN 24		ADJUSTMENT	
4. MONITOR STATUS	PRIMARY			SECONDARY	
	NAVAID I-VQM			NAVAID VQ NDB	
	MONITOR POINT DET ATCT			MONITOR POINT DET ATCT	
	HRS CAT. 1 24 OPTN CAT. 3			HRS CAT. 1 24 OPTN CAT. 3	
5. AIR SPACE		FLOOR CONTROLLED AIRSPACE UNDER FAC			CONT AREA
		<input checked="" type="checkbox"/> CONT ZONE 24 HRS OPTN 700'			<input checked="" type="checkbox"/> TRAN AREA
6. APPROACH & RUNWAY LIGHTING	ALS			<input checked="" type="checkbox"/> REIL 15-33	
	(S) SALS			TDZ	
	MALS			C/LINE	
	HIRL			<input checked="" type="checkbox"/> OTHER (Specify) RAIL 15	
	<input checked="" type="checkbox"/> MIRL 15-33 7-25			<input checked="" type="checkbox"/> VASI 15, 25	
7. RUNWAY MARKING			8. RUNWAY VISUAL RANGE		
ALL WEATHER			APPROACH		
INSTRUMENT 15-33, 7-25			ROLL OUT		
9. GLIDE SLOPE INFO	GS ANGLE		ELEV RWY THRESHOLD		
	DIST THRESH TO GS ANT		ELEV GS ANTENNA		
			THRESHOLD XING HEIGHT		
10! FINAL APP COURSE AIMING POINT		<input checked="" type="checkbox"/> RUNWAY THRESHOLD		FT. FROM THRESHOLD	
		<input checked="" type="checkbox"/> ON CENTER LINE		FT. FROM C/LINE	
11. WAIVERS OF STANDARDS		NUMBER OF WAIVERS ON FILE		DATES OF APPROVAL	

PART C - REMARKS

ADF, RADAR, or DME required for CARGL (FAF) no O.M.
Missed approach fix/holding to DELOW INT for MADDS LOM.
Remote monitor removal.
Rwy 33 20:1 penetrations.
CARGL NDB monitor in Tower/AFS/light.
Madison and Madison obstruction analysis show highest 34:1/
7:1 penetration is 691 MSL = DH of 813 (250 DH = 874).

PART D - PREPARED BY

L. Spoor

DATE

8/29/90

TITLE

ASIP

OFFICE

BTL FIFO

CATEGORY	A	B	C	D
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