

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.  
Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
<b>TPGUN (RNAV)</b>	<b>TWO</b>	<b>TPGUN.TPGUN2</b>	<b>ONE</b>	<b>09/13/2018</b>	<b>10 OCT 2019</b>

TRANSITION ROUTES:

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	MAA	Crossing Altitudes / Fixes
BOBTA	BOBTA.TPGUN2	BOBTA	BOBTA						
			JAIBE	226.54	62.63	15000	2700		
			GGUCE	225.91	23.00	15000	2300		
			WLFMN	273.40	20.26	10000	2100		AT/ABOVE FL240
			MAVVV	270.51	20.61	10000	2100		
			TPGUN	270.20	27.23	8000	2200		BETWEEN 11000 AND 14000
DONEO	DONEO.TPGUN2	DONEO	DONEO						
			VYPRE	270.61	28.67	15000	2200		
			GGUCE	273.76	23.00	15000	2100		
			WLFMN	273.40	20.26	10000	2100		AT/ABOVE FL240
			MAVVV	270.51	20.61	10000	2100		
			TPGUN	270.20	27.23	8000	2200		BETWEEN 11000 AND 14000
GGUCE	GGUCE.TPGUN2	GGUCE	GGUCE						
			WLFMN	273.40	20.26	10000	2100		AT/ABOVE FL240
			MAVVV	270.51	20.61	10000	2100		
			TPGUN	270.20	27.23	8000	2200		BETWEEN 11000 AND 14000

ARRIVAL ROUTE DESCRIPTION:

FROM TPGUN ON TRACK 254.40/12.45 TO CROSS HLIWD BETWEEN 8000 AND 10000, THEN ON TRACK 253.71/4.41 TO CROSS CHZTR AT 7000, THEN ON TRACK 305.61/4.00 TO CROSS GOHST AT 7000 AND AT 210 KIAS, THEN ON TRACK 305.57/4.25 TO CROSS RYEDR AT 7000 AND AT 210 KIAS, THEN ON TRACK 305.57. EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.

PROCEDURAL DATA NOTES:

NOTE: RADAR REQUIRED

NOTE: RNAV 1

NOTE: DME/DME/IRU OR GPS REQUIRED

NOTE: EXPECT RWY 21L.

NOTE: JET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280 KIAS. MAINTAIN 280 KIAS UNTIL SLOWED BY THE STAR.

NOTE: FOR USE WHEN DTW LANDING SOUTH OR WEST. WHEN DTW LANDING NORTH, FILE AND EXPECT THE CUUGR RNAV STAR.

NOTE: GGUCE TRANSITION: EXCEPT FOR FLIGHTS ORIGINATING IN CANADA, DO NOT FILE, TO BE ASSIGNED BY ATC.

FIXES AND/OR HOLDING PATTERNS:

CHART HOLDING AT TPGUN: HOLD E, RT, 270.20 INBOUND, 10 NM LEGS.

CHART HOLDING AT DONEO: HOLD E, LT, 270.61 INBOUND, 10 NM LEGS.



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Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
<b>TPGUN (RNAV)</b>	<b>TWO</b>	<b>TPGUN.TPGUN2</b>	<b>ONE</b>	<b>09/13/2018</b>	<b>10 OCT 2019</b>

COMMUNICATIONS:

DTW ATIS, DETROIT APP CON

AIRPORTS SERVED:

DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI (KDTW)

LOST COMMUNICATIONS PROCEDURE:

FROM RYEDR, EXECUTE ILS RWY 21L APPROACH.

REMARKS:

NEW TRANSITION GGUCE EMBEDDED WITHIN EXISTING DONEO TRANSITION.

15000 FT MEA'S REMOVE CRITICAL DMEs.

ADDITIONAL FLIGHT DATA:

DME/DME ASSESSMENT: SAT (RNP 2.0)

REFERENCE MAGNETIC VARIATION = KDTW 07W/2020

CHART AT RYEDR TERMINUS: LDG KDTW

DO NOT CHART MOCAs.

FLIGHT INSPECTED BY:CHARLES D CUNNINGHAM  
NameFICO  
Organization6/13/19  
Date*Digitally signed by***JACOB POWERS**

Jul 17, 2019

Signature

DEVELOPED BY:MIKE FERRELL  
NameCLEVELAND ARTCC METROPLEX LEAD  
Organization03/18/2019  
Date*Digitally signed by***JACOB POWERS**

Jul 17, 2019

Signature

APPROVED BY:PAT MULQUEEN  
NameAJV-A440  
Organization

Date

*Digitally signed by***JACOB POWERS**

Jul 17, 2019

Signature

CHANGES:

1. CHANGED MEA OF MAVVV-TPGUN LEG FROM 10000 TO 8000.
2. ADDED GGUCE ENROUTE TRANSITION.
3. ADDED CHART NOTE, "GGUCE TRANSITION: EXCEPT FOR FLIGHTS ORIGINATING IN CANADA, DO NOT FILE, TO BE ASSIGNED BY ATC."
4. CHANGED ALTITUDE RESTRICTION AT WLFMN FROM BETWEEN FL240 AND FL250 TO AT OR ABOVE FL240.
5. MOVED MAVVV 0.9NM SOUTH.
6. REMOVED ALTITUDE AND SPEED RESTRICTIONS AT MAVVV.
7. MOVED TPGUN 3.1 NM SOUTH.

QUALITY  
14  
CHECKED

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Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
<b>TPGUN (RNAV)</b>	<b>TWO</b>	<b>TPGUN.TPGUN2</b>	<b>ONE</b>	<b>09/13/2018</b>	<b>10 OCT 2019</b>
<p>8. CHANGED ALTITUDE RESTRICTION AT TPGUN FROM AT/ABOVE 11000 TO BETWEEN 11000 AND 14000.</p> <p>9. ADDED 280K SPEED RESTRICTION AT TPGUN.</p> <p>10. MOVED HLIWD 7.7 NM SW.</p> <p>11. CHANGED ALTITUDE RESTRICTION AT HLIWD FROM AT 10000 TO BETWEEN 8000 AND 10000.</p> <p>12. REMOVED SPEED RESTRICTION AT HLIWD.</p> <p>13. MOVED CHZTR 8.7 NM SW.</p> <p>14. ADDED 7000 ALTITUDE RESTRICTION AT CHZTR.</p> <p>15. MOVED GOHST 5.1 NM SW.</p> <p>16. ADDED 7000 ALTITUDE AND 210K SPEED RESTRICTIONS AT GOHST.</p> <p>17. REMOVED STRKR WP; ADDED RYEDR WP AS TERMINUS.</p> <p>18. ADDED 7000 ALTITUDE AND 210K SPEED RESTRICTIONS AT NEW TERMINUS FIX RYEDR.</p> <p>19. REMOVED RECOMMENDED NAVAID.</p> <p>20. CHANGED CHART NOTE FROM "FOR USE WHEN DTW IS IN SOUTH FLOW. WHEN DTW IS IN NORTH FLOW, FILE AND EXPECT THE CUUGR RNAV STAR" TO "FOR USE WHEN DTW LANDING SOUTH OR WEST. WHEN DTW LANDING NORTH, FILE AND EXPECT THE CUUGR RNAV STAR."</p> <p>21. LOST COMM INSTRUCTIONS AND ADDITIONAL FLIGHT DATA TERMINUS INFO: REPLACED STRKR WITH RYEDR.</p> <p>22. INBOUND HOLDING COURSE AT TPGUN CHANGED FROM 274.20 TO 270.20.</p>					

REASONS:

1. LOWER MEA NEEDED FOR PROPS AND TURBOPROPS.
- 2, 3: SEPARATE/SHORTER TRANSITION NEEDED FOR FLIGHTS FROM CANADA.
4. MAXIMUM ALTITUDE NO LONGER NEEDED.
5. MORE EFFICIENT FLOW OF TRAFFIC.
6. NO LONGER NEEDED.
7. REMOVE DOGLEG IN PROCEDURE.
- 8, 9. MATCH FERRL STAR.
- 10-18, 21: PROCEDURE REDESIGNED TO BETTER POSITION AIRCRAFT FOR TURN TO DOWNWIND AND CONNECT TO RWY 21L SIAPS.
19. NO LONGER REQUIRED.
20. CHANGED WORDING OF CHART NOTE TO LANDING DIRECTION AND STANDARDIZED FOR ALL PROCEDURES.
22. MATCH NEW INBOUND COURSE.

QUALITY  
14  
CHECKED

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STAR (DATA RECORD)

Arrival Name TPGUN (RNAV)		Number TWO		STAR Computer Code TPGUN.TPGUN2		Superseded Number ONE		Dated 09/13/2018	Effective Date 10 OCT 2019
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS
En Route Transition									
BOBTA	434852.00N / 0793931.00W	Y		IF					BOBTA.TPGUN2
JAIBE	430020.38N / 0803351.01W	Y	FB	TF	219.54	62.63			
GGUCE	424224.64N / 0805326.73W	Y	FB	TF	218.91	23.00			
WLFMN	424104.99N / 0812051.74W	Y	FB	TF	266.40	20.26	AT/ABOVE FL240	AT 280K	
MAVVV	423841.82N / 0814836.57W	Y	FB	TF	263.51	20.61			
TPGUN	423522.40N / 0822512.49W	Y	FB	TF	263.20	27.23	11000B14000	AT 280K	
En Route Transition									
DONEO	424704.97N / 0794338.44W	Y		IF					DONEO.TPGUN2
VYPRE	424346.94N / 0802218.13W	Y	FB	TF	263.61	28.67			
GGUCE	424224.64N / 0805326.73W	Y	FB	TF	266.76	23.00			
WLFMN	424104.99N / 0812051.74W	Y	FB	TF	266.40	20.26	AT/ABOVE FL240	AT 280K	
MAVVV	423841.82N / 0814836.57W	Y	FB	TF	263.51	20.61			
TPGUN	423522.40N / 0822512.49W	Y	FB	TF	263.20	27.23	11000B14000	AT 280K	
En Route Transition									
GGUCE	424224.64N / 0805326.73W	Y		IF					GGUCE.TPGUN2
WLFMN	424104.99N / 0812051.74W	Y	FB	TF	266.40	20.26	AT/ABOVE FL240	AT 280K	
MAVVV	423841.82N / 0814836.57W	Y	FB	TF	263.51	20.61			
TPGUN	423522.40N / 0822512.49W	Y	FB	TF	263.20	27.23	11000B14000	AT 280K	
Common Route									
TPGUN	423522.40N / 0822512.49W	Y		IF			11000B14000	AT 280K	TPGUN.TPGUN2
HLIWD	423034.15N / 0824044.90W	Y	FB	TF	247.40	12.45	8000B10000		
CHZTR	422849.29N / 0824613.54W	Y	FB	TF	246.71	04.41	AT 7000		
GOHST	423044.14N / 0825058.44W	Y	FB	TF	298.61	04.00	AT 7000	AT 210K	
RYEDR	423246.10N / 0825601.58W	Y	FO	TF	298.57	04.25	AT 7000	AT 210K	
KDTW				FM	298.57				