ILS PRM Z RWY 22R (SA CAT I & II) (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-JKI	APP CRS	Rwy ldg	10000
111.95	216°	TDZE	642
Chan 56 (Y)		Apt Elev	645

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.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME/RADAR and hold.

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 284.0	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	120.65	

ALTERNATE MISSED APCH FIX

DOHNT 090° 270° 4 NM

(IAF) HRRON 6000 210K

4000 113°(6.9) PRYDE 4000

4000 to FUDDJ 190° (5.7)

KLIER 4000

4000 097° (7.6)

(IAF) VALLI 6000 210K

4000 to FUDDJ 173° (4)

(IAF) INKSR I-JKI 20 RADAR

036°

4000 216° (1.4)

FUDDJ I-JKI 18.7 RADAR

TARAH I-JKI 16.5 RADAR

1750

4000 216° (2.1)

GUYVE I-JKI 13.4 RADAR

JOYDD I-JKI 10.2 RADAR

(IF) NUJNT I-JKI 7.1 RADAR

4000 216° (3.1)

3000 216° (3.1)

3000 216° (3.1)

2000 216° (3.1)

MSA DXO 25 NM 2800

SALEM 114.3 SVM Chan 90

DOHNT INT DXO 15.5 RADAR

R-218

117° 297°

R-297

DETROIT 113.4 DXO Chan 81

795

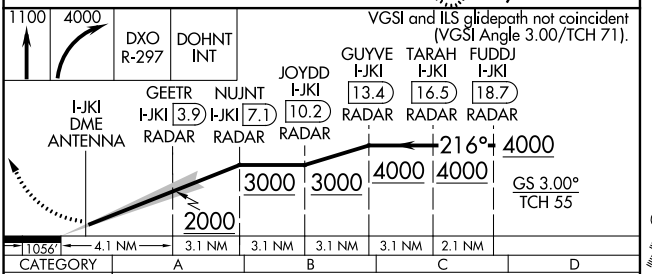
GEETR I-JKI 3.9 RADAR

LOCALIZER 111.95 I-JKI Chan 56 (Y)

863

UNITED STATES CANADA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I	RA 148/14	150 DA 792	
S-ILS 22R	SA CAT II	RA 98/12	100 DA 742	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D TDZE 642

TDZ/CL Rwys 3R, 4L, 4R and 22R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all Rwys

EC-1, 10 SEP 2020 to 08 OCT 2020
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