

21168

ILS RWY 21L (SA CAT I & II)
DETROIT METRO WAYNE COUNTY (DTW)

MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold, continue climb-in-hold to 4000.
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MALSR

[illegible]

1100 ↑	4000 ↘	DXO R-122	GAAGE DXO 16	NESBI I-EJR 9.1	BALAS I-EJR 12.2	ROBBI I-EJR 15.4	TIGRZ I-EJR 18.5
		PUKLE INT I-EJR 5.9	RADAR	RADAR	RADAR	RADAR	RADAR
		2000	3000	4000	5000	216° 5000	
		2000	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 80).				GS 3.00° TCH 55
1189		4.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY	A		B		C		D
S-ILS 21L	SA CAT I		RA 148/14		150 DA 782		
S-ILS 21L	SA CAT II		RA 98/12		100 DA 732		

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

HIRL all runways
REIL Rwy's 3L, 9L, 9R and 21R
TDZ/CL Rwy's 3R, 4L, 4R and 22R

42°13'N-83°21'W

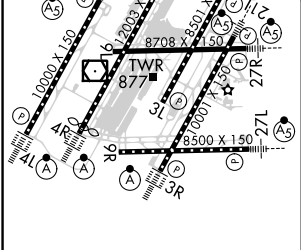
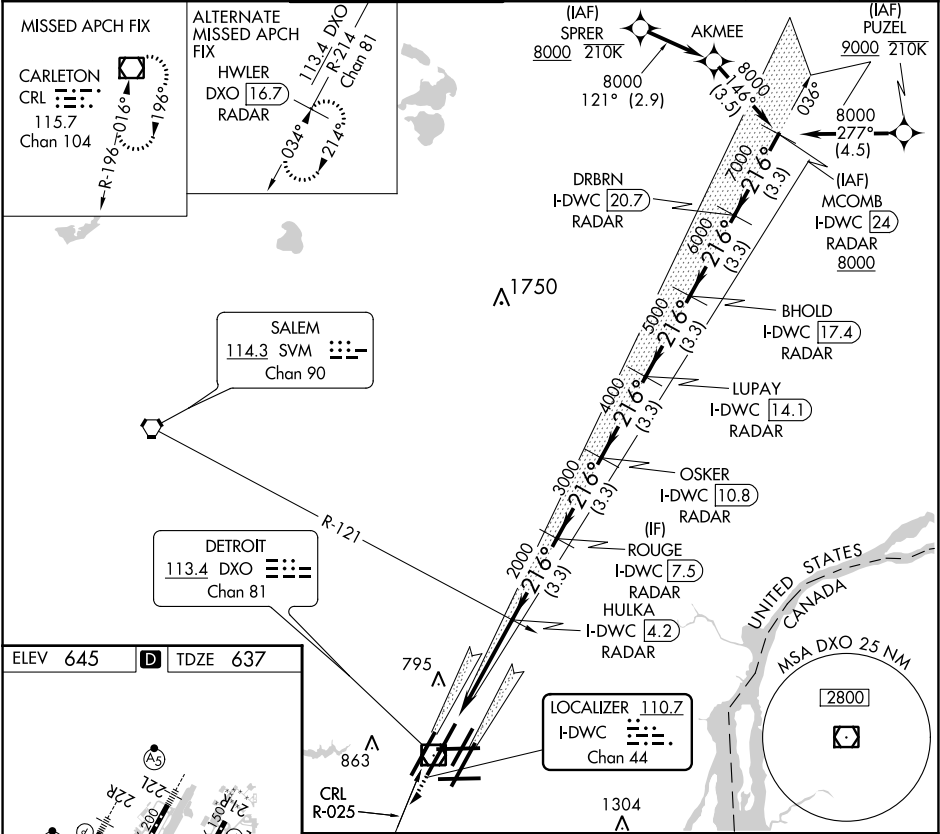
DETROIT METRO WAYNE COUNTY (DTW)
ILS RWY 21L (SA CAT I & II)

LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy Idg TDZE Apt Elev 12003 637 645
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ILS RWY 22L (SA CAT I)
DETROIT METRO WAYNE COUNTY (DTW)

DME or RADAR required. RNAV 1-DME/DME/IRU or RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 4000 on heading 216° and CRL VOR/DME R-025 to CRL VOR/DME and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	AS	

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 132.725 (SW)	119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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TDZ/CL Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all runways

4000	CRL R-025	CRL	OSKER I-DWC [10.8] RADAR	LUPAY I-DWC [14.1] RADAR	BHOLD I-DWC [17.4] RADAR	DRBRN I-DWC [20.7] RADAR	MCOMB I-DWC [24] RADAR
3000	HULKA I-DWC [4.2] RADAR	ROUGE I-DWC [7.5] RADAR	2000	2000	2000	2000	2000
4.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM
CATEGORY	A	B	C	D			
S-ILS 22L	SA CAT I	RA 148/14	150 DA 787				

SA CATEGORY I ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-EPA 110.15 Chan 38(Y)	APP CRS 276°	Rwy Idg TDZE Apt Elev 8500 630 645
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ILS RWY 27L (SA CAT I & II)
DETROIT METRO WAYNE COUNTY (DTW)

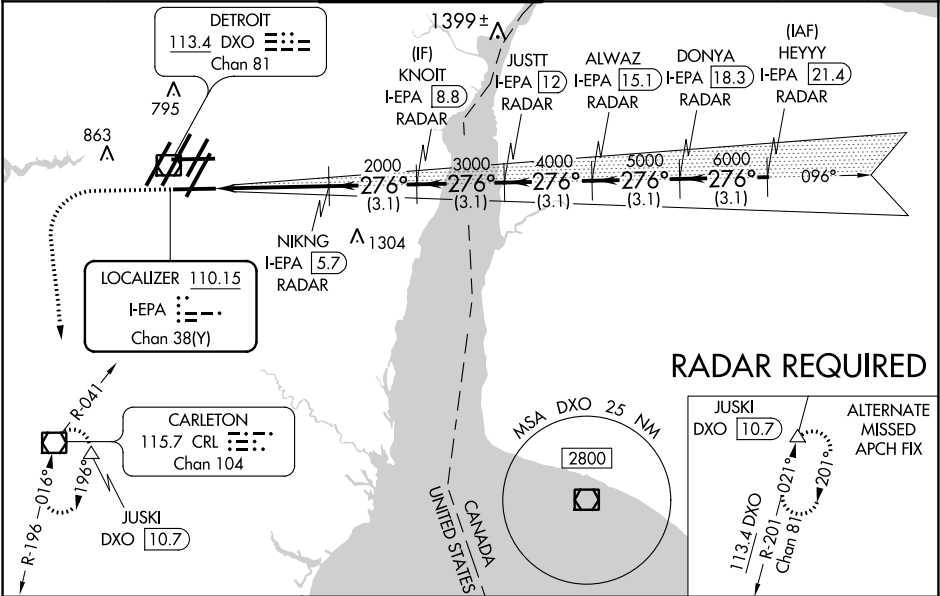
▼ DME or RADAR required. Simultaneous approach authorized.
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 180° and CRL VOR/DME R-041 to CRL VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.75 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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RADAR REQUIRED

ALTERNATE MISSED APCH FIX

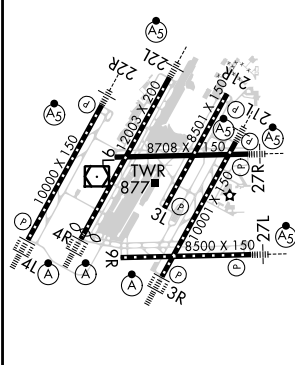
ELEV 645 TDZE 630

1100 4000

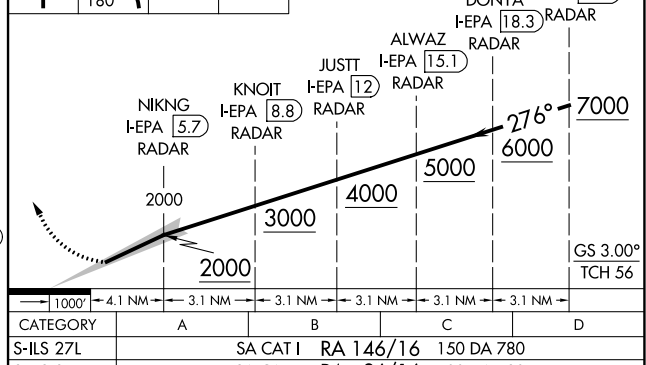
hdg 180°

CRL R-041

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



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



HEYYY I-EPA 21.4 RADAR

DONYA I-EPA 18.3 RADAR

ALWAZ I-EPA 15.1 RADAR

JUSTT I-EPA 12 RADAR

KNOIT I-EPA 8.8 RADAR

NIKNG I-EPA 5.7 RADAR

2000 3000 4000 5000 6000 7000

276°

GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 27L	SA CAT I	RA 146/16	150 DA 780	
S-ILS 27L	SA CAT II	RA 96/16	100 DA 730	

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

ILS RWY 3R (CAT II & III)
DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

ALSF-2

[illegible]

ELEV 645	D	TDZE 633
HIRL all runways REIL Rwys 3L, 9L, 9R and 21R TDZ/CL Rwys 3R, 4L, 4R and 22R		

The diagram illustrates a cross-section of a road construction project. Key features include:

- Top Layer:** A top layer labeled "AS" (Asphalt Surface) at the top right.
- Slope Layers:** On the left side, there are two sloped layers labeled "10000 X 150" and "4R".
- Horizontal Layers:** In the center, there are horizontal layers labeled "7200 X 200" and "8708 X 150".
- Bottom Layer:** At the bottom, there is a layer labeled "9500 X 150".
- Structural Elements:** A central vertical element is labeled "TWR 877". To its right, there is a star-shaped symbol labeled "3L".
- Dimensions and Angles:** Various dimensions and angles are indicated, such as "22.8", "22.1", "21.8", "21.6", "21.5", "21.4", "21.3", "21.2", "21.1", "21.0", "20.9", "20.8", "20.7", "20.6", "20.5", "20.4", "20.3", "20.2", "20.1", "20.0", "19.9", "19.8", "19.7", "19.6", "19.5", "19.4", "19.3", "19.2", "19.1", "19.0", "18.9", "18.8", "18.7", "18.6", "18.5", "18.4", "18.3", "18.2", "18.1", "18.0", "17.9", "17.8", "17.7", "17.6", "17.5", "17.4", "17.3", "17.2", "17.1", "17.0", "16.9", "16.8", "16.7", "16.6", "16.5", "16.4", "16.3", "16.2", "16.1", "16.0", "15.9", "15.8", "15.7", "15.6", "15.5", "15.4", "15.3", "15.2", "15.1", "15.0", "14.9", "14.8", "14.7", "14.6", "14.5", "14.4", "14.3", "14.2", "14.1", "14.0", "13.9", "13.8", "13.7", "13.6", "13.5", "13.4", "13.3", "13.2", "13.1", "13.0", "12.9", "12.8", "12.7", "12.6", "12.5", "12.4", "12.3", "12.2", "12.1", "12.0", "11.9", "11.8", "11.7", "11.6", "11.5", "11.4", "11.3", "11.2", "11.1", "11.0", "10.9", "10.8", "10.7", "10.6", "10.5", "10.4", "10.3", "10.2", "10.1", "10.0", "9.9", "9.8", "9.7", "9.6", "9.5", "9.4", "9.3", "9.2", "9.1", "9.0", "8.9", "8.8", "8.7", "8.6", "8.5", "8.4", "8.3", "8.2", "8.1", "8.0", "7.9", "7.8", "7.7", "7.6", "7.5", "7.4", "7.3", "7.2", "7.1", "7.0", "6.9", "6.8", "6.7", "6.6", "6.5", "6.4", "6.3", "6.2", "6.1", "6.0", "5.9", "5.8", "5.7", "5.6", "5.5", "5.4", "5.3", "5.2", "5.1", "5.0", "4.9", "4.8", "4.7", "4.6", "4.5", "4.4", "4.3", "4.2", "4.1", "4.0", "3.9", "3.8", "3.7", "3.6", "3.5", "3.4", "3.3", "3.2", "3.1", "3.0", "2.9", "2.8", "2.7", "2.6", "2.5", "2.4", "2.3", "2.2", "2.1", "2.0", "1.9", "1.8", "1.7", "1.6", "1.5", "1.4", "1.3", "1.2", "1.1", "1.0", "0.9", "0.8", "0.7", "0.6", "0.5", "0.4", "0.3", "0.2", "0.1", "0.0".

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
<u>111.5</u>	036°	TDZE	633
Chan 52		Apt Elev	645

ILS RWY 3R (SA CAT I)
DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS.

MERCA and BRDER: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.

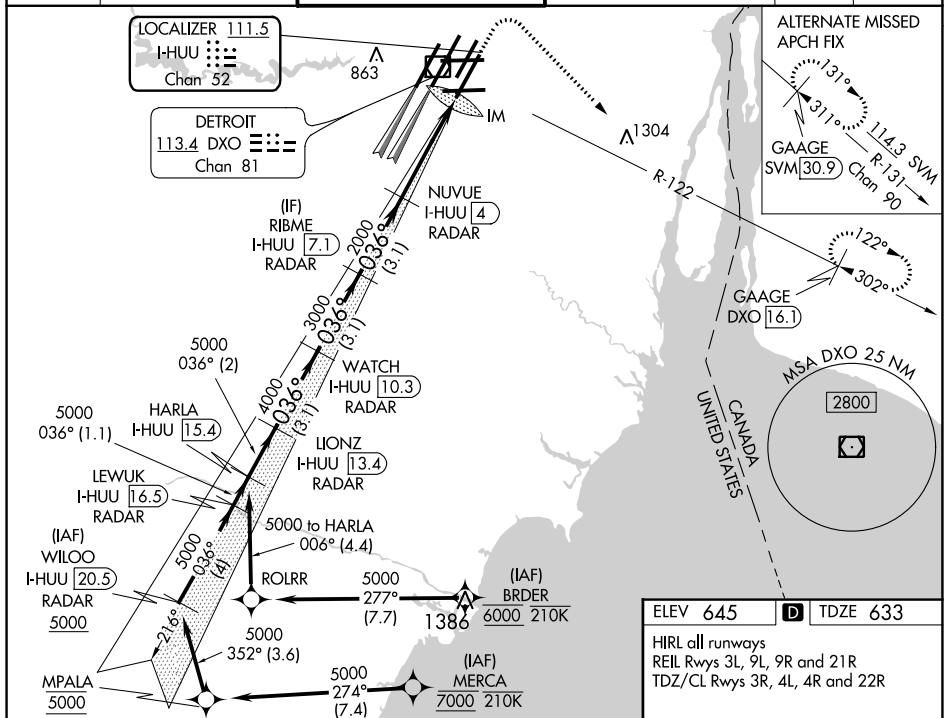
T Simultaneous approach authorized. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2



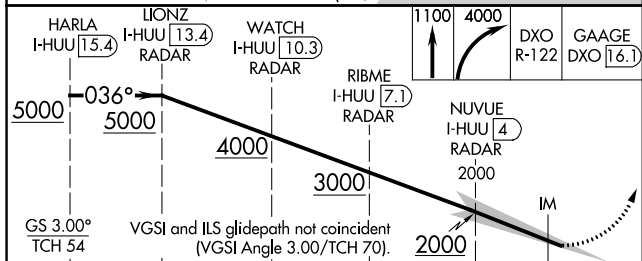
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ELEV 645	D	TDZE 633
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HIRL all runways
REIL Rwy's 3L, 9L, 9R and 21R
TDZ/CL Rwy's 3R, 4L, 4R and 22R



	2 NM	3.1 NM	3.1 NM	3.1 NM	4.1 NM	1030'
CATEGORY	A	B	C	D		
S-ILS 3R	RA 153/14 150 DA 783					

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy Idg TDZE 640 Apt Elev 645	11494	ILS RWY 4R (CAT II & III) DETROIT METRO WAYNE COUNTY (DTW)
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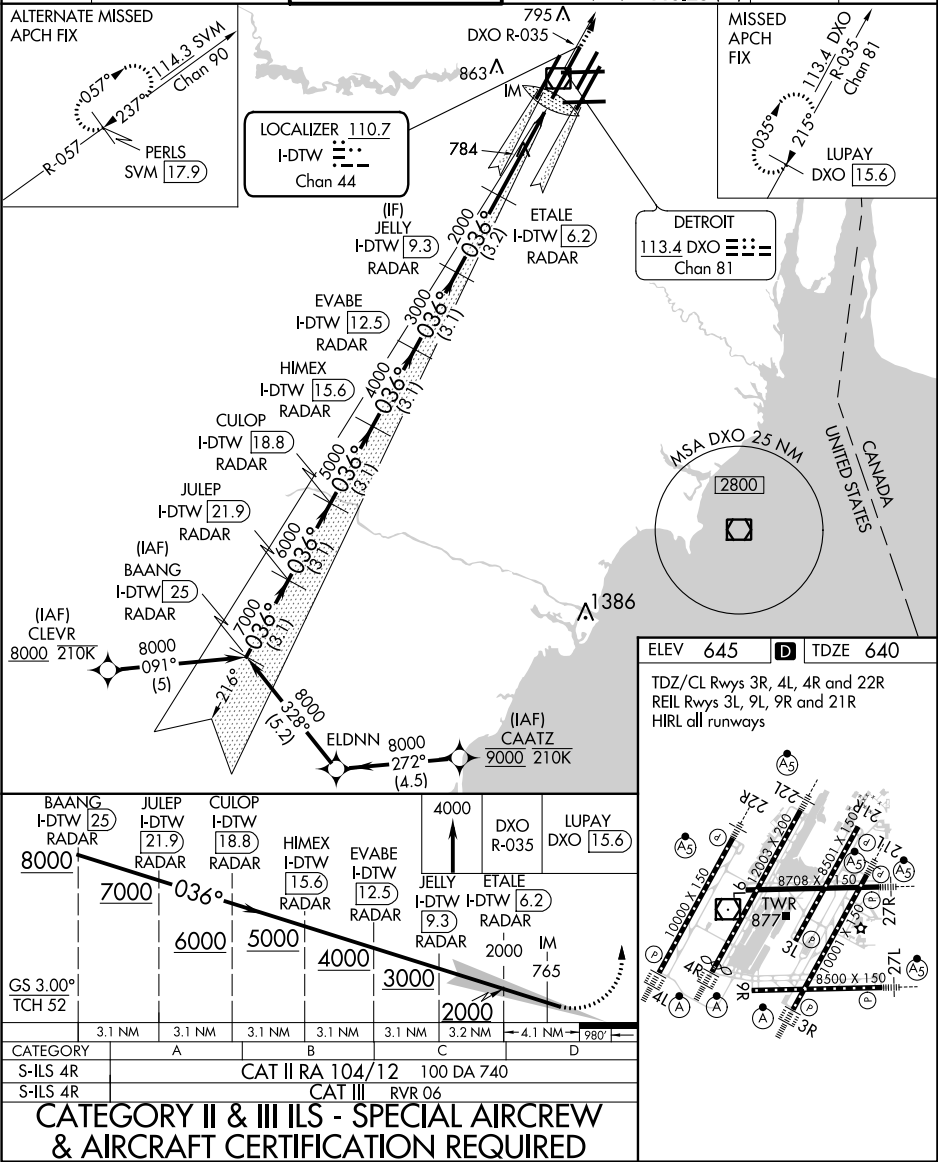
RNAV 1-GPS.
CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME and hold.

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 132.725 (SW)	119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy Idg TDZE Apt Elev	11494 640 645	ILS RWY 4R (SA CAT I) DETROIT METRO WAYNE COUNTY (DTW)
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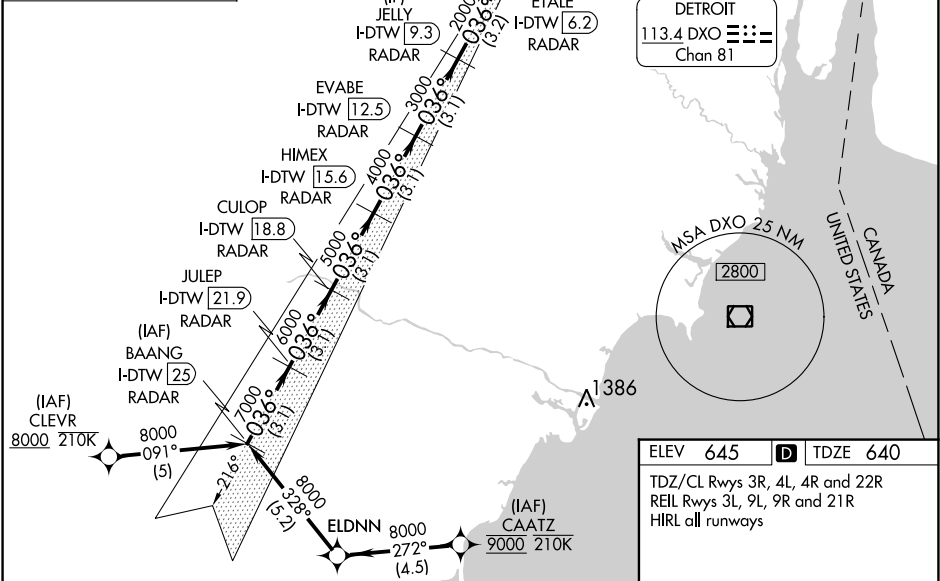
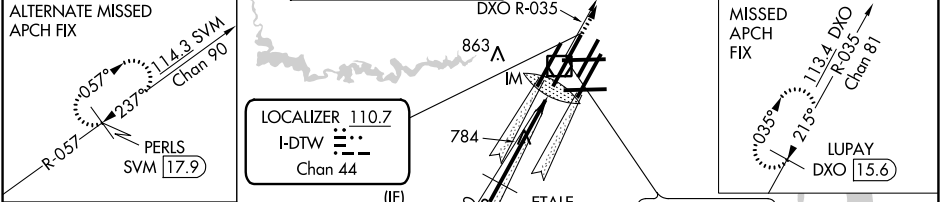
RNAV 1-GPS.
CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped- RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON (NW) 121.8 (SW) 132.725	CLNC DEL (NE) 119.45 (SE) 119.25	CPDLC
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BAANG I-DTW 25 RADAR	JULEP I-DTW 21.9 RADAR	CULOP I-DTW 18.8 RADAR	HIMEX I-DTW 15.6 RADAR	EVABE I-DTW 12.5 RADAR	JELLY I-DTW 9.3 RADAR	ETDLE I-DTW 6.2 RADAR	DXO R-035	LUPAY DXO 15.6
8000	7000	6000	5000	4000	3000	2000	IM	
GS 3.00° TCH 52	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.2 NM	4.1 NM	980'
CATEGORY	A	B	C	D				
S-ILS 4R	RA 154/14		150 DA 790					
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED								

DETROIT, MICHIGAN

Amdt 19A 13SEP18

DETROIT METRO WAYNE COUNTY (DTW)

ILS RWY 4R (SA CAT I)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-EJR 111.5 Chan 52	APP CRS 216°	Rwy Idg TDZE 632 Apt Elev 645
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ILS or LOC RWY 21L
DETROIT METRO WAYNE COUNTY (DTW)

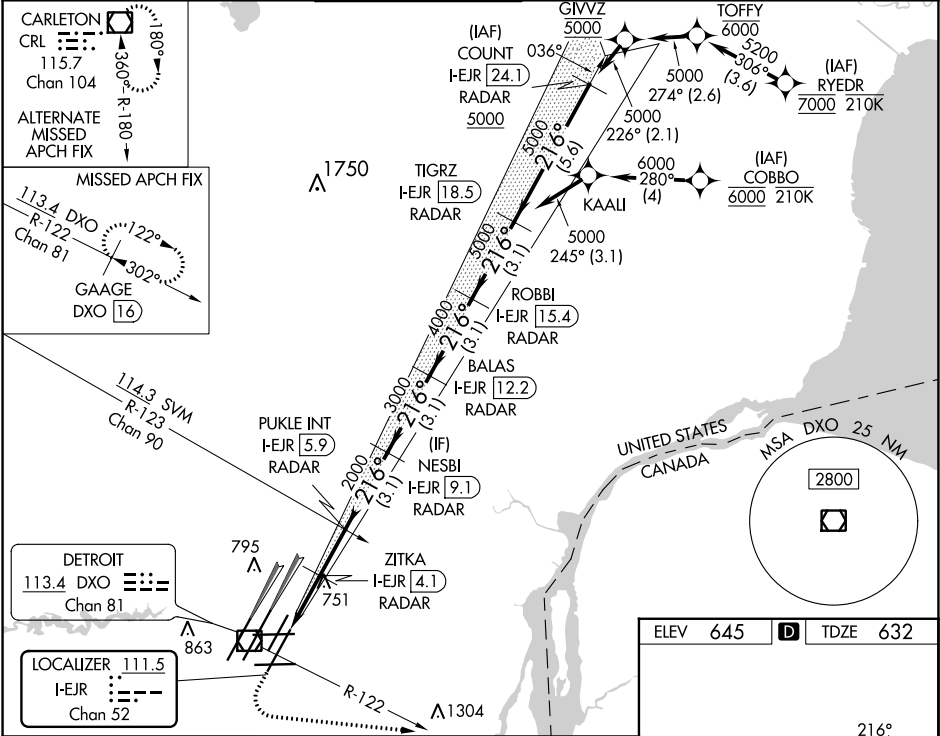
From RYEDR, COBBO: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.



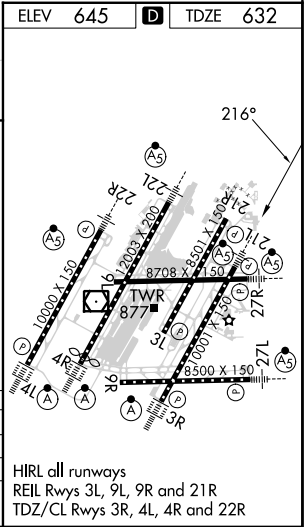
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold, continue climb-in-hold to 4000.

Simultaneous approach authorized.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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1100 4000 ↑ DXO R-122	GAAGE DXO 16	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).			
*LOC only	ZITKA I-EJR 4.1 RADAR	PUKLE INT I-EJR 5.9 RADAR	NESBI I-EJR 9.1 RADAR	BALAS I-EJR 12.2 RADAR	TIGRZ I-EJR 18.5 RADAR
I-EJR 1.8	I-EJR 2.8	I-EJR 4.1	I-EJR 5.9	I-EJR 9.1	I-EJR 12.2
1400	2000	3000	4000	5000	5000
1 NM	1.3 NM	1.8 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
S-ILS 21L **	832/24 200 (200-½)				
S-LOC 21L	1020/24	388 (400-½)	1020/35	388 (400-½)	
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)	



LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy Idg 12003 TDZE 637 Apt Elev 645
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ILS or LOC RWY 22L
DETROIT METRO WAYNE COUNTY (DTW)

DME or RADAR required.
RNAV 1-DME/DME/IRU or RADAR required for procedure entry.

MALSR 	MISSED APPROACH: Climb to 4000 on heading 216° and CRL VOR/DME R-025 to CRL VOR/DME and hold, continue climb-in-hold to 4000.
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T Simultaneous approach authorized.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	121.8 132.725	GND CON (NW) (SW)	119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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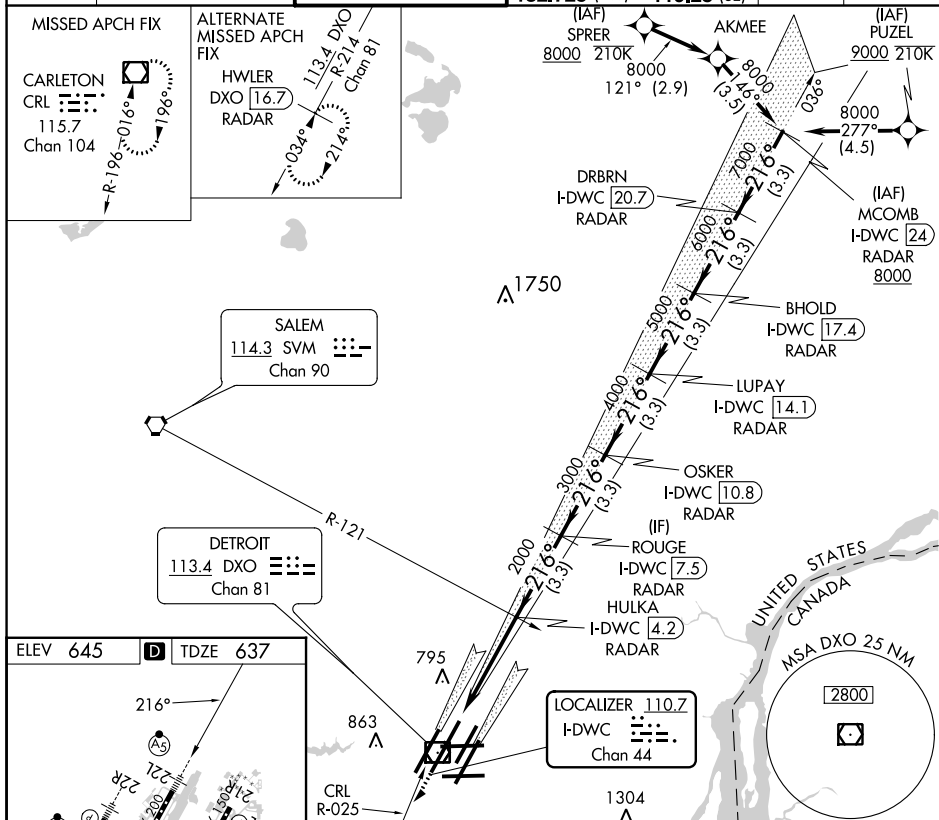


Figure 1 is a typical instrument approach chart for a Class C airport. It includes a 3D perspective view of the airport layout, showing runways, taxiways, and navigation aids. A 2D plan view is overlaid, showing the approach path, altitudes, and various navigation aids like VORTAC, TWR, and RVR. The chart includes a table of data for the approach, including category, S-ILS, S-LOC, and CIRCLING altitudes and speeds.

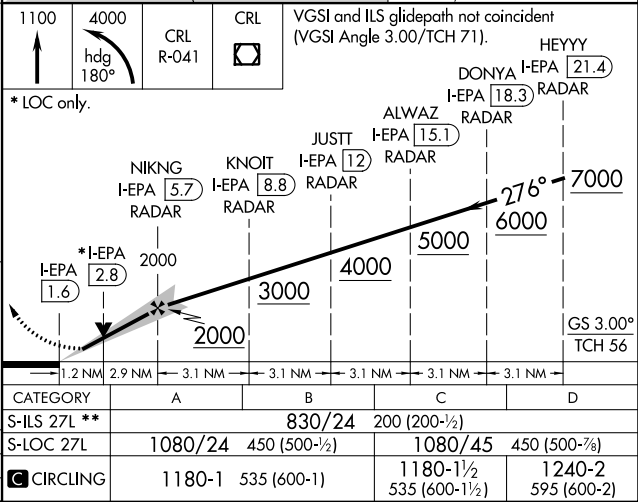
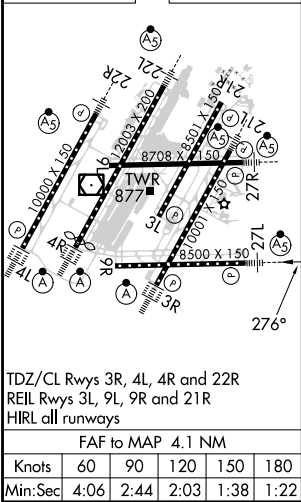
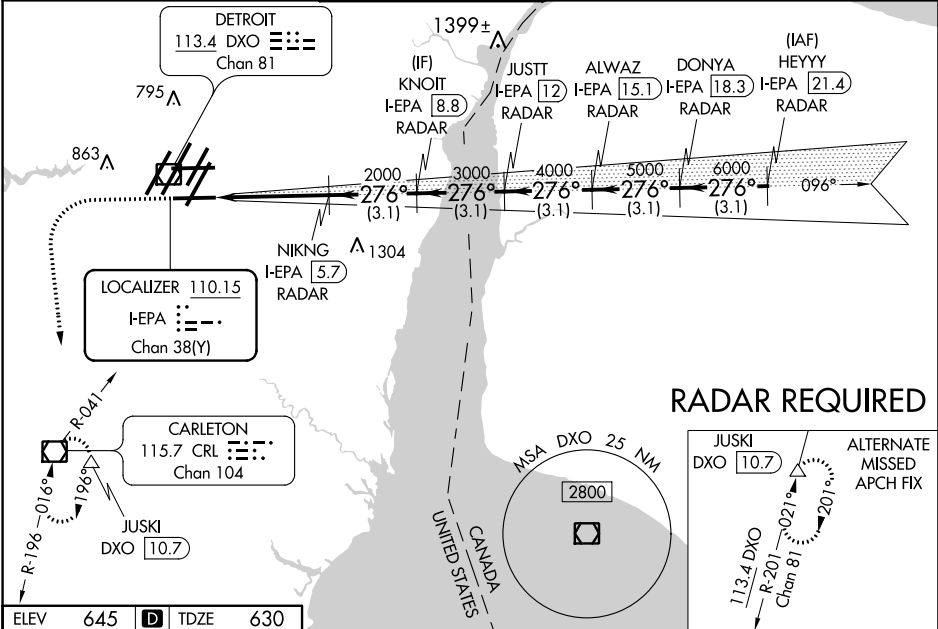
CATEGORY	A	B	C	D
S-ILS 22L #	837/24	200 (200-1/2)		
S-LOC 22L	1020/24	383 (400-1/2)	1020/35	383 (400-5/8)
CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1 1/2)	1240-2 595 (600-2)

LOC/DME I-EPA 110.15 Chan 38(Y)	APP CRS 276°	Rwy Idg TDZE Apt Elev 8500 630 645
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ILS or LOC RWY 27L
DETROIT METRO WAYNE COUNTY (DTW)

▼ DME or RADAR required. Simultaneous approach authorized. **RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 180° and CRL VOR/DME R-041 to CRL VOR/DME and hold, continue climb-in-hold to 4000.
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D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.75 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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LOC I-DMI	APP CRS	Rwy Idg	8708
108.5	276°	TDZE	635
		Apt Elev	645

ILS or LOC RWY 27R

DETROIT METRO WAYNE COUNTY (DTW)

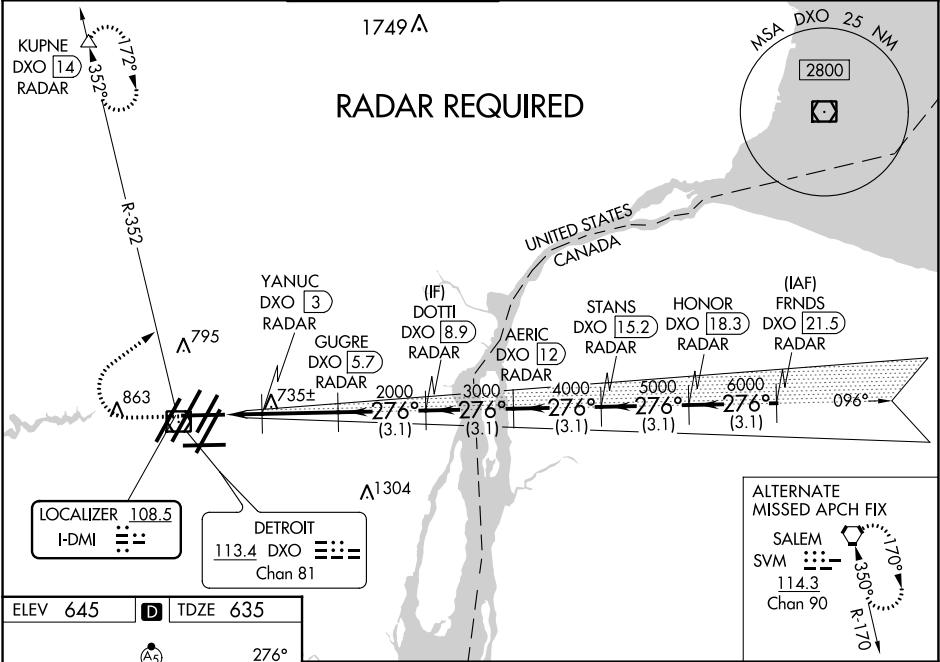
▼

DME or RADAR required. Simultaneous approach authorized. DME from DXO VOR/DME. Simultaneous reception of I-DMI and DXO DME required. For inop ALS, increase S-LOC 27R Cats C and D visibility to RVR 5500. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

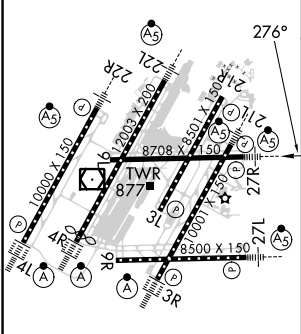
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-352 to KUPNE/DXO 14 DME/RADAR and hold, continue climb-in-hold to 4000.

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	125.15 284.0	118.4 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	120.65	



ELEV 645	D	TDZE 635
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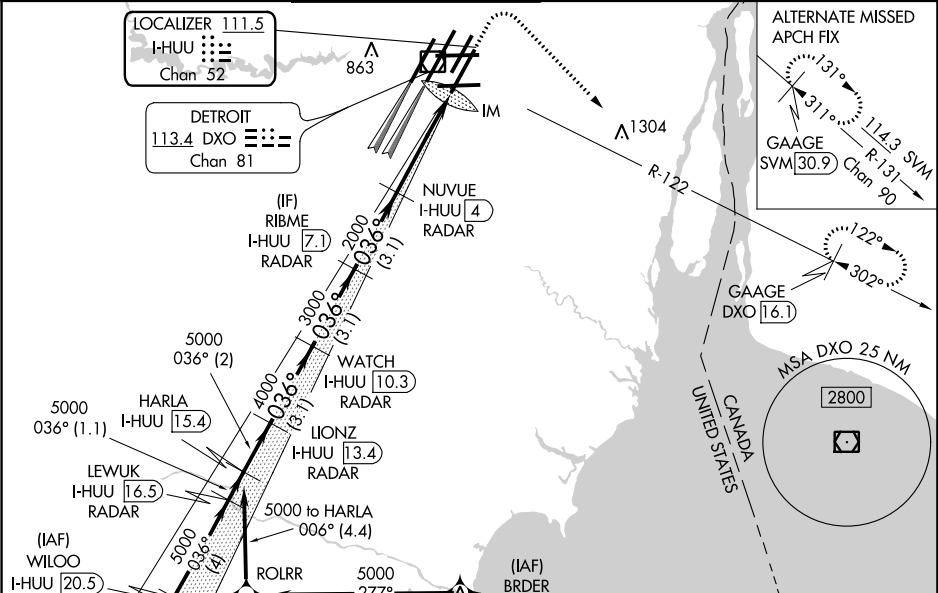
TDZ/CL Rwy 3R, 4L, 4R and 22R					
REIL Rwy 3L, 9L, 9R and 21R					
HIRL all runways					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

1100	4000	KUPNE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).	FRNDS
DXO R-352	△			DXO 21.5
*LOC only.				
YANUC DXO 3 RADAR	GUGRE DXO 5.7 RADAR	DOTI DXO 8.9 RADAR	AERIC DXO 12 RADAR	STANS DXO 15.2 RADAR
HONOR DXO 18.3 RADAR	FRNDS DXO 21.5 RADAR			
2000	3000	4000	5000	6000
1.4 NM	2.7 NM	3.1 NM	3.1 NM	3.1 NM
7000				
GS 3.00°				
TCH 50				
CATEGORY	A	B	C	D
S-ILS 27R	** 835/24 200 (200-½)			
S-LOC 27R	1000/24	365 (400-½)	1000/35	365 (400-¾)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-½)	1240-2 595 (600-2)

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy Idg 10001 TDZE 633 Apt Elev 645	ILS or LOC RWY 3R DETROIT METRO WAYNE COUNTY (DTW)
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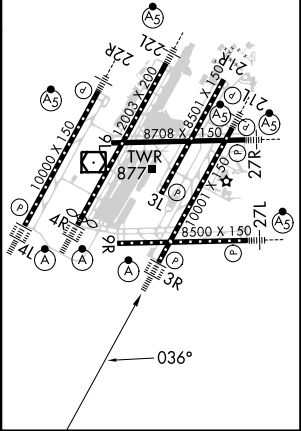
RNAV 1-GPS. MERCA and BRDER: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.
Simultaneous approach authorized. DME required.		

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ELEV 645	D TDZE 633
HIRL all runways REIL Rwy 3L, 9L, 9R and 21R TDZ/CL Rwy 3R, 4L, 4R and 22R	

HARLA I-HUU [15.4]	LIONZ I-HUU [13.4]	WATCH I-HUU [10.3]	RIBME I-HUU [7.1]	NUVUE I-HUU [4]	GAAGE DXO [16.1]
5000 036° 5000 4000 3000 2000					
GS 3.00° VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70).					
2 NM 3.1 NM 3.1 NM 3.1 NM 2.9 NM 1.1 0.1					
CATEGORY	A	B	C	D	
S-ILS 3R	833/18		200 (200-½)		
S-LOC 3R	1080/24	447 (500-½)	1080/45	447 (500-¾)	
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)	



LOC/DME I-DTW

110.7

APP CRS

036°

Rwy Idg

11494

TDZE

640

Chan

44

Apt Elev

645

ILS or LOC RWY 4R

DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS.
CLEVR, CAATZ and ELDNN: 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.

ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME and hold.

Simultaneous approach authorized. For inop ALS, increase S-LOC 4R Cat C/D visibility to RVR 6000.

D-ATIS	DETROIT APP CON	METRO TOWER	121.8 (NW) 132.725 (SW)	GND CON	119.45 (NE) 119.25 (SE)	CLNC DEL	CPDLC
133.675	124.05 284.0	128.125 317.725				120.65	

ALTERNATE MISSED APCH FIX

PERLS SVM 17.9

LOCALIZER 110.7 I-DTW Chan 44

MISSED APCH FIX

LUPAY DXO 15.6

BAANG I-DTW 25 RADAR

JULEP I-DTW 21.9 RADAR

CULOP I-DTW 18.8 RADAR

HIMEX I-DTW 15.6 RADAR

EVABE I-DTW 12.5 RADAR

JELLY I-DTW 9.3 RADAR

ETVLE I-DTW 6.2 RADAR

LUPAY DXO 15.6

DXO R-035

4000

3000

2000

1000

500

0

GS 3.00° TCH 52

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.2 NM

3 NM

0.9

0.2

BAANG I-DTW 25 RADAR

JULEP I-DTW 21.9 RADAR

CULOP I-DTW 18.8 RADAR

HIMEX I-DTW 15.6 RADAR

EVABE I-DTW 12.5 RADAR

JELLY I-DTW 9.3 RADAR

ETVLE I-DTW 6.2 RADAR

LUPAY DXO 15.6

DXO R-035

4000

3000

2000

1000

500

0

GS 3.00° TCH 52

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.2 NM

3 NM

0.9

0.2

ELEV 645

TDZE 640

TDZ/CL Rwy 3R, 4L, 4R and 22R

REIL Rwy 3L, 9L, 9R and 21R

HIRL all runways

BAANG I-DTW 25 RADAR

JULEP I-DTW 21.9 RADAR

CULOP I-DTW 18.8 RADAR

HIMEX I-DTW 15.6 RADAR

EVABE I-DTW 12.5 RADAR

JELLY I-DTW 9.3 RADAR

ETVLE I-DTW 6.2 RADAR

LUPAY DXO 15.6

DXO R-035

4000

3000

2000

1000

500

0

GS 3.00° TCH 52

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.2 NM

3 NM

0.9

0.2

BAANG I-DTW 25 RADAR

JULEP I-DTW 21.9 RADAR

CULOP I-DTW 18.8 RADAR

HIMEX I-DTW 15.6 RADAR

EVABE I-DTW 12.5 RADAR

JELLY I-DTW 9.3 RADAR

ETVLE I-DTW 6.2 RADAR

LUPAY DXO 15.6

DXO R-035

4000

3000

2000

1000

500

0

GS 3.00° TCH 52

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.2 NM

3 NM

0.9

0.2

DETROIT, MICHIGAN

AL-119 (FAA)

21168

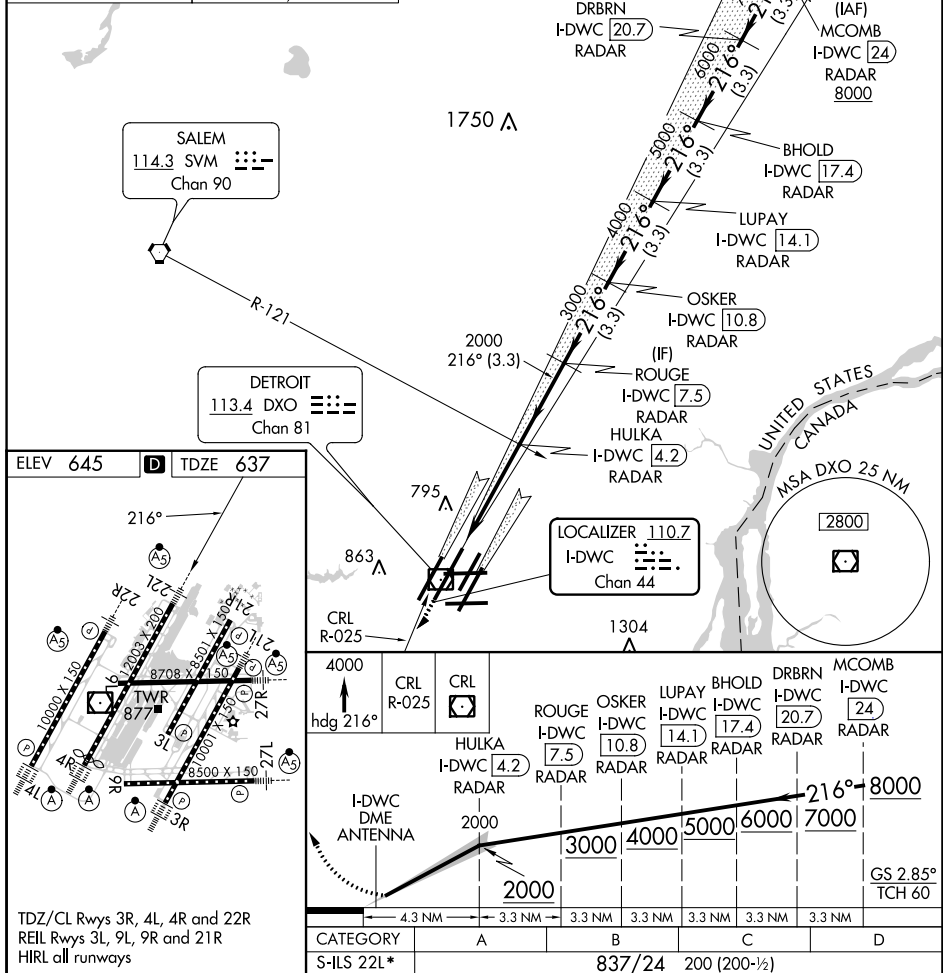
LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy Idg TDZE 637 Apt Elev 645
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ILS PRM RWY 22L (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS.	MALSR 	MISSED APPROACH: Climb to 4000 on heading 216° and CRL VOR/DME R-025 to CRL VOR/DME and hold, continue climb-in-hold to 4000.
RNAV 1-DME/DME/IRU or RADAR required for procedure entry. DME or RADAR required. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. Procedure NA when glide slope not available. *RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 132.725 (SW)	119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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DETROIT, MICHIGAN
Amdt 2 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
ILS PRM RWY 22L (CLOSE PARALLEL)

EC-1, 22 FEB 2024 to 21 MAR 2024

DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH:
Climb to 4000 on DXO
VOR/DME R-035 to
LUPAY/DXO VOR/DME
15.6 DME and hold.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Procedure NA when glideslope not available.

CPDLC

DXO $\equiv \text{::} =$

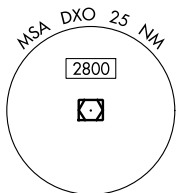
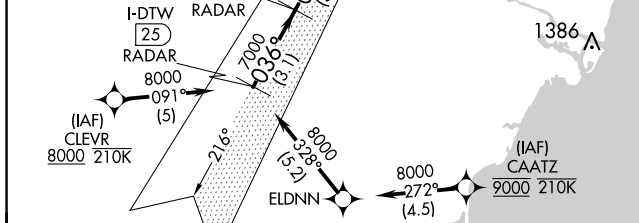
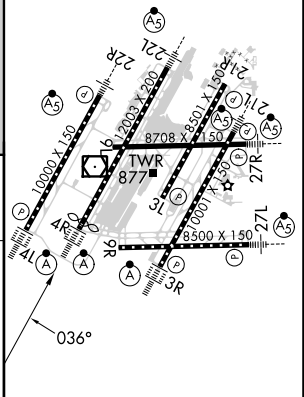


Diagram illustrating a vertical curve with a 15.6% grade. The curve is labeled "LUPAY" and "DXO 81". The curve is defined by a 35-degree angle and a 215-degree angle. The curve is labeled "R-035".



ELEV 645	D	TDZE 640
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TDZ/CL Rwys 3R, 4L, 4R and 22R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (CAT II & III)

21168

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy Idg TDZE Apt Elev	11494 640 645
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(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS. DME or RADAR required. CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped- RADAR required for procedure entry.

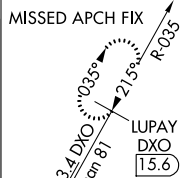
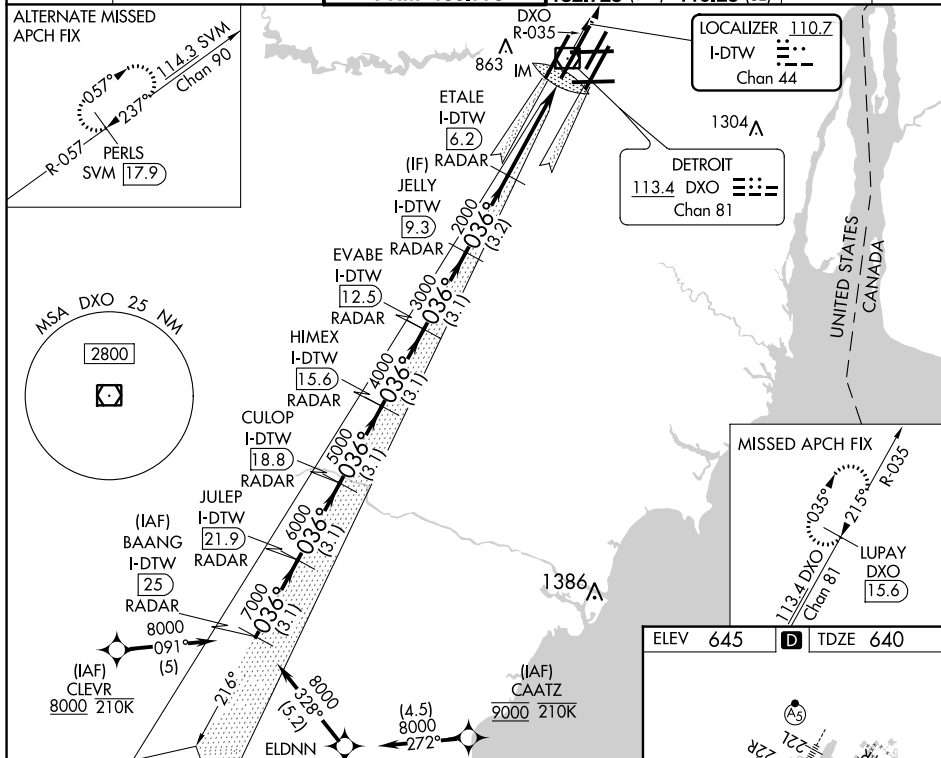
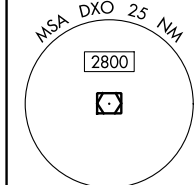
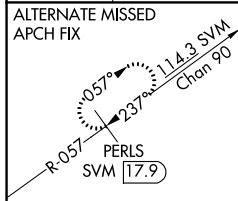
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Procedure NA when glideslope not available.



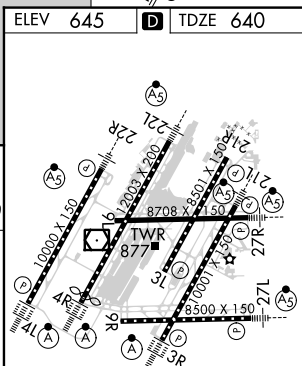
MISSSED APPROACH:
Climb to 4000 on DXO
VOR/DME R-035 to
LUPAY/DXO VOR/DME
15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ALTERNATE MISSED
APCH FIX



BAANG I-DTW 25 RADAR	JULEP I-DTW 21.9 RADAR	CULOP I-DTW 18.8 RADAR	HIMEX I-DTW 15.6 RADAR	EVABE I-DTW 12.5 RADAR	JELLY I-DTW 9.3 RADAR	ETALE I-DTW 6.2 IM	LUPAY DXO 15.6
8000	7000	6000	5000	4000	3000	2000	765
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.2 NM	4.1 NM	980'
A	B	C	D				
S-ILS 4R	CAT II RA 104/12			100 DA 740			
S-ILS 4R	CAT III			RVR 06			



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

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

DETROIT, MICHIGAN

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

Amdt 3A 13SEP18

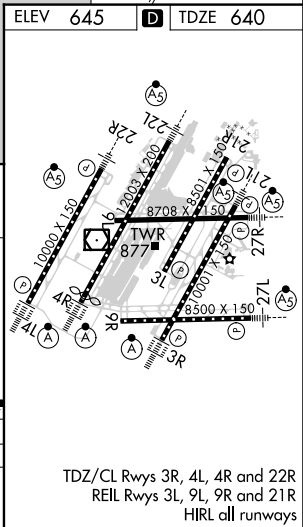
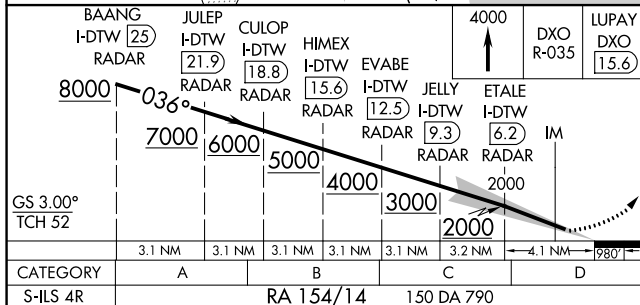
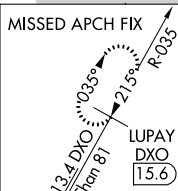
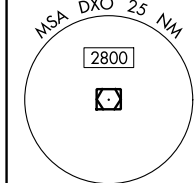
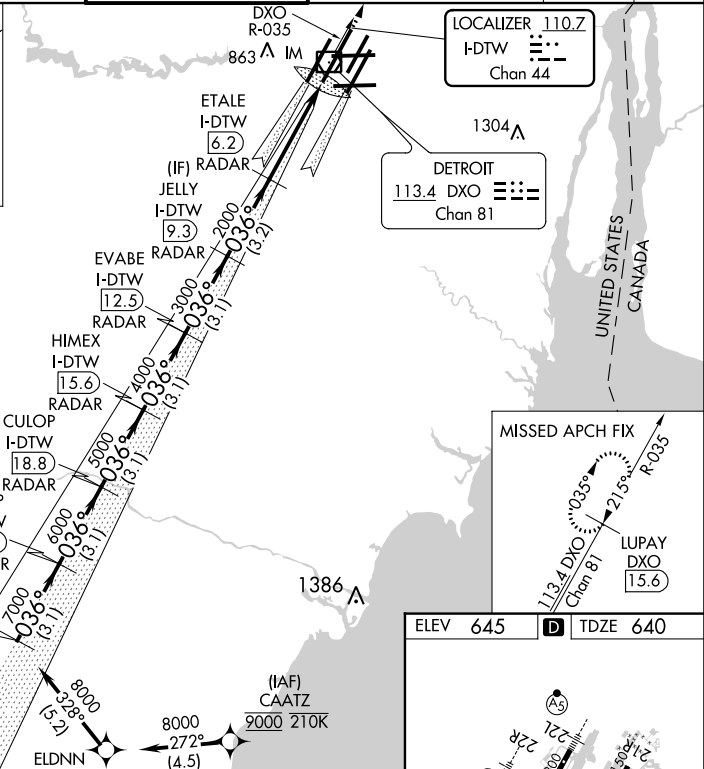
ILS PRM RWY 4R (CAT II & III) (CLOSE PARALLEL)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH:
Climb to 4000 on DXO
VOR/DME R-035 to
LUPAY/DXO VOR/DME
15.6 DME and hold.

CPDLC

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

DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM RWY 4R (SA CAT I) (CLOSE PARALLEL)

ILS PRM Y RWY 22R
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

LOC/DME I-BZB <u>111.75</u> Chan 54 (Y)	APP CRS 213°	Rwy ldg TDZE Apt Elev	10000 642 645
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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.

T Simultaneous approach authorized.
Procedure NA when glide slope not available (ILS procedures only).
Dual VHF Comm required. See additional requirements on AAUP.

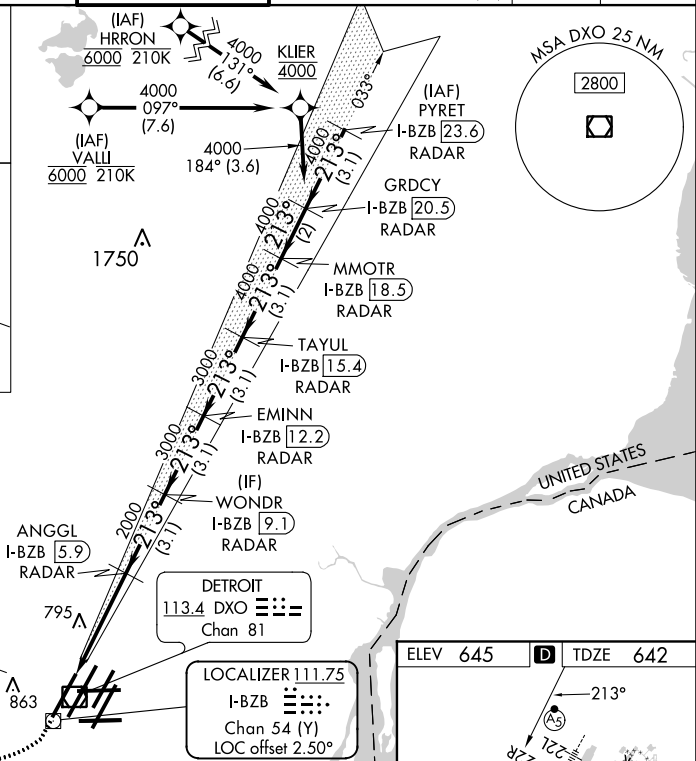
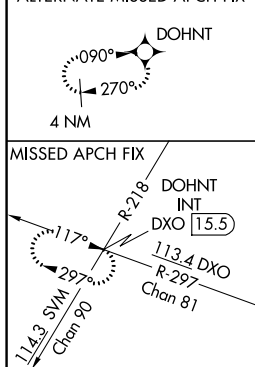
MALSR



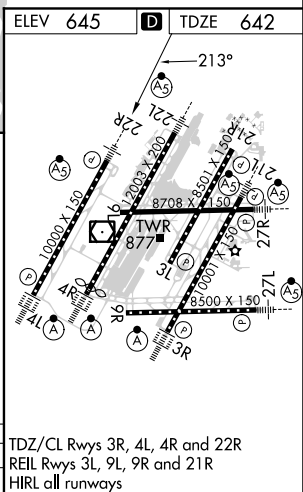
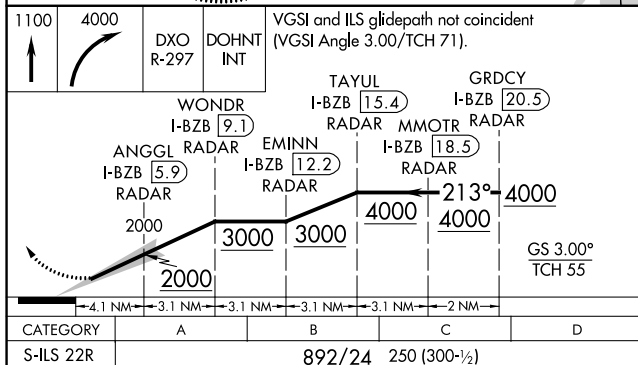
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

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



EC-1, 22 FEB 2024 to 21 MAR 2024



DETROIT, MICHIGAN
Amdt 1B 30JAN20

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM Y RWY 22R (CLOSE PARALLEL)

LOC/DME I-ALA 111.75 Chan 54 (Y)	APP CRS 038°	Rwy Idg TDZE Apt Elev 10000 645 645	ILS PRM Y RWY 4L (CLOSE PARALLEL) DETROIT METRO WAYNE COUNTY (DTW)
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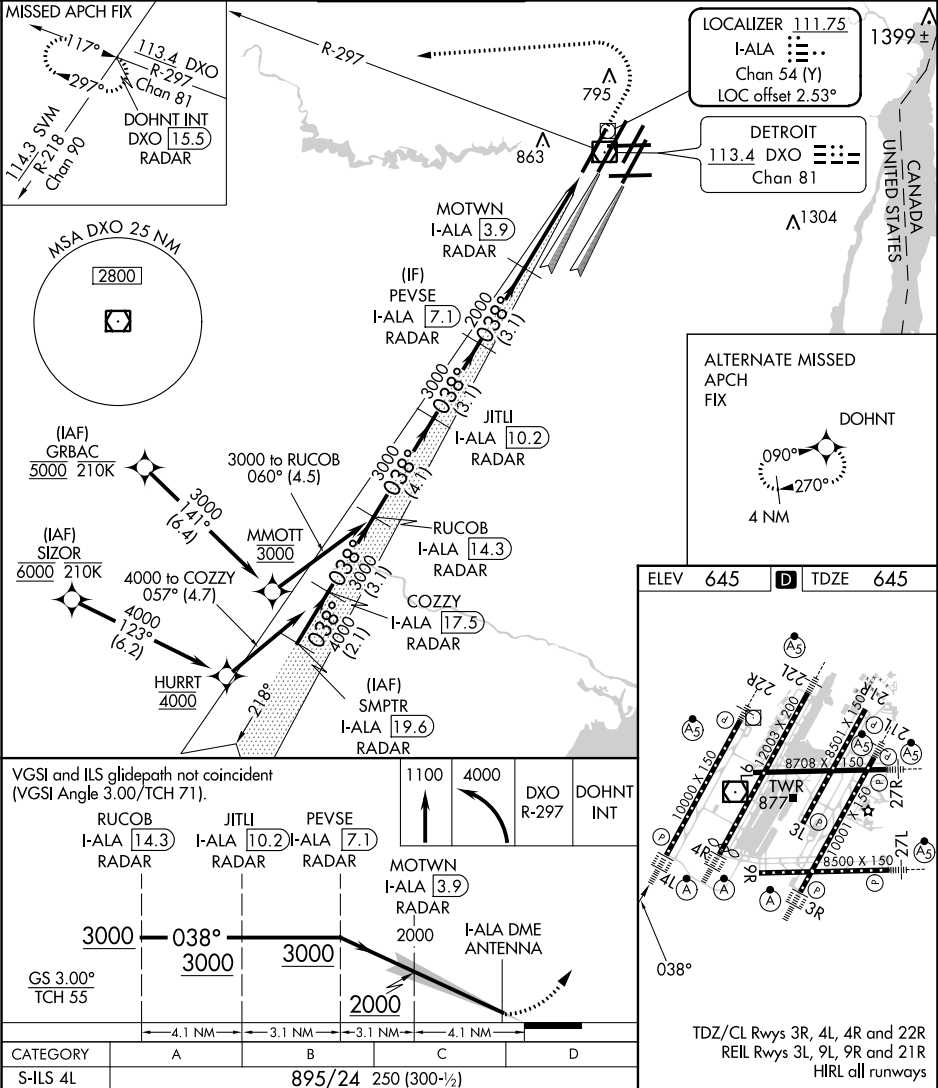
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

▼ Rwy 4L and 4R separated by 3000 feet centerline to centerline. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.
Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

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

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ILS PRM Z RWY 22R (CLOSE PARALLEL)
DETROIT METRO WAYNE COUNTY (DTW)

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.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

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)

KIJER
4000

(IAF) VALLI
6000 210K

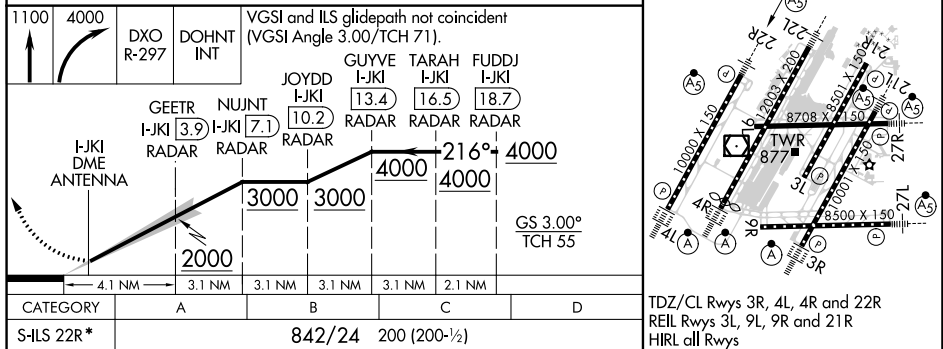
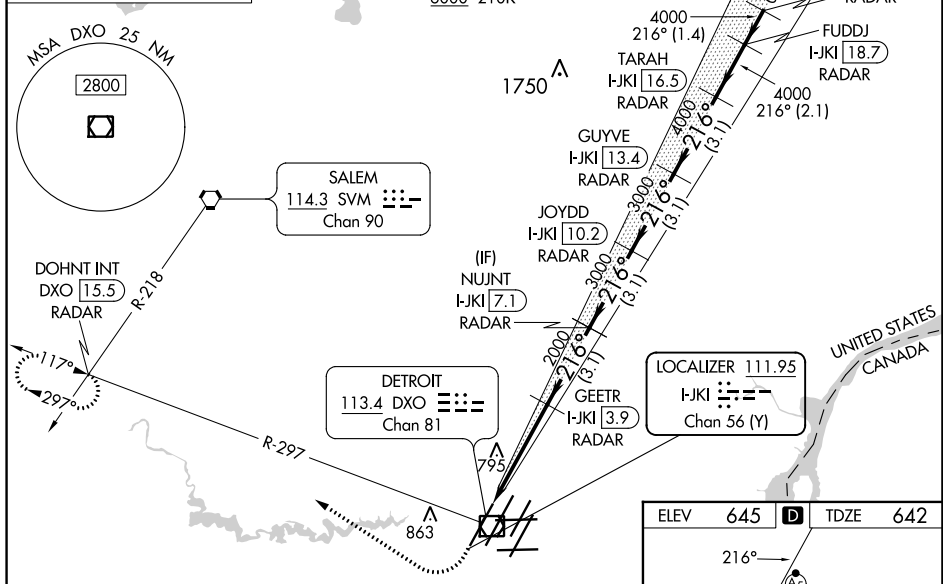
4000 097° (7.6)

4000 to FUDDJ
173° (4)

(IAF) INKS
I-JKI [20]

RADAR

236°



21168

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.

ALTERNATE MISSED APCH FIX

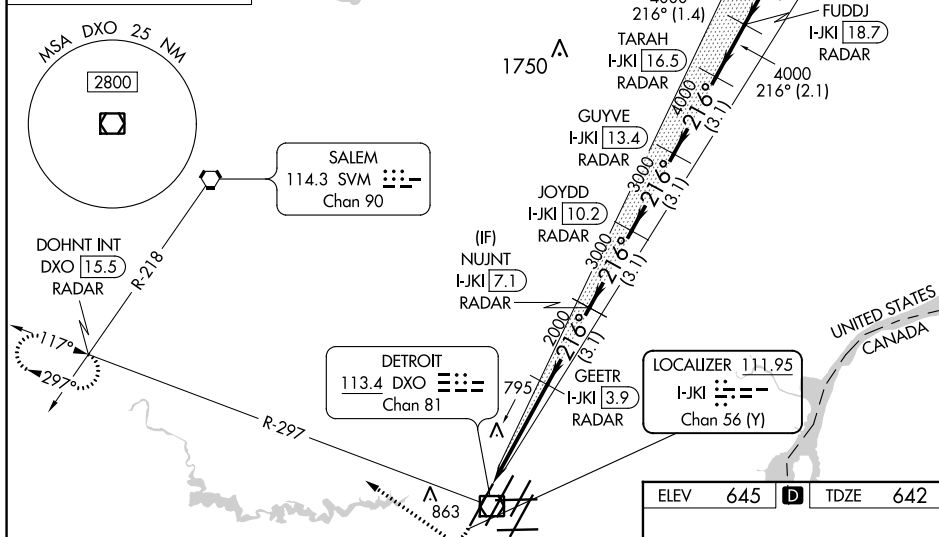


090°

DOHNT

270°

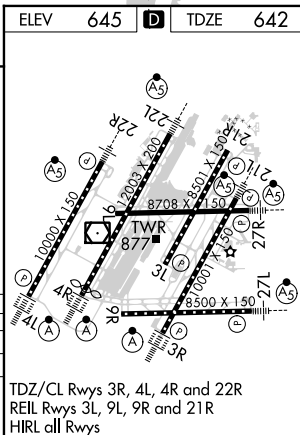
4 NM



VGS and ILS glidepath not coincident
(VGS 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



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

EC-1, 22 FEB 2024 to 21 MAR 2024

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM Z RWY 4L
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

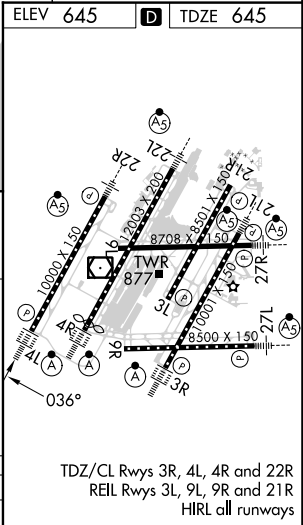
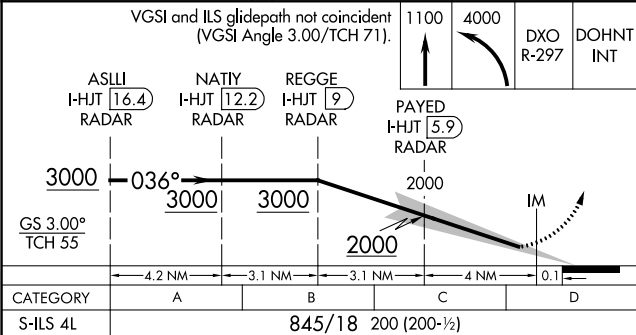
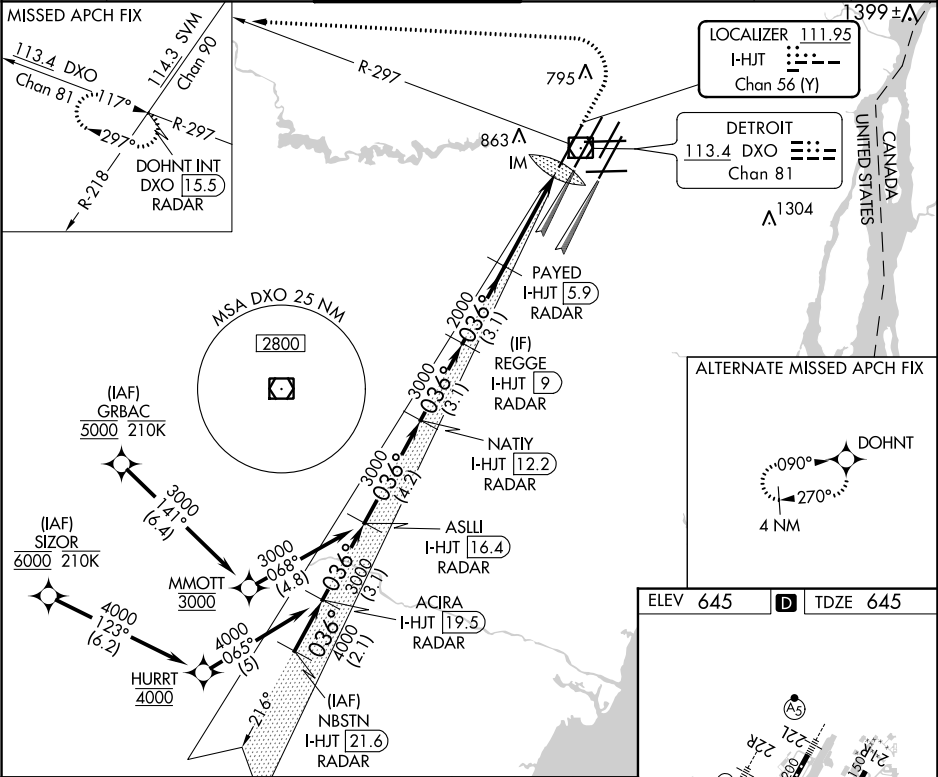
LOC/DME I-HJT	APP CRS	Rwy Idg	10000
111.95	036°	TDZE	645
Chan 56 (Y)		Apt Elev	645

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.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2
MISSED APPROACH: Climb to 1100 then climbing left 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	



DETROIT, MICHIGAN
Orig-B 30JAN20

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
ILS PRM Z RWY 4L (CLOSE PARALLEL)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

ILS PRM Z RWY 4L (CAT II & III)
(CLOSE PARALLEL)

LOC/DME I-HJT 111.95 Chan 56 (Y)	APP CRS 036°	Rwy Idg 10000 TDZE 645 Apt Elev 645
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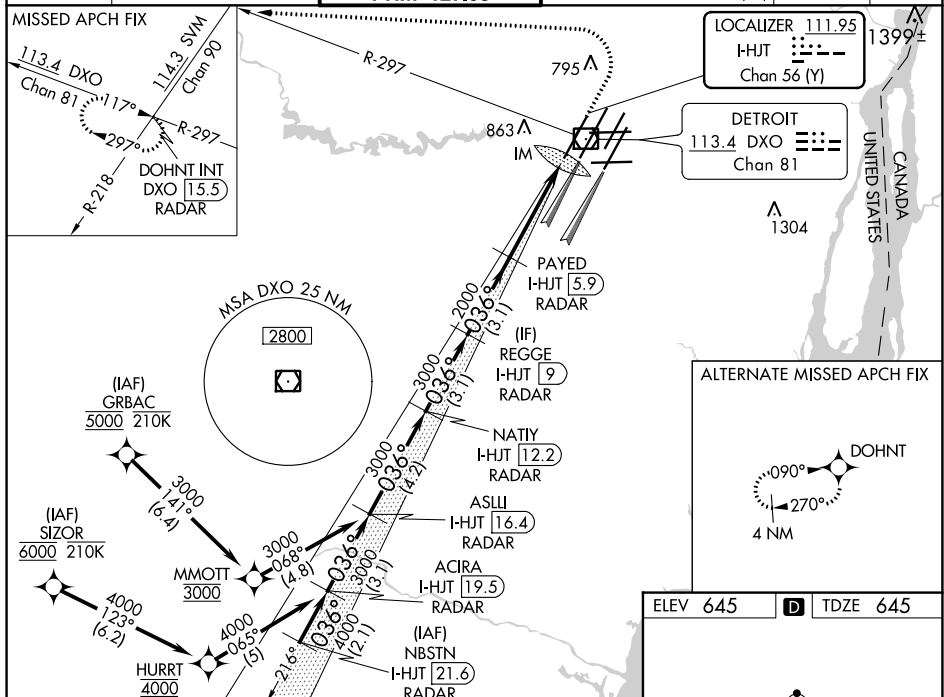
DETROIT METRO WAYNE COUNTY (DTW)

ALSF-2

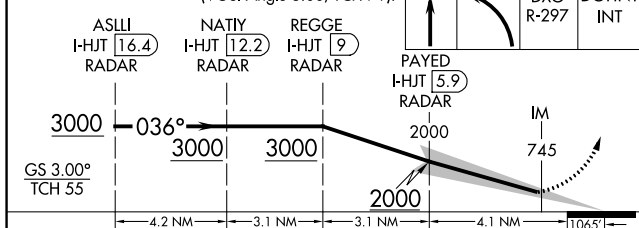
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME/RADAR and hold.

T Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

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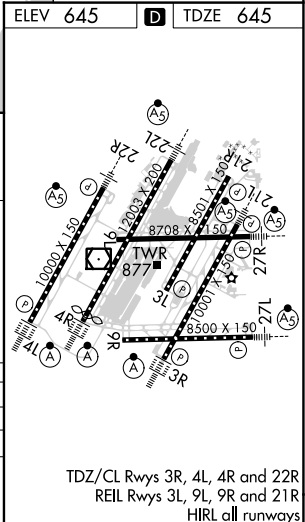


VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 4L		CAT II RA 101/12	100 DA 745	
S-ILS 4L		CAT III	RVR 06	

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM Z RWY 4L (CAT II & III) (CLOSE PARALLEL)

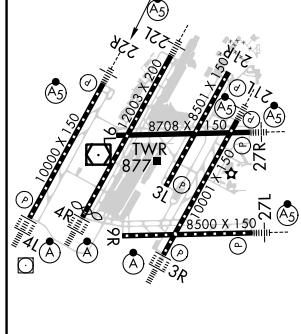
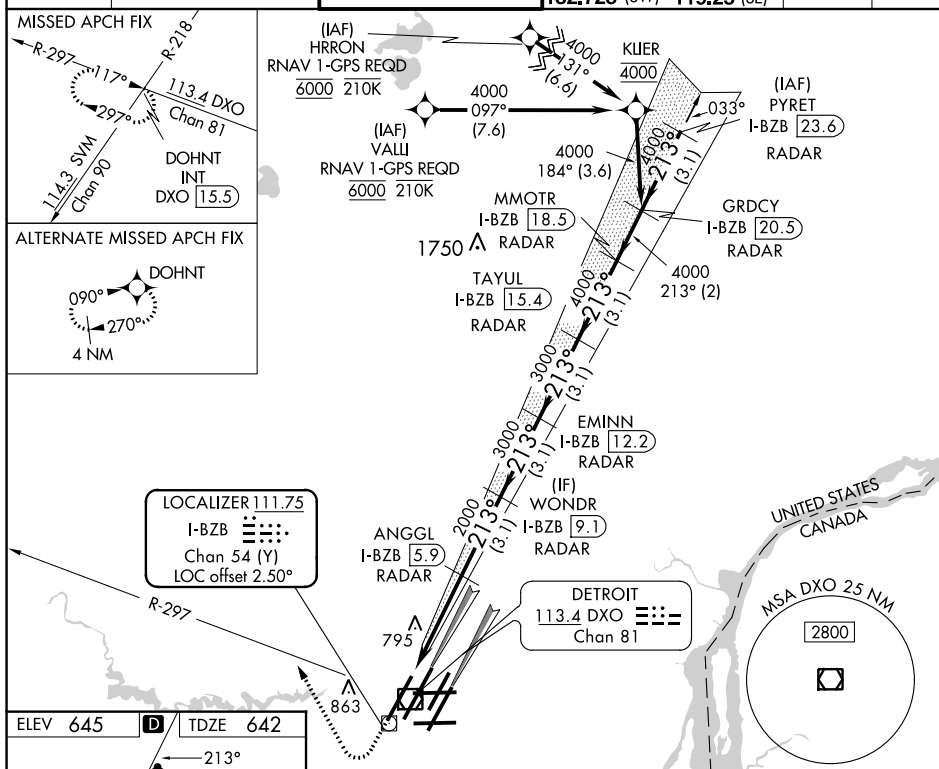
EC-1, 22 FEB 2024 to 21 MAR 2024

21168

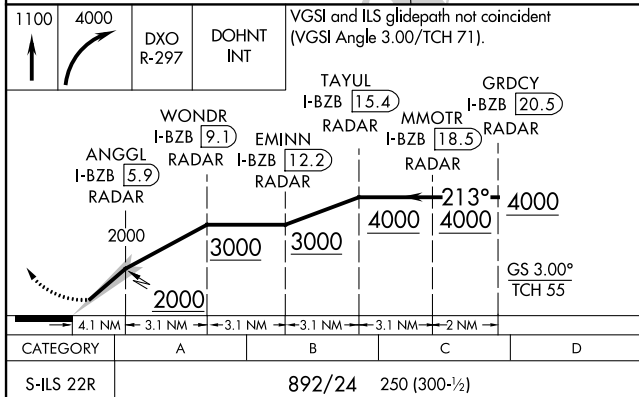
ILS Y RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

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

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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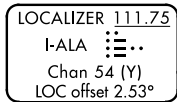
TDZ/CL Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all runways

DETROIT METRO WAYNE COUNTY (DTW)
ILS Y RWY 22R

EC-1, 22 FEB 2024 to 21 MAR 2024

ILS Y RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

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



DETROIT
113.4 DXO $\equiv :: \equiv$
Chap. 81

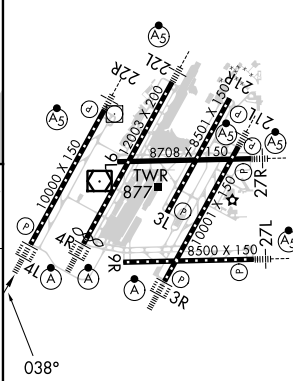
 Δ^{1304}

ALTERNATE MISSED
APCH FIX



DOHNT

ELEV 645	D	TDZE 645
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TDZ/CL Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all runways

23054

ILS Z RWY 22R (SA CAT I & II)
DETROIT METRO WAYNE COUNTY (DTW)

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 and hold.

[illegible]DETROIT METRO WAYNE COUNTY (DTW)
ILS Z RWY 22R (SA CAT I & II)

EC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-HJT 111.95 Chan 56(Y)	APP CRS 036°	Rwy Idg TDZE Apt Elev 10000 645 645	ILS Z RWY 4L (CAT II & III) DETROIT METRO WAYNE COUNTY (DTW)
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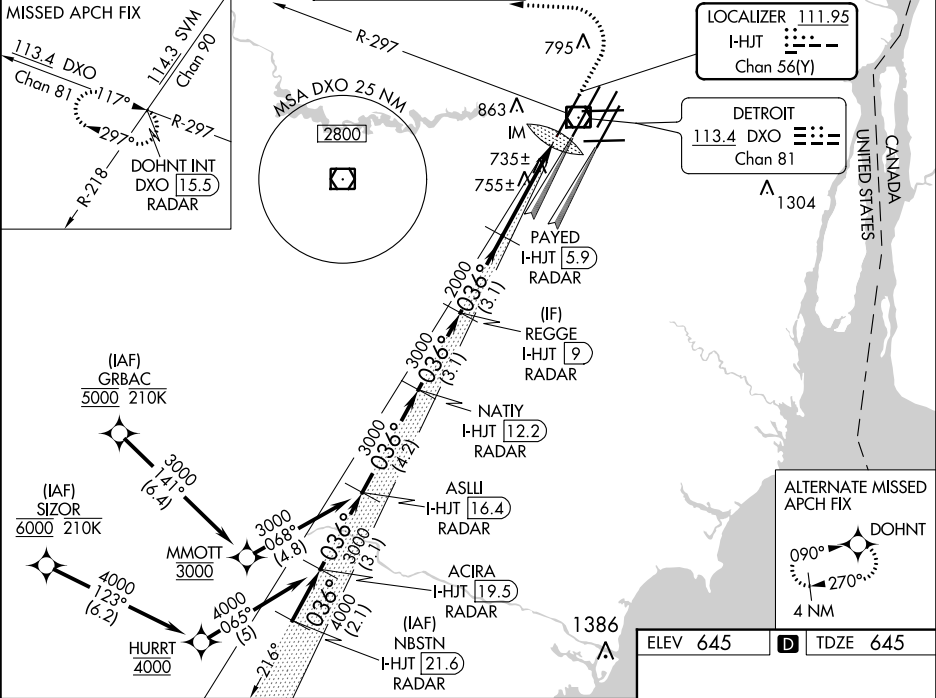
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. CAT II; RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

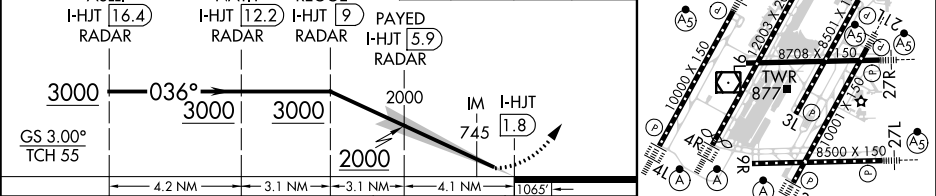
ALSF-2

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

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 132.725 (SW)	CON 119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	1100	4000	DXO R-297	DOHNT INT
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CATEGORY	A	B	C	D
S-ILS 4L	CAT II RA 101/12 100 DA 745			
S-ILS 4L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DETROIT, MICHIGAN

Amdt 4C 30JAN20

DETROIT METRO WAYNE COUNTY (DTW)

ILS Z RWY 4L (CAT II & III)

TDZ/CL Rwy's 3R, 4L, 4R and 22R

REIL Rwy's 3L, 9L, 9R and 21R

HIRL all runways

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

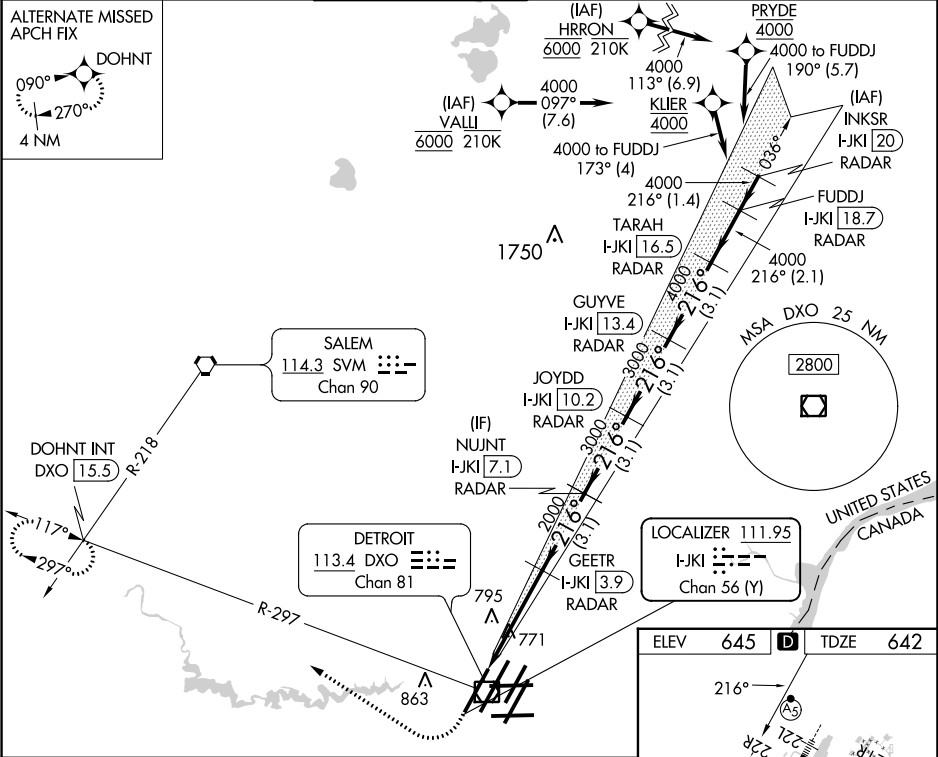
LOC/DME I-JKI 111.95	APP CRS 216°	Rwy Idg TDZE 642	10000
Chan 56 (Y)		Apt Elev 645	

ILS Z or LOC RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

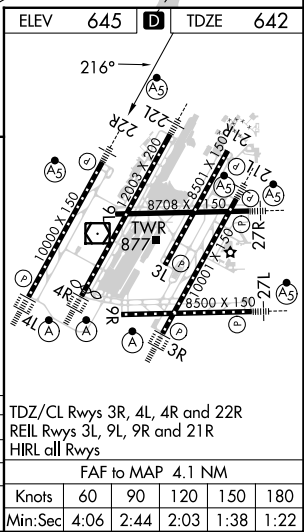
RNAV 1-GPS. HRRON and VALLI: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
Simultaneous approach authorized.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

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 and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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1100 4000	DXO R-297	DOHNT INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
*LOC only.	GEETR I-JKI 3.9	NUJNT I-JKI 7.1	JOYDD I-JKI 10.2	GUYVE I-JKI 13.4	TARAH I-JKI 16.5	FUDDJ I-JKI 18.7	
I-JKI DME ANTENNA I-JKI 0.2	I-JKI 0.9						
11056	1.1 NM	3 NM	3.1 NM	3.1 NM	3.1 NM	2.1 NM	
CATEGORY	A	B	C	D			
S-ILS 22R**	842/24		200 (200-1/2)				
S-LOC 22R	1060/24	418 (500-1/2)	1060/40	418 (500-3/4)			
CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1/2)	1240-2 595 (600-2)			



EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-HJT 111.95 Chan 56(Y)	APP CRS 036°	Rwy Idg TDZE Apt Elev 10000 645 645	ILS Z or LOC RWY 4L DETROIT METRO WAYNE COUNTY (DTW)
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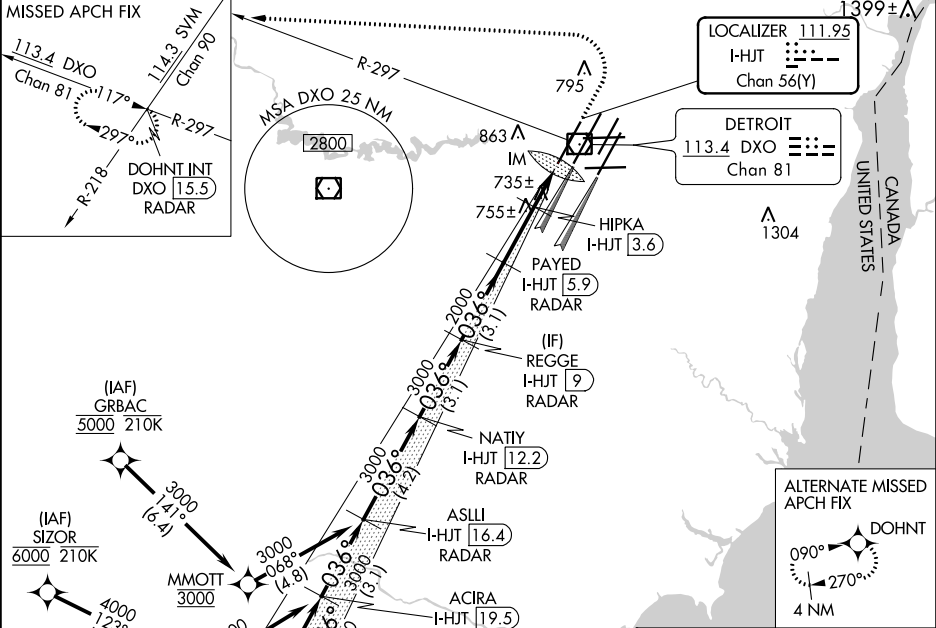
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.

ALSF-2
A

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

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 132.725 (SW)	CON 119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1260/24	615 (700-½)	1260-1¾	615 (700-1¾)
C CIRCLING	1260-1	615 (700-1)	1260-1¾	1260-2 615 (700-2)

HIPKA FIX MINIMUMS (DME REQUIRED)

S-LOC 4L	1000/24	355 (400-½)	1000/30	355 (400-¾)
C CIRCLING	1180-1	535 (600-1)	1180-1½	1240-2 535 (600-½) 595 (600-2)

ELEV 645 **D** TDZE 645
 TDZ/CL Rwy's 3R, 4L, 4R and 22R
 REIL Rwy's 3L, 9L, 9R and 21R
 HIRL all runways
 FAF to MAP 4.1 NM
 Knots 60 90 120 150 180
 Min:Sec 4:06 2:44 2:03 1:38 1:22

ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

ILS PRM Rwys 4R, 22L
ILS PRM Y Rwys 4L, 22R
ILS PRM (SA CAT I) Rwy 4R
ILS PRM (CAT II & III) Rwy 4R
RNAV (GPS) PRM Z Rwys 4R, 22L
RNAV (GPS) PRM Y Rwys 4L, 22R

Review procedure for executing a climbing and descending PRM breakout

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY
HEADING (degrees) CLIMB/DESCEND AND MAINTAIN
(altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific

RWY 4L

- Exit the runway as soon as practical; whenever possible, do not stop on taxiway A.
- ILS PRM Y 4L and RNAV (GPS) PRM Y 4L approaches offset 2.5 degrees.

RWY 22R

- Exit the runway as soon as practical; whenever possible, do not stop on taxiway A.
- ILS PRM Y 22R and RNAV (GPS) PRM Y 22R approaches offset 2.5 degrees.

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 53300 W27B	APP CRS 276°	Rwy Idg TDZE 630 Apt Elev 645
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RNAV (GPS) RWY 27L

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH.

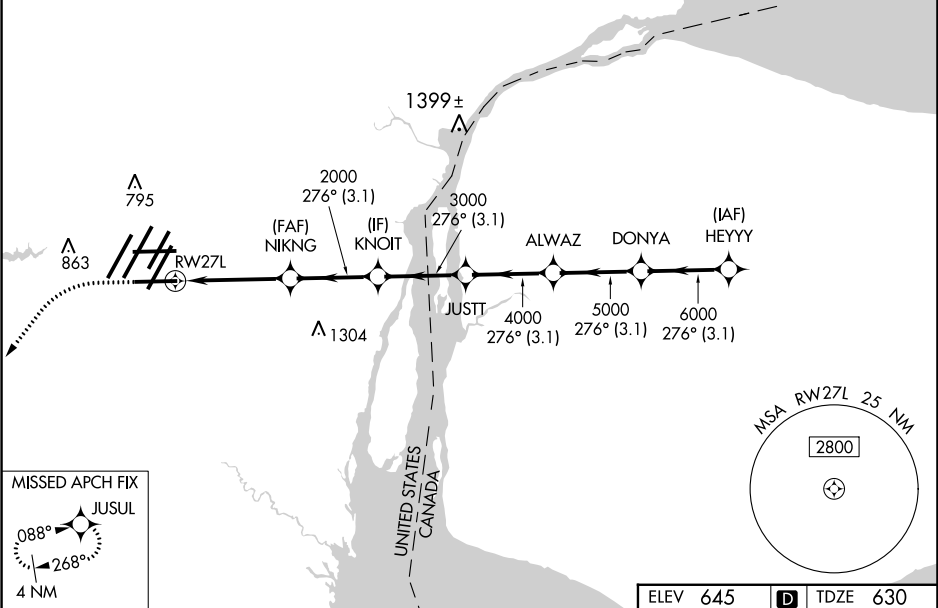
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

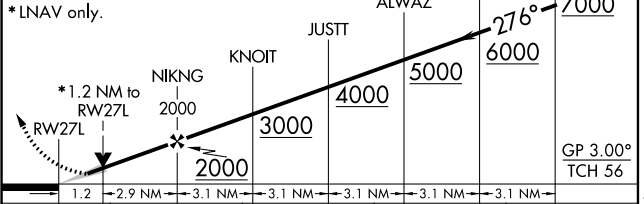


MISSED APPROACH:
Climb to 1100 then
climbing left turn to
4000 direct JUSUL
and hold.

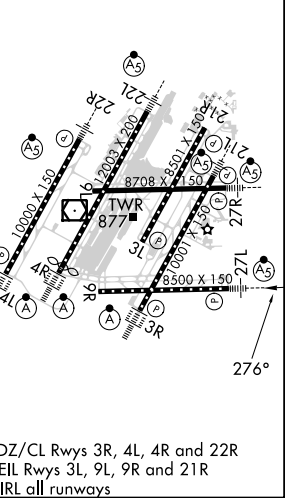
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.75 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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1100	4000	JUSUL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).
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CATEGORY	A	B	C	D
LPV DA**		830/24	200 (200-½)	
LNAV/VNAV DA		958/30	328 (400-⅝)	
LNAV MDA	1080/24	450 (500-½)	1080/45	450 (500-⅞)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)



WAAS CH 86220 W27A	APP CRS 276°	Rwy Idg 8708 TDZE 635 Apt Elev 645
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RNAV (GPS) RWY 27R

DETROIT METRO WAYNE COUNTY (DTW)

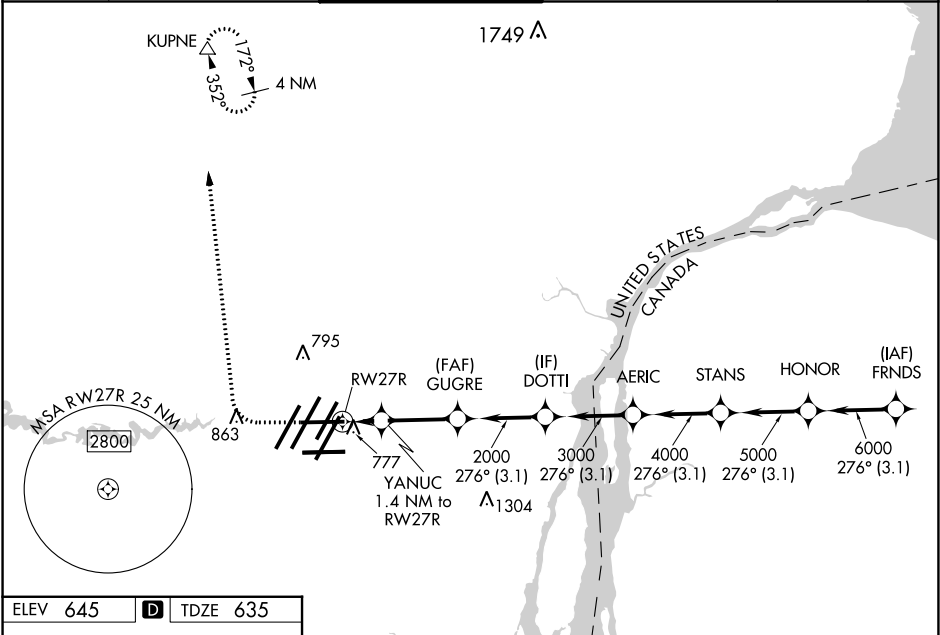
RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inop ALS, increase LNAV Cat C and D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

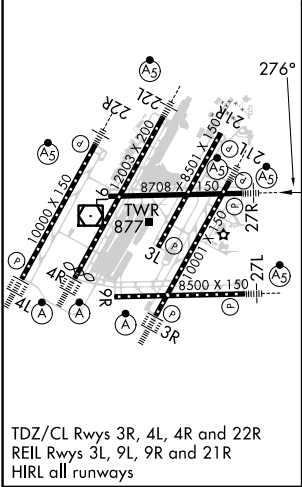
MALSR

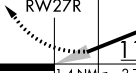
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KUPNE and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ELEV 645	D	TDZE 635
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1100	4000	KUPNE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 61).						
									
*LNAV only.			YANUC 1.4 NM to RW27R	GUGRE	DOTTI	AERIC	STANS	HONOR	FRNDS
			2000	2000	3000	4000	5000	6000	7000
			1120*	2000					GP 3.00° TCH 50
			1.4 NM	2.7 NM	3.1	3.1	3.1	3.1	3.1 NM
CATEGORY			A		B		C		D
LPV DA**			835/24		200 (200-½)				
LNAV/ VNAV DA			938/24		303 (300-½)				
LNAV MDA			1040/24		405 (400-½)		1040/40		405 (400-¾)
CIRCLING			1180-1		535 (600-1)		1180-1½ 535 (600-1½)		1240-2 595 (600-2)

RNAV (GPS) PRM Y RWY 22R
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

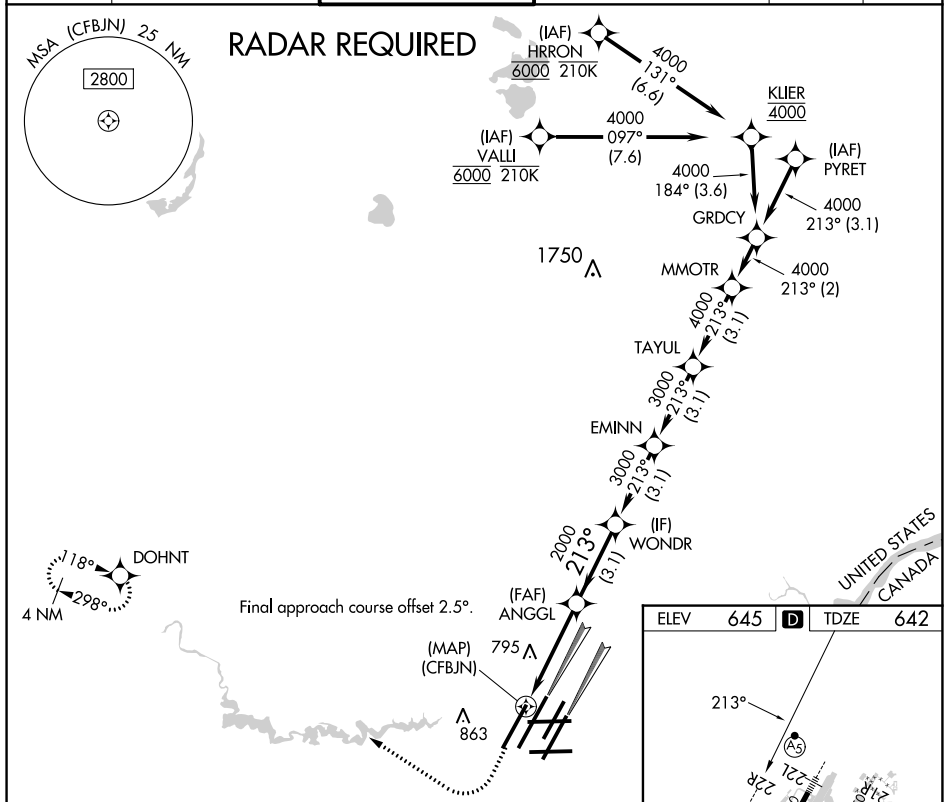
WAAS CH 42939 W22B	APP CRS 213°	Rwy Idg 10000 TDZE 642 Apt Elev 645
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T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

MALSR

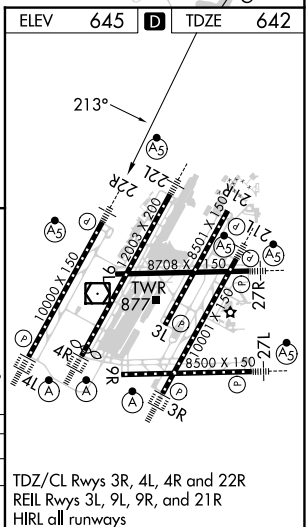
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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EC-1, 22 FEB 2024 to 21 MAR 2024

1100 ↑	4000 ↗	DOHNT ✦	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 71).				
			TAYUL MMOTR GRDCY ANGGL WONDR EMINN 2000 3000 3000 4000 4000 21.3° 4000 GP 3.00° TCH 55				
CATEGORY		A	B		C		D
LPV DA			892/24		250 (300-½)		
LNAV/VNAV DA			1050/45		408 (500-¾)		



DETROIT, MICHIGAN
Orig 10NOV16

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

RNAV (GPS) PRM Y RWY 22R (CLOSE PARALLEL)

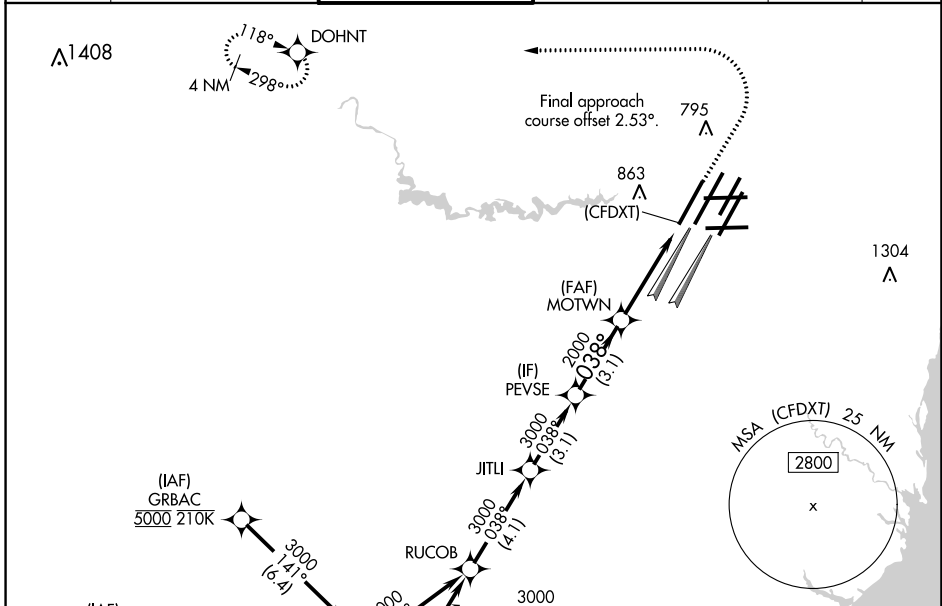
RNAV (GPS) PRM Y RWY 4L
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

WAAS CH 82439 W04A	APP CRS 038°	Rwy Idg 10000 TDZE 645 Apt Elev 645
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RNP APCH.	ALSF-2	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.
▼ Rwy 4L and 4R separated by 3000 feet centerline to centerline. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.		

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ELEV 645 D TDZE 645	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
1100 4000 DOHNT	
RUCOB JITLI PEVSE MOTWN	
3000 038° 3000 3000 2000 2000	
GP 3.00° TCH 55	
4.1 NM 3.1 NM 3.1 NM 4.1 NM	
CATEGORY	A B C D
LPV DA	895/24 250 (300-½)
LNAV/VNAV DA	1068/45 423 (500-¾)
TDZ/CL Rwy 3R, 4L, 4R and 22R REL Rwy 3L, 9L, 9R, and 21R HIRL all runways	

RNAV (GPS) PRM Y RWY 4L (CLOSE PARALLEL)

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM Z RWY 22L
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

WAAS CH 99601 W22A	APP CRS 216°	Rwy Idg TDZE Apt Elev	12003 637 645
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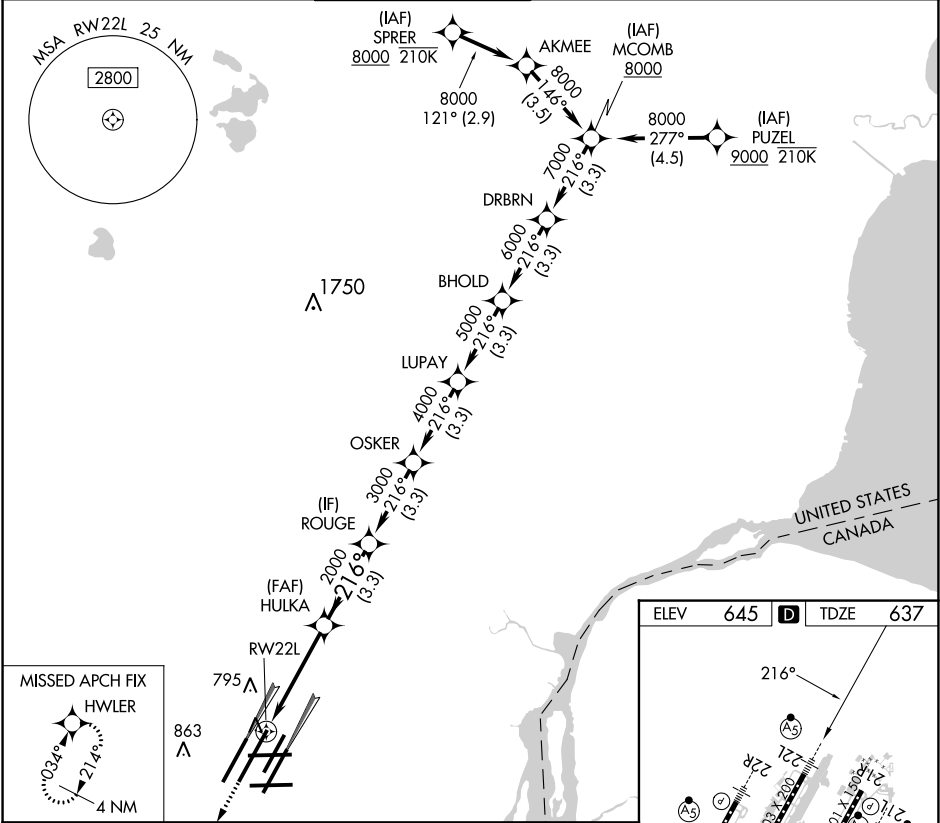
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. * RVR 1800 authorized with use of FD or AP or HUD to DA.

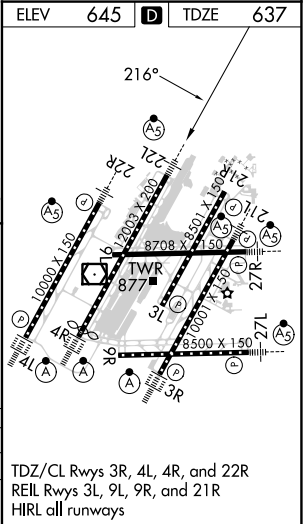


MISSED APPROACH:
Climb to 4000 direct
HWLER and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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4000	HWLER	DRBRN	MCOMB	216°	8000
HULKA	ROUGE	OSKER	LUPAY	BHOLD	
2000	3000	4000	5000	6000	7000
4.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM
GP 2.85°	TCH 60				
CATEGORY	A	B	C	D	
LPV DA *		837/24	200 (200-½)		
LNAV/VNAV DA		938/24	301 (300-½)		



DETROIT, MICHIGAN
Amdt 1A 28FEB19

42°13'N-83°21'W
RNAV (GPS) PRM Z RWY 22L (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

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

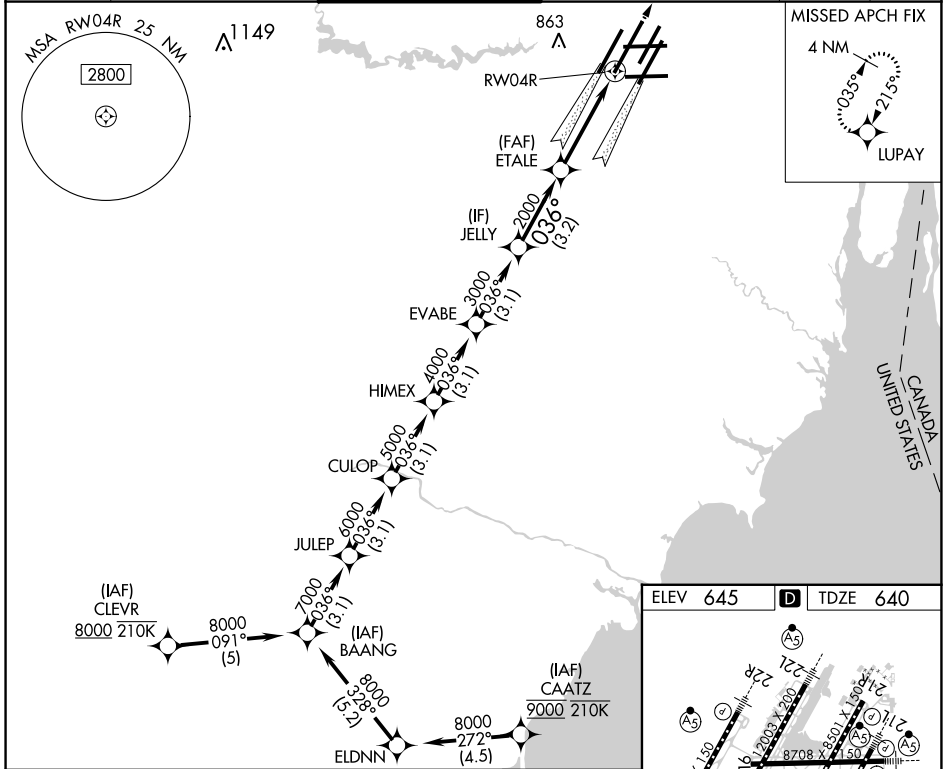
EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

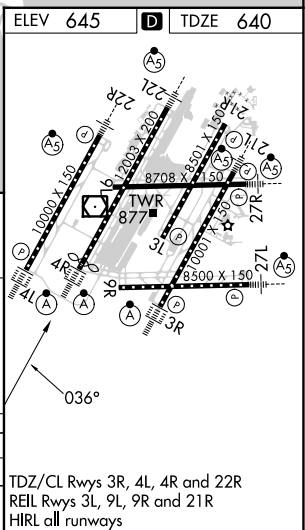
WAAS CH 87139 W04B	APP CRS 036°	Rwy Idg 11494 TDZE 640 Apt Elev 645
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RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C . Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct LUPAY and hold.
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D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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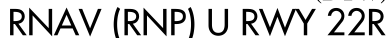
CATEGORY		A		B		C		D	
LPV DA		840/18 200 (200-½)							
LNAV/ VNAV DA		1021/35 381 (400-¾)							



RNAV (RNP) U RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

GND CON
121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)

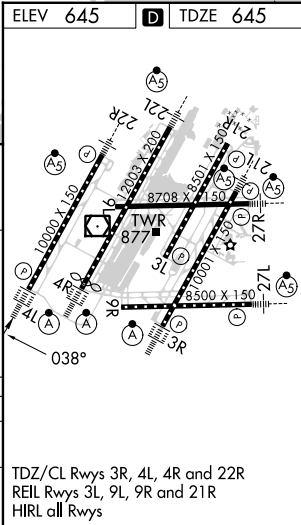
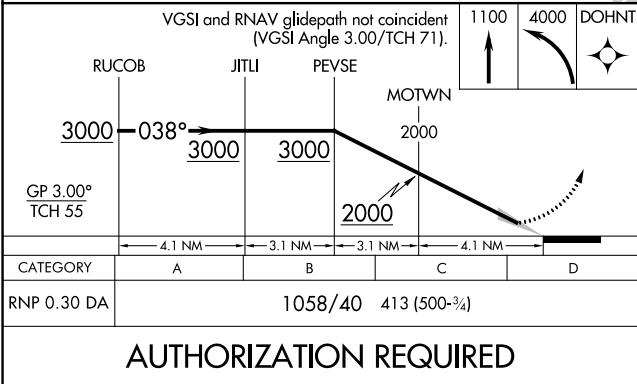
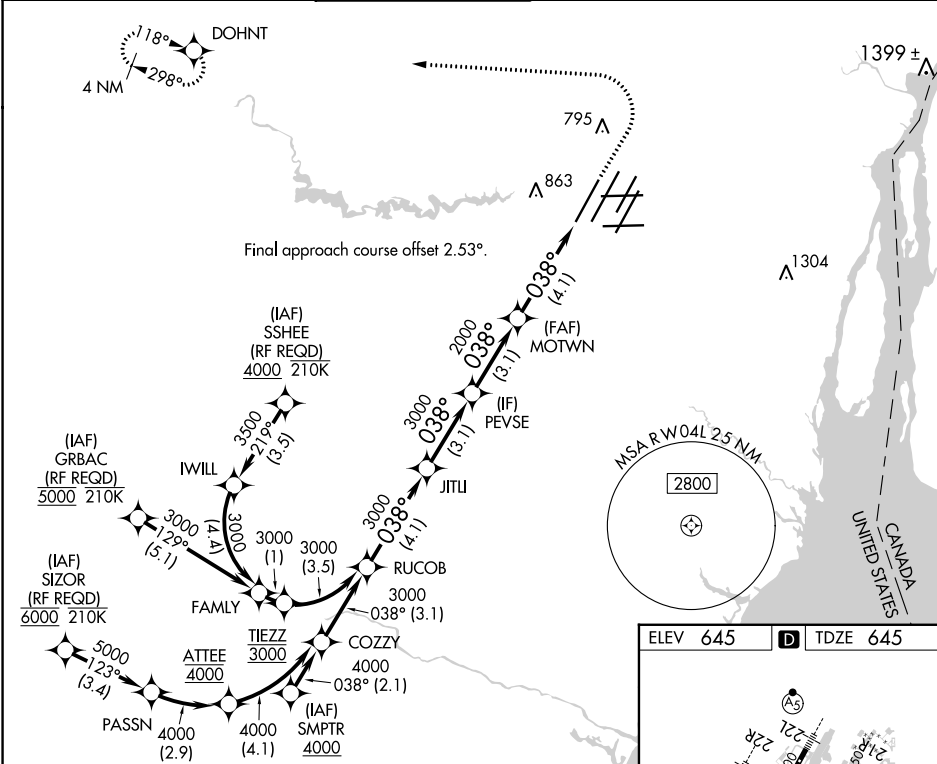


EC-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	10000
038°	TDZE	645
	Apt Elev	645

RNAV (RNP) U RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.		ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.	
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 DA all Cats visibility to RVR 6000.				
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 284.0	135.0 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	120.65
				CPDLC



APP CRS 216°	Rwy Idg 10001 TDZE 632 Apt Elev 645
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RNAV (RNP) W RWY 21L

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.

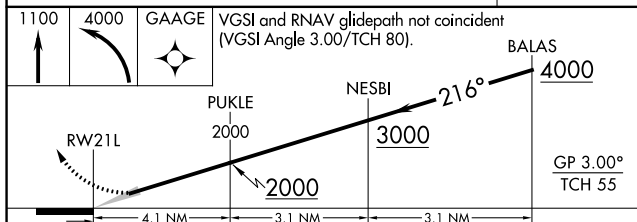
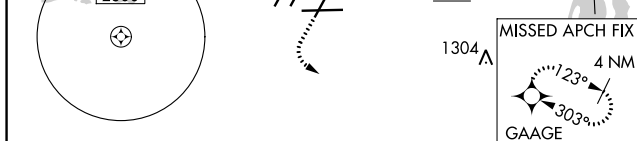
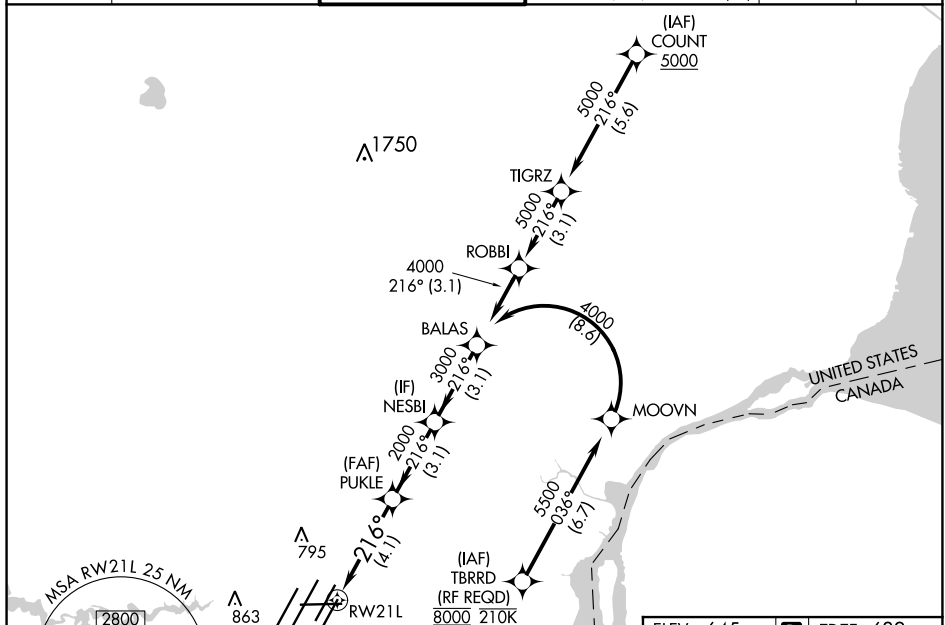
T For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR



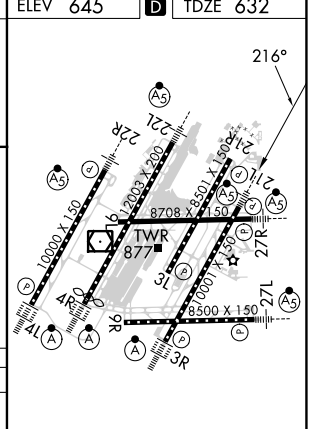
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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CATEGORY	A	B	C	D
RNP 0.30 DA	1062/40 430 (500-¾)			

AUTHORIZATION REQUIRED



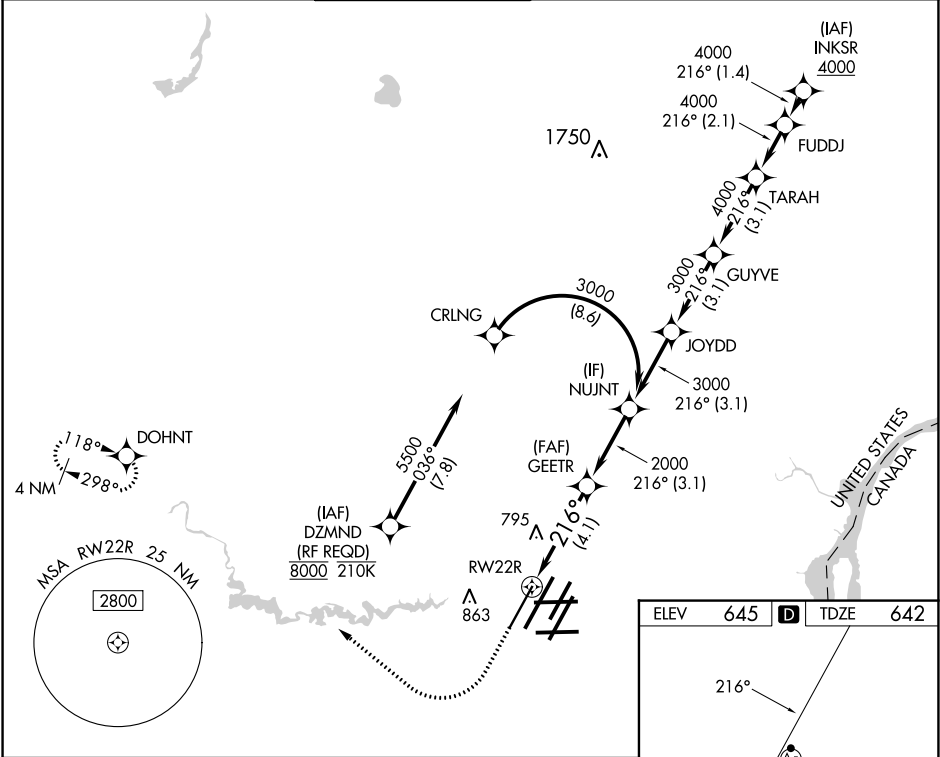
HIRL all runways
REIL Rwy's 3L, 9L, 9R and 21R
TDZ/C I Rwy's 3R, 4L, 4R and 22R

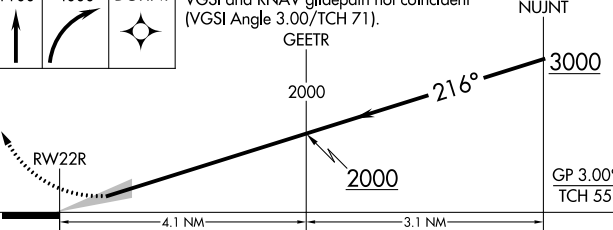
APP CRS	Rwy Idg	10000
216°	TDZE	642
	Apt Elev	645

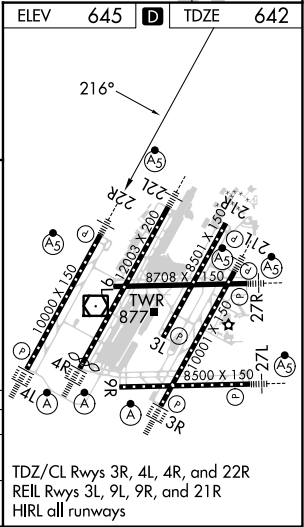
RNAV (RNP) W RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH. ▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold, continue climb-in-hold to 4000.
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D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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1100 ↑	4000 ↗	DOHNT ✧	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). GEETR	NUJNT
				
CATEGORY	A	B	C	D
RNP 0.30 DA	987/30 345 (400-5%)			
AUTHORIZATION REQUIRED				



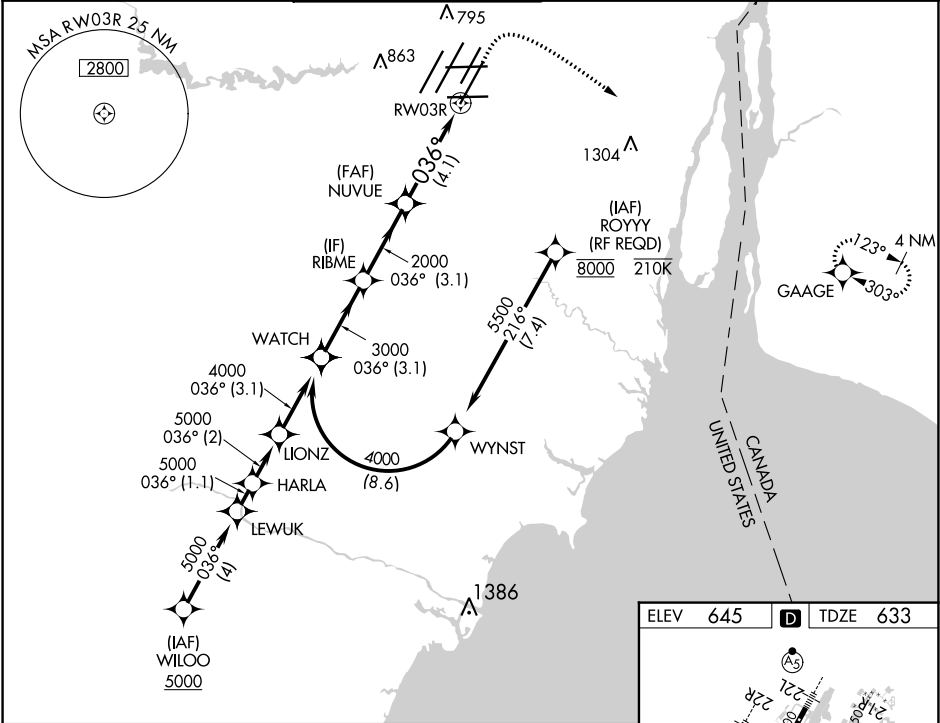
APP CRS	Rwy Idg	10001
036°	TDZE	633
	Apt Elev	645

RNAV (RNP) W RWY 3R

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.	ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold.
For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized.		

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	125.15 284.0	118.4 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	120.65	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

WATCH

4000

036°

RIBME

3000

NUVUE

2000

RW03R

GP 3.00° TCH 54

3.1 NM

3.1 NM

4.1 NM

1100

4000

GAAGE

CATEGORY	A	B	C	D
RNP 0.30 DA	1021/35 388 (400-%)			

AUTHORIZATION REQUIRED

ELEV 645

TDZE 633

HIRL all runways

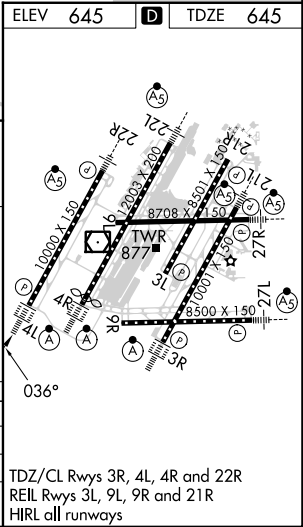
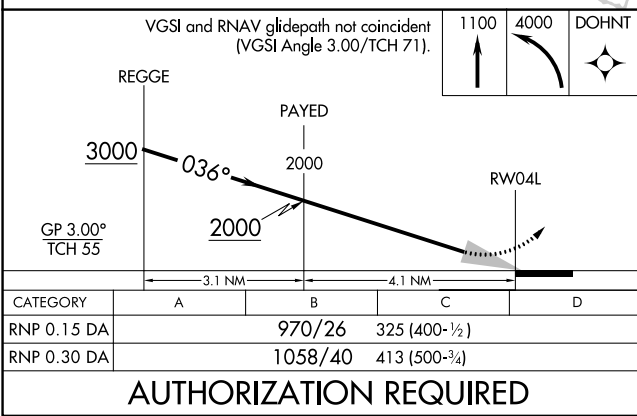
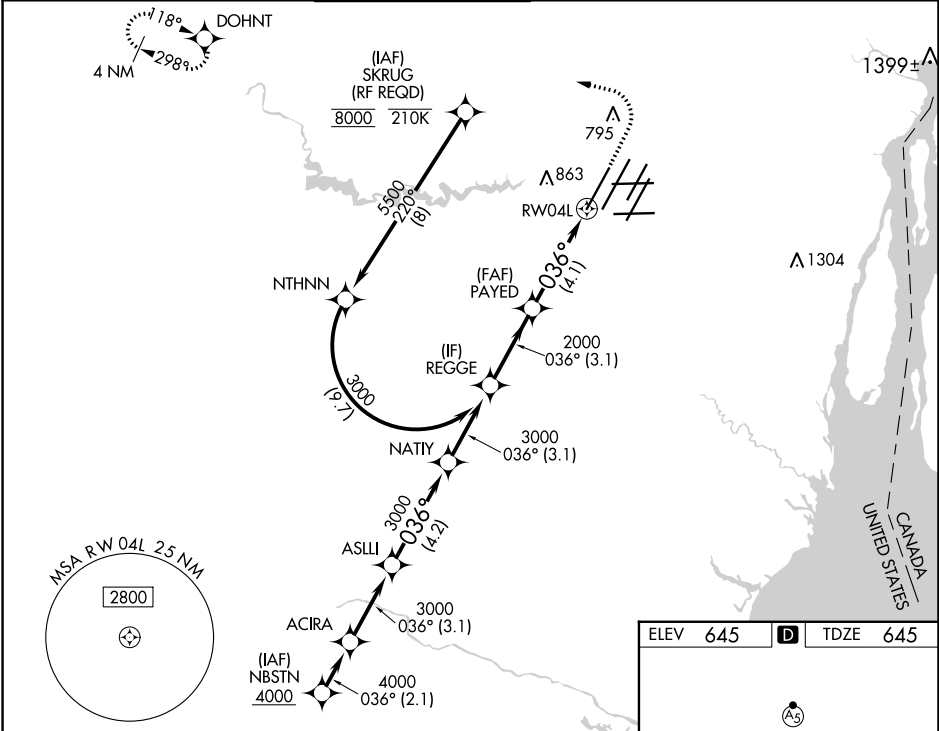
REIL Rwy 3L, 9L, 9R and 21R

TDZ/CL Rwy 3R, 4L, 4R and 22R

APP CRS	Rwy Idg	10000
036°	TDZE	645
	Apt Elev	645

RNAV (RNP) W RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.				ALSF-2		MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold, continue climb-in-hold to 4000.	
▼ Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.							
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON		CLNC DEL	CPDLC	
133.675	124.05 284.0	135.0 317.725	121.8 (NW) 132.725 (SW)	119.45 (NE) 119.25 (SE)	120.65		



EC-1, 22 FEB 2024 to 21 MAR 2024

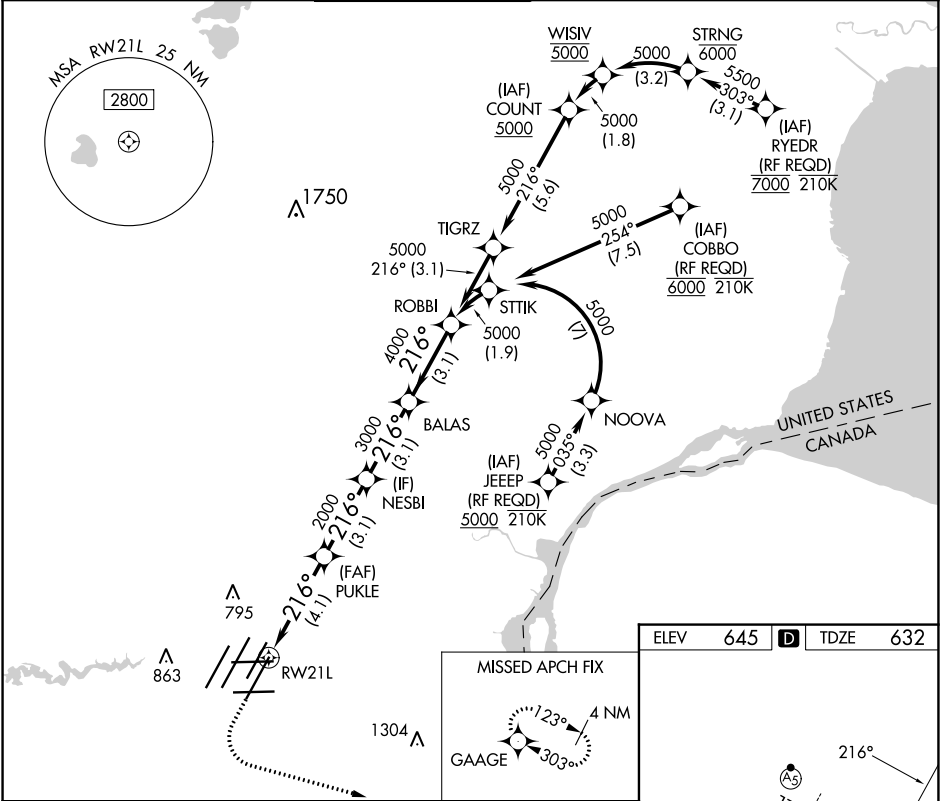
EC-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	10001
216°	TDZE	632
	Apt Elev	645

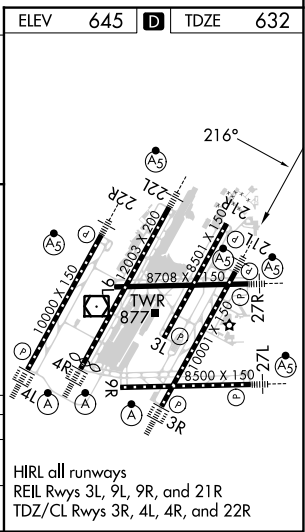
RNAV (RNP) X RWY 21L

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.			MALSRL	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold, continue climb-in-hold to 4000.		
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.						
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC	
133.675	125.15 284.0	118.4 317.725	121.8 (NW) 132.725 (SW)	119.45 (NE) 119.25 (SE)	120.65	



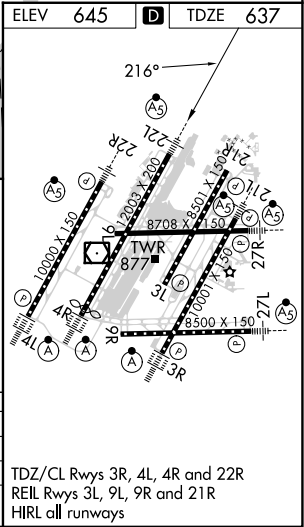
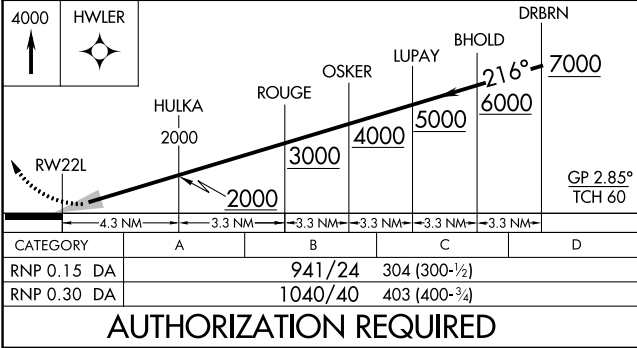
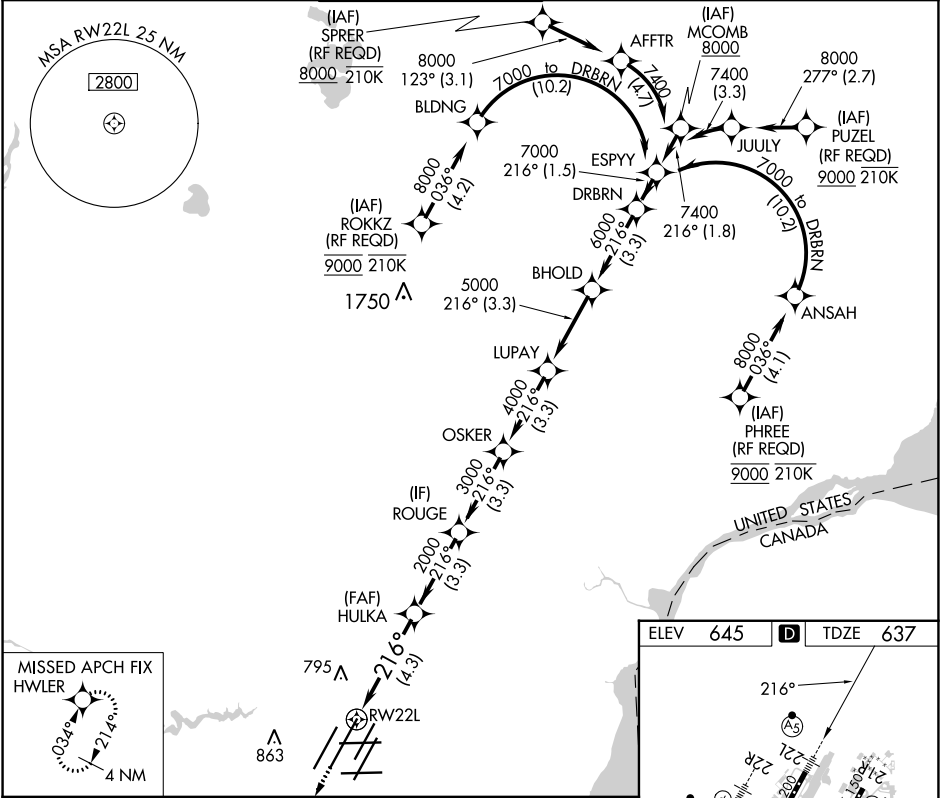
1100	4000	GAAGE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).				ROBBI
			4.1 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY	A		B		C	D	
RNP 0.30 DA	1062/40 430 (500-¾)						
AUTHORIZATION REQUIRED							



APP CRS	Rwy Idg	12003
216°	TDZE	637
	Apt Elev	645

RNAV (RNP) X RWY 22L
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.		MALSR	MISSED APPROACH: Climb to 4000 direct HWLER and hold.	
For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.				
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 284.0	128.125 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CPDLC

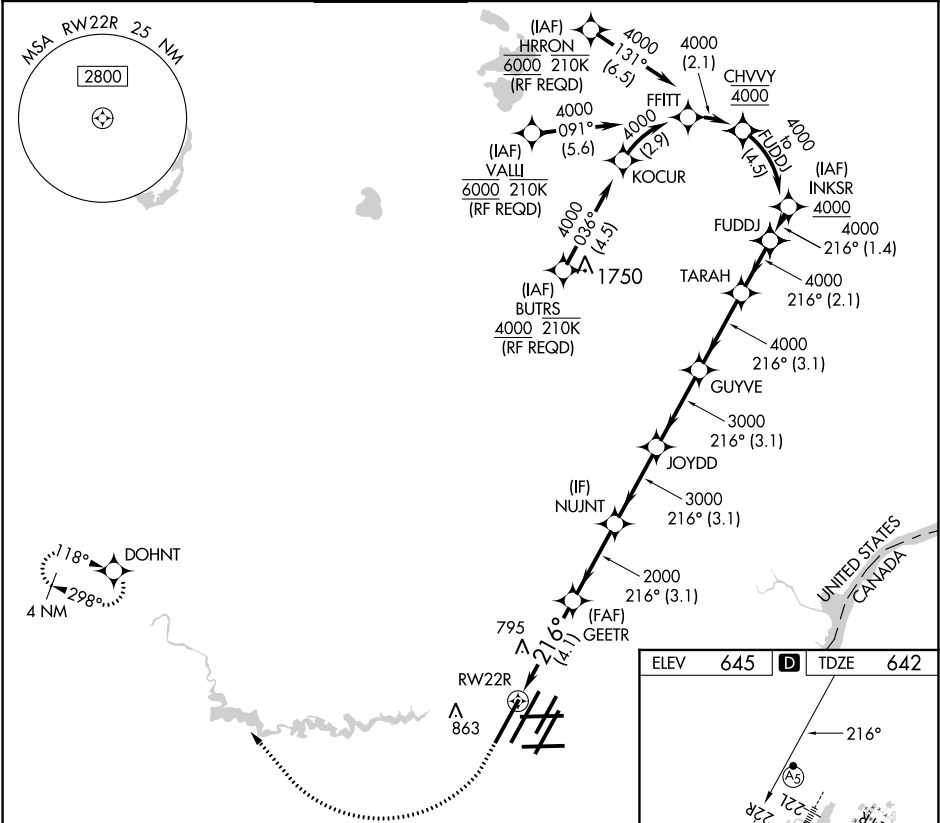


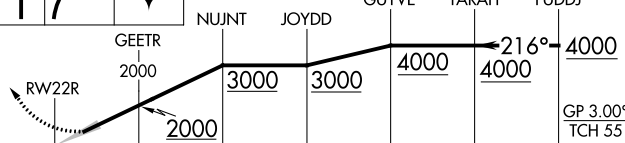
APP CRS	Rwy Idg	10000
216°	TDZE	642
	Apt Elev	645

RNAV (RNP) X RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

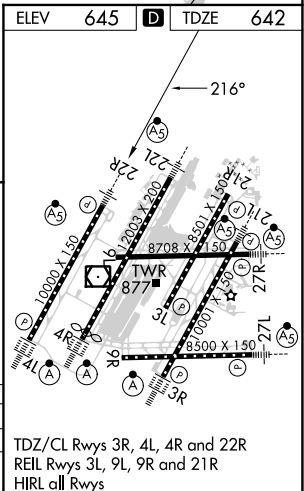
RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.
⚠ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.		AS

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



1100	4000	DOHNT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).					
								
								
			GEETR	NUJNT	JOYDD	GUYVE	TARAH	FUDDJ
			2000	3000	3000	4000	4000	4000
			4.1 NM	3.1 NM	3.1 NM	3.1 NM	2.1 NM	
CATEGORY			A	B	C	D		
RNP 0.30 DA			987/30			345 (400-5%)		

AUTHORIZATION REQUIRED



APP CRS
036°

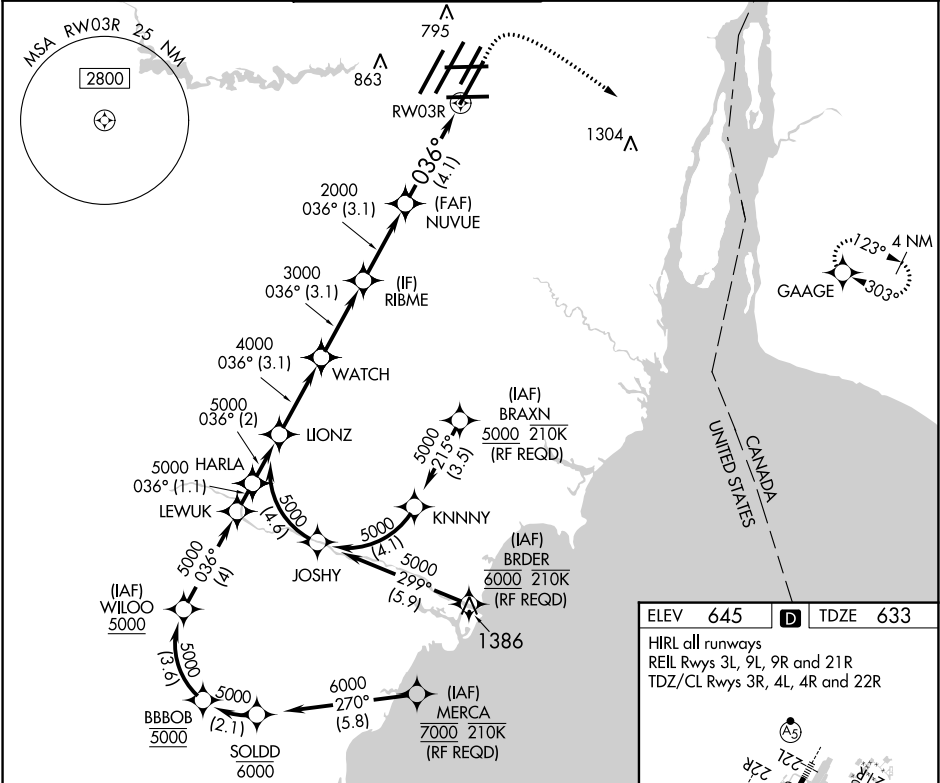
Rwy Idg
TDZE
633

Apt Elev
645

RNAV (RNP) X RWY 3R

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.			ALSIF-2		MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.					
D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)		CLNC DEL 120.65
					CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

1100 4000 GAAGE

LIONZ 5000

WATCH 4000

RIBME 3000

NUVUE 2000

RW03R

GP 3.00° TCH 54

3.1 NM 3.1 NM 3.1 NM 4.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA		1021/35	388 (400-%)	

AUTHORIZATION REQUIRED

ELEV 645

TDZE 633

HIRL all runways

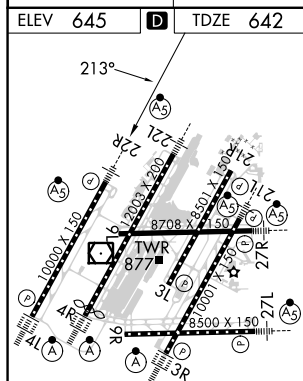
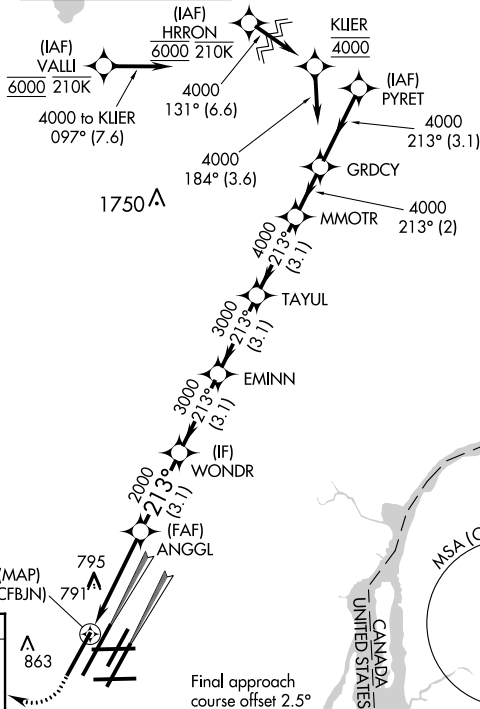
REIL Rwy's 3L, 9L, 9R and 21R

TDZ/CL Rwy's 3R, 4L, 4R and 22R

RNAV (GPS) Y RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

RADAR REQUIRED



1100 4000 DOHNT VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 71).

TAYUL MMOTR GRDCY

*LNAV only.

ANGGL WONDR EMINN

213° 4000

*1.1 NM to (CFB)IN

(CFB)IN

2000 3000 3000 4000 4000

GP 3.00° TCH 55

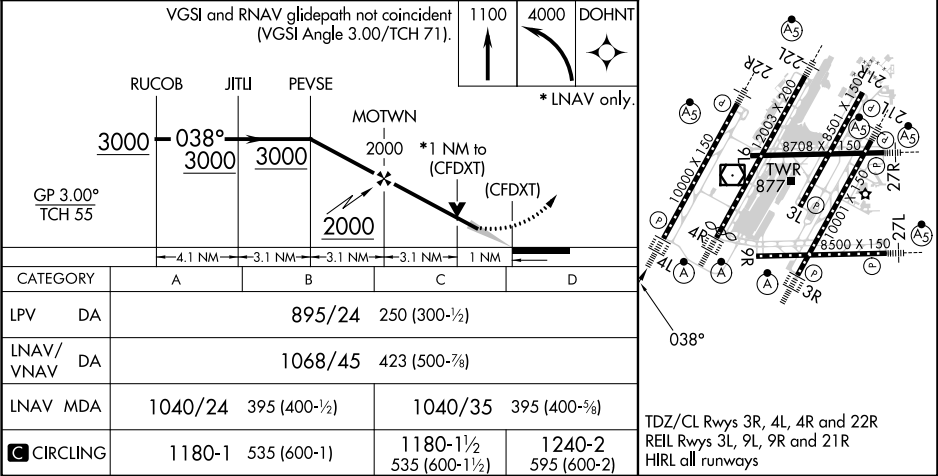
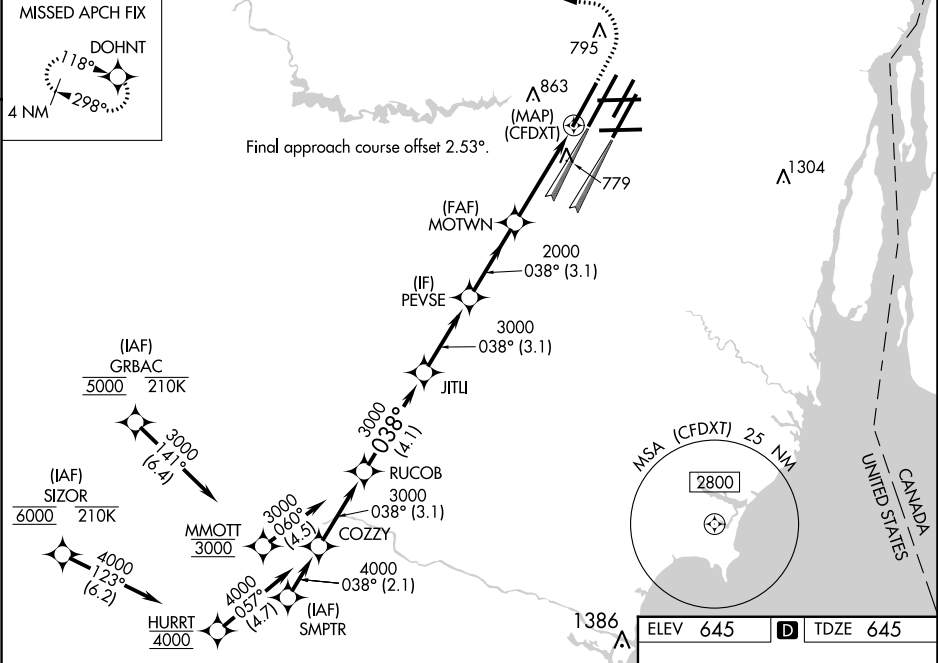
CATEGORY	A	B	C	D
LPV DA		892/24	250 (300-1/2)	
LNAV/VNAV DA		1050/45	408 (500-7%)	
LNAV MDA	1060/24	418 (500-1/2)	1060/40	418 (500-3/4)
C CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1 1/2)	1240-2 595 (600-2)

WAAS CH 82439 W04A	APP CRS 038°	Rwy Idg 10000 TDZE 645 Apt Elev 645
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RNAV (GPS) Y RWY 4L

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.	
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65
				CPDLC



EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 81820 W21A	APP CRS 216°	Rwy Idg 10001 TDZE 632 Apt Elev 645
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RNAV (GPS) Z RWY 21L
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH

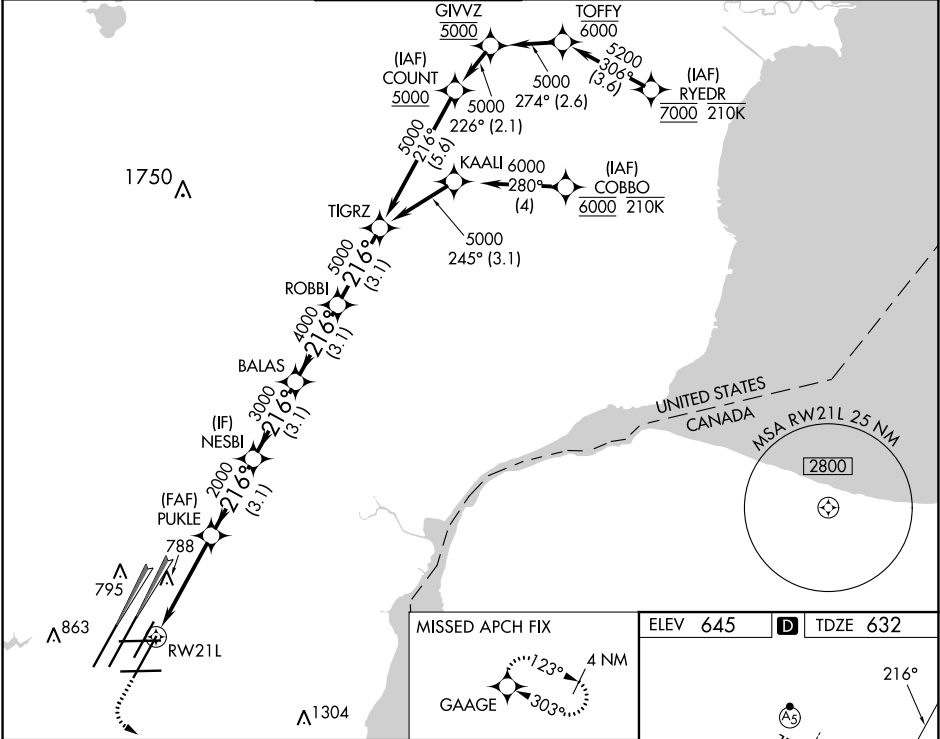
▼ LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS increase LNAV Cats C and D visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

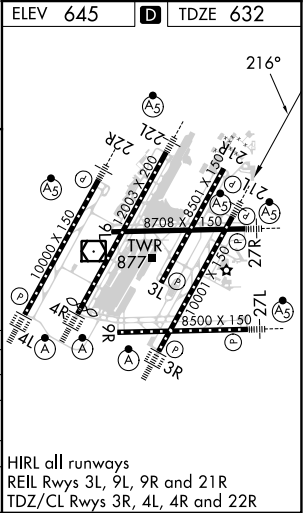


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold, continue climb-in hold to 4000.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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1100	4000	GAAGE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 80).			
*LNAV only.	1 NM to RWY 21L	PUKLE	NESBI	BALAS	ROBBI	TIGRZ
		2000	3000	4000	5000	5000
	1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY	A	B	C	D		
LPV DA**	832/24		200 (200-½)			
LNAV/ VNAV	1062/40		430 (500-¾)			
LNAV MDA	1040/24		1040/40		408 (400-¾)	
CIRCLING	1180-1		535 (600-1)		1180-1½ 535 (600-1½)	
					1240-2 595 (600-2)	



WAAS
CH **99601**
W22A

APP CRS
216°

Rwy Idg **12003**
TDZE **637**
Apt Elev **645**

RNAV (GPS) Z RWY 22L

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH.

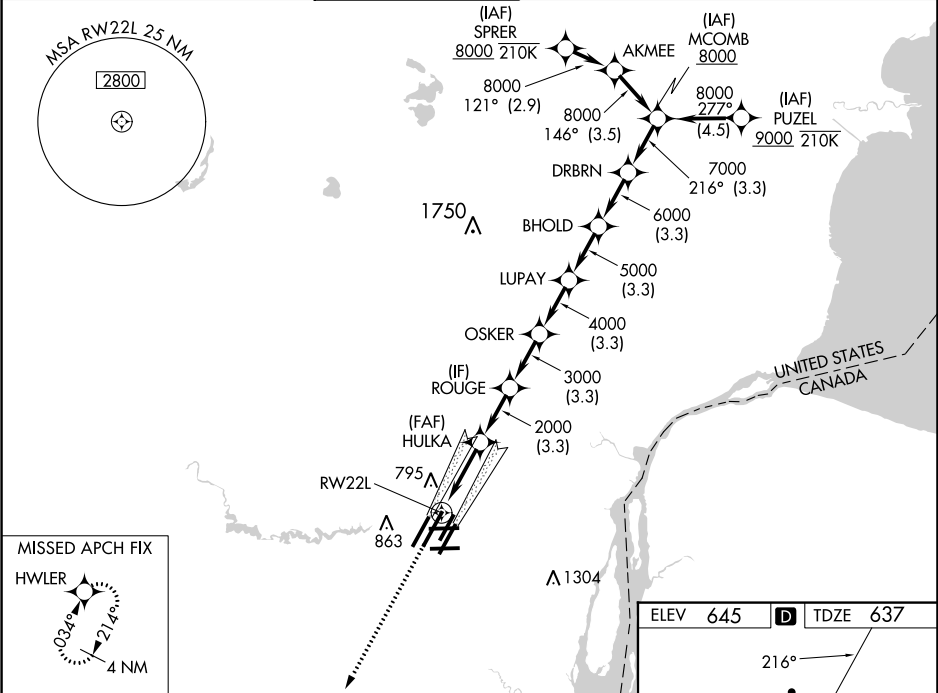
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS R

MISSED APPROACH: Climb to 4000 direct HWLER and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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4000 HWLER

*LNAV only.

RW22L

HULKA

ROUGE

OSKER

LUPAY

BHOLD

DRBRN

MCOMB

1.3 NM

3 NM

3.3 NM

3.3 NM

3.3 NM

3.3 NM

3.3 NM

3.3 NM

2000

3000

4000

5000

6000

7000

8000

CATEGORY	3	A	B	C	D
LPV DA#	837/24 200 (200-½)				
LNAV/VNAV DA	938/24 301 (300-½)				
LNAV MDA	1100/24 463 (500-½)		1100/50 463 (500-¾)		
CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-½)		1240-2 595 (600-2)

ELEV 645 D TDZE 637

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

23166

RNAV (GPS) Z RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

V Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1100 then climbing right turn 4000 direct DOHNT and hold, continue climb in hold to 4000.

MSA RW22R 25 NM

2800

180°

4 NM

DOHNT

298°

UNITED STATES

CANADA

1304

ELEV	645	D	TDZE	642
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216°

42°13'N-83°21'W

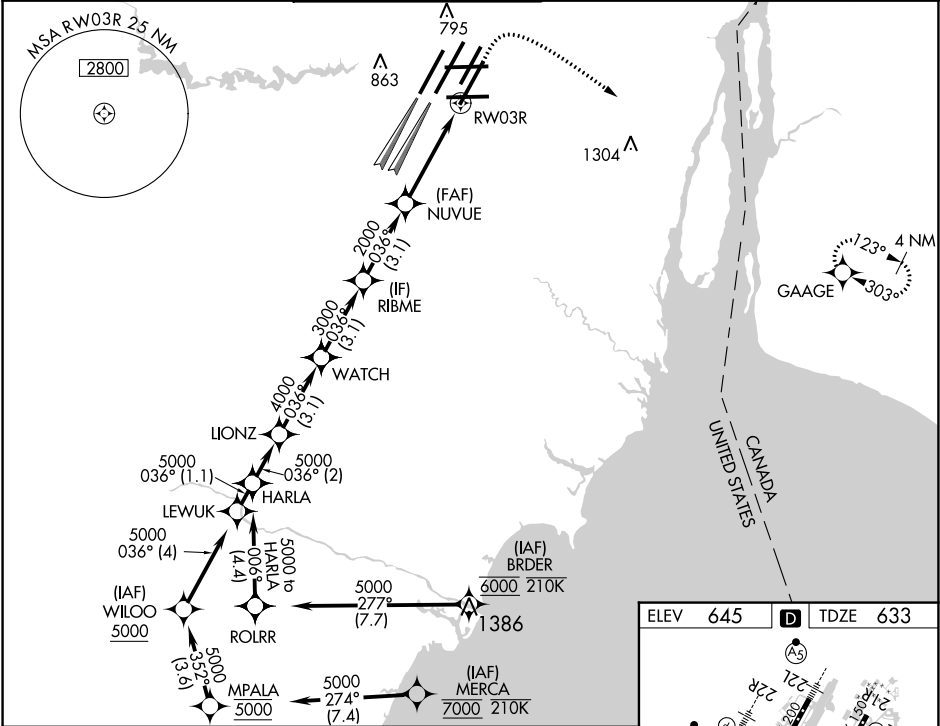
DETROIT METRO WAYNE COUNTY (DTW)
RNAV (GPS) Z RWY 22R

WAAS CH 61304 W03A	APP CRS 036°	Rwy Idg 10001 TDZE 633 Apt Elev 645
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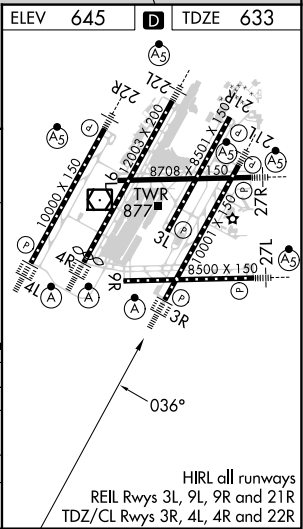
RNAV (GPS) Z RWY 3R
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	ALSF-2 ⓐ	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold, continue climb-in-hold to 4000.
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D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).				1100	4000	GAAGE
HARLA LIONZ WATCH RIBME NUVUE				2000	1.2 NM to RW03R	* LNAV only.
GP 3.00° TCH 54				3000	2000	
5000-036° 5000 4000 3000 2000				2 NM	3.1 NM	3.1 NM
CATEGORY				A	B	C
LPV DA				833/18	200 (200-½)	
LNAV/VNAV DA				1013/35	380 (400-¾)	
LNAV MDA				1080/24 447 (500-½)	1080/45 447 (500-¾)	
CIRCLING				1180-1 535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)



WAAS CH 82241 W04D	APP CRS 036°	Rwy Idg 10000 TDZE 645 Apt Elev 645
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RNAV (GPS) Z RWY 4L

DETROIT METRO WAYNE COUNTY (DTW)

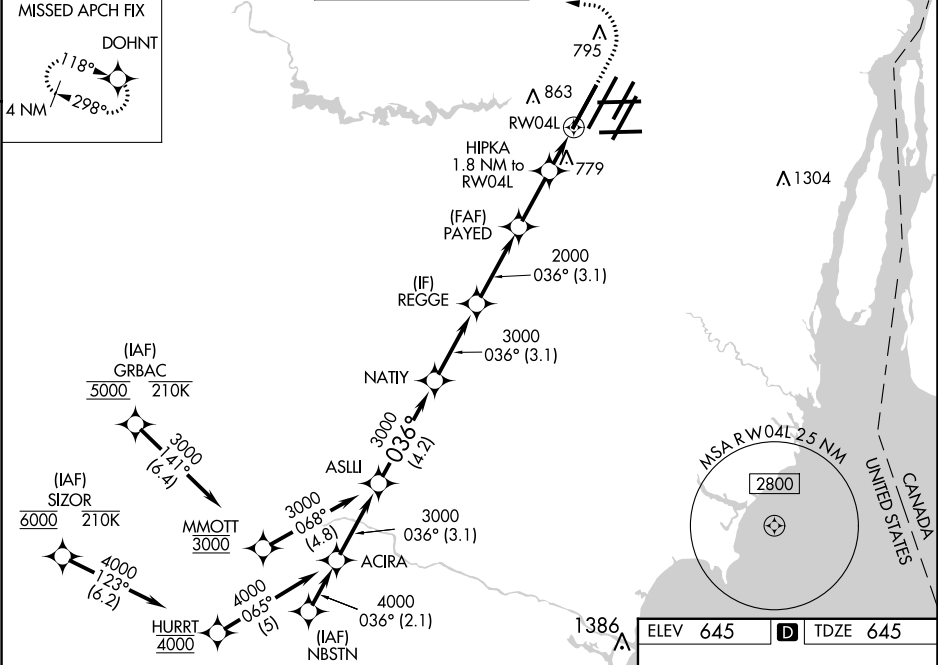
RNP APCH

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALS-F2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

1100

4000

DOHNT

ASLLI

NATII

REGGE

PAYED

HIPKA

1.8 NM to RW04L

*1 NM to RW04L

RW04L

3000

036°

3000

3000

2000

*1260

GP 3.00°

TCH 55

*LNAV only.

4.2 NM

3.1 NM

3.1 NM

2.3 NM

0.8 NM

1 NM

CATEGORY	A	B	C	D
LPV DA	845/18	200 (200-½)		
LNAV/VNAV DA	1046/40	401 (500-¾)		
LNAV MDA	1040/24	395 (400-½)	1040/35	395 (400-⅝)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)

TDZ/CL Rwy 3R, 4L, 4R and 22R

REIL Rwy 3L, 9L, 9R and 21R

HIRL all runways

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS
CH **63004**
W04B

APP CRS
036°

Rwy Idg **11494**
TDZE **640**
Apt Elev **645**

RNAV (GPS) Z RWY 4R

DETROIT METRO WAYNE COUNTY (DTW)

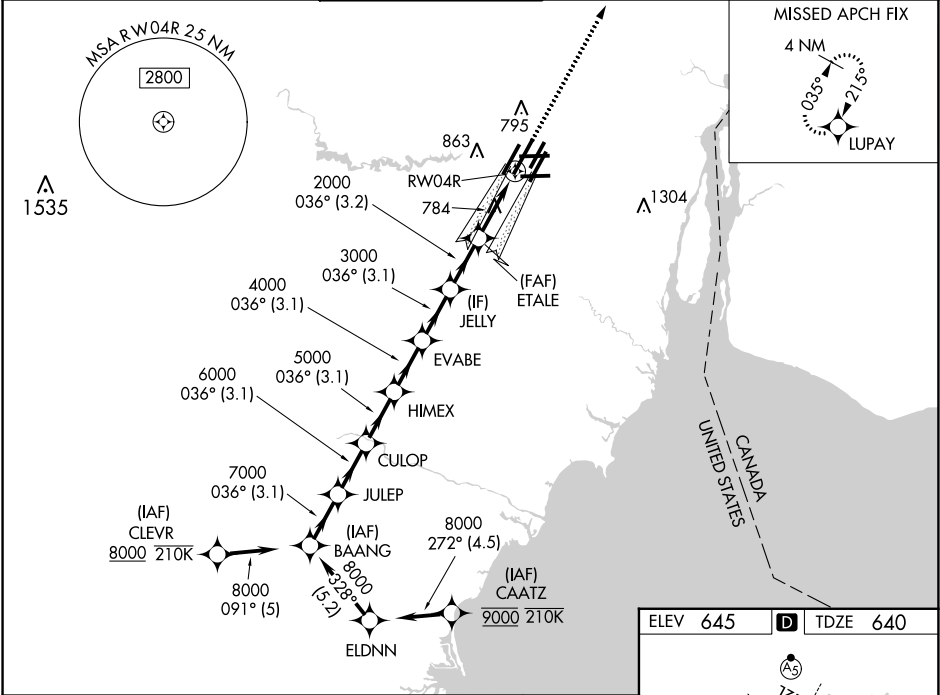
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19° C or above 54° C.
Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH:
Climb to 4000 direct
LUPAY and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	CINC DEL 120.65	CPDLC
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BAANG		JULEP		CULOP		HIMEX		EVABE		JELLY		ETALE		*LNAV only. 4000 LUPAY			
8000		7000		6000		5000		4000		3000		2000		*1.1 NM to RW04R			
GP 3.00°		TCH 52															
-3.1 NM		3.1 NM		3.1 NM		3.1 NM		3.1 NM		3.2 NM		3 NM		1.1 NM			
CATEGORY	A		B		C		D										
LPV DA	840/18		200 (200-½)														
LNAV/VNAV DA	1021/35		381 (400-¾)														
LNAV MDA	1040/24	400 (400-½)		1040/35		400 (400-¾)											
CIRCLING	1180-1	535 (600-1)		1180-1½		535 (600-1½)		1240-2		595 (600-2)							

ELEV 645

D

TDZE 640

TDZ/CL Rwy 3R, 4L, 4R and 22R

REIL Rwy 3L, 9L, 9R and 21R

HIRL all runways