

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KDTW

Terminal Charts For KDTW

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Detroit MI USA
IATA Code: DTW
Lat/Long: N42° 12.7' W083° 21.2'
Elevation: 645 ft

Airport Use: Public
Magnetic Variation: 7.3°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1302 Z
Sunset: 2216 Z,

Runway Information

Runway: 03L
Length x Width: 8501 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 637 ft
Lighting: Edge, Centerline, REIL

Runway: 03R
Length x Width: 10001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 633 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04L
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 645 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04R
Length x Width: 12003 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 638 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 509 ft

Runway: 09L
Length x Width: 8708 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 640 ft
Lighting: Edge, REIL

Runway: 09R
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 636 ft
Lighting: Edge, Centerline, REIL

Runway: 21L
Length x Width: 10001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 632 ft
Lighting: Edge, ALS, Centerline

Runway: 21R
Length x Width: 8501 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 634 ft
Lighting: Edge, Centerline, REIL

Runway: 22L
Length x Width: 12003 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 637 ft
Lighting: Edge, ALS, Centerline

Runway: 22R
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 642 ft
Lighting: Edge, ALS, Centerline

Runway: 27L
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 630 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 8708 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 635 ft
Lighting: Edge, ALS

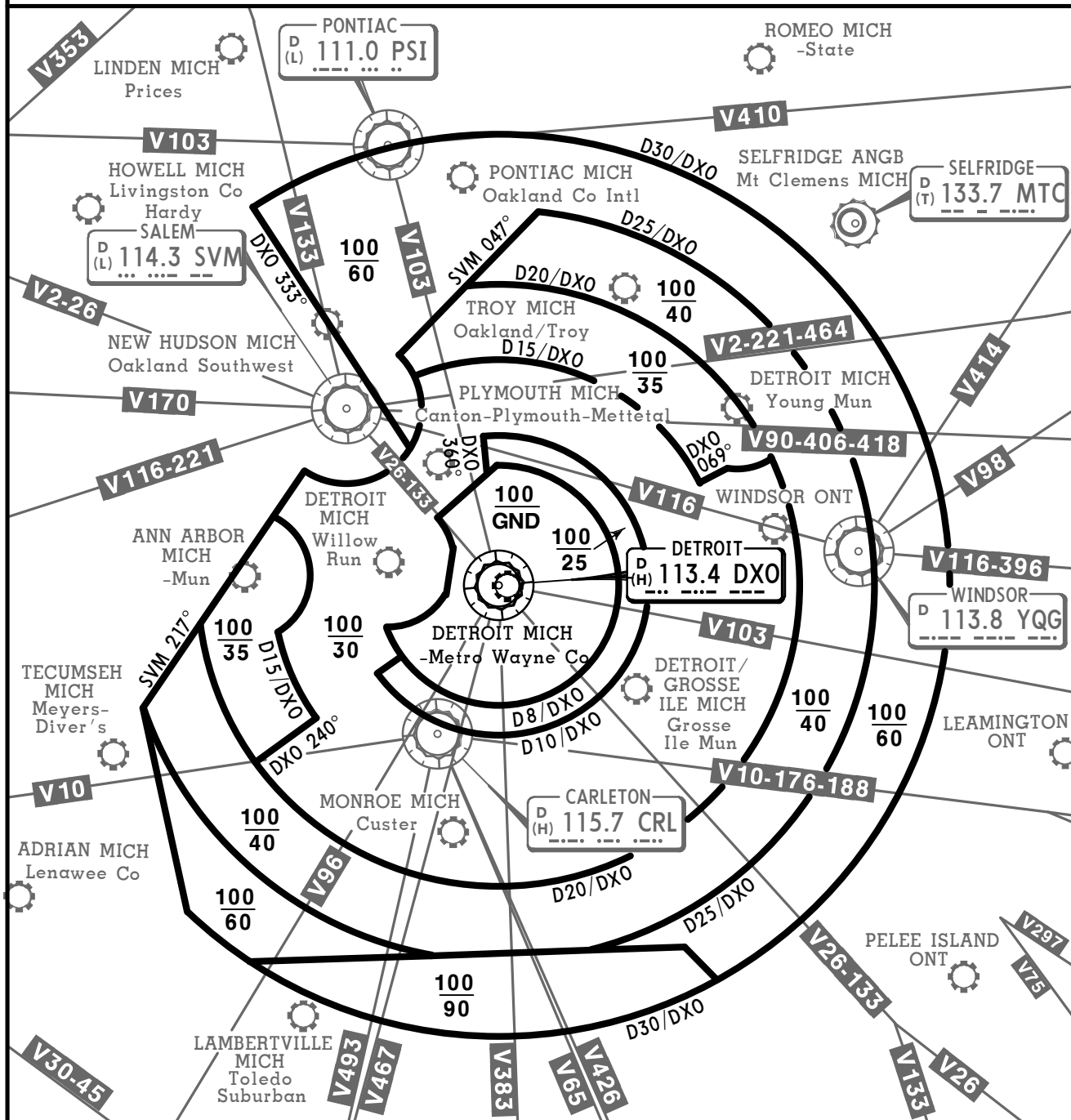
Communication Information

ATIS 133.675
ASOS 133.675
Metro Tower 135.0
Metro Tower 128.125
Metro Tower 118.4
Metro Tower 135.775
Metro Tower 128.35
Metro Tower 127.05
Metro Ground Control 132.725
Metro Ground Control 121.8
Metro Ground Control 119.45
Metro Ground Control 119.25
North Ramp Control Ramp/Taxi Control 130.8
North Ramp Control Ramp/Taxi Control 130.15
Delta Ramp Control Ramp/Taxi Control 130.75
Delta Ramp Control Ramp/Taxi Control 127.825
Delta Ramp Control Ramp/Taxi Control 123.675
Delta Ramp Control Ramp/Taxi Control 121.125
Metro Clearance Delivery 120.65
Metro Pre-Taxi Clearance 120.65 Pre-Departure Clearance
Detroit Approach Control 124.05
Detroit Approach Control 125.15
Detroit Approach Control 118.575 Secondary
Detroit Approach Control 124.975 Arrival Service
Detroit Approach Control 124.25 Arrival Service Secondary
Detroit App TCA 134.3
Detroit App TCA 118.95
Detroit App TCA 127.5
Detroit App TCA 126.85 At or above 3001 ft
Detroit Departure Control 134.3 Departure Service
Detroit Departure Control 132.025
Detroit Departure Control 125.525
Detroit Departure Control 118.95 Departure Service
Detroit Departure Control 118.575 Secondary
Detroit Metro Wayne Co Unicom 122.95
Lansing Flight Service Station 122.1 RCO
Lansing Flight Service Station 115.7 RCO

DETROIT CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

NW/NE Detroit App 127.5 E Detroit App above 3000' 126.85 SE Detroit App 134.3 SW Detroit App 118.95



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215.

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

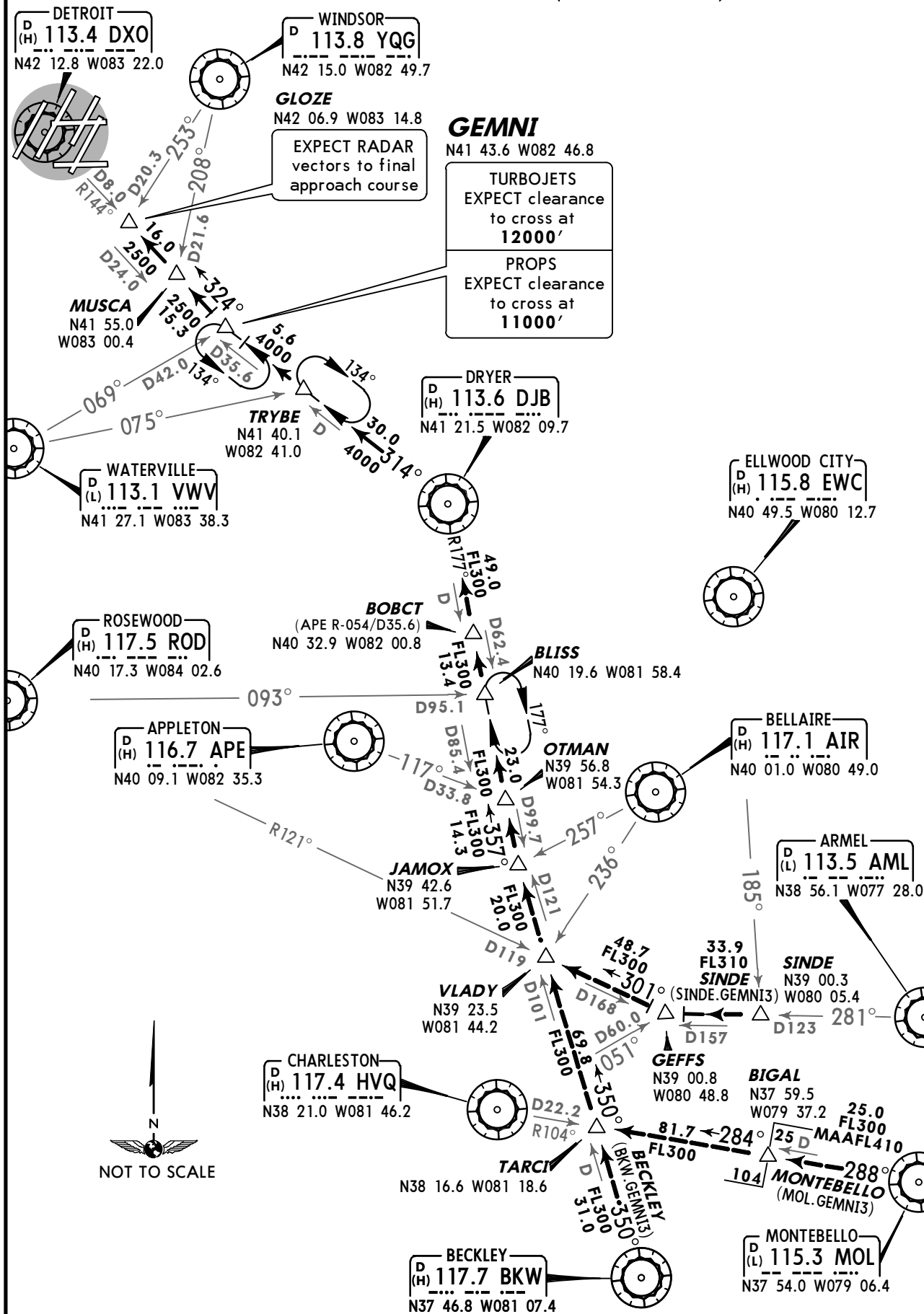
- Arriving aircraft should contact Detroit Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Detroit Metro Wayne Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit the Class B airspace may obtain an ATC clearance and will be handle on an equitable "first-come, first-served" basis, provided the requirements of FAR 91 are met.

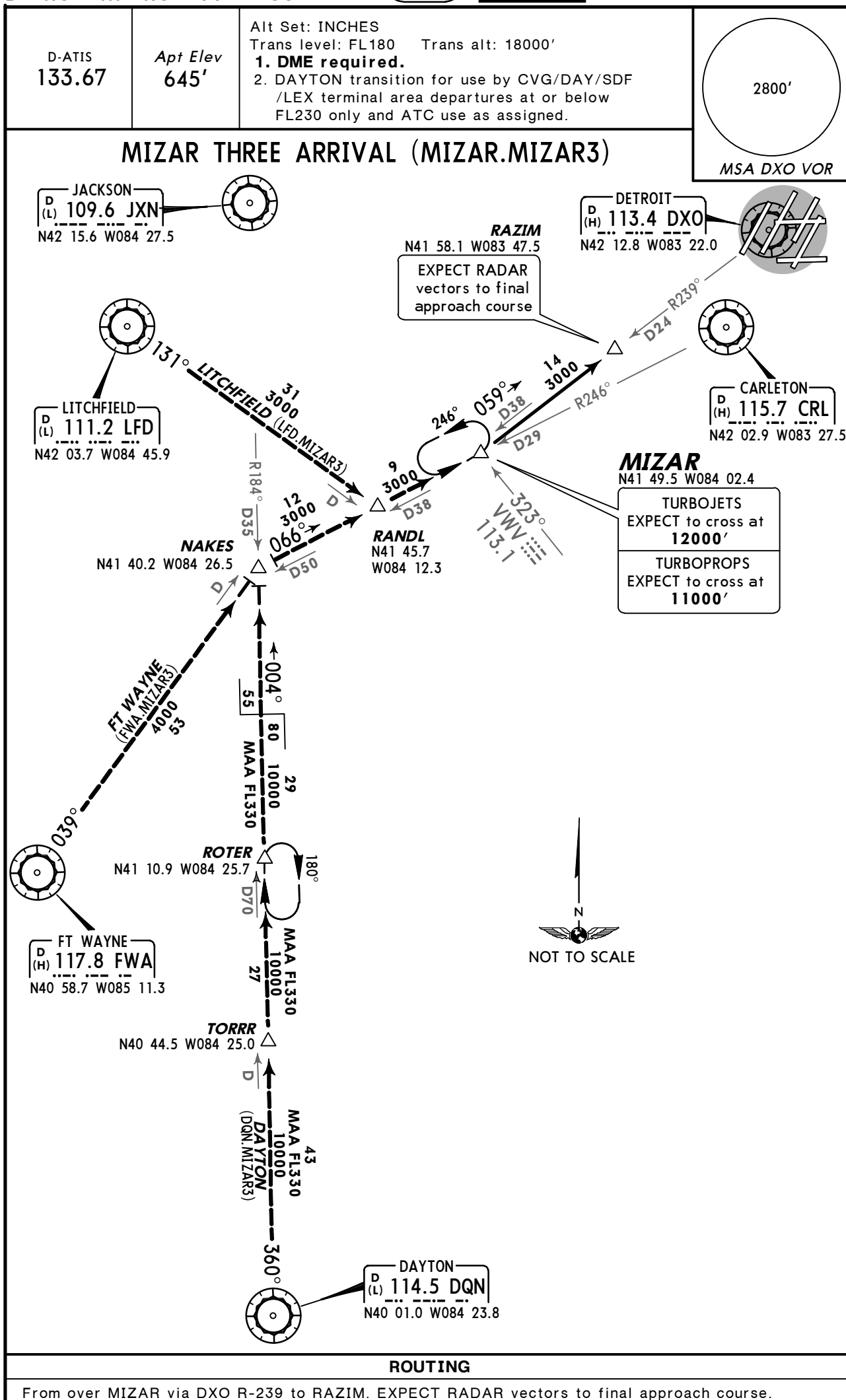
D-ATIS
133.67

Apt Elev
645'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.

GEMNI THREE ARRIVAL (DJB.GEMNI3)





D-ATIS
133.67

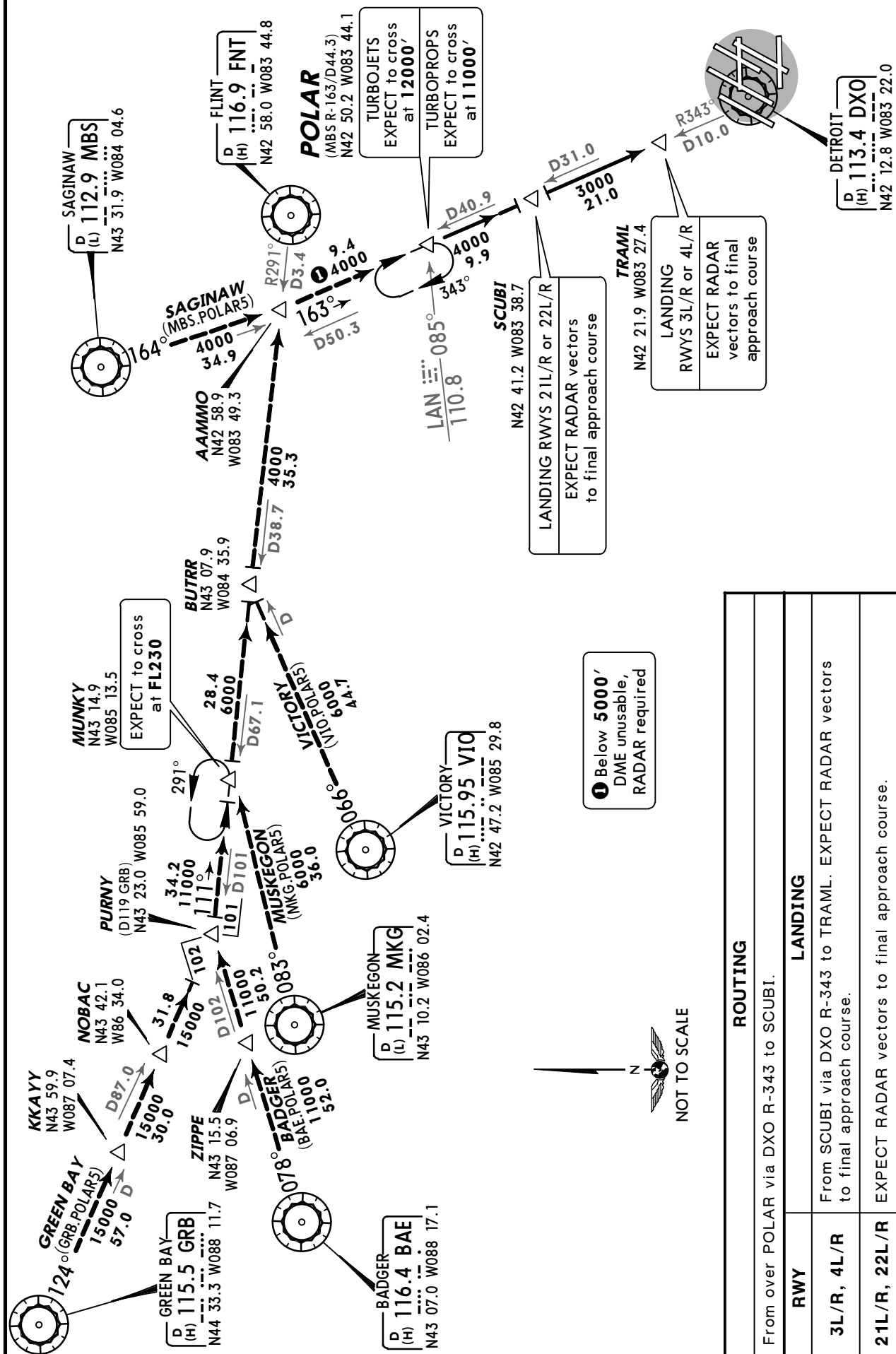
Apt Elev
645'

Alt Set: INCHES
DME required.

Trans level: FL180

Trans alt: 18000'

POLAR FIVE ARRIVAL (POLAR.POLAR5)



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D-ATIS
133.67

Apt Elev
645'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
RADAR required.

WEEDA TWO ARRIVAL (WEEDA.WEEDA2)

EXPECT RADAR
vectors to final
approach course

SALEM
D(L) 114.3 SVM
N42 24.5 W083 35.6

CARLETON
D(H) 115.7 CRL
N42 02.9 W083 27.5

WATERVILLE
D(L) 113.1 VWV
N41 27.1 W083 38.3

ROSEWOOD
D(H) 117.5 ROD
N40 17.3 W084 02.6

WINDSOR
D 113.8 YQG
N42 15.0 W082 49.7

Direct distance from SVM to:
Detroit Metro Wayne Co 16 NM

WEEDA

N41 43.0 W083 03.9

DTW NORTH FLOW:
EXPECT clearance to cross at
11000'

DTW SOUTH FLOW:
EXPECT clearance to cross at
12000'

DRYER
D(H) 113.6 DJB
N41 21.5 W082 09.7

AQUA
N41 15.4
W082 31.8

CASIO
N40 54.5
W082 25.6

COLTZ
N40 29.5
W082 18.3

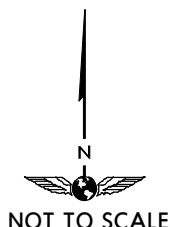
BELLAIRE
D(H) 117.1 AIR
N40 01.0 W080 49.0

MILNR
N39 58.8
W082 13.3

SUBWY
N39 41.9
W082 10.6

RONCO
N39 12.1
W082 05.8

HENDERSON
D(H) 115.9 HNN
N38 45.2 W082 01.6



ROUTING

From WEEDA on SVM R-153 to SVM. EXPECT RADAR vectors to final approach course.

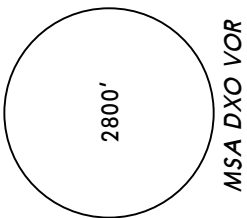
DETROIT Departure (R)

Jets 132.02
Props 134.3

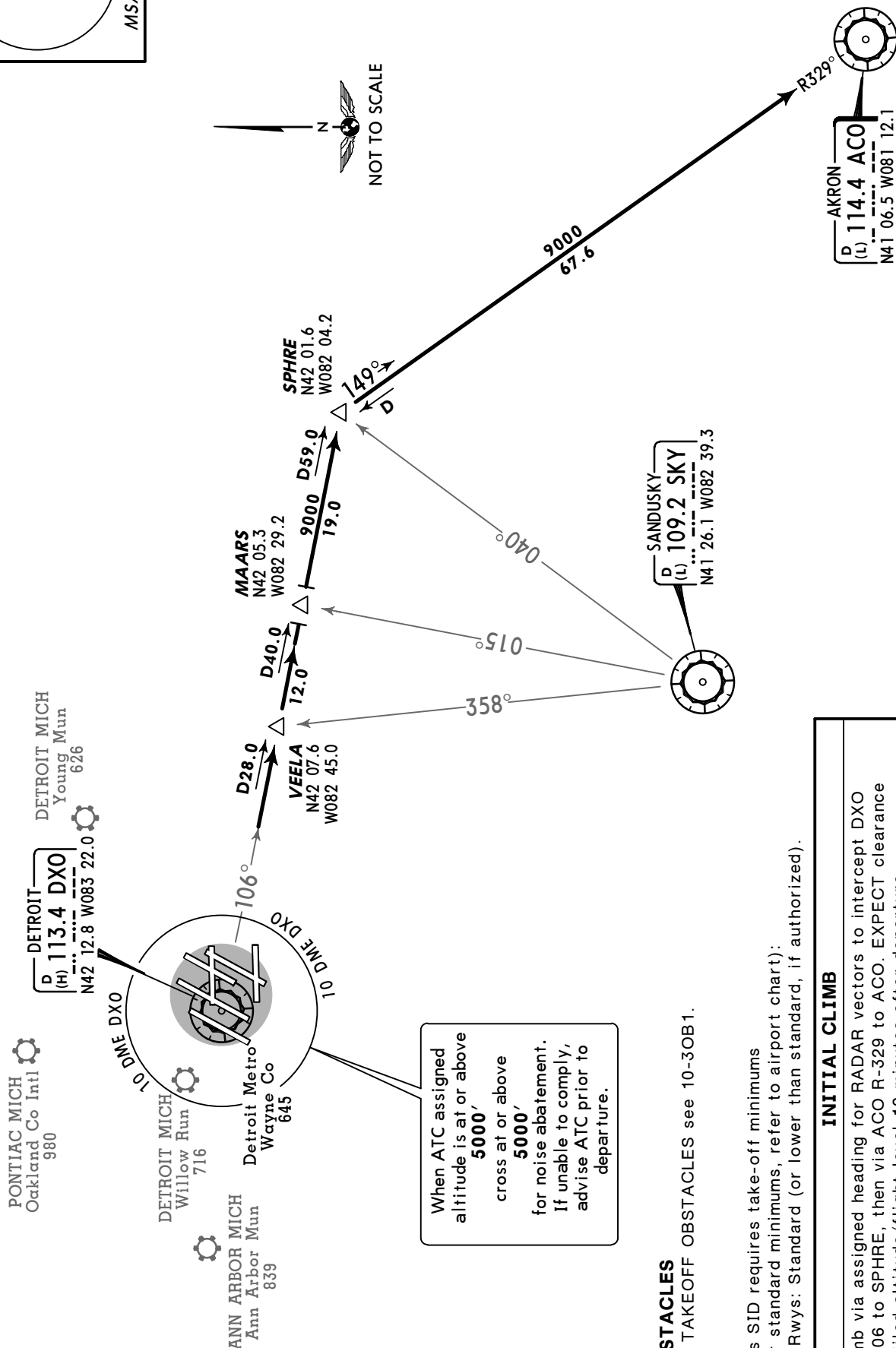
Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. When using this departure, file the appropriate depicted fix and route.



AKRON THREE DEPARTURE (AC03.ACO)



OBSTACLES

For TAKEOFF OBSTACLES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwy's: Standard (or lower than standard, if authorized).

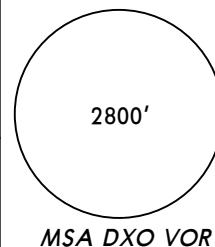
INITIAL CLIMB

Climb via assigned heading for RADAR vectors to intercept DXO R-106 to SPHRE, then via ACO R-329 to ACO. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

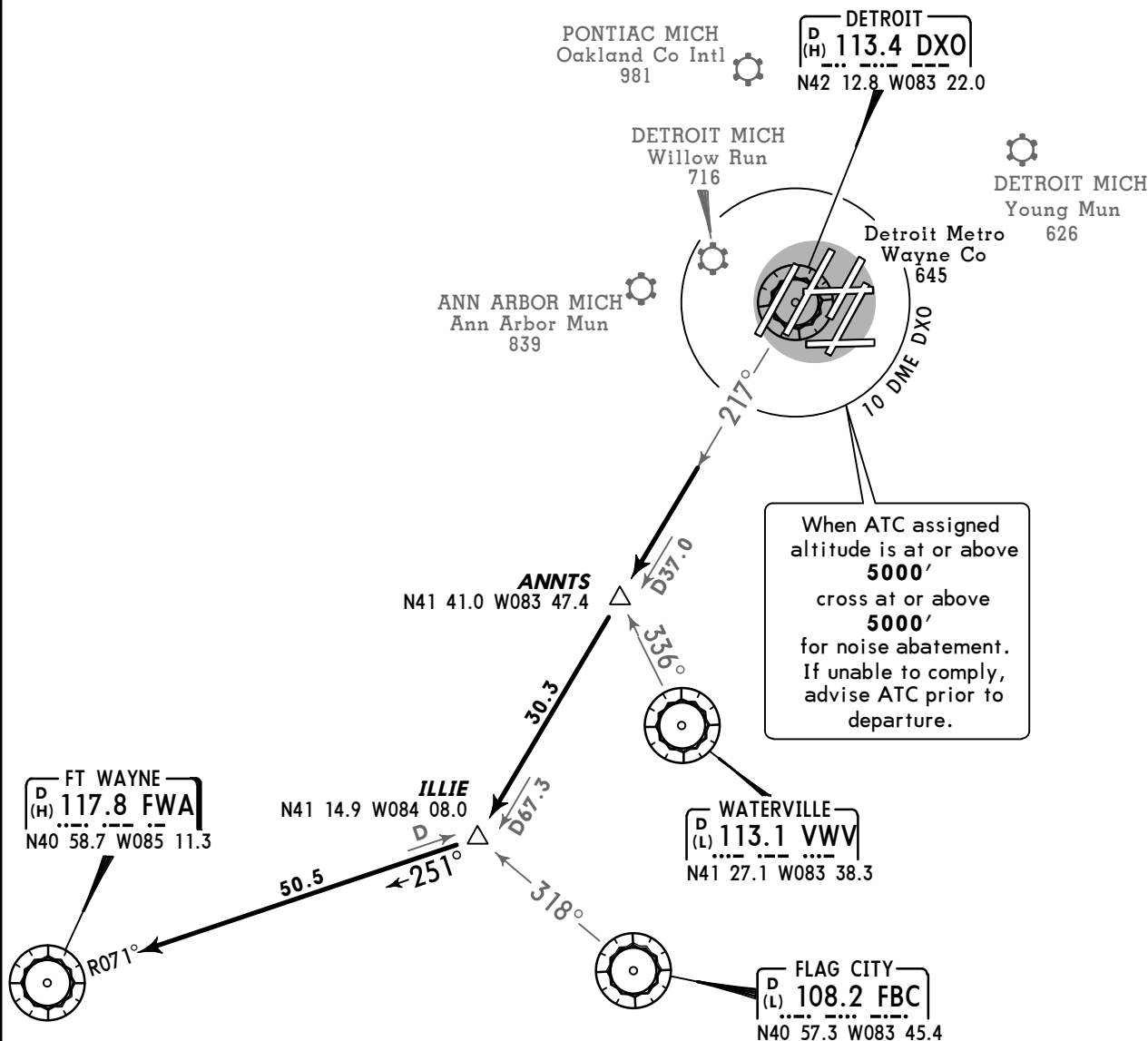
DETROIT Departure (R)
125.52

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'
1. **RADAR required.**
2. Jets only.
3. When using this departure, file the appropriate depicted fix and route.



FT WAYNE FOUR DEPARTURE (FWA4.FWA)



OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwy: Standard (or lower than standard, if authorized).



INITIAL CLIMB

Climb via assigned heading for RADAR vectors to intercept DXO R-217 to ILLIE, then via FWA R-071 to FWA. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

DETROIT Departure (R)

Jets

132.025

Props

134.3

Apt Elev

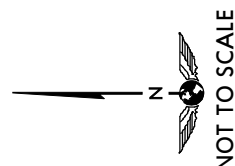
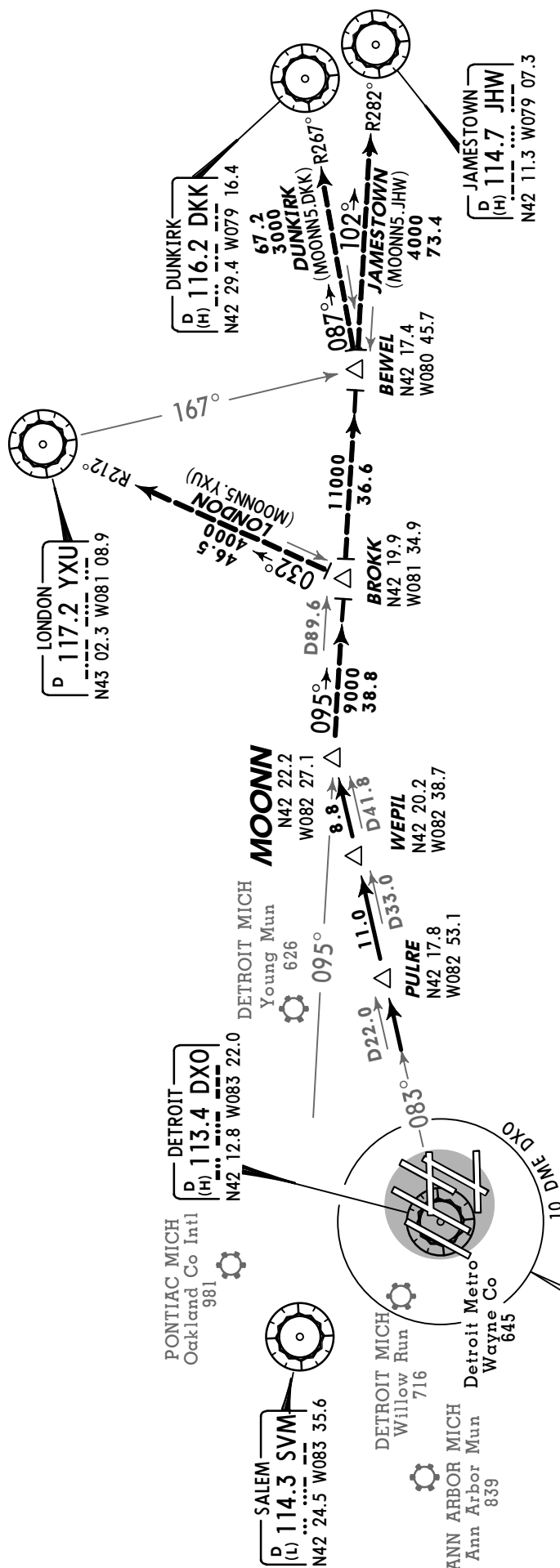
See Graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2.DME required.

3. When using this departure, file the appropriate depicted fix and route. 4. LONDON transition for use by props only.

5. DUNKIRK transition for use FL270 and below.

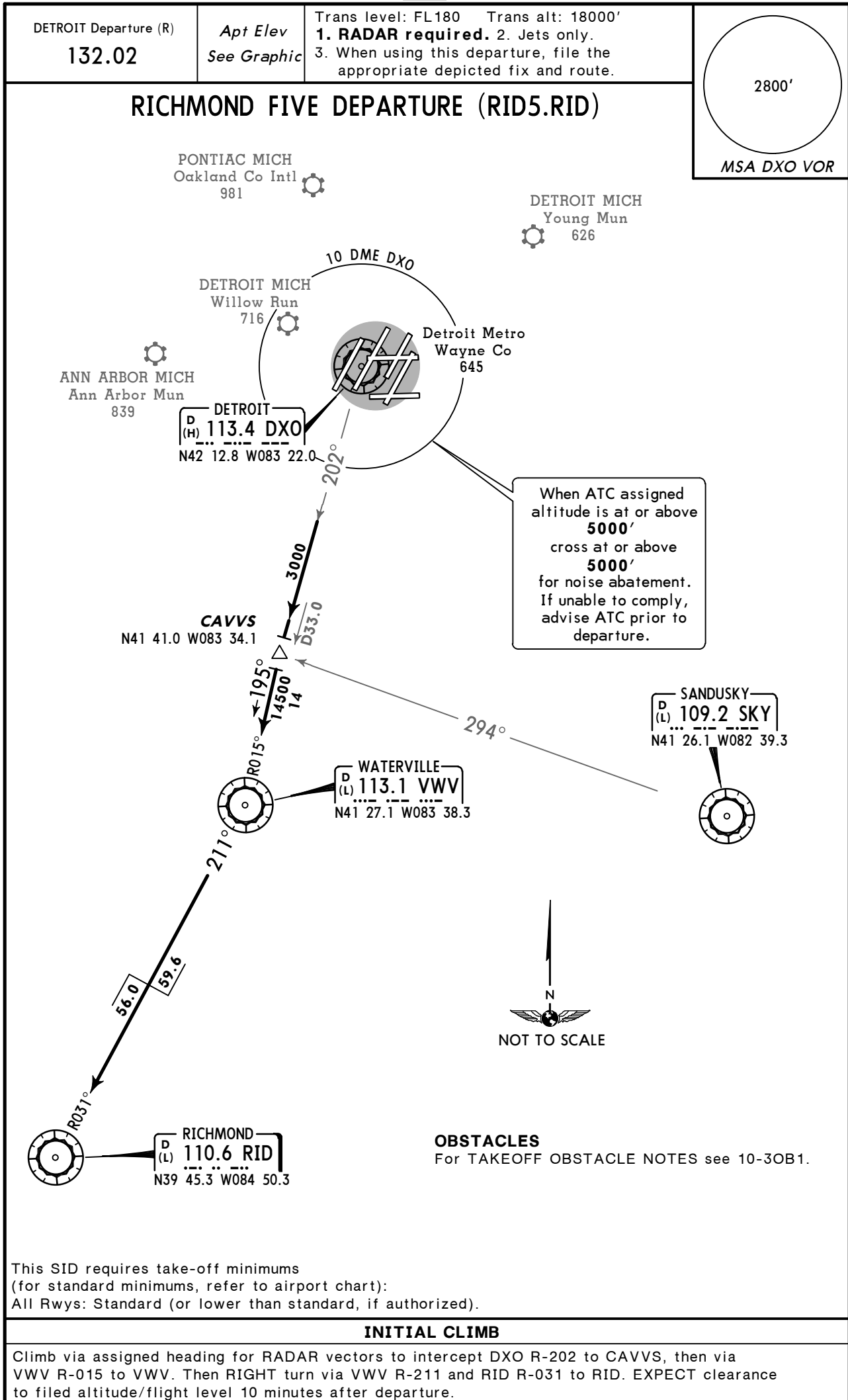
**MOONN FIVE DEPARTURE
(MOONN5.MOONN)****OBSTACLES**

For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB

Climb on assigned heading for RADAR vectors to intercept DXO R-083 to MOONN, then on transition. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rfws: Standard (or lower than standard, if authorized).

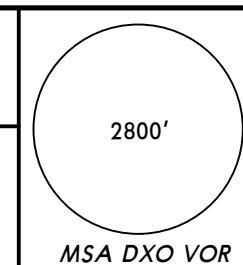


This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized).

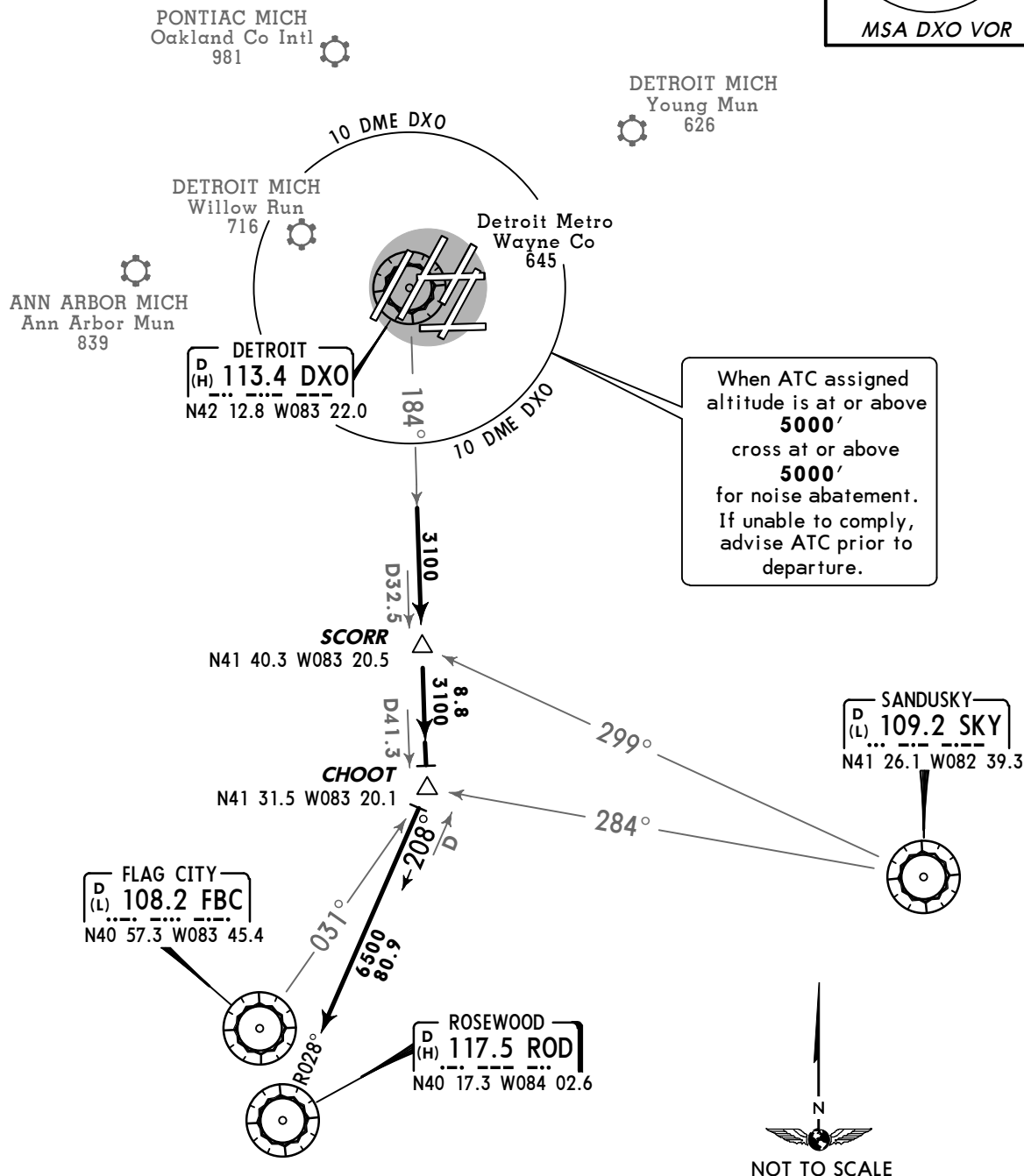
INITIAL CLIMB

Climb via assigned heading for RADAR vectors to intercept DXO R-202 to CAVVS, then via VWV R-015 to VWV. Then RIGHT turn via VWV R-211 and RID R-031 to RID. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

DETROIT Departure (R)		Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. When using this departure, file the appropriate depicted fix and route.
Jets 132.02	Props 134.3		



ROSEWOOD THREE DEPARTURE (ROD3.ROD)



OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

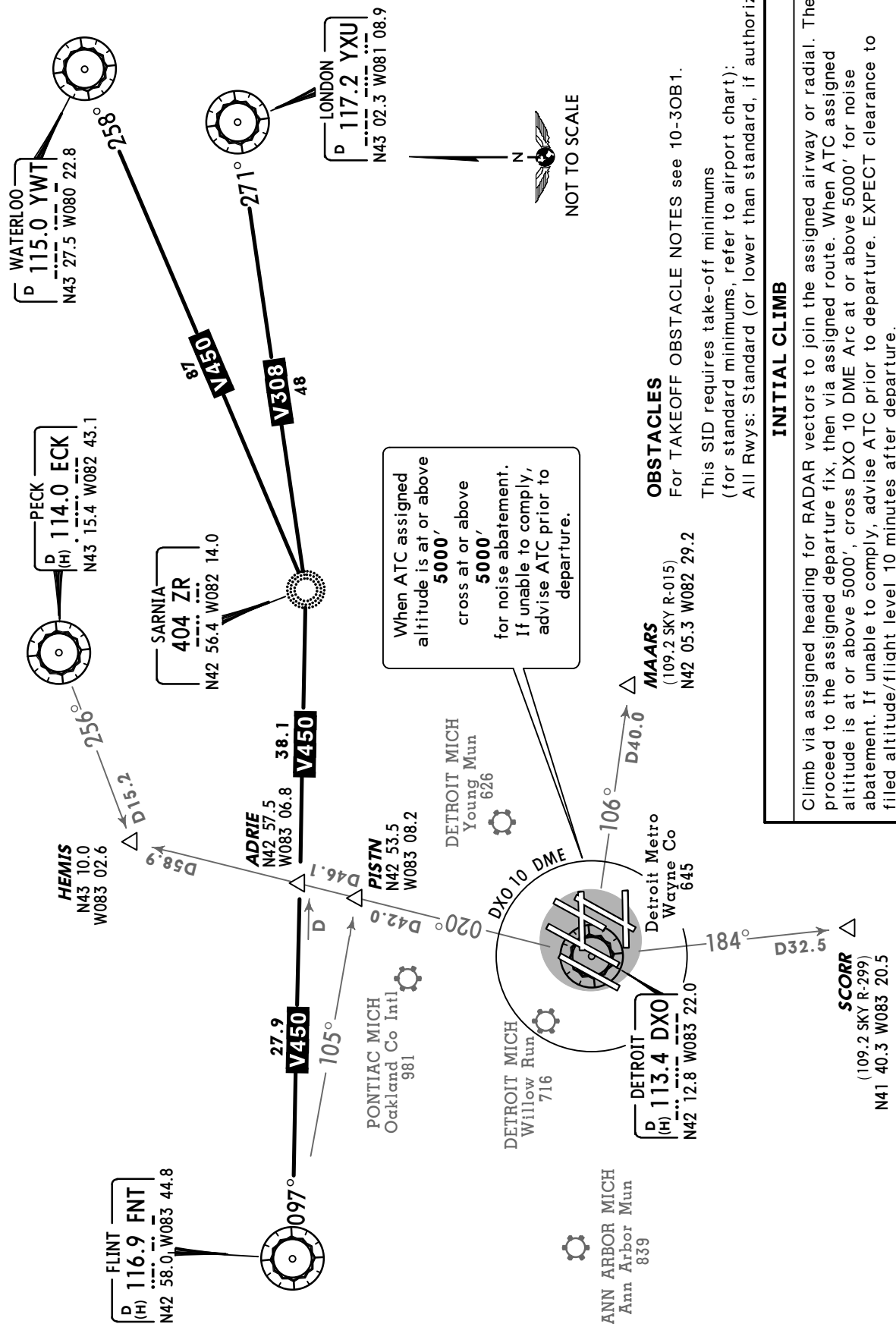
This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized).

INITIAL CLIMB

Climb via assigned heading for RADAR vectors to intercept DXO R-184 to CHOOT, then turn
RIGHT via ROD R-028 to ROD. EXPECT clearance to filed altitude/flight level 10 minutes
after departure.

DETROIT Departure (R) 132.02	<i>Apt Elev</i> <i>See Graphic</i>	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME required. 3. Jets only except for aircraft landing CMH or CLE or prop aircraft filed over APE. 4. When using this departure, file appropriate fix and route. Aircraft landing Columbus (CMH) must file via SCORR. Prop aircraft filed over APE must file via SCORR. Aircraft landing Cleveland (CLE) must file via MAARS.
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ST CLAIR SIX DEPARTURE (STCLR6.DXO)



TAKEOFF OBSTACLE NOTES

- RWY 3L:
TREE 3794' FROM DER, 1441' LEFT OF CENTERLINE, 100' AGL/734' MSL.
- RWY 3R:
HEADWALL 399' FROM DER, 566' RIGHT OF CENTERLINE, 17' AGL/647' MSL.
- RWY 4L:
TRANSMISSION TOWERS BEGINNING 1516' FROM DER, 827' LEFT OF CENTERLINE, UP TO 60' AGL/690' MSL. RODS ON TOWERS BEGINNING 2751' FROM DER, 762' RIGHT OF CENTERLINE, UP TO 41' AGL/714' MSL.
- RWY 4R:
TREES BEGINNING 2850' FROM DER, 1058' LEFT OF CENTERLINE, UP TO 100' AGL/744' MSL. ANTENNA ON BUILDING 3348' FROM DER, 1301' LEFT OF CENTERLINE, 100' AGL/736' MSL.
- RWY 9L:
TREES BEGINNING 968' FROM DER, 461' LEFT OF CENTERLINE, UP TO 15' AGL/682' MSL. TREES BEGINNING 987' FROM DER, 607' RIGHT OF CENTERLINE, UP TO 45' AGL/715' MSL.
- RWY 9R:
TREES BEGINNING 1172' FROM DER, 686' RIGHT OF CENTERLINE, UP TO 100' AGL/729' MSL.
- RWY 21L:
TREES BEGINNING 1079' FROM DER, 586' LEFT OF CENTERLINE, UP TO 100' AGL/739' MSL. TREE 3910' FROM DER, 1188' RIGHT OF CENTERLINE, 101' AGL/733' MSL.
- RWY 21R:
TREE 1963' FROM DER, 554' LEFT OF CENTERLINE, 100' AGL/739' MSL. TREES BEGINNING 2468' FROM DER, 721' RIGHT OF CENTERLINE, UP TO 100' AGL/739' MSL.
- RWY 22L:
BUSH 514' FROM DER, 619' RIGHT OF CENTERLINE, 17' AGL/652' MSL. TREES BEGINNING 794' FROM DER, 611' RIGHT OF CENTERLINE, UP TO 100' AGL/739' MSL. TREES BEGINNING 1726' FROM DER, 921' LEFT OF CENTERLINE, UP TO 100' AGL/744' MSL.
- RWY 22R:
TREES BEGINNING 1014' FROM DER, 729' LEFT OF CENTERLINE, UP TO 100' AGL/749' MSL. TREES BEGINNING 1039' FROM DER, 680' RIGHT OF CENTERLINE, UP TO 100' AGL/749' MSL.
- RWY 27L:
TREES BEGINNING 2623' FROM DER, 693' LEFT OF CENTERLINE, UP TO 100' AGL/744' MSL. TREES 3589' FROM DER, 777' RIGHT OF CENTERLINE, 100' AGL/739' MSL.
- RWY 27R:
TREES BEGINNING 2998' FROM DER, 949' LEFT OF CENTERLINE, UP TO 100' AGL/754' MSL. ROD ON OBSTACLE LIGHT ASR 4461' FROM DER, 464' LEFT OF CENTERLINE, 106' AGL/756' MSL. MULTIPLE TREES BEGINNING 3289' FROM DER, 1239' RIGHT OF CENTERLINE, UP TO 100' AGL/744' MSL.

CODED TAXI ROUTES FOR DEPARTURES

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the DTW ground controller instead of the normal traditional full taxiway routings.

To Runway 21R			
Route Ident	Starting Point	Contact Ground	Routing Via
Blue 1	<u>South Terminal</u> Circles 3N or 4N.	121.8	TURN RIGHT on Uniform, Golf, Rwy 9L, Mike and M-6. Hold short of U-8 and contact ground on 119.45.
Blue 2	<u>South Terminal</u> Circles 3N or 4N.	121.8	TURN RIGHT on Uniform, Golf, Victor, Mike and M-6. Hold short of U-8 and contact ground on 119.45.
Blue 3	<u>South Terminal</u> Circle 2N.	119.45	Uniform, Golf, Victor, Mike, M-6.
Blue 4	<u>South Terminal</u> Circles 2N.	119.45	Uniform, Golf, Rwy 9L, Mike, M-6.
Blue 5	<u>South Terminal</u> Circle 2S.	119.25	Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.
Blue 6	<u>South Terminal</u> Circles 3N or 4N.	121.8	TURN LEFT on Uniform, join Kilo, Rwy 9L, Golf, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining Rwy 9L.
Blue 11	<u>South Terminal</u> Circles 3N or 4N.	121.8	TURN LEFT on Uniform, join Kilo, Rwy 9L, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining Rwy 9L.
Blue 12	<u>South Terminal</u> Taxiway Kilo between K-4 and K-10.	132.72	Kilo, Rwy 9L, Mike and M-6. Hold short of K-10 and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining Rwy 9L.
Blue 13	<u>South Terminal</u> Taxiway Kilo between K-4 and K-10.	132.72	Kilo, Rwy 9L, Golf, Victor, Mike and M-6. Hold short of K-10 and contact ground on 121.8. Hold short of Foxtrot and contact ground on 119.45 joining Rwy 9L.
Blue 14	<u>North Terminal</u> Circle 1	119.45	Foxtrot, Victor Mike and M-6.
Blue 15	<u>North Terminal</u> Circles 2 through 6.	121.8	Kilo, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45.

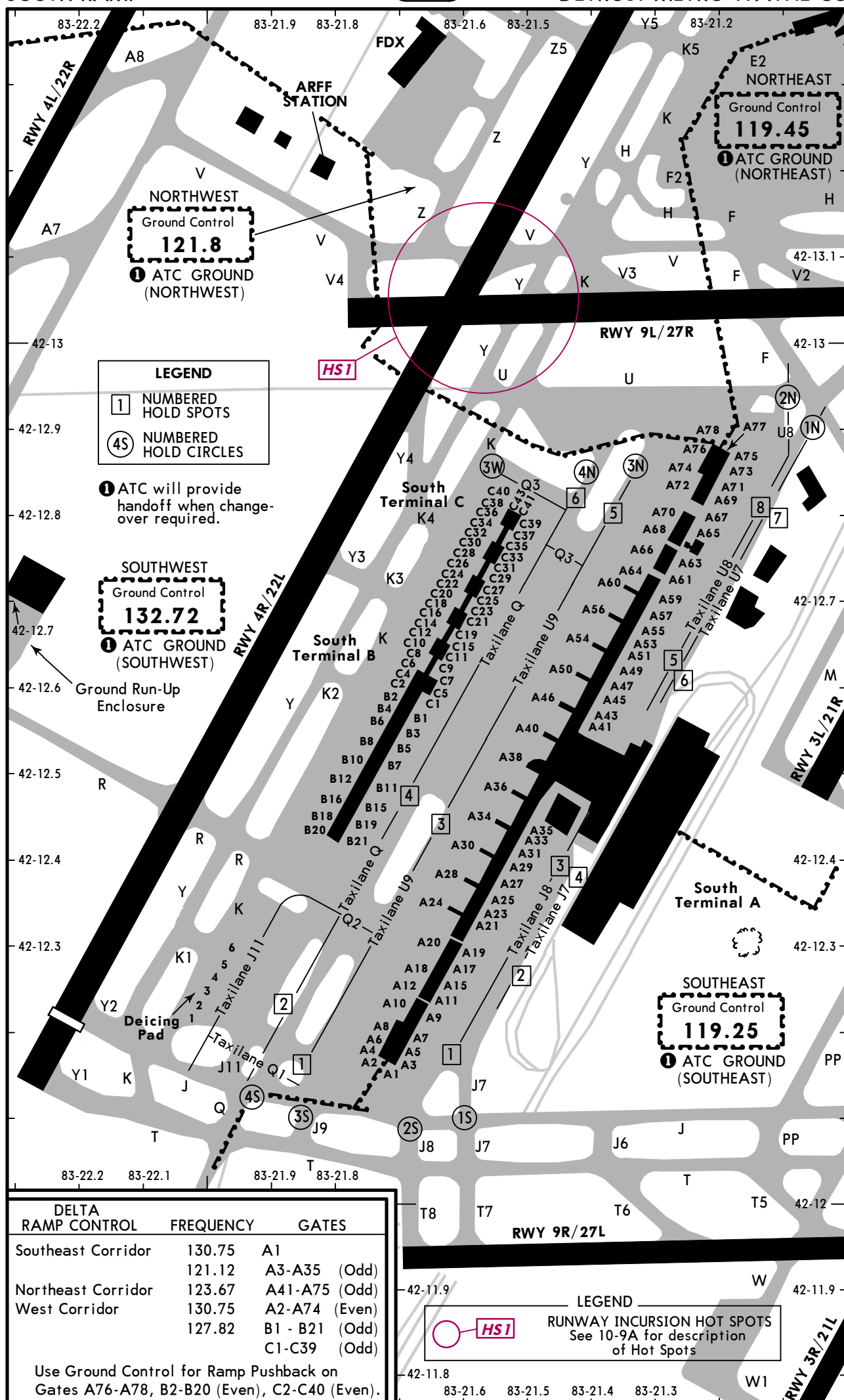
CODED TAXI ROUTES FOR DEPARTURES

To Runway 22L

Route Ident	Starting Point	Contact Ground	Routing Via
Green 1	<u>South Terminal</u> Circles 3N or 4N.	121.8	Uniform, K-10, Yankee.
Green 2	<u>South Terminal</u> Circle 2S.	119.25	J-8, Tango, Yankee, Hold short of Quebec and contact ground on 132.72. Hold short of K-10 and contact ground on 121.8.
Green 3	<u>North Terminal</u> Circle 1.	119.45	Hotel, K-11 and Yankee. Hold short of Kilo and contact ground 121.8.
Green 4	<u>South Terminal</u> Circle 2N.	119.45	Uniform, Foxtrot, Hotel, K-11 and Yankee. Hold short of Kilo and contact ground on 121.8.

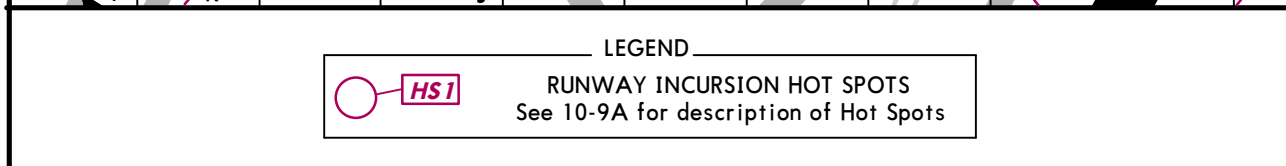
To Runway 3L

Route Ident	Starting Point	Contact Ground	Routing Via
Brown 1	<u>South Terminal</u> Taxiway Kilo between K-4 and Taxiway Uniform	132.72	Kilo, Rwy 9L, Foxtrot and Mike. Hold short of K-10 and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining Rwy 9L.
Brown 2	<u>South Terminal</u> Circle 2S.	119.25	Juliet, Papa Papa. Hold short of PP-1 and MONITOR tower on 118.4.
Brown 4	<u>North Terminal</u> Circles 2 through 6.	121.8	Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.
Brown 6	<u>North Terminal</u> Circle 1.	119.45	Foxtrot, Mike.
Brown 7	<u>South Terminal</u> Circle 2S.	119.25	Juliet, Papa Papa, PP-1.



PARKING GATE COORDINATES

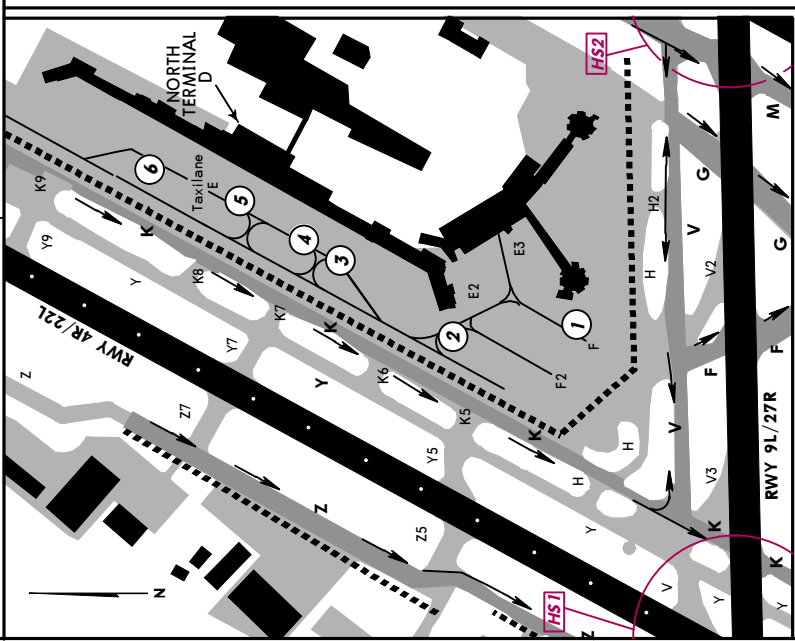
GATE No.	COORDINATES	GATE No.	COORDINATES
Concourse A		Concourse C	
A1, A3	N42 12.1 W083 21.7	C1 thru C4	N42 12.6 W083 21.7
A2	N42 12.1 W083 21.8	C5, C7, C9	N42 12.6 W083 21.6
A4, A6, A8	N42 12.2 W083 21.8	C6, C8	N42 12.6 W083 21.7
A5, A7, A9	N42 12.2 W083 21.7	C10	N42 12.6 W083 21.7
A10, A12	N42 12.2 W083 21.7	C11, C15	N42 12.6 W083 21.6
A11, A15	N42 12.2 W083 21.6	C12, C14, C16, C18	N42 12.7 W083 21.7
A17, A19, A21, A23	N42 12.3 W083 21.6	C19 thru C27, C29	N42 12.7 W083 21.6
A18, A20, A24	N42 12.3 W083 21.7	C28, C30, C32, C34	N42 12.8 W083 21.6
A25	N42 12.3 W083 21.6	C35, C37	N42 12.8 W083 21.5
A27, A29, A31, A33	N42 12.4 W083 21.5	C31, C33	N42 12.7 W083 21.5
A35	N42 12.4 W083 21.5	C36, C38	N42 12.8 W083 21.6
A28, A30, A34	N42 12.4 W083 21.6	C39, C40, C41, C43	N42 12.8 W083 21.5
A36,	N42 12.5 W083 21.6	DEICING PAD COORDINATES	
A38, A40	N42 12.5 W083 21.5	1 thru 3	N42 12.2 W083 22.0
A43	N42 12.5 W083 21.4	4, 5	N42 12.3 W083 22.0
A45, A47, A49, A51	N42 12.6 W083 21.4	6	N42 12.3 W083 21.9
A54	N42 12.6 W083 21.4	HOLD SPOT COORDINATES	
A46, A50	N42 12.6 W083 21.5	1 (J-8)	N42 12.2 W083 21.6
A53	N42 12.6 W083 21.3	2 (J-7)	N42 12.3 W083 21.5
A55, A57, A59, A61	N42 12.7 W083 21.3	3 (J-8)	N42 12.4 W083 21.4
A56, A60, A64	N42 12.7 W083 21.4	4 (J-7)	N42 12.4 W083 21.4
A61, A63	N42 12.7 W083 21.3	5 (U-8)	N42 12.6 W083 21.3
A65, A67, A69, A71	N42 12.8 W083 21.2	6 (U-7)	N42 12.6 W083 21.3
A66, A68, A70, A72	N42 12.8 W083 21.3	7 (U-7)	N42 12.8 W083 21.1
A73, A75, A77, A78	N42 12.9 W083 21.2	8 (U-8)	N42 12.8 W083 21.2
A74, A76	N42 12.9 W083 21.3	1 (U-9)	N42 12.2 W083 21.8
		2 (Q)	N42 12.2 W083 21.9
Concourse B		3 (U-9)	N42 12.4 W083 21.6
B1, B2, B4	N42 12.6 W083 21.7	4 (Q)	N42 12.5 W083 21.7
B3, B7	N42 12.5 W083 21.7	5 (U-9)	N42 12.8 W083 21.3
B6	N42 12.5 W083 21.8	6 (Q)	N42 12.8 W083 21.4
B7	N42 12.5 W083 21.7	HOLD CIRCLE COORDINATES	
B8, B10	N42 12.5 W083 21.8	1S	N42 12.1 W083 21.6
B11	N42 12.5 W083 21.7	2S	N42 12.1 W083 21.7
B12, B16	N42 12.5 W083 21.8	3S	N42 12.1 W083 21.9
B15	N42 12.5 W083 21.7	4S	N42 12.1 W083 21.9
B18 thru B21	N42 12.4 W083 21.8	1N	N42 12.9 W083 21.0
		2N	N42 12.9 W083 21.1
		3N	N42 12.9 W083 21.4
		4N	N42 12.9 W083 21.4
		3W	N42 12.8 W083 21.6



TAXI HOLD POINT COORDINATES	
TAXI HOLD POINT	COORDINATES
1	N42 13.2 W083 21.2
2	N42 13.3 W083 21.2
3	N42 13.5 W083 21.1
4	N42 13.5 W083 21.0
5	N42 13.6 W083 21.0
6	N42 13.7 W083 20.9

PARKING GATE COORDINATES			
GATE No.	COORDINATES	DEICING PAD COORDINATES	
Terminal D			
D1	N42 13.3 W083 21.1	1, 2	N42 13.2 W083 21.3
D2	N42 13.4 W083 21.1	3	N42 13.2 W083 21.2
D3, D3W	N42 13.3 W083 21.1	4 thru 6	N42 13.3 W083 21.2
D4	N42 13.4 W083 21.1	7, 8	N42 13.2 W083 21.2
D5A, D5B, D5W	N42 13.3 W083 21.1	9, 10	N42 13.3 W083 21.2
D6, D8	N42 13.4 W083 21.1		
D9, D10	N42 13.4 W083 21.0		
D11, D12, D14	N42 13.5 W083 21.0		
D15	N42 13.5 W083 20.0		
D16 thru D19	N42 13.6 W083 20.9		
D20	N42 13.6 W083 20.9		
D21, D23	N42 13.7 W083 20.9		
D24, D25, D26	N42 13.7 W083 20.8		
D28, D30, D32	N42 13.8 W083 20.8		

D-ATIS		ACARS: D-ATIS TWIP PDC		METRO Clearance (Cpt)		NORTH RAMP Control		DELTA RAMP Control			
VOT 109.8	133.67	Ground		120.65		130.8	130.15	121.12	123.67	127.82	130.75
Northwest		121.8	119.45	132.72	119.25	Tower		Je'ts West		DETROIT Departure (R)	
Northeast		Southwest		Southeast		East		Je'ts East		Je'ts East	
						135.0		125.52		118.95	
						118.4		132.02		134.3	



LEGEND

.....

CENTERLINE LIGHTS

LOW VISIBILITY TAXI ROUTE

TAXIWAY AND APRON

DIRECTIONAL LOW VISIBILITY TAXI ROUTE

MOVEMENT AREA BOUNDARY

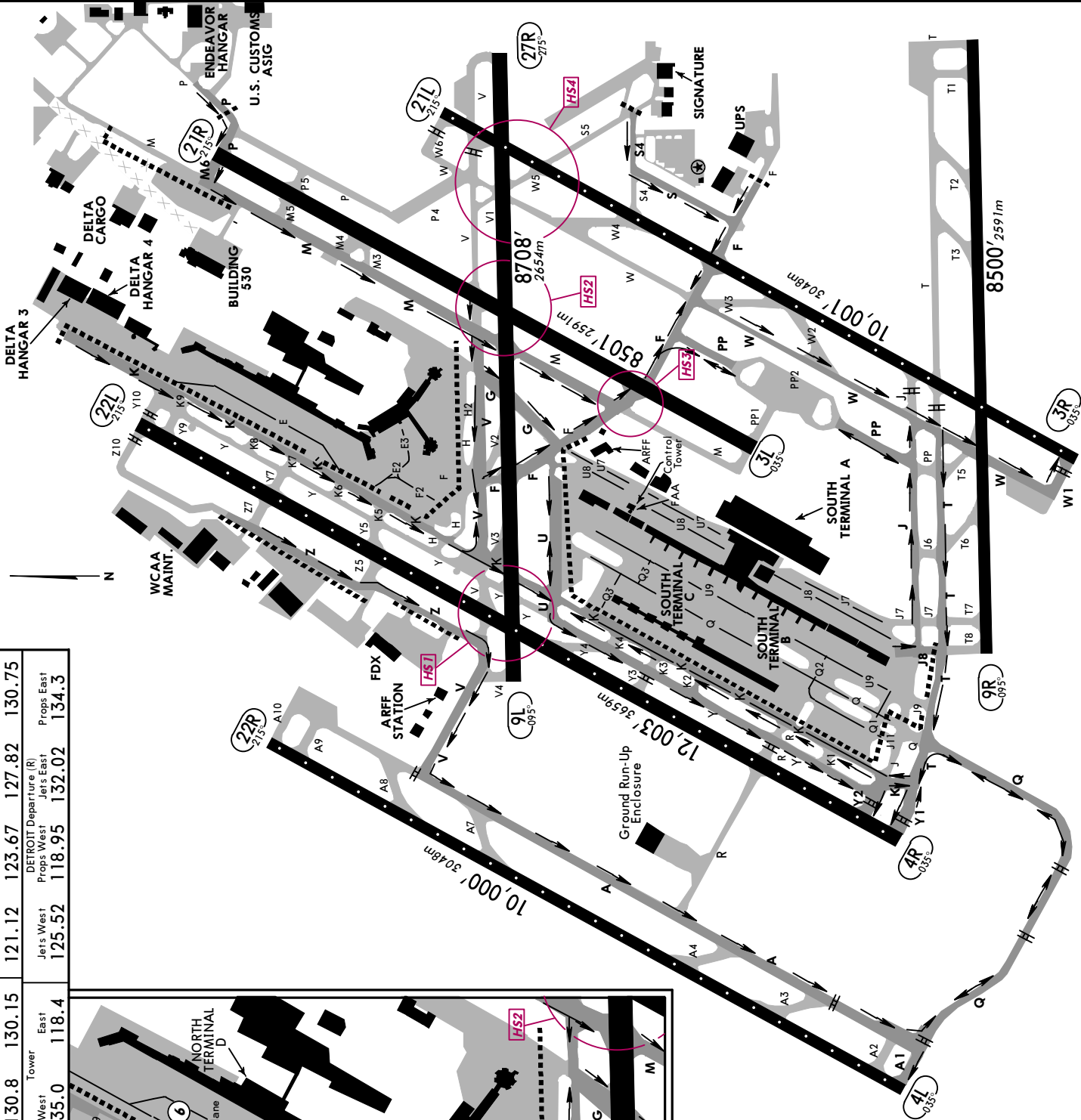
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TAXI HOLD POINT

ILS HOLDLINE

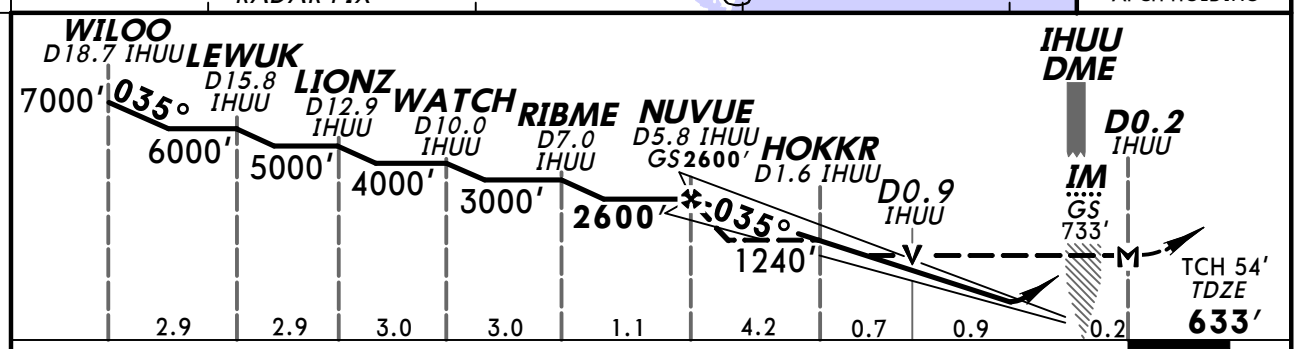
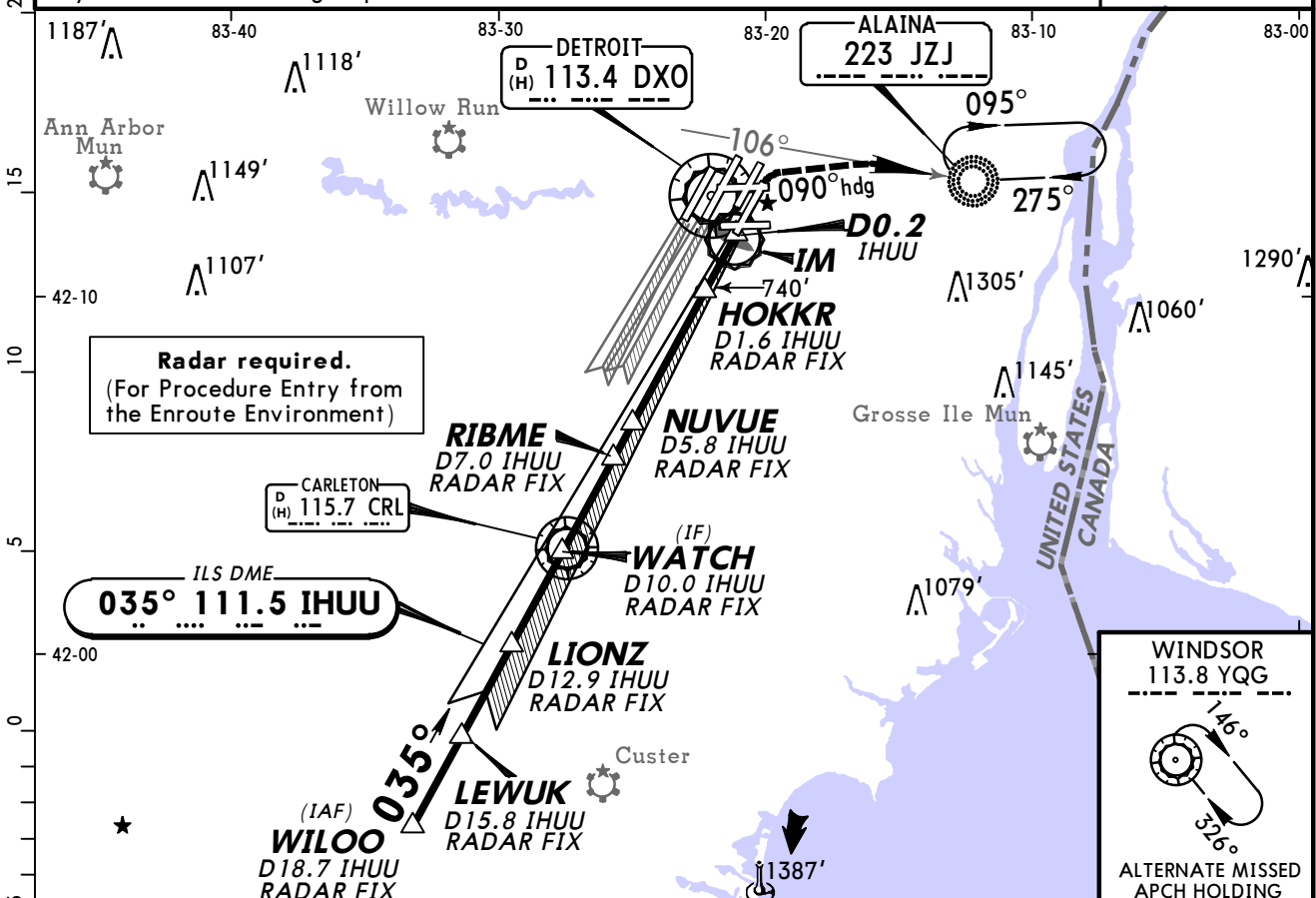
See 10-9A for description of Hot Spots

RUNWAY INCURSION HOT SPOTS



CHANGES: Taxiways revised, taxiway identis, Rwy 4R displaced threshold.

BRIEFING STRIP™	D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
	133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
	LOC IHUU	Final Apch Crs		GS NUVUE	ILS DA(H)	Apt Elev 645'			
	111.5	035°		2600' (1967')	833' (200')	TDZE 633'			
	MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 090° and bearing 106° to JZJ NDB and hold, continue climb-in-hold to 3000', or as directed by ATC.								
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. ADF and DME or Radar required. 2. Simultaneous approach authorized with Rwy 4R or Rwy 4L. 3. VGSI and ILS glidepath not coincident.								MSA DXO VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	090°	JZJ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	223
MAP at D0.2 IHUU or NUVUE to MAP	6.0	5:09	4:00	3:36	3:00	2:34					106°

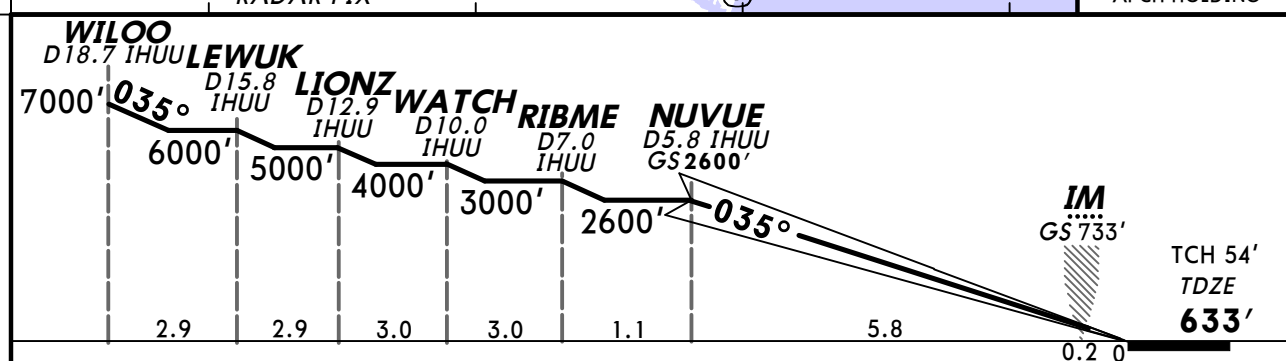
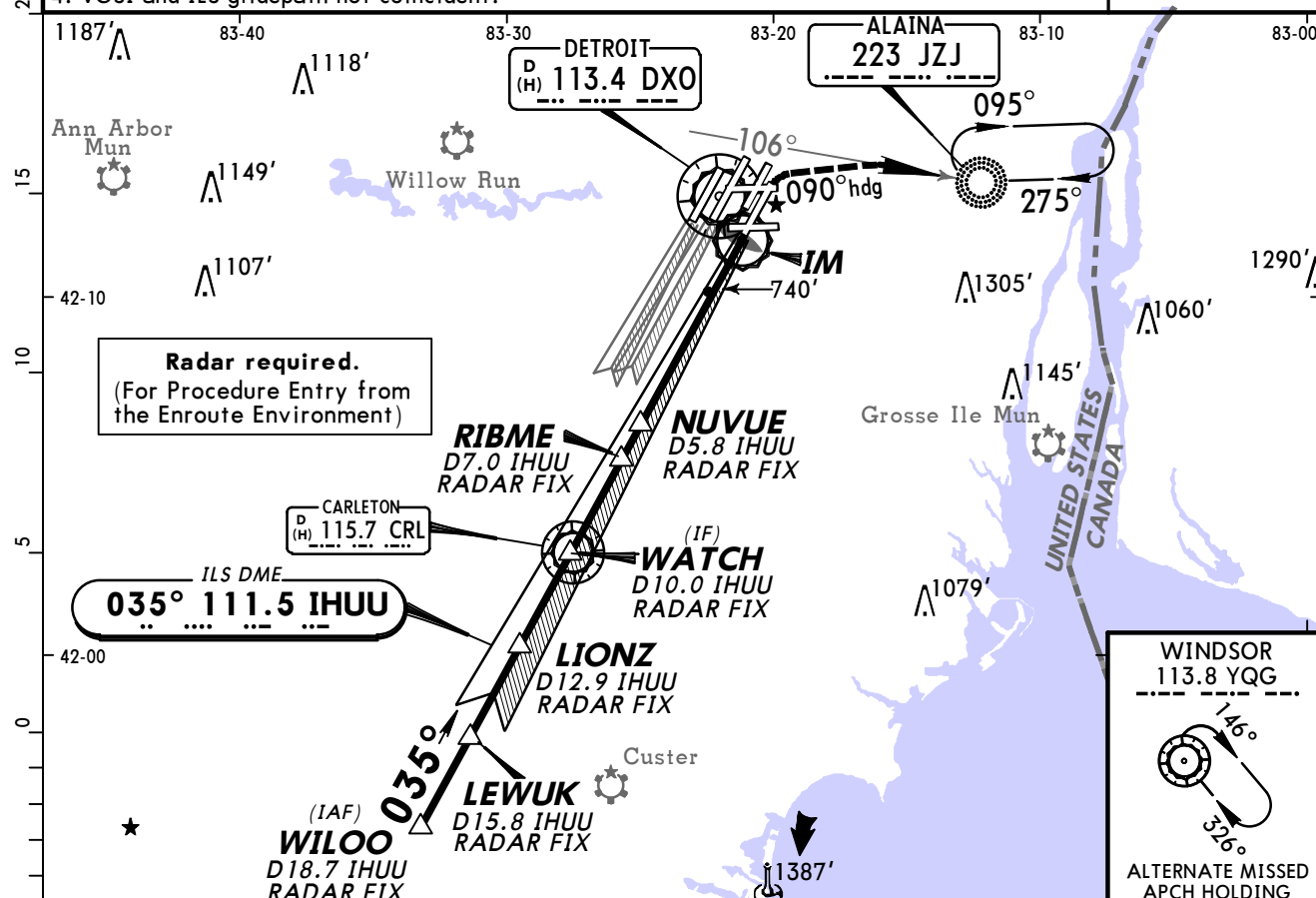
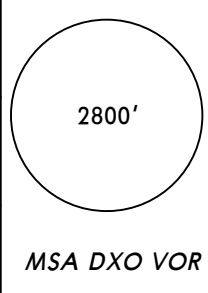
TERPS				STRAIGHT-IN LANDING RWY 3R		CIRCLE-TO-LAND	
ILS				LOC (GS out)			MDA(H)
DA(H) 833' (200')				MDA(H) 1040' (407')			
FULL		TDZ or CL out	ALS out	ALS out			
A	B	C	D	RVR 24 or 1/2	RVR 55 or 1		
	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4			90	1200' (555')-1
				RVR 40 or 3/4	RVR 60 or 1 1/8	120	1200' (555')-1 1/2
						140	1200' (555')-1 1/2
						165	1240' (595')-2

KDTW/DTW DETROIT METRO WAYNE CO 12 SEP 14 11-1A ILS Rwy 3R CAT II & III

D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
133.67		West	East	West	East	Northwest	Northeast	Southwest	Southeast
124.05		125.15		135.0	118.4	121.8	119.45	132.72	119.25
LOC IHUU	Final Apch Crs	GS NUVUE 2600' (1967')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 101' DA(H) 733' (100')	Apt Elev 645'	TDZE 633'	
111.5	035°		NA	Refer to Minimums					

MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 090° and bearing 106° to JZJ NDB and hold, continue climb-in-hold to 3000', or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Special Aircrew and Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Simultaneous approach authorized with Rwy 4R or Rwy 4L. 4. VGSI and ILS glidepath not coincident.

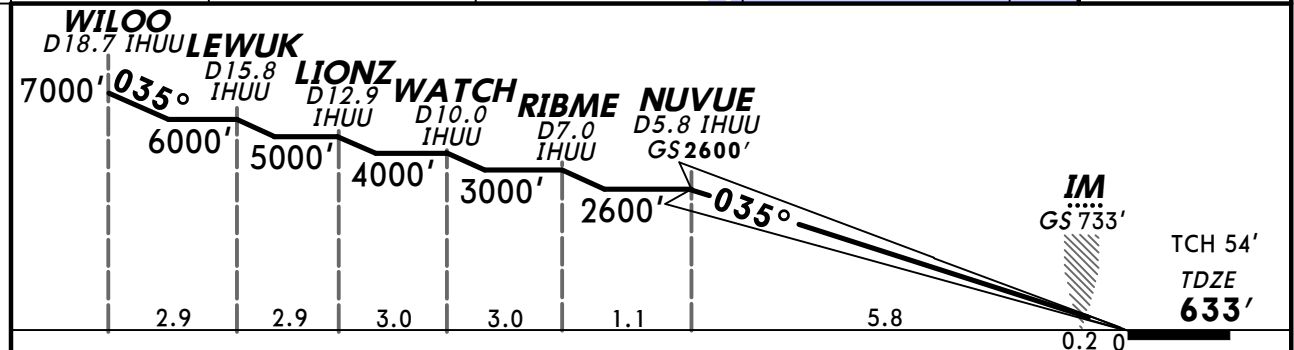
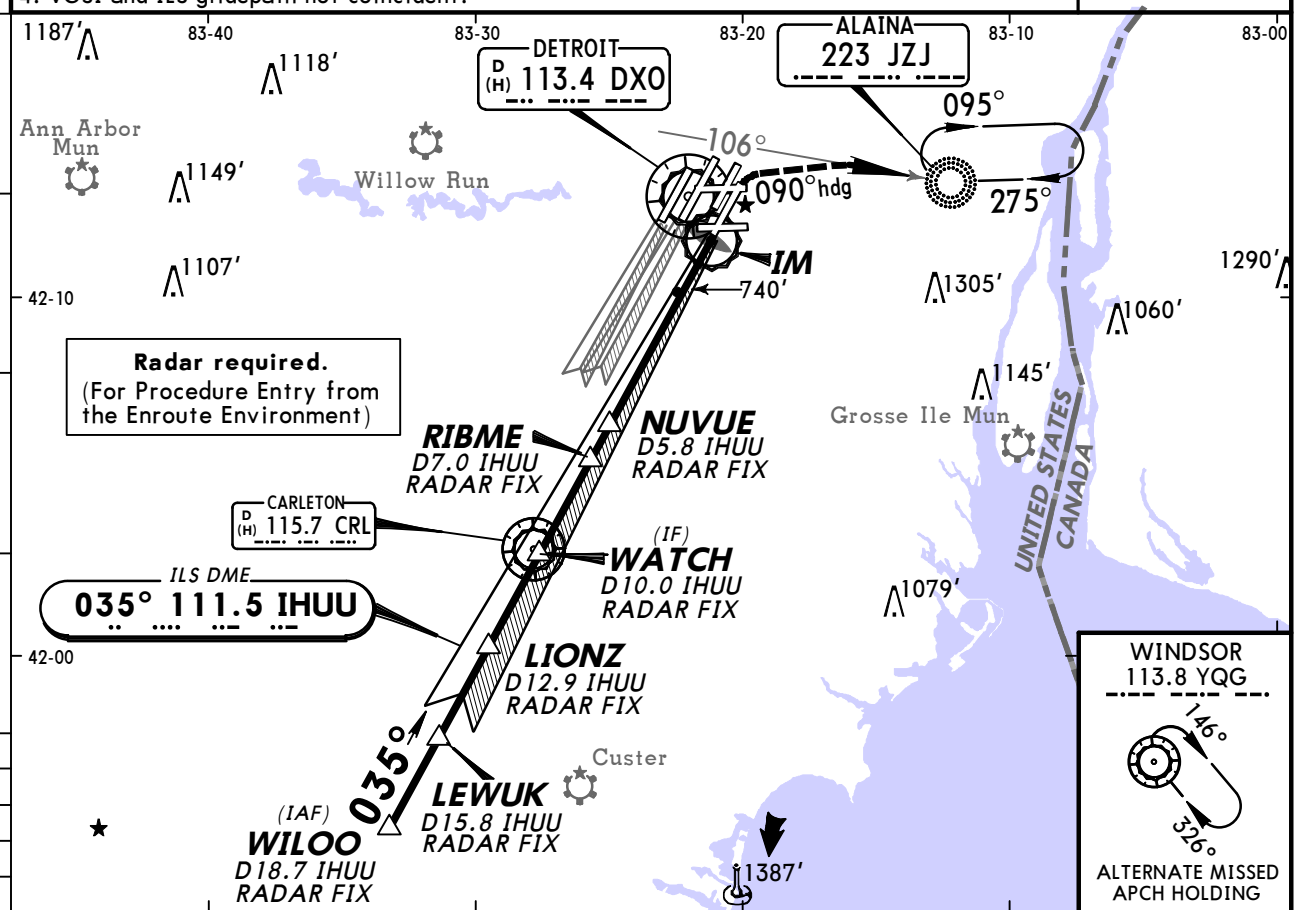


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1100'	3000'	090°	JZJ
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	hdg	223
												106°

TERPS				STRAIGHT-IN LANDING RWY3R		CAT II ILS	
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		RA 101'	
NA		RVR 6		RVR 7		DA(H) 733' (100')	
						RVR 12	

1 RVR 10 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IHUU	Final Apch Crs		GS NUVUE		SA CAT I ILS RA 153' DA(H) 783' (150')		Apt Elev 645' TDZE 633'	
111.5	035°		2600' (1967')					
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 090° and bearing 106° to JZJ NDB and hold, continue climb-in-hold to 3000', or as directed by ATC.								2800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew and Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Simultaneous approach authorized with Rwy 4R or Rwy 4L. 4. VGSI and ILS glidepath not coincident.								
								MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	090°	JZJ
GS	3.00°	372	478	531	637	743	849	PAPI	RT	hdg	223
											106°

TERPS	STRAIGHT-IN LANDING RWY3R										
	SA CAT I ILS										
	RA 153'										
	DA(H) 783' (150')										
	RVR 14										

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 3R**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS PRM 3R chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS 3R approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

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

KDTW/DTW

JEPPSEN

DETROIT, MICH

DETROIT METRO WAYNE CO

12 SEP 14

11-2A

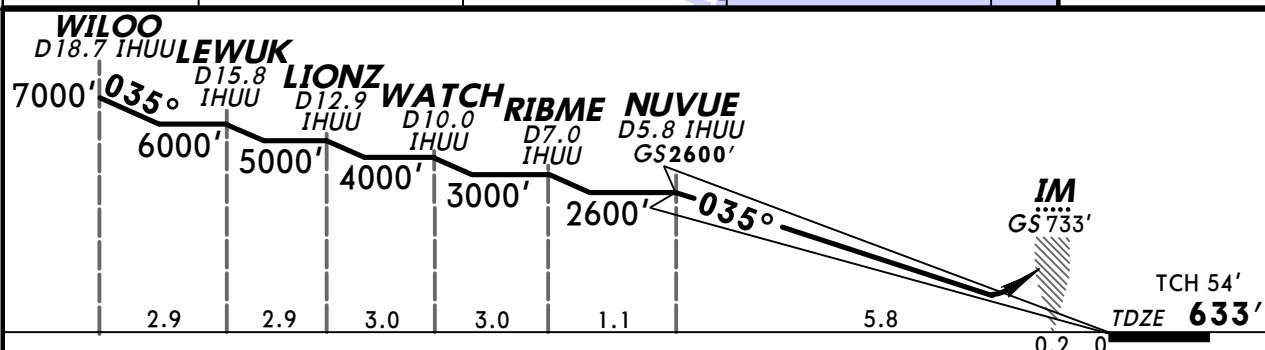
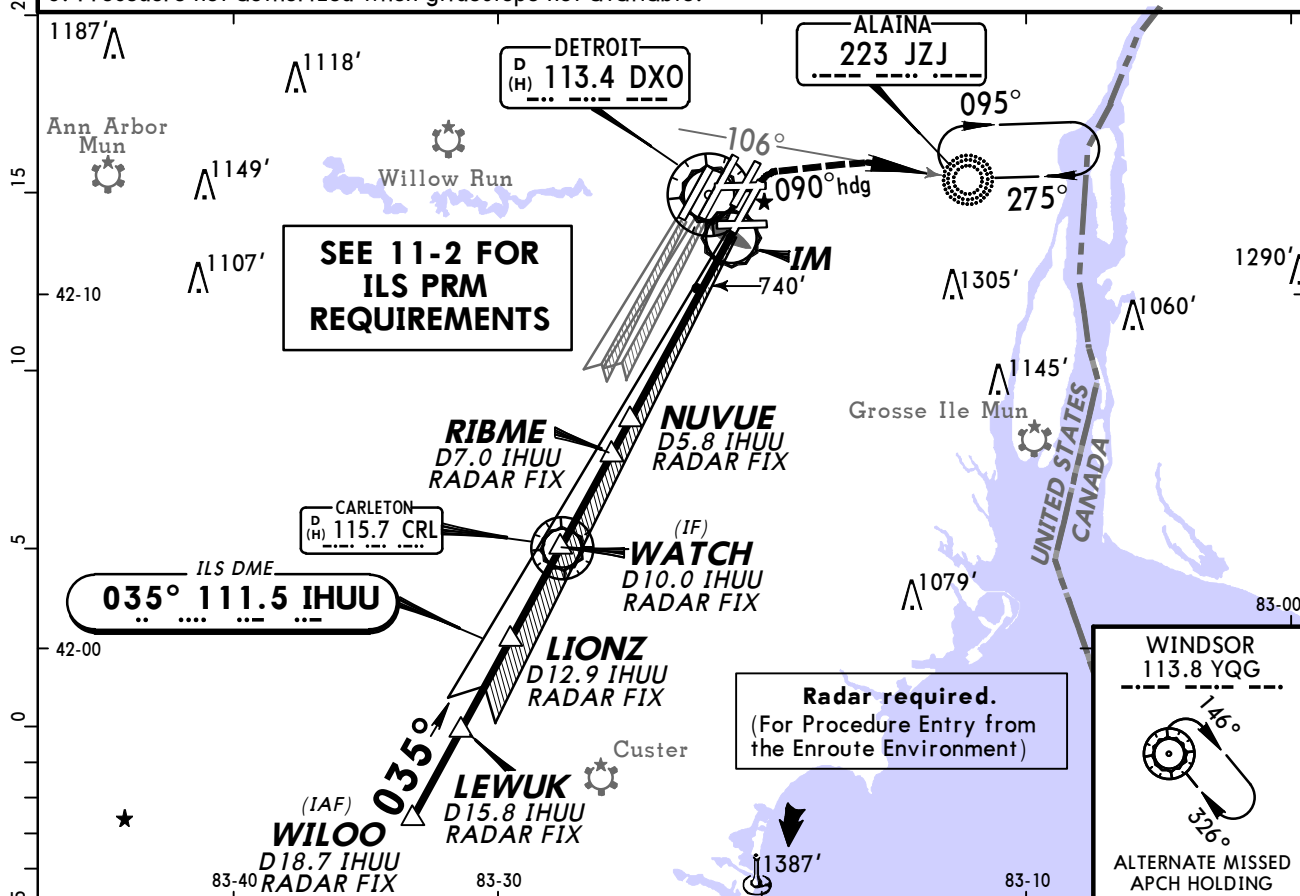
Eff 18 Sep

ILS PRM Rwy 3R

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
	West		East		118.4		Northwest	Northeast	Southwest	Southeast
	133.67	124.05	125.15	Monitor Frequency	128.35	121.8	119.45	132.72	119.25	
	LOC		Final		GS		ILS		Apt Elev 645'	
	IHUU		Apch Crs		NUVUE		DA(H)		TDZE 633'	
	111.5		035°		2600' (1967')		833' (200')		2800'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 090° and bearing 106° to JZJ NDB and hold, continue climb-in-hold to 3000', or as directed by ATC.										
MSA DXO VOR										

1. ADF and DME or Radar required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (SA CAT I), ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Y Rwy 4L. 4. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)" (11-2). 5. VGSI and ILS glidepath not coincident. 6. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	3000'	090°	JZJ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	223
MAP at DA											106°

TERPS			STRAIGHT-IN LANDING RWY 3R		
			ILS		
			DA(H) 833' (200')		
			FULL	TDZ or CL out	ALS out
A					
B					
C					
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

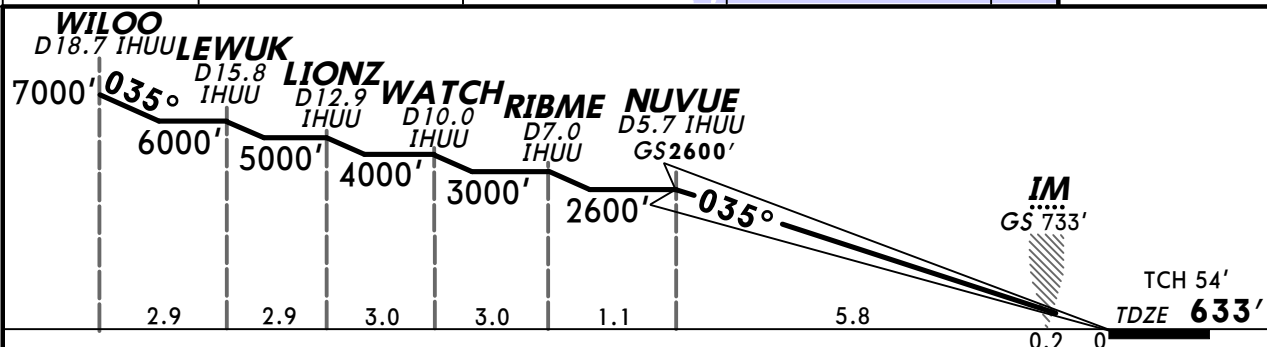
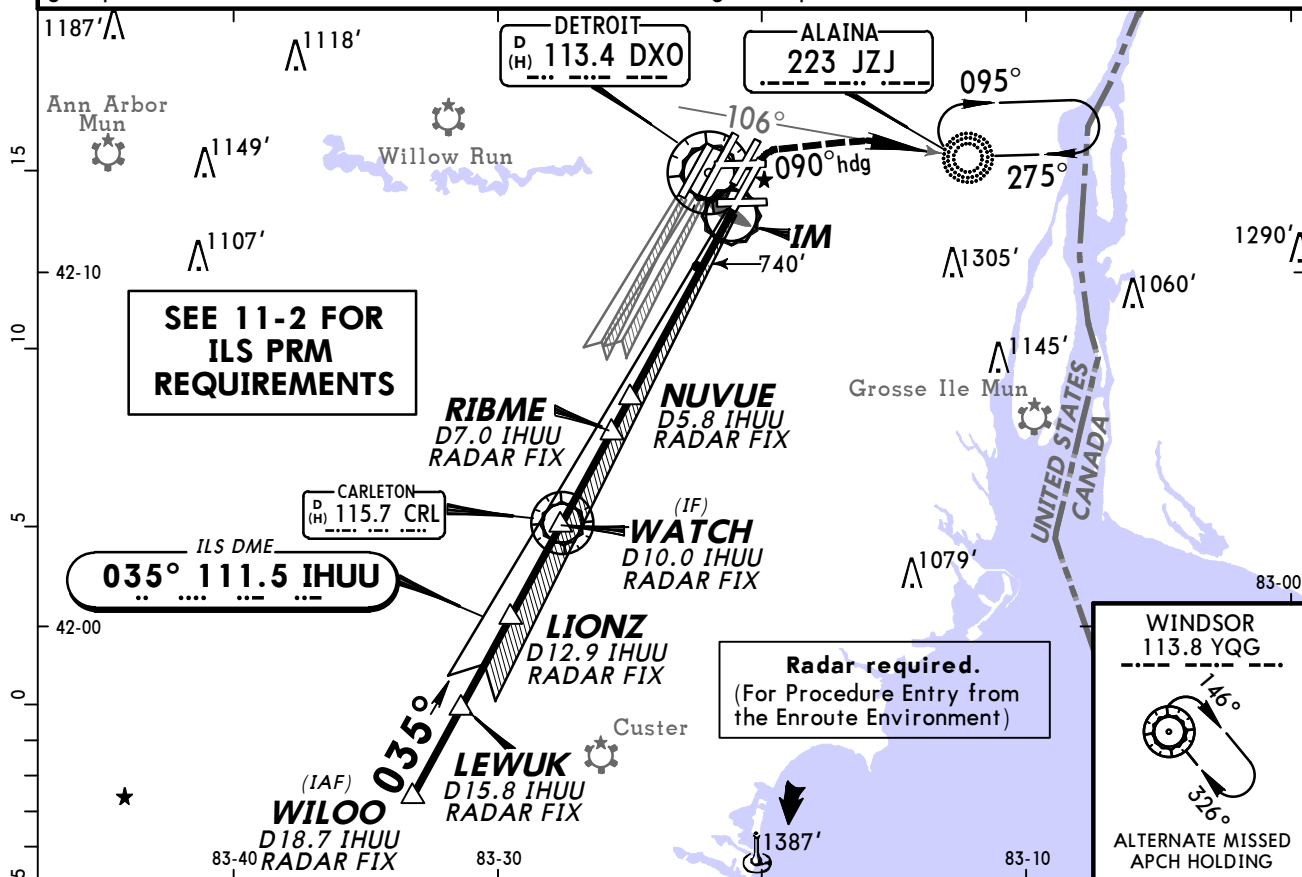
CHANGES: TDZE, NEVUE Int, missed approach, notes.

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TERPS AMEND 1 18 SEP 2014

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East			Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	118.4	Monitor Frequency	128.35	121.8	119.45	132.72 119.25
LOC IHUU 111.5	Final Apch Crs 035°	GS NUVUE 2600' (1967')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 101' DA(H) 733' (100')	Apt Elev 645' TDZE 633'	2800'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 090° and bearing 106° to JZJ NDB and hold, continue climb-in-hold to 3000', or as directed by ATC.								MSA DXO VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Special Aircrew and Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM 4R (SA CAT I), ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III), and ILS PRM Y Rwy 4L. 5. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)" (11-2). 6. VGSI and ILS glidepath not coincident. 7. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	090°	JZJ
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	223
											106°

TERPS STRAIGHT-IN LANDING RWY3R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 733' (100')
NA	RVR 6	RVR 7	I RVR 12

I RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

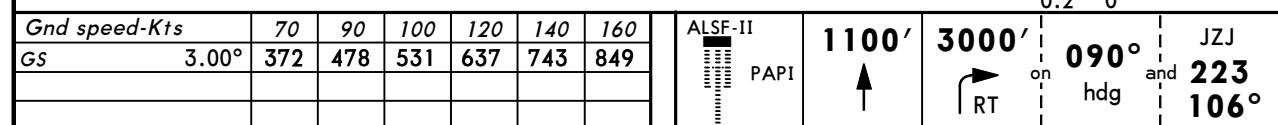
JEPPESSEN
12 SEP 14
Eff 18 Sep 11-2C

DETROIT, MICH

BRIEFING STRIP TM

Trans alt: 18000'

1. **Special Aircrew and Aircraft Certification Required.** 2. **ADF and DME or Radar required.**
3. **Dual VHF comm required.** 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 4R,
ILS PRM Rwy 4R (SA CAT I), ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Y Rwy 4L.
5. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)" (11-2).
6. VGS1 and ILS glidepath not coincident. 7. Procedure not authorized when glideslope not available.



STRAIGHT-IN LANDING RWY3R

RA 153'

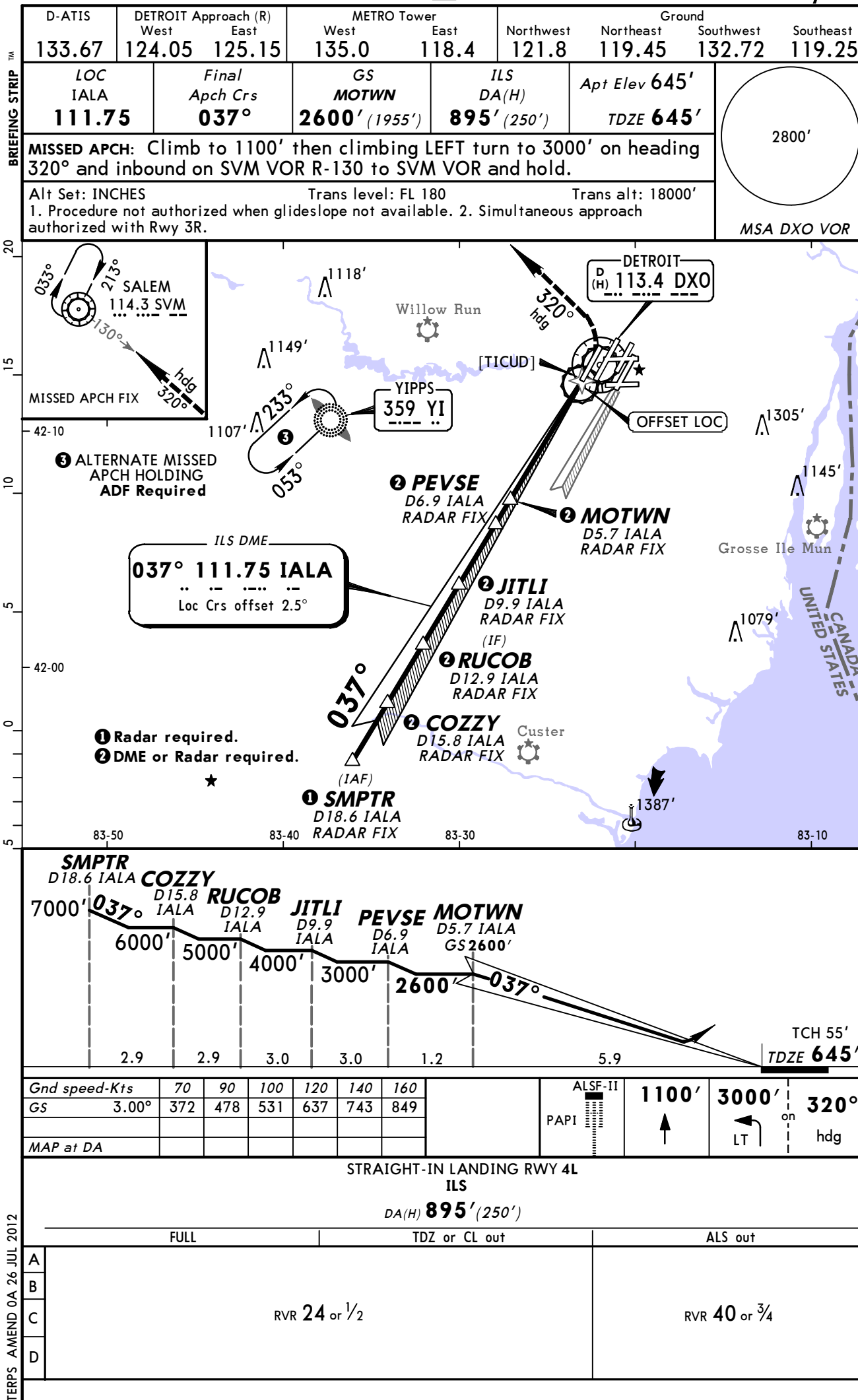
$DA(H)$ **783'** (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

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TERPS AMEND 1 18 SEP 2014



D-ATIS

DETROIT Approach (R)

METRO Tower

Ground

West

East

West

East

Northwest

Northeast

Southwest

Southeast

133.67

124.05

125.15

135.0

118.4

121.8

119.45

132.72

119.25

LOC

IHJT

111.95

Final

Apch Crs

035°

GS

PAYED

2600' (1955')

ILS

DA(H)

845' (200')

Apt Elev 645'

TDZE 645'

2800'

MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 320° and inbound SVM VOR R-130 to SVM VOR and hold.

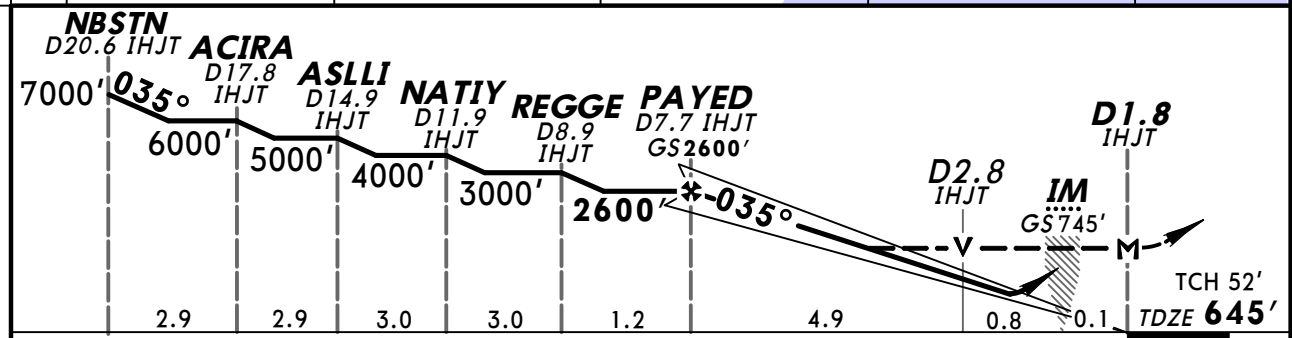
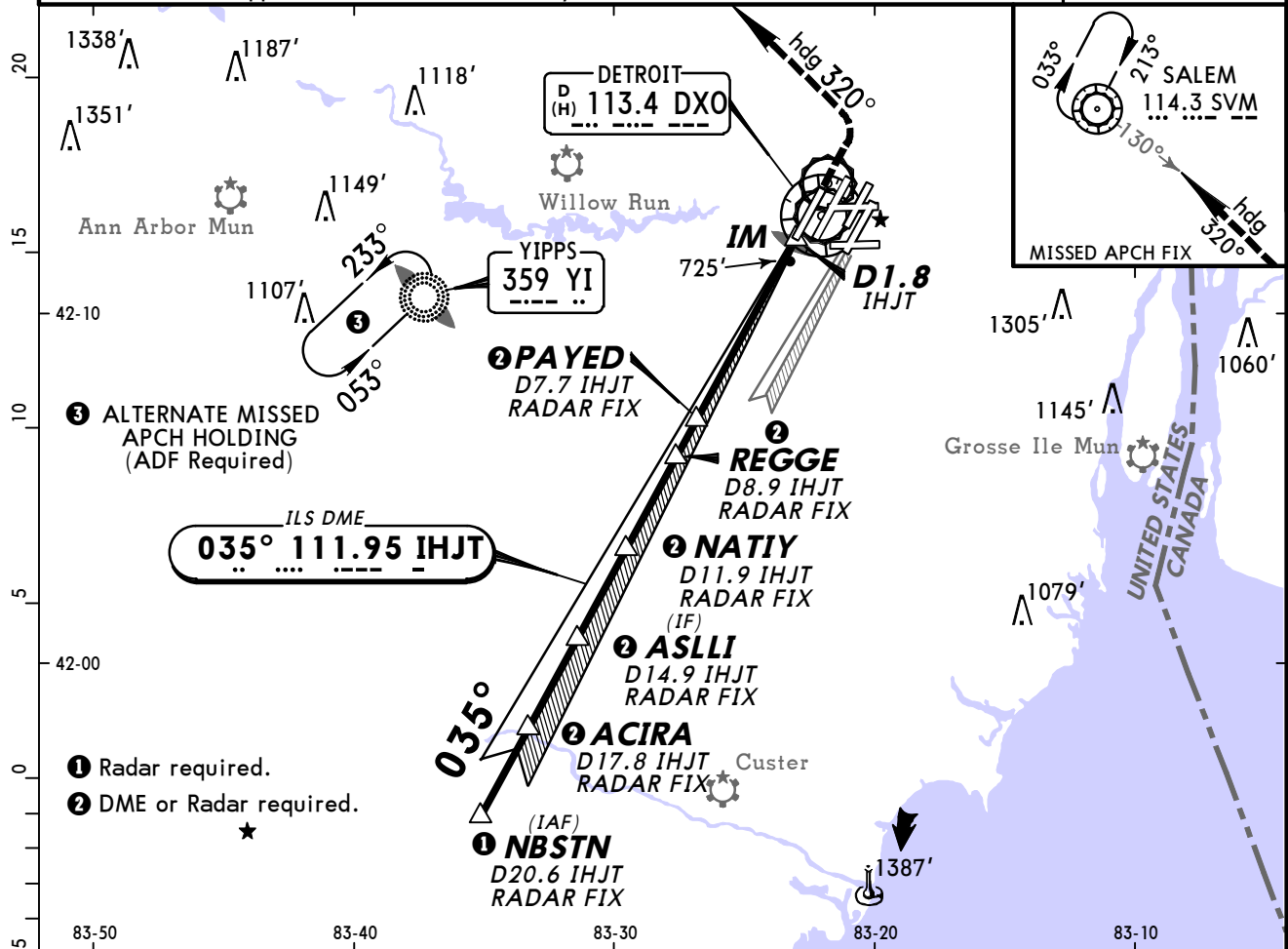
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Simultaneous approach authorized with Rwy 3R.

MSA DXO VOR

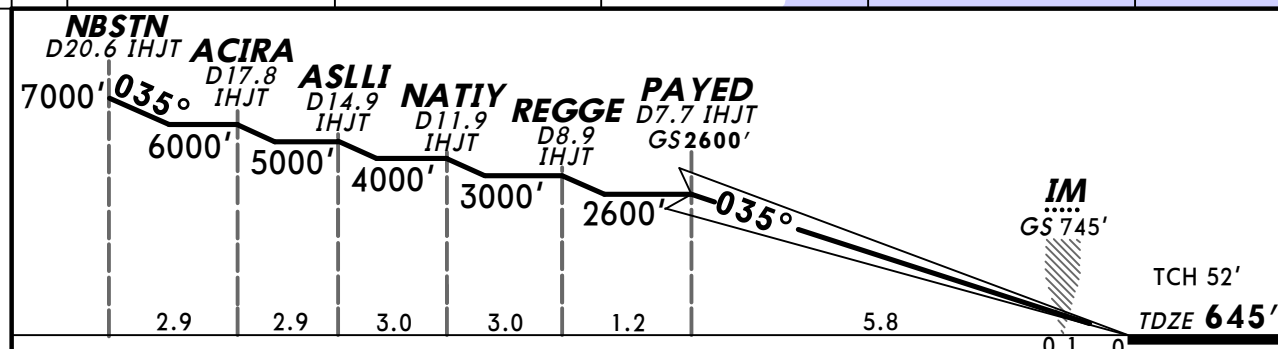


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1100'	3000'	hdg
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	320°
MAP at D1.8 IHJT or PAYED to MAP	5.9	5:03	3:56	3:32	2:57	2:32					

STRAIGHT-IN LANDING RWY4L					LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 845' (200')					MDA(H) 1000' (355')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out		ALS out		90	1200' (555')-1
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2		RVR 50 or 1		120	1200' (555')-1 1/2
			RVR 40 or 3/4		RVR 60 or 1/4		140	1200' (555')-2
							165	

KDTW/DTW DETROIT METRO WAYNE CO 20 JUL 12 11-4A ILS Z Rwy 4L CAT II & III

D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67		124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev	2800' MSA DXO VOR	
IHJT	Apch Crs	PAYED	NA	Refer to		RA 101'	645'		
111.95	035°	2600'		Minimums		DA(H)	TDZE		
		(1955')				745' (100')	645'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 320° and inbound SVM VOR R-130 to SVM VOR and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew and Aircraft Certification Required.						2. Simultaneous approach authorized with Rwy 3R.			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		
GS	3.00°	372	478	531	637	743	1100'		
							3000'		
							LT		
							hdg 320°		

STRAIGHT-IN LANDING RWY 4L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
NA	RVR 6	RVR 7	RA 101'
			DA(H) 745' (100')
			RVR 12

TERPS AMEND 3B 26 JUL 2012

CHANGES: Notes, missed approach, profile,

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**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM Y RWY 4L**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When communicating with approach control, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A7 (6700 ft) or A8 (7700 ft) whenever practical.
- Whenever possible, do not stop on taxiways A9 and A10 or on taxiway A northwest of taxiway V, due to the offset LOC critical area.

EXPANDED PROCEDURES

- 1. ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM Y 4L approach. If later advised to expect an ILS 4L approach, the ILS PRM Y 4L chart may be used after noting the following:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS 4L approach.
- 2. Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.
- 3. All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

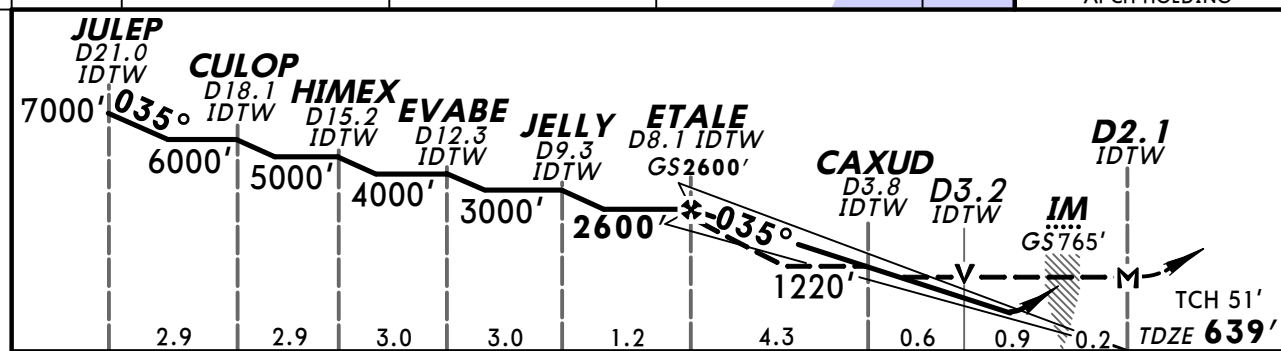
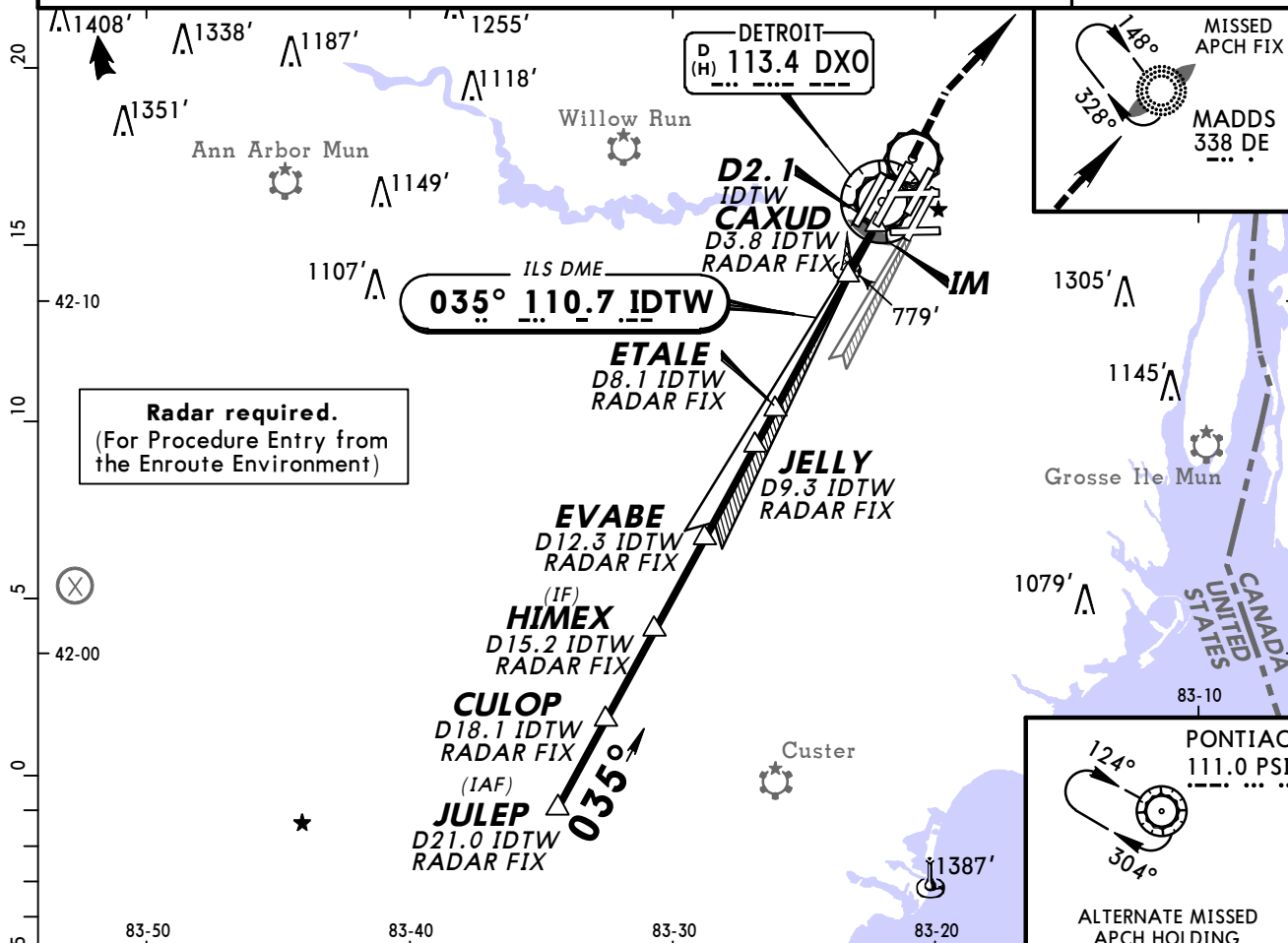
ILS PRM Y Rwy 4L
(SIMULTANEOUS CLOSE PARALLEL)

TERPS AMEND 0D 27 JUN 2013

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KDTW/DTW DETROIT METRO WAYNE CO 12 SEP 14 JEPPesen 11-6 DETROIT, MICH ILS or LOC Rwy 4R

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IDTW 110.7	Final Apch Crs 035°		GS ETALE 2600' (1961')	ILS DA(H) 839' (200')	Apt Elev 645' TDZE 639'			2800' MSA DXO VOR
MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF and DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 3R, ILS Rwy 3R (SA CAT I), ILS Rwy 3R (CAT II), ILS Rwy 3R (CAT III).								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	D	DE 338
GS	3.00°	372	478	531	637	743	849				
MAP at D2.1 IDTW or ETALE to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

TERPS				STRAIGHT-IN LANDING RWY4R				CIRCLE-TO-LAND	
ILS				LOC (GS out)				C	
DA(H) 839' (200')				MDA(H) 1040' (401')				Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out		ALS out				90	1200' (555') - 1
A								120	
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1			140	1200' (555') - 1 1/2
C								165	1240' (595') - 2
D									

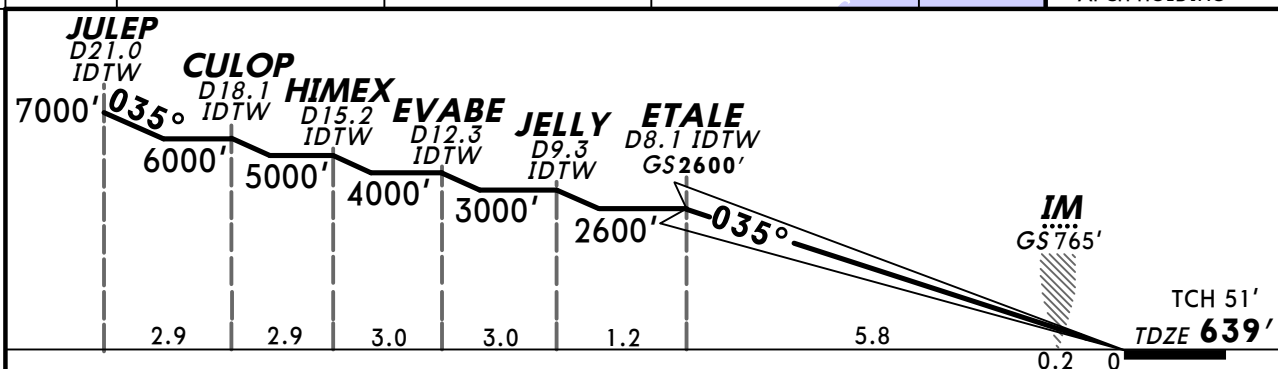
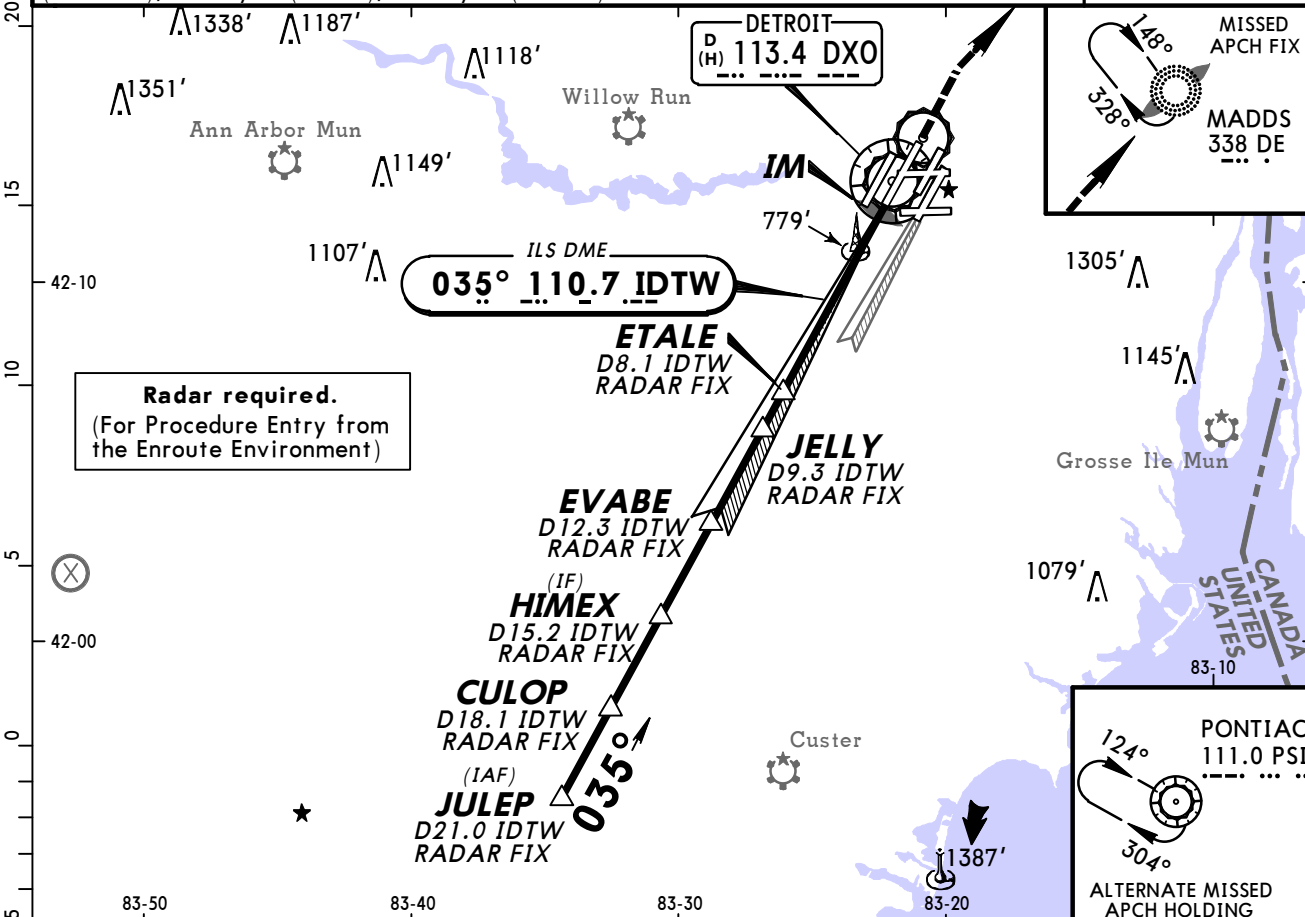
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE, CAXUD Int, minimums, notes.

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TERPS AMEND 17 18 SEP 2014

BRIEFING STRIP TM	D-ATIS		DETROIT Approach (R) West East		METRO Tower West East		Northwest	Northeast	Ground Southwest	Southeast
	133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25	
	LOC IDTW	Final Apch Crs	GS ETALE 2600' (1961')	CAT IIIC NA	CAT IIIB	CAT IIIA	CAT II ILS RA 104' DA(H) 739' (100')	Apt Elev 645' TDZE 639'	2800' MSA DXO VOR	
	110.7	035°			Refer to Minimums					
	MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold, or as directed by ATC.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew & Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Simultaneous approach authorized with ILS or LOC Rwy 3R, ILS Rwy 3R (SA CAT I), ILS Rwy 3R (CAT II), ILS Rwy 3R (CAT III).										



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	RT	DE 338
GS	3.00°	372	478	531	637	743	849			

TERPS				STRAIGHT-IN LANDING RWY 4R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104' DA(H) 739' (100')				
NA	RVR 6	RVR 7	RVR 12				

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**ILS PRM RWY 4R**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS PRM 4R chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS 4R approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

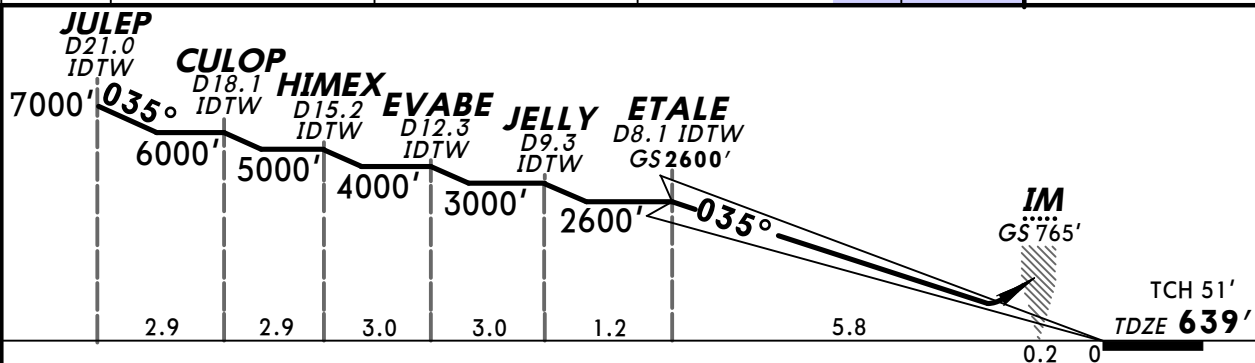
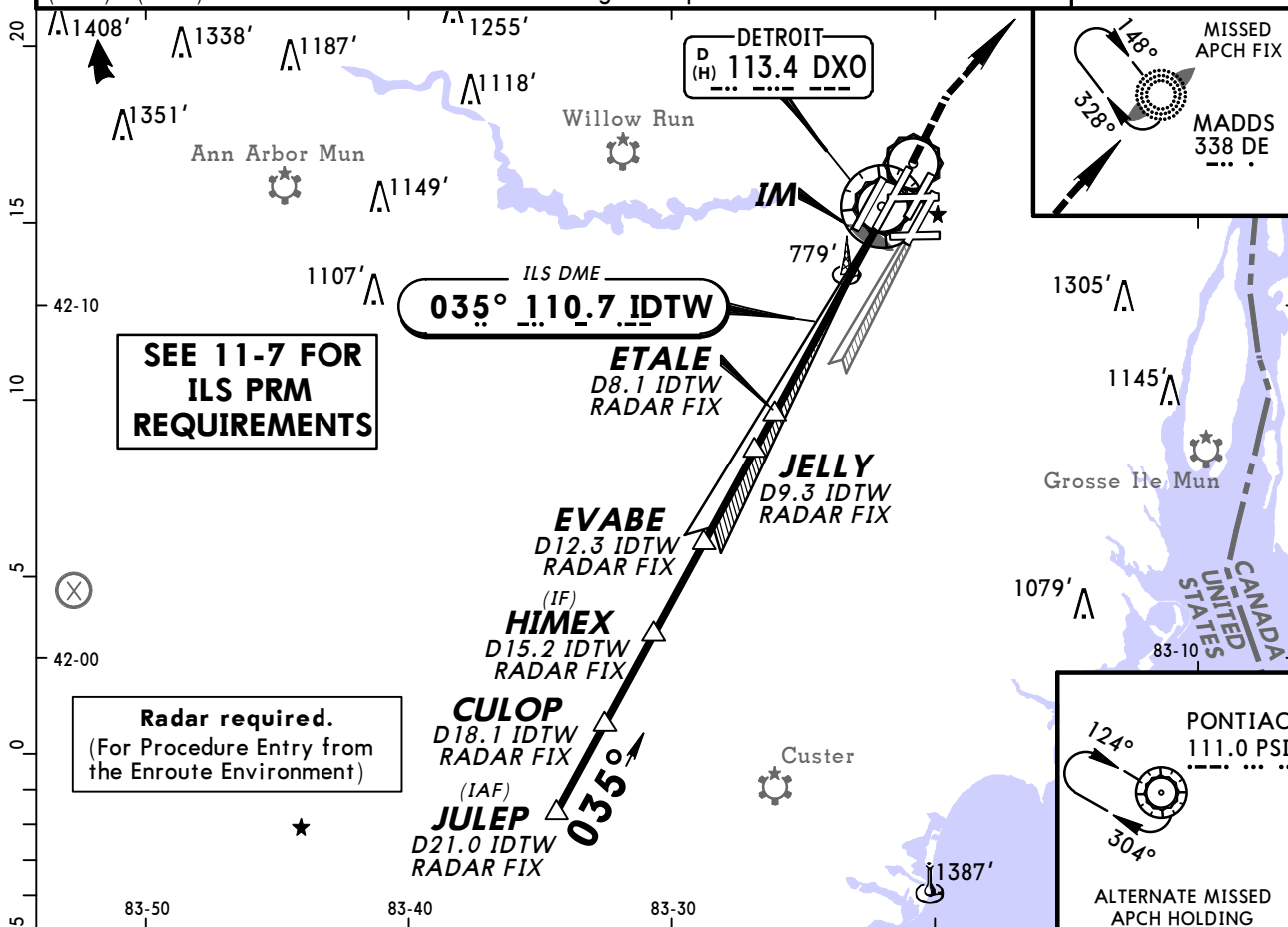
3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

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

BRIEFING STRIP™	D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
		West	East	135.0		Northwest	Northeast	Southwest	Southeast
	133.67	124.05	125.15	Monitor Frequency 135.77		121.8	119.45	132.72	119.25
	LOC IDTW 110.7	Final Apch Crs 035°		GS ETALE 2600' (1961')	ILS DA(H) 839' (200')	Apt Elev 645' TDZE 639'			
	MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold, or as directed by ATC.								
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	DE
GS	3.00°	372	478	531	637	743	849			338
MAP at DA										

TERPS			STRAIGHT-IN LANDING RWY 4R		
			ILS		
			DA(H) 839' (200')		
			FULL		
			TDZ or CL out		
			ALS out		
A					
B					
C	RVR 18 or ³ / ₈		RVR 24 or ¹ / ₂		RVR 40 or ³ / ₄
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KDTW/DTW
DETROIT METRO
WAYNE CO

12 SEP 14
Eff 18 Sep

(11-7B)

DETROIT, MICH
ILS PRM Rwy 4R CAT II & III
(SIMULTANEOUS CLOSE PARALLEL)

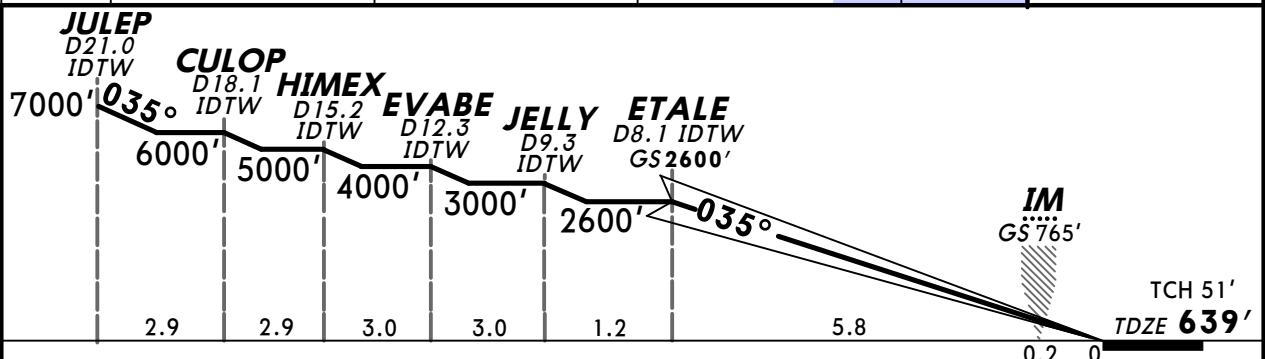
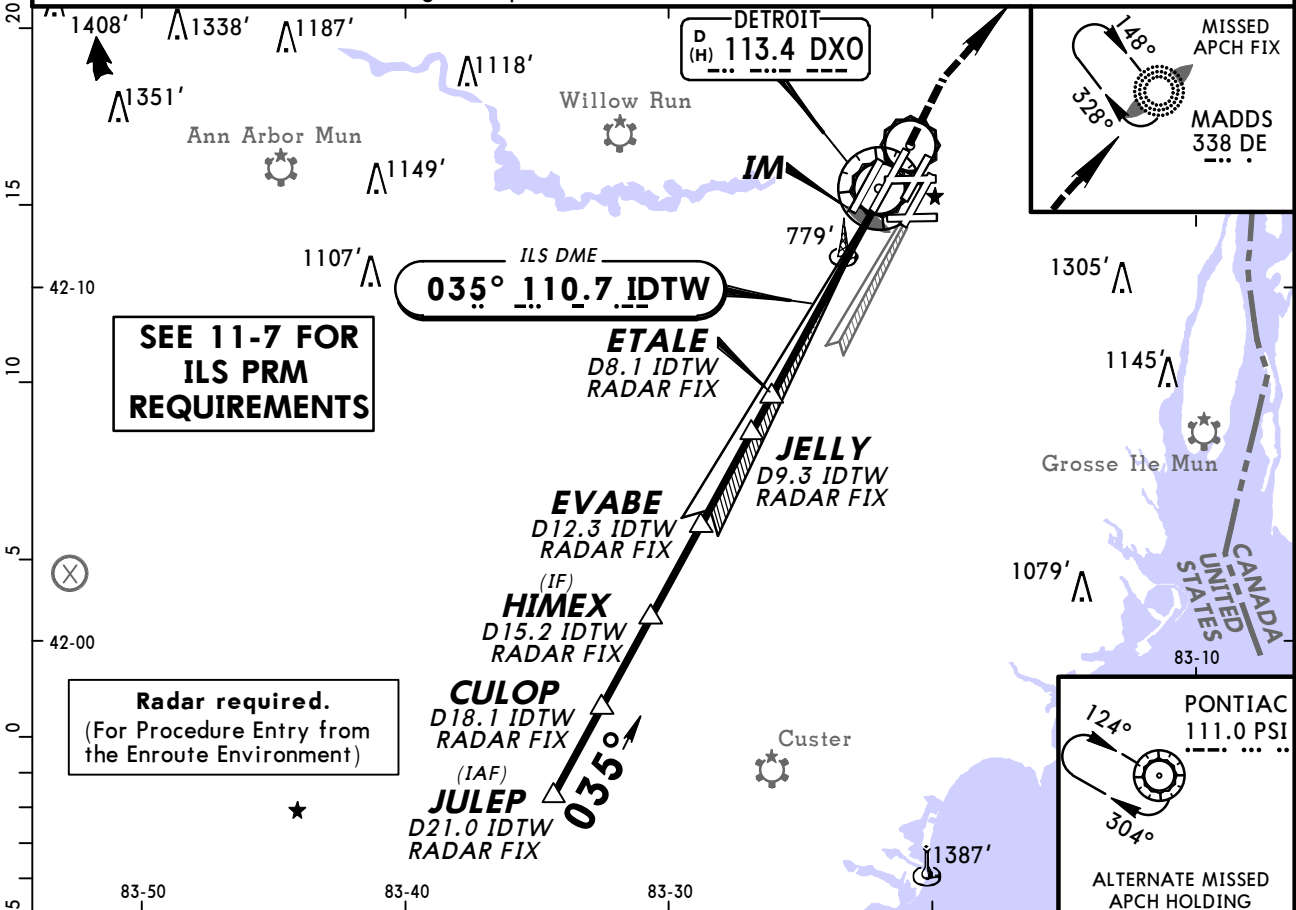
BRIEFING STRIP	D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
	133.67		West 124.05	East 125.15	135.0	Monitor Frequency	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC	110.7	Final Apch Crs	035°	GS ETALE 2600' (1961')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 104' DA(H) 739' (100')	Apt Elev 645' TDZE 639'	2800'
MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold, or as directed by ATC.										MSA DXO VOR

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Dual VHF comm required. 4. Simultaneous close parallel approach authorized with ILS PRM Y Rwy 4L, ILS PRM Rwy 3R, ILS PRM Rwy 3R (SA CAT I), ILS PRM Rwy 3R (CAT II), and ILS PRM Rwy 3R (CAT III). 5. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)" (11-7). 6. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	RT	DE 338
GS 3.00°	372	478	531	637	743	849				

TERPS				STRAIGHT-IN LANDING RWY 4R	
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104' DA(H) 739' (100')		
NA	RVR 6	RVR 7	RVR 12		

CHANGES: TDZE, minimums, notes, FAF distance.

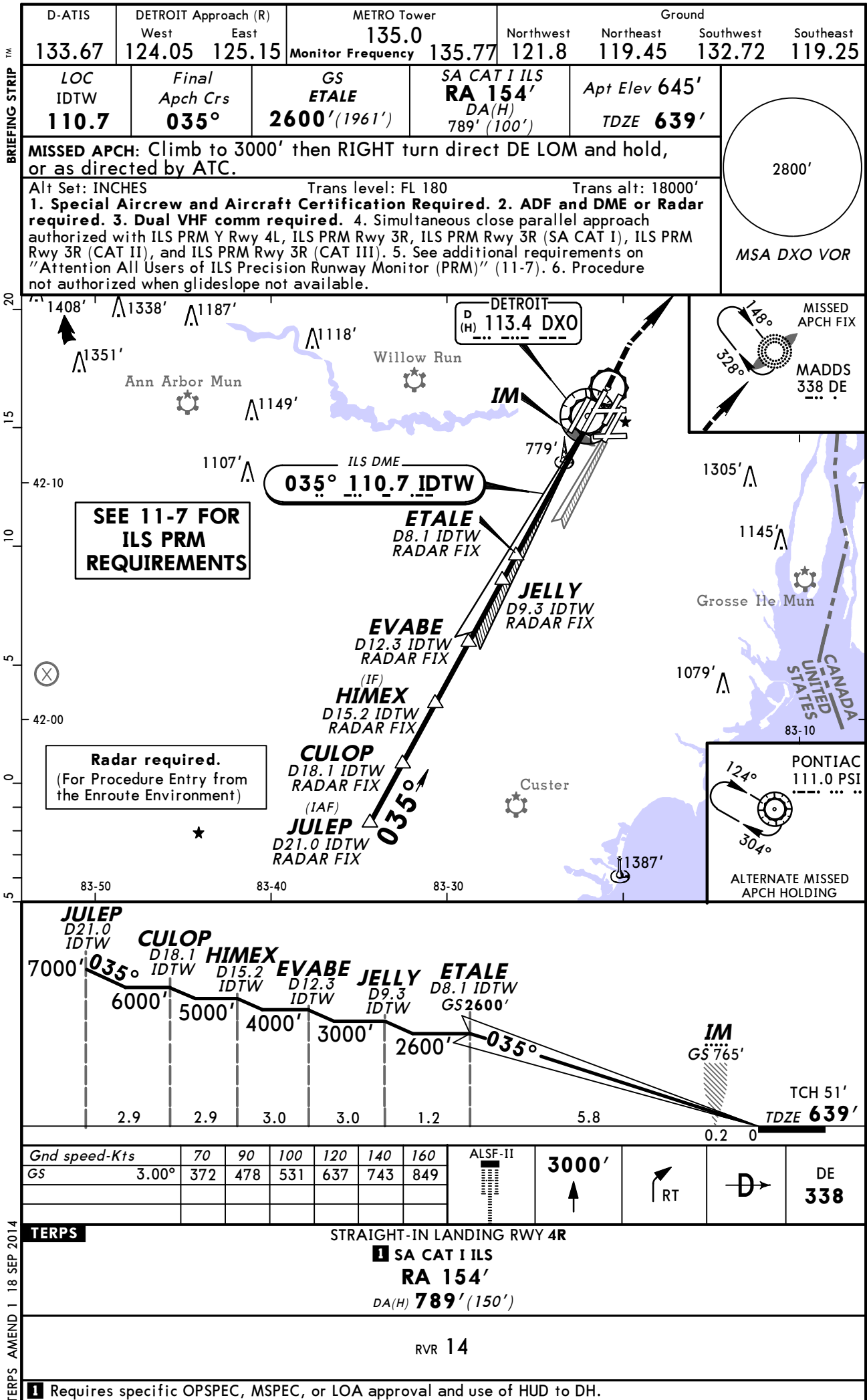
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TERPS AMEND 1 18 SEP 2014

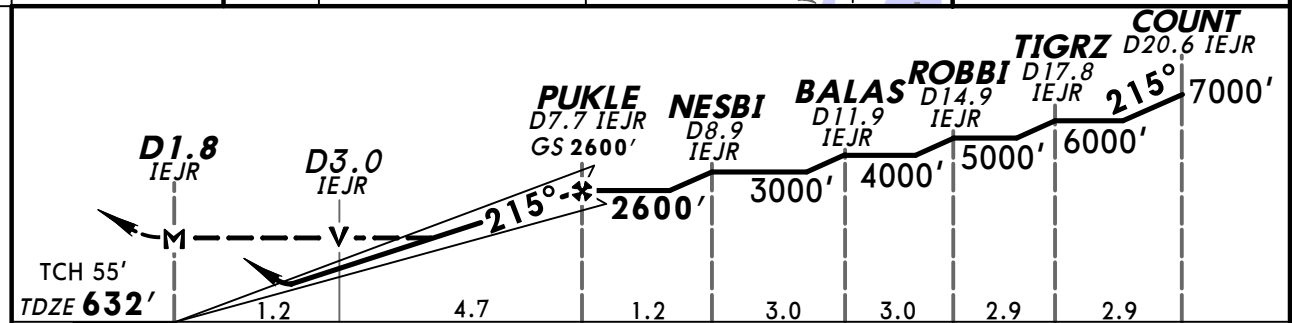
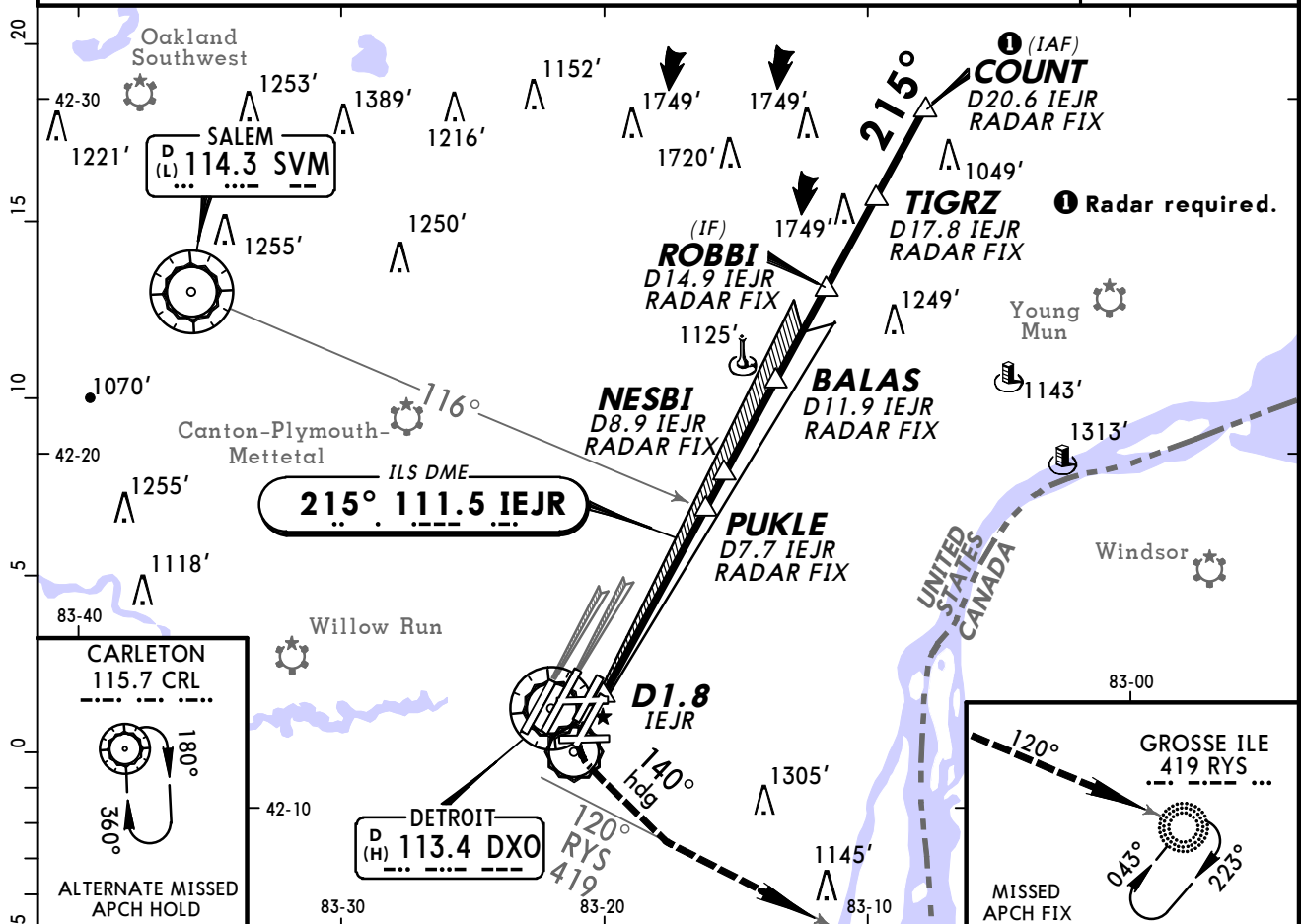
KDTW/DTW
DETROIT METRO
WAYNE CO

12 SEP 14
Eff 18 Sep 11-7C

DETROIT, MICH
ILS PRM Rwy 4R SA CAT I
(SIMULTANEOUS CLOSE PARALLEL)



D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEJR 111.5	Final Apch Crs 215°		GS PUKLE 2600' (1968')	ILS DA(H) 832' (200')	Apt Elev 645' TDZE 632'		2800' MSA DXO VOR	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 140° and inbound course 120° to RYS NDB and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF and DME or Radar required. 2. Simultaneous approach authorized with Rwy 22L and Rwy 22R. 3. VGSI and ILS glidepath not coincident.								

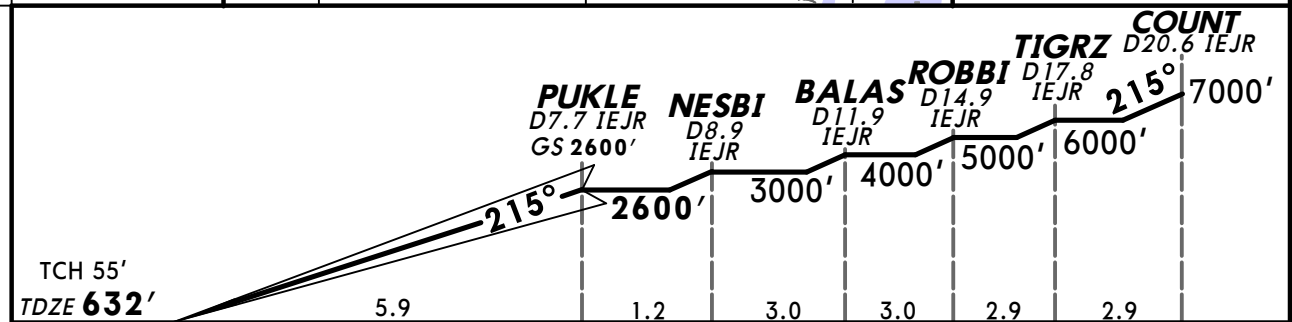
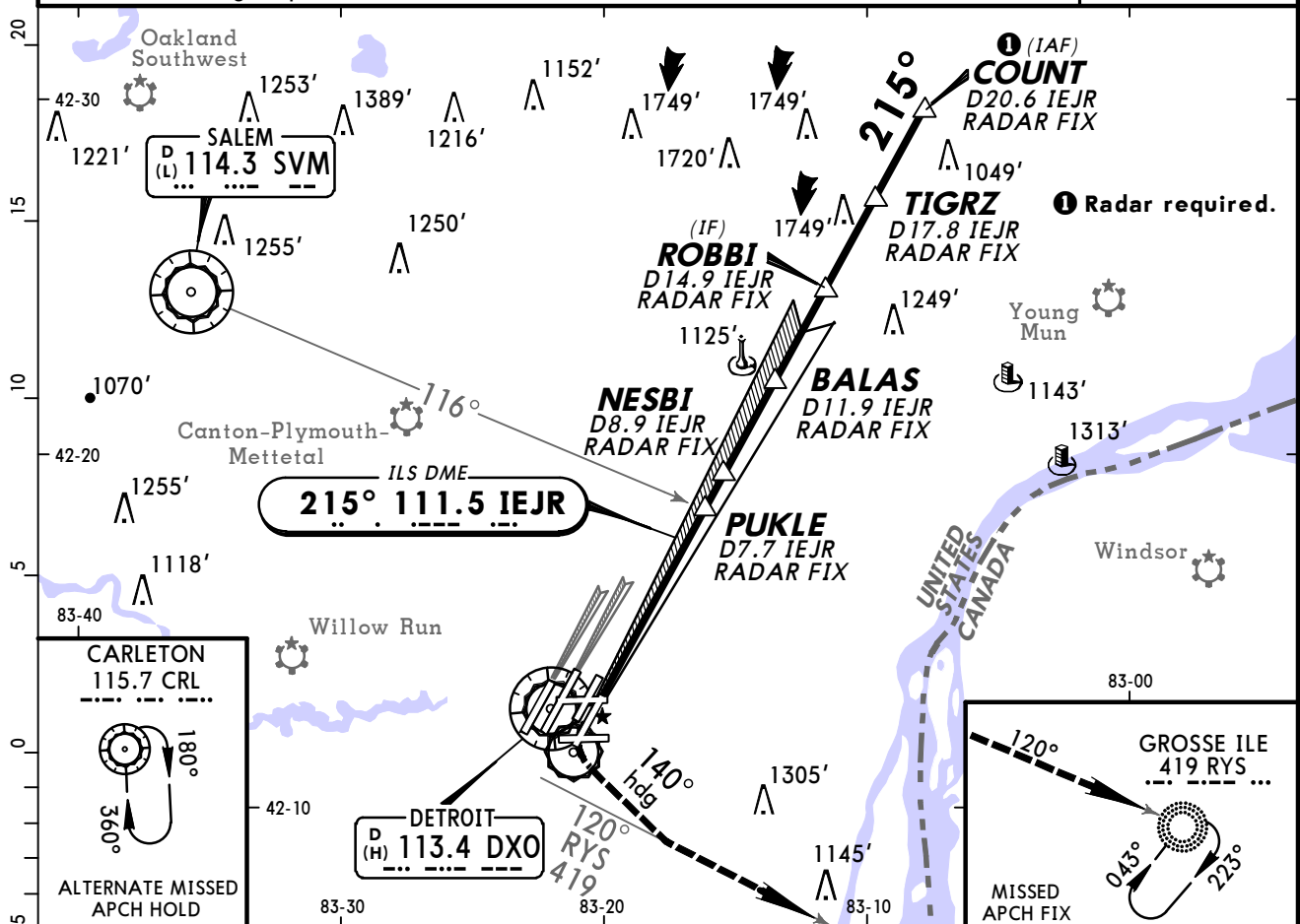


Gnd speed-Kts	70	90	100	120	140	160	MALSR		
GS	3.00°	372	478	531	637	743	PAPI		
MAP at D1.8 IEJR or PUKLE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	1100'		

STRAIGHT-IN LANDING Rwy 21L					CIRCLE-TO-LAND	
ILS DA(H) 832' (200')		LOC (GS out) MDA(H) 1100' (468')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out		ALS out	90	1200' (555') - 1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
B		RVR 40 or 3/4	RVR 60 or 1 1/4		140	1200' (555') - 1 1/2
C		RVR 50 or 1	1 1/2		165	1200' (555') - 2

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEJR 111.5	Final Apch Crs 215°		GS PUKLE 2600' (1968')	SA CAT I ILS RA 148' DA(H)782'(150')	Apt Elev 645' TDZE 632'		2800' MSA DXO VOR	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 140° and inbound course 120° to RYS NDB and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Simultaneous approach authorized with Rwy 22L and Rwy 22R. 4. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'		3000'		140°	
GS	3.00°	372	478	531	637	743	849							

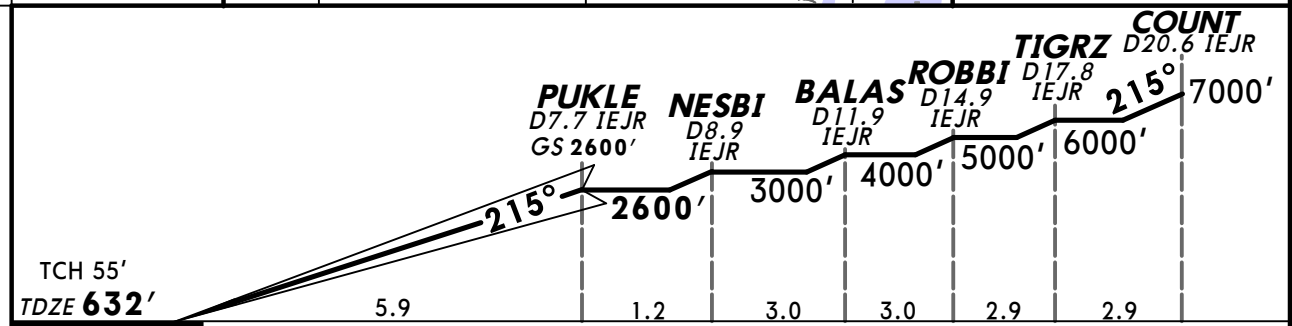
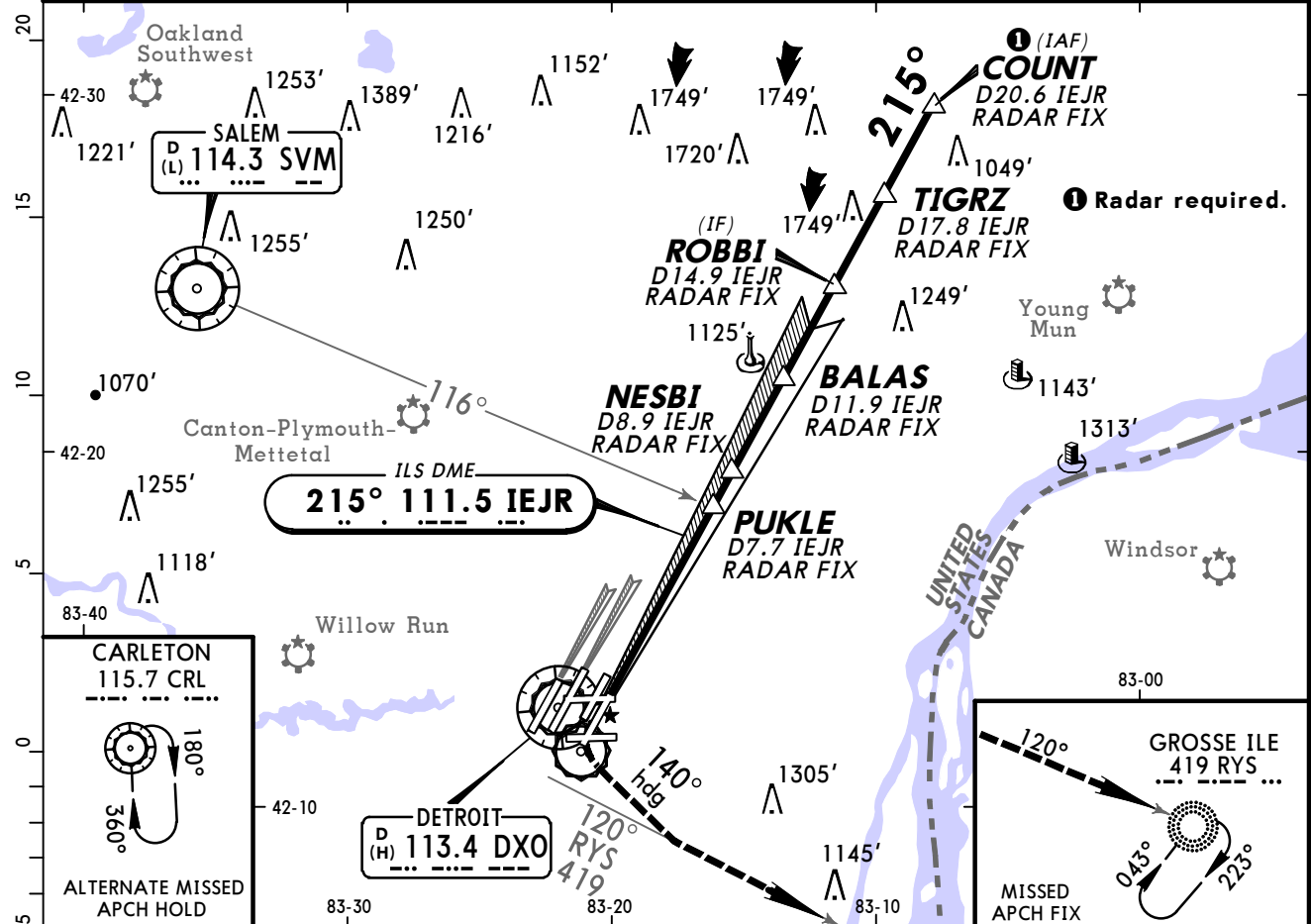
STRAIGHT-IN LANDING RWY 21L
1 SA CAT I ILS
RA 148'
DA(H) **782'** (150')

A													
B													
C													
D													

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

DIRECT TO STBY

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEJR 111.5	Final Apch Crs 215°		GS PUKLE 2600' (1968')	SA CAT II ILS RA 98' DA(H)732'(100')	Apt Elev 645' TDZE 632'		2800' MSA DXO VOR	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 140° and inbound course 120° to RYS NDB and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Aircraft Certification Required. 2. ADF and DME or Radar required. 3. Simultaneous approach authorized with Rwy 22L and Rwy 22R. 4. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR		
GS	3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 21L
SA CAT II ILS
RA 98'
DA(H) 732' (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**ILS PRM RWY 31L**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM ~~31L approach~~. If later advised to expect an ILS ~~31L approach~~, the ILS PRM ~~31L~~ ~~character may be used~~ after ~~noting the following:~~

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS ~~31L approach~~.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

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

KDTW/DTW

JEPPESSEN

DETROIT, MICH

DETROIT METRO WAYNE CO

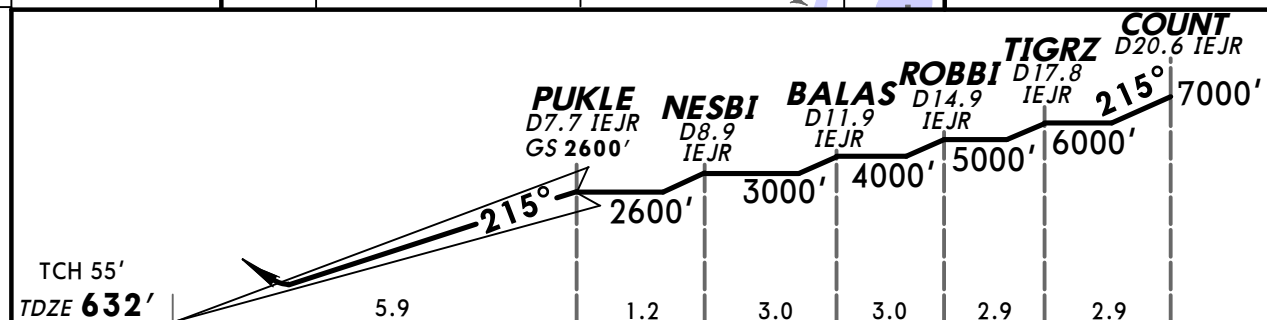
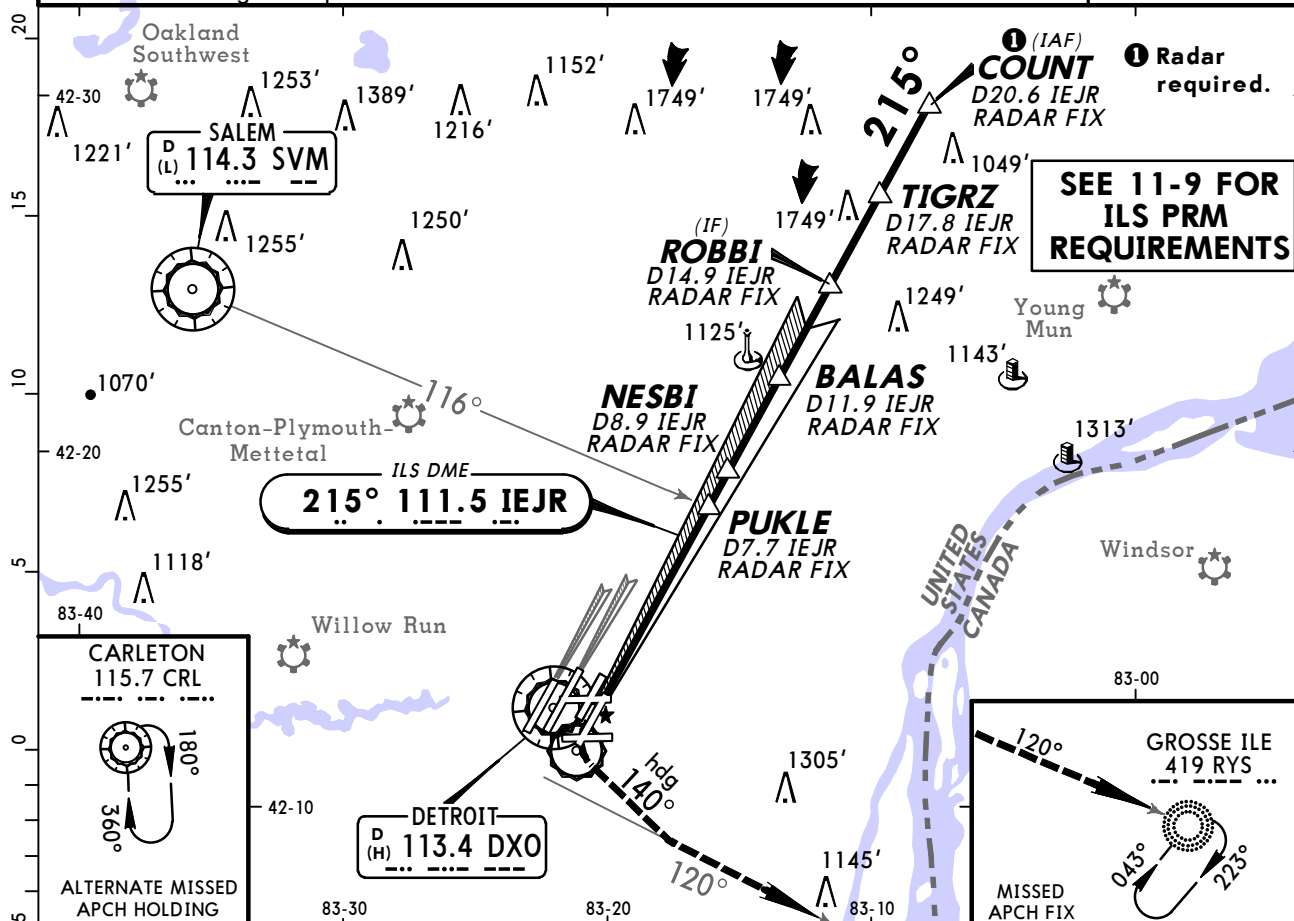
21 JUN 13
Eff 27 Jun

11-9A

ILS PRM Rwy 21L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
133.67	West 124.05	East 125.15	118.4	Monitor Frequency 128.35	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC IEJR 111.5	Final Apch Crs 215°		GS PUKLE 2600' (1968')	ILS DA(H) 832' (200')	Apt Elev 645' TDZE 632'			2800' MSA DXO VOR
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 140° and inbound course 120° to RYS NDB and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. ADF and Radar or DME required. 2. Dual VHF comm required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Y Rwy 22R. 4. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)" (11-9). 5. VGSI and ILS glidepath not coincident. 6. Procedure not authorized when glideslope not available.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'		3000'	hdg
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑	←	140°
MAP at DA												

STRAIGHT-IN LANDING RWY 21L											
ILS											
DA(H) 832' (200')											
FULL						RAIL or ALS out					
A											
B											
C											
D											

1 RVR 24 or 1/2

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

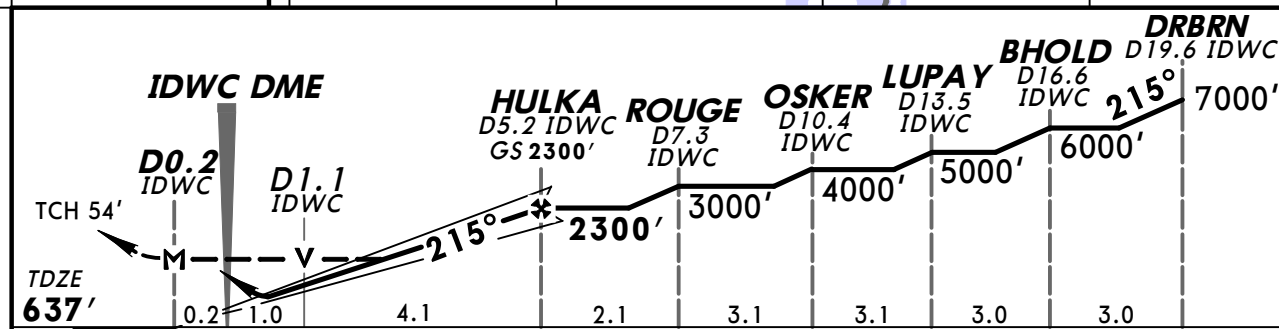
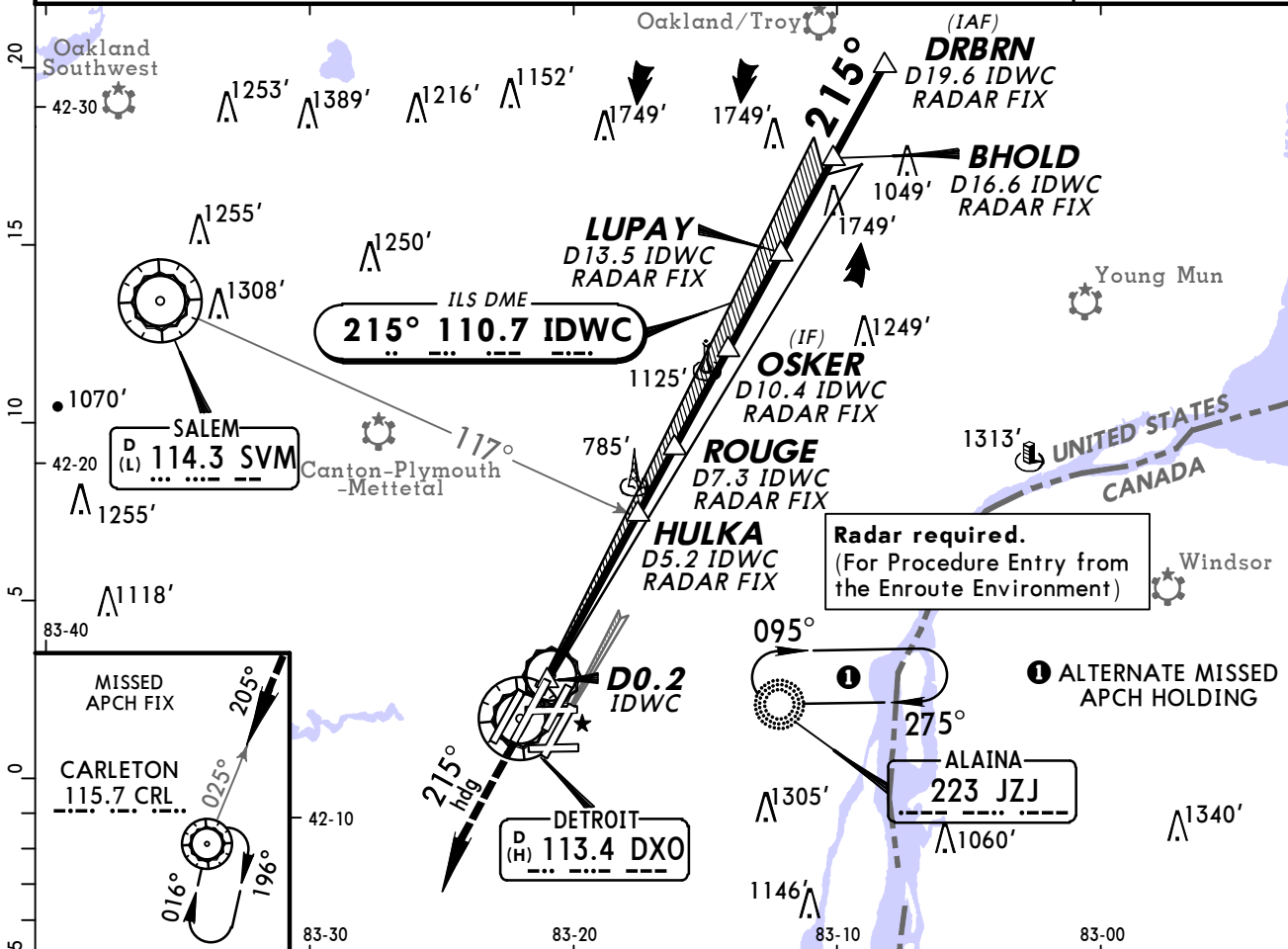
CHANGES: Notes.

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TERPS AMEND 0D 27 JUN 2013

BRIEFING STRIP™

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IDWC 110.7	Final Apch Crs 215°		GS HULKA 2300' (1663')		ILS DA(H) 837' (200')		Apt Elev 645' TDZE 637'	
MISSED APCH: Climb to 3000' on heading 215° and inbound CRL VOR R-025 to CRL VOR and hold, or as directed by ATC.								2800' MSA DXO VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 21L.								

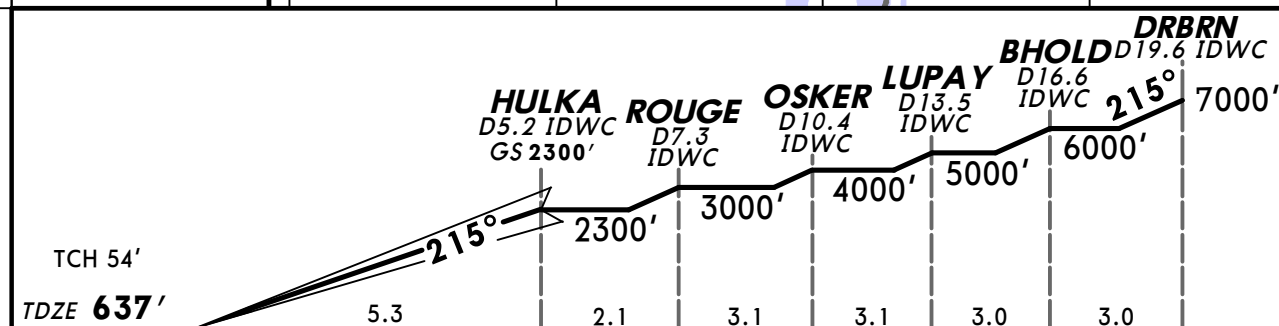
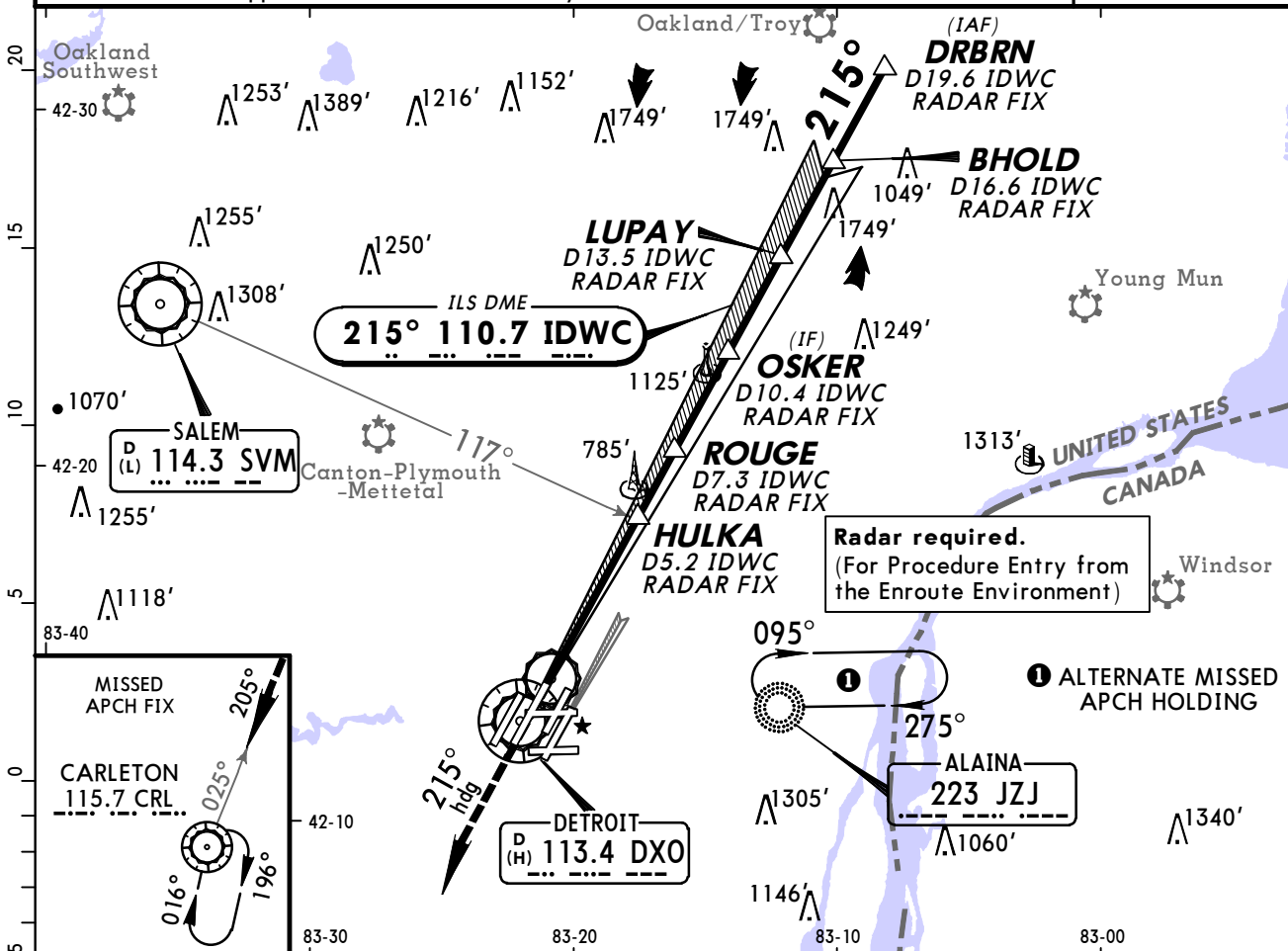


Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	215°	CRL
GS	2.85°	353	454	504	605	706			↑	hdg	R-025
MAP at D0.2 IDWC or HULKA to MAP	5.3	4:33	3:32	3:11	2:39	2:16					

TERPS			STRAIGHT-IN LANDING RWY22L			CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 837' (200')			MDA(H) 1080' (443')					
FULL			RAIL or ALS out			Max Kts		
						90		
						120		
						140		
						165		

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

BRIEFING STRIP™	D-ATIS		DETROIT Approach (R)		METRO Tower		Ground					
	West		East		West		East		Northwest	Northeast	Southwest	Southeast
	133.67		124.05 125.15		135.0 118.4		121.8		119.45	132.72	119.25	
	LOC IDWC 110.7		Final Apch Crs 215°		GS HULKA 2300' (1663')		SA CAT I ILS RA 148' DA(H) 787' (150')		Apt Elev 645' TDZE 637'		2800' MSA DXO VOR	
	MISSED APCH: Climb to 3000' on heading 215° and inbound CRL VOR R-025 to CRL VOR and hold, or as directed by ATC.											
	Alt Set: INCHES											



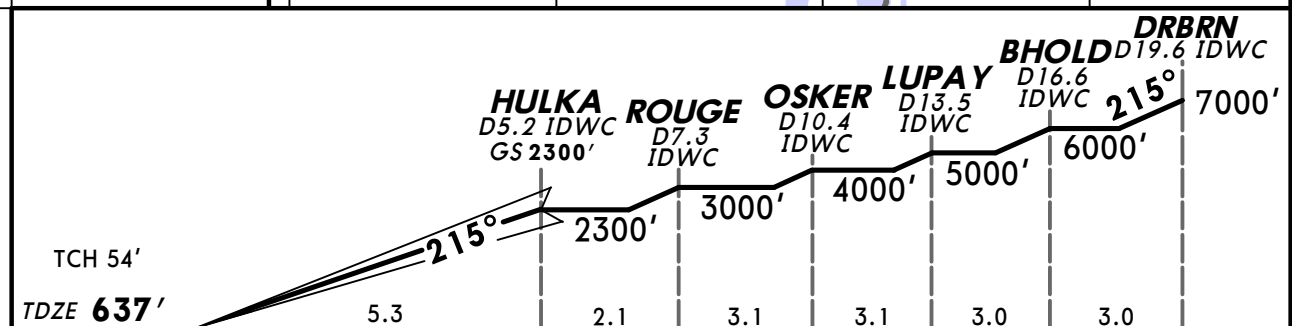
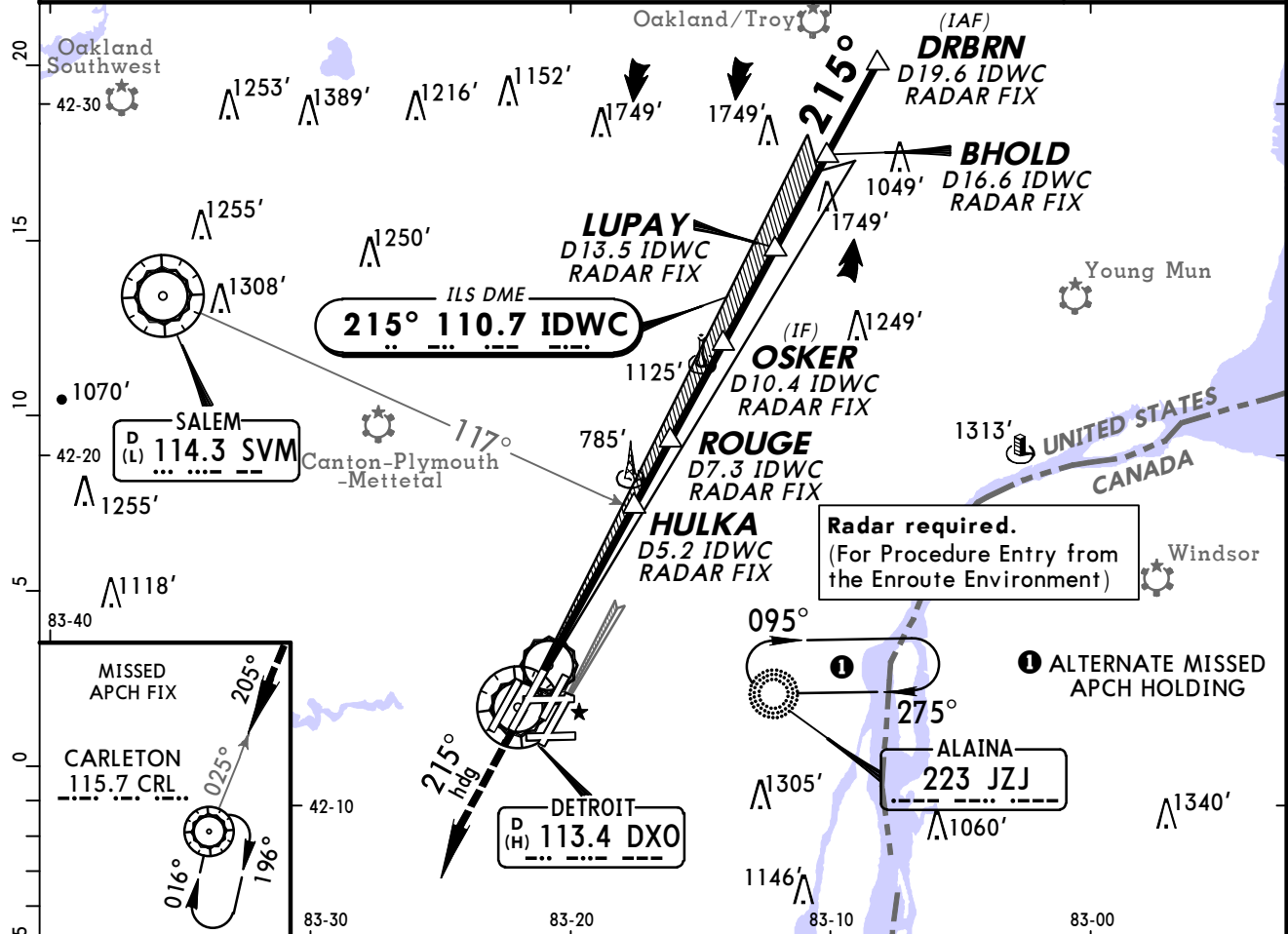
Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	215°	CRL
GS	2.85°	353	454	504	605	706			↑	hdg	R-025

TERPS STRAIGHT-IN LANDING RWY22L
1 SA CAT I ILS
 RA 148'
 DA(H) 787' (150')

A	
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67		124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IDWC 110.7		Final Apch Crs 215°		GS HULKA 2300' (1663')		SA CAT II ILS RA 98' DA(H) 737' (100')		Apt Elev 645' TDZE 637'	
MISSED APCH: Climb to 3000' on heading 215° and inbound CRL VOR R-025 to CRL VOR and hold, or as directed by ATC.									2800' MSA DXO VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 21L.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	215°	CRL
GS	2.85°	353	454	504	605	706	807	↑	on	115.7
										R-025

TERPS		STRAIGHT-IN LANDING RWY22L	
		I	SA CAT II ILS
			RA 98'
		DA(H)	737' (100')
A	RVR 12		
B			
C			
D			
I		Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.	

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 22L**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES

1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM 22L approach. If later advised to expect an ILS 22L approach, the ILS PRM 22L chart may be used after noting the following:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS 22L approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. All "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

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

KDTW/DTW

JEPPesen

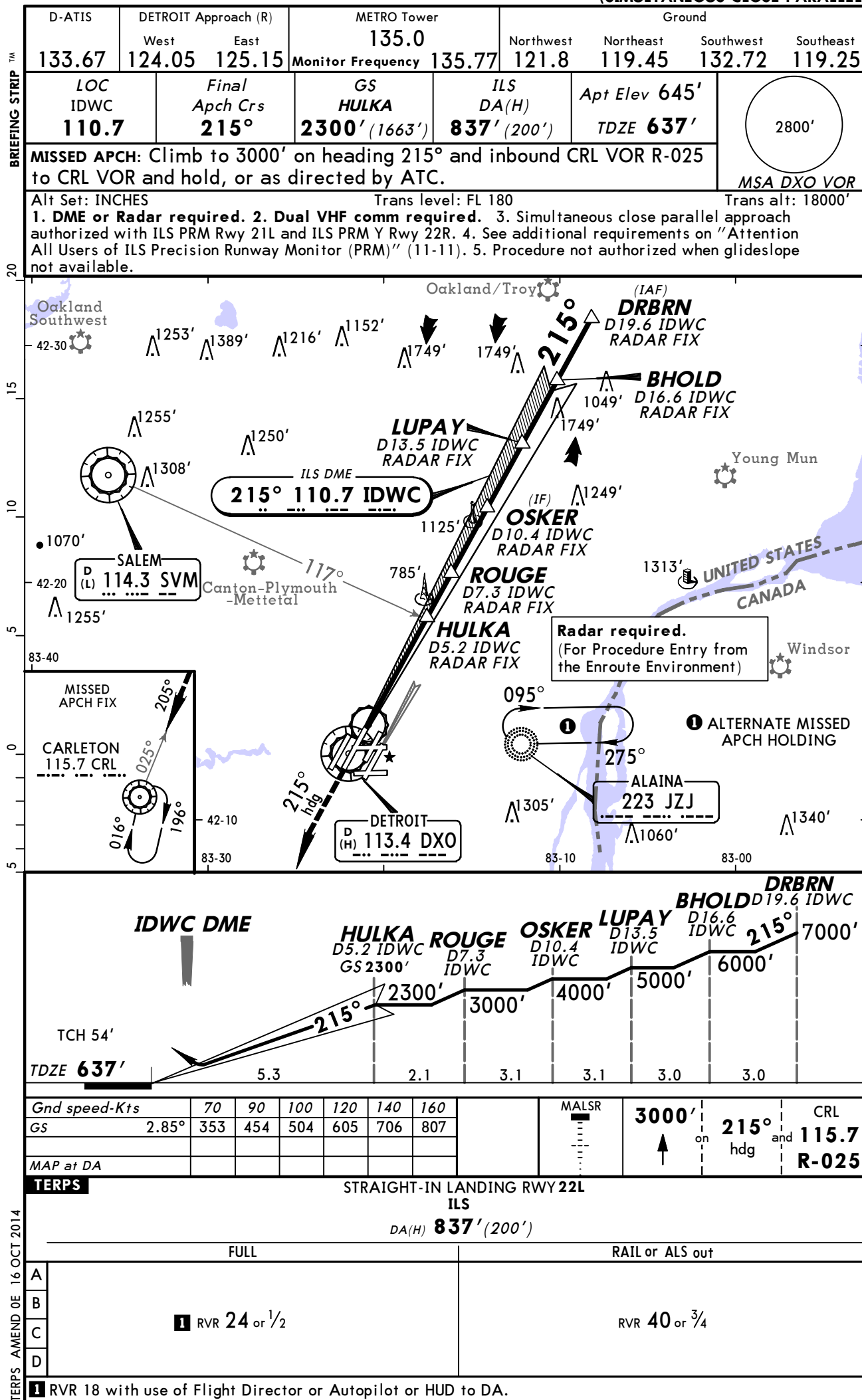
DETROIT, MICH

DETROIT METRO WAYNE CO

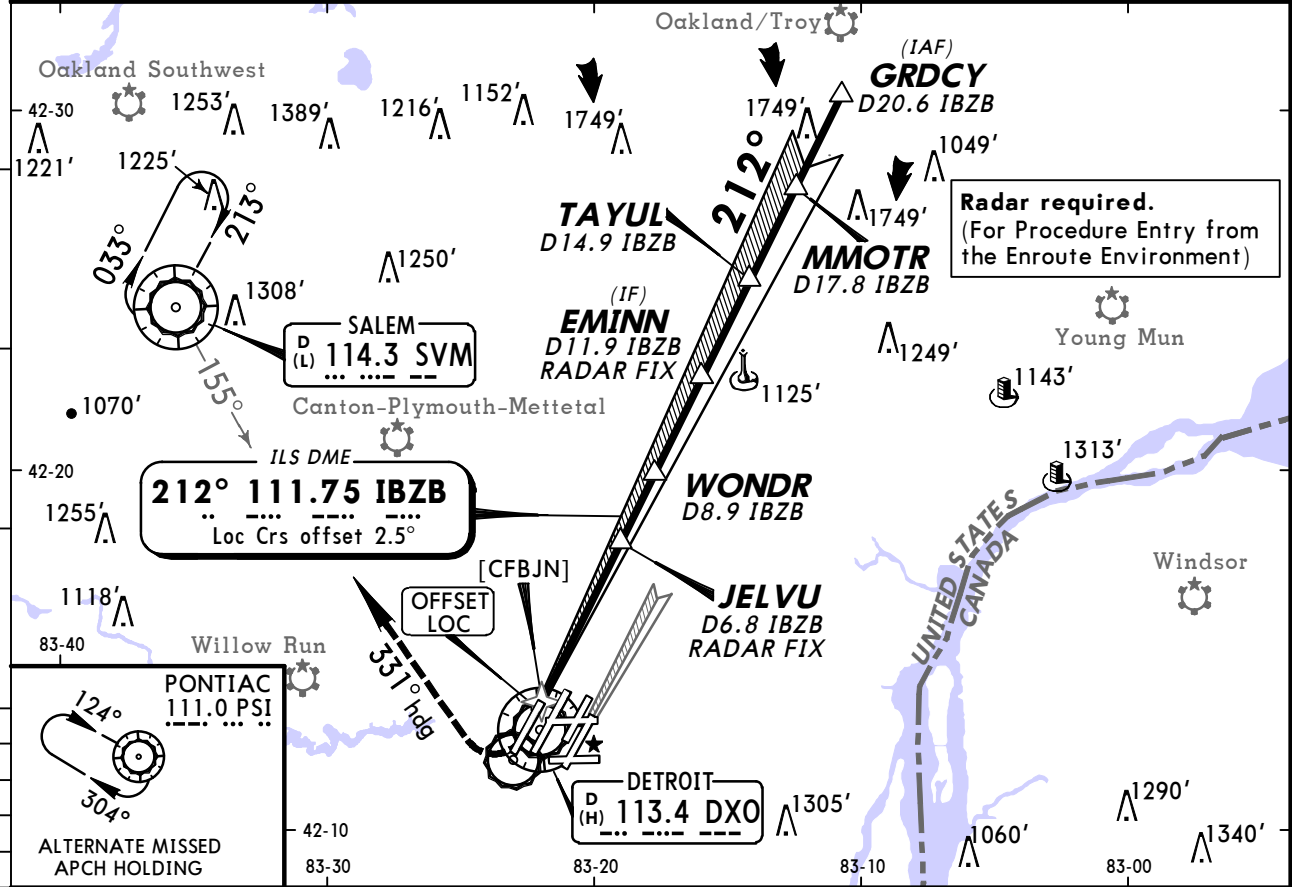
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11-11AA

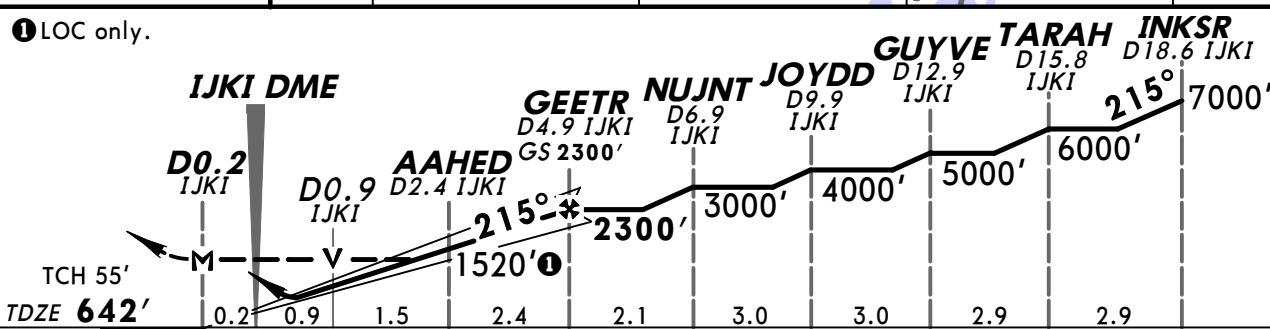
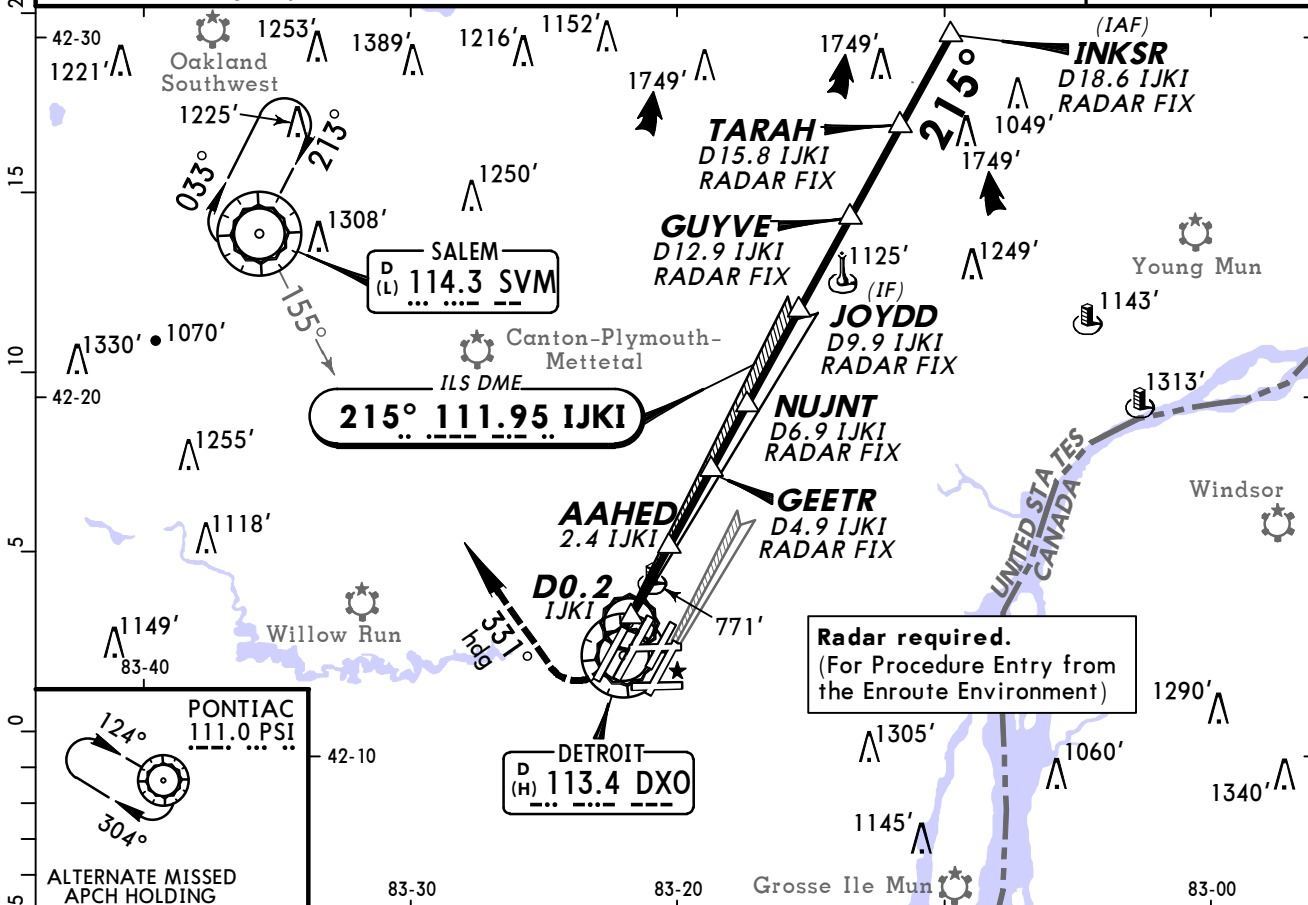
ILS PRM Rwy 22L
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IBZB 111.75	Final Apch Crs 212°		GS JELVU 2300' (1658')	ILS DA(H) 892' (250')	Apt Elev 645' TDZE 642'		2800' MSA DXO VOR	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 331° and inbound SVM VOR R-155 direct SVM VOR and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. DME or Radar required. 2. Procedure not authorized when glideslope not available. 3. Simultaneous approach authorized with Rwy 21L. 4. VGSI and ILS glidepath not coincident.								



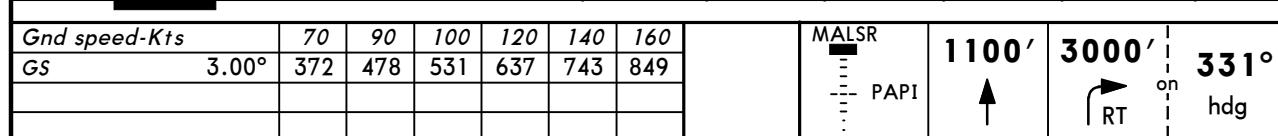
TCH 55' TDZE 642' 5.0 2.1 3.0 3.0 2.9 2.9 212° 212° 212° 212° 212° 212° JELVU WONDR EMINN TAYUL MMOTR GRDCY D6.8 IBZB D8.9 IBZB D11.9 IBZB D14.9 IBZB D17.8 IBZB D20.6 IBZB GS 2300' 3000' 4000' 5000' 6000' 7000'																
Gnd speed-Kts 70 90 100 120 140 160							MALSR									

BRIEFING STRIP™	D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
	133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
	LOC IJKI	Final Apch Crs		GS GEETR	ILS DA(H)	Apt Elev 645'			
	111.95	215°		2300' (1658')	842' (200')	TDZE 642'			
	MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 331° and inbound SVM VOR R-155 direct SVM VOR and hold, or as directed by ATC.								2800'
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 21L. 3. VGSI and ILS glidepath not coincident.									
								MSA DXO VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR			1100' 3000' 331°		
GS	3.00°	372	478	531	637	743	PAPI			↑		
MAP at D0.2 IJKI or GEETR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			RT on hdg		

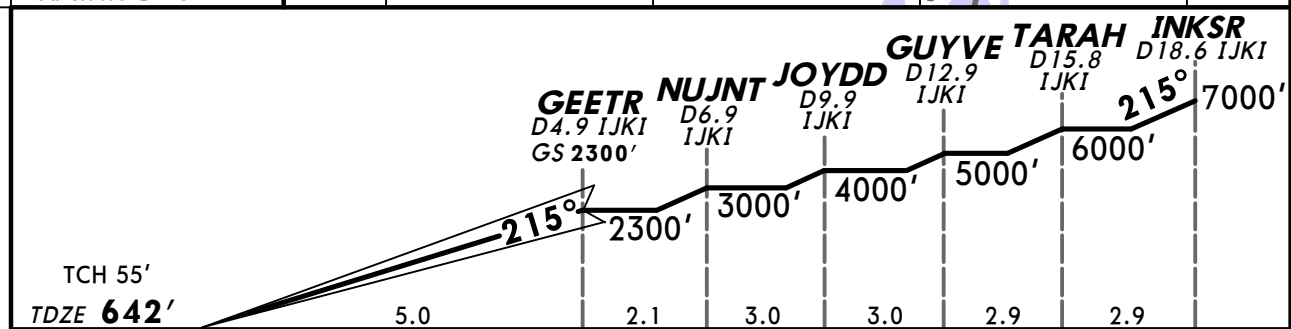
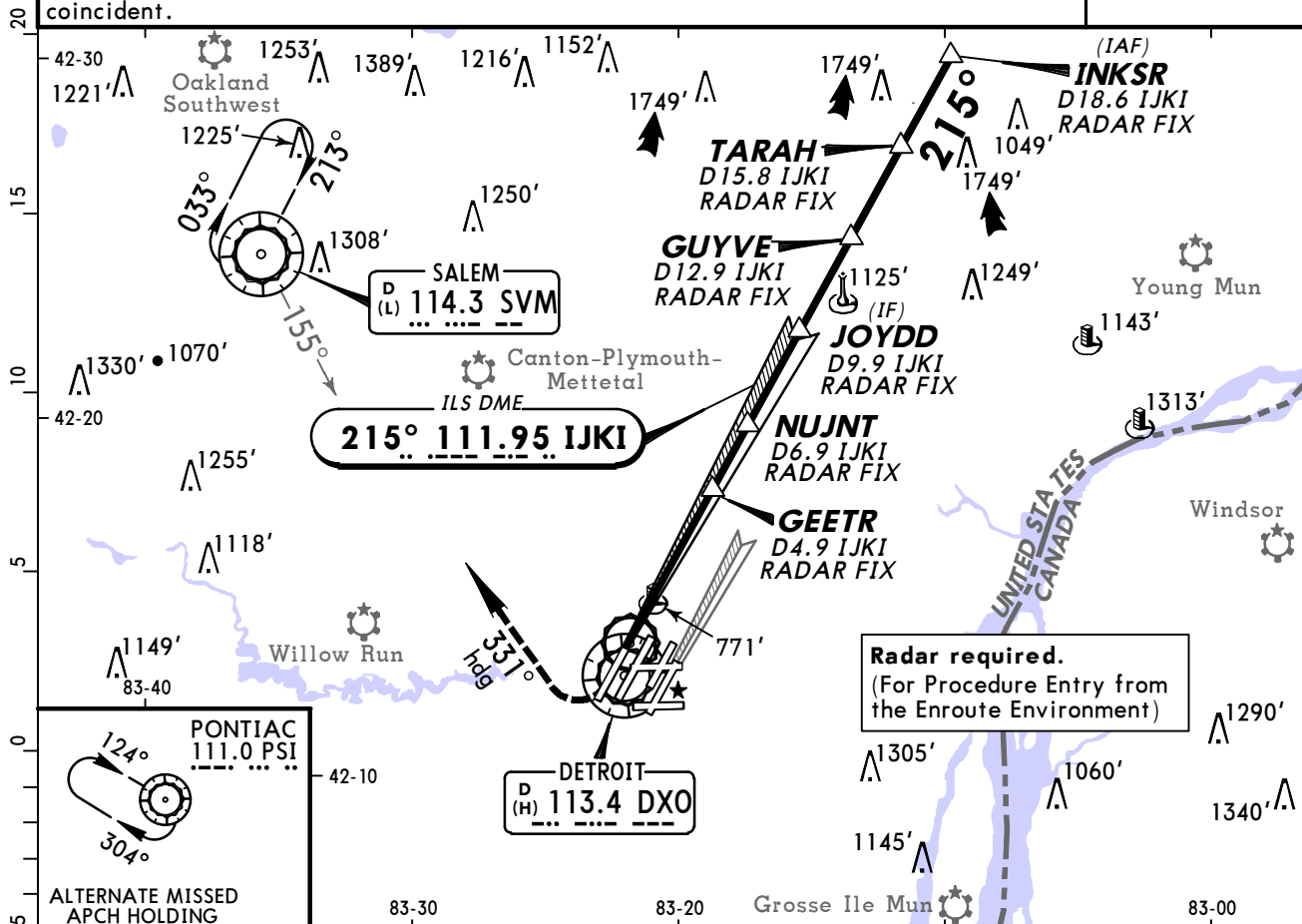
TERPS			STRAIGHT-IN LANDING RWY22R			CIRCLE-TO-LAND		
ILS			LOC (GS out)			C		
DA(H) 842' (200')			MDA(H) 1060' (418')			Max Kts		
FULL			RAIL out			MDA(H)		
RAIL or ALS out			ALS out			90		
A			RVR 24 or 1/2			1200' (555')-1		
B			RVR 40 or 3/4			140		
C			RVR 40 or 3/4			1200' (555')-1 1/2		
D			RVR 50 or 1			165		
RVR 24 or 1/2			RVR 60 or 1 1/8			1240' (595')-2		

20

A	
B	
C	RVR 14
D	

CHANGES: New procedure. © JEPPESEN, 2014. ALL RIGHTS RESERVED.

D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67		124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IJKI 111.95		Final Apch Crs 215°		GS GEETR 2300' (1658')		SA CAT II ILS RA 98' DA(H)742' (100')		Apt Elev 645' TDZE 642'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 331° and inbound SVM VOR R-155 direct SVM VOR and hold, or as directed by ATC.									2800' MSA DXO VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 21L. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	331°
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on hdg

TERPS		STRAIGHT-IN LANDING RWY22R	
		1 SA CAT II ILS RA 98' DA(H) 742' (100')	
A	RVR 12		
B			
C			
D			
1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.			

TERPS AMEND 3 18 SEP 2014

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM Y RWY 22R**

(SIMULTANEOUS CLOSE PARALLEL)

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

Briefing Points:

- When communicating with approach control, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Descending on the ILS glideslope ensures compliance with any charted crossing restrictions.
- Exit the runway at Taxiway A4 (6700 ft) or A3 (7700 ft) whenever practical.
- Whenever possible, do not stop on taxiway A between taxiway A3 and taxiway Q, due to the offset LOC critical area.

EXPANDED PROCEDURES

- 1. ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM approaches are in progress, pilots should brief to fly the ILS PRM Y 22R approach. If later advised to expect an ILS 22R approach, the ILS PRM Y 22R chart may be used after noting the following:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect an ILS 22R approach.
- 2. Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The tower controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.
- 3. All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

KDTW/DTW

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DETROIT, MICH

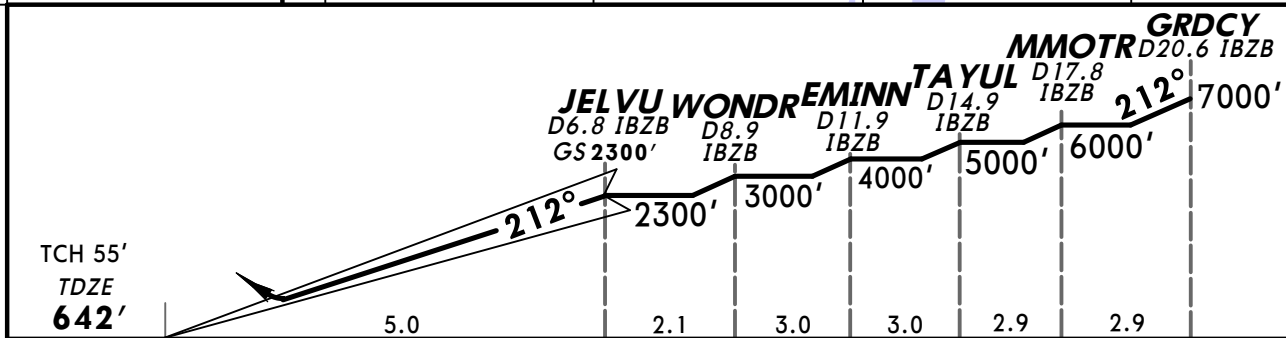
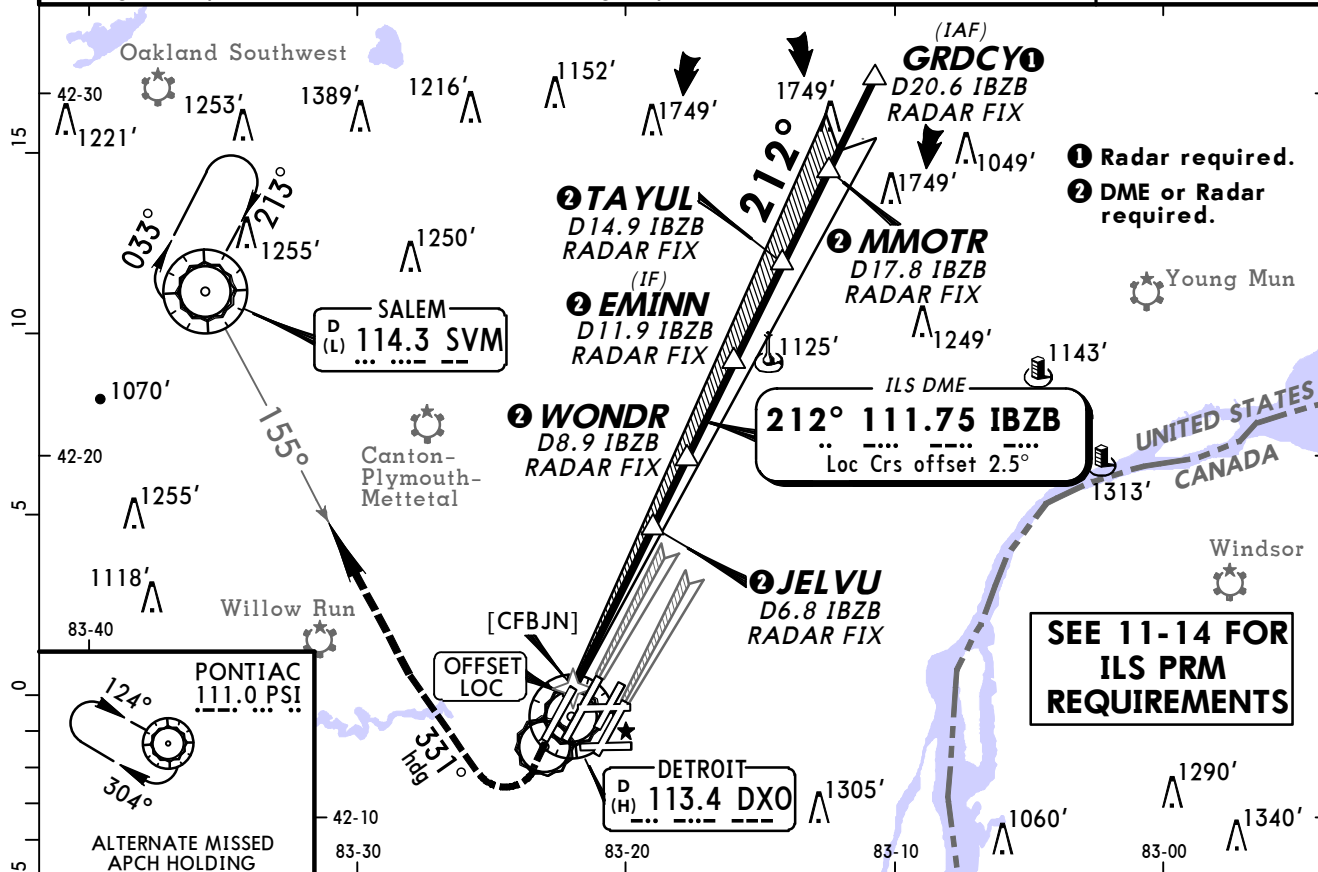
DETROIT METRO WAYNE CO

5 DEC 14

11-14AA

ILS PRM Y Rwy 22R
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
	West		East		128.12		Northwest	Northeast	Southwest	Southeast
	133.67		124.05 125.15		Monitor Frequency 127.05		121.8	119.45	132.72	119.25
	LOC		Final		GS		ILS		Apt Elev 645'	
	IBZB		Apch Crs		JELVU		DA(H)		TDZE 642'	
	111.75		212°		2300' (1658')		892' (250')			
	MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 331° and inbound SVM VOR R-155 to SVM VOR and hold, or as directed by ATC.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. Dual VHF comm required. 2. Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Rwy 21L. 3. See additional requirements on "Attention All Users of ILS Precision Runway Monitor (PRM)." 4. Procedure not authorized when glideslope not available. 5. VGSI and ILS glidepath not coincident.										
2800' MSA DXO VOR										



Gnd speed-Kts	70	90	100	120	140	160	MALSR				1100'	3000'	331°	SVM
GS	3.00°	372	478	531	637	743	PAPI				↑	RT	on	114.3
MAP at DA													hdg	R-155

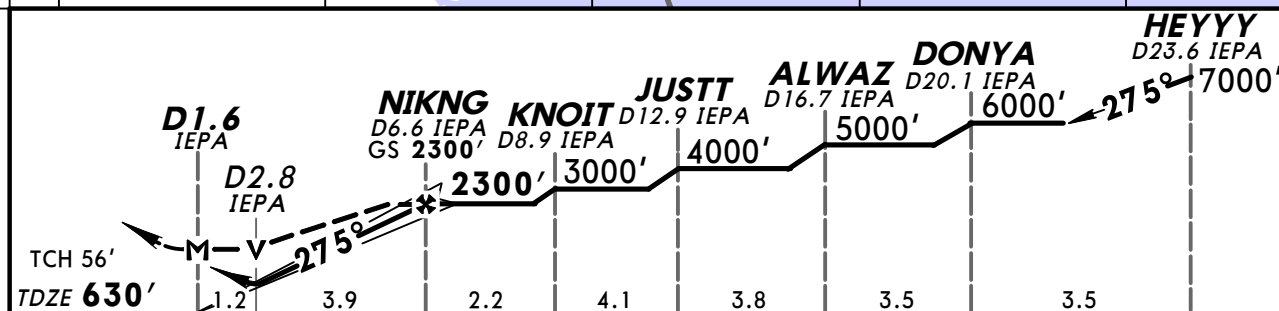
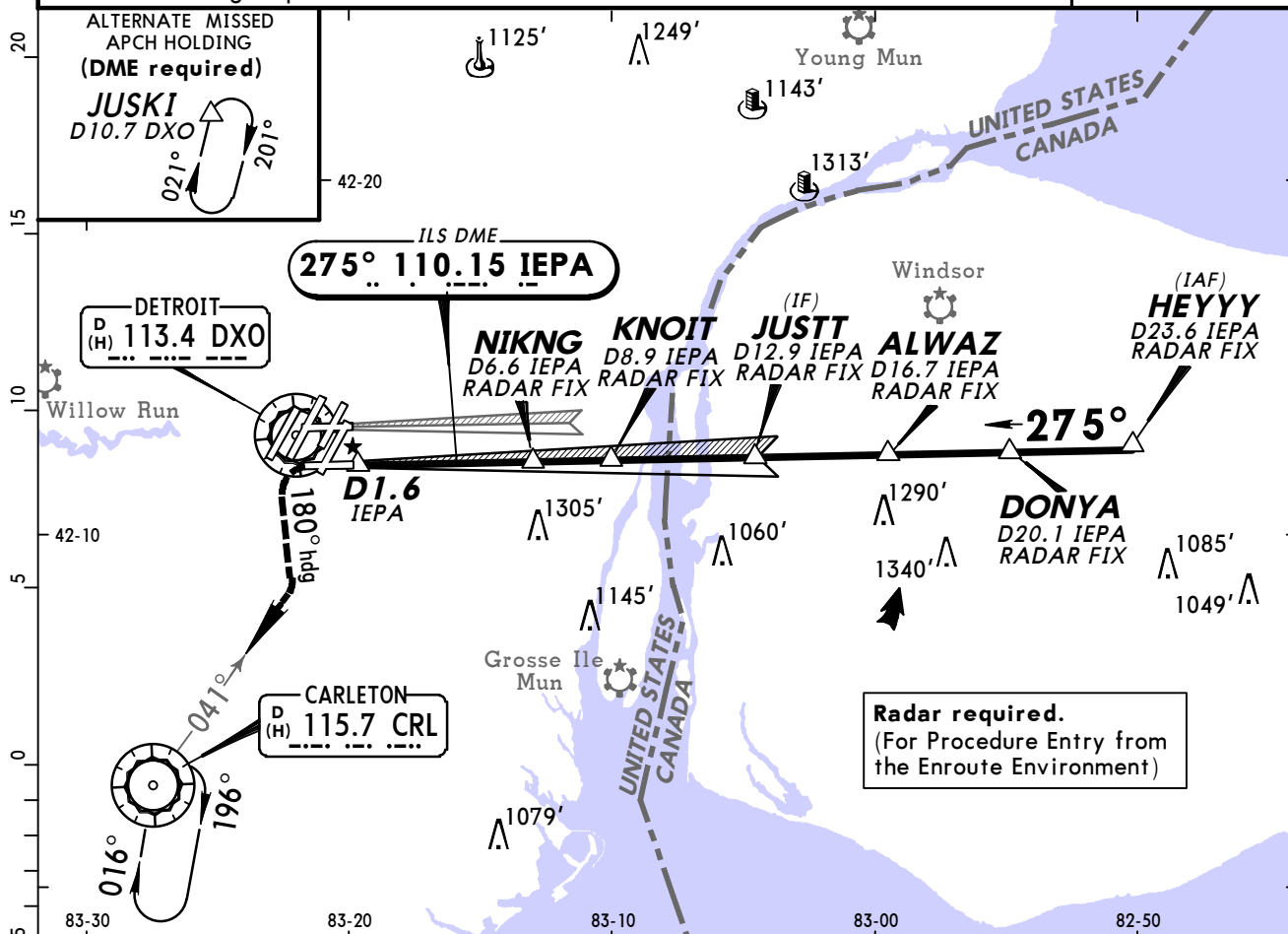
TERPS														
STRAIGHT-IN LANDING RWY 22R														
ILS														
DA(H) 892' (250')														
FULL							RAIL or ALS out							
A														
B														
C	RVR 24 or 1/2						RVR 40 or 3/4							
D														

CHANGES: TDZE.

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TERPS AMEND 0E 11 DEC 2014

D-ATIS			DETROIT Approach (R)		METRO Tower		Ground			
			West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67			124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEPA		Final Apch Crs		GS NIKNG		ILS DA(H)		Apt Elev 645'		
110.15		275°		2300' (1670')		830' (200')		TDZE 630'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 180° and inbound CRL VOR R-041 to CRL VOR and hold, or as directed by ATC.									2800' MSA DXO VOR	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Radar or DME required. 2. Simultaneous approach authorized with Rwy 27R. 3. VGSI and ILS glidepath not coincident.										

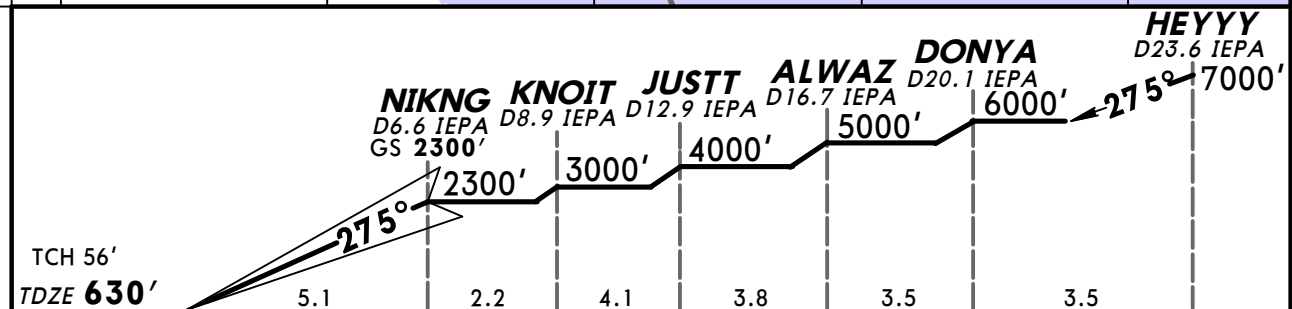
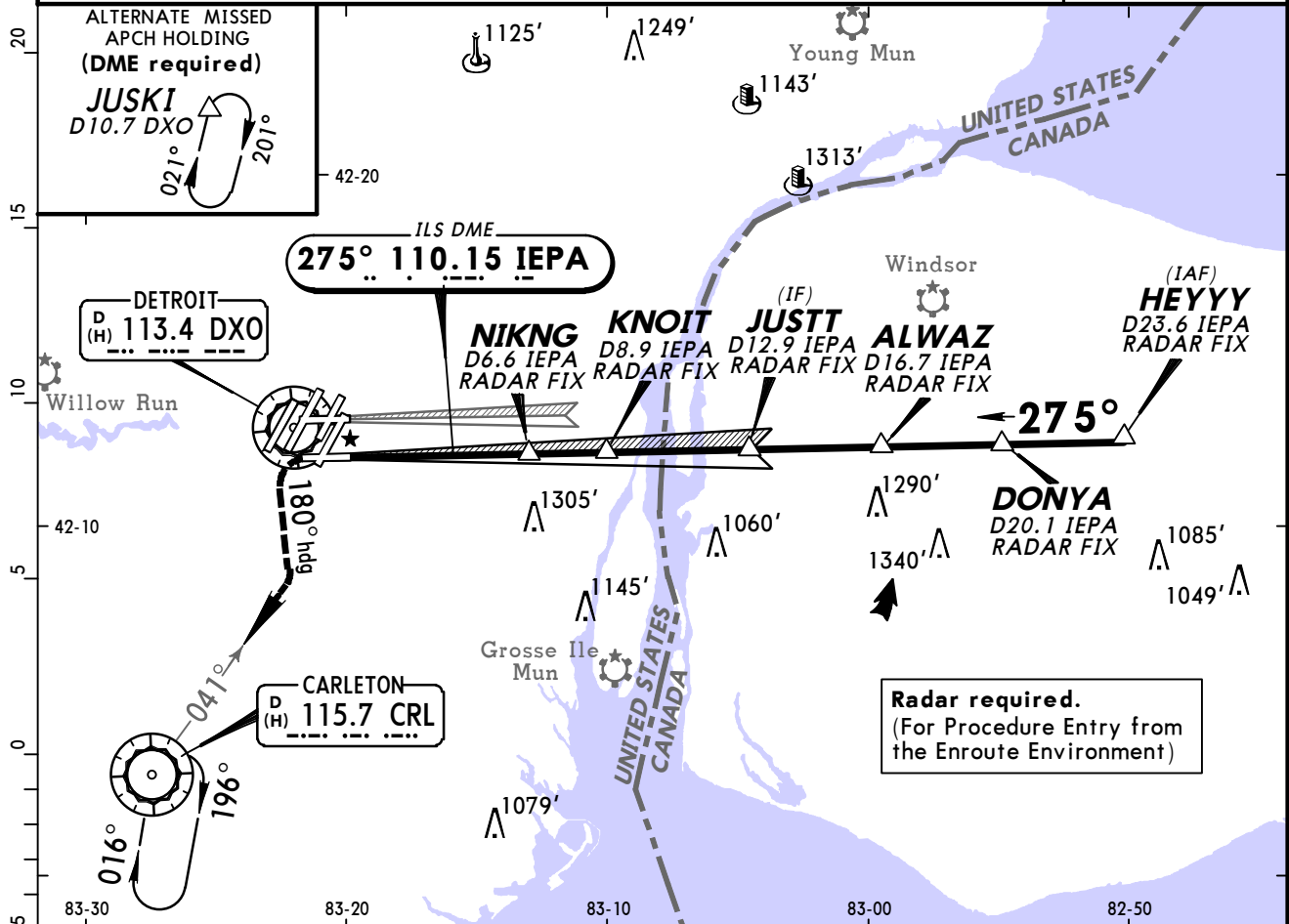


Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	180°	CRL
GS	3.00°	372	478	531	637	743	PAPI		↑	↙	on	and
MAP at D1.6 IEPA or NIKNG to MAP	5.1	4:22	3:24	3:04	2:33	2:11					hdg	R-041

TERPS		STRAIGHT-IN LANDING RWY 27L			CIRCLE-TO-LAND	
		ILS DA(H) 830' (200')	LOC (GS out) MDA(H) 1080' (450')		Max Kts	MDA(H)
		FULL	RAIL or ALS out	RAIL out	ALS out	
A						
B						
C	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1200' (555') - 1
D			RVR 45 or 7/8	RVR 55 or 1	1 3/8	1200' (555') - 1 1/2
						1240' (595') - 2

I RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

D-ATIS		DETROIT Approach (R)		METRO Tower		Ground			
		West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67		124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEPA 110.15		Final Apch Crs 275°		GS NIKNG 2300' (1670')		SA CAT I ILS RA 146' DA(H)780' (150')		Apt Elev 645' TDZE 630'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 180° and inbound CRL VOR R-041 to CRL VOR and hold, or as directed by ATC.								2800' MSA DXO VOR	
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Aircraft Certification Required. 2. Radar or DME required. 3. Simultaneous approach authorized with Rwy 27R. 4. VGSI and ILS glidepath not coincident.									



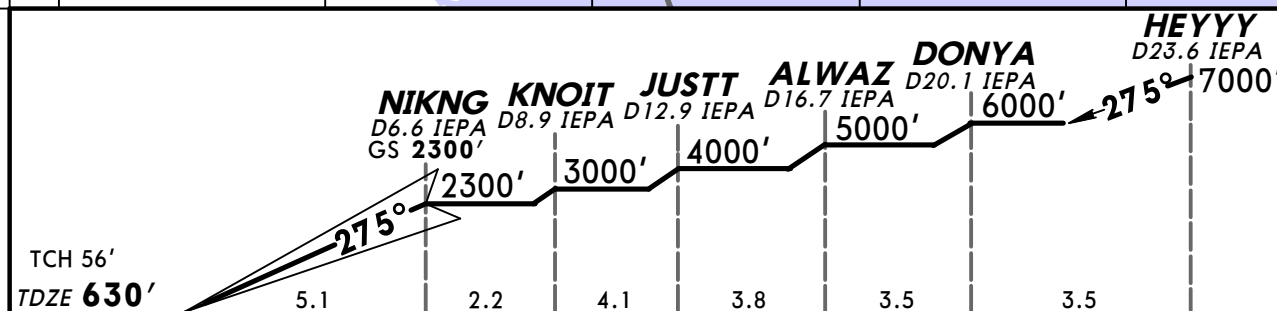
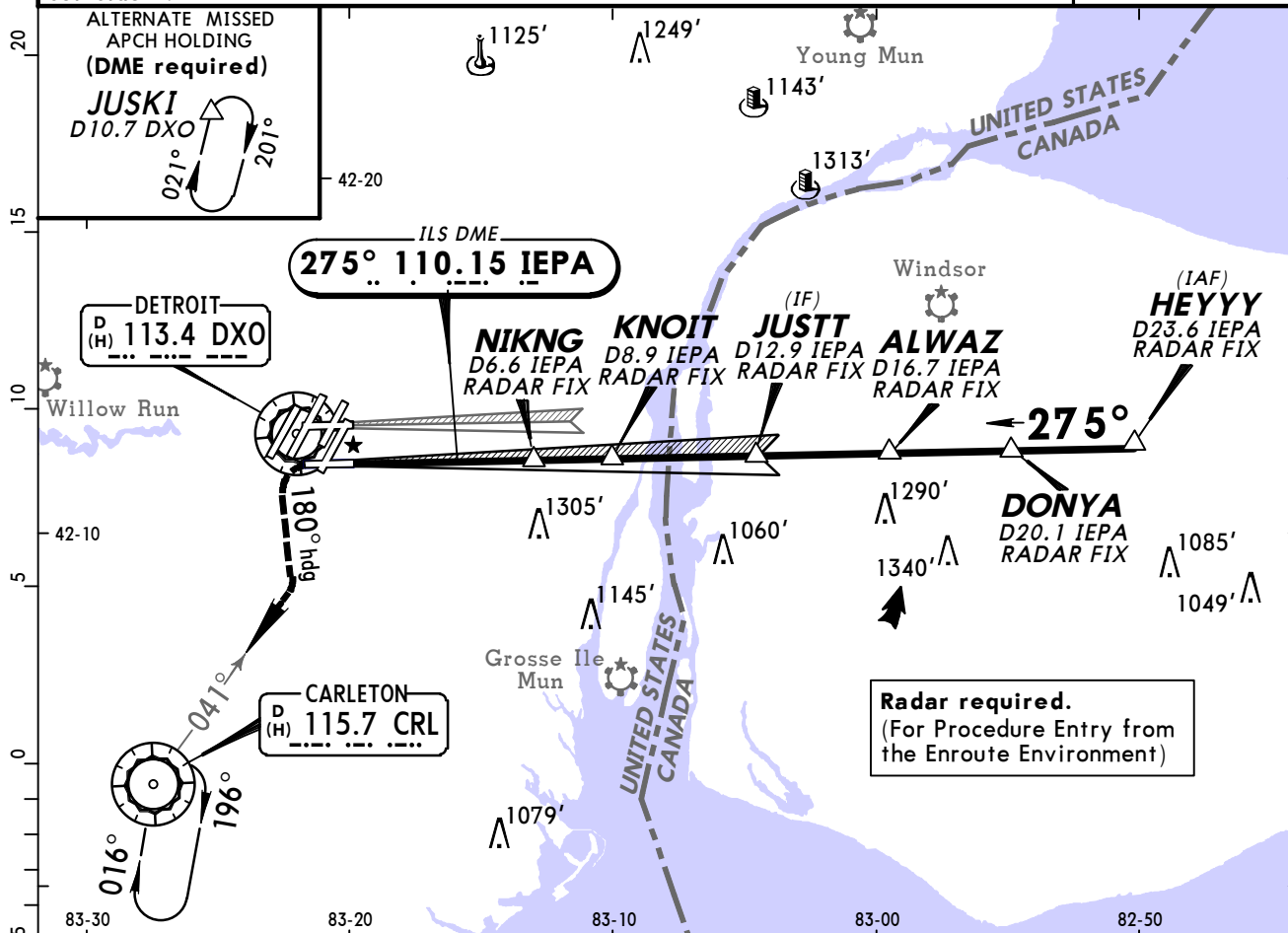
Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	180°	CRL
GS	3.00°	372	478	531	637	743	PAPI		↑	←	on	and 115.7 R-041

TERPS STRAIGHT-IN LANDING RWY27L
1 SA CAT I ILS
RA 146'
 DA(H) **780' (150')**

A												
B												
C												
D												

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

D-ATIS			DETROIT Approach (R)		METRO Tower		Ground			
			West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67			124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
LOC IEPA 110.15		Final Apch Crs 275°		GS NIKNG 2300' (1670')		SA CAT II ILS RA 96' DA(H)730' (100')		Apt Elev 645' TDZE 630'		2800' MSA DXO VOR
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on heading 180° and inbound CRL VOR R-041 to CRL VOR and hold, or as directed by ATC.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	3000'	180°	CRL
GS	3.00°	372	478	531	637	743	PAPI		↑	↙	on	115.7
												R-041

TERPS STRAIGHT-IN LANDING RWY27L
SA CAT II ILS
RA 96'
 DA(H) 730' (100')

A	RVR 16
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

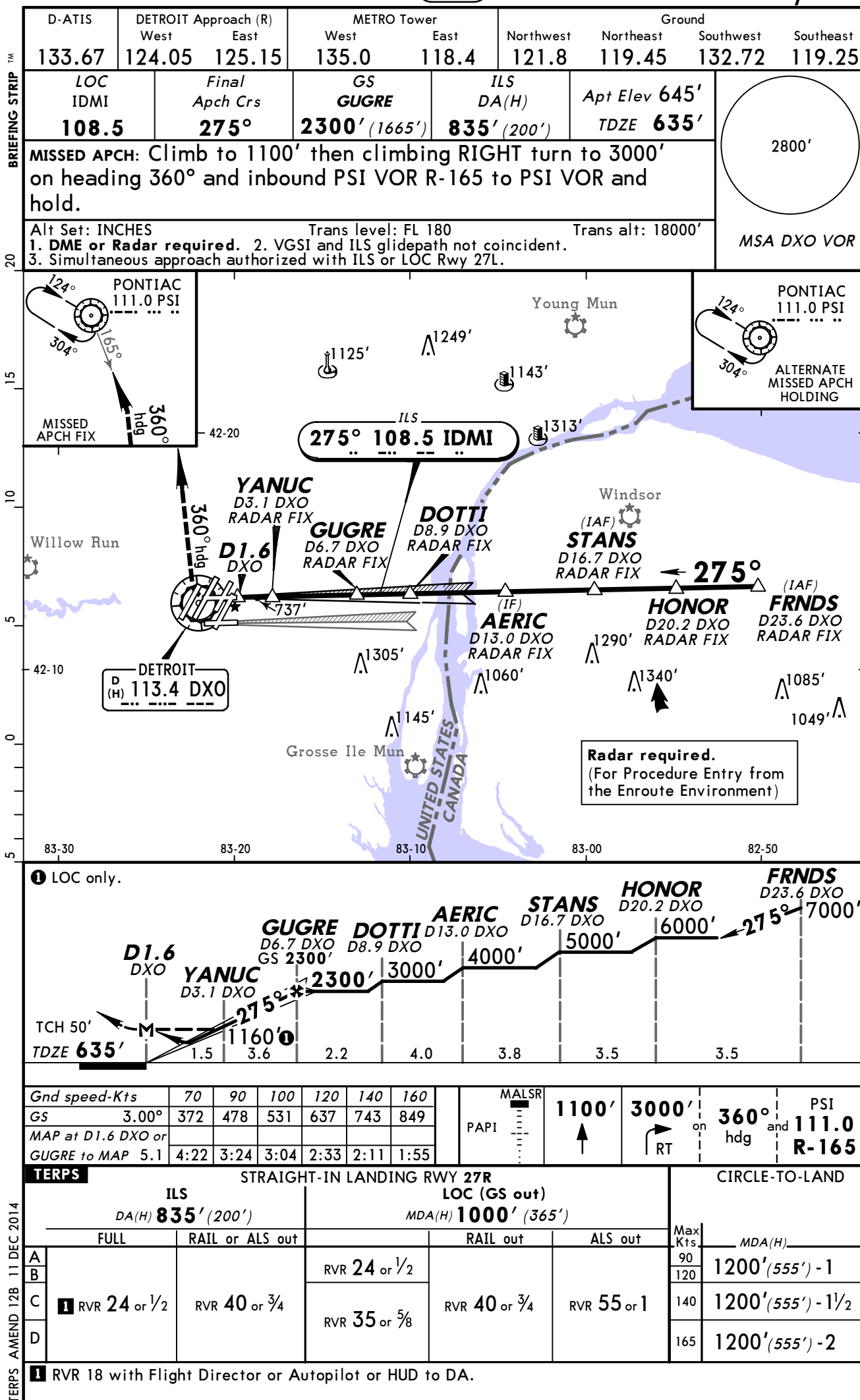
KDTW/DTW

DETROIT METRO WAYNE CO

5 DEC 14

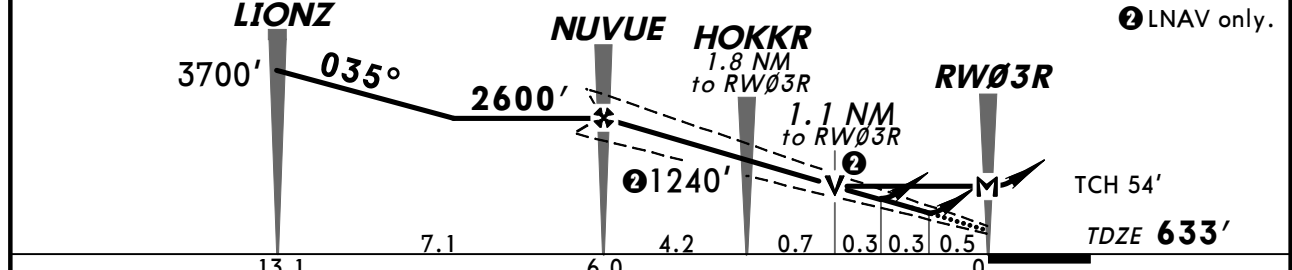
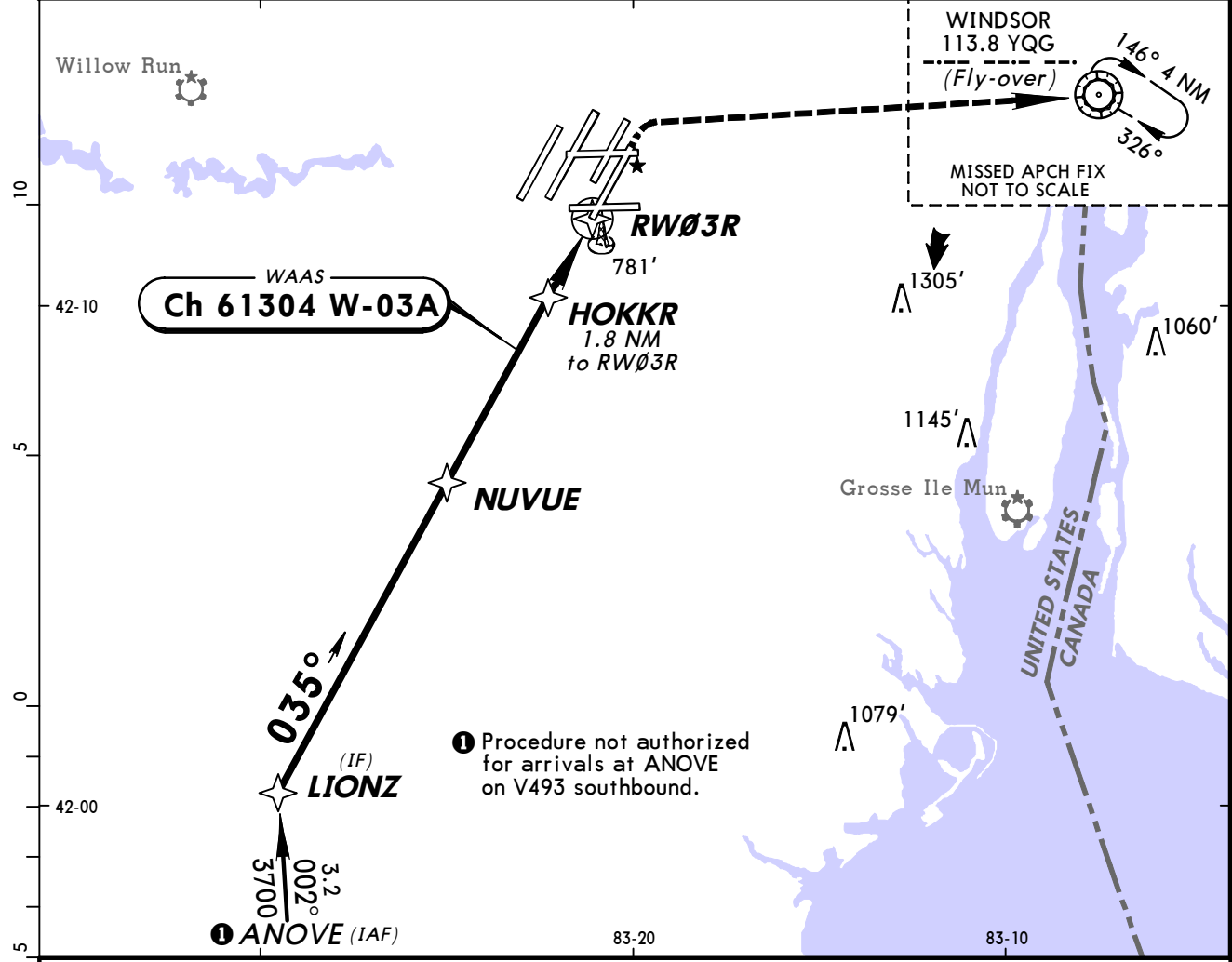
(11-16)

JEPPESSEN

DETROIT, MICH
ILS or LOC Rwy 27R

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
WAAS Ch 61304 W-03A		Final Apch Crs 035°	Minimum Alt NUVUE 2600' (1967')	LPV DA(H) 833' (200')	Apt Elev 645' TDZE 633'			2800' MSA RW03R
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct YQG VOR and hold.								

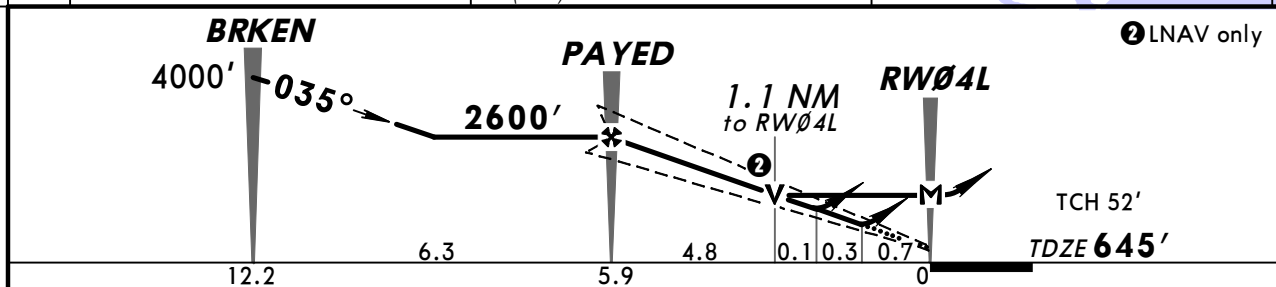
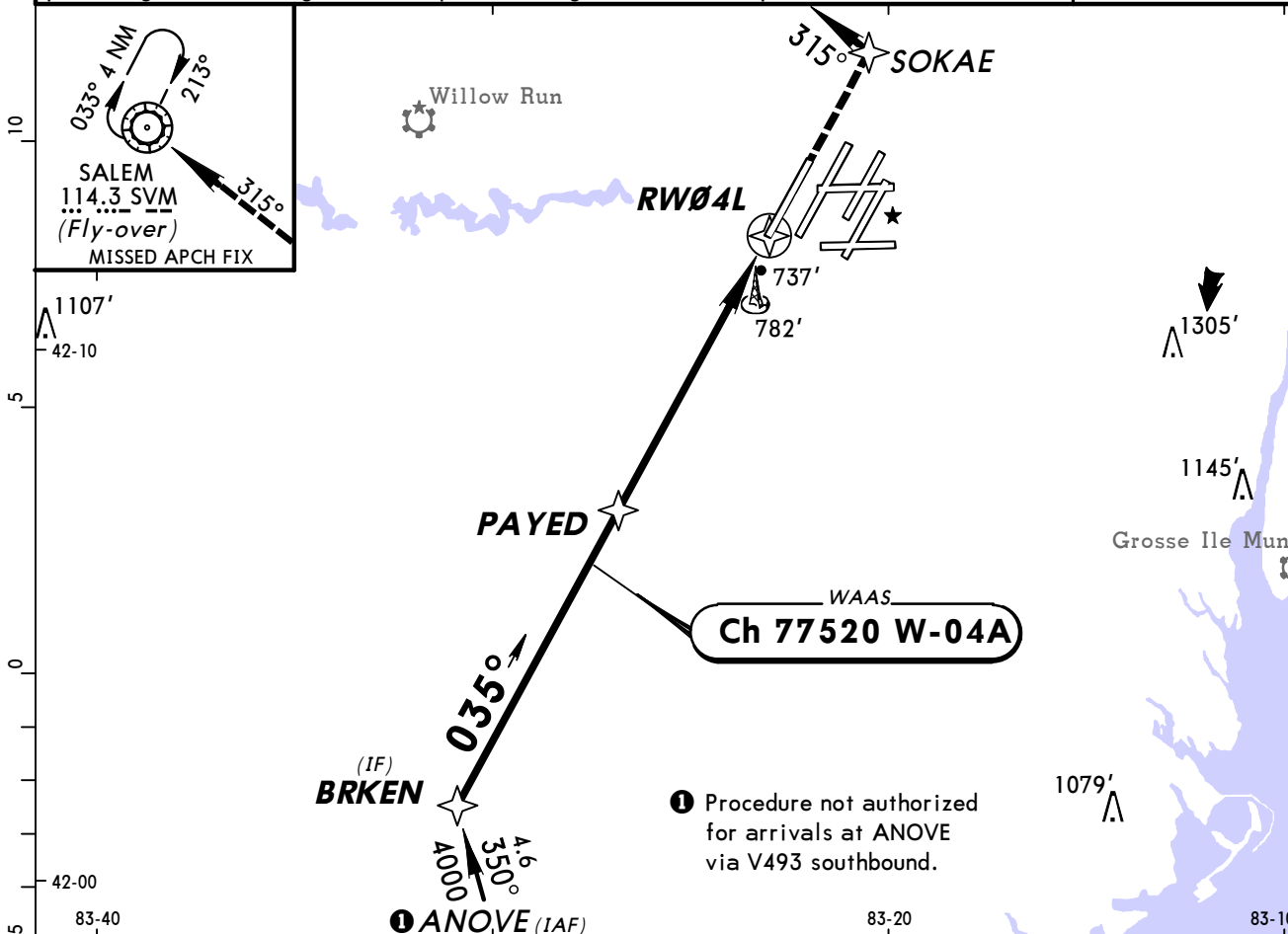
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS Y Rwy 4L, ILS Z or LOC, CAT II, III Rwy 4L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	3000'	YQG
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	113.8
MAP at RW03R										

TERPS				STRAIGHT-IN LANDING RWY 3R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		C			
DA(H) 833' (200')		DA(H) 952' (319')		MDA(H) 1040' (407')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		90		1200' (555')-1	
A						RVR 24 or 1/2			
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 27 or 1/2	RVR 50 or 1		RVR 55 or 1			
C						RVR 40 or 3/4		1200' (555')-1 1/2	
D						RVR 60 or 1/8		1240' (595')-2	

D-ATIS 133.67	DETROIT Approach (R) West 124.05 East 125.15	METRO Tower West 135.0 East 118.4	Northwest 121.8	Ground Northeast 119.45 Southwest 132.72 Southeast 119.25
WAAS Ch 77520 W-04A	Final Apch Crs 035°	Minimum Alt PAYED 2600' (1955')	LPV DA(H) 916' (271')	Apt Elev 645' TDZE 645'
MISSED APCH: Climb to 3000' direct SOKAE and via 315° track to SVM VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC, CAT II, CAT III Rwy 3R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.				

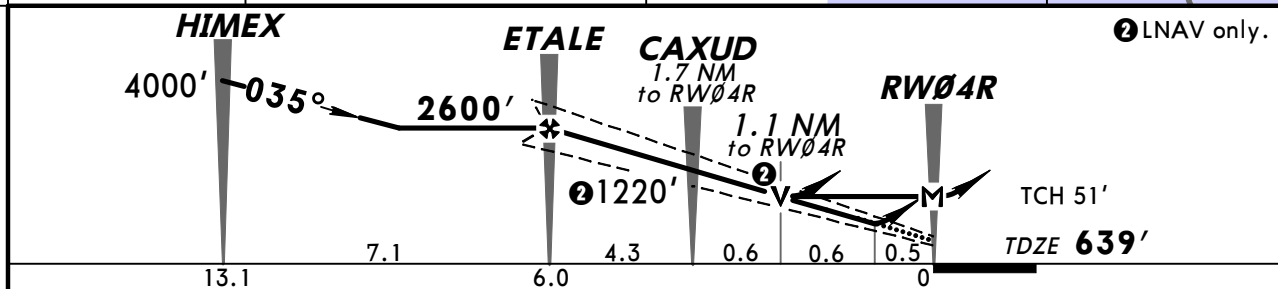
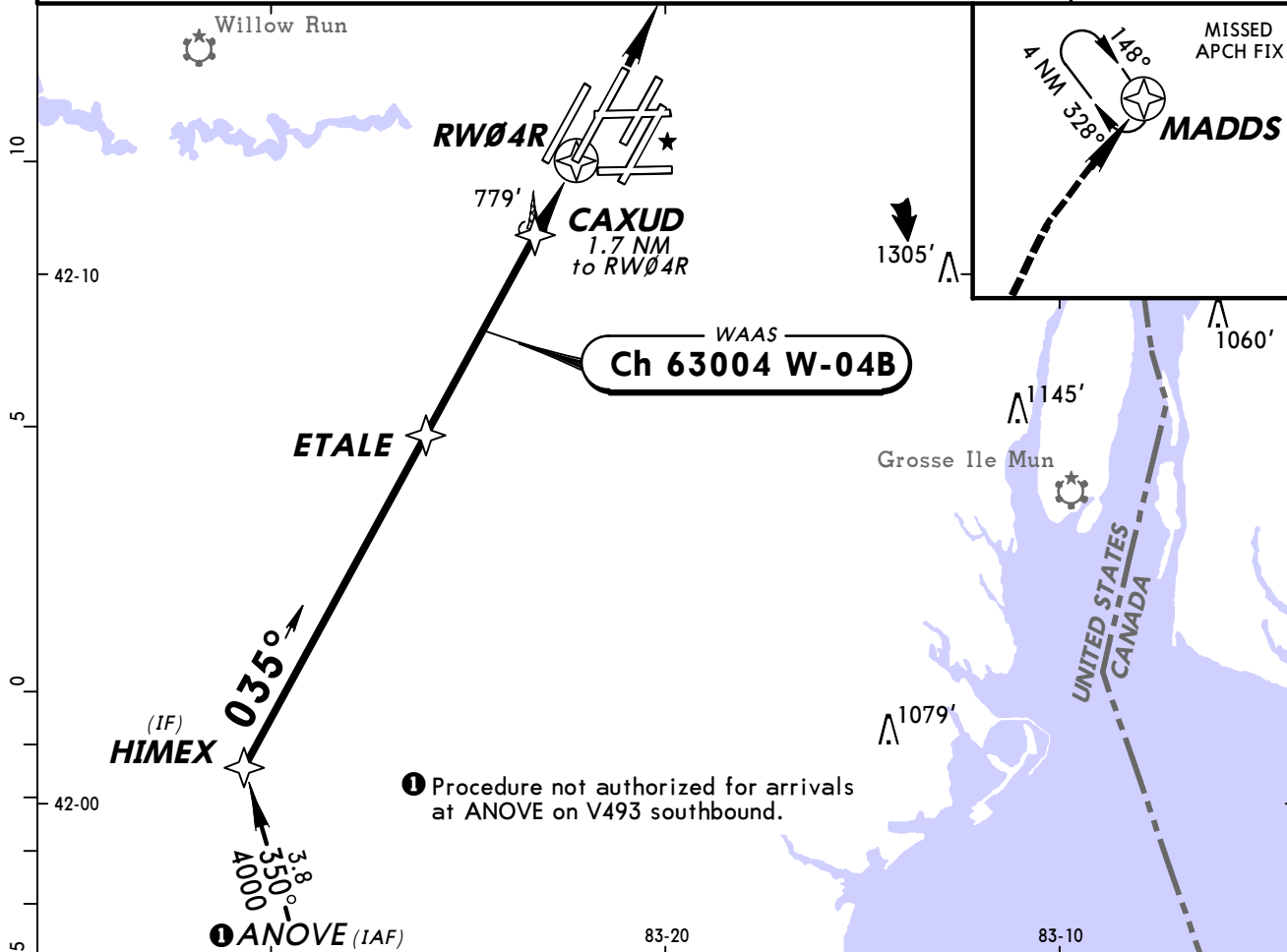


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	→	SOKAE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at RW04L										

STRAIGHT-IN LANDING RWY 4L						CIRCLE-TO-LAND	
LPV DA(H) 916' (271')		LNAV/VNAV DA(H) 1008' (363')		LNAV MDA(H) 1040' (395')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	1200' (555') - 1
RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		120	1200' (555') - 1 1/2
RVR 50 or 1		RVR 60 or 1 1/4		RVR 50 or 1		140	1200' (555') - 2
				RVR 60 or 1 1/4		165	

BRIEFING STRIP™

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
WAAS Ch 63004 W-04B		Final Apch Crs 035°	Minimum Alt ETALE 2600' (1961')	LPV DA(H) 839' (200')	Apt Elev 645' TDZE 639'		2800' MSA RW04R	
MISSED APCH: Climb to 3000' then RIGHT turn direct MADDS and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC, SA CAT I, CAT II, CAT III Rwy 3R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



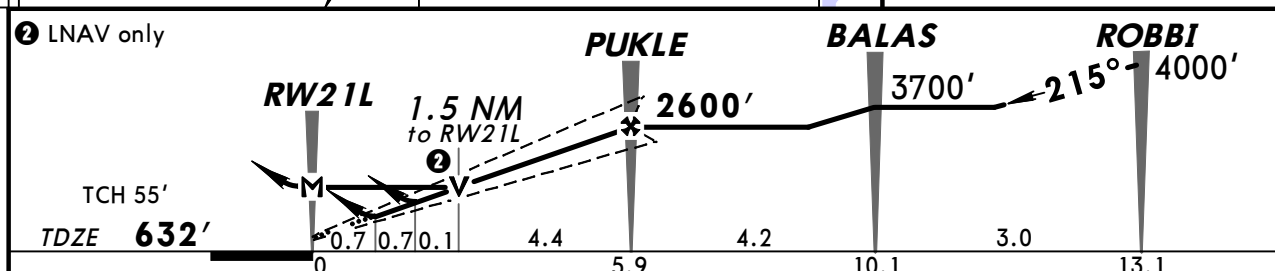
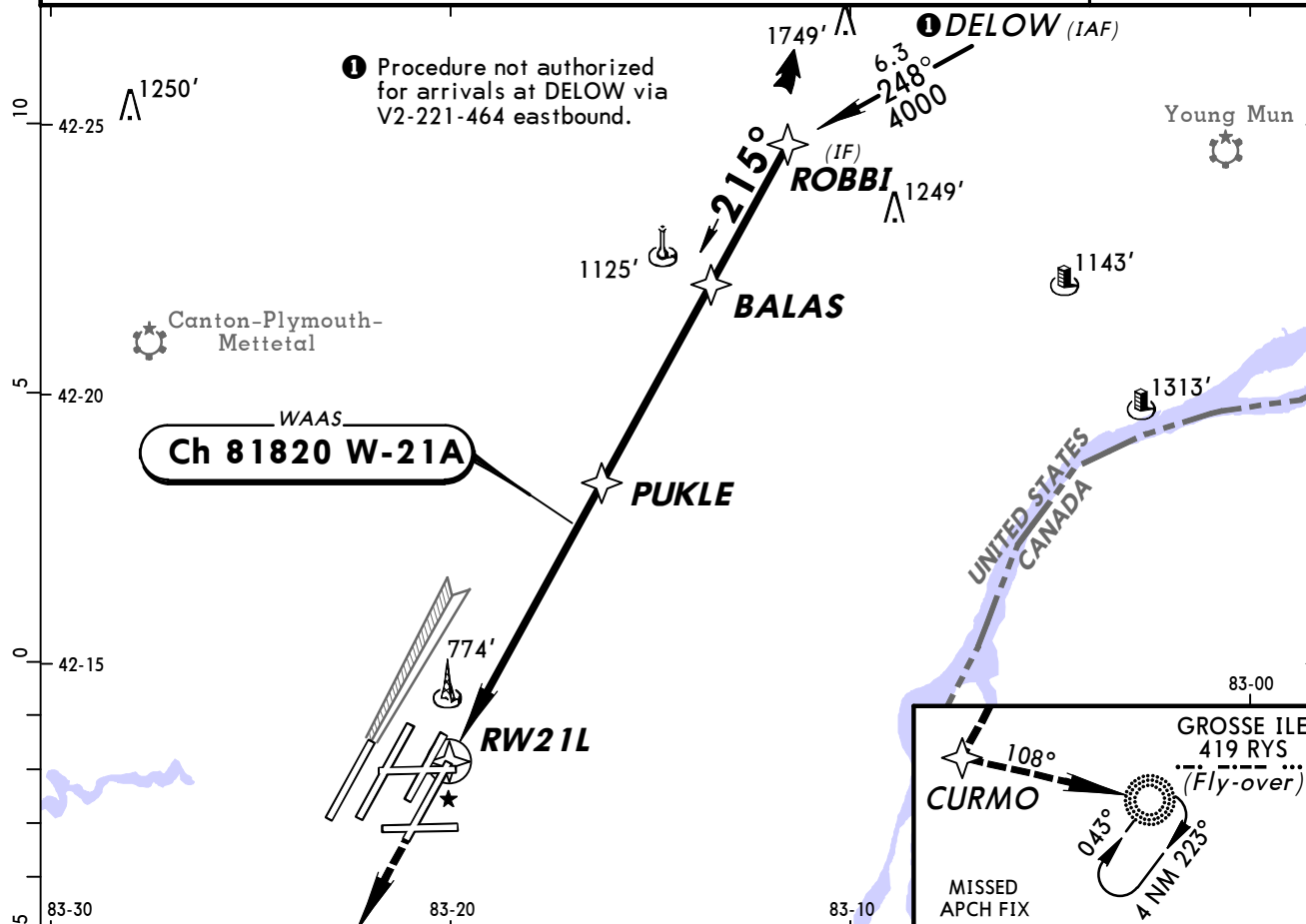
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	D	MADDS
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at RW04R											

TERPS				STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		C			
DA(H) 839' (200')		DA(H) 1026' (387')		MDA(H) 1040' (401')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		90	120	1200' (555')-1	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 41 or 3/4	1 1/4	RVR 24 or 1/2	RVR 55 or 1	140	1200' (555')-1 1/2	
							165	1240' (595')-2	

™

BRIEFING STRIP

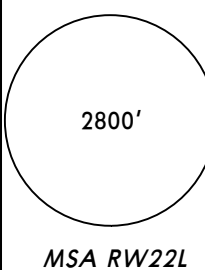
D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
WAAS Ch 81820 W-21A		Final Apch Crs 215°	Minimum Alt PUKLE 2600' (1968')		LPV DA(H) 922' (290')	Apt Elev 645' TDZE 632'		2800' MSA RW21L
MISSED APCH: Climb to 3000' direct CURMO and LEFT turn on track 108° to RYS NDB and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS Y Rwy 22R and ILS Z or LOC Rwy 22R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑	→	CURMO
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW21L										

TERPS				STRAIGHT-IN LANDING RWY 21L						CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 922' (290')			LNAV/VNAV <i>DA(H)</i> 1118' (486')			LNAV <i>MDA(H)</i> 1180' (548')			Max Kts	<i>MDA(H)</i>	
RAIL or ALS out			RAIL or ALS out			RAIL out ALS out					
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1200'(555')-1		
B					RVR 60 or 1 1/8	1 3/8	1 5/8	120			
C								140			
D								165			
									1200'(555')-1 1/2		
									1200'(555')-2		

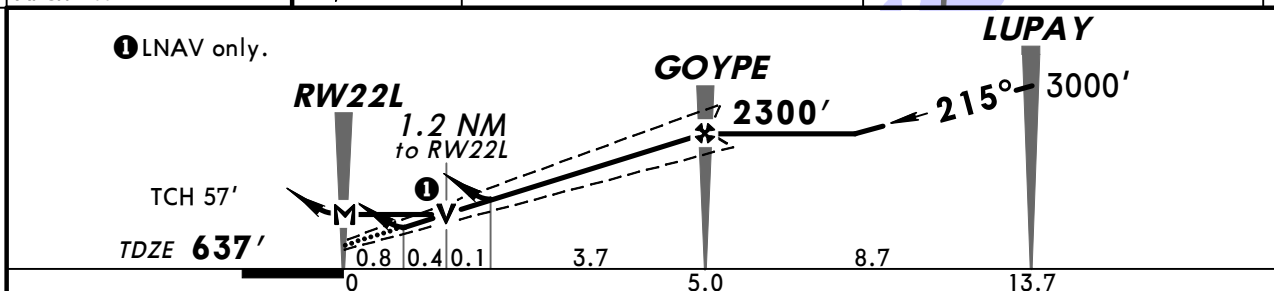
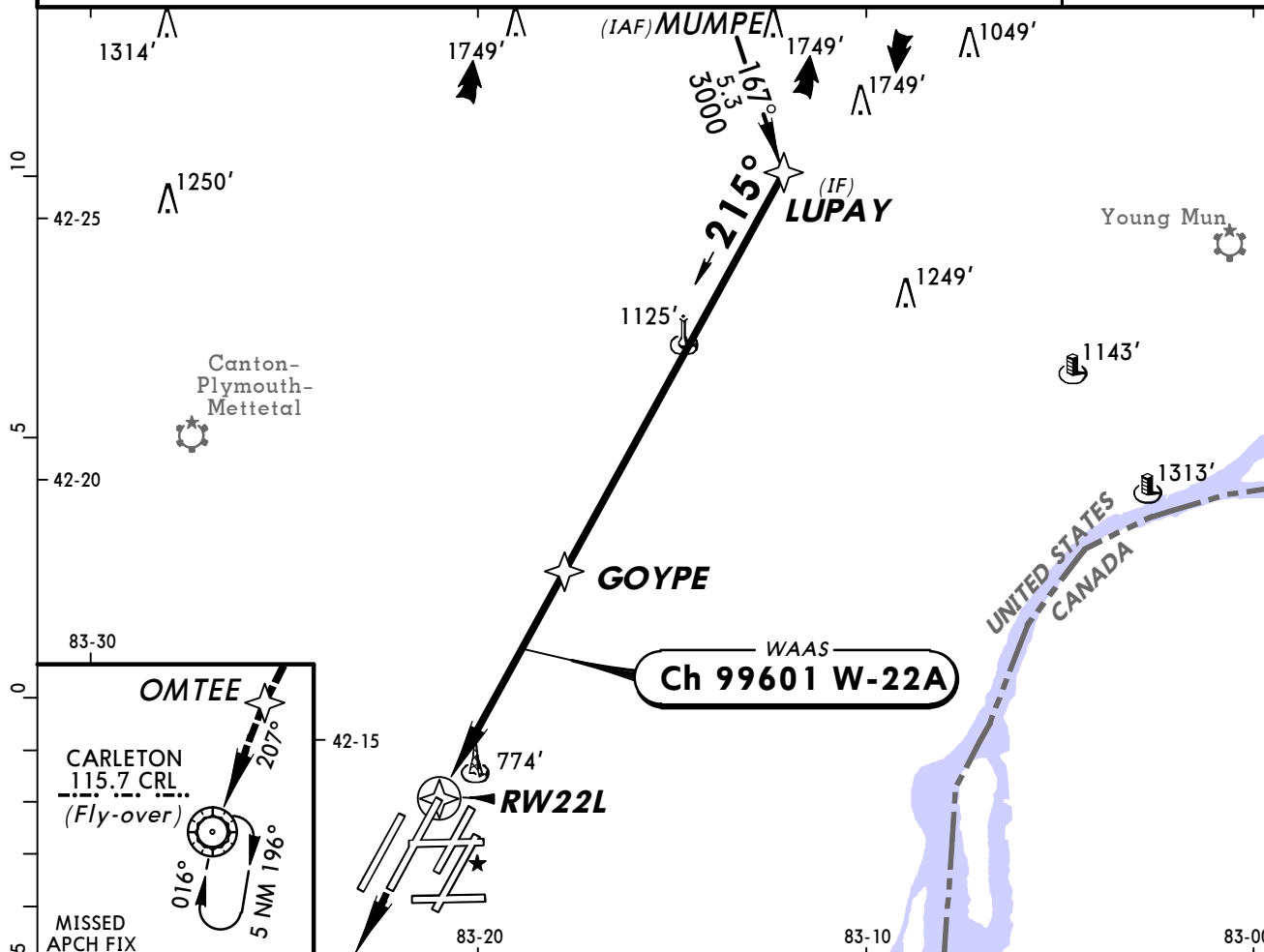
BRIEFING STRIP™

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
WAAS Ch 99601 W-22A		Final Apch Crs 215°	Minimum Alt GOYPE 2300' (1663')		LPV DA(H) 932' (295')	Apt Elev 645' TDZE 637'		
MISSED APCH: Climb to 3000' direct OMTEE and via 207° track to CRL VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 21L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								

2800'

MSA RW22L

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 21L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	OMTEE
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RW22L									

STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND	
LPV DA(H) 932' (295')		LNAV/VNAV DA(H) 1117' (480')		LNAV MDA(H) 1080' (443')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out		
A				RVR 24 or 1/2	RVR 40 or 3/4	90	1200' (555') - 1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4	RVR 40 or 3/4	120	1200' (555') - 1 1/2
C					RVR 60 or 1 1/4	140	1200' (555') - 1 1/2
D					1 1/2	165	1200' (555') - 2

BRIEFING STRIP™

Apt Elev **645'**
TDZE **642'**

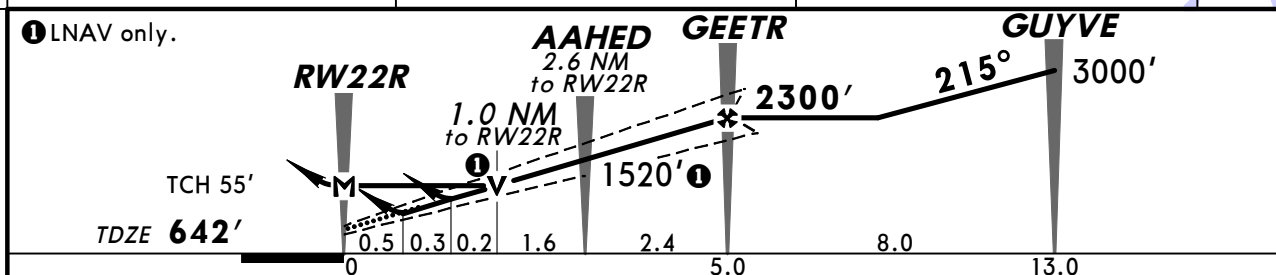
2800'

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 21L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

MSA RW22R



① LNAV only.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		1100' ↑	3000' ↻ RT		SVM 114.3
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849					
<i>MAP at RW22R</i>											

TERPS

STRAIGHT-IN LANDING RWY 22R

CIRCLE-TO-LAND

		LPV DA(H) 842' (200')	LNAV/VNAV DA(H) 951' (309')			LNAV MDA(H) 1040' (398')			 Max Kts 90 120 140 165	MDA(H) _____
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 25 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1200' (555')-1	
B						RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	1200' (555')-1 1/2	
C									140	
D									165	1240' (595')-2

CHANGES: Minimums.

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KDTW/DTW

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DETROIT, MICH

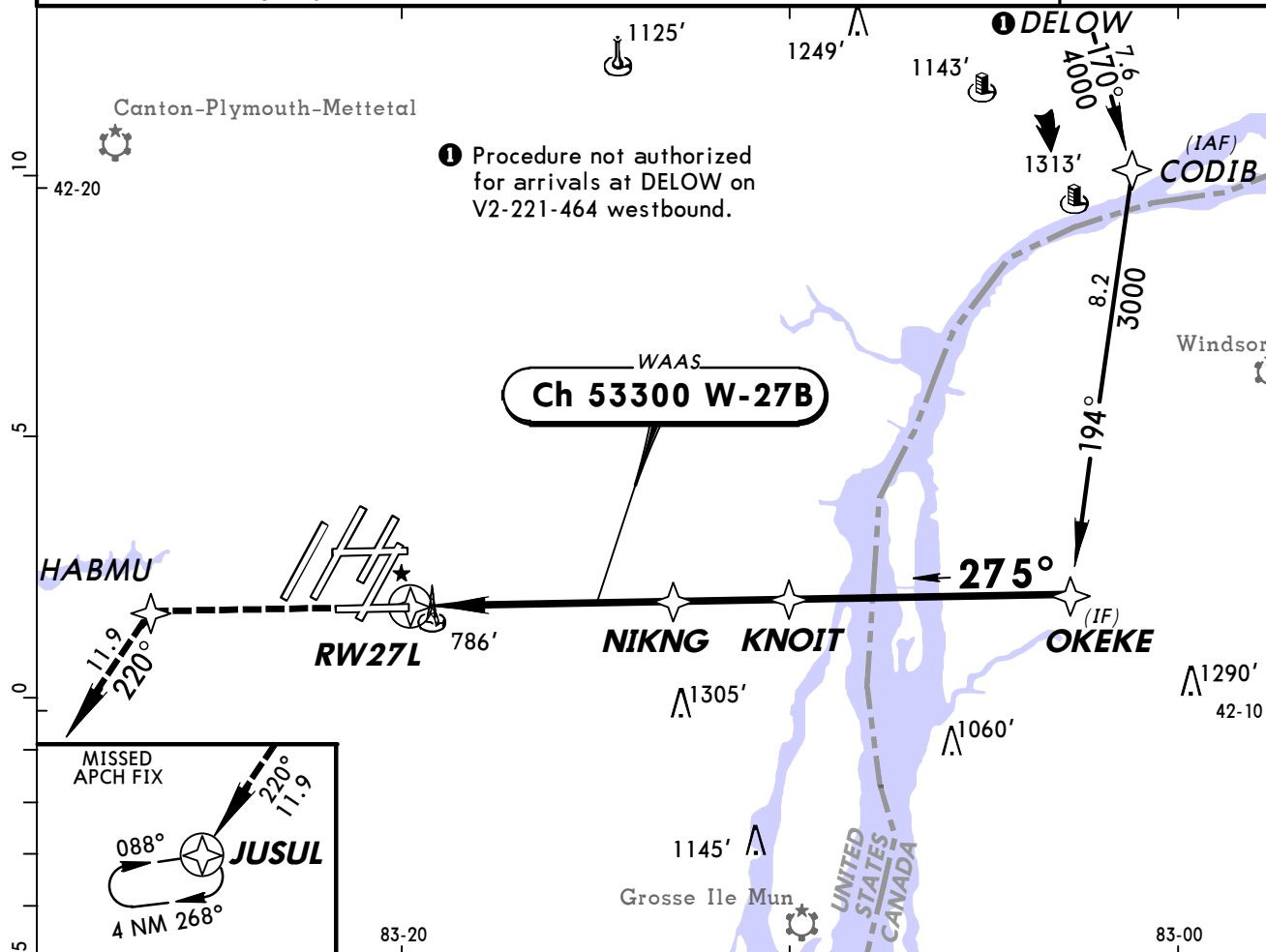
DETROIT METRO WAYNE CO

5 DEC 14 (12-7)

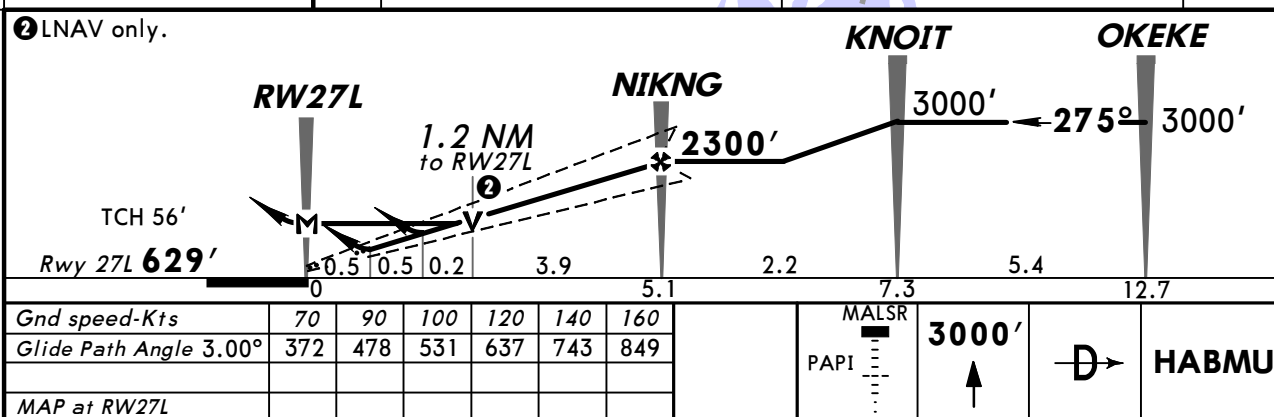
RNAV (GPS) Rwy 27L

BRIEFING STRIP™

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
	West	East	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25
WAAS Ch 53300 W-27B		Final Apch Crs 275°	Minimum Alt NIKNG 2300' (1671')	LPV DA(H) 829' (200')	Apt Elev 645' Rwy 27L 629'			2800' MSA RW27L
MISSED APCH: Climb to 3000' direct HABMU and on 220° track to JUSUL and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.								



② LNAV only.



TERPS

STRAIGHT-IN LANDING RWY 27L

CIRCLE-TO-LAND

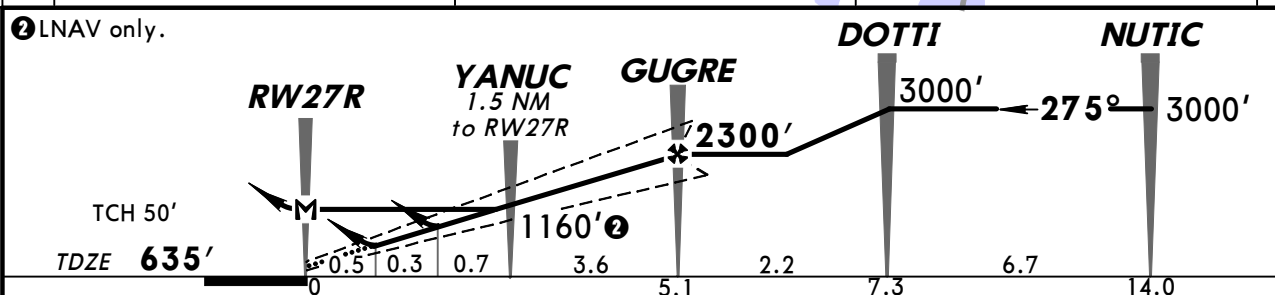
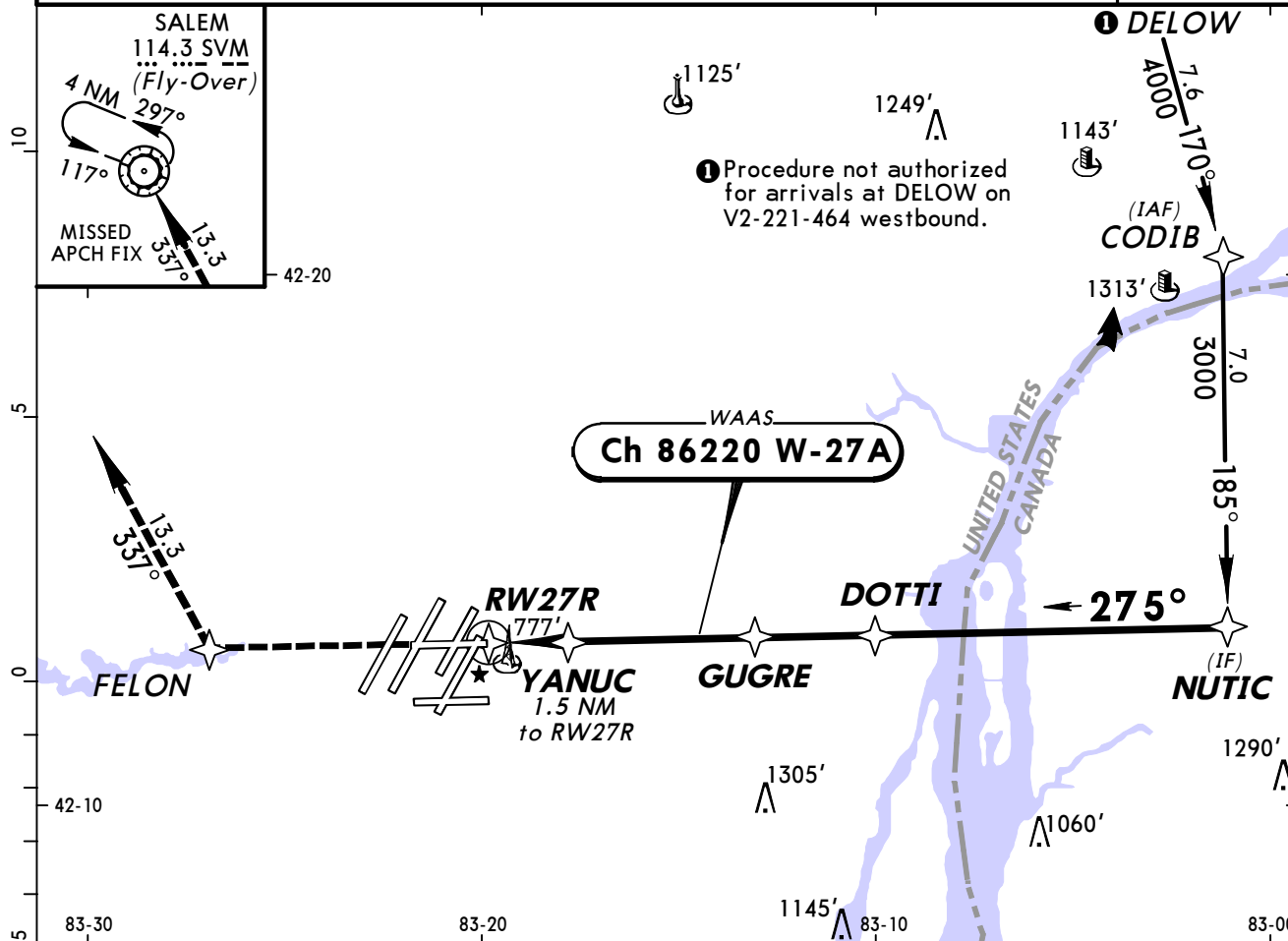
	LPV DA(H) 829' (200')		LNAV/VNAV DA(H) 997' (368')		LNAV MDA(H) 1080' (451')		Max Kts	MDA(H)
	RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out		
A					RVR 24 or 1/2	RVR 40 or 3/4	90	1200' (555')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 1/8	RVR 45 or 7/8	RVR 55 or 1	120	1200' (555')-1 1/2
C							140	1200' (555')-2
D							165	1200' (555')-2

CHANGES: None.

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TERPS AMEND 2 15 DEC 2011

BRIEFING STRIP™	D-ATIS	DETROIT Approach (R)		METRO Tower		Ground				
		West	East	West	East	Northwest	Northeast	Southwest	Southeast	
	133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25	
	WAAS Ch 86220 W-27A		Final Apch Crs 275°		Minimum Alt GUGRE 2300' (1665')		LPV DA(H) 835' (200')		Apt Elev 645' TDZE 635'	
	MISSED APCH: Climb to 3000' direct FELON and on 337° track to SVM VOR and hold.									2800' MSA RW27R
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 27L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D	FELON
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW27R										

TERPS					STRAIGHT-IN LANDING RWY 27R			CIRCLE-TO-LAND		
LPV		LNAV/VNAV			LNAV					
DA(H) 835' (200')		DA(H) 938' (303')			MDA(H) 1040' (405')					
RAIL or ALS out		RAIL out			RAIL out			Max Kts		
								MDA(H)		
								90		
								120		
								140		
								165		
A					RVR 24	RVR 40	RVR 55			
B					or 1/2	or 3/4	or 1			
C	RVR 24	RVR 40	RVR 24	RVR 40	RVR 45	RVR 50	RVR 60			
D	or 1/2	or 3/4	or 1/2	or 3/4	or 7/8	or 1	or 1 1/8			
								1200' (555')-1		
								1200' (555')-1 1/2		
								1200' (555')-2		

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DETROIT, MI (DETROIT METRO WAYNE CO - KDTW)				
REV	ILS Y RWY 22R	11-12	05 Dec 2014	
REV	ILS Z OR LOC RWY 22R	11-13	05 Dec 2014	
REV	ILS PRM Y RWY 22R TEXT AP...	11-14	05 Dec 2014	
REV	ILS PRM Y RWY 22R	11-14AA	05 Dec 2014	
REV	ILS OR LOC RWY 27R	11-16	05 Dec 2014	
REV	RNAV (GPS) RWY 4R	12-3	05 Dec 2014	
REV	RNAV (GPS) RWY 21L	12-4	05 Dec 2014	
REV	RNAV (GPS) RWY 27L	12-7	05 Dec 2014	
REV	RNAV (GPS) RWY 27R	12-8	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KDTW

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(10-9/APT) As of 09/18/14, all departures except Heavies requiring full length assigned Runway 04R for departure, should plan on departing from the Y-2 intersection. Distance remaining is 11450'. Heavies needing full length should advise Ground Control of their requirements.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

10-9/9A (Apt), 10-9D--Effective October 22, 2014-Taxiway H has been extended between Twy H2 and Twy G. Twy H is restricted to Group III aircraft, 118' wingspan and below. Primary use is for aircraft going to the 22L deice pad.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS PRM Y Rwy 4L TEXT APCH (11-5), change Briefing Point #1 to read: When in range, tune in the PRM monitor frequency audio and set the volume on a secondary radio, then deselect the audio until switched to the tower frequency.