

Class (B)

JEPPESEN

10-1B

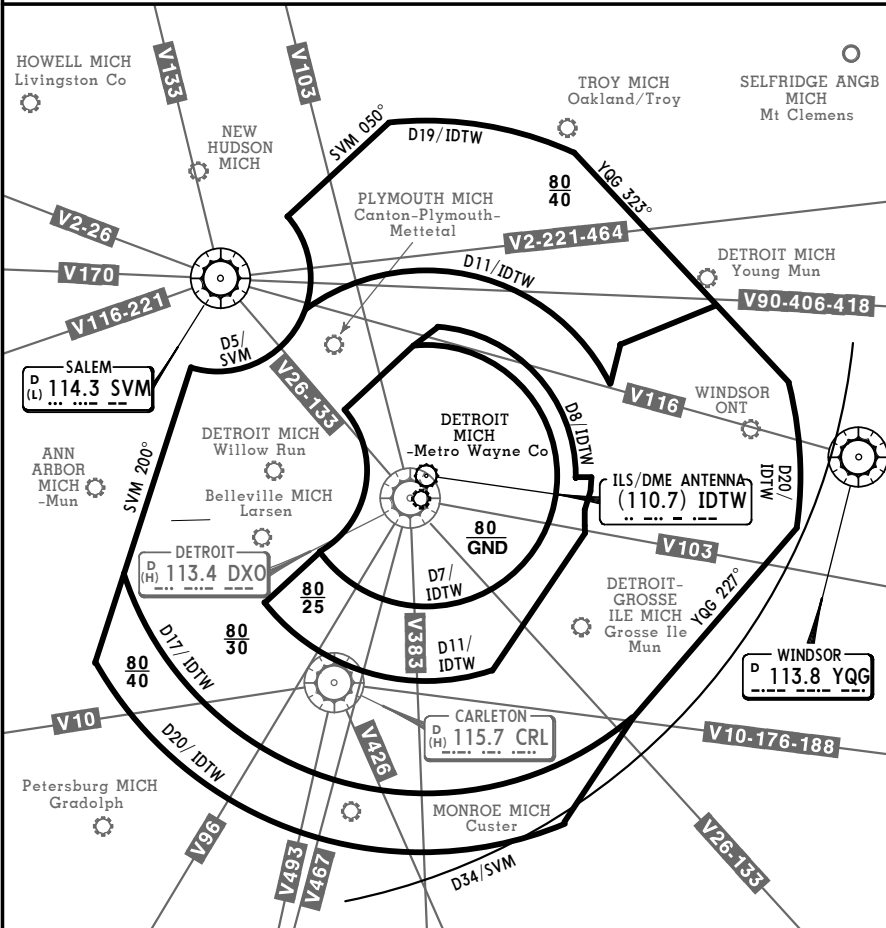
4 Apr 08

DETROIT, MICH.

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.

KDTW/DTW
 DETROIT METRO WAYNE CO

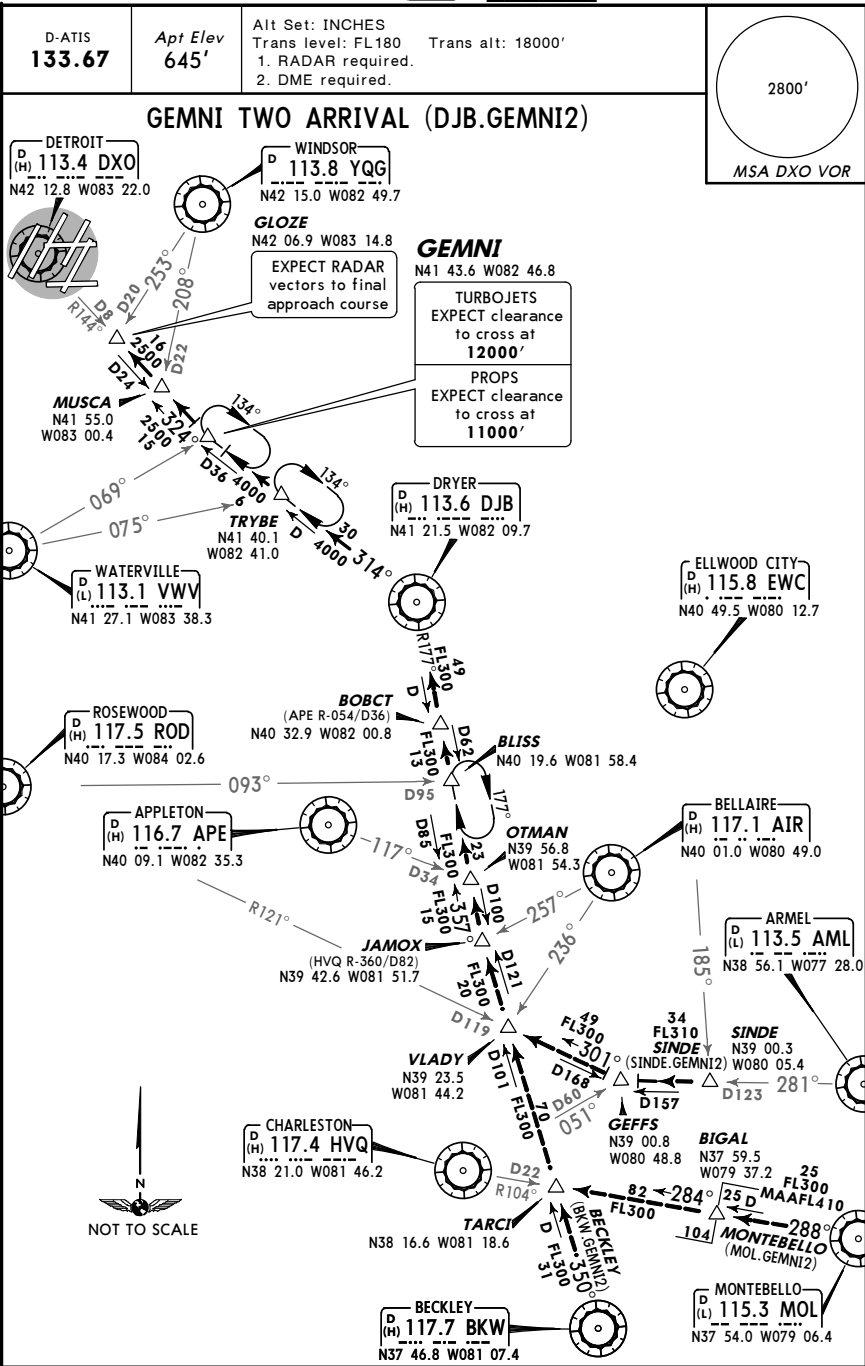
JEPPESEN

10-2

14 DEC 07
 Eff 20 Dec

DETROIT, MICH

STAR



ROUTING
 From over DJB via DJB R-314 to GEMNI, then via DXO R-144 to GLOZE. EXPECT RADAR vectors to final approach course.

KDTW/DTW
DETROIT METRO WAYNE CO

JEPPesen

10-2A

14 DEC 07
Eff 20 Dec

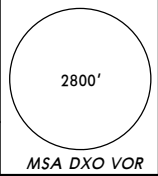
DETROIT, MICH

STAR

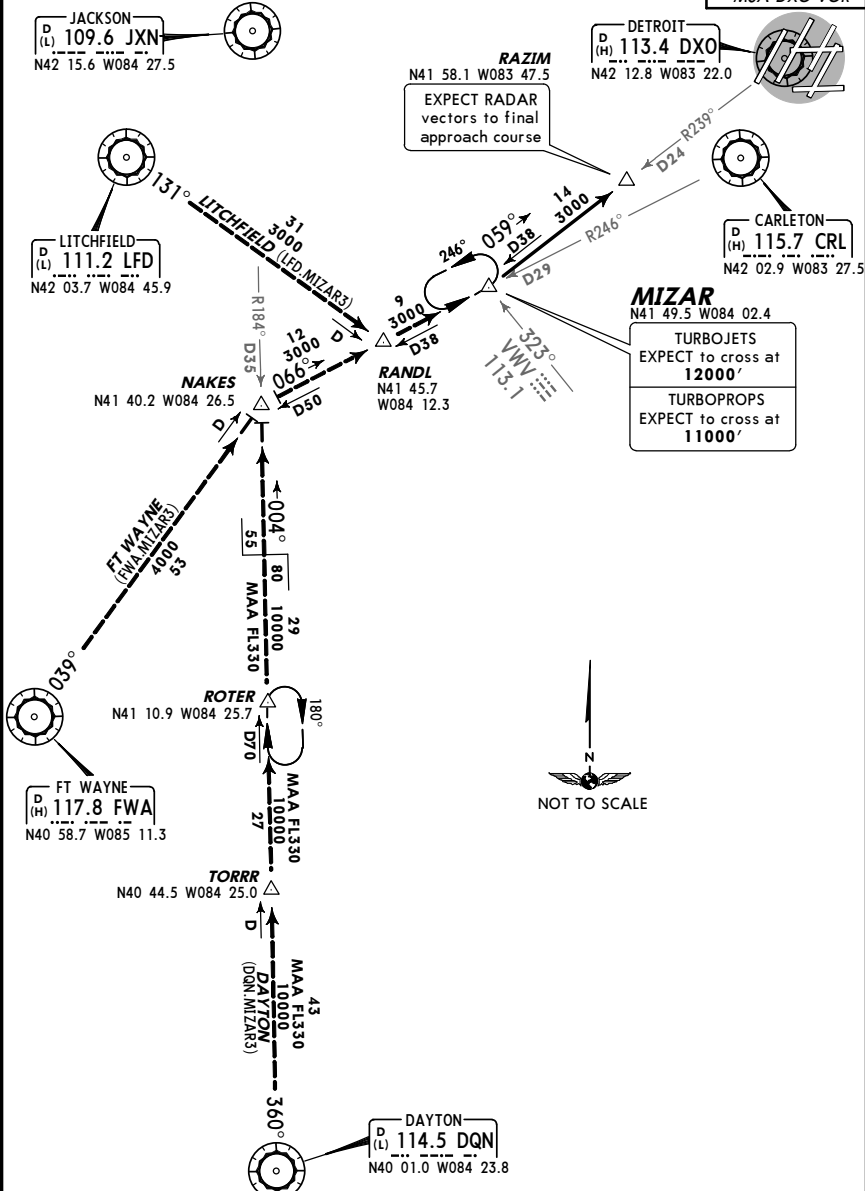
D-ATIS
133.67

Apt Elev
645'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME required.
2. DAYTON transition for use by CVG/DAY/SDF
/LEX terminal area departures at or below
FL230 only and ATC use as assigned.



MIZAR THREE ARRIVAL (MIZAR.MIZAR3)



ROUTING

From over MIZAR via DXO R-239 to RAZIM. EXPECT RADAR vectors to final approach course.

KDTW/DTW
DETROIT METRO WAYNE CO

JEPPesen

10-2B

14 NOV 08
Eff 20 Nov

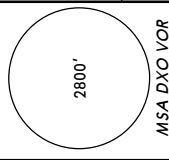
DETROIT, MICH

STAR

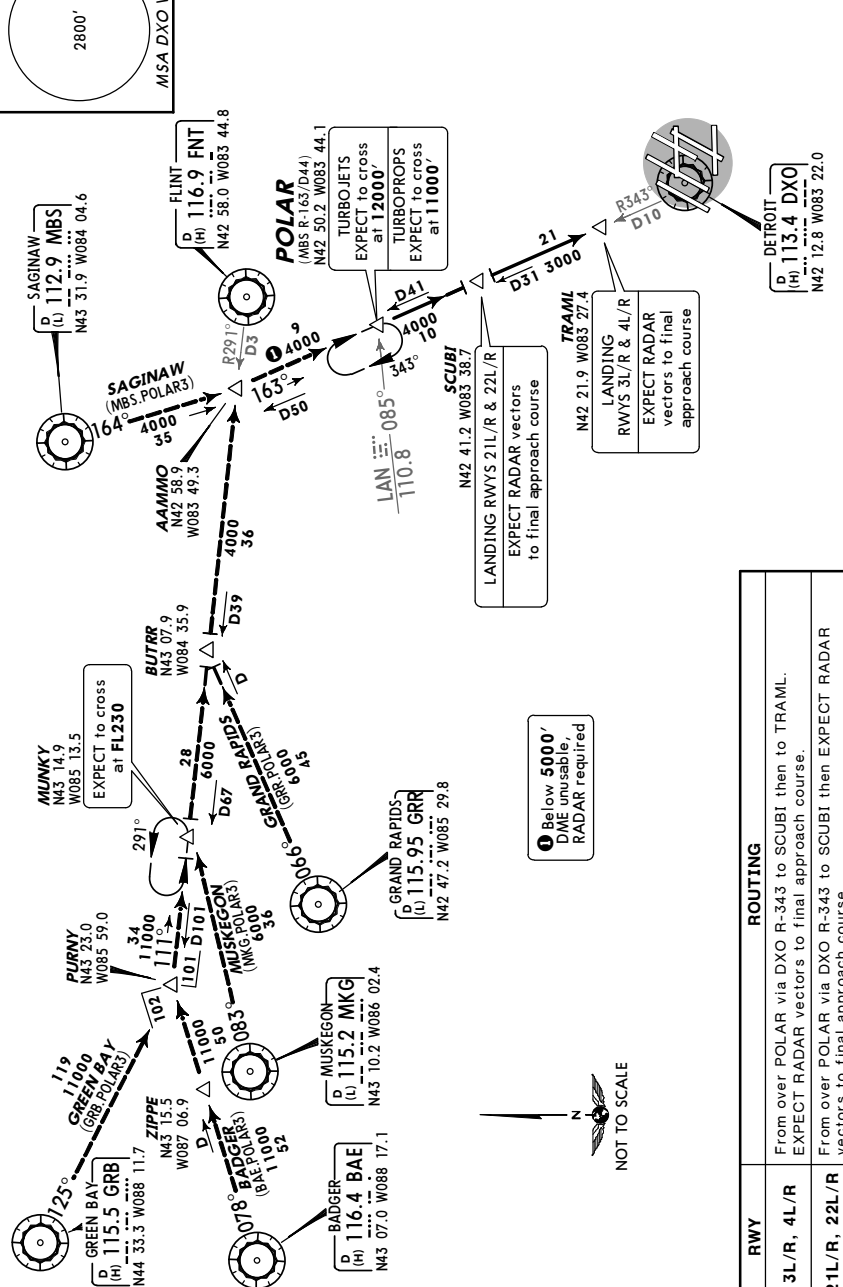
D-ATIS
133.67

Apt Elev
645'

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
DME required.



POLAR THREE ARRIVAL (POLAR.POLAR3)

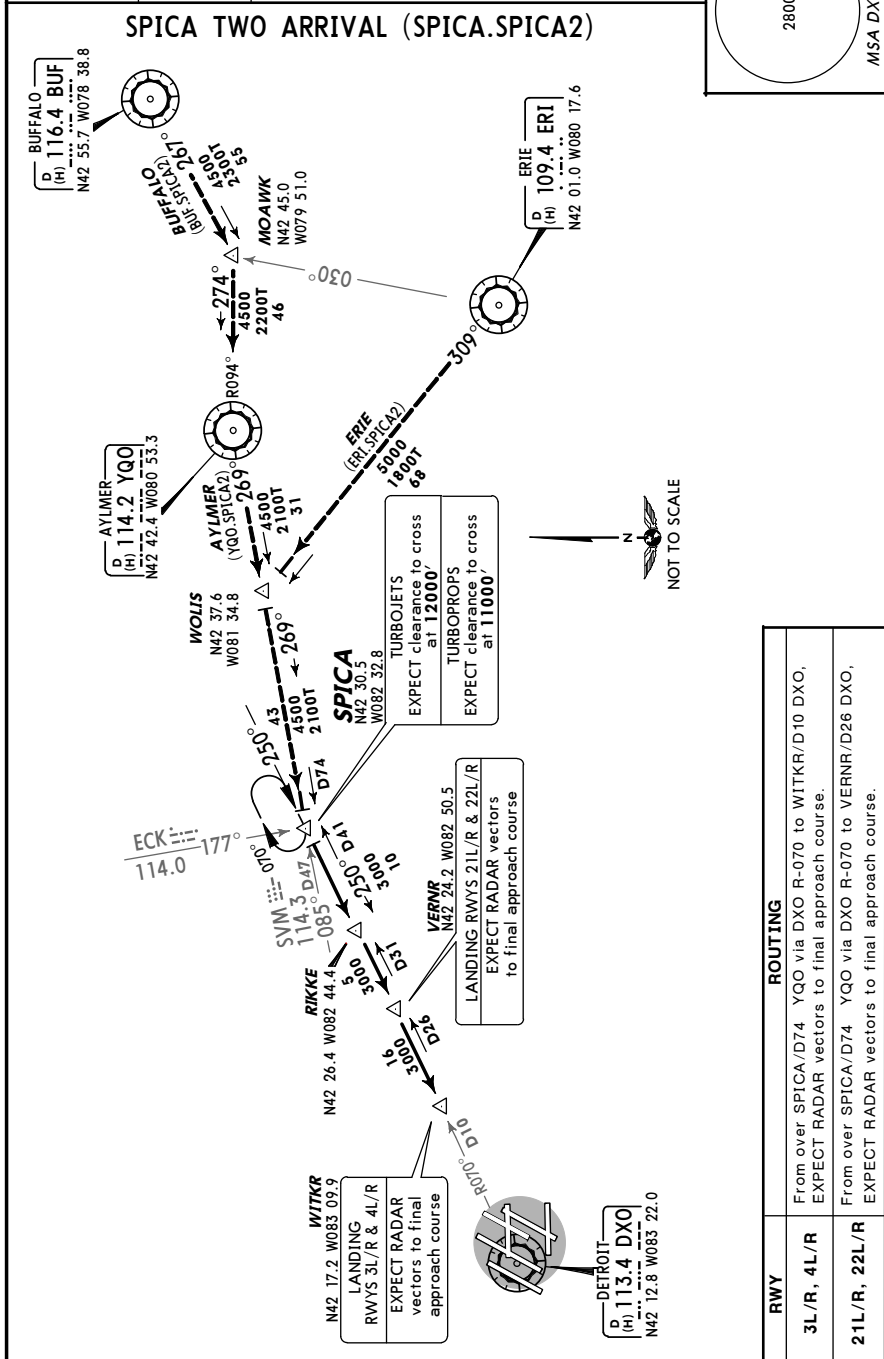


ROUTING

From over POLAR via DXO R-343 to SCUBI then to TRAML.
EXPECT RADAR vectors to final approach course.
From over POLAR via DXO R-343 to SCUBI then EXPECT RADAR
vectors to final approach course.

KDTW/DTW
 DETROIT METRO WAYNE CO 14 NOV 08 **10-2C** Eff 20 Nov **STAR**

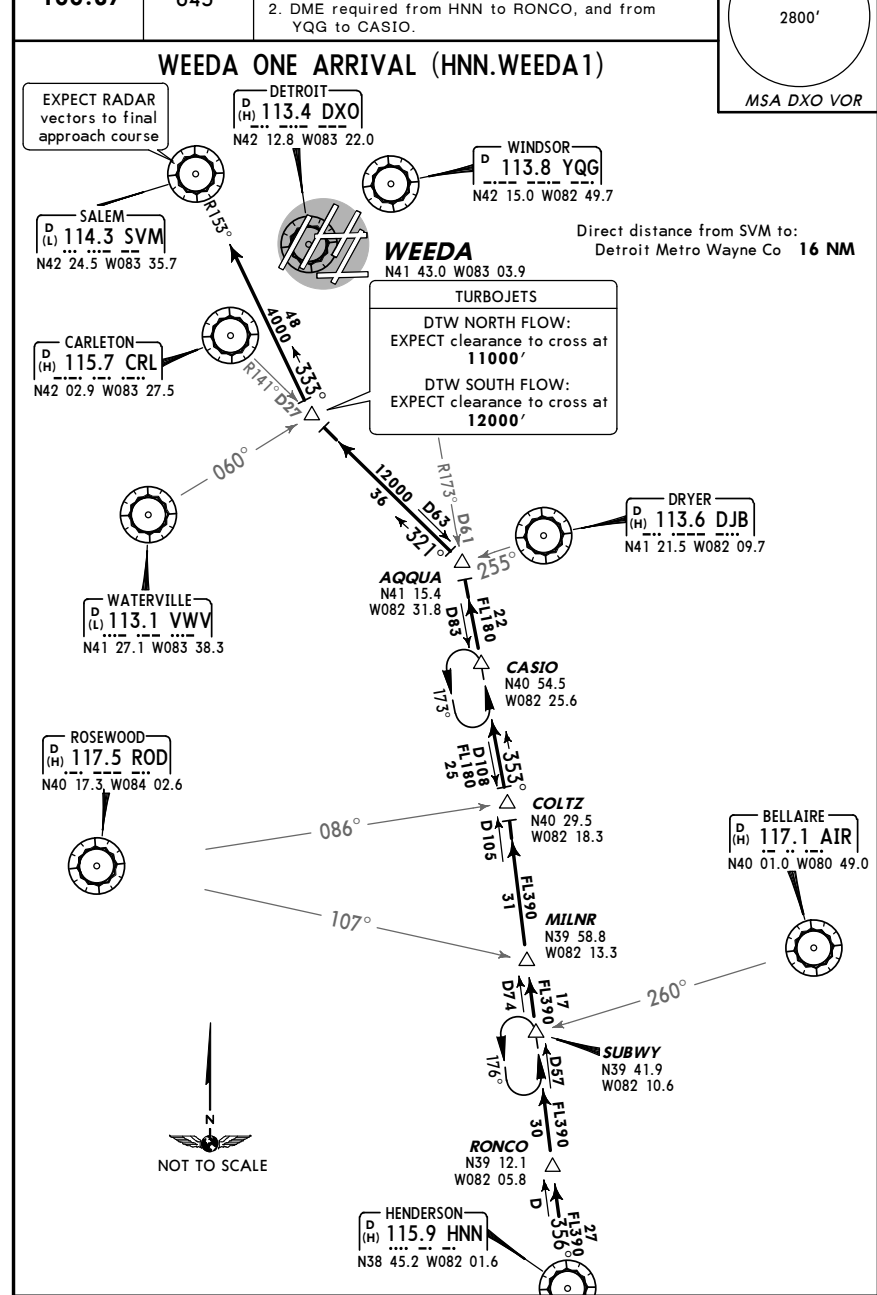
D-ATIS **133.67** Apt Elev **645'** Alt Set: INCHES
 Trans level: FL 180 Trans alt: 18000'
 DME required.



RWY	ROUTING
3L/R, 4L/R	From over SPICA/D74 YQO via DXO R-070 to WITKR/D10 DXO, EXPECT RADAR vectors to final approach course.
21L/R, 22L/R	From over SPICA/D74 YQO via DXO R-070 to VERNR/D26 DXO, EXPECT RADAR vectors to final approach course.

KDTW/DTW
 DETROIT METRO WAYNE CO 28 JUL 06 **10-2D** Eff 3 Aug **STAR**

D-ATIS **133.67** Apt Elev **645'** Alt Set: INCHES
 Trans level: FL 180 Trans alt: 18000'
 1. RADAR required.
 2. DME required from HNN to RONCO, and from YQO to CASIO.



ROUTING

From over HNN via HNN R-356 to COLTZ, then via YQG R-173 to AQUA, then via CRL R-141 to WEEDA, then via SVM R-153 to SVM. EXPECT RADAR vectors to final approach course.

KDTW/DTW
 DETROIT METRO WAYNE CO

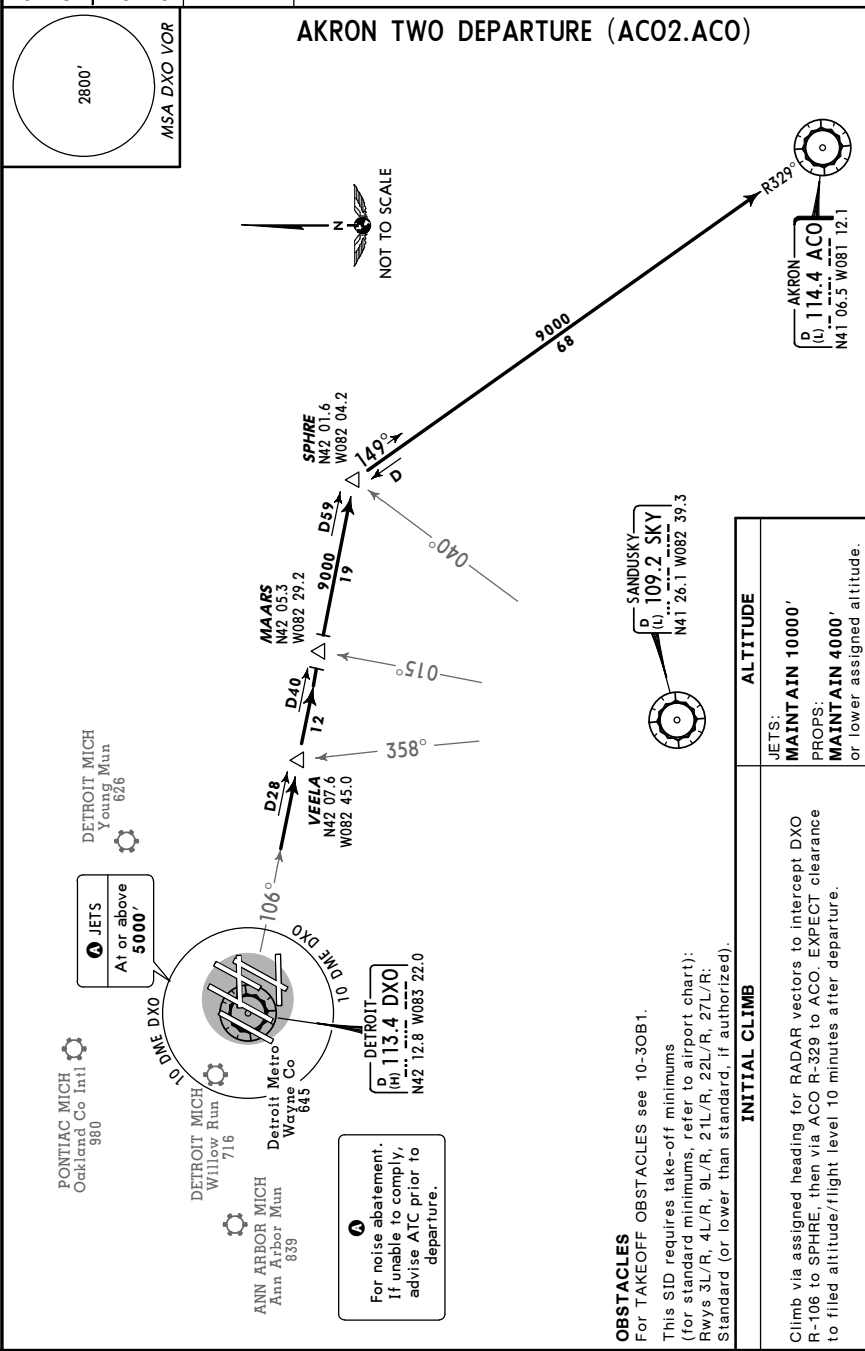


10-3 4 APR 08
 Eff 10 Apr

DETROIT, MICH

SID

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.
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KDTW/DTW
 DETROIT METRO WAYNE CO

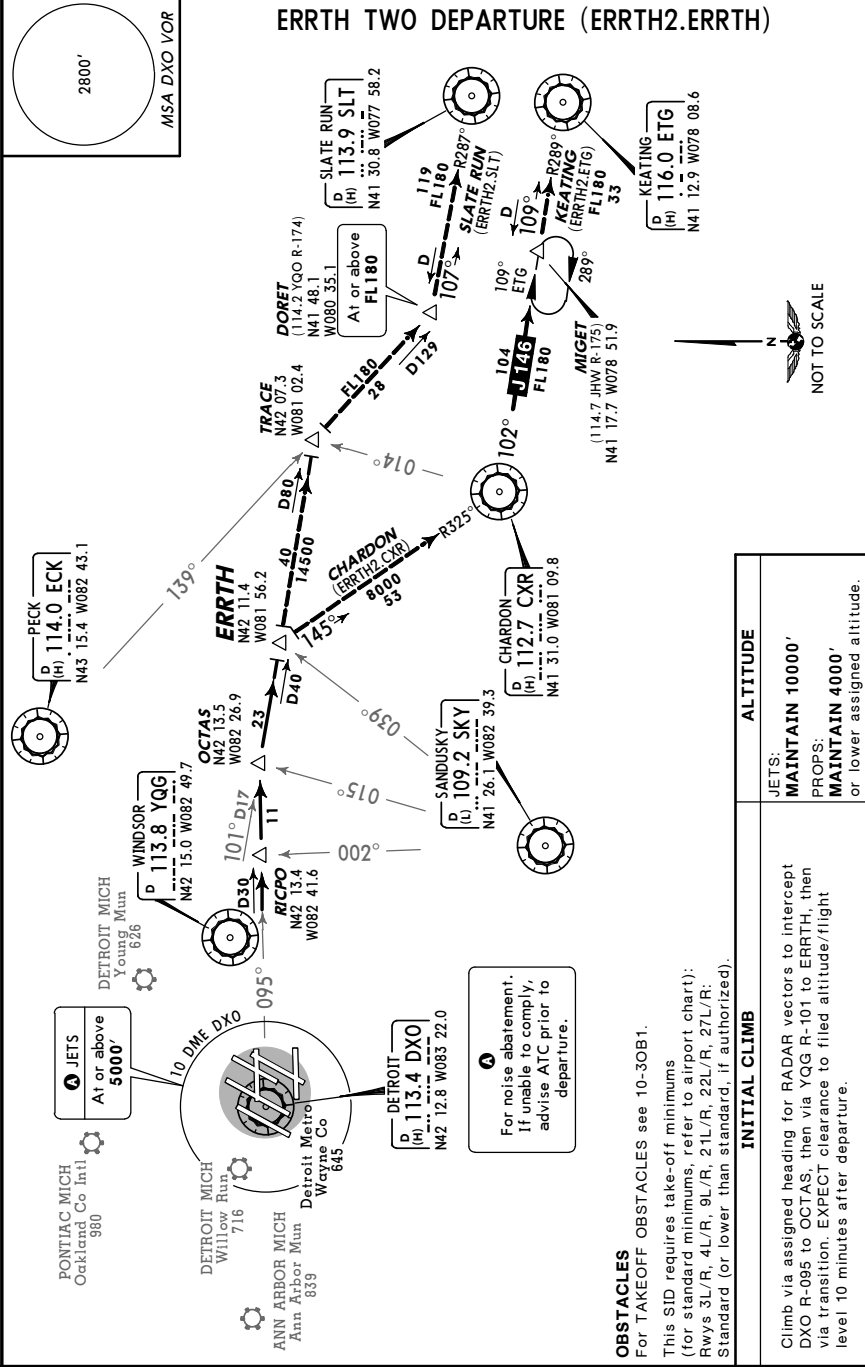


10-3A 4 APR 08
 Eff 10 Apr

DETROIT, MICH

SID

DETROIT Departure (R) Jets: 132.02 Props: 134.3	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000' 1. DME required for SLATE RUN transition. 2. RADAR required. 3. When using this departure file the appropriate fix and route.
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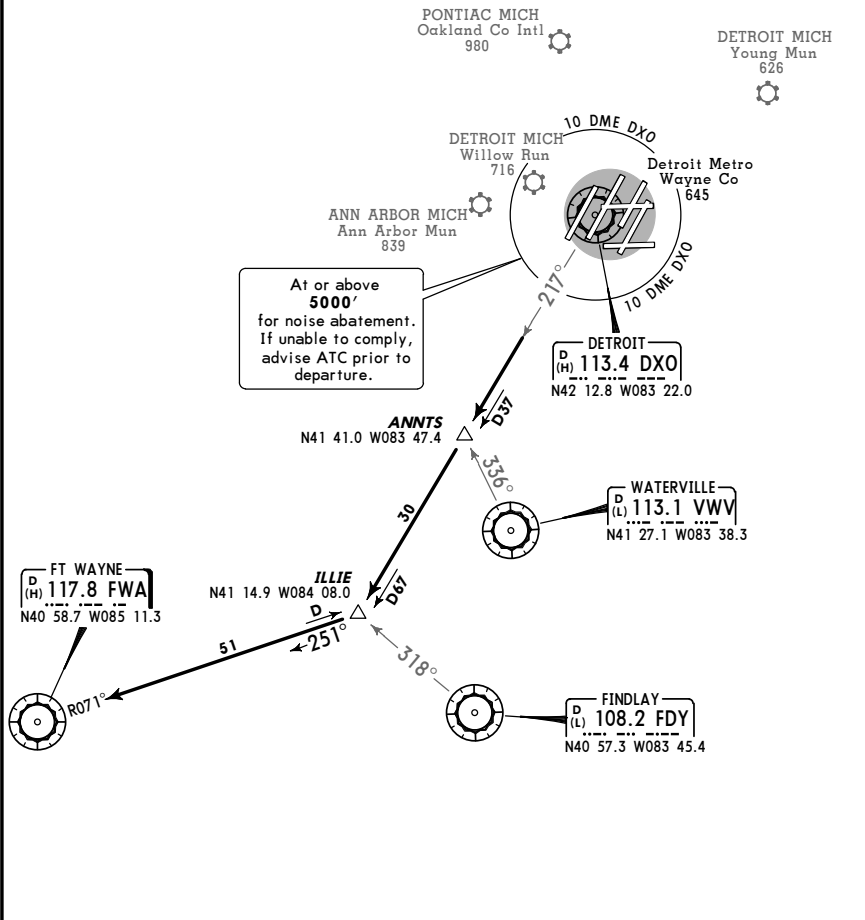
KDTW/DTW
 DETROIT METRO WAYNE CO

JEPPESEN
 10-3B 4 APR 08
 Eff 10 Apr

DETROIT, MICH
 SID

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.	2800'
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FT WAYNE THREE DEPARTURE (FWA3.FWA)



OBSTACLES
 For TAKEOFF OBSTACLES see 10-30B1.
 This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3L/R, 4L/R, 9L/R, 21L/R, 22L/R, 27L/R:
 Standard (or lower than standard, if authorized).

INITIAL CLIMB	ALTITUDE
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 flight level 10 minutes after departure.	MAINTAIN 10000'

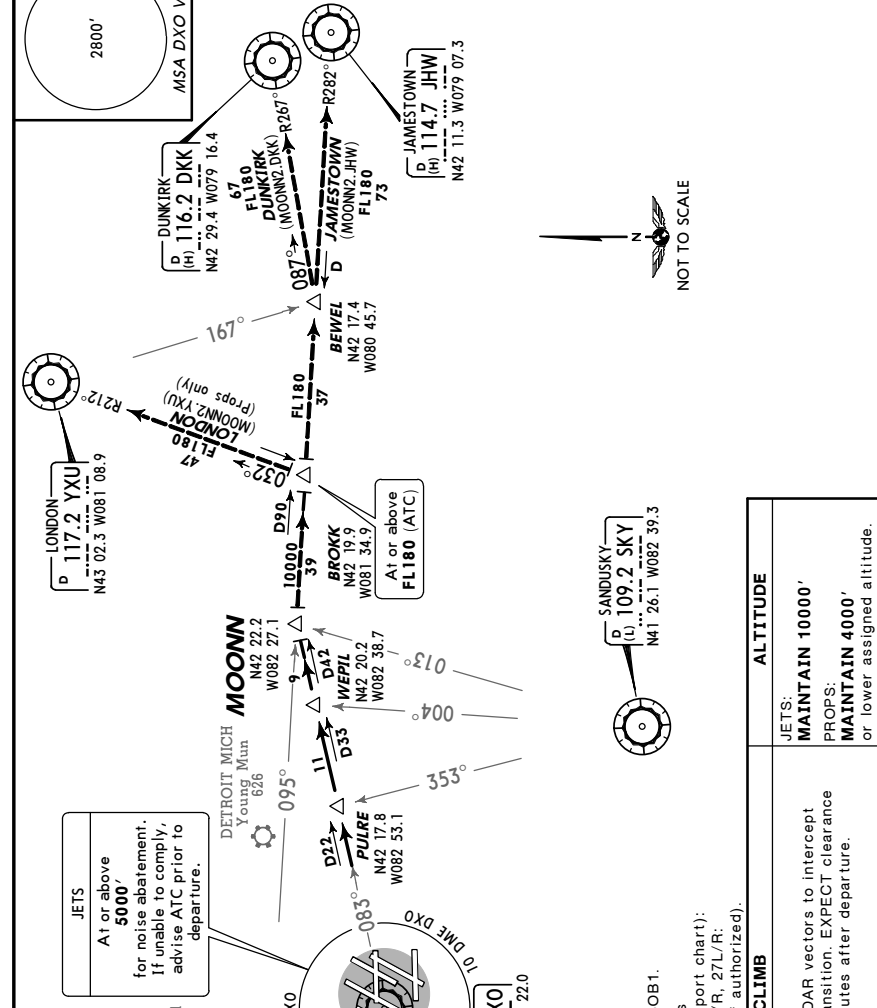
KDTW/DTW
 DETROIT METRO WAYNE CO

JEPPESEN
 10-3C 4 APR 08
 Eff 10 Apr

DETROIT, MICH
 SID

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. 3. LONDON transition for use by props only.	2800'
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MOONN TWO DEPARTURE (MOONN2.MOONN)



OBSTACLES
 For TAKEOFF OBSTACLES see 10-30B1.
 This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3L/R, 4L/R, 9L/R, 21L/R, 22L/R, 27L/R:
 Standard (or lower than standard, if authorized).

INITIAL CLIMB	ALTITUDE
Climb via assigned heading for RADAR vectors to intercept DXO R-083 to MOONN, then via transition. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	MAINTAIN 10000' PROPS: MAINTAIN 4000' or lower assigned altitude.

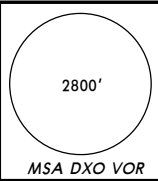
KDTW/DTW
DETROIT METRO WAYNE CO

JEPPESEN
10-3E

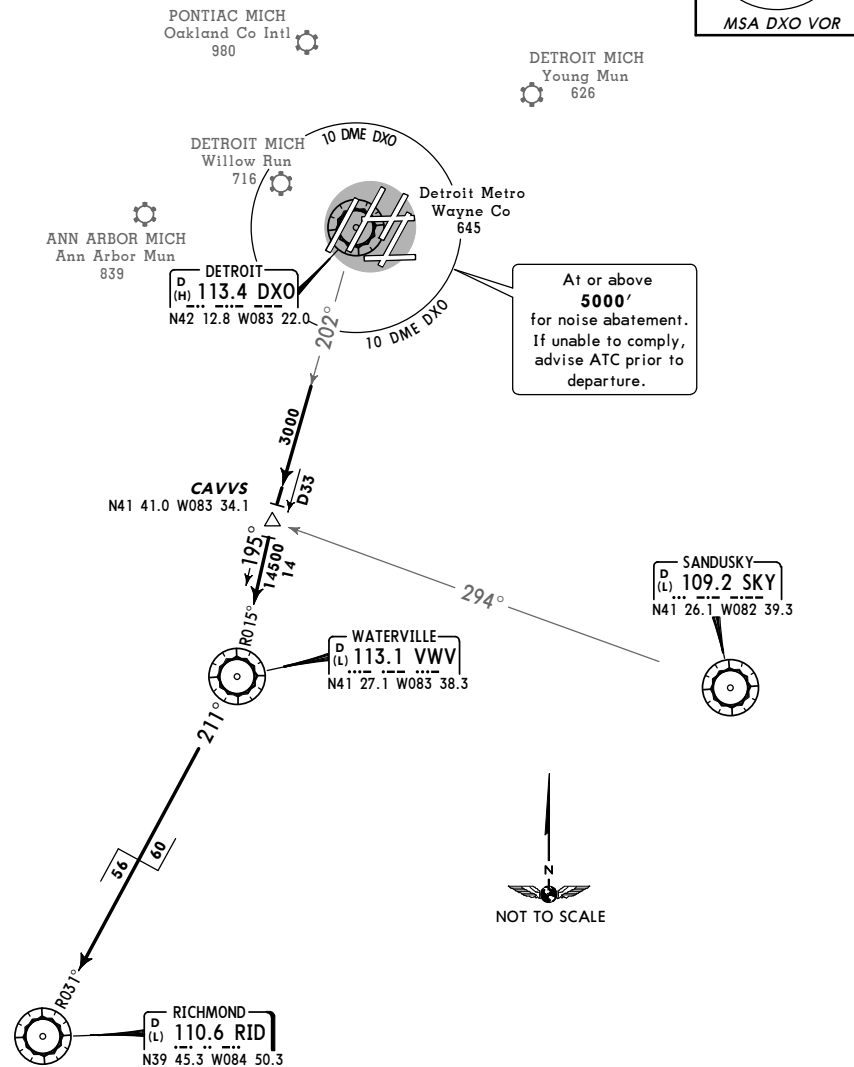
30 MAY 08
Eff 5 Jun

DETROIT, MICH
SID

DETROIT Departure (R) 132.02	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.
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RICHMOND FOUR DEPARTURE (RID4.RID)



OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 3L/R, 4L/R, 9L/R, 21L/R, 22L/R, 27L/R:
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.	ALTITUDE MAINTAIN 10000'
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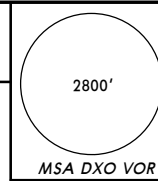
KDTW/DTW
DETROIT METRO WAYNE CO

JEPPESEN
10-3F

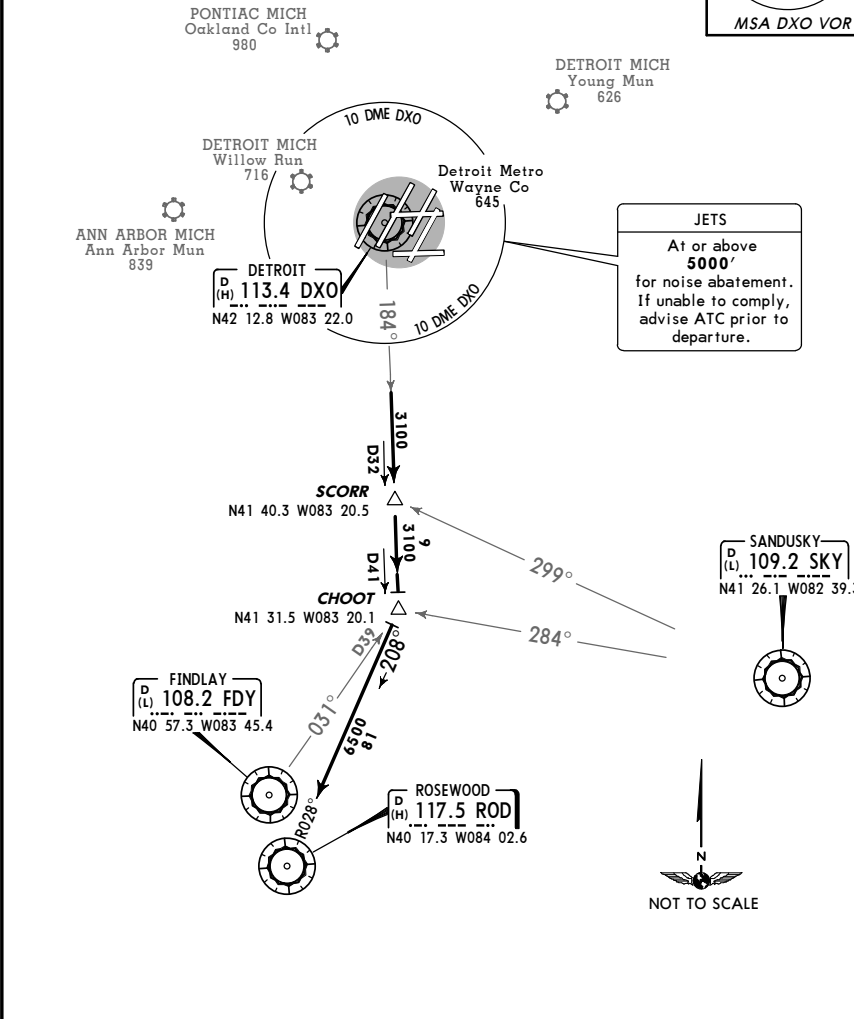
20 MAR 09

DETROIT, MICH
SID

DETROIT Departure (R) 132.02	Jets 134.3	Props See Graphic	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. When using this departure, file the appropriate fix and route.
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ROSEWOOD TWO DEPARTURE (ROD2.ROD)



JETS
At or above **5000'** for noise abatement. If unable to comply, advise ATC prior to departure.

OBSTACLES
For TAKEOFF OBSTACLES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 3L/R, 4L/R, 9L/R, 21L/R, 22L/R, 27L/R:
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.	ALTITUDE JETS: MAINTAIN 10000' PROPS: MAINTAIN 4000' or lower assigned altitude.
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KDTW/DTW
DETROIT METRO WAYNE CO

JEPPesen

(10-3G) 20 MAR 09

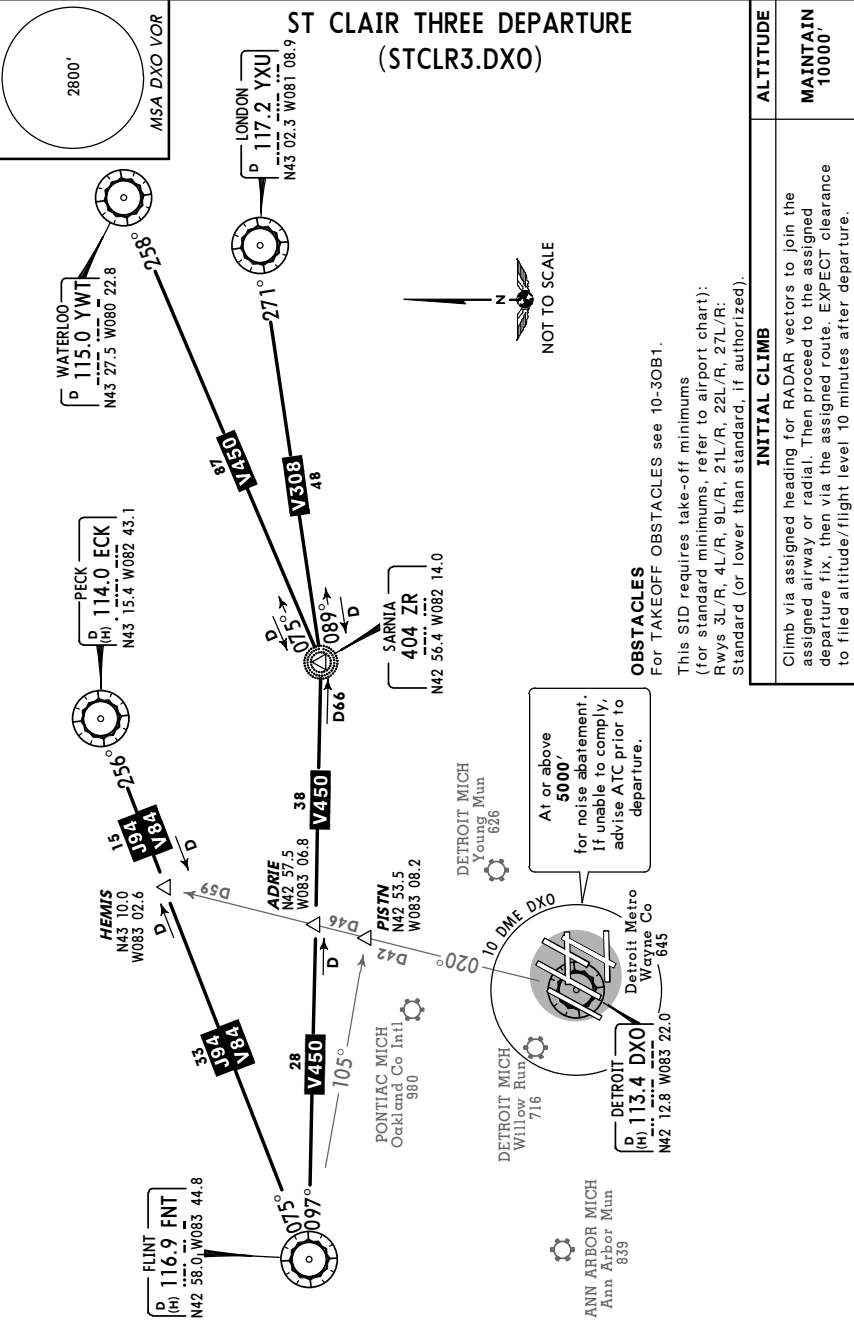
DETROIT, MICH

SID

DETROIT Departure (R)
132.02

Apt Elev
See Graphic

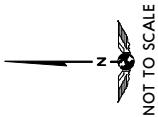
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME required. 3. Jets only.
4. When using this departure, file the appropriate fix and route.



OBSTACLES
For TAKEOFF OBSTACLES see 10-30B1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
RWys 3L/R, 4L/R, 9L/R, 21L/R, 22L/R, 27L/R;
Standard (or lower than standard, if authorized).

INITIAL CLIMB	ALTITUDE
Climb via assigned heading for RADAR vectors to join the assigned airway or radial. Then proceed to the assigned departure fix, then via the assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	MAINTAIN 10000'



KDTW/DTW

JEPPesen

14 DEC 07
Eff 20 Dec

(10-30B1)

DETROIT, MICH

DETROIT METRO WAYNE CO

TAKEOFF OBSTACLE NOTES

- RWY 3R:
HEADWALL 399' FROM DER, 566' RIGHT OF CENTERLINE, 17' AGL/647' MSL.
- RWY 4L:
MULTIPLE TRANSMISSION TOWERS 1516' FROM DER, 827' LEFT OF CENTERLINE, UP TO 60' AGL/690' MSL. MULTIPLE ANTENNAS 2751' FROM DER, 762' RIGHT OF CENTERLINE, UP TO 84' AGL/714' MSL.
- RWY 4R:
ANTENNA ON BLDG 3348' FROM DER, 1301' LEFT OF CENTERLINE, 100' AGL/736' MSL.
- RWY 9L:
MULTIPLE TREES 968' TO 2519' FROM DER, 462' LEFT OF CENTERLINE AND 1173' RIGHT OF CENTERLINE, UP TO 85' AGL/715' MSL.
- RWY 9R:
TREE 1837' FROM DER, 947' RIGHT OF CENTERLINE, 50' AGL/686' MSL.
- RWY 21L:
MULTIPLE TREES 1079' TO 3910' FROM DER, 586' LEFT OF CENTERLINE AND 1188' RIGHT OF CENTERLINE, UP TO 100' AGL/733' MSL.
- RWY 22L:
MULTIPLE TREES 794' TO 3694' FROM DER, 611' RIGHT OF CENTERLINE AND 1381' LEFT OF CENTERLINE, UP TO 110' AGL/740' MSL.
- RWY 27R:
ROD ON ASR 4461' FROM DER, 464' LEFT OF CENTERLINE, 106' AGL/756' MSL.

TAXI

KDTW/DTW

JEPPESEN
 12 JUN 09 10-6

DETROIT, MICH
 DETROIT METRO WAYNE CO

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 3L

Route Ident	Start Point	Contact Ground	Routing Via
Brown 1	South Terminal Taxiway Kilo between K-4 and Taxiway Uniform.	132.72	Kilo, RY 9L, Foxtrot and Mike. Hold short of Foxtrot and contact Ground on 119.45 joining RY 9L.
Brown 2	South Terminal Hold circle 2S.	119.25	Juliet, Papa Papa. Hold short of PP-1 and MONITOR Tower on 118.4.
Brown 3	North Terminal Hold circles 2 through 6.	121.8	Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.
Brown 4	North Terminal Hold circle 1.	121.8	Foxtrot, Mike. Hold short of Hotel and contact ground 119.45.
Brown 7	South Terminal Hold circle 2S.	119.25	Juliet, Papa Papa and PP-1.

To Runway 21R

Route Ident	Start Point	Contact Ground	Routing Via
Blue 1	South Terminal Hold circle 2N.	119.45	Foxtrot, RY 9L and Mike.
Blue 2	South Terminal Hold circles 3N or 4N.	121.8	Uniform, Foxtrot, RY 9L and Mike. Hold short of U-8 and contact Ground on 119.45.
Blue 3	South Terminal Taxiway Kilo between K-4 and Taxiway Uniform.	132.72	Kilo, RY 9L and Mike. Hold short of Foxtrot and contact Ground on 119.45 joining RY 9L.
Blue 4	South Terminal Hold circles 3N or 4N.	121.8	TURN LEFT on Uniform, join Kilo, RY 9L and Mike. Hold short of Foxtrot and contact Ground on 119.45 joining RY 9L.
Blue 5	North Terminal Hold circles 2 through 6.	121.8	Kilo, Victor, Mike. Hold short of Foxtrot and contact ground on 119.45.
Blue 6	North Terminal Hold circle 1.	121.8	Foxtrot, Victor, Mike. Hold short of Hotel and contact ground on 119.45.
Blue 8	South Terminal Hold circle 2S.	119.25	Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.

TAXI

KDTW/DTW

JEPPESEN
 12 JUN 09 10-6A

DETROIT, MICH
 DETROIT METRO WAYNE CO

CODED TAXI ROUTES FOR DEPARTURES

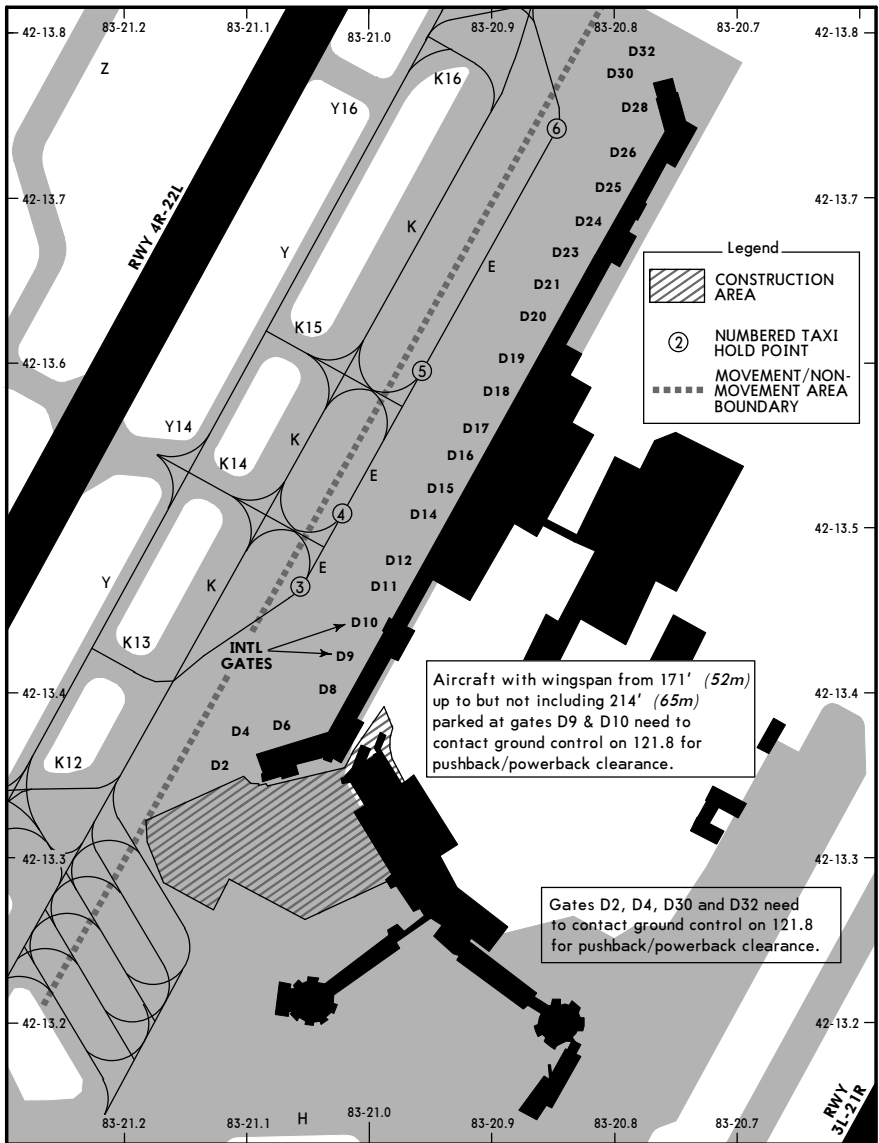
To Runway 22L

Route Ident	Start Point	Contact Ground	Routing Via
Green 5	North Terminal Hold circle 1.	121.8	Hotel, K-11 and Yankee.
Green 6	South Terminal Hold circles 3N or 4N.	121.8	Uniform, K-10 and Yankee.
Green 7	South Terminal Hold circle 2N.	119.45	Foxtrot, Hotel, K-11 and Yankee. Hold short of Kilo, contact ground on 121.8 at Hotel.
Green 8	South Terminal Hold circle 2S.	119.25	J-8, Tango and Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of K-10 and contact ground on 121.8.

KDTW/DTW

JEPPESSEN
 7 AUG 09 (10-8)

DETROIT, MICH
 DETROIT METRO WAYNE CO



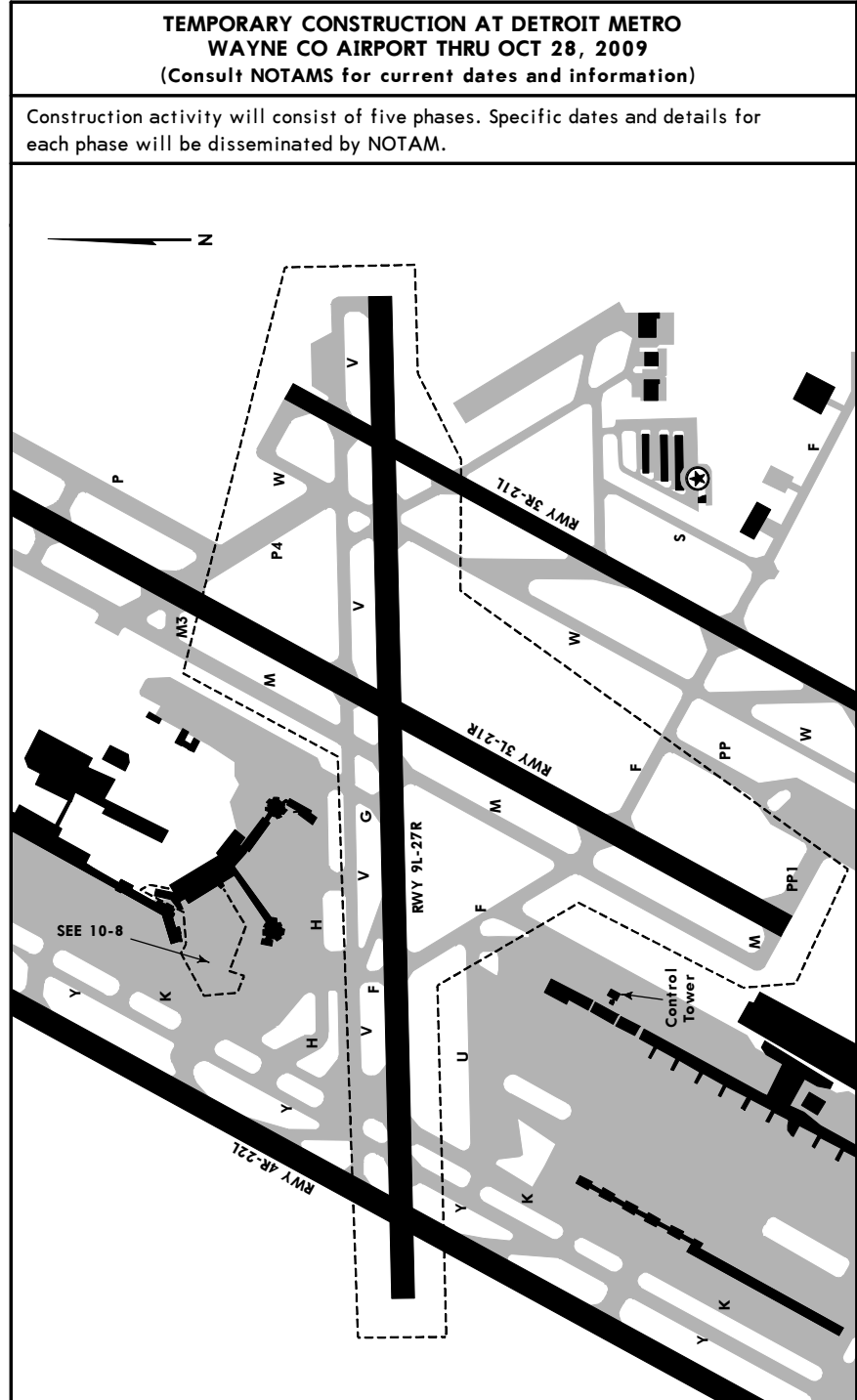
PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
D2, D4, D6 D8 thru D10 D11, D12, D14 D15, D16 D17 thru D21	N42 13.4 W083 21.1 N42 13.4 W083 21.0 N42 13.5 W083 21.0 N42 13.5 W083 20.9 N42 13.6 W083 20.9	D23 thru D26 D28, D30, D32	N42 13.7 W083 20.8 N42 13.8 W083 20.8

KDTW/DTW

JEPPESSEN
 7 AUG 09 (10-8A)

DETROIT, MICH
 DETROIT METRO WAYNE CO



KDTW/DTW

JEPPESEN

Ap1 Elev 645'
N42 12.7 W083 21.2

26 JUN 09
Eff 2 Jul

10-9

DETROIT, MICH

DETROIT METRO WAYNE CO

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

Rwy 22L departures be alert for optical illusion; aircraft taxiing on Twy Q may appear as though crossing Rwy 22L centerline.

Rwy 21R departures be alert for optical illusion; aircraft taxiing on Twy T may appear as though crossing Rwy 21R centerline.

LEGEND

HS1 RUNWAY INCURSION HOT SPOTS
See 10-9A for description of Hot Spots

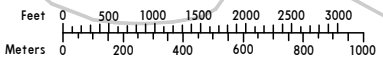
ILS HOLD

ATC will provide handoff when change-over required.

SOUTHWEST
Ground Control 132.72
ATC GROUND (SOUTHWEST)

NORTHEAST
Ground Control 119.45
ATC GROUND (NORTHEAST)

SOUTHEAST
Ground Control 119.25
ATC GROUND (SOUTHEAST)



KDTW/DTW



DETROIT, MICH
DETROIT METRO WAYNE CO

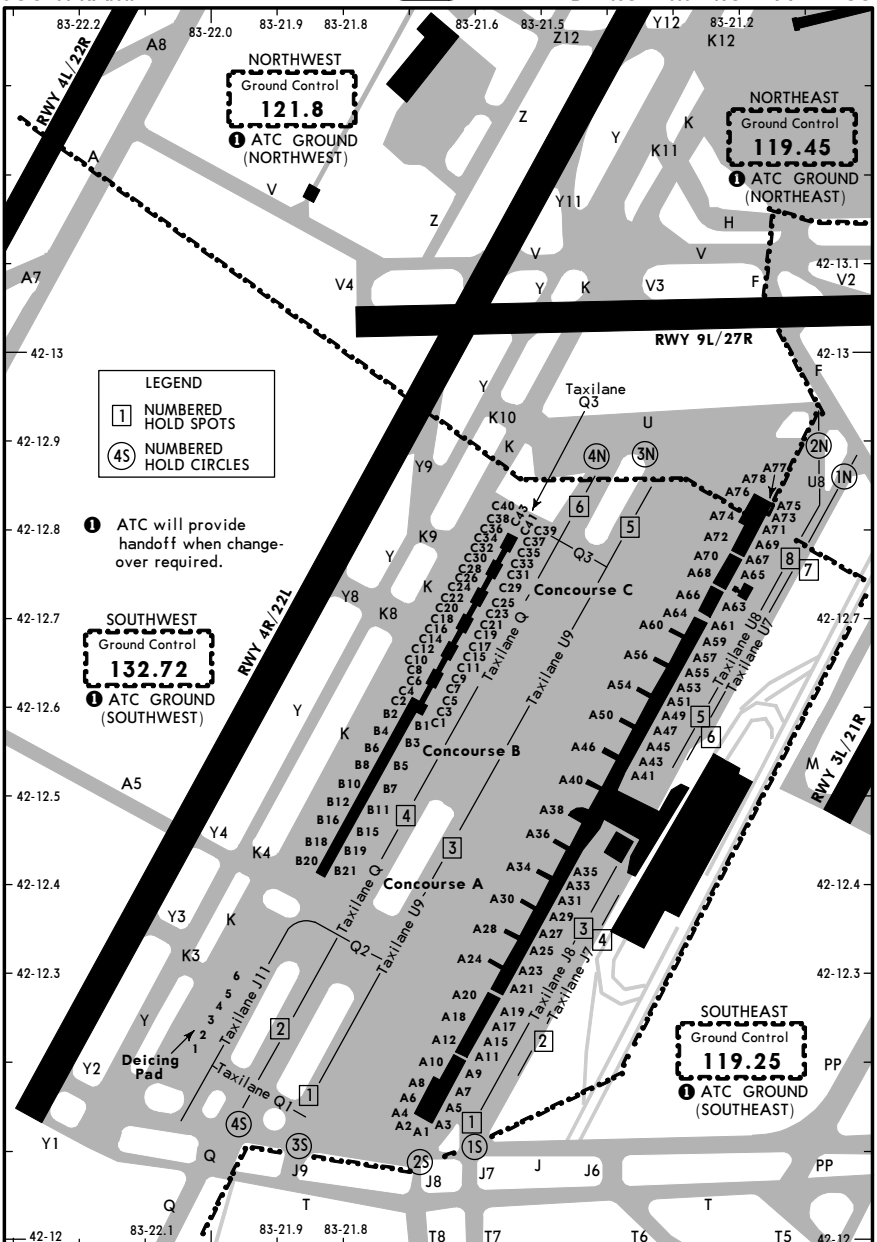
GENERAL					
CAUTION: Birds, waterfowl and deer in vicinity of airport. ASDE-X Surveillance system in use. Pilots should operate transponder with Mode C when on Twys and Rwy's. Low-level wind shear alert system. Terminal Doppler Weather Radar.					
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
3R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	grooved RVR	Threshold	Glide Slope	150' 46m
21L	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR			
3L	HIRL CL REIL PAPI-R	grooved RVR			200' 61m
21R	HIRL CL REIL PAPI-L (angle 3.0°)	grooved RVR			
4R	HIRL CL ALSF-II TDZ	grooved RVR	11002'	3353m	200' 61m
22L	HIRL CL MALSR	grooved RVR	10802'	3292m	
4L	HIRL CL ALSF-II TDZ	grooved RVR	8935'	2723m	150' 46m
22R	HIRL CL MALSR	grooved RVR	8945'	2726m	
9R	HIRL CL REIL	grooved			150' 46m
27L	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR	7500'	2286m	
9L	HIRL REIL	grooved			200' 61m
27R	HIRL MALSR PAPI-L (angle 3.0°)	grooved RVR	7756'	2364m	
RUNWAY INCURSION HOT SPOTS (For information only, not to be construed as ATC instructions.)					
[HS1] Occasional use of Runway 9L/27R for taxiing, use caution for intersection of Runway 4R/22L.					
[HS2] Occasional use of Runway 9L/27R for taxiing, use caution for intersection of 3L/21R.					
[HS3] Taxiway F and Runway 3L/21R - aircraft taxiing on Taxiway F must receive clearance to cross Runway 3L/21R.					
[HS4] Taxiway P4 and Rwy 3L/21R- use caution when taxiing from Taxiway P4 to Taxiway P due to taxiway width reduction.					

TAKE-OFF				
Rwys 3R, 4L/R, 21L, 22L/R				
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 3L, 21R				
Both RVRs are required and controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 9L/R, 27L/R				
		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4		RVR 50 or 1	
3 & 4 Eng			RVR 24 or 1/2	
FOR FILING AS ALTERNATE				
ILS Rwy 3R ILS PRM Rwy 3R ILS Y Rwy 4L ILS Z Rwy 4L ILS PRM Rwy 4L ILS Rwy 4R ILS PRM Rwy 4R ILS Rwy 21L	ILS PRM Rwy 21L ILS Rwy 22L ILS PRM Rwy 22L ILS Y Rwy 22R ILS Z Rwy 22R ILS PRM Rwy 22R ILS Rwy 27L ILS Rwy 27R	LOC Rwy 3R LOC Z Rwy 4L LOC Rwy 4R LOC Rwy 21L LOC Rwy 22L LOC Z Rwy 22R LOC Rwy 27L LOC Rwy 27R	RNAV (GPS) Rwy 3R RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 21L RNAV (GPS) Rwy 22L RNAV (GPS) Rwy 22R RNAV (GPS) Rwy 27L RNAV (GPS) Rwy 27R	
A	600-2		800-2	
B				
C				
D				

KDTW/DTW
 SOUTH RAMP

17 OCT 08 (10-9B)

DETROIT, MICH
 DETROIT METRO WAYNE CO



SOUTH RAMP CONTROL	FREQUENCY	GATES
Southeast Corridor	121.12	A1-A35 (Odd)
Northeast Corridor	123.67	A41-A75 (Odd)
West Corridor	130.75	A2-A74 (Even)
	127.82	B1 - B21 (Odd)
		C2-C38 (Even)

Use Ground Control for Ramp Pushback on Gates A76-A78, B2-B20 (Even), C2-C6 (Even).

CHANGES: Ground control boundary. © JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

KDTW/DTW
 SOUTH RAMP

17 OCT 08 (10-9C)

DETROIT, MICH
 DETROIT METRO WAYNE CO

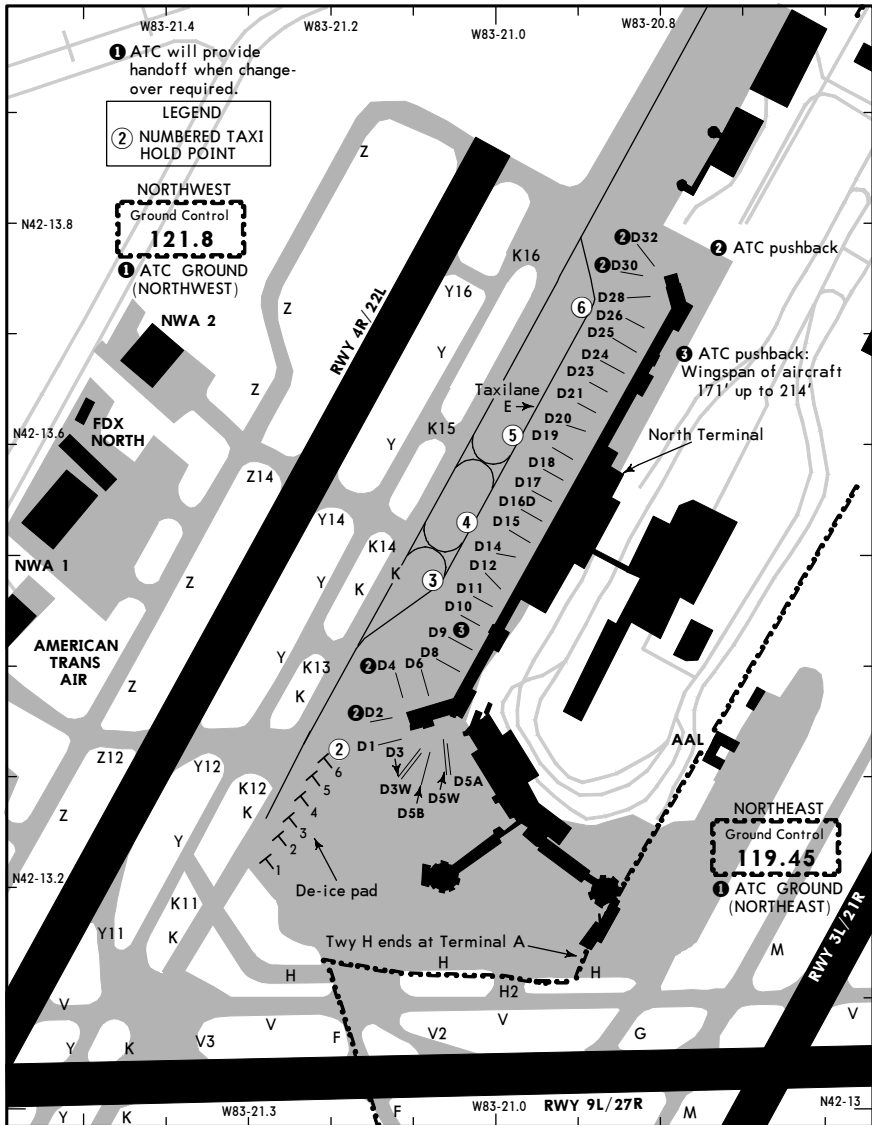
PARKING GATE COORDINATES			
GATE No.	COORDINATES		
Concourse A			
A1 thru A4	N42 12.1	W083 21.7	
A5	N42 12.2	W083 21.6	
A6	N42 12.2	W083 21.7	
A7	N42 12.2	W083 21.6	
A8	N42 12.2	W083 21.7	
A9	N42 12.2	W083 21.6	
A10	N42 12.2	W083 21.7	
A11, A12, A15, A17	N42 12.2	W083 21.6	
A18 thru A21	N42 12.3	W083 21.6	
A23	N42 12.3	W083 21.5	
A24	N42 12.3	W083 21.6	
A25, A27, A28	N42 12.3	W083 21.5	
A29 thru A31	N42 12.4	W083 21.5	
A33, A34	N42 12.4	W083 21.5	
A35	N42 12.4	W083 21.4	
A36	N42 12.4	W083 21.5	
A38	N42 12.5	W083 21.5	
A40, A41, A43	N42 12.5	W083 21.4	
A45	N42 12.6	W083 21.3	
A46	N42 12.5	W083 21.4	
A47, A49	N42 12.6	W083 21.3	
A50	N42 12.6	W083 21.4	
A51, A53, A54, A55	N42 12.6	W083 21.3	
A56, A57, A59, A60	N42 12.7	W083 21.3	
A61, A63	N42 12.7	W083 21.2	
A64	N42 12.7	W083 21.3	
A65	N42 12.8	W083 21.2	
A66	N42 12.7	W083 21.2	
A67	N42 12.8	W083 21.2	
A68	N42 12.8	W083 21.2	
A69 thru A74	N42 12.8	W083 21.2	
A75	N42 12.8	W083 21.1	
A76	N42 12.8	W083 21.2	
A77	N42 12.8	W083 21.1	
A78	N42 12.9	W083 21.2	
Concourse B			
B1 thru B4	N42 12.6	W083 21.7	
B5	N42 12.5	W083 21.7	
B6	N42 12.6	W083 21.7	
B7	N42 12.5	W083 21.7	
B8, B10	N42 12.5	W083 21.8	
B11	N42 12.5	W083 21.7	
B12, B15, B16, B18	N42 12.5	W083 21.8	
B19 thru B21	N42 12.5	W083 21.8	
Concourse C			
C1 thru C4	N42 12.6	W083 21.7	
C5	N42 12.6	W083 21.6	
C6, C8	N42 12.6	W083 21.7	
C7, C9, C11	N42 12.6	W083 21.6	
C10, C12, C14	N42 12.7	W083 21.7	
C15 thru C26	N42 12.7	W083 21.6	
C28, C30	N42 12.8	W083 21.6	
C29, C31	N42 12.7	W083 21.6	
C32, C34, C36	N42 12.8	W083 21.6	
C33, C35, C37	N42 12.8	W083 21.5	
C38, C40	N42 12.8	W083 21.6	
C39, C41, C43	N42 12.8	W083 21.5	
DEICING PAD COORDINATES			
1 thru 3	N42 12.2	W083 22.0	
4, 5	N42 12.3	W083 22.0	
6	N42 12.3	W083 21.9	
HOLD SPOT COORDINATES			
1 (J-8)	N42 12.1	W083 21.6	
2 (J-7)	N42 12.2	W083 21.5	
3 (J-8)	N42 12.3	W083 21.4	
4 (J-7)	N42 12.3	W083 21.4	
5 (U-8)	N42 12.6	W083 21.3	
6 (U-7)	N42 12.6	W083 21.2	
7 (U-7)	N42 12.8	W083 21.1	
8 (U-8)	N42 12.8	W083 21.1	
1 (U-9)	N42 12.2	W083 21.8	
2 (Q)	N42 12.2	W083 21.9	
3 (U-9)	N42 12.4	W083 21.6	
4 (Q)	N42 12.5	W083 21.7	
5 (U-9)	N42 12.8	W083 21.3	
6 (Q)	N42 12.8	W083 21.4	
HOLD CIRCLE COORDINATES			
1S	N42 12.1	W083 21.6	
2S	N42 12.1	W083 21.7	
3S	N42 12.1	W083 21.9	
4S	N42 12.1	W083 21.9	
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	

CHANGES: None. © JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

KDTW/DTW
 NORTH RAMP

JEPPESEN
 20 MAR 09 (10-9D)

DETROIT, MICH
 DETROIT METRO WAYNE CO



TAXI HOLD POINT COORDINATES

TAXI HOLD POINT	COORDINATES
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

CHANGES: North terminal gates added, taxi hold points.

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KDTW/DTW
 NORTH RAMP

JEPPESEN
 20 MAR 09 (10-9E)

DETROIT, MICH
 DETROIT METRO WAYNE CO

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal D			
D1, D2	N42 13.3 W083 21.1		
D3, D3W, D5B	N42 13.3 W083 21.1		
D5W, D5A	N42 13.3 W083 21.1		
D4, D6, D8	N42 13.4 W083 21.1		
D9, D10	N42 13.4 W083 21.0		
D11 thru D15	N42 13.5 W083 21.0		
D16D	N42 13.5 W083 20.9		
D17 thru D23	N42 13.6 W083 20.9		
D24 thru D28	N42 13.7 W083 20.8		
D30, D32	N42 13.8 W083 20.8		

CHANGES: Chart revised.

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KDTW/DTW JEPPESEN

DETROIT METRO WAYNE CO

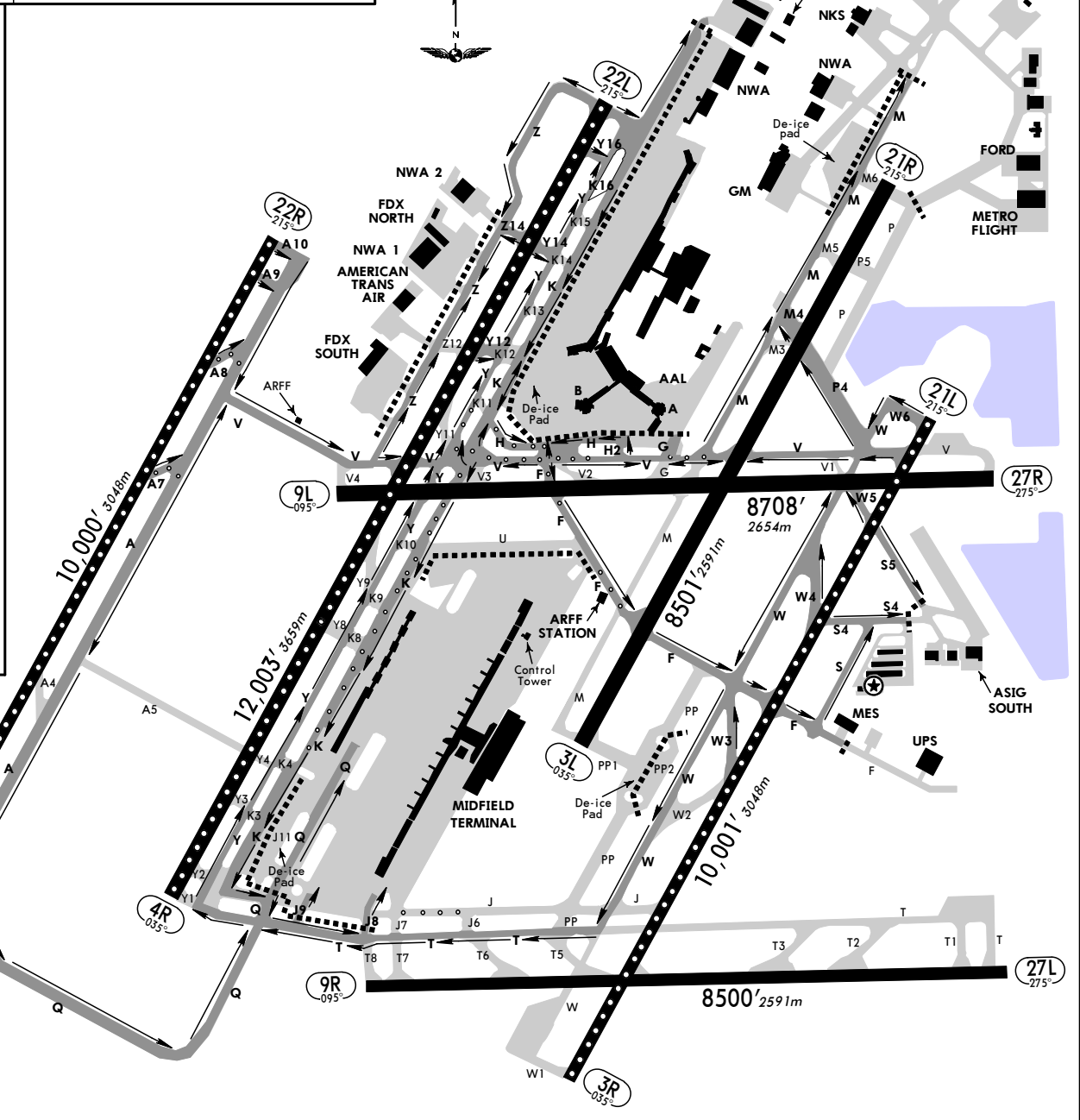
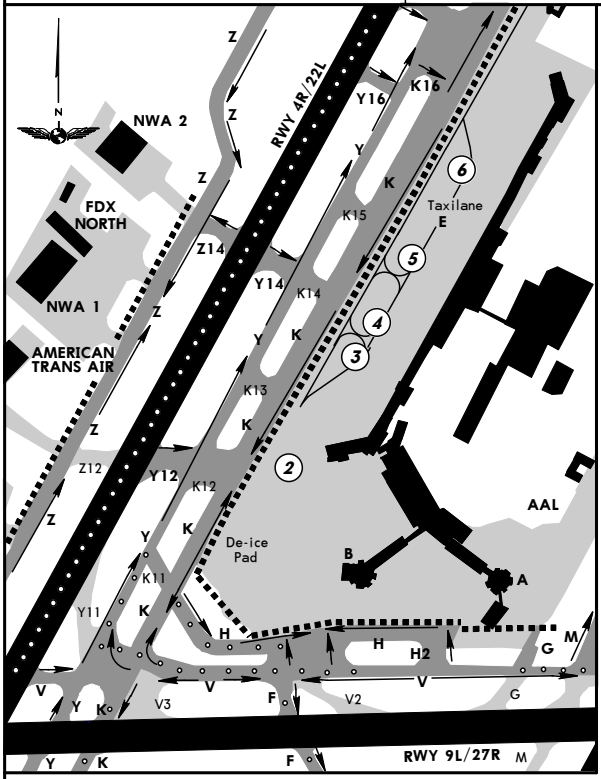
RVR 1200 to 600

20 MAR 09 10-9F

SMGCS

DETROIT, MICH
LOW VISIBILITY ARRIVAL TAXI ROUTES

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



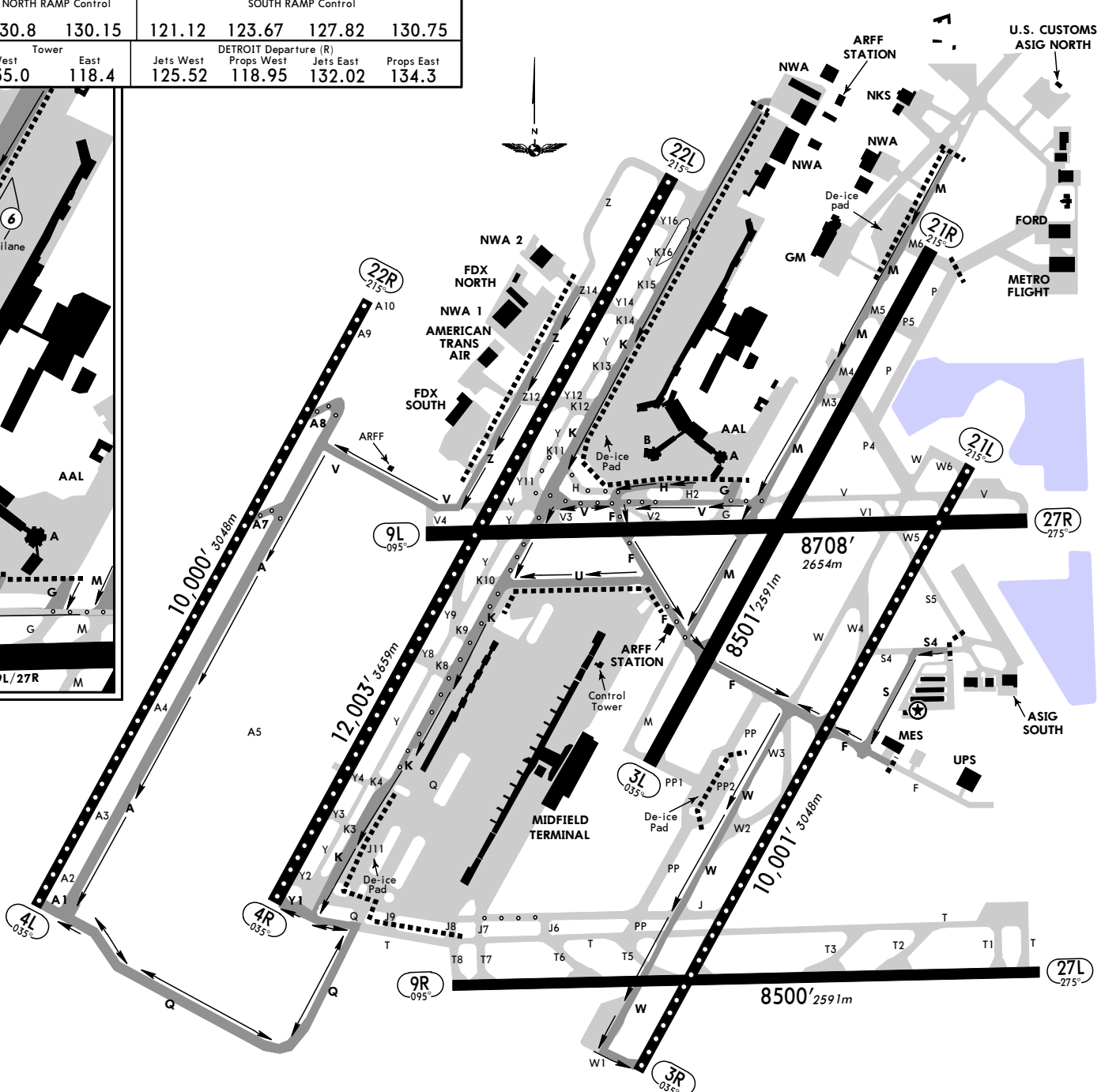
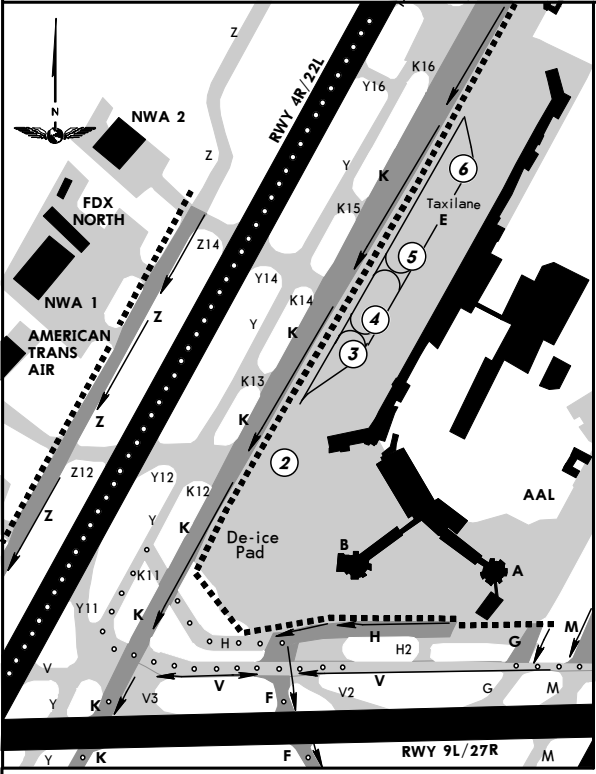
- LEGEND**
- ○ ○ CENTERLINE LIGHTS
 - ▬ LOW VISIBILITY TAXI ROUTE
 - ▬ TAXIWAY AND APRON
 - DIRECTIONAL LOW VISIBILITY TAXI ROUTE
 - ▬▬▬ MOVEMENT AREA BOUNDARY
 - ⑤ TAXI HOLD POINT

KDTW/DTW
DETROIT METRO WAYNE CO

20 MAR 09 10-9G

SMGCS
DETROIT, MICH
LOW VISIBILITY DEPARTURE TAXI ROUTES

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



LEGEND

- ○ ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ▬▬▬ MOVEMENT AREA BOUNDARY
- Ⓢ TAXI HOLD POINT

KDTW/DTW
 DETROIT METRO WAYNE CO 17 APR 09 **(11-1)**
DETROIT, MICH
ILS or LOC Rwy 3R

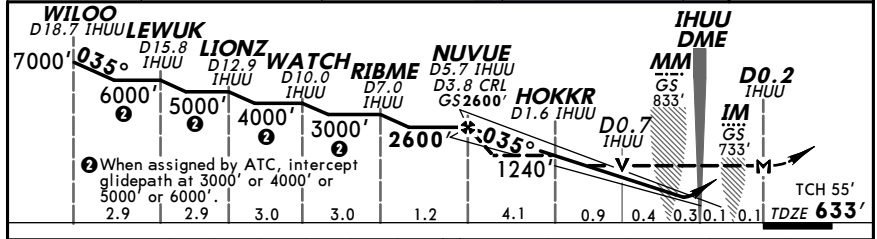
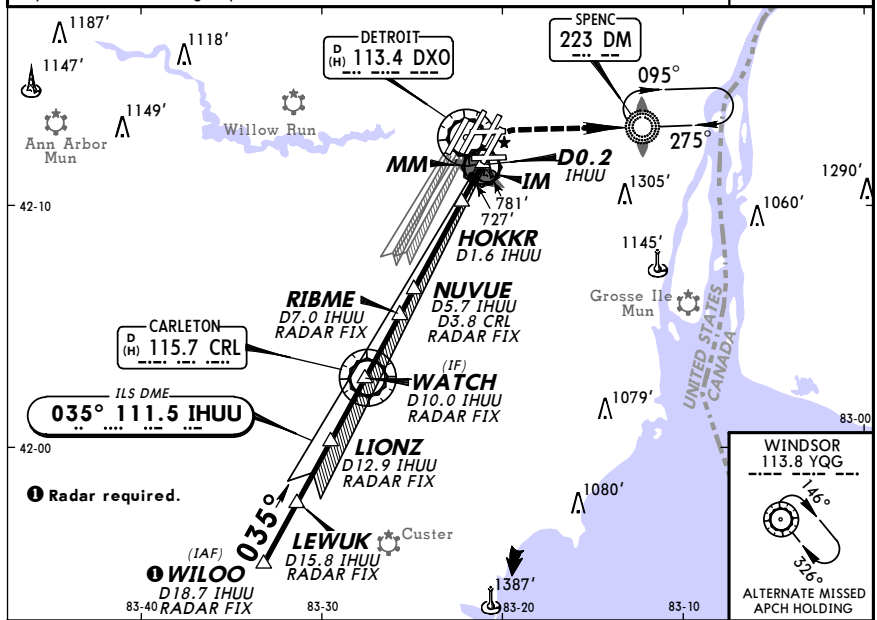
D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	124.97	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.97	135.0	118.4	121.8	119.45	132.72	119.25
LOC IHUU	Final Apch Crs	GS NUVUE	ILS DA(H)	Apt Elev 645'		2800'	
111.5	035°	2600' (1967')	833' (200')	TDZE 633'			

MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct DM LOM and hold.

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. VGS1 and ILS glidepath not coincident.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1300'	3000'	DM 223	
GS	3.00°	377	484	538	646	753					861
MAP at D0.2 IHUU or NUVUE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13				

STRAIGHT-IN LANDING RWY 3R						CIRCLE-TO-LAND							
ILS						LOC (GS out)							
DA(H) 833' (200')						MDA(H) 980' (347')				MDA(H) 1240' (607')			
FULL						With Hokkr		Without Hokkr		With Hokkr		Without Hokkr	
A	TDZ or Cl out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)	MDA(H)	RVR	RVR	RVR	RVR	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1200' (555')-1	1240' (595')-1	24 or 1/2	50 or 1	120	1200' (555')-1	
C						140	1200' (555')-1 1/2	1240' (595')-1 1/4	60 or 1 1/4	1 3/4	140	1200' (555')-1 1/2	
D						165	1200' (555')-2	1240' (595')-2	40 or 3/4	60 or 1 1/4	165	1200' (555')-2	

KDTW/DTW
 DETROIT METRO WAYNE CO 17 APR 09 **(11-1A)**
DETROIT, MICH
ILS Rwy 3R CAT II & III

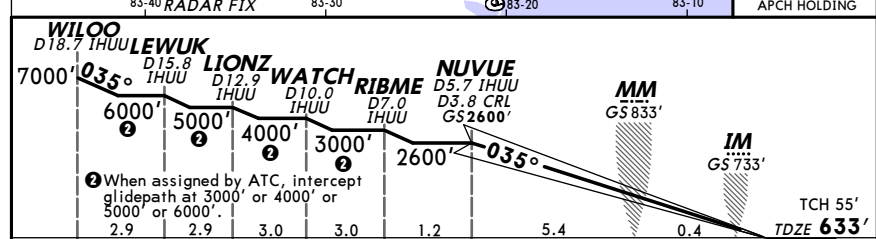
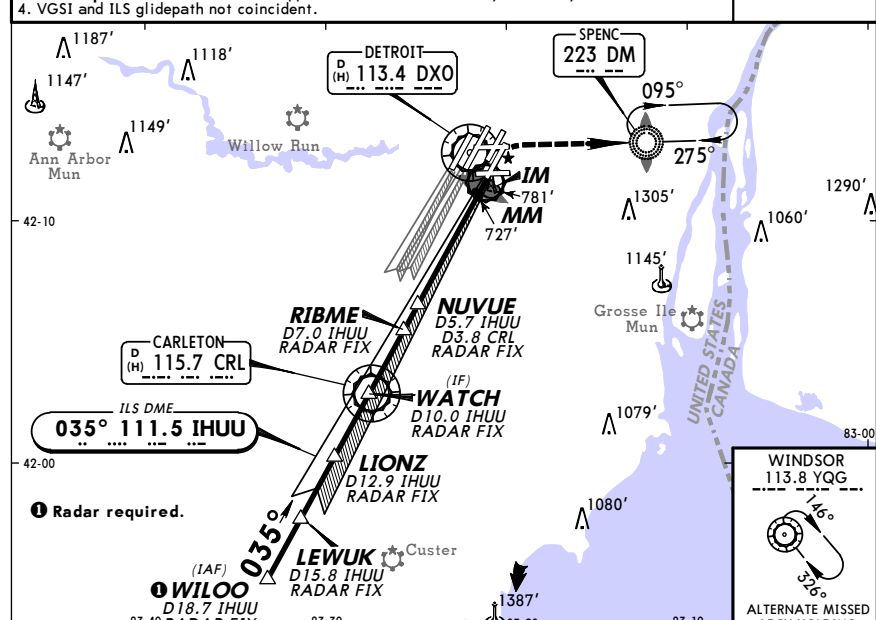
D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	124.97	West	East	Northwest	Northeast	Southwest	Southeast
133.67	124.97	135.0	118.4	121.8	119.45	132.72	119.25
LOC IHUU	Final Apch Crs	GS NUVUE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev 645'
111.5	035°	2600' (1967')	NA	Refer to Minimums		RA 101' DA(H) 733' (100')	TDZE 633'

MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct DM LOM and hold.

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. VGS1 and ILS glidepath not coincident.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1300'	3000'	DM 223	
GS	3.00°	377	484	538	646	753					861
MAP at D0.2 IHUU or NUVUE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13				

STRAIGHT-IN LANDING RWY 3R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101'
NA	RVR 6	RVR 7	DA(H) 733' (100')
RVR 12			

KDTW/DTW

JEPPesen
 26 JUN 09 Eff 2 Jul (11-2)

DETROIT, MICH
 DETROIT METRO WAYNE CO

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

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

Condensed Briefing Point:

- When instructed, IMMEDIATELY switch to the tower frequency and select the monitor frequency audio.

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 completing the following briefing items:

- (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 ILS 3R approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The 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. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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. The MVA in the final approach segment is 2400 feet south of Detroit Metro Wayne Co. airport.

(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)".

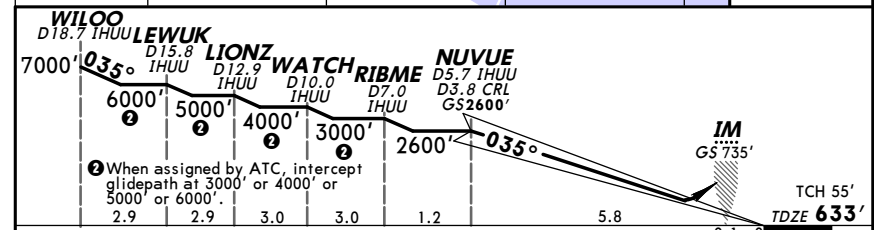
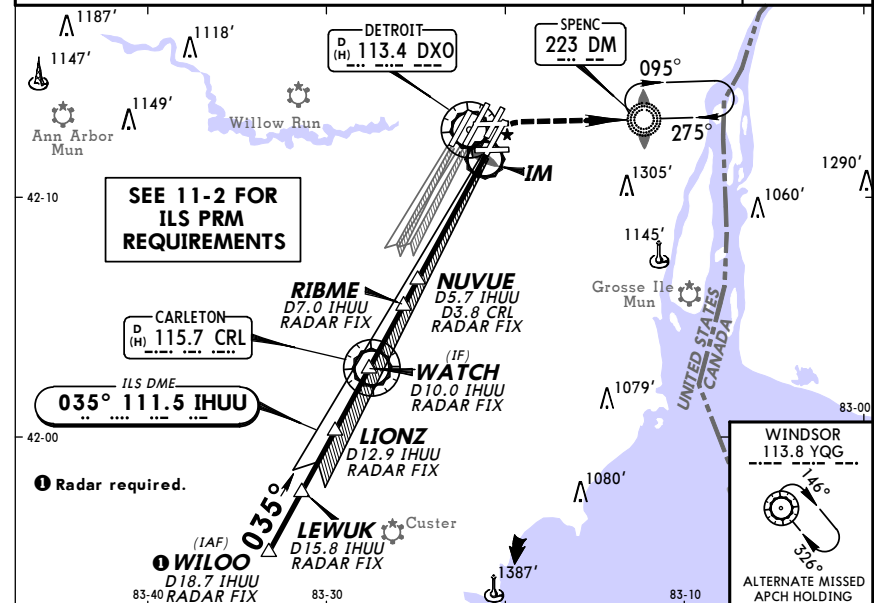
4. **ILS Navigation:** Descending on the ILS glide slope ensures complying with any charted crossing restrictions.

KDTW/DTW

JEPPesen
 26 JUN 09 Eff 2 Jul (11-2A)

DETROIT, MICH
 ILS PRM Rwy 3R
 (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 IHUU			GS NUVUE		ILS DA(H)		Apt Elev 645'		
111.5			2600' (1967')		833' (200')		TDZE 633'		
MISSD APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct DM LOM and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 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 (CAT II), ILS PRM Rwy 4R (CAT III), and ILS PRM Rwy 4L. 4. See 11-2 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. VGSI and ILS glidepath not coincident. 6. Procedure not authorized when glideslope not available.								2800'	
								MSA DXO VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1300'	3000'	DM
GS	3.00°	377	484	538	646	753	PAPI	↑	↻	223
MAP at DA										

STRAIGHT-IN LANDING RWY 3R		
ILS		
DA(H) 833' (200')		
FULL	TDZ or CL out	ALS out
A		
B	RVR 18 or 1/2	RVR 40 or 3/4
C		
D		

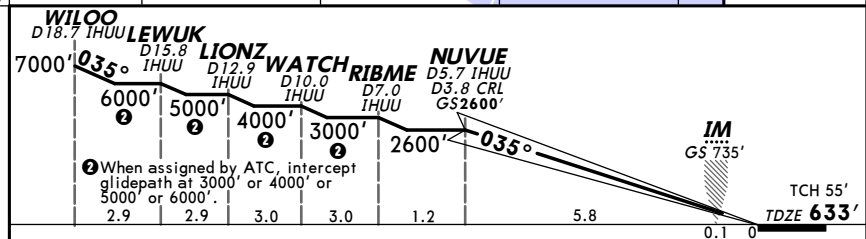
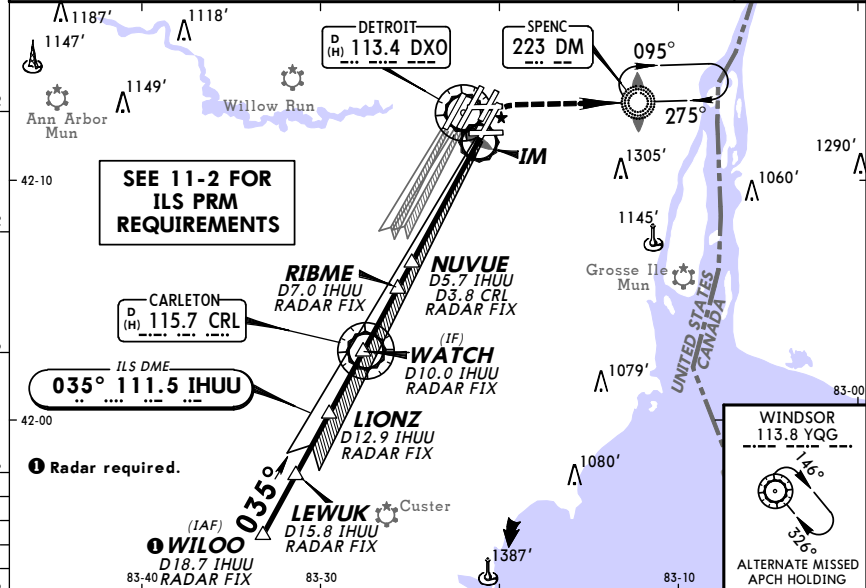
KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul (11-2B) ILS PRM Rwy 3R CAT II & III
 (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS			DETROIT Approach (R)			METRO Tower				Ground			
			West	East		West	East		Northwest	Northwest	Southwest	Southeast	
133.67			124.05	125.15		135.0	118.4		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 RA 101' DA(H) 733' (100')		Apt Elev TDZE 633'	

MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct DM LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrw 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 (CAT II), ILS PRM Rwy 4R (CAT III), and ILS PRM Rwy 4L. 5. See 11-2 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. VGS and ILS glidepath not coincident. 7. Procedure not authorized when glideslope not available.



Gnd speed-Kts				70	90	100	120	140	160	ALSF-II	3000'	DM 223
Gs				3.00°	377	484	538	646	753			
STRAIGHT-IN LANDING RWY 3R												
CAT IIIC ILS			CAT IIIB ILS			CAT IIIA ILS			CAT II ILS RA 101' DA(H) 733' (100')			
NA			RVR 6			RVR 7			RVR 12			

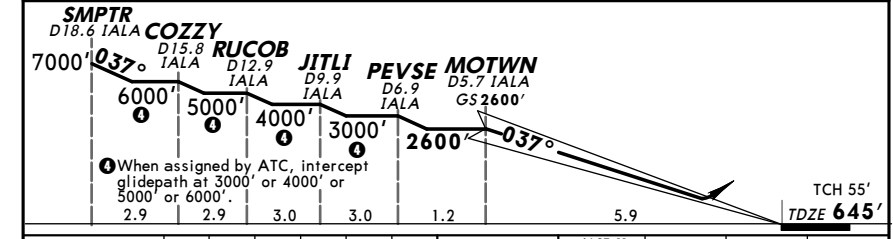
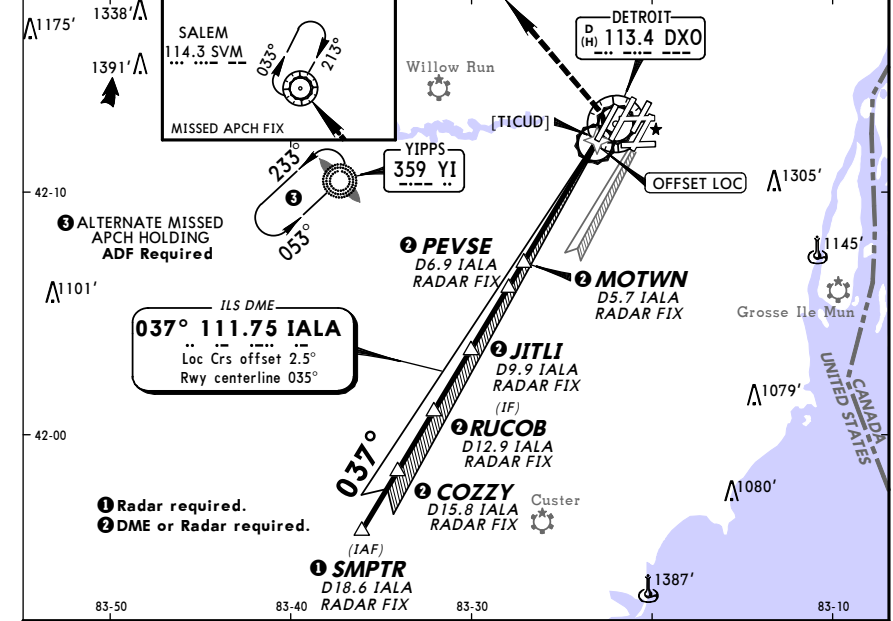
KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 (11-3) Eff 2 Jul ILS Y Rwy 4L
 DETROIT, MICH ILS Y Rwy 4L

D-ATIS			DETROIT Approach (R)			METRO Tower				Ground			
			West	East		West	East		Northwest	Northwest	Southwest	Southeast	
133.67			124.05	125.15		135.0	118.4		121.8	119.45	132.72	119.25	
LOC IALA 111.75			Final Apch Crs 037°	GS MOTWN 2600' (1955')		ILS DA(H) 895' (250')		Apt Elev 645'		TDZE 645'			

MISSED APCH: Climbing LEFT turn to 3000' direct SVM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Procedure not authorized when glideslope not available. 2. Simultaneous approach authorized with Rwy 3R. 3. LOC procedure not authorized during simultaneous operations.



Gnd speed-Kts				70	90	100	120	140	160	ALSF-II	3000'	SVM 114.3
Gs				3.00°	377	484	538	646	753			
STRAIGHT-IN LANDING RWY 4L												
ILS DA(H) 895' (250')												
FULL				TDZ or CL out				ALS out				
A				RVR 24 or 1/2				RVR 40 or 3/4				
B												
C												
D												

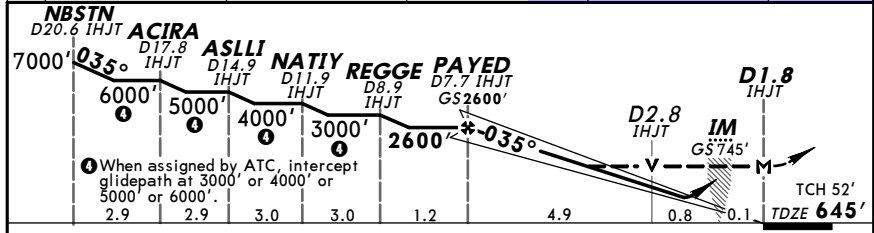
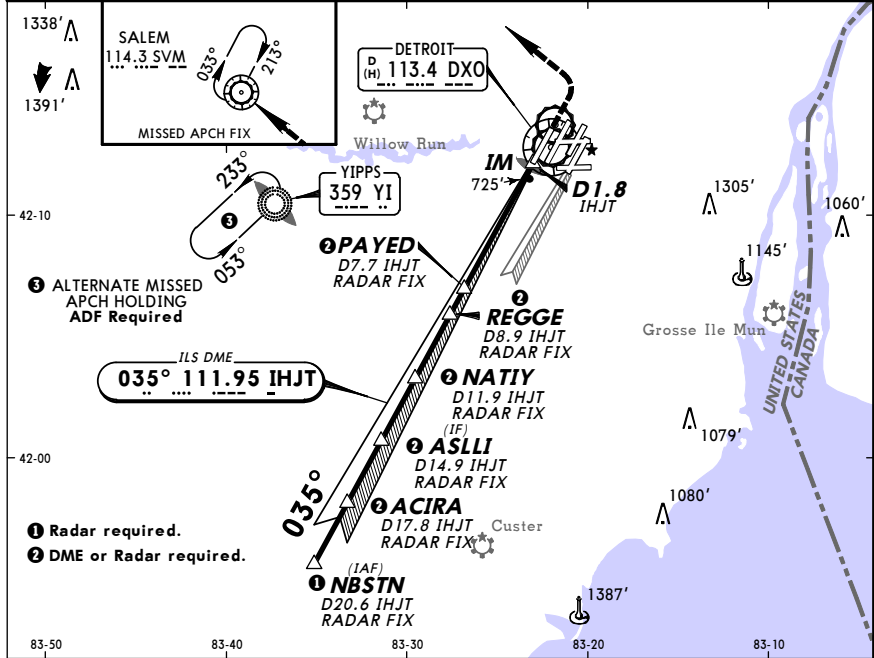
KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul (11-4)
DETROIT, MICH
 ILS or LOC Z Rwy 4L

D-ATIS 133.67	DETROIT Approach (R) West 124.05 East 125.15	METRO Tower West 135.0 East 118.4	Northwest 121.8	Northwest 119.45	Ground Southwest 132.72	Ground Southeast 119.25
LOC IHJT 111.95	Final Apch Crs 035°	GS PAYED 2600' (1955')	ILS DA(H) 845' (200')	Apt Elev 645'	TDZE 645'	

MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' direct 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	ALSF-II	1300'	3000'	SVM	114.3
GS	3.00°	377	484	538	646	861					
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					CIRCLE-TO-LAND	
ILS DA(H) 845' (200')			LOC (GS out) MDA(H) 1000' (355')			
FULL	TDZ or CL out	ALS out	ALS out	ALS out	Max Kts.	MDA(H)
A					90	1200' (555')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	1200' (555')-1 1/2
C					140	
D				RVR 40 or 3/4	165	1200' (555')-2

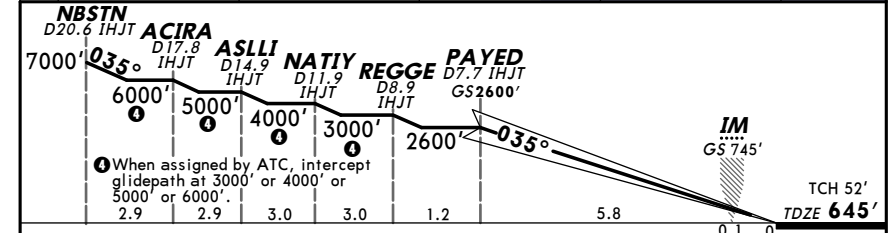
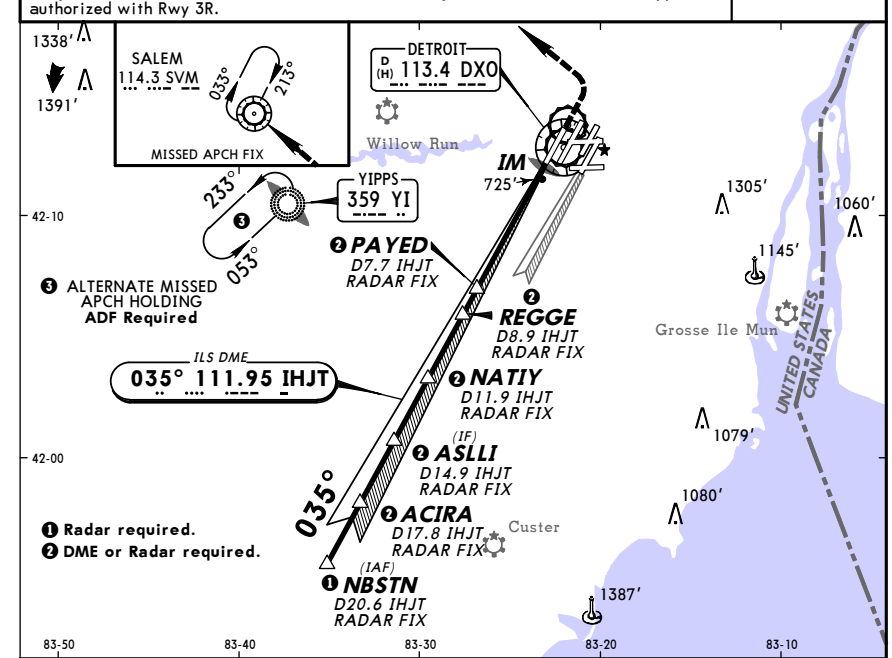
KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul (11-4A)
DETROIT, MICH
 ILS Z Rwy 4L CAT II & III

D-ATIS 133.67	DETROIT Approach (R) West 124.05 East 125.15	METRO Tower West 135.0 East 118.4	Northwest 121.8	Northwest 119.45	Ground Southwest 132.72	Ground Southeast 119.25
LOC IHJT 111.95	Final Apch Crs 035°	GS PAYED 2600' (1955')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 101' DA(H) 745' (100')
						Apt Elev 645'
						TDZE 645'

MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' direct 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. MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1300'	3000'	SVM	114.3
GS	3.00°	377	484	538	646	861					

STRAIGHT-IN LANDING RWY4L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 745' (100')
NA	RVR 6	RVR 7	RVR 12

KDTW/DTW



DETROIT, MICH
DETROIT METRO WAYNE CO

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

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

Condensed Briefing Point:

- When instructed, IMMEDIATELY switch to the tower frequency and select the monitor frequency audio.
- Exit the runway at Taxiway A7 (6700 ft) or A8 (7700 ft) whenever practical. See Taxiway Use below.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4L approach. If later advised to expect an ILS 4L Yankee approach, the ILS/PRM 4L chart may be used after completing the following briefing items:

- (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 ILS 4L Yankee approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The 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. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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. The MVA in the final approach segment is 2400 feet south of Detroit Metro Wayne Co. airport.

(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)".

4. **ILS Navigation:** Descending on the ILS glide slope ensures complying with any charted crossing restrictions.

5. **Taxiway Use:** Because of the location of the offset LOC critical area, whenever practical, pilots should exit the runway at Taxiway A7 (6700ft) or A8 (7700 ft). If feasible, do not stop on Taxiways A9 and A10, or on Taxiway A northeast of Taxiway V.

KDTW/DTW



DETROIT, MICH
ILS PRM Rwy 4L
(SIMULTANEOUS CLOSE PARALLEL)

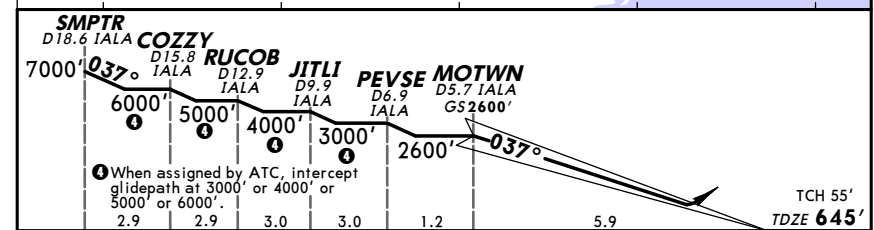
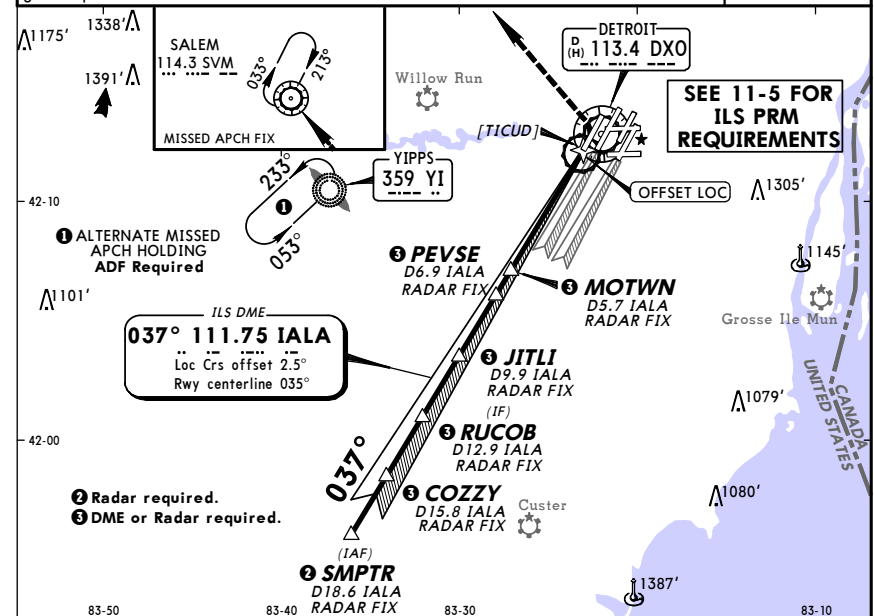
DETROIT METRO WAYNE CO

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
133.67	West 124.05	East 125.15	West 135.0	East 118.4	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC IALA	Final Apch Crs	GS MOTWN	ILS DA(H)	Apt Elev 645'		TDZE 645'		
111.75	037°	2600' (1955')	895' (250')			2800'		

MISSED APCH: Climbing LEFT turn to 3000' direct SVM VOR and hold.
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 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III), ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), and ILS PRM Rwy 3R (CAT III). 3. See 11-5 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glideslope not available.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	LT	SVM 114.3
GS	3.00°	377	484	538	646	753	861			

STRAIGHT-IN LANDING RWY 4L		
ILS		
DA(H) 895' (250')		
FULL	TDZ or CL out	ALS out
A		
B		
C	RVR 24 or 1/2	RVR 40 or 3/4
D		

KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul (11-6)
DETROIT, MICH
 ILS or LOC Rwy 4R

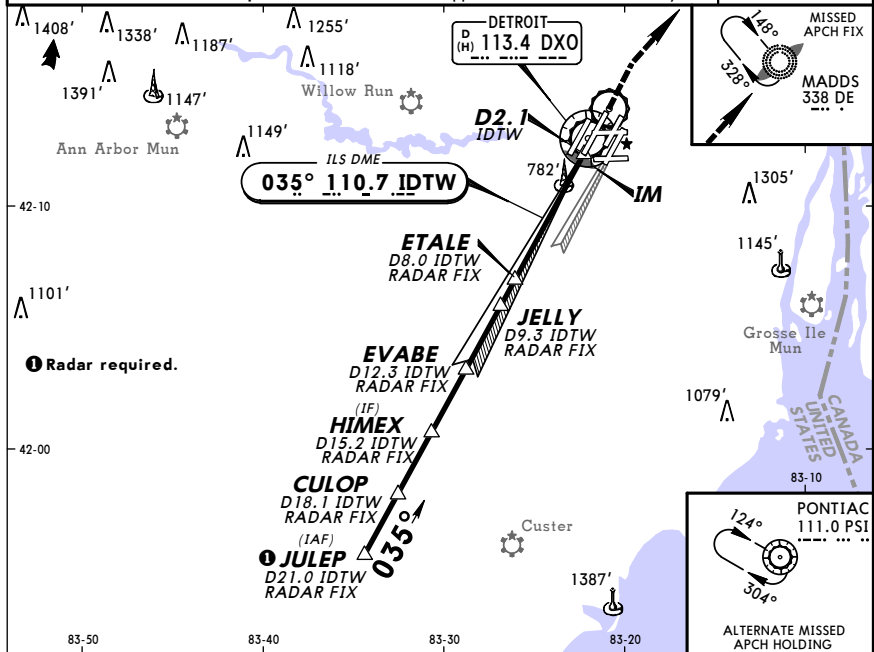
D-ATIS	DETROIT Approach (R) West East	METRO Tower West East	Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.05 125.15	135.0 118.4	121.8	119.45	132.72	119.25	

LOC IDTW	Final Apch Crs	GS ETALE	ILS DA(H)	Apt Elev
110.7	035°	2600' (1962')	838' (200')	645'

MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF and DME or Radar required. 2. Simultaneous approach authorized with Rwy 3R. MSA DXO VOR



When assigned by ATC, intercept glidepath at 3000' or 4000' or 5000' or 6000'.	2.9	2.9	3.0	3.0	1.2	4.8	0.9	0.2
	6000'	5000'	4000'	3000'	2600'	2600'	3000'	3000'

Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	RT	DE
GS	3.00°	377	484	538	646	753	861			338

STRAIGHT-IN LANDING RWY4R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H)	
DA(H) 838' (200')		MDA(H) 1040' (402')			
FULL	TDZ or CL out	ALS out	ALS out	Max Kts.	
A				90	1200' (555')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	120	1200' (555')-1 1/2
C				140	1200' (555')-2
D				165	

TERPS 16
 CHANGES: Chart reindexed, approach frequency.
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KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul (11-6A)
DETROIT, MICH
 ILS Rwy 4R CAT II & III

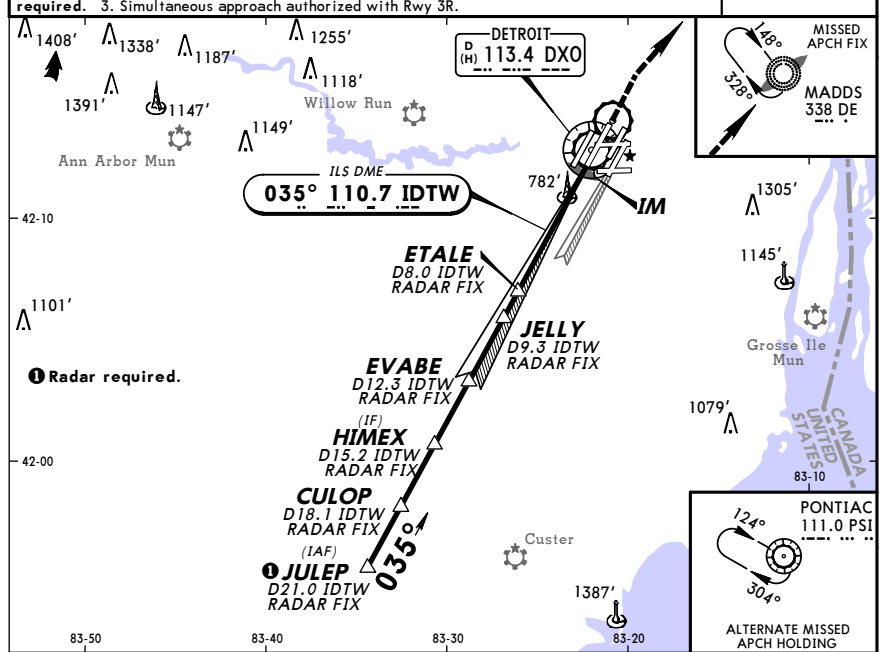
D-ATIS	DETROIT Approach (R) West East	METRO Tower West East	Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.05 125.15	135.0 118.4	121.8	119.45	132.72	119.25	

LOC IDTW	Final Apch Crs	GS ETALE	CAT II ILS	CAT III ILS	CAT IIIA ILS	CAT II ILS RA 101'	Apt Elev
110.7	035°	2600' (1962')	NA	Refer to Minimums	Refer to Minimums	738' (100')	645'

MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold.

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 3R. MSA DXO VOR



When assigned by ATC, intercept glidepath at 3000' or 4000' or 5000' or 6000'.	2.9	2.9	3.0	3.0	1.2	5.7	0.2
	6000'	5000'	4000'	3000'	2600'	2600'	3000'

Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	RT	DE
GS	3.00°	377	484	538	646	753	861			338

STRAIGHT-IN LANDING RWY4R			
CAT II ILS	CAT III ILS	CAT IIIA ILS	CAT II ILS RA 101'
NA	RVR 6	RVR 7	RVR 12

TERPS 16
 CHANGES: Chart reindexed, approach frequency.
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KDTW/DTW

JEPPesen
 26 JUN 09 Eff 2 Jul (11-7)

DETROIT, MICH
 DETROIT METRO WAYNE CO

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

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

Condensed Briefing Point:

- When instructed, IMMEDIATELY switch to the tower frequency and select the monitor frequency audio.

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 completing the following briefing items:

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

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The 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. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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. The MVA in the final approach segment is 2400 feet south of Detroit Metro Wayne Co. airport.

(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)".

4. **ILS Navigation:** Descending on the ILS glide slope ensures complying with any charted crossing restrictions.

KDTW/DTW

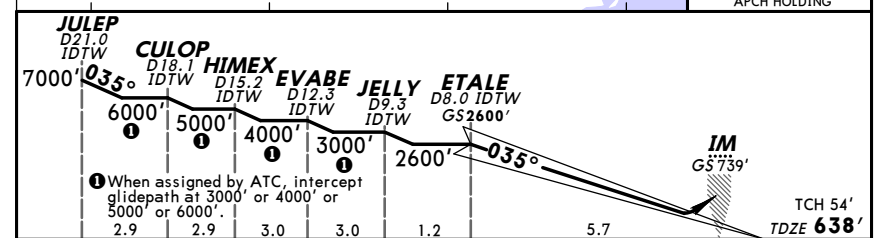
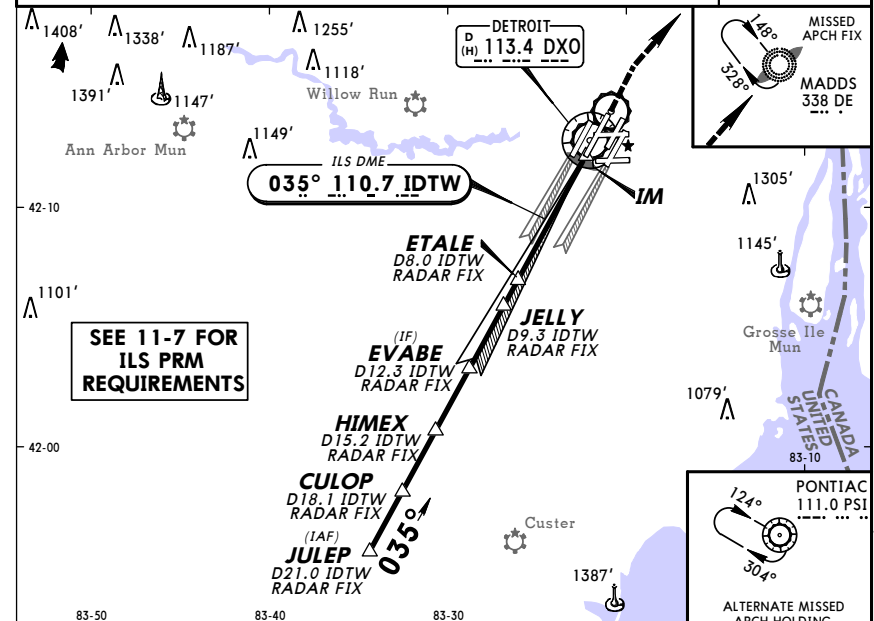
JEPPesen
 26 JUN 09 Eff 2 Jul (11-7A)

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

DETROIT METRO WAYNE CO

D-ATIS	DETROIT Approach (R)		METRO Tower		Ground			
133.67	West 124.05	East 125.15	West 135.0	East 118.4	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC IDTW 110.7	Final Apch Crs 035°		GS ETALE 2600' (1962')	ILS DA(H) 838' (200')	Apt Elev 645'			2800'
MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold.								

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. **ADF and DME or Radar required.** 2. **Dual VHF comm required.** 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 4L, ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), and ILS PRM Rwy 3R (CAT III). 4. See 11-7 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	DE	338
GS	3.00°	377	484	538	646	753	861				
MAP at DA											

STRAIGHT-IN LANDING RWY 4R		
ILS		
DA(H) 838' (200')		
FULL	TDZ or CL out	ALS out
A		
B		
C	RVR 18 or 1/2	RVR 24 or 1/2
D		RVR 40 or 3/4

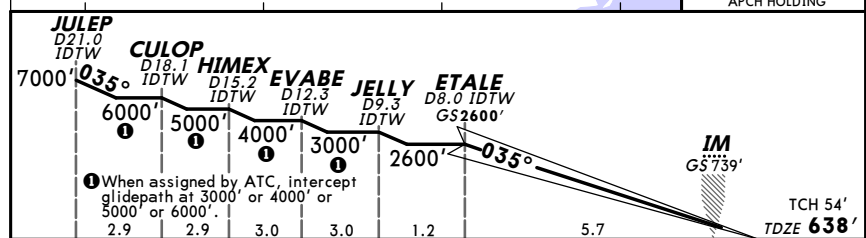
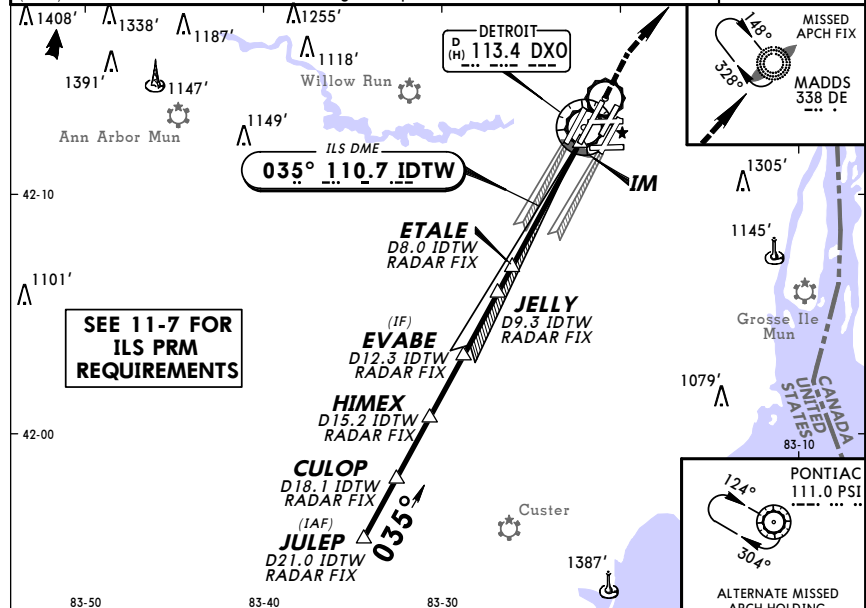
KDTW/DTW
 DETROIT METRO WAYNE CO
JEPPESEN
 26 JUN 09 Eff 2 Jul
11-7B ILS PRM Rwy 4R CAT II & III
 DETROIT, MICH (SIMULTANEOUS CLOSE PARALLEL)

D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	West 124.05 East 125.15	West 135.0 East 118.4	Northwest 121.8	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC IDTW	Final Apch Crs	GS ETALE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.7	035°	2600' (1962')	NA	Refer to Miniums	RA 101'	DA(H) 738' (100')	645' TDZE 638'

MISSED APCH: Climb to 3000' then RIGHT turn direct DE LOM and hold.

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 comms required. 4. Simultaneous close parallel approach authorized with ILS PRM Rwy 4L, ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), and ILS PRM Rwy 3R (CAT III). 5. See 11-7 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. Procedure not authorized when glideslope not available.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	RT	D→	DE 338
GS	3.00°	377	484	538	646	753	861				

STRAIGHT-IN LANDING RWY 4R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 738' (100')
NA	RVR 6	RVR 7	RVR 12

KDTW/DTW
 DETROIT METRO WAYNE CO
JEPPESEN
 26 JUN 09 Eff 2 Jul
11-8 ILS or LOC Rwy 21L
 DETROIT, MICH

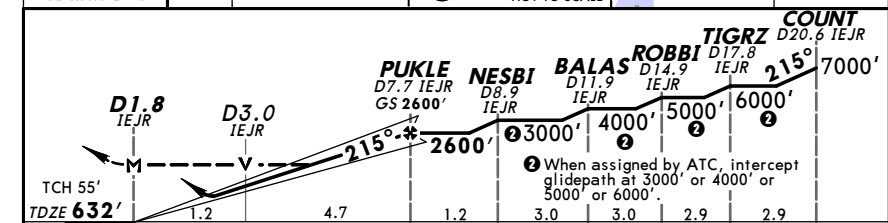
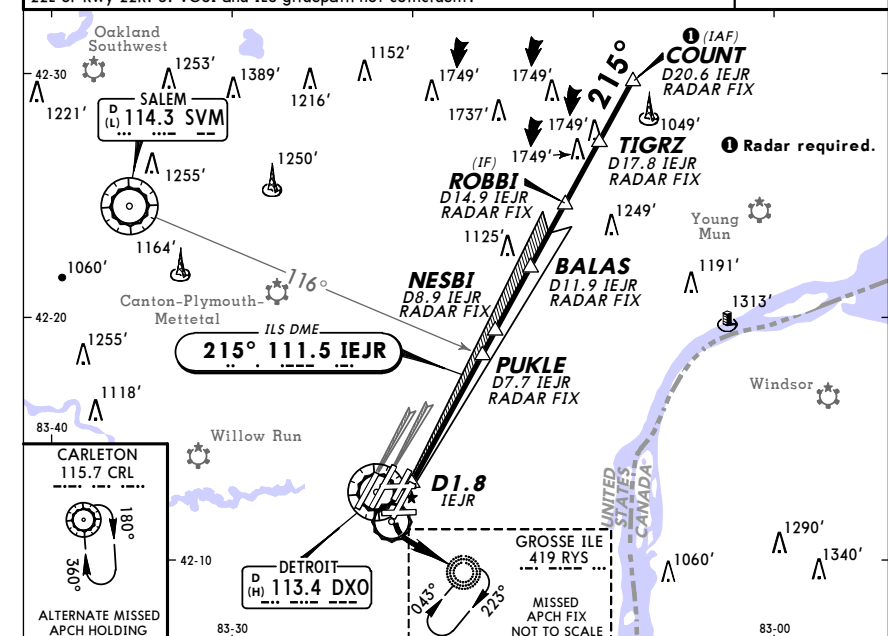
D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	West 124.05 East 125.15	West 135.0 East 118.4	Northwest 121.8	Northwest 121.8	Northeast 119.45	Southwest 132.72	Southeast 119.25
LOC IEJR	Final Apch Crs	GS PUKLE	ILS DA(H)	Apt Elev 645'		TDZE 632'	
111.5	215°	2600' (1968')	832' (200')	645'		632'	

MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct RYS NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF and DME or Radar required. 2. Simultaneous approach authorized with Rwy 22L or Rwy 22R. 3. VGSI and ILS glidepath not coincident.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1100'	3000'	D→	RYS 419
GS	3.00°	377	484	538	646	753	861				
MAP AT D1.8 IEJR or PUKLE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13				

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

KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul 11-10
DETROIT, MICH
 ILS or LOC Rwy 22L

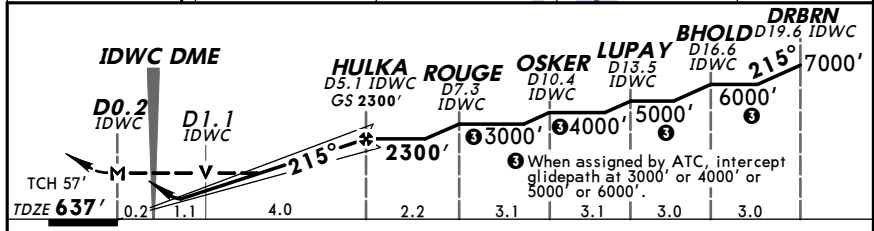
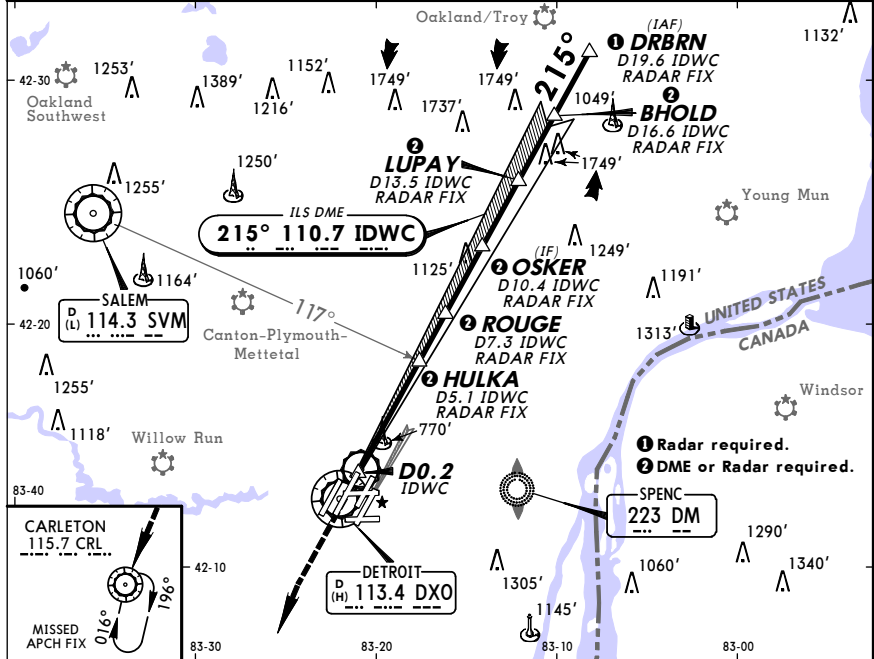
D-ATIS 133.67	DETROIT Approach (R) West 124.05	East 125.15	METRO Tower West 135.0	East 118.4	Northwest 121.8	Ground Northwest 119.45	Southwest 132.72	Southeast 119.25
LOC IDWC 110.7	Final Aptch Crs 215°	GS HULKA 2300' (1663')	ILS DA(H) 837' (200')	Apt Elev 645'		TDZE 637'		

MISSED APCH: Climb to 3000' direct CRL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwy 21L.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160			
GS	2.85°	358	460	512	614	716	818		
MAP at D0.2 IDWC or HULKA to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57		

STRAIGHT-IN LANDING RWY22L				CIRCLE-TO-LAND	
ILS DA(H) 837' (200')		LOC (GS out) MDA(H) 1080' (443')			
FULL		RAIL or ALS out		Max Kts. MDA(H)	
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1200' (555')-1
B					120
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	140 1200' (555')-1/2
D			RVR 50 or 1	1 1/2	165 1200' (555')-2

1 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.
 2 Not authorized during simultaneous operations.

KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul 11-11
DETROIT, MICH
 DETROIT METRO WAYNE CO

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

(SIMULTANEOUS CLOSE PARALLEL)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

Condensed Briefing Point:
 • When instructed, IMMEDIATELY switch to the tower frequency and select the monitor frequency audio.

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 completing the following briefing items:

- (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 ILS 22L approach.**

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The 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. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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. The MVA in the final approach segment is 2800 feet north of Detroit Metro Wayne Co. airport.

(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)".

4. **ILS Navigation:** Descending on the ILS glide slope ensures complying with any charted crossing restrictions.

KDTW/DTW **DETROIT, MICH**
DETROIT METRO WAYNE CO **ILS PRM Rwy 22R**
 26 JUN 09 **(11-14A)**
 Eff 2 Jul (SIMULTANEOUS CLOSE PARALLEL)

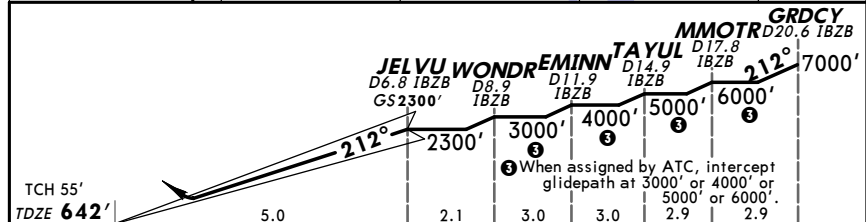
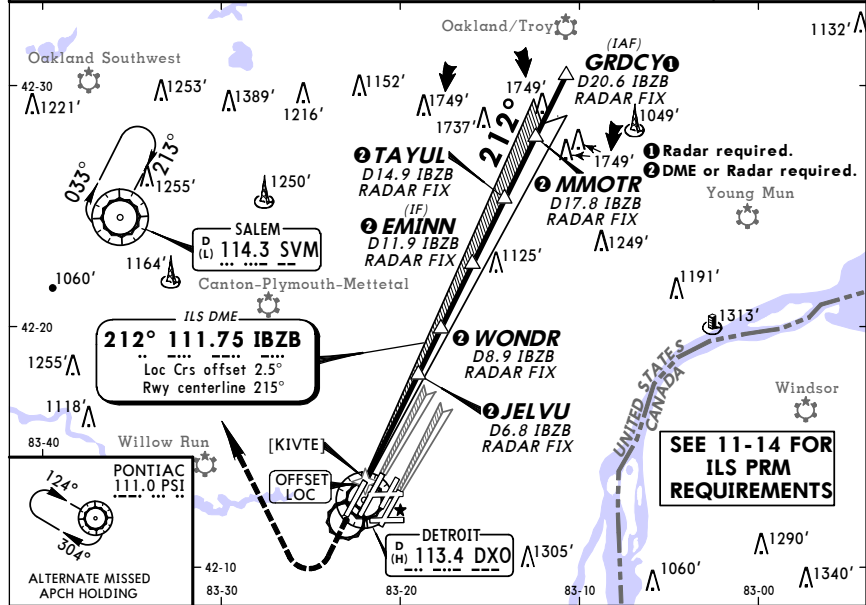
D-ATIS	DETROIT Approach (R)	METRO Tower		Ground					
	West	East	West	East	Northwest	Northwest	Southwest	Southwest	Southwest
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25	
LOC IBZB	Final Apch Crs	GS JELVU	ILS DA(H)	Apt Elev 645'					
111.75	212°	2300' (1658')	892' (250')	TDZE 642'					

MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3000' direct SVM VOR and hold.

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 11-14 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Procedure not authorized when glideslope not available.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	1300'	3000'	→	SVM
GS	3.00°	377	484	538	646	753	861				114.3
MAP at DA											

STRAIGHT-IN LANDING RWY 22R
 ILS
 DA(H) 892' (250')

	FULL	RAIL or ALS out
A		
B	RVR 24 or 1/2	RVR 40 or 3/4
C		
D		

KDTW/DTW **DETROIT, MICH**
DETROIT METRO WAYNE CO **ILS or LOC Rwy 27L**
 26 JUN 09 **(11-15)**
 Eff 2 Jul

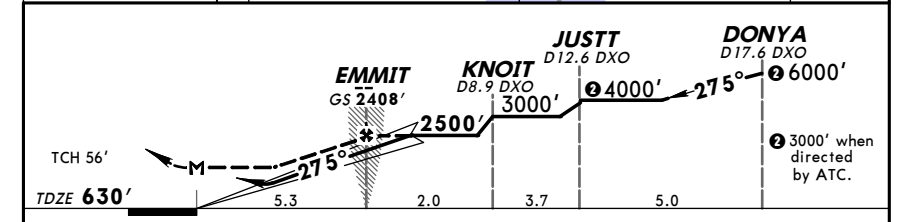
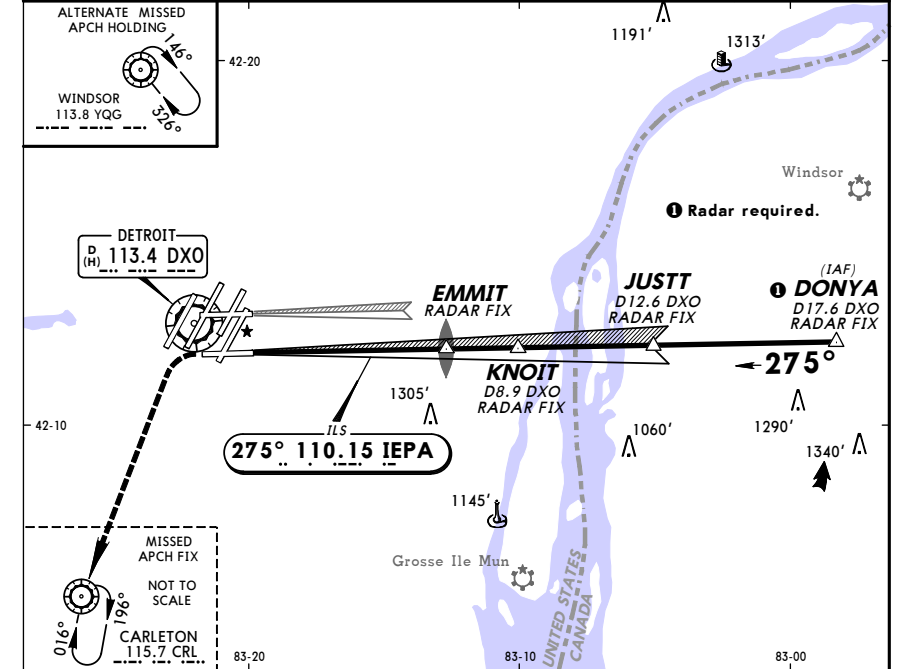
D-ATIS	DETROIT Approach (R)	METRO Tower		Ground					
	West	East	West	East	Northwest	Northwest	Southwest	Southwest	Southwest
133.67	124.05	125.15	135.0	118.4	121.8	119.45	132.72	119.25	
LOC IEPA	Final Apch Crs	GS EMMIT	ILS DA(H)	Apt Elev 645'					
110.15	275°	2408' (1778')	830' (200')	TDZE 630'					

MISSED APCH: Climb to 1500' then climbing LEFT turn to 3000' direct CRL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME from DXO VOR. 2. Simultaneous approach authorized with Rwy 27R.

MSA DXO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	1500'	3000'	→	CRL
GS	3.00°	377	484	538	646	753	861				115.7
MAP to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59				

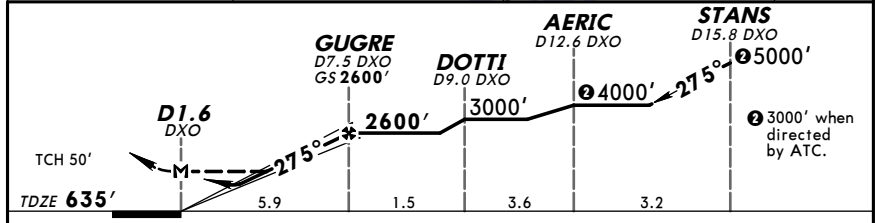
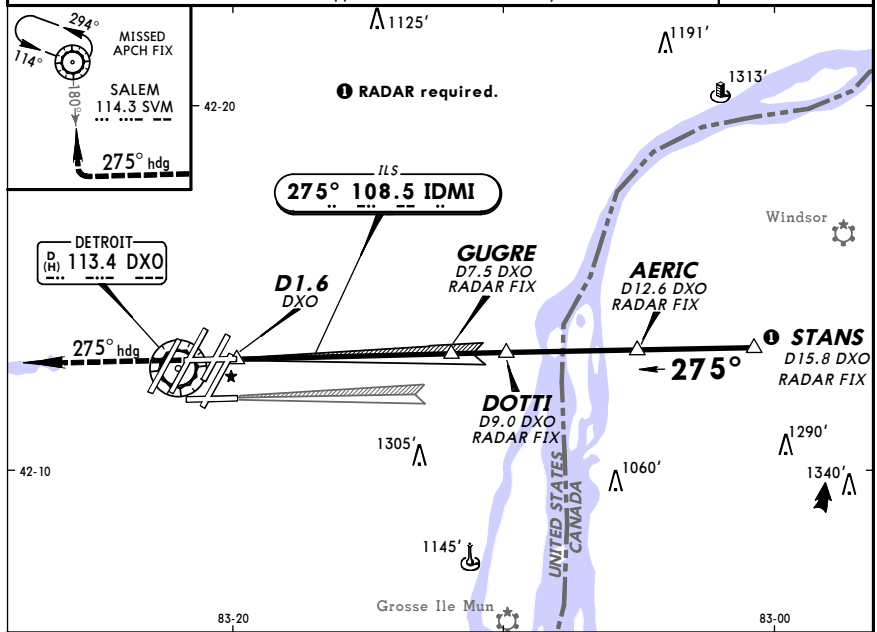
STRAIGHT-IN LANDING RWY 27L
 ILS
 DA(H) 830' (200')

	FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A					90	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120	1200' (555') - 1
C					140	1200' (555') - 1/2
D					165	1200' (555') - 2

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

KDTW/DTW
 DETROIT METRO WAYNE CO
 26 JUN 09 Eff 2 Jul 11-16
DETROIT, MICH
 ILS or LOC Rwy 27R

D-ATIS 133.67	DETROIT Approach (R) West East 124.05 125.15		METRO Tower West East 135.0 118.4		Ground Northwest Northeast 121.8 119.45		Southwest Southeast 132.72 119.25	
LOC IDMI 108.5	Final Apch Crs 275°	GS GUGRE 2600' (1965')	ILS DA(H) 835' (200')	Apt Elev 645'		TDZE 635'		
MISSED APCH: Climb to 3000' via 275° heading and inbound on SVM VOR R-180 to SVM VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. DME from DXO VOR. 3. Simultaneous approach authorized with Rwy 27L.								2800' MSA DXO VOR



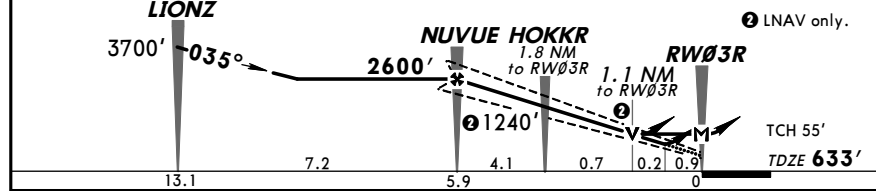
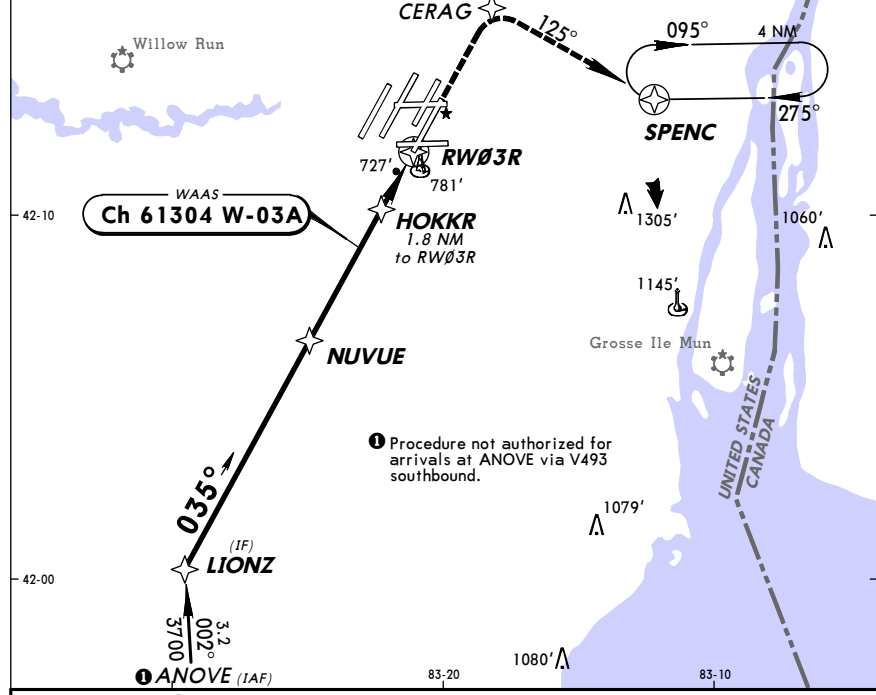
Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000' via 275° hdg and 114.3 R-180
GS	3:00	3:77	4:48	5:38	6:46	8:13	
MAP at D1.6 DXO or GUGRE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13	

ILS			LOC (GS out)			CIRCLE-TO-LAND
DA(H) 835' (200')			MDA(H) 1060' (425')			
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1200' (555') -1	
B						
C	1 RVR 24 or 1/2	RVR 40 or 3/4			1200' (555') -1 1/2	
D			RVR 40 or 3/4	RVR 60 or 1/4	1200' (555') -2	

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

KDTW/DTW
 DETROIT METRO WAYNE CO
 17 APR 09 12-1
DETROIT, MICH
 RNAV (GPS) Rwy 3R

D-ATIS 133.67	DETROIT Approach (R) West East 124.97 125.15		METRO Tower West East 135.0 118.4		Ground Northwest Northeast 121.8 119.45		Southwest Southeast 132.72 119.25	
WAAS Ch 61304 W-03A	Final Apch Crs 035°	Minimum Alt NUVUE 2600' (1967')	LPV DA(H) 957' (324')	Apt Elev 645'		TDZE 633'		
MISSED APCH: Climb to 3000' direct CERAG and RIGHT turn via 125° track to SPENC and hold, continue climb-in-hold to 3000'. 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-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.								2800' MSA RW03R



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 3000'
GS	3:00	3:72	4:48	5:31	6:37	7:43	
MAP at RW03R							

STRAIGHT-IN LANDING RWY 3R			CIRCLE-TO-LAND		
LPV DA(H) 957' (324')			MDA(H) 1060' (427')		
ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A			90	1200' (555') -1	
B			120		
C	RVR 24 or 1/2	RVR 50 or 1	140	1200' (555') -1 1/2	
D			165	1200' (555') -2	

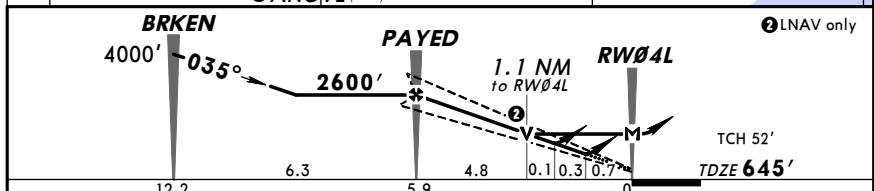
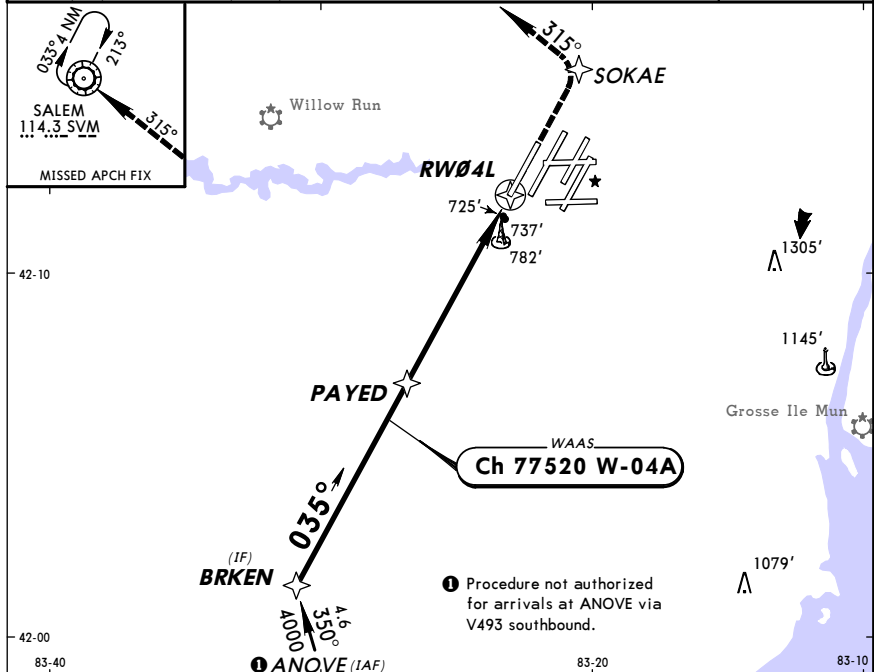
KDTW/DTW **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-2) **RNAV (GPS) Rwy 4L**

D-ATIS	DETROIT Approach (R)	METRO Tower		Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.97	West	East	121.8	119.45	132.72	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-0.3 not authorized.



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

MAP at RWY 4L

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

CHANGES: Approach frequency.

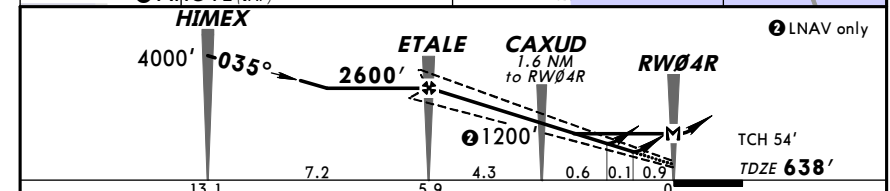
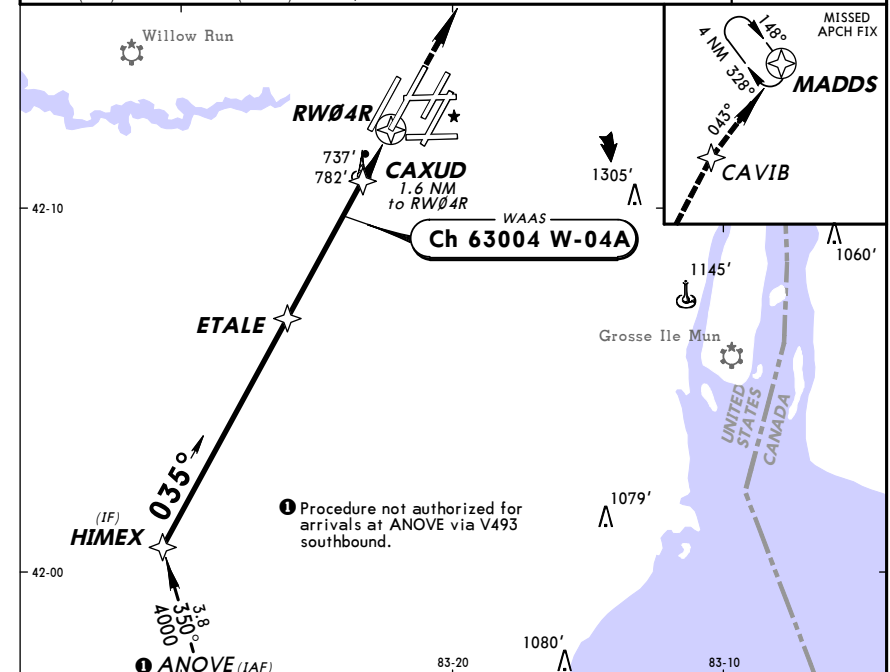
KDTW/DTW **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-3) **RNAV (GPS) Rwy 4R**

D-ATIS	DETROIT Approach (R)	METRO Tower		Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.97	West	East	121.8	119.45	132.72	119.25	
WAAS Ch 63004 W-04A	Final Apch Crs 035°	Minimum Alt ETALE 2600' (1962')	LPV DA(H) 964' (326')	Apt Elev 645'		TDZE 638'		

MISSED APCH: Climb to 3000' direct CAVIB and via 043° track to MADDS 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-0.3 not authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	→	CAVIB
Glide Path Angle	3.00°	372	478	531	637	743	849			

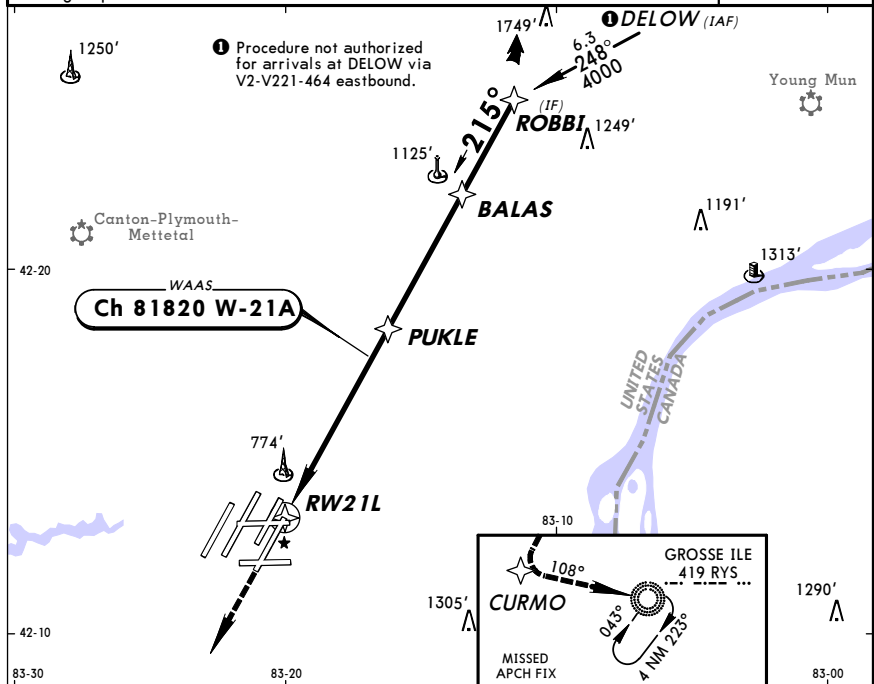
MAP at RWY 4R

STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
LPV	LNNAV/VNAV	LNNAV	ALS out	ALS out	Max Kts
DA(H) 964' (326')	DA(H) 1015' (377')	MDA(H) 1060' (422')			MDA(H)
A					90
B					120
C	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	140
D					165

CHANGES: Approach frequency.

KDTW/DTW **JEPPesen** **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-4) **RNAV (GPS) Rwy 21L**

D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	124.97	West	East	Northwest	Northeast	Southwest	Southeast
		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'	2800'		
MISSED APCH: Climb to 3000' direct CURMO and LEFT turn via 108° track to RYS NDB and hold.							MSA RW21L
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-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.							



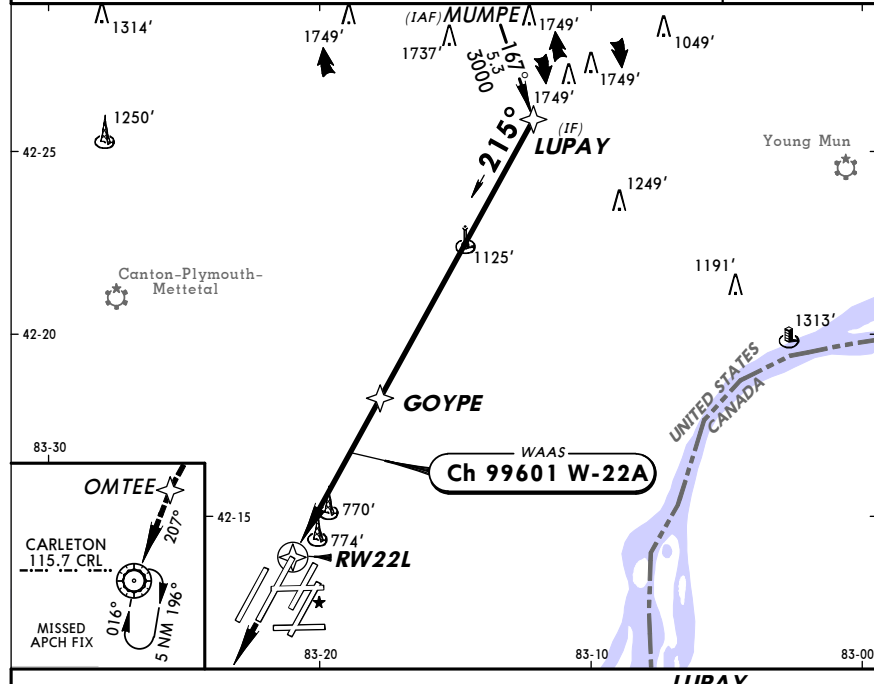
① LNAV only		PUKLE	BALAS	ROBBY	DELOW
RW21L		2600'	3700'	4000'	4000'
TCH 55'		215°			
TDZE 632'		1.5 NM to RW21L			
MAP at RW21L		0.7 0.7 0.1 4.4 4.2 10.1 3.0			

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

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

KDTW/DTW **JEPPesen** **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-5) **RNAV (GPS) Rwy 22L**

D-ATIS	DETROIT Approach (R)	METRO Tower		Ground			
133.67	124.97	West	East	Northwest	Northeast	Southwest	Southeast
		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'	2800'		
MISSED APCH: Climb to 3000' direct OMTEE and via 207° track to CRL VOR and hold.							MSA RW22L
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-0.3 not authorized.							



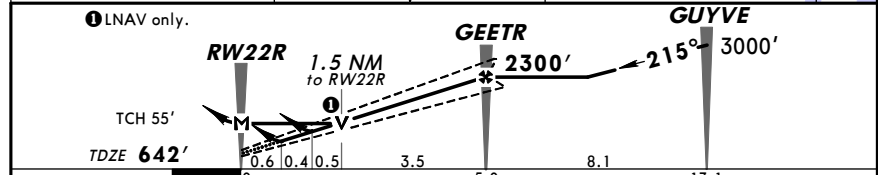
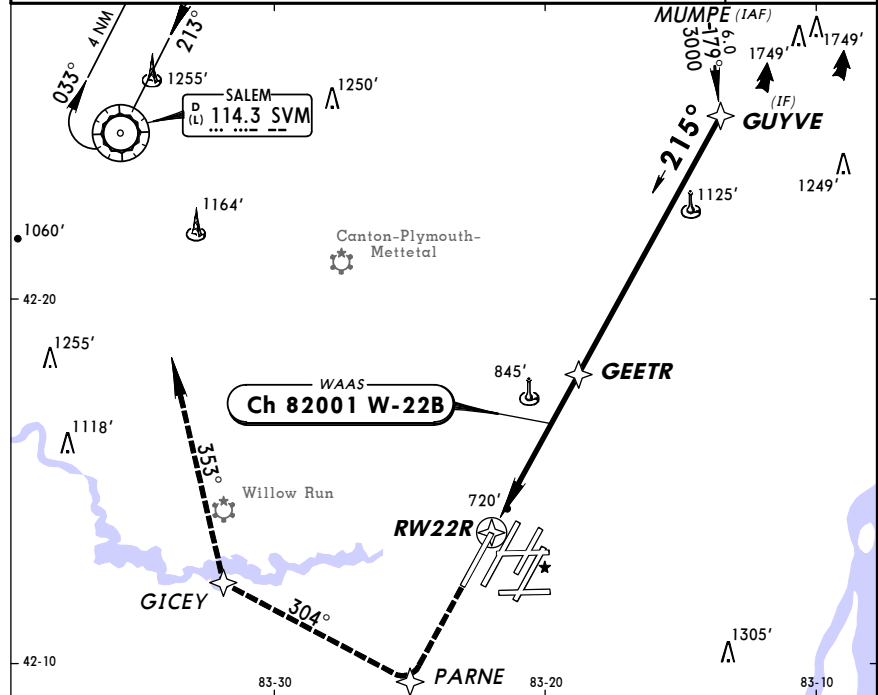
① LNAV only.		GOYPE	LUPAY	OMTEE
RW22L		2300'	3000'	3000'
TCH 57'		215°		
TDZE 637'		1.2 NM to RW22L		
MAP at RW22L		0.8 0.4 0.1 3.7 5.0 8.7		

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

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

KDTW/DTW **JEPPESEN** **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-6) **RNAV (GPS) Rwy 22R**

D-ATIS	DETROIT Approach (R)	METRO Tower		Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.97	West	East	121.8	119.45	132.72	119.25	
WAAS Ch 82001 W-22B	Final Apch Crs 215°	Minimum Alt GEETR 2300' (1658')	LPV DA(H) 892' (250')	Apt Elev 645'		2800'		
MISSED APCH: Climb to 3000' direct PARNE and via 304° track to GICEY and via 353° track to SVM VOR and hold.							MSA RW22R	
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-0.3 not authorized.								

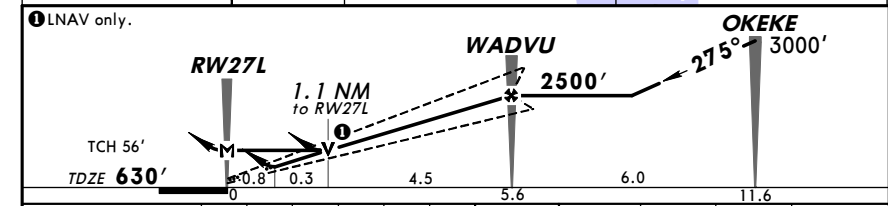
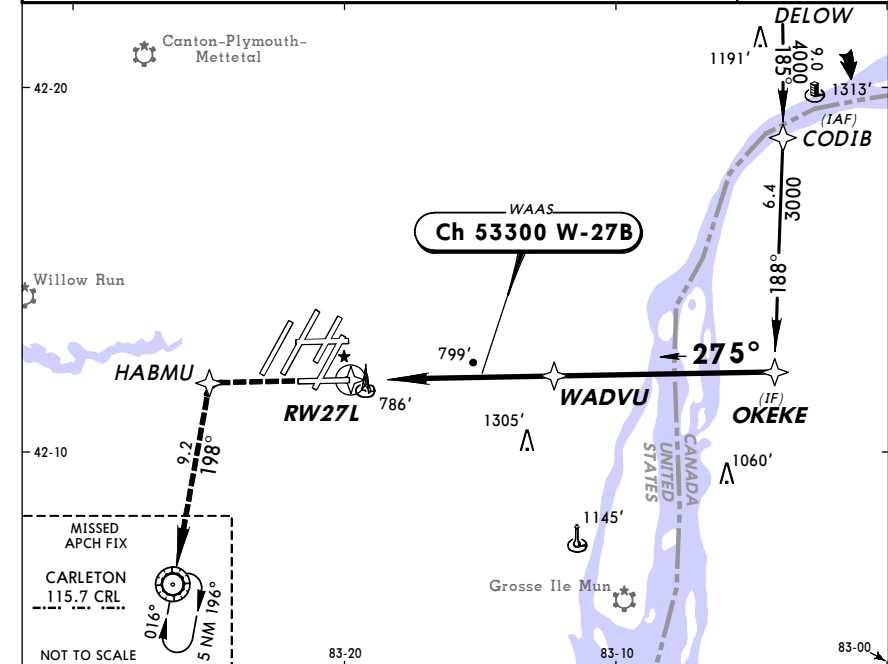


Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	→	PARNE
Glide Path Angle 3.00°	372	478	531	637	743	849					

STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND							
LPV DA(H) 892' (250')		LNAV/VNAV DA(H) 1006' (364')		LNAV MDA(H) 1160' (518')		RAIL out		ALS out		Max Kts		MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1				90	1200' (555')-1		
B	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2				120	1200' (555')-1 1/2		
C					RVR 60 or 1/4	1 3/4				140	1200' (555')-2		
D										165	1200' (555')-2		

KDTW/DTW **JEPPESEN** **DETROIT, MICH**
 DETROIT METRO WAYNE CO 17 APR 09 (12-7) **RNAV (GPS) Rwy 27L**

D-ATIS	DETROIT Approach (R)	METRO Tower		Northwest	Northwest	Ground	Southwest	Southeast
133.67	124.97	West	East	121.8	119.45	132.72	119.25	
WAAS Ch 53300 W-27B	Final Apch Crs 275°	Minimum Alt WADVU 2500' (1870')	LPV DA(H) 930' (300')	Apt Elev 645'		2800'		
MISSED APCH: Climb to 3000' direct HABMU and via 198° track to CRL VOR and hold.							MSA RW27L	
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 (117°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.								

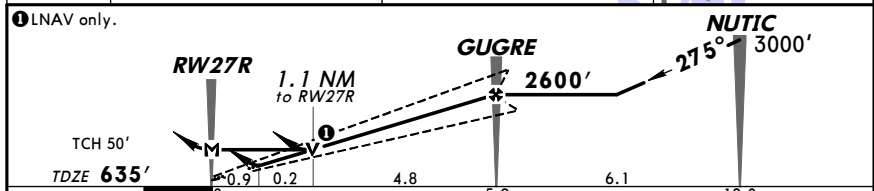
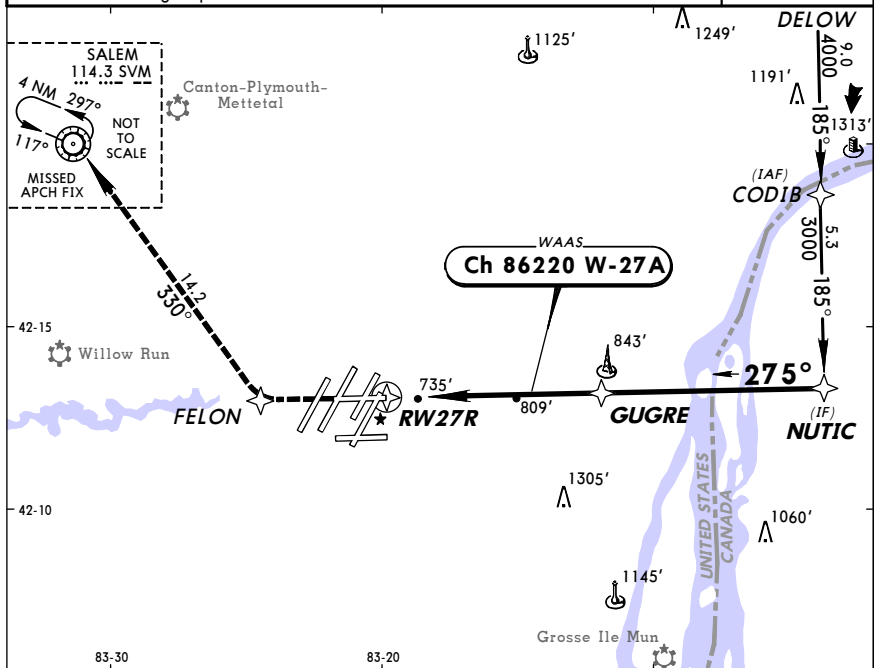


Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	→	HABMU
Glide Path Angle 3.00°	372	478	531	637	743	849					

STRAIGHT-IN LANDING RWY 27L						CIRCLE-TO-LAND							
LPV DA(H) 930' (300')		LNAV/VNAV DA(H) 1040' (410')		LNAV MDA(H) 1060' (430')		RAIL out		ALS out		Max Kts		MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1				90	1200' (555')-1 1/2		
B	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2				120	1200' (555')-2		
C					RVR 50 or 1	1 1/2				140	1200' (555')-2		
D										165	1200' (555')-2		

KDTW/DTW **DETROIT, MICH**
DETROIT METRO WAYNE CO 17 APR 09 **(12-8)** **RNAV (GPS) Rwy 27R**

D-ATIS 133.67	DETROIT Approach (R) 124.97	METRO Tower West 135.0 East 118.4		Northwest 121.8	Northwest 119.45	Ground Southwest 132.72	Ground Southeast 119.25
WAAS Ch 86220 W-27A	Final Apch Crs 275°	Minimum Alt GUGRE 2600' (1965')	LPV DA(H) 970' (335')	Apt Elev 645'		TDZE 635'	
MISSED APCH: Climb to 3000' direct FELON and via 330° track to SVM VOR and hold.							2800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Baro-VNAV not authorized below -16°C (4°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.							



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								

	STRAIGHT-IN LANDING RWY 27R			CIRCLE-TO-LAND	
	LPV DA(H) 970' (335')	RNAV/VNAV DA(H) 1040' (405')	RNAV MDA(H) 1060' (425')	RAIL out	ALS out
A	RAIL or ALS out	RAIL or ALS out		RVR 24 or 1/2	RVR 40 or 3/4
B				RVR 40 or 3/4	RVR 50 or 1
C	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 1/2	RVR 60 or 1/4
D					