

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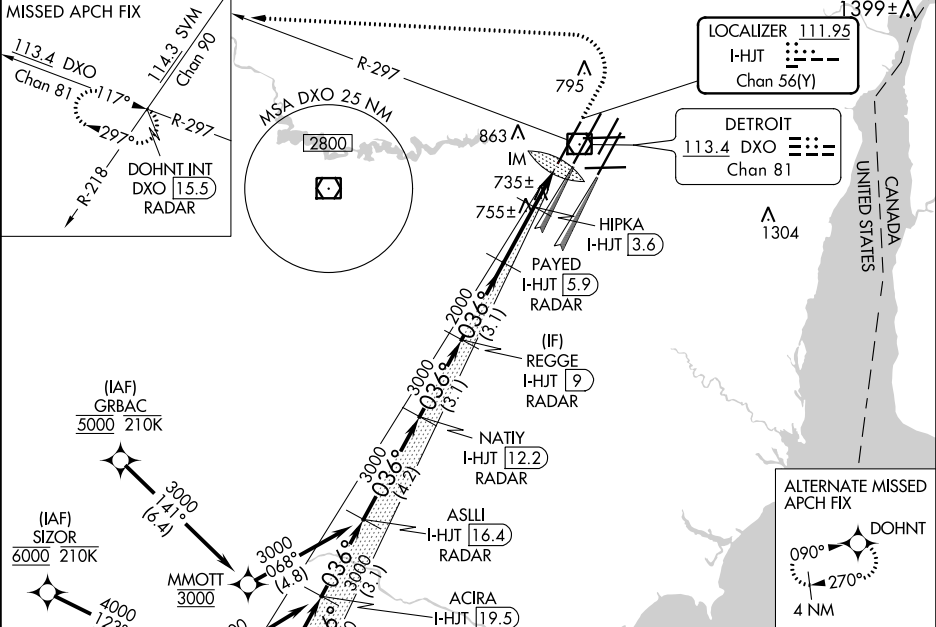
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.

ALSF-2
A

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

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 132.725 (SW)	CON 119.45 (NE) 119.25 (SE)	CLNC DEL 120.65	CPDLC
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ELEV 645		D TDZE 645	
ASLLI I-HJT 16.4 RADAR	NATIY I-HJT 12.2 RADAR	REGGE I-HJT 9 RADAR	PAYED I-HJT 5.9 RADAR
GS 3.00° TCH 55	3000	3000	3000
4.2 NM	3.1 NM	3.1 NM	2.3 NM 0.9 NM
CATEGORY	A	B	C D
S-ILS 4L	845/18 200 (200-½)		
S-LOC 4L	1260/24	615 (700-½)	1260-1½ 615 (700-1½)
CIRCLING	1260-1	615 (700-1)	1260-1¾ 615 (700-1¾) 1260-2 615 (700-2)
HIPKA FIX MINIMUMS (DME REQUIRED)			
S-LOC 4L	1000/24	355 (400-½)	1000/30 355 (400-¾)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-½) 1240-2 595 (600-2)

1100 4000

DXO R-297

DOHNT INT

*I-HJT VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).

*LOC only

HIPKA I-HJT 2.7

I-HJT 3.6

I-HJT 1.8

036°

22R 22L 21R 21L 20R 20L 19R 19L 18R 18L 17R 17L 16R 16L 15R 15L 14R 14L 13R 13L 12R 12L 11R 11L 10R 10L 9R 9L 8R 8L 7R 7L 6R 6L 5R 5L 4R 4L 3R 3L 2R 2L 1R 1L

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

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

HIRL all runways

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22