

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

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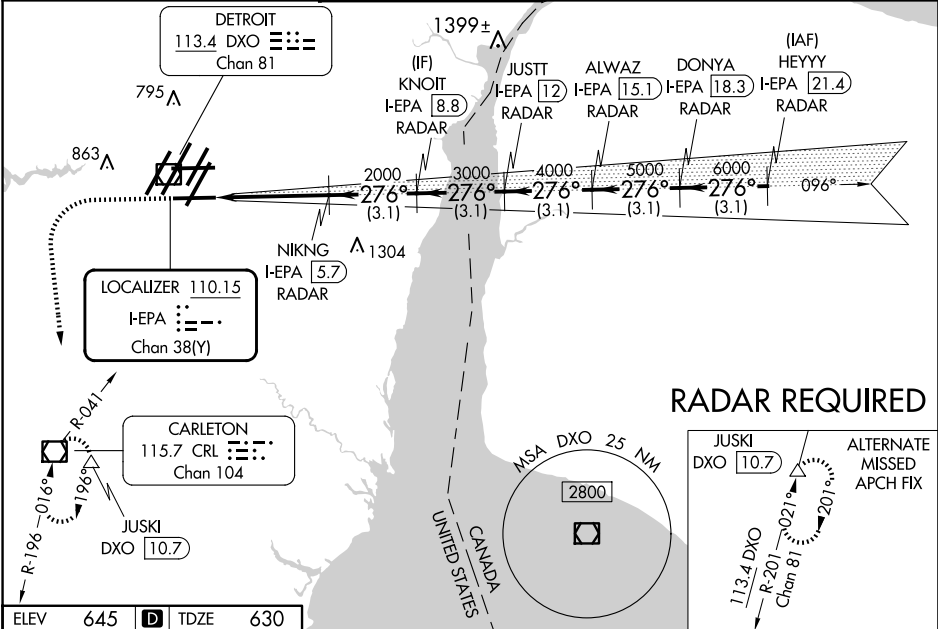


Diagram illustrating the layout of runways and taxiways. Runways are labeled 22R, 22L, 21L, 21R, 27L, 27R, 3R, 4L, 4R, 9R, and 9L. Distances and altitudes are marked along the runways.

TDZ/CL Rwys 3R, 4L, 4R and 22R
REIL Rwys 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

Diagram showing the CRL R-041 and VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 71).

* LOC only.

Diagram showing the ILS glidepath and various altitudes and distances. The glidepath is 276 degrees. Distances are marked along the glidepath: 1.2 NM, 2.9 NM, 3.1 NM, 3.1 NM, 3.1 NM, 3.1 NM, 3.1 NM, 3.1 NM.

CATEGORY	A	B	C	D
S-ILS 27L **	830/24 200 (200-½)			
S-LOC 27L	1080/24	450 (500-½)	1080/45	450 (500-¾)
☒ CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-½)	1240-2 595 (600-2)