

ILS Z or LOC RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

ALSF-2

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

T Simultaneous approach authorized.

MISSED APCH FIX

113.4 DXO
Chan 81

114.3 SVM
Chan 90

R-297

DOHNT INT DXO [15.5] RADAR

R-218

MSA DXO 25 NM

[2800]

R-297

795

LOCALIZER 111.95
I-HJT
Chan 56(Y)

DETROIT
113.4 DXO
Chan 81

A 1304

CANADA

UNITED STATES

863 A
IM
735±
755±

HIPKA
I-HJT [3.6]

PAYED
I-HJT [5.9]
RADAR

(IF)
REGGE
I-HJT [9]
RADAR

NATIY
I-HJT [12.2]
RADAR

ASLLI
I-HJT [16.4]
RADAR

ACIRA
I-HJT [19.5]

(IAF) GRBAC
5000 210K

(IAF) SIZOR
6000 210K

MMOTT
3000

3000 14.1 (6.4)

3000 06.8 (4.8)

3000 03.6 (3.1)

3000 03.6 (4.2)

3000 03.6 (3.1)

ALTERNATE MISSED APCH FIX

DOHNT

090°

270°

4 NM

Figure 1-1: Sample RNAV chart. This is a detailed RNAV chart showing a flight path from 3000 feet to 2000 feet. The chart includes various navigation aids like ASLLI, NATIY, REGGE, PAYED, HIPKA, and I-HJT. It also shows distances in NM (4.2, 3.1, 3.1, 2.3, 0.9, 0.9) and angles (036°, 216°, 065°, 033°, 021°). A note indicates "VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 71°)" and "LOC only".

CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1260/24	615 (700-½)	1260-1⅜ 615 (700-1⅜)	615 (700-1⅜)
C CIRCLING	1260-1	615 (700-1)	1260-1¼ 615 (700-1¼)	1260-2 615 (700-2)
HIPKA FIX MINIMUMS (DME REQUIRED)				
S-LOC 4L	1000/24	355 (400-½)	1000/30	355 (400-⅝)
C CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)

ELEV 645 D TDZE 645

036°

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

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22