

DETROIT METRO WAYNE CO (DTW)(KDTW) 15 S UTC-5(-4DT) N42°12.75' W83°21.20' **DETROIT**
 645 B AOE Class I, ARFF Index E NOTAM FILE DTW **COPTER**
RWY 04R-22L: H12003X200 (CONC-GRVD) S-100, D-185, 2S-175, 2D-350 PCN 126R/B/W/T HIRL **H-10G, L-28J, A**
 CL **IAP, AD**
RWY 04R: ALSF2. TDZL. RVR-TMR Thld dsplcd 509'. Tree.
RWY 22L: MALSR. RVR-TMR Railroad.
RWY 03R-21L: H10001X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350, 2D/2D2-750 PCN 91 R/B/W/T HIRL
 CL
RWY 03R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 70'. RVR-TMR Road.
RWY 21L: MALSR. PAPI(P4L)—GA 3.0° TCH 80'. RVR-TMR Berm.
RWY 04L-22R: H10000X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350, 2D/2D2-750 PCN 126R/B/W/T HIRL
 CL
RWY 04L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. RVR-TMR Tree.
RWY 22R: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 71'. RVR-TMR Road.
RWY 09L-27R: H8708X150 (CONC-GRVD) S-100, D-185, 2S-175, 2D-350 PCN 73 R/A/W/T HIRL
RWY 09L: REIL. RVR-R Antenna.
RWY 27R: MALSR. PAPI(P4L)—GA 3.0° TCH 61'. RVR-T Berm.
RWY 03L-21R: H8501X150 (CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-1000 PCN 86 R/B/W/T HIRL
 CL
RWY 03L: REIL. PAPI(P4R)—GA 3.0° TCH 55'. RVR-TR Pole.
RWY 21R: REIL. PAPI(P4L)—GA 3.0° TCH 55'. RVR-TR Pole.
RWY 09R-27L: H8500X150 (CONC-GRVD) S-100, D-185, 2S-175, 2D-350 PCN 78 R/A/W/T HIRL CL
RWY 09R: REIL. RVR-R
RWY 27L: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. RVR-T
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03L:TORA-8501 TODA-8501 ASDA-8501 LDA-8501
RWY 03R:TORA-10001 TODA-10001 ASDA-10001 LDA-10001
RWY 04L:TORA-10000 TODA-10000 ASDA-10000 LDA-10000
RWY 04R:TORA-12003 TODA-12003 ASDA-12003 LDA-11494
RWY 09L:TORA-8708 TODA-8708 ASDA-8618 LDA-8618
RWY 09R:TORA-8500 TODA-8500 ASDA-8500 LDA-8500
RWY 21L:TORA-10001 TODA-10001 ASDA-10001 LDA-10001
RWY 21R:TORA-8501 TODA-8501 ASDA-8501 LDA-8501
RWY 22L:TORA-12003 TODA-12003 ASDA-12003 LDA-12003
RWY 22R:TORA-10000 TODA-10000 ASDA-10000 LDA-10000
RWY 27L:TORA-8500 TODA-8500 ASDA-8500 LDA-8500
RWY 27R:TORA-8708 TODA-8708 ASDA-8708 LDA-8708
SERVICE: FUEL 100LL, JET A LGT Rwy 03L PAPI unusable 8° left or right cntrlr.
AIRPORT REMARKS: Attended continuously. Be alert birds, waterfowl on and invof arpt. Rwy status lgts are in opn. Rwy visual screen 20' AGL 1150' south AER 04R. Rwy 22L departures be alert for optical illusion, acft taxiing on Twy Q may appear as though crossing Rwy 22L centerline. Brightly lgtd parking lot 2.6 NM southwest of arpt. ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Rwy 03R ALSF2 req when RVR/visibility is 6000/1 mile or less. SSALR ops when RVR/visibility is 6000/1 mile. PPR for B747-8 ops due to constraints on rwns, twys and ramps ctc airfield ops at 734-942-3685. Acft on Twy F and Twy V do not block fire station exits. Auth to conduct simul independent instr apchs to parl Rwy 04L/22R & 03R/21L wo final monitors, rwy cntrlrs separated by 8800 ft. Turning rstrd to wingspan 135' or less Twy G north to Twy V east. Turning restriction Twy B to Twy K, restricted to aircraft with wingspan 171' or less. Aircraft with wingspan greater than 171' are restricted from using Twy P btn Twy J and Twy P3. Acft with wingspan gtr than 171 ft are rstrd fm using Twy H btn Twy B & Twy F. Aircraft with wingspan greater than 171' cannot pass each other on Twy Y and Twy K between Twy U and Twy K6, insufficient wingtip clearance. Taxi on Rwy 09L-27R ltd to: Exiting fm Rwy 04R-22L, 03L-21R and 03R-21L exc no taxi btn Rwy 03L-21R and Twy W; Two-way taxi btn Twy Y and Twy M when red stop bar lgts are lgtd at Rwy 04R-22L and 03L-21R or when barricades are used instead at the respective ints. Taxi btn SS-SR or in conds vis less than 1 SM rqr green cntrlr lgt to be opr. Diversion air carriers without a presence at DTW should ctc airfield ops 734-942-3685 prior to diverting to the extent practical and provide company, flt ops, ctc info, aircraft type, persons onboard, international or domestic, any grnd handler agreements in place. Ldg fee. Flight Notification Service (ADCUS) available.

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AIRPORT MANAGER: 734-942-3685

WEATHER DATA SOURCES: ASOS (231) 202-2054 LLWAS. TDWR.

COMMUNICATIONS: D-ATIS ARR 133.675 D-ATIS DEP 118.125 UNICOM 122.95

CARLETON RCO 122.1R 115.7T (LANSING RADIO)

® APP CON 125.15 (Rwy 03R, 21L, 27R) 124.05 (Rwy 04L-22R, 04R-22R, 27L)

® DEP CON 132.025 (Turbojets-East) 134.3 (Props/Turboprops-East) 125.525 (Turbojets-West) 118.95 (Props/Turboprops-West)

METRO TOWER ARR 118.4 (Rwy 03R, 21L, 27R) 128.125 (04R, 22L) 128.75 (03L, 21R, 27L) 135.0 (04L, 22R)

METRO TOWER DEP 118.4 (Rwy 03L, 21R, 03R, 21L, 27R) 128.75 (27L) 135.0 (04L, 22R, 04R, 22L)

GND CON 121.8 (Northwest) 132.725 (Southwest) 119.25 (Southeast) 119.45 (Northeast)

CLNC DEL PRE TAXI CLNC 120.65

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 109.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DTW.

(H) (H) VORW/DME 113.4 DXO Chan 81 N42°12.79' W83°22.00' at fld. 636/6W.

DME unusable:

Byd 30 NM blo 2,900'

CARLETON (VH) (DH) VOR/DME 115.7 CRL Chan 104 N42°02.88' W83°27.45' 028° 10.9 NM to fld. 628/3W. NOTAM FILE LAN.

VOR unusable:

000°-019° blo 5,000'

020°-025° byd 40 NM

020°-030° byd 13 NM blo 5,000'

031°-040° blo 5,000'

041°-050° byd 25 NM blo 8,000'

041°-055° byd 65 NM

056°-083° byd 40 NM

084°-104° byd 40 NM blo 18,000'

105°-246° byd 40 NM

247°-283° byd 60 NM blo 12,500'

255°-335° byd 30 NM blo 8,000'

284°-294° byd 40 NM

295°-305° byd 40 NM blo 18,000'

306°-359° byd 40 NM

ILS/DME 111.5 I-HUU Chan 52 Rwy 03R. Class IIIIE.

ILS/DME 111.95 I-HJT Chan 56(Y) Rwy 04L. Class IIIIE.

ILS/DME 110.7 I-DTW Chan 44 Rwy 04R. Class IIIIE.

ILS/DME 111.75 I-ALA Chan 54(Y) Rwy 04X. ILS id: (ALA) ILS/DME associated with Rwy 04L.

ILS/DME 111.5 I-EJR Chan 52 Rwy 21L. Class IIIIE.

ILS/DME 110.7 I-DWC Chan 44 Rwy 22L. Class IT. LOC unusable inside rwy thr. DME unusable byd 30° right of course.

ILS/DME 111.95 I-JKI Chan 56(Y) Rwy 22R. Class IIIIE.

ILS/DME 111.75 I-BZB Chan 54(Y) Rwy 22X. ILS id: (BZB) ILS/DME associated with Rwy 22R.

ILS/DME 110.15 I-EPA Chan 38(Y) Rwy 27L. Class IIIIE.

ILS 108.5 I-DMI Rwy 27R. Class IE.

COMM/NAV/WEATHER REMARKS: Dual VHF communications required for Simultaneous Close Parallel ILS PRM Approaches.