

WAAS CH <b>42939</b> <b>W22B</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>642</b> <b>645</b>
--	------------------------	-----------------------------	--

# RNAV (GPS) Y RWY 22R

DETROIT METRO WAYNE COUNTY (DTW)

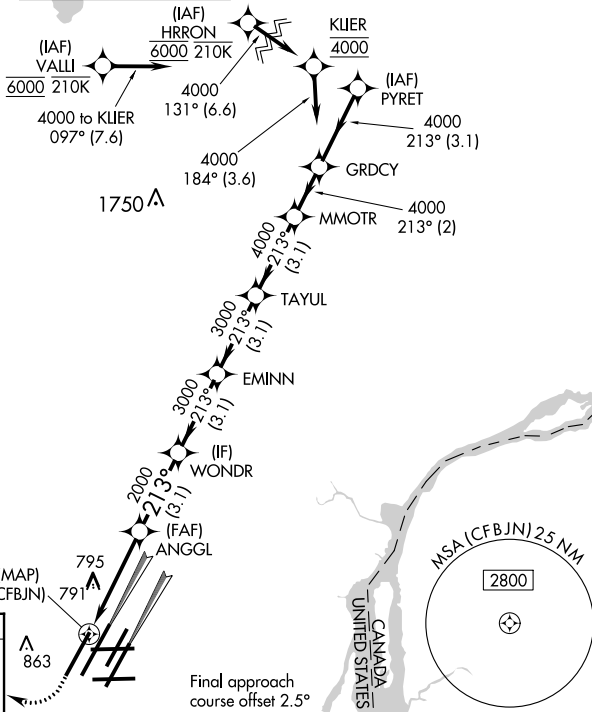
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

D-ATIS <b>133.675</b>	DETROIT APP CON <b>124.05 284.0</b>	METRO TOWER <b>135.0 317.725</b>	GND CON <b>121.8</b> (NW) <b>119.45</b> (NE) <b>132.725</b> (SW) <b>119.25</b> (SE)	CLNC DEL <b>120.65</b>	CPDLC
--------------------------	--	-------------------------------------	---	---------------------------	-------

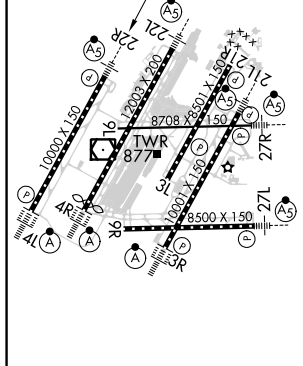
## RADAR REQUIRED



### MISSED APCH FIX

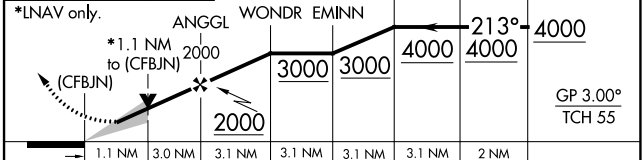


ELEV <b>645</b>	<b>D</b>	TDZE <b>642</b>
-----------------	----------	-----------------



Final approach course offset 2.5°

1100 4000 DOHNT VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA	892/24		250 (300-½)	
LNAV/VNAV DA	1050/45		408 (500-¾)	
LNAV MDA	1060/24	418 (500-½)	1060/40	418 (500-¾)
<b>C</b> CIRCLING	1180-1	535 (600-1)	1180-1½	1240-2
			535 (600-½)	595 (600-2)

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