

EC-1, 20 MAR 2025 to 17 APR 2025

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Expect Rwy 21L.

NOTE: Jet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: For use when DTW landing south or west. When DTW landing north, file and expect the CUUGR RNAV STAR.

NOTE: GGUCE TRANSITION: Except for flights originating in Canada, do not file, to be assigned by ATC.

D-ATIS
133.675
DETROIT APP CON
126.225 284.0

BOBTA

1500
227°
(63)

JAIBE

1500
226°
(23)

1500
274°
(23)

1500
271°
(21)

10000
270°
(27)

MAVW

10000
271°
(21)

WLFMN
FL240 280K

10000
273°
(20)

GGUCE

15000
274°
(23)

VYPRE 15000
271°
(29)

DONEO

10 NM
091°
271°

Idg KDTW

306°
(4)

RYEDR
7000 210K

306°
(4)

GOHST
7000 210K

306°
(4)

CHZTR
7000

254°
(A)

254°
(12)

HLIWD
10000
8000

10 NM
090°

TPGUN

14000 280K
11000

254°
(A)

10 NM

090°

TPGUN

14000 280K
11000

254°
(A)

254°
(12)

HLIWD
10000
8000

10 NM
090°

MAVW

10000
270°
(27)

10000
271°
(21)

WLFMN
FL240 280K

10000
273°
(20)

GGUCE

15000
274°
(23)

VYPRE 15000
271°
(29)

DONEO

10 NM
091°
271°

ARRIVAL ROUTE DESCRIPTION
BOBTA TRANSITION (BOBTA.TPGUN2)
DONEO TRANSITION (DONEO.TPGUN2)
GGUCE TRANSITION (GGUCE.TPGUN2)

From TPGUN on track 254° to cross HLIWD between 8000 and 10000, then on track 254° to CHZTR at 7000, then on track 306° to cross GOHST at 7000 and at 210K, then on track 306° to cross RYEDR at 7000 and at 210K, then on track 306°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
From RYEDR, execute ILS Rwy 21L approach.



NOTE: Chart not to scale.

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