

WAAS CH <b>86220</b> <b>W27A</b>	APP CRS <b>276°</b>	Rwy Idg <b>8708</b> TDZE <b>635</b> Apt Elev <b>645</b>
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RNAV (GPS) RWY 27R  
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH.

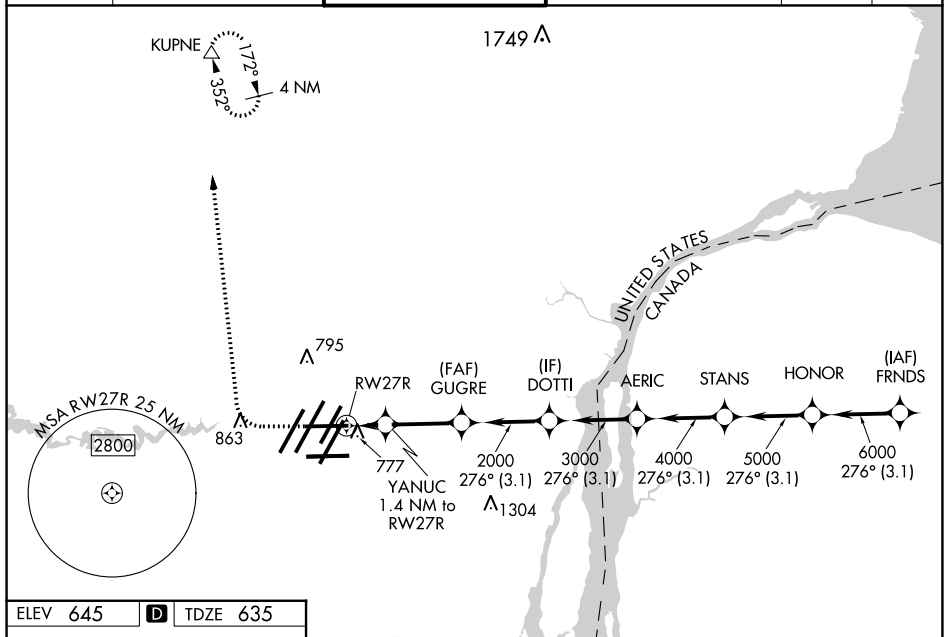
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inop ALS, increase LNAV Cat C and D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

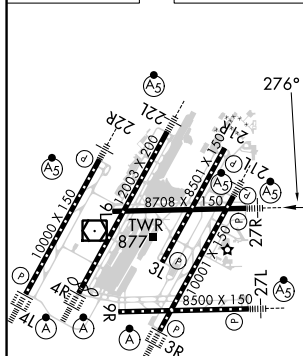


**MISSED APPROACH:** Climb to 1100 then climbing right turn to 4000 direct KUPNE and hold, continue climb-in-hold to 4000.

D-ATIS <b>133.675</b>	DETROIT APP CON <b>125.15 284.0</b>	METRO TOWER <b>118.4 317.725</b>	GND CON <b>121.8 (NW) 119.45 (NE)</b> <b>132.725 (SW) 119.25 (SE)</b>		CLNC DEL <b>120.65</b>	CPDLC
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ELEV 645	<b>D</b>	TDZE 635
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TDZ/CL Rwy 3R, 4L, 4R and 22R  
REIL Rwy 3L, 9L, 9R and 21R  
HIRL all runways

DETROIT, MICHIGAN  
Amdt 3A 24MAY18

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 61).

\*LNAV only.

YANUC  
1.4 NM to  
RW27R

RW27R

GUGRE 2000

DOTI 3000

AERIC 4000

STANS 5000

HONOR 6000

FRNDS 7000

276°

GP 3.00°  
TCH 50

CATEGORY	A	B	C	D
LPV DA**	835/24		200 (200-½)	
LNAV/ VNAV DA	938/24		303 (300-½)	
LNAV MDA	1040/24	405 (400-½)	1040/40	405 (400-¾)
<b>C</b> CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)

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