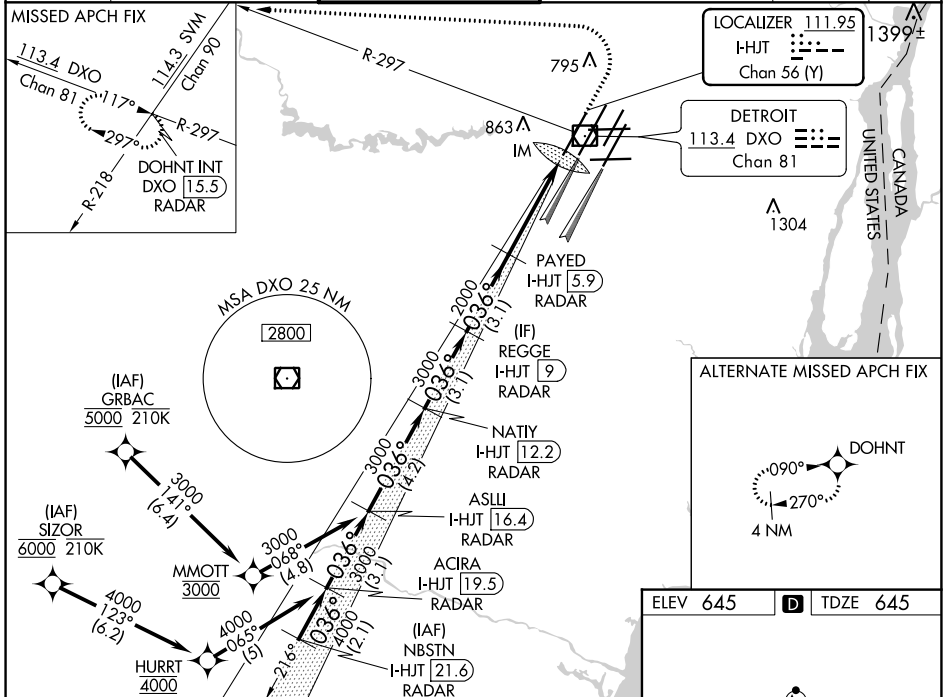


|                                                                                                                                                                                                                                                                           |                        |                                                                |                                                                                                                                                              |            |                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------|
| LOC/DME I-HJT<br><b>111.95</b><br>Chan <b>56</b> (Y)                                                                                                                                                                                                                      | APP CRS<br><b>036°</b> | Rwy Idg <b>10000</b><br>TDZE <b>645</b><br>Apt Elev <b>645</b> | From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required. | ALSF-2<br> | 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. |
| Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. |                        |                                                                |                                                                                                                                                              |            |                                                                                                                                 |

|                          |                                        |                                                          |                                                                                           |                           |       |
|--------------------------|----------------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------|-------|
| D-ATIS<br><b>133.675</b> | DETROIT APP CON<br><b>124.05 284.0</b> | METRO TOWER<br><b>135.0 317.725</b><br><b>PRM 127.05</b> | GND CON<br><b>121.8</b> (NW) <b>119.45</b> (NE)<br><b>132.725</b> (SW) <b>119.25</b> (SE) | CLNC DEL<br><b>120.65</b> | CPDLC |
|--------------------------|----------------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------|-------|



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>ASLLI<br/>I-HJT 16.4<br/>RADAR</p> </div> <div style="text-align: center;"> <p>NATII<br/>I-HJT 12.2<br/>RADAR</p> </div> <div style="text-align: center;"> <p>REGGE<br/>I-HJT 9<br/>RADAR</p> </div> <div style="text-align: center;"> <p>1100<br/>↑</p> </div> <div style="text-align: center;"> <p>4000<br/>↙</p> </div> <div style="text-align: center;"> <p>DXO<br/>R-297</p> </div> <div style="text-align: center;"> <p>DOHNT<br/>INT</p> </div> </div> |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |