

EC-1

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03 SEP 26 to 29 OCT 26



Federal Aviation
Administration

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East Central (EC) Vol 1 of 3

Effective: 0901Z

03 SEP 2026

to: 0901Z

29 OCT 2026

Consult the Change Notice
(CN) effective 01 OCT 2026 for
revised Instrument Procedure
Charts for this volume



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INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800[†]/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MAL, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minima of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

DA

Visibility (RVR 100's of feet)

Aircraft Approach Category

HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200	(200-½)
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A **⊖**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	30	40	60	80	90	
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Users may ignore the presence of  symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

The following table may be used for converting RVR to ground or flight visibility. For RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

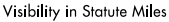
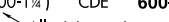
RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Radar Minima:  Visibility in Statute Miles  All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

-  Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
-  NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
-  Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA

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GENERAL INFORMATION

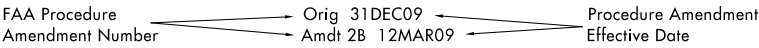
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse Vector Areas (DVAs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). For Textual ODPs and DVAs the organization is identified in parentheses after the Julian Date. SIAPs and ODPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, part 97. IFPs with the (FAA-O) designation have been developed by a service provider authorized by the FAA. See 14 CFR, part 91.175 (a) and the AIM for further details on civil airport operations. See 14 CFR, part 91.175 (g) and the Special Notices section of the Chart Supplement for information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

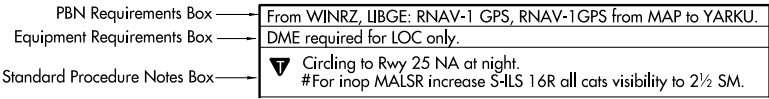
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

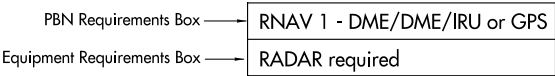
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g.,  

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "L" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS

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AAF	Army Air Field	CL	Centerline Lighting System
AAUP	Attention All Users Page	CLNC DEL	Clearance Delivery
ADF	Automatic Direction Finder	CNF	Computer Navigation Fix
ADIZ	Air Defense Identification Zone	CPDLC	Controller Pilot Data Link Communications
AFAUX	Air Force Auxiliary	CTAF	Common Traffic Advisory Frequency
AFB	Air Force Base	CW	Clockwise
AFHP	Air Force Heliport	D-ATIS	Digital-Automatic Terminal Information Service
AFIS	Automatic Flight Information Service	DA	Decision Altitude
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	DEP	Departure
AGL	Above Ground Level	DEP CON	Departure Control
AHP	Army Heliport	DER	Departure End of Runway
ALF	Auxiliary Landing Field	DH	Decision Height
ALS	Approach Light System	DME	Distance Measuring Equipment
ALSF	Approach Light System with Sequencec Flashing Lights	DP	Departure Procedure
ANGB	Air National Guard Base	DTHR	Displaced Runway Threshold
ANGS	Air National Guard Station	DVA	Diverse Vector Area
Ant	Antenna	ELEV	Elevation
AOB	At or Below	EMAS	Engineered Material Arresting System
AP	Autopilot System	EXEC	Executive
APCH	Approach	FAF	Final Approach Fix
APP CON	Approach Control	FD	Flight Director System
AR	Authorization Required	FL	Flight Level
ARB	Air Reserve Base	FLD	Field
ARPT	Airport	FM	Fan Marker
ARR	Arrival	FMS	Flight Management System
AS	Air Station	GBAS	Ground Based Augmentation System
ASOS	Automated Surface Observing System	GCA	Ground Control Approach
ASR	Airport Surveillance RADAR	GCO	Ground Communication Outlet
ASSC	Airport Surface Surveillance Systems	GLS	Ground Based Augmentation System Landing System
ATC	Air Traffic Control	GP	Glidepath
ATCT	Airport Traffic Control Tower	GPS	Global Positioning System
ATIS	Automatic Terminal Information Service	GS	Glide Slope
AUNICOM	Automated UNICOM	HAA	Height Above Airport
AWOS	Automated Weather Observing System	HAL	Height Above Landing
Baro-VNAV	Barometric Vertical Navigation	HAT	Height Above Touchdown
BC	Back Course	HATh	Height Above Threshold
brg	Bearing	HCH	Heliport Crossing Height
CAPT	Captain	hdg	Heading
CAT	Category	HIRL	High Intensity Runway Lights
CCW	Counterclockwise	HUD	Heads-up Display
CDI	Course Deviation Indicator	IAF	Initial Approach Fix
CGAS	Coast Guard Air Station	IAP	Instrument Approach Procedure
Chan	Channel	ICAO	International Civil Aviation Organization
CIR	Circling	IF	Intermediate Fix

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ABBREVIATIONS

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IFR	Instrument Flight Rules	MSL	Mean Sea Level
ILS	Instrument Landing System	MSPEC	Management Specification
IM	Inner Marker	MUNI	Municipal
INC	Incorporated	N/A	Not Applicable
Inop	Inoperative	NA	Not Authorized
INT	Intersection	NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental	NAF	Naval Air Facility
INTL	International	NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base	NAS	Naval Air Station
JRB	Joint Reserve Base	NDB	Nondirectional Radio Beacon
K	Knots	NM	Nautical Mile
KIAS	Knots Indicated Airspeed	NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System	NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid	NOTAM	Notice to Airmen
Ldg	Landing	NS	Naval Station
LIRL	Low Intensity Runway Lights	NTL	National
LNAV	Lateral Navigation	ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization	ODP	Obstacle Departure Procedures
LOC	Localizer	OM	Outer Marker
LOM	Locator Outer Marker	OPSPEC	Operations Specification
LP	Localizer Performance	PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance	PCL	Pilot Controlled Lighting
LR	Lead Radial	PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station	PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude	Pvt	Private
MALS	Medium Intensity Approach Lighting System	R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers	RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point	RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility	REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field	RF	Radius to Fix
MCAS	Marine Corps Air Station	RGNL	Regional
MCB	Marine Corps Base	RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field	RNAV	Area Navigation
MDA	Minimum Descent Altitude	RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude	RPI	Runway Point of Interception
MEML	Memorial	RVR	Runway Visual Range
METRO	Metropolitan	RWY	Runway
MIRL	Medium Intensity Runway Lights	S	Straight-in
MM	Middle Marker	SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude	SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude	SFB	Space Force Base

ABBREVIATIONS

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ABBREVIATIONS

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SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGf	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

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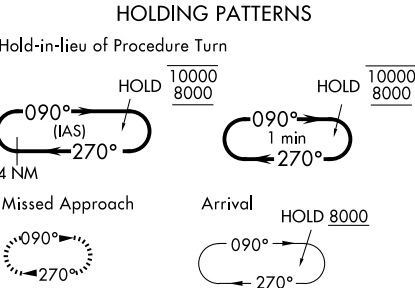
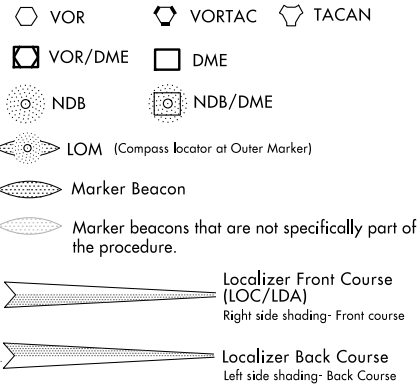
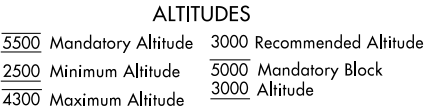
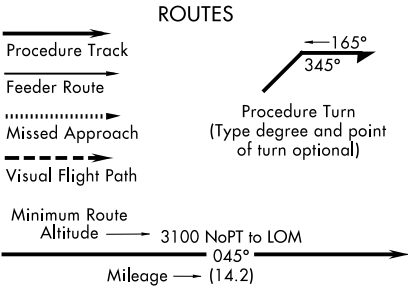
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

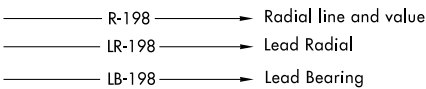
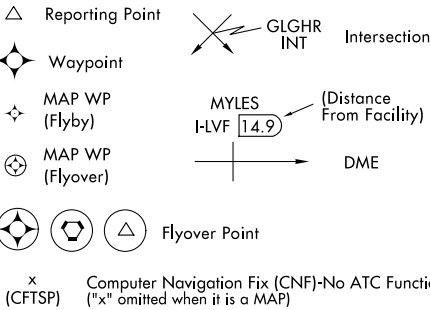
PLANVIEW SYMBOLS



Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

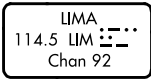
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

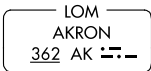


○ LOC/LDA Transmitter □ LOC/DME
(shown when installation is offset from its normal position off the end of the runway.)

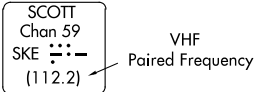
Primary NAVAID



Secondary NAVAID



TACAN or DME NAVAID

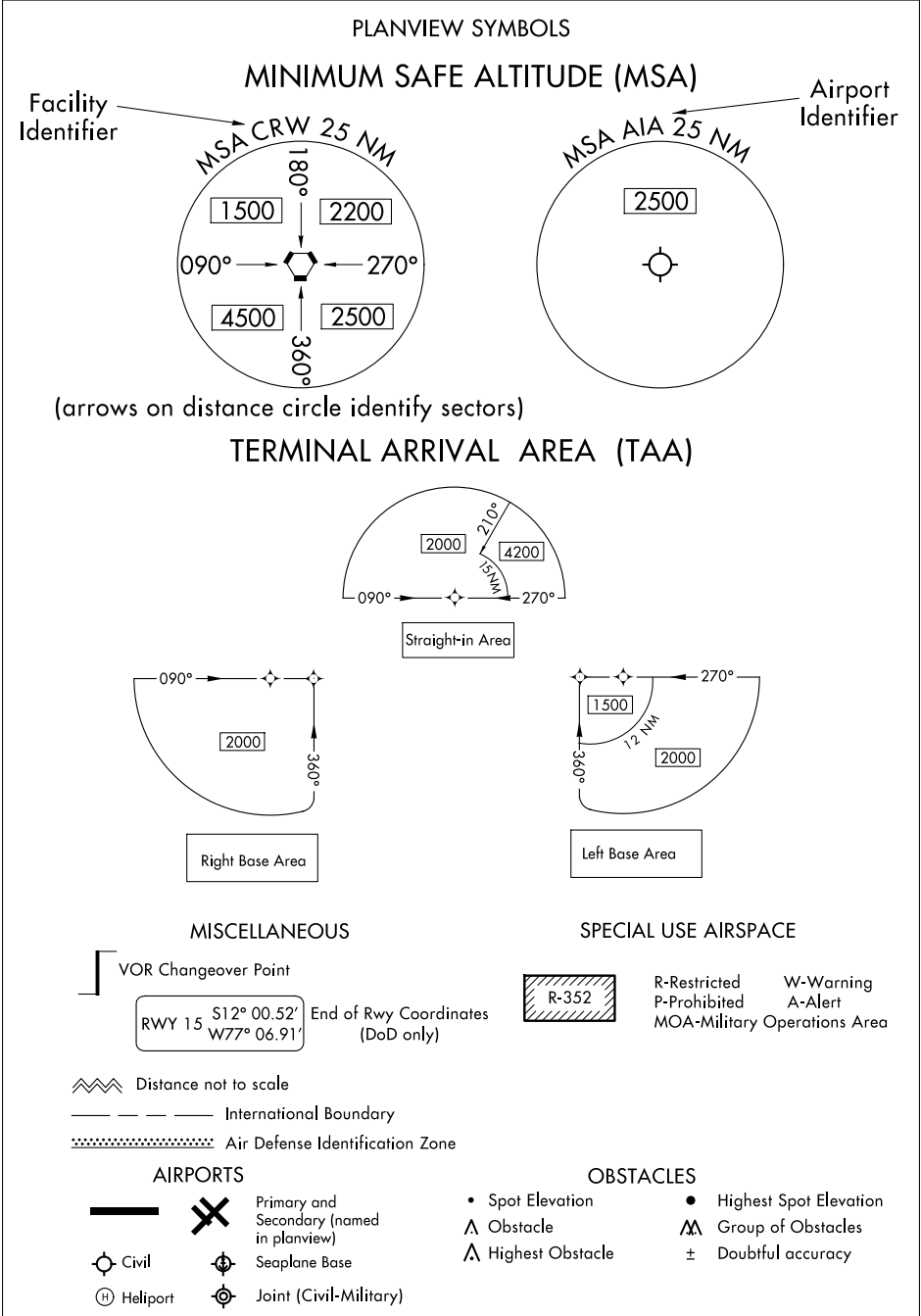


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

26246

PROFILE VIEW

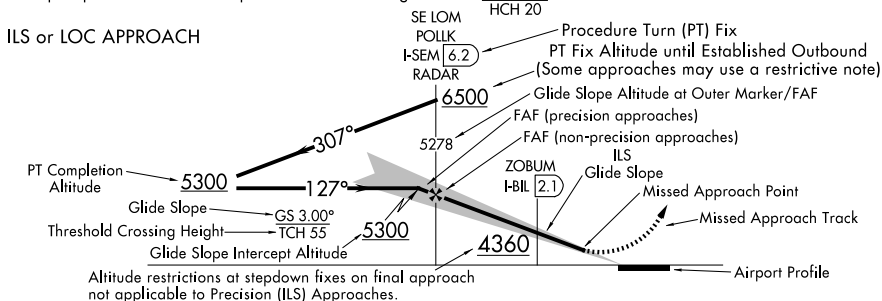
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55

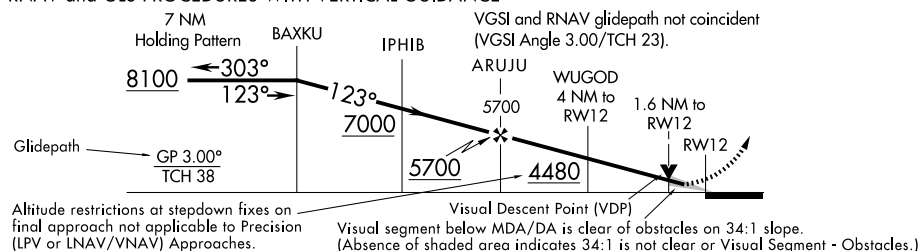
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ TCH 50

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

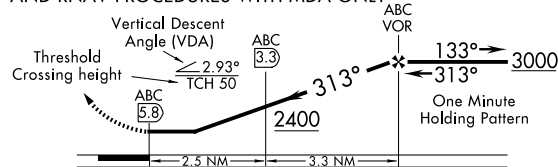
ILS or LOC APPROACH



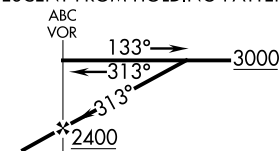
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



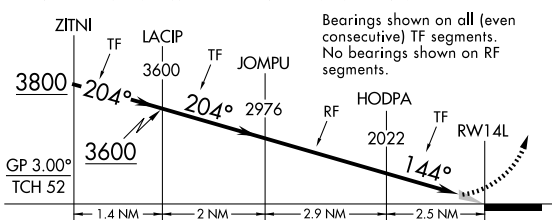
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

26246

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

RADIO AIDS TO NAVIGATION

Compulsory:



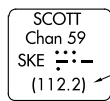
Non-Compulsory:



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

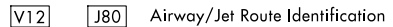
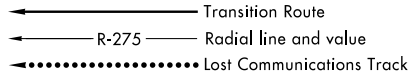
TACAN or DME
NAVAID Box

VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



Holding pattern with maximum restricted airspace (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert

ALTITUDES

5500 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K 120K 250K
Mandatory Airspeed Minimum Airspeed Maximum Airspeed

MISCELLANEOUS



N

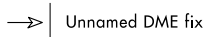
Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus identifier

FIXES/ATC REPORTING REQUIREMENTS



▲ Reporting Point (Compulsory)
△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage) [75] DME Mileage (when not obvious)



Waypoint (Compulsory)



Waypoint (Non-Compulsory)



Flyover Point

x
(CFTSP)

Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS



Joint (Civil-Military)

Airports not served by the procedure shown in screened color



Joint (Civil-Military)

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

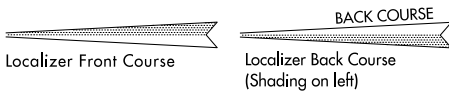
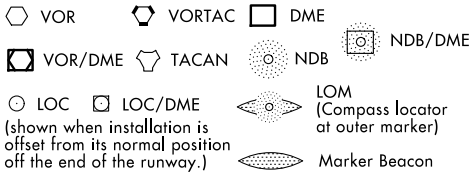
26190

RADIO AIDS TO NAVIGATION

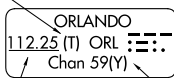
Compulsory:



Non-Compulsory:

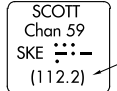


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

Waypoint (Compulsory) (star symbol) Waypoint (Non-Compulsory) (star symbol with dot)

Flyover Point (circle with dot)

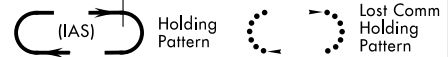
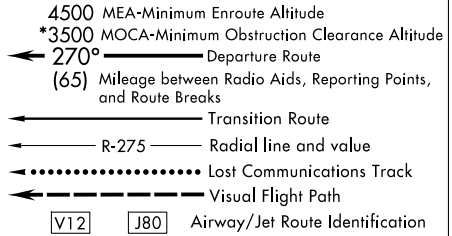
x Computer Navigation Fix (CNF) - No ATC Function (CFTSP)

MISCELLANEOUS



▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



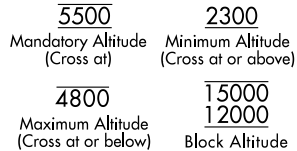
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



R-Restricted P-Prohibited W-Warning A-Alert MOA-Military Operations Area

ALTITUDES

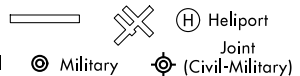


TOP ALTITUDE: 5000 Top altitude restriction

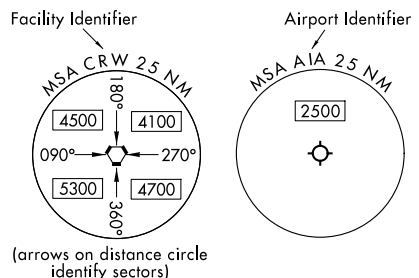
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



LEGEND

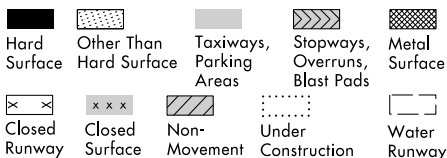
26190

LEGEND

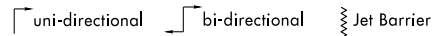
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

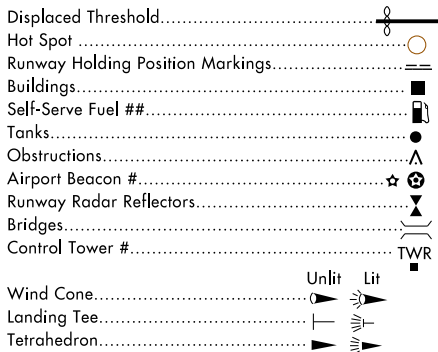


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

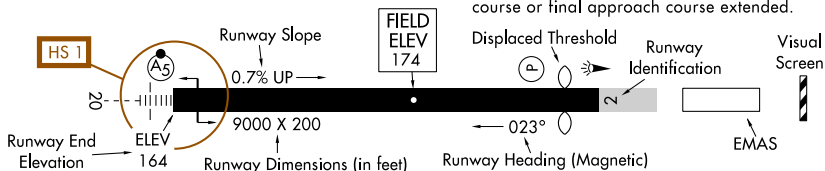
REFERENCE FEATURES



When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

Helicopter Alighting Areas
Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

LEGEND

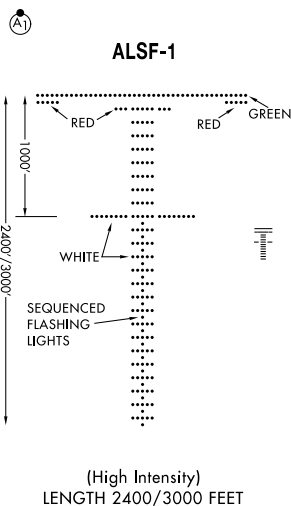
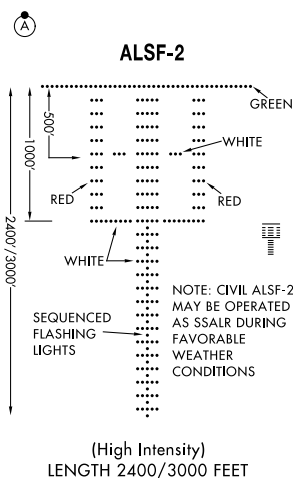
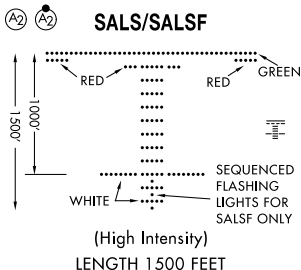
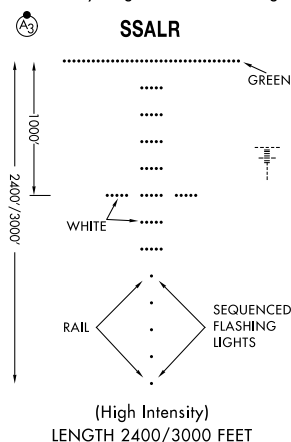
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

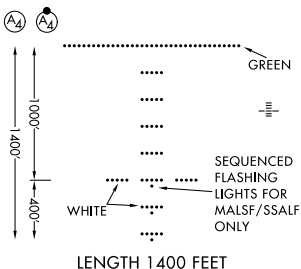
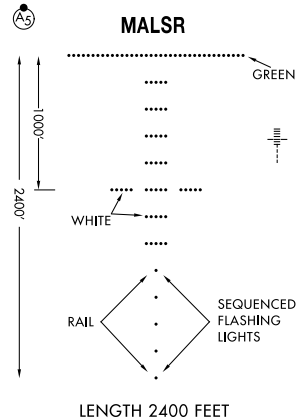
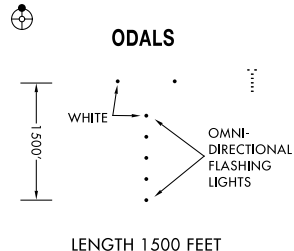
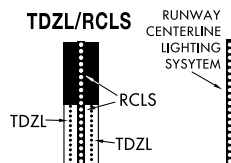
25331

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A2) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
LIGHTS AND RUNWAY
CENTERLINE LIGHTING SYSTEMS

AVAILABILITY OF TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

LEGEND

25331

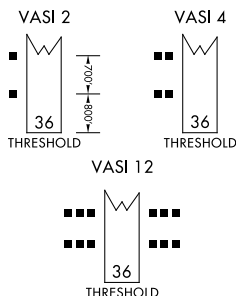
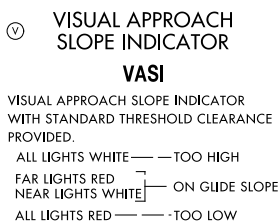
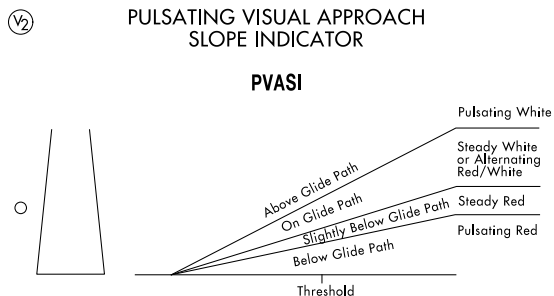
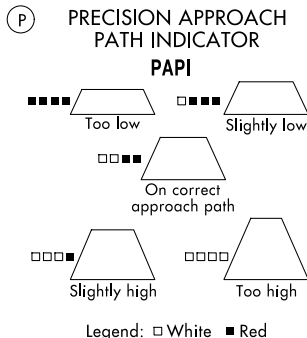
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

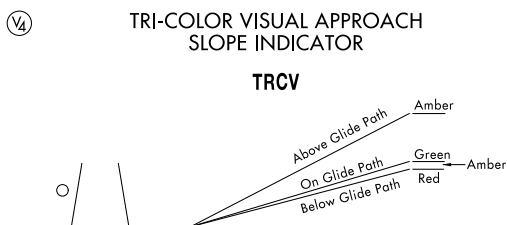
22195

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

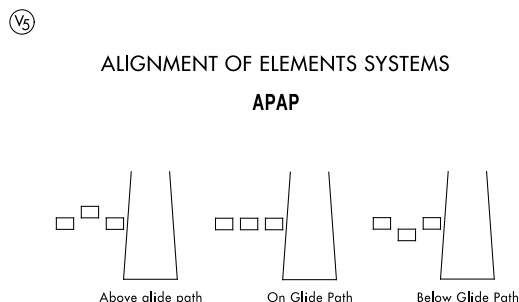
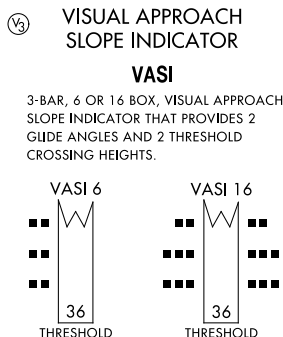
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.



Painted panels which may be lighted at night.
To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND

22195

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS												
RATE OF CLIMB TABLE												
(ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES

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EC-1, 03 SEP 2026 to 29 OCT 2026

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SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE
(ft per min)

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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IAPS RNAV (GPS) RWY 051
RNAV (GPS) RWY 232

ALLEGAN, MI
PADGHAM FLD(35D)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 113
RNAV (GPS) RWY 294

ALMA, MI
GRATIOT COMMUNITY(AMN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 095
RNAV (GPS) RWY 186
RNAV (GPS) RWY 277

ALPENA, MI
ALPENA COUNTY RGNL(APN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 018
RNAV (GPS) RWY 019
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HURON COUNTY MEML(BAX)
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RNAV (GPS) RWY 1733
RNAV (GPS) RWY 2234
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IAPS RNAV (GPS)-A36

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BATTLE CREEK EXEC AT KELLOGG FLD(BTL)
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LAHSO.....O
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JAMES CLEMENTS MUNI(3CM)
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IAPS RNAV (GPS) RWY 1842

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ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
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IAPS RNAV (GPS) RWY 02	45				
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ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
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			IAPS RNAV (GPS) RWY 04	69	
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CUSTER

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DELTA COUNTY

---SEE ESCANABA, MI

DETROIT, MI

COLEMAN A YOUNG MUNI(DET)

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DETROIT, MI

DETROIT METRO WAYNE COUNTY(DTW)

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CUUGR TWO (RNAV)	Z4
FERRL TWO (RNAV)	Z5
GRAYT TWO (RNAV)	Z8
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PETTE TWO (RNAV) Z20
RRALF THREE (RNAV) Z22
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DRUMMOND ISLAND(DRM)

TAKEOFF MINIMUMS L
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RNAV (GPS) RWY 26214

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EAST TAWAS, MI

IOSCO COUNTY(6D9)

TAKEOFF MINIMUMS L
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ESCANABA, MI

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TAKEOFF MINIMUMS L
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ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 32	263			
	RNAV (GPS) RWY 07	264			
	RNAV (GPS) RWY 14	265			
	RNAV (GPS) RWY 25	266			
	RNAV (GPS) RWY 32	267			
	LOC BC RWY 14	268			
	VOR RWY 25	269			
AIRPORT DIAGRAM		270			
HARBOR SPRINGS, MI					
HARBOR SPRINGS(MGN)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 10	271			
	RNAV (GPS) RWY 28	272			

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
HART/SHELBY, MI			IONIA, MI		
OCEANA COUNTY(C04)			IONIA COUNTY(Y70)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	273	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 27	274	IAPS	RNAV (GPS) RWY 10	299
				RNAV (GPS) RWY 28	300
HASTINGS, MI			IOSCO COUNTY		
HASTINGS(9D9)			---SEE EAST TAWAS, MI		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 12	275			
	RNAV (GPS) RWY 30	276			
HILLSDALE, MI			IRON MOUNTAIN KINGSFORD, MI		
HILLSDALE MUNI(JYM)			FORD(IMT)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 10	277	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 28	278	IAPS	ILS OR LOC RWY 01	301
				RNAV (GPS) RWY 01	302
				RNAV (GPS) RWY 19	303
			AIRPORT DIAGRAM		304
HOLLAND, MI			IRONWOOD, MI		
WEST MICHIGAN RGNL(BIV)			GOGEBIC/IRON COUNTY(IWD)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 26	279	IAPS	ILS OR LOC RWY 27	305
	RNAV (GPS) RWY 08	280		RNAV (GPS) RWY 09	306
	RNAV (GPS) RWY 26	281		RNAV (GPS) RWY 27	307
HOUGHTON COUNTY MEML			JACK BARSTOW		
---SEE HANCOCK, MI			---SEE MIDLAND, MI		
HOUGHTON LAKE, MI			JACKSON, MI		
ROSCOMMON COUNTY/BLODGETT MEML(HTL)			JACKSON COUNTY/REYNOLDS FLD(JXN)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 09	282	IAPS	ILS OR LOC RWY 25	308
	RNAV (GPS) RWY 27	283		RNAV (GPS) RWY 07	309
				RNAV (GPS) RWY 14	310
				RNAV (GPS) RWY 25	311
				RNAV (GPS) RWY 32	312
			AIRPORT DIAGRAM		313
HOWELL, MI			JAMES CLEMENTS MUNI		
LIVINGSTON COUNTY/SPENCER J HARDY(OZW)			---SEE BAY CITY, MI		
TAKEOFF MINIMUMS		L	JERRY TYLER MEML		
ALTERNATE MINIMUMS		M	---SEE NILES, MI		
STARS	FOREY THREE (RNAV)	Z6	KALAMAZOO, MI		
	OKLND ONE (RNAV)	Z19	KALAMAZOO/BATTLE CREEK INTL(AZO)		
	PETTE TWO (RNAV)	Z20	TAKEOFF MINIMUMS		L
	RRALF THREE (RNAV)	Z22	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 13	284	HOT SPOT		P
	RNAV (GPS) RWY 13	285	IAPS	ILS OR LOC RWY 35	314
	RNAV (GPS) RWY 31	286		RNAV (GPS) RWY 05	315
DPS	BARII THREE (RNAV)	287		RNAV (GPS) RWY 17	316
	CCOBB THREE (RNAV)	288		RNAV (GPS) RWY 23	317
	CLVIN THREE (RNAV)	289		RNAV (GPS) RWY 35	318
	HHOWE FOUR (RNAV)	290	AIRPORT DIAGRAM		319
	KAYLN THREE (RNAV)	291			
	KZLOV TWO (RNAV)	292			
	LIDDS FOUR (RNAV)	293			
	MIGGY THREE (RNAV)	294			
	PAVYL THREE (RNAV)	295			
	SNDRS THREE (RNAV)	296			
	TRMML FOUR (RNAV)	297			
	ZETTR FOUR (RNAV)	298			
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TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 10		320	ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 28		321	IAPS RNAV (GPS) RWY 08		338
			RNAV (GPS) RWY 26		339
LAMBERTVILLE, MI			MANISTEE, MI		
TOLEDO SUBURBAN(DUH)			MANISTEE COUNTY/BLACKER(MBL)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-A		322	ALTERNATE MINIMUMS	M	
LANSING, MI			IAPS ILS OR LOC RWY 28		340
CAPITAL REGION INTL(LAN)			RNAV (GPS) RWY 10		341
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 28		342
ALTERNATE MINIMUMS	M		AIRPORT DIAGRAM		343
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IAPS ILS OR LOC RWY 10R		323	SCHOOLCRAFT COUNTY(ISQ)		
ILS OR LOC RWY 28L		324	TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 06		325	ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 10R		326	IAPS RNAV (GPS) RWY 10		344
RNAV (GPS) RWY 24		327	RNAV (GPS) RWY 28		345
RNAV (GPS) RWY 28L		328			
AIRPORT DIAGRAM		329	MARLETTE, MI		
LAPEER, MI			MARLETTE TOWNSHIP(77G)		
DUPONT/LAPEER(D95)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 10		346
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 19		347
IAPS RNAV (GPS) RWY 18		330	RNAV (GPS) RWY 28		348
RNAV (GPS) RWY 36		331			
VOR-A		332	MARQUETTE, MI		
LENAWEE COUNTY			MARQUETTE/SAWYER RGNL(SAW)		
---SEE ADRIAN, MI			TAKEOFF MINIMUMS	L	
LINDEN, MI			IAPS ILS OR LOC RWY 01		349
PRICES(9G2)			RNAV (GPS) RWY 01		350
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 19		351
IAPS RNAV (GPS) RWY 09		333	AIRPORT DIAGRAM		352
RNAV (GPS) RWY 27		334	MARSHALL, MI		
VOR-A		335	BROOKS FLD(RMY)		
LIVINGSTON COUNTY/SPENCER J HARDY			TAKEOFF MINIMUMS	L	
---SEE HOWELL, MI			ALTERNATE MINIMUMS	M	
LUCE COUNTY			IAPS RNAV (GPS) RWY 28		353
---SEE NEWBERRY, MI			MASON, MI		
LUDINGTON, MI			MASON JEWETT FLD(TEW)		
MASON COUNTY(LDM)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 10		354
IAPS RNAV (GPS) RWY 08		336	RNAV (GPS) RWY 28		355
RNAV (GPS) RWY 26		337	MASON COUNTY		
MACKINAC COUNTY			---SEE LUDINGTON, MI		
---SEE ST IGNACE, MI			MBS INTL		
			---SEE SAGINAW, MI		

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MENOMINEE, MI			NEW HUDSON, MI		
MENOMINEE RGNL(MNM)			OAKLAND SOUTHWEST(Y47)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS RNAV (GPS)-A		387
IAPS ILS OR LOC RWY 03		356	NEWBERRY, MI		
RNAV (GPS) RWY 03		357	LUCE COUNTY(ERY)		
RNAV (GPS) RWY 21		358	TAKEOFF MINIMUMS		L
RNAV (GPS) RWY 32		359	ALTERNATE MINIMUMS		M
AIRPORT DIAGRAM		360	IAPS RNAV (GPS) RWY 11		388
MIDLAND, MI			RNAV (GPS) RWY 29		389
JACK BARSTOW(IKW)			NILES, MI		
TAKEOFF MINIMUMS		L	JERRY TYLER MEML(3TR)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 06		361	IAPS RNAV (GPS) RWY 15		390
RNAV (GPS) RWY 24		362	RNAV (GPS) RWY 33		391
VOR-A		363	OAKLAND COUNTY INTL		
MONROE, MI			--SEE PONTIAC, MI		
CUSTER(TTF)			OAKLAND SOUTHWEST		
TAKEOFF MINIMUMS		L	--SEE NEW HUDSON, MI		
ALTERNATE MINIMUMS		M	OAKLAND/TROY		
STARS FOREY THREE (RNAV)		Z6	--SEE TROY, MI		
GIGGY TWO (RNAV)		Z7	OCEANA COUNTY		
PETTE TWO (RNAV)		Z20	--SEE HART/SHELBY, MI		
RRALF THREE (RNAV)		Z22	ONTONAGON, MI		
IAPS RNAV (GPS) RWY 03		364	ONTONAGON COUNTY/SCHUSTER FLD(OGM)		
RNAV (GPS) RWY 21		365	TAKEOFF MINIMUMS		L
DPS BARI THREE (RNAV)		366	IAPS RNAV (GPS) RWY 35		392
CCOBB THREE (RNAV)		367	OSCODA, MI		
CLVIN THREE (RNAV)		368	OSCODA/WURTSMITH(OSC)		
HHOWE FOUR (RNAV)		369	TAKEOFF MINIMUMS		L
KAYLN THREE (RNAV)		370	IAPS ILS OR LOC RWY 25		393
KZLOV TWO (RNAV)		371	RNAV (GPS) RWY 07		394
LIDDS FOUR (RNAV)		372	RNAV (GPS) RWY 25		395
MIGGY THREE (RNAV)		373	OTTAWA EXEC		
PAVYL THREE (RNAV)		374	--SEE ZEELAND, MI		
SNDRS THREE (RNAV)		375	OWOSSO, MI		
TRMML FOUR (RNAV)		376	OWOSSO COMMUNITY(RNP)		
ZETTR FOUR (RNAV)		377	TAKEOFF MINIMUMS		L
MOUNT PLEASANT, MI			ALTERNATE MINIMUMS		M
MOUNT PLEASANT MUNI(MOP)			IAPS RNAV (GPS) RWY 11		396
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 29		397
ALTERNATE MINIMUMS		M	VOR/DME RWY 29		398
IAPS RNAV (GPS) RWY 09		378	PADGHAM FLD		
RNAV (GPS) RWY 27		379	--SEE ALLEGAN, MI		
MT. CLEMENS, MI			PAUL C MILLER/SPARTA		
--SEE SELFRIDGE ANGB			--SEE SPARTA, MI		
MUSKEGON, MI					
MUSKEGON COUNTY(MKG)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
HOT SPOT		P			
IAPS ILS OR LOC RWY 24		380			
ILS OR LOC RWY 32		381			
RNAV (GPS) RWY 06		382			
RNAV (GPS) RWY 14		383			
RNAV (GPS) RWY 24		384			
RNAV (GPS) RWY 32		385			
AIRPORT DIAGRAM		386			

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PELLSTON, MI**PELLSTON RGNL/EMMET COUNTY (PLN)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 32	399
RNAV (GPS) RWY 05	400
RNAV (GPS) RWY 23	401
RNAV (GPS) RWY 32	402
AIRPORT DIAGRAM	403

PLYMOUTH, MI**CANTON-PLYMOUTH-METTETAL (1D2)**

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS)-B	404

PONTIAC, MI**OAKLAND COUNTY INTL (PTK)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS ... FOREY THREE (RNAV)	Z6
OKLND ONE (RNAV)	Z19
PETTE TWO (RNAV)	Z20
RRALF THREE (RNAV)	Z22
IAPS ILS OR LOC RWY 09R	405
RNAV (GPS) RWY 09R	406
RNAV (GPS) RWY 27L	407
LOC BC RWY 27L	408
AIRPORT DIAGRAM	409
DPS BARI THREE (RNAV)	410
CCOBB THREE (RNAV)	411
CLVIN THREE (RNAV)	412
HHOWE FOUR (RNAV)	413
KAYLN THREE (RNAV)	414
KZLOV TWO (RNAV)	415
LIDDS FOUR (RNAV)	416
METRO FOUR	417
MIGGY THREE (RNAV)	419
PAVYL THREE (RNAV)	420
SNDRS THREE (RNAV)	421
TRMML FOUR (RNAV)	422
ZETTR FOUR (RNAV)	423

PORT HURON, MI**ST CLAIR COUNTY INTL (PHN)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 04	424
RNAV (GPS) RWY 04	425
RNAV (GPS) RWY 22	426

PRESQUE ISLE COUNTY

---SEE ROGERS CITY, MI

PRICES

---SEE LINDEN, MI

RAY, MI**RAY COMMUNITY (57D)**

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IAPS RNAV (GPS)-A	427

ROBEN-HOOD

---SEE BIG RAPIDS, MI

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ROGERS CITY, MI**PRESQUE ISLE COUNTY (PZQ)**

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 09	428
RNAV (GPS) RWY 27	429

ROMEO, MI**ROMEO STATE (D98)**

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 18	430
RNAV (GPS) RWY 36	431

ROSCOMMON COUNTY/BLODGETT MEML

---SEE HOUGHTON LAKE, MI

SAGINAW, MI**MBS INTL (MBS)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
HOT SPOT	P
IAPS ILS OR LOC RWY 05	432
ILS OR LOC RWY 23	433
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RNAV (GPS) RWY 14	435
RNAV (GPS) RWY 23	436
RNAV (GPS) RWY 32	437
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AIRPORT DIAGRAM	439

SAGINAW COUNTY/H W BROWNE (HYX)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 28	440
RNAV (GPS) RWY 10	441
RNAV (GPS) RWY 28	442
VOR/DME-A	443

ST IGNACE, MI**MACKINAC COUNTY (83D)**

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 07	444
RNAV (GPS) RWY 25	445

SANDUSKY, MI**SANDUSKY CITY (Y83)**

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 10	446
RNAV (GPS) RWY 28	447

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SAULT STE MARIE, MI			STURGIS, MI		
CHIPPEWA COUNTY INTL(CIU)			KIRSCH MUNI(IRS)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 16	448		IAPS RNAV (GPS) RWY 01	480	
RNAV (GPS) RWY 10	449		RNAV (GPS) RWY 19	481	
RNAV (GPS) RWY 16	450				
RNAV (GPS) RWY 28	451				
RNAV (GPS) RWY 34	452				
AIRPORT DIAGRAM	453				
SAULT STE MARIE MUNI/SANDERSON FLD(ANJ)			THREE RIVERS, MI		
TAKEOFF MINIMUMS	L		THREE RIVERS MUNI/DR HAINES(HAI)		
ALTERNATE MINIMUMS	M		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 14	454		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 32	455		IAPS RNAV (GPS) RWY 27	482	
VOR RWY 32	456				
SCHOOLCRAFT COUNTY			TOLEDO SUBURBAN		
---SEE MANISTIQUE, MI			---SEE LAMBERTVILLE, MI		
SELFRIDGE ANGB(KMTC)			TRAVERSE CITY, MI		
MT. CLEMENS, MI			CHERRY CAPITAL(TVC)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
STARS FOREY THREE (RNAV)	Z6		ALTERNATE MINIMUMS	M	
PETTE TWO (RNAV)	Z20		LAHSO	O	
RRALF THREE (RNAV)	Z22		IAPS ILS OR LOC RWY 10	483	
IAPS ILS OR LOC Z RWY 01	457		ILS OR LOC RWY 28	484	
ILS OR LOC Z RWY 19	458		RNAV (GPS) RWY 10	485	
RNAV (GPS) RWY 01	459		RNAV (GPS) RWY 18	486	
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TACAN Z RWY 01	461		RNAV (GPS) RWY 36	488	
TACAN Z RWY 19	462		AIRPORT DIAGRAM	489	
AIRPORT DIAGRAM	463				
DPS BARI THREE (RNAV)	464		TROY, MI		
CCOBB THREE (RNAV)	465		OAKLAND/TROY(VLL)		
CLVIN THREE (RNAV)	466		TAKEOFF MINIMUMS	L	
HHOWE FOUR (RNAV)	467		ALTERNATE MINIMUMS	M	
KAYLN THREE (RNAV)	468		STARS FOREY THREE (RNAV)	Z6	
KZLOV TWO (RNAV)	469		OKLND ONE (RNAV)	Z19	
LIDDS FOUR (RNAV)	470		PETTE TWO (RNAV)	Z20	
MIGGY THREE (RNAV)	471		RRALF THREE (RNAV)	Z22	
PAVYL THREE (RNAV)	472		IAPS RNAV (GPS) RWY 10	490	
SNDRS THREE (RNAV)	473		DPS BARI THREE (RNAV)	491	
TRMML FOUR (RNAV)	474		CCOBB THREE (RNAV)	492	
ZETTR FOUR (RNAV)	475		CLVIN THREE (RNAV)	493	
			HHOWE FOUR (RNAV)	494	
SOUTH HAVEN, MI			KAYLN THREE (RNAV)	495	
SOUTH HAVEN AREA RGNL(LWA)			KZLOV TWO (RNAV)	496	
TAKEOFF MINIMUMS	L		LIDDS FOUR (RNAV)	497	
ALTERNATE MINIMUMS	M		MIGGY THREE (RNAV)	498	
IAPS RNAV (GPS) RWY 05	476		PAYYL THREE (RNAV)	499	
RNAV (GPS) RWY 23	477		SNDRS THREE (RNAV)	500	
			TRMML FOUR (RNAV)	501	
SOUTHWEST MICHIGAN RGNL			ZETTR FOUR (RNAV)	502	
---SEE BENTON HARBOR, MI					
SPARTA, MI			TUSCOLA AREA		
PAUL C MILLER/SPARTA(8D4)			---SEE CARO, MI		
TAKEOFF MINIMUMS	L		WEST BRANCH, MI		
ALTERNATE MINIMUMS	M		WEST BRANCH COMMUNITY(Y31)		
IAPS RNAV (GPS) RWY 07	478		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 25	479		ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 09	503	
			RNAV (GPS) RWY 27	504	
WEST MICHIGAN RGNL			---SEE HOLLAND, MI		
---SEE HOLLAND, MI					

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---SEE CADILLAC, MI					
WILLOW RUN					
---SEE DETROIT, MI					
WINDSOR, ON					
WINDSOR(CYQG)					
STARS	FOREY THREE (RNAV)	Z6			
	GIGGY TWO (RNAV)	Z7			
	PETTE TWO (RNAV)	Z20			
	RRALF THREE (RNAV)	Z22			
ZEELAND, MI					
OTTAWA EXEC(Z98)					
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IAPS	RNAV (GPS)-A	505			

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 **IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES,
AND DIVERSE VECTOR AREA (RADAR VECTORS)**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must notify ATC of their intent to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ADRIAN, MI**LENAAWEE COUNTY (ADG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 09JUL26 (26190) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29: NA-ATC.

TAKEOFF OBSTACLE NOTES:**Rwy 5 Low, Close-in Obstacles:** obstacles 35' and below. Crossing DER 28' above DER elev clears low, close-in obstacles.**Rwy 23 Low, Close-in Obstacles:** obstacles 35' and below. Crossing DER 2' above DER elev clears low, close-in obstacles.**ALLEGAN, MI****PADGHAM FLD (35D)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 09JUL26 (26190) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 11 Low, Close-in Obstacles:** trees within 500' from DER extending to 1500' from DER, right of centerline, up to 783' MSL, 80' above DER. Crossing DER 52' above DER elev clears low, close-in obstacles.**Rwy 29 Low, Close-in Obstacles:** trees within 500' from DER extending to 1500' from DER, right of centerline, up to 799' MSL, 95' above DER. Crossing DER 45' above DER elev clears low, close-in obstacles.



26190

ALMA, MI**GRATIOT COMMUNITY (AMN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:**Rwy 9**, 400-3 or std. w/min. climb of 251' per NM to 1400.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, multiple trees beginning 841' from DER, 438' right of centerline, up to 58' AGL/817' MSL.

Multiple trees beginning 1383' from DER, 380' left of centerline, up to 71' AGL/820' MSL.

Rwy 18, multiple trees beginning 1067' from DER, 152' right of centerline, up to 70' AGL/829' MSL.

Multiple trees beginning 923' from DER, 374' left of centerline, up to 70' AGL/824' MSL.

Rwy 27, multiple trees beginning 306' from DER, 272' right of centerline, up to 81' AGL/840' MSL.

Multiple trees beginning 1168' from DER, 593' left of centerline, up to 93' AGL/852' MSL.

Rwy 36, multiple trees beginning 239' from DER, 3' right of centerline, up to 86' AGL/845' MSL.

Multiple trees beginning 143' from DER, 38' left of centerline, up to 103' AGL/852' MSL.

ALPENA, MI**ALPENA COUNTY RGNL (APN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 1**, light poles 37' from DER, 151' right of centerline, 684' MSL.

Light poles 39' from DER, 148' left of centerline, 5' AGL/686' MSL.

Tree 243' from DER, 552' right of centerline, 694' MSL.

Tree 396' from DER, 561' right of centerline, 709' MSL.

Tree 439' from DER, 467' right of centerline, 712' MSL.

Tree 877' from DER, 724' right of centerline, 720' MSL.

Tree 999' from DER, 608' right of centerline, 721' MSL.

Tree 1000' from DER, 730' right of centerline, 723' MSL.

Trees beginning 1114' from DER, 463' left of centerline, up to 723' MSL.

Trees beginning 1207' from DER, 573' left of centerline, up to 729' MSL.

Trees beginning 1331' from DER, 610' left of centerline, up to 731' MSL.

Tree 1996' from DER, 569' left of centerline, 733' MSL.

Tree 2082' from DER, 409' left of centerline, 737' MSL.

Tree 2811' from DER, 1046' left of centerline, 757' MSL.

Rwy 7, light poles 10' from DER, 126' right of centerline, 3' AGL/681' MSL.

Light poles 11' from DER, 123' left of centerline, 681' MSL.

Trees beginning 328' from DER, 304' right of centerline, up to 706' MSL.

Tree 479' from DER, 575' left of centerline, 692' MSL.

Tree 490' from DER, 298' left of centerline, 694' MSL.

Trees beginning 571' from DER, 431' right of centerline, up to 709' MSL.

Trees beginning 767' from DER, 370' right of centerline, up to 716' MSL.

Trees beginning 942' from DER, 199' right of centerline, up to 720' MSL.

Trees beginning 1152' from DER, 515' right of centerline, up to 722' MSL.

Tree 1173' from DER, 218' left of centerline, 711' MSL.

Tree 1254' from DER, 91' left of centerline, 712' MSL.

Trees beginning 1256' from DER, 374' right of centerline, up to 730' MSL.

Trees beginning 1395' from DER, 36' right of centerline, up to 734' MSL.

Tree 1409' from DER, 694' left of centerline, 728' MSL.

Trees beginning 1490' from DER, 118' left of centerline, up to 729' MSL.

Trees beginning 1804' from DER, 1' left of centerline, up to 735' MSL.

Tree 2129' from DER, 1059' left of centerline, 736' MSL.

Tree 2169' from DER, 121' left of centerline, 737' MSL.

Tree 2326' from DER, 244' left of centerline, 739' MSL.

Trees beginning 2470' from DER, 218' right of centerline, up to 742' MSL.

Trees beginning 2503' from DER, 330' right of centerline, up to 749' MSL.

Tree 2548' from DER, 1039' left of centerline, 746' MSL.

Trees beginning 2639' from DER, 469' right of centerline, up to 756' MSL.

Trees beginning 2822' from DER, 187' right of centerline, up to 759' MSL.

Rwy 19, utility building, electrical system beginning at DER, 146' left of centerline, up to 12' AGL/692' MSL.

NAVAID 206' from DER, 225' right of centerline, 694' MSL.

Tree 785' from DER, 669' right of centerline, 715' MSL.

Tree 1050' from DER, 778' right of centerline, 743' MSL.

Tree 1673' from DER, 934' left of centerline, 733' MSL.

Trees beginning 1790' from DER, 953' left of centerline, up to 750' MSL.

Trees beginning 1906' from DER, 833' right of centerline, up to 749' MSL.

Trees beginning 2049' from DER, 949' right of centerline, up to 757' MSL.

Tree 2121' from DER, 992' left of centerline, 765' MSL.

Tree 2676' from DER, 1199' right of centerline, 761' MSL.

Trees beginning 2718' from DER, 1027' right of centerline, up to 85' AGL/771' MSL.

CON'T

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



26190



26190

ALPEN, MI (CON'T)

ALPEN COUNTY RGNL (APN) (CON'T)

Rwy 25, terrain 45' from DER, 450' right of centerline, 692' MSL.
 Tree 494' from DER, 567' left of centerline, 704' MSL.
 Trees beginning 580' from DER, 343' left of centerline, up to 739' MSL.
 Trees beginning 705' from DER, 567' right of centerline, up to 722' MSL.
 Trees beginning 707' from DER, 295' left of centerline, up to 748' MSL.
 Trees beginning 1020' from DER, 21' left of centerline, up to 751' MSL.
 Tree 1024' from DER, 312' right of centerline, 723' MSL.
 Trees beginning 1205' from DER, 22' right of centerline, up to 738' MSL.
 Trees beginning 1465' from DER, 464' right of centerline, up to 749' MSL.
 Trees beginning 1653' from DER, 673' right of centerline, up to 755' MSL.
 Trees beginning 1726' from DER, 275' right of centerline, up to 766' MSL.
 Trees beginning 1804' from DER, 53' left of centerline, up to 755' MSL.
 Tree 2333' from DER, 443' left of centerline, 758' MSL.

ANN ARBOR, MI

ANN ARBOR MUNI (ARB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, building 98' from DER, 351' left of centerline, 21' AGL/849' MSL.
 Building 312' from DER, 478' right of centerline, 17' AGL/838' MSL.
 Transmission line 442' from DER, 394' right of centerline, 29' AGL/850' MSL.
 Tree, transmission line beginning 538' from DER, 145' right of centerline, up to 878' MSL.
 Trees beginning 887' from DER, 662' left of centerline, up to 877' MSL.
 Trees beginning 1057' from DER, 183' left of centerline, up to 887' MSL.
 Trees beginning 1478' from DER, 46' right of centerline, up to 887' MSL.
 Tree 2040' from DER, 181' right of centerline, 888' MSL.
 Trees beginning 2122' from DER, 148' right of centerline, up to 899' MSL.
Rwy 24, terrain 137' from DER, 475' right of centerline, 837' MSL.
 Trees beginning 461' from DER, 486' right of centerline, up to 879' MSL.
 Tree 79' from DER, 580' left of centerline, 867' MSL.
 Tree 822' from DER, 559' right of centerline, 885' MSL.
 Tree 1679' from DER, 682' left of centerline, 901' MSL.
 Tree 2187' from DER, 686' left of centerline, 902' MSL.

BAD AXE, MI

HURON COUNTY MEML (BAX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, building, vehicles on road, electrical system beginning 59' from DER, 171' left of centerline, up to 3' AGL/785' MSL.
 Fence 179' from DER, 490' right of centerline, 10' AGL/770' MSL.
 Tree, vehicles on road beginning 275' from DER, 463' right of centerline, up to 5' AGL/812' MSL.
 Tree, vehicles on road beginning 434' from DER, 366' right of centerline, up to 5' AGL/814' MSL.
 Tree, vehicles on road, pole beginning 459' from DER, 1' left of centerline, up to 5' AGL/808' MSL.
 Trees, vehicles on road beginning 538' from DER, 39' right of centerline, up to 7' AGL/829' MSL.
 Trees beginning 836' from DER, 455' left of centerline, up to 8' AGL/836' MSL.
 Trees beginning 1047' from DER, 46' left of centerline, up to 9' AGL/847' MSL.
 Trees beginning 1048' from DER, 16' right of centerline, up to 8' AGL/837' MSL.
 Trees beginning 1613' from DER, 11' left of centerline, up to 10' AGL/854' MSL.
 Trees beginning 1639' from DER, 12' right of centerline, up to 9' AGL/843' MSL.
 Trees beginning 1910' from DER, 52' right of centerline, up to 9' AGL/845' MSL.
 Tree 1988' from DER, 345' right of centerline, 9' AGL/846' MSL.
 Trees beginning 1989' from DER, 11' right of centerline, up to 9' AGL/849' MSL.
 Trees beginning 2104' from DER, 36' right of centerline, up to 9' AGL/851' MSL.
 Trees beginning 2489' from DER, 3' left of centerline, up to 10' AGL/855' MSL.
 Trees beginning 2608' from DER, 18' right of centerline, up to 1' AGL/856' MSL.
 Trees beginning 2747' from DER, 30' left of centerline, up to 9' AGL/859' MSL.
 Trees beginning 3010' from DER, 113' right of centerline, up to 1' AGL/858' MSL.
 Trees beginning 3778' from DER, 183' right of centerline, up to 1' AGL/867' MSL.
Rwy 17, pole 20' from DER, 281' right of centerline, 8' AGL/756' MSL.
 Vegetation 81' from DER, 498' right of centerline, 757' MSL.
 Tree 91' from DER, 399' right of centerline, 5' AGL/758' MSL.
 Pole, vehicles on road, tree beginning 315' from DER, 511' left of centerline, up to 4' AGL/788' MSL.
 Trees, vehicles on road beginning 855' from DER, 643' right of centerline, up to 799' MSL.
 Transmission line, power lines beginning 1135' from DER, 710' left of centerline, up to 45' AGL/798' MSL.
 Pole 1467' from DER, 667' left of centerline, 5' AGL/800' MSL.
 Tree 1692' from DER, 371' left of centerline, 809' MSL.
 Tree, pole beginning 1753' from DER, 451' left of centerline, up to 814' MSL.

CON'T



26190



EC-1



26190

**BAD AXE, MI (CON'T)****HURON COUNTY MEML (BAX) (CON'T)**

Rwy 17 (CON'T), tree 1818' from DER, 392' right of centerline, 821' MSL.
 Tree, pole beginning 1830' from DER, 510' left of centerline, up to 829' MSL.
 Tree 3499' from DER, 246' right of centerline, 8' AGL/849' MSL.
 Tree 3501' from DER, 273' right of centerline, 8' AGL/850' MSL.
 Silos, tree beginning 3617' from DER, 614' right of centerline, up to 93' AGL/866' MSL.
 Trees beginning 4071' from DER, 1391' right of centerline, up to 1' AGL/871' MSL.
Rwy 22, rwy lighting 10' from DER, 17' left of centerline, 1' AGL/756' MSL.
 Trees beginning 45' from DER, 249' left of centerline, up to 3' AGL/779' MSL.
 Trees, vehicles on road beginning 74' from DER, 19' right of centerline, up to 3' AGL/783' MSL.
 Trees beginning 349' from DER, 349' left of centerline, up to 5' AGL/795' MSL.
 Trees, vehicles on road beginning 508' from DER, 9' left of centerline, up to 5' AGL/801' MSL.
 Trees beginning 1151' from DER, 545' left of centerline, up to 5' AGL/803' MSL.
 Tree 1703' from DER, 822' left of centerline, 7' AGL/819' MSL.
 Trees beginning 1803' from DER, 620' left of centerline, up to 7' AGL/820' MSL.
 Tree 2474' from DER, 447' left of centerline, 8' AGL/837' MSL.
 Tree 2478' from DER, 353' left of centerline, 8' AGL/845' MSL.
 Trees beginning 2485' from DER, 213' left of centerline, up to 9' AGL/849' MSL.
 Trees beginning 2567' from DER, 86' left of centerline, up to 9' AGL/850' MSL.
 Trees beginning 2823' from DER, 580' left of centerline, up to 9' AGL/852' MSL.
 Trees beginning 2898' from DER, 39' left of centerline, up to 10' AGL/856' MSL.
 Trees beginning 3110' from DER, 204' left of centerline, up to 9' AGL/857' MSL.
 Tree 3452' from DER, 472' right of centerline, 9' AGL/845' MSL.
Rwy 35, rwy lighting 33' from DER, 76' left of centerline, 3' AGL/765' MSL.
 Airport lighting 36' from DER, 78' right of centerline, 3' AGL/765' MSL.
 Tower 365' from DER, 478' right of centerline, 33' AGL/793' MSL.
 Antenna, power line, pole, vehicles on road beginning 370' from DER, 412' right of centerline, up to 3' AGL/794' MSL.
 Light poles, tower beginning 754' from DER, 419' right of centerline, up to 6' AGL/819' MSL.
 Trees beginning 1084' from DER, 589' right of centerline, up to 7' AGL/823' MSL.
 Antenna 1094' from DER, 696' left of centerline, 6' AGL/821' MSL.
 Tower, tree beginning 1095' from DER, 698' left of centerline, up to 64' AGL/822' MSL.
 Trees beginning 1283' from DER, 58' right of centerline, up to 8' AGL/835' MSL.
 Trees beginning 1689' from DER, 27' left of centerline, up to 829' MSL.
 Trees beginning 1793' from DER, 45' left of centerline, up to 10' AGL/858' MSL.
 Tree 1834' from DER, 768' right of centerline, 8' AGL/838' MSL.
 Trees beginning 1870' from DER, 343' right of centerline, up to 8' AGL/843' MSL.
 Trees beginning 2297' from DER, 281' left of centerline, up to 1' AGL/867' MSL.
 Trees beginning 2841' from DER, 24' right of centerline, up to 10' AGL/849' MSL.

BALDWIN, MI**BALDWIN MUNI (7D3)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:**Rwys 5, 23**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:**

Rwy 9, vehicles on road beginning abeam DER, 99' left of centerline, up to 15' AGL/844' MSL.
 Trees beginning abeam DER, 392' left of centerline, up to 60' AGL/889' MSL.
 Trees beginning abeam DER, 390' right of centerline, up to 60' AGL/879' MSL.
 Trees beginning 519' from DER, 343' left of centerline, up to 60' AGL/899' MSL.
 Trees beginning 1187' from DER, on centerline and left and right of centerline, up to 60' AGL/899' MSL.
Rwy 27, vehicles on road beginning 194' from DER, 372' left of centerline, up to 15' AGL/844' MSL.
 Vehicles on road beginning 757' from DER, 619' right of centerline, up to 15' AGL/844' MSL.
 Trees beginning 1569' from DER, on centerline and left and right of centerline, up to 60' AGL/879' MSL.
 Trees beginning 3078' from DER, on centerline, and left and right of centerline, up to 60' AGL/899' MSL.

BATTLE CREEK, MI**BATTLE CREEK EXEC AT KELLOGG FLD (BTL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3A 10SEP20 (21112) (FAA)

TAKEOFF MINIMUMS:**Rwys 5R, 23L**, NA - Environmental.**TAKEOFF OBSTACLE NOTES:**

Rwy 5L, trees beginning 1590' from DER, 484' right of centerline, up to 80' AGL/999' MSL.
 Vehicle on road 896' from DER, left and right of centerline, 17' AGL/956' MSL.
Rwy 13, vehicles on road 480' from DER, on centerline, 15' AGL/945' MSL.
 Trees beginning 800' from DER, 3' right of centerline, up to 102' AGL/1021' MSL.
 Trees and fence beginning 193' from DER, 31' left of centerline, up to 101' AGL/1030' MSL.
Rwy 23R, trees beginning 1995' from DER, 3' right of centerline, up to 103' AGL/1072' MSL.
 Trees beginning 2065' from DER, 25' left of centerline, up to 80' AGL/1049' MSL.
Rwy 31, trees and tower beginning 1797' from DER, 2' right of centerline, up to 166' AGL/1 058' MSL.
 Trees and railroad beginning 14' from DER, 116' left of centerline, up to 68' AGL/977' MSL.



26190



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BAY CITY, MI**JAMES CLEMENTS MUNI (3CM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6B 10OCT19 (19283) (FAA)****TAKEOFF MINIMUMS:****Rwys 9W, 13W, 18W, 27W, 31W, 36W, NA** – Environmental.**DEPARTURE PROCEDURE:****Rwy 18**, climb heading 183° to 2000 before turning left.**Rwy 23**, climb heading 232° to 1200 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 5**, road 260' from DER, left and right of centerline, up to 15' AGL/604' MSL.

Tree 1171' from DER 277' left of centerline, 87' AGL/678' MSL.

Rwy 18, bushes beginning 186' from DER, 151' right of centerline, 6' AGL/596' MSL.

Trees beginning 350' from DER, 200' left of centerline, 10' AGL/597' MSL.

Trees beginning 1368' from DER, 59' right of centerline, up to 80' AGL/673' MSL.

Trees beginning 1768' from DER, 330' left of centerline, up to 95' AGL/699' MSL.

Trees beginning 2353' from DER, 127' left of centerline, up to 110' AGL/680' MSL.

Rwy 23, trees 1120' from DER, 130' right of centerline, 40' AGL/624' MSL.**Rwy 36**, trees beginning 103' from DER, 50' left of centerline, up to 27' AGL/621' MSL.

Trees beginning 436' from DER, 162' right of centerline, up to 90' AGL/681' MSL.

Pole 538' from DER, 434' left of centerline, up to 20' AGL/609' MSL.

Trees beginning 1856' from DER, 17' left of centerline, up to 87' AGL/681' MSL.

BEAVER ISLAND, MI**BEAVER ISLAND (SJX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 01JAN98 (98001) (FAA)****TAKEOFF MINIMUMS:****Rwys 9, 27**, 300-1.**Rwys 5, 14, 23, 32**, NA.**BELLAIRE, MI****ANTRIM COUNTY (ACB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6 03AUG06 (06215) (FAA)****TAKEOFF MINIMUMS:****Rwy 2**, 700-3 or std. w/ a min. climb of 417' per NM to 1500.**DEPARTURE PROCEDURE:****Rwy 2**, climb heading 022° to 1200 before turning right.**Rwy 20**, climb heading 202° to 1300 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, road 385' from DER, 528' right of centerline, 15' AGL/646' MSL.

Multiple trees beginning 2535' from DER, 96' left of centerline, up to 100' AGL/884' MSL.

Multiple trees beginning 406' from DER, 235' right of centerline, up to 100' AGL/1147' MSL.

Tower 2.57 NM from DER, 3271' right of centerline, 168' AGL/1198' MSL.

Rwy 20, multiple trees beginning 64' from DER, 204' right of centerline up to 100' AGL/693' MSL.

Multiple buildings and antenna on tower beginning 2641' from DER, 909' right of centerline, up to 121' AGL/721' MSL.

Multiple trees beginning 125' from DER, 220' left of centerline, up to 100' AGL/720' MSL.

BENTON HARBOR, MI**SOUTHWEST MICHIGAN RGNL (BEH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 7A 07OCT21 (21280) (FAA)****TAKEOFF MINIMUMS:****Rwy 28**, 300-1½ or std. w/min. climb of 205' per NM to 900.**Rwy 32**, 300-1½ or std. w/min. climb of 283' per NM to 900.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, tree 1456' from DER, 844' left of centerline, 704' MSL.

Tree 1819' from DER, 791' right of centerline, 697' MSL.

Trees beginning 2023' from DER, 882' left of centerline, up to 720' MSL.

Tree 2539' from DER, 1003' left of centerline, 731' MSL.

Trees beginning 2983' from DER, 975' left of centerline, up to 734' MSL.

Tree 3363' from DER, 295' left of centerline, 738' MSL.

Tree 3686' from DER, 259' left of centerline, 747' MSL.

Tree, transmission line beginning 3860' from DER, 232' left of centerline, up to 762' MSL.

Rwy 14, lighting 9' from DER, 71' left and 69' right of centerline, up to 3' AGL/632' MSL.

Tree, pole, transmission line beginning 978' from DER, 192' right of centerline, up to 695' MSL.

Tree 1185' from DER, 54' left of centerline, 662' MSL.

Catenary 1317' from DER, 233' left of centerline, 30' AGL/670' MSL.

Tree, pole, transmission line beginning 1347' from DER, 123' left of centerline, up to 695' MSL.

Tree, catenary, pole, transmission line beginning 1400' from DER, 114' right of centerline, up to 699' MSL.

Tree 1451' from DER, 375' left of centerline, 700' MSL.

CONT

26190



26190



BENTON HARBOR, MI (CON'T)

SOUTHWEST MICHIGAN RGNL (BEH) (CON'T)

Rwy 14 (CON'T), tree, tower beginning 1497' from DER, 8' left of centerline, up to 717' MSL.

Trees beginning 1622' from DER, 23' right of centerline, up to 708' MSL.

Trees beginning 2035' from DER, 98' right of centerline, up to 713' MSL.

Trees beginning 2228' from DER, 51' right of centerline, up to 719' MSL.

Trees beginning 2449' from DER, 21' right of centerline, up to 730' MSL.

Trees beginning 2637' from DER, 120' left of centerline, up to 732' MSL.

Trees beginning 2736' from DER, 61' left of centerline, up to 740' MSL.

Trees beginning 2955' from DER, 69' left of centerline, up to 744' MSL.

Trees beginning 3257' from DER, 35' left of centerline, up to 748' MSL.

Rwy 28, tree 582' from DER, 589' right of centerline, 645' MSL.

Tree 882' from DER, 595' right of centerline, 654' MSL.

Tree 907' from DER, 629' right of centerline, 662' MSL.

Vertical structure 955' from DER, 312' left of centerline, 662' MSL.

Trees beginning 1149' from DER, 635' left of centerline, up to 698' MSL.

Trees beginning 2230' from DER, 997' left of centerline, up to 702' MSL.

Rwy 32, trees beginning 9' from DER, 348' left of centerline, up to 655' MSL.

Trees beginning 36' from DER, 54' right of centerline, up to 671' MSL.

Trees beginning 108' from DER, 232' left of centerline, up to 662' MSL.

Tree 790' from DER, 390' left of centerline, 665' MSL.

Trees beginning 840' from DER, 380' left of centerline, up to 669' MSL.

Trees beginning 1054' from DER, 106' right of centerline, up to 674' MSL.

Tree 1262' from DER, 389' right of centerline, 679' MSL.

Trees beginning 1265' from DER, 253' right of centerline, up to 685' MSL.

Tree 1307' from DER, 163' left of centerline, 673' MSL.

Trees beginning 1413' from DER, 424' left of centerline, up to 685' MSL.

Tree 2094' from DER, 520' right of centerline, 690' MSL.

Transmission line 2368' from DER, 107' left of centerline, 64' AGL/703' MSL.

Transmission line 2425' from DER, 389' right of centerline, 74' AGL/694' MSL.

Tree 2513' from DER, 756' left of centerline, 720' MSL.

Trees beginning 2652' from DER, 604' left of centerline, up to 723' MSL.

Trees beginning 3083' from DER, 62' right of centerline, up to 746' MSL.

BERRIEN SPRINGS, MI

ANDREW UNIVERSITY AIRPARK (C20)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA- environmental, obstacles.

Rwy 13, NA- obstacles.

Rwy 31, 300-1 or std. w/min. climb of 328' per NM to 900. Procedure NA at night.

TAKEOFF OBSTACLE NOTES:

Rwy 31, trees beginning 28' from DER, 49' right of centerline, up to 756' MSL.

Tree, terrain, vehicle on road, sign, pole beginning 53' from DER, 14' left of centerline, up to 747' MSL.

Trees beginning 165' from DER, 24' right of centerline, up to 758' MSL.

Tree, terrain, traverse way, sign, pole beginning 396' from DER, 51' right of centerline, up to 761' MSL.

Tree, pole beginning 1880' from DER, 243' right of centerline, up to 769' MSL.

Pole, tree beginning 1927' from DER, 264' left of centerline, up to 750' MSL.

Pole 2045' from DER, 130' left of centerline, 752' MSL.

Trees beginning 2102' from DER, 258' right of centerline, up to 774' MSL.

Tree, pole beginning 2190' from DER, 6' right of centerline, up to 782' MSL.

Tree 2237' from DER, 29' left of centerline, 769' MSL.

Trees beginning 2413' from DER, 414' right of centerline, up to 806' MSL.

Tree, pole beginning 2519' from DER, 127' left of centerline, up to 775' MSL.

Tree, pole beginning 2598' from DER, 628' right of centerline, up to 807' MSL.

Tree, vehicle on road, pole beginning 2739' from DER, 716' right of centerline, up to 809' MSL.

Tree, pole, building beginning 2919' from DER, 128' left of centerline, up to 780' MSL.

Trees beginning 3132' from DER, 178' left of centerline, up to 801' MSL.

Tree, pole beginning 3210' from DER, 344' left of centerline, up to 809' MSL.

Tree, pole, building beginning 3616' from DER, 962' left of centerline, up to 820' MSL.

Tree, pole beginning 4031' from DER, 1031' left of centerline, up to 834' MSL.

Tree 4636' from DER, 1662' left of centerline, 828' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



26190





26190

BIG RAPIDS, MI**ROBEN-HOOD (RQB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 7 19MAR26 (26078) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1 or std w/min climb of 252'/NM to 1200 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

Rwy 14, 300-1¼ or std w/min climb of 306'/NM to 1300 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

Rwy 28, 300-1½ or std w/min climb of 511'/NM to 1200.

Rwy 32, 300-1½ or std w/min climb of 300'/NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 10, light poles 39' from DER, 77' right of centerline, 21' AGL/946' MSL.

Trees beginning 1640' from DER, 141' left of centerline, up to 997' MSL.

Trees beginning 4537' from DER, 1567' left of centerline, up to 1067' MSL.

Tree 4623' from DER, 1586' left of centerline, 1078' MSL.

Trees beginning 4652' from DER, 1527' left of centerline, up to 1081' MSL.

Tree 4794' from DER, 1634' left of centerline, 1090' MSL.

Trees beginning 4863' from DER, 1405' left of centerline, up to 1098' MSL.

Rwy 14, tree 73' from DER, 202' right of centerline, 958' MSL.

Pole, trees, vehicles on road beginning 77' from DER, 425' left of centerline, up to 959' MSL.

Trees beginning 94' from DER, 201' right of centerline, up to 74' AGL/992' MSL.

Trees, pole beginning 328' from DER, 227' left of centerline, up to 78' AGL/997' MSL.

Trees beginning 1197' from DER, 92' right of centerline, up to 999' MSL.

Trees beginning 1322' from DER, 152' left of centerline, up to 1007' MSL.

Trees beginning 1624' from DER, 718' right of centerline, up to 1002' MSL.

Trees beginning 1734' from DER, 52' right of centerline, up to 1003' MSL.

Trees beginning 2930' from DER, 979' right of centerline, up to 1008' MSL.

Antenna 5968' from DER, 2085' left of centerline, 1078' MSL.

Tower 5977' from DER, 2072' left of centerline, 168' AGL/1094' MSL.

Rwy 28, tree 25' from DER, 481' left of centerline, 1007' MSL.

Terrain 191' from DER, 397' right of centerline, 1006' MSL.

Trees, terrain beginning 461' from DER, 451' right of centerline, up to 1051' MSL.

Tree 512' from DER, 560' right of centerline, 1070' MSL.

Tree, terrain beginning 614' from DER, 397' right of centerline, up to 1077' MSL.

Trees beginning 1349' from DER, 1' left of centerline, up to 1116' MSL.

Tree 1362' from DER, 744' right of centerline, 1096' MSL.

Trees, building, terrain, transmission line beginning 1494' from DER, 5' right of centerline, up to 1099' MSL.

Trees, pole beginning 1870' from DER, 63' left of centerline, up to 1121' MSL.

Trees beginning 1964' from DER, 368' left of centerline, up to 1123' MSL.

Trees, pole, tank beginning 2073' from DER, 166' left of centerline, up to 1133' MSL.

Trees, pole beginning 2284' from DER, 167' left of centerline, up to 1138' MSL.

Trees, vehicles on road, vegetation, poles, transmission lines, sign, terrain beginning 2427' from DER, 2' left of centerline, up to 1149' MSL.

Transmission line 2680' from DER, 52' right of centerline, 180' AGL/1105' MSL.

Pole 2686' from DER, 349' right of centerline, 1108' MSL.

Transmission lines, poles, vehicles on road, vegetation, trees beginning 2686' from DER, 75' right of centerline, up to 187' AGL/1112' MSL.

Trees, terrain, poles, sign beginning 2943' from DER, 35' right of centerline, up to 1132' MSL.

Tree 3281' from DER, 294' right of centerline, 1141' MSL.

Trees, vehicles on road beginning 3289' from DER, 67' right of centerline, up to 1146' MSL.

Trees, vegetation, vehicles on road beginning 3539' from DER, 6' right of centerline, up to 1154' MSL.

Trees beginning 3857' from DER, 9' left of centerline, up to 1157' MSL.

Trees beginning 3993' from DER, 52' left of centerline, up to 1159' MSL.

Trees beginning 4015' from DER, 125' right of centerline, up to 1162' MSL.

Trees beginning 4057' from DER, 312' left of centerline, up to 1167' MSL.

Trees beginning 4065' from DER, 1' left of centerline, up to 1173' MSL.

Trees beginning 4232' from DER, 40' right of centerline, up to 1169' MSL.

Trees beginning 4772' from DER, 3' left of centerline, up to 1180' MSL.

Trees beginning 5001' from DER, 64' right of centerline, up to 1170' MSL.

Trees beginning 5131' from DER, 6' left of centerline, up to 1190' MSL.

Tree 5335' from DER, 544' right of centerline, 1176' MSL.

Trees beginning 5336' from DER, 21' right of centerline, up to 1181' MSL.

Trees beginning 1.2 NM from DER, 1130' right of centerline, up to 1207' MSL.

Tree 1.3 NM from DER, 1354' right of centerline, 1214' MSL.

Rwy 32, terrain 20' from DER, 242' right of centerline, 934' MSL.

Tree, terrain beginning 28' from DER, 342' left of centerline, up to 936' MSL.

Terrain 62' from DER, 212' right of centerline, 935' MSL.

Terrain 149' from DER, 219' right of centerline, 937' MSL.

Tree 278' from DER, 503' left of centerline, 956' MSL.

Tree 445' from DER, 501' left of centerline, 958' MSL.

Light poles 469' from DER, 387' right of centerline, 21' AGL/946' MSL.

Light poles beginning 668' from DER, 6' right of centerline, up to 950' MSL.

Wind indicator 993' from DER, 519' left of centerline, 11' AGL/960' MSL.

Tree 2117' from DER, 658' right of centerline, 1002' MSL.

CON'T



26190



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BIG RAPIDS, MI (CON'T)

ROBEN-HOOD (RQB) (CON'T)

Rwy 32 (CON'T), trees beginning 2244' from DER, 548' right of centerline, up to 1012' MSL.

Trees beginning 2340' from DER, 346' right of centerline, up to 1022' MSL.

Tree 2436' from DER, 409' right of centerline, 1031' MSL.

Trees beginning 2529' from DER, 125' right of centerline, up to 1035' MSL.

Pole 2659' from DER, 1104' left of centerline, 75' AGL/1000' MSL.

Trees, pole beginning 2666' from DER, 44' left of centerline, up to 1026' MSL.

Trees beginning 3289' from DER, 401' left of centerline, up to 1033' MSL.

Tree 4273' from DER, 318' left of centerline, 1053' MSL.

Tree 4503' from DER, 703' right of centerline, 1053' MSL.

Tree 4529' from DER, 1634' left of centerline, 1067' MSL.

Trees beginning 4574' from DER, 193' left of centerline, up to 1103' MSL.

Tree 4929' from DER, 117' right of centerline, 1067' MSL.

Trees beginning 5010' from DER, 65' left of centerline, up to 1107' MSL.

Tree 5057' from DER, 367' right of centerline, 1073' MSL.

Tree 5084' from DER, 521' right of centerline, 1075' MSL.

Trees beginning 5096' from DER, 165' left of centerline, up to 88' AGL/1110' MSL.

Trees beginning 5103' from DER, 13' right of centerline, up to 1100' MSL.

Trees, terrain beginning 5104' from DER, 15' left of centerline, up to 1123' MSL.

Tree 5375' from DER, 279' right of centerline, 1111' MSL.

Trees beginning 5393' from DER, 50' right of centerline, up to 99' AGL/1113' MSL.

Trees beginning 5997' from DER, 126' left of centerline, up to 1127' MSL.

Trees beginning 6045' from DER, 45' left of centerline, up to 104' AGL/1128' MSL.

Trees beginning 1 NM from DER, 19' left of centerline, up to 1131' MSL.

Tree 1.2 NM from DER, 1914' left of centerline, 1119' MSL.

BOIS BLANC ISLAND, MI

BOIS BLANC ISLAND (6Y1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning abeam DER, 144' left of centerline, up to 100' AGL/759' MSL.

Trees beginning abeam DER, 200' right of centerline, up to 100' AGL/759' MSL.

Trees beginning 1738' from DER, left and right of centerline, up to 100' AGL/759' MSL.

Rwy 28, trees beginning abeam DER, 217' left of centerline, up to 100' AGL/769' MSL.

Trees beginning abeam DER, 266' right of centerline, up to 100' AGL/799' MSL.

Vehicles on road beginning abeam DER, 170' left of centerline, up to 15' AGL/684' MSL.

Vehicles on road beginning 440' from DER, crossing centerline from left to right, up to 15' AGL/684' MSL.

Trees beginning 1590' from DER, left and right of centerline up to 100' AGL/799' MSL.

BOYNE CITY, MI

BOYNE CITY MUNI (N98)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 600-2½ or std. w/min. climb of 503' per NM to 1300.

Rwy 27, std. w/min. climb of 238' per NM to 1800 or 1200-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 098° to 1200 before proceeding on course.

Rwy 27, climb heading 278° to 1900 before turning left.

VCOA:

Rwy 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boyne City Muni at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 10' from DER, 180' right of centerline, 681' MSL.

NAVAID 13' from DER, 112' left of centerline, 8' AGL/661' MSL.

Tree 38' from DER, 300' left of centerline, 700' MSL.

Tree, vehicles on road beginning 98' from DER, 246' right of centerline, up to 704' MSL.

Tree 125' from DER, 486' left of centerline, 722' MSL.

Tree, pole, transmission line beginning 143' from DER, 18' left of centerline, up to 739' MSL.

Tree, sign, vehicles on road beginning 175' from DER, 145' right of centerline, up to 709' MSL.

Tree, vehicles on road, transmission line, pole beginning 431' from DER, 176' right of centerline, up to 731' MSL.

Trees beginning 893' from DER, 22' right of centerline, up to 732' MSL.

Trees beginning 2479' from DER, 55' left of centerline, up to 740' MSL.

Tree 2594' from DER, 296' right of centerline, 733' MSL.

Tree 2602' from DER, 124' right of centerline, 745' MSL.

Trees beginning 2612' from DER, 82' right of centerline, up to 755' MSL.

Tree 2618' from DER, 83' left of centerline, 751' MSL.

Trees beginning 2621' from DER, 32' left of centerline, up to 755' MSL.

Tree 2654' from DER, 187' left of centerline, 759' MSL.

Trees beginning 2654' from DER, 58' right of centerline, up to 762' MSL.

Trees beginning 2655' from DER, 128' left of centerline, up to 760' MSL.

CON'T



26190



EC-1

26190

BOYNE CITY, MI (CON'T)**BOYNE CITY MUNI (N98) (CON'T)****Rwy 9 (CON'T)**, trees beginning 2681' from DER, 53' left of centerline, up to 761' MSL.

Trees beginning 2682' from DER, 35' right of centerline, up to 763' MSL.

Trees beginning 2709' from DER, 158' left of centerline, up to 766' MSL.

Trees beginning 2753' from DER, 4' left of centerline, up to 768' MSL.

Trees beginning 2820' from DER, 2' left of centerline, up to 773' MSL.

Trees beginning 3881' from DER, 1083' left of centerline, up to 823' MSL.

Trees beginning 3974' from DER, 473' left of centerline, up to 846' MSL.

Trees beginning 4075' from DER, 322' left of centerline, up to 861' MSL.

Tree 4481' from DER, 849' left of centerline, 868' MSL.

Trees beginning 4502' from DER, 459' left of centerline, up to 869' MSL.

Trees beginning 4641' from DER, 443' left of centerline, up to 879' MSL.

Trees beginning 4727' from DER, 467' left of centerline, up to 886' MSL.

Trees beginning 4834' from DER, 691' left of centerline, up to 887' MSL.

Trees beginning 4854' from DER, 395' left of centerline, up to 892' MSL.

Trees beginning 4935' from DER, 286' left of centerline, up to 909' MSL.

Trees beginning 5063' from DER, 266' left of centerline, up to 923' MSL.

Trees beginning 5086' from DER, 299' left of centerline, up to 936' MSL.

Trees beginning 5157' from DER, 286' left of centerline, up to 939' MSL.

Tree 5189' from DER, 1178' left of centerline, 940' MSL.

Trees beginning 5197' from DER, 271' left of centerline, up to 962' MSL.

Trees beginning 5292' from DER, 213' left of centerline, up to 988' MSL.

Tree, terrain beginning 5371' from DER, on centerline, up to 997' MSL.

Tree 5605' from DER, 1019' right of centerline, 805' MSL.

Trees beginning 5812' from DER, 11' right of centerline, up to 814' MSL.

Trees beginning 5912' from DER, 227' right of centerline, up to 823' MSL.

Trees beginning 5933' from DER, 307' right of centerline, up to 831' MSL.

Trees beginning 5972' from DER, 14' right of centerline, up to 838' MSL.

Tree, terrain beginning 6023' from DER, 14' left of centerline, up to 1027' MSL.

Trees beginning 6066' from DER, 2' right of centerline, up to 858' MSL.

Tree, terrain beginning 1 NM from DER, 9' left of centerline, up to 1036' MSL.

Trees beginning 1 NM from DER, 133' right of centerline, up to 873' MSL.

Trees beginning 1.1 NM from DER, 151' right of centerline, up to 894' MSL.

Trees beginning 1.1 NM from DER, 360' right of centerline, up to 898' MSL.

Trees beginning 1.1 NM from DER, 1802' left of centerline, up to 1050' MSL.

Tree 1.1 NM from DER, 540' right of centerline, 912' MSL.

Trees beginning 1.1 NM from DER, 336' right of centerline, up to 931' MSL.

Tree, terrain beginning 1.1 NM from DER, 224' left of centerline, up to 1061' MSL.

Trees beginning 1.1 NM from DER, 139' right of centerline, up to 954' MSL.

Tree, terrain beginning 1.1 NM from DER, 495' left of centerline, up to 1074' MSL.

Tree, terrain beginning 1.2 NM from DER, 197' left of centerline, up to 1087' MSL.

Tree 1.2 NM from DER, 339' right of centerline, 972' MSL.

Tree, pole, transmission line, catenary beginning 1.2 NM from DER, 4' right of centerline, up to 1007' MSL.

Tree, terrain, transmission line, pole beginning 1.2 NM from DER, 19' left of centerline, up to 1127' MSL.

trees beginning 1.3 NM from DER, 320' right of centerline, up to 1011' MSL.

Trees beginning 1.3 NM from DER, 174' right of centerline, up to 1027' MSL.

Trees beginning 1.3 NM from DER, 117' right of centerline, up to 1036' MSL.

Trees beginning 1.3 NM from DER, 280' left of centerline, up to 1130' MSL.

Trees beginning 1.3 NM from DER, 12' left of centerline, up to 1141' MSL.

Trees beginning 1.4 NM from DER, 301' right of centerline, up to 1040' MSL.

Trees beginning 1.4 NM from DER, 361' left of centerline, up to 1146' MSL.

Trees beginning 1.4 NM from DER, 63' right of centerline, up to 1051' MSL.

Trees beginning 1.4 NM from DER, 119' left of centerline, up to 1147' MSL.

Tree 1.4 NM from DER, 289' right of centerline, 1055' MSL.

Trees beginning 1.4 NM from DER, 30' left of centerline, up to 1149' MSL.

trees beginning 1.4 NM from DER, 2' right of centerline, up to 1080' MSL.

Trees beginning 1.4 NM from DER, 70' right of centerline, up to 1101' MSL.

Trees beginning 1.5 NM from DER, 786' left of centerline, up to 1151' MSL.

Tree, terrain beginning 1.5 NM from DER, 47' left of centerline, up to 1157' MSL.

Trees beginning 1.5 NM from DER, 700' left of centerline, up to 1161' MSL.

Tree, terrain beginning 1.5 NM from DER, 13' left of centerline, up to 1167' MSL.

Trees beginning 1.5 NM from DER, 52' right of centerline, up to 1132' MSL.

Trees beginning 1.5 NM from DER, 8' right of centerline, up to 1142' MSL.

Tree 2.2 NM from DER, 2497' right of centerline, 1025' MSL.

Rwy 27, building 30' from DER, 437' right of centerline, 27' AGL/678' MSL.

Tree 30' from DER, 311' right of centerline, 703' MSL.

Tree, building, pole, transmission line beginning 45' from DER, 1' right of centerline, up to 725' MSL.

Vehicles on road 64' from DER, 203' left of centerline, 672' MSL.

Pole 113' from DER, 515' left of centerline, 31' AGL/690' MSL.

Building, pole, fence beginning 118' from DER, 67' left of centerline, up to 37' AGL/694' MSL.

Tree, pole, building, transmission line beginning 244' from DER, 13' left of centerline, up to 728' MSL.

Tree, pole, transmission line, building beginning 435' from DER, 19' right of centerline, up to 726' MSL.

Trees beginning 649' from DER, 24' right of centerline, up to 739' MSL.

Tree, building, pole, transmission line beginning 719' from DER, 1' right of centerline, up to 743' MSL.

CON'T

EC-1, 03 SEP 2026 to 29 OCT 2026

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26190



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**BOYNE CITY, MI (CON'T)****BOYNE CITY MUNI (N98) (CON'T)**

Rwy 27 (CON'T), tree, pole, transmission line beginning 1056' from DER, 7' left of centerline, up to 734' MSL.
Trees beginning 2774' from DER, 58' left of centerline, up to 743' MSL.

BOYNE FALLS, MI**BOYNE MOUNTAIN (BFA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:**Rwy 17**, std. w/min. climb of 490' per NM to 1400 or 1300-3 for climb in visual conditions.**Rwy 35**, std. w/min. climb of 310' per NM to 1400 or 1300-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 17**, climb heading 175° to 1400 before proceeding on course, or for climb in visual conditions cross Boyne Mountain airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 35**, climb heading 355° to 1400 before proceeding on course, or for climb in visual conditions cross Boyne Mountain airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, vehicles on road beginning 10' from DER, 93' right of centerline, up to 15' AGL/753' MSL.

Trees beginning 13' from DER, 170' left of centerline, up to 100' AGL/854' MSL.

Vehicles on road beginning 402' from DER, 16' left of centerline, up to 15' AGL/736' MSL.

Trees beginning 529' from DER, 143' right of centerline, up to 100' AGL/838' MSL.

Trees beginning 2915' from DER, 1028' right of centerline, up to 100' AGL/903' MSL.

Trees beginning 2.4 NM from DER, left and right of centerline, up to 100' AGL/1231' MSL.

Rwy 35, vehicles on road beginning 28' from DER, left and right of centerline, up to 15' AGL/720' MSL.

Trees beginning 613' from DER, 599' left of centerline, up to 100' AGL/805' MSL.

Trees beginning 1355' from DER, left and right of centerline, up to 100' AGL/805' MSL.

Trees beginning 2319' from DER, 465' right of centerline, up to 100' AGL/797' MSL.

Multiple trees beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1069' MSL.

Trees beginning 1.7 NM from DER, left and right of centerline, up to 100' AGL/1091' MSL.

Trees beginning 1.8 NM from DER, left and right of centerline, up to 100' AGL/1124' MSL.

Multiple trees beginning 1.9 NM from DER, left and right of centerline, up to 100' AGL/1127' MSL.

Multiple trees beginning 2.1 NM from DER, left and right of centerline, up to 100' AGL/1161' MSL.

CADILLAC, MI**WEXFORD COUNTY (CAD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 7 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:**Rwys 18, 36**, NA-Environmental.**DEPARTURE PROCEDURE:****Rwy 25**, climb heading 250° to 1800 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, trees beginning 783' from DER, 129' right of centerline, up to 53' AGL/1348' MSL.

Trees beginning 849' from DER, 348' left of centerline, up to 74' AGL/1378' MSL.

Poles beginning 1221' from DER, 596' left of centerline, up to 30' AGL/1336' MSL.

Poles beginning 1228' from DER, 366' right of centerline, up to 38' AGL/1333' MSL.

Train and tracks 1386' from DER, 819' left of centerline, 23' AGL/1335' MSL.

Rwy 25, bush 14' from DER, 275' right of centerline, 10' AGL/1317' MSL.

Vehicle and road 660' from DER, 623' left of centerline, 15' AGL/1327' MSL.

CARO, MI**TUSCOLA AREA (CFS)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:**Rwys 13, 31**, NA-Environmental.**DEPARTURE PROCEDURE:****Rwy 24**, climb on heading 238° to 1200 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 6**, NAVAID 41' from DER, 84' left of centerline, 702' MSL.

Vegetation, tree, pole beginning 152' from DER, 239' left of centerline, up to 715' MSL.

Trees beginning 666' from DER, 225' left of centerline, up to 724' MSL.

Tree 697' from DER, 673' right of centerline, 753' MSL.

Trees beginning 819' from DER, 21' right of centerline, up to 759' MSL.

Tree 825' from DER, 366' left of centerline, 725' MSL.

Tree 944' from DER, 419' left of centerline, 766' MSL.

Trees beginning 990' from DER, 98' left of centerline, up to 774' MSL.

Trees beginning 1069' from DER, 341' right of centerline, up to 773' MSL.

Tree, transmission lines, poles, tank beginning 1242' from DER, 397' left of centerline, up to 775' MSL.

Trees, buildings, transmission line, pole beginning 1278' from DER, 203' right of centerline, up to 778' MSL.

Trees beginning 1615' from DER, 96' right of centerline, up to 791' MSL.

CON'T

26190



EC-1



26190

CARO, MI (CON'T)**TUSCOLA AREA (CFS) (CON'T)****Rwy 6 (CON'T)**, trees beginning 2075' from DER, 78' left of centerline, up to 789' MSL.

Trees beginning 2202' from DER, 19' right of centerline, up to 793' MSL.

Tree 3612' from DER, 796' right of centerline, 800' MSL.

Rwy 24, pole 21' from DER, 330' left of centerline, 6' AGL/687' MSL.

Tree, NAVAID, pole beginning 36' from DER, 76' left of centerline, up to 703' MSL.

NAVAID 40' from DER, 78' right of centerline, 5' AGL/688' MSL.

Pole 84' from DER, 240' right of centerline, 9' AGL/693' MSL.

Trees beginning 179' from DER, 472' left of centerline, up to 714' MSL.

Trees beginning 724' from DER, 565' left of centerline, up to 730' MSL.

Trees, transmission line, pole, catenary beginning 948' from DER, 167' left of centerline, up to 737' MSL.

Trees, catenary, pole, transmission line beginning 1243' from DER, 46' left of centerline, up to 741' MSL.

Trees beginning 1369' from DER, 25' right of centerline, up to 770' MSL.

Trees beginning 1586' from DER, 28' left of centerline, up to 765' MSL.

Trees, poles, transmission lines beginning 2360' from DER, 108' right of centerline, up to 808' MSL.

CHARLEVOIX, MI**CHARLEVOIX MUNI (CVX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 5 15JUN23 (23166) (FAA)****TAKEOFF MINIMUMS:****Rwys 4, 22**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, buildings beginning 963' from DER, 607' right of centerline, up to 679' MSL.

Tree, transmission line, pole beginning 1093' from DER, 103' left of centerline, up to 691' MSL.

Trees beginning 1493' from DER, 309' left of centerline, up to 697' MSL.

Building 1501' from DER, 594' right of centerline, 56' AGL/698' MSL.

Trees beginning 1748' from DER, 86' left of centerline, up to 700' MSL.

Trees beginning 1992' from DER, 86' left of centerline, up to 710' MSL.

Tree 2097' from DER, 129' right of centerline, 705' MSL.

Pole beginning 2736' from DER, 951' left of centerline, up to 81' AGL/713' MSL.

Rwy 27, tree 2' from DER, 295' right of centerline, 3' AGL/671' MSL.

Fence 154' from DER, 536' left of centerline, 674' MSL.

Tree 231' from DER, 527' left of centerline, 680' MSL.

Terrain 407' from DER, 572' left of centerline, 681' MSL.

CHARLOTTE, MI**FITCH H BEACH (FPK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3 22JUN17 (17173) (FAA)****TAKEOFF MINIMUMS:****Rwys 15, 33**, NA - Environmental.**TAKEOFF OBSTACLE NOTES:****Rwy 3**, tree 21' from DER, 482' left of centerline, 14' AGL/899' MSL.

REILS and electrical system 35' from DER, 77' left and right of centerline, 4' AGL/894' MSL.

Tree and vehicles on road 248' from DER, 337' left of centerline, 909' MSL.

Vehicles on road 367' from DER, 516' left of centerline, 911' MSL.

Vehicles on road 457' from DER, 461' left of centerline, 912' MSL.

Power lines, pole and vehicles on road beginning 520' from DER, 298' left of centerline, up to 40' AGL/936' MSL.

Trees, vehicles on road, building, pole, beginning 746' from DER, 101' left of centerline, up to 970' MSL.

Tree and OL pole 1108' from DER, 10' left of centerline, 973' MSL.

Trees, pole, OL pole, vehicles on road, building, and power lines beginning 1223' from DER, 14' left of centerline, up to 74' AGL/1000' MSL.

Trees beginning 2366' from DER, 58' left of centerline, up to 1008' MSL.

Tree 4540' from DER, 23' left of centerline, 87' AGL/1021' MSL.

Tree 298' from DER, 328' right of centerline, 911' MSL.

Pole and tree 465' from DER, 264' right of centerline, 935' MSL.

Pole 637' from DER, 546' right of centerline, 936' MSL.

Pole and trees beginning 676' from DER, 137' right of centerline, up to 38' AGL/938' MSL.

Pole and tree 841' from DER, 79' right of centerline, 36' AGL/939' MSL.

Poles and tree, beginning 969' from DER, 476' right of centerline, up to 35' AGL/940' MSL.

Pole 1003' from DER, 436' right of centerline, 35' AGL/941' MSL.

Pole, building and vehicles on road beginning 1135' from DER, 108' right of centerline, up to 944' MSL.

Pole, tree and vehicles on road beginning 1235' from DER, 16' right of centerline, up to 35' AGL/945' MSL.

Sign and pole 1332' from DER, 119' right of centerline, 949' MSL.

Pole, building, power lines and vehicles on road beginning 1430' from DER, 13' right of centerline, up to 35' AGL/953' MSL.

Sign, vehicles on road and building beginning 1642' from DER, 105' right of centerline, up to 37' AGL/958' MSL.

Building, pole, power lines and vehicles on road beginning 1721' from DER, 72' right of centerline, up to 35' AGL/959' MSL.

Pole and building 1814' from DER, 500' right of centerline, 43' AGL/968' MSL.

Sign, vehicles on road, pole, tree and power lines beginning 1842' from DER, 185' right of centerline, up to 971' MSL.

Tree and pole 2181' from DER, 119' right of centerline, 991' MSL.

Tree and pole 2292' from DER, 105' right of centerline, 993' MSL.

CON'T

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**CHARLOTTE, MI (CON'T)****FITCH H BEACH (FPK) (CON'T)****Rwy 3 (CON'T)**, trees beginning 2426' from DER, 88' right of centerline, up to 1000' MSL.

Trees beginning 2487' from DER, 836' right of centerline, up to 1008' MSL.

Tree, power lines and pole beginning 2542' from DER, 25' right of centerline, up to 1010' MSL.

Trees, antenna and tower beginning 2663' from DER, 35' right of centerline, up to 94' AGL/1026' MSL.

Rwy 21, trees beginning 17' from DER, 427' right of centerline, up to 53' AGL/929' MSL.

REILs and electrical system 33' from DER, 77' left and right of centerline, 5' AGL/884' MSL.

Trees beginning 941' from DER, 182' right of centerline, up to 935' MSL.

Trees beginning 1042' from DER, 414' right of centerline, up to 944' MSL.

Tree, powerlines and pole beginning 1046' from DER, 536' right of centerline, up to 950' MSL.

Trees beginning 2319' from DER, 269' right of centerline, up to 952' MSL.

Trees beginning 2453' from DER, 682' right of centerline, up to 976' MSL.

Trees beginning 2554' from DER, 53' right of centerline, up to 982' MSL.

Tree 34' from DER, 284' left of centerline, 889' MSL.

Tower, airport beacon, pole, powerlines and tree beginning 489' from DER, 553' left of centerline, up to 80' AGL/964' MSL.

CHEBOYGAN, MI**CHEBOYGAN COUNTY (SLH)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3A 13SEP18 (18256) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 10**, tree 96' from DER, 379' left of centerline, 643' MSL.

Trees beginning 409' from DER, 429' left of centerline, up to 662' MSL.

Tree 961' from DER, 598' right of centerline, 670' MSL.

Tree 1180' from DER, 503' left of centerline, 663' MSL.

Tree 1221' from DER, 431' left of centerline, 667' MSL.

Tree 1268' from DER, 357' left of centerline, 669' MSL.

Trees beginning 1282' from DER, 189' left of centerline, up to 670' MSL.

Trees beginning 1300' from DER, 288' right of centerline, up to 673' MSL.

Tree 1451' from DER, 295' left of centerline, 675' MSL.

Rwy 17, trees beginning 77' from DER, 47' right of centerline, up to 100' AGL/750' MSL.

Trees beginning 187' from DER, 31' left of centerline, up to 100' AGL/747' MSL.

Trees beginning 1417' from DER, 1' left of centerline, up to 100' AGL/750' MSL.

Trees beginning 1838' from DER, 28' right of centerline, up to 100' AGL/753' MSL.

Trees beginning 3306' from DER, 10' right of centerline, up to 100' AGL/757' MSL.

Rwy 28, tree, vehicles on traverse way beginning 74' from DER, 407' left of centerline, up to 670' MSL.

Tree 443' from DER, 429' right of centerline, 680' MSL.

Tree 479' from DER, 389' left of centerline, 702' MSL.

Tree 548' from DER, 400' right of centerline, 693' MSL.

Trees beginning 1212' from DER, 570' left of centerline, up to 711' MSL.

Trees beginning 1534' from DER, 184' left of centerline, up to 724' MSL.

Trees beginning 1561' from DER, 93' right of centerline, up to 718' MSL.

Trees beginning 2059' from DER, 354' right of centerline, up to 727' MSL.

Tree 2826' from DER, 769' right of centerline, 732' MSL.

Trees beginning 2980' from DER, 22' left of centerline, up to 734' MSL.

Tree 3901' from DER, 506' right of centerline, 745' MSL.

Rwy 35, tree 47' from DER, 454' right of centerline, 100' AGL/704' MSL.

Tree 103' from DER, 249' right of centerline, 100' AGL/707' MSL.

Trees beginning 158' from DER, 24' right of centerline, up to 100' AGL/711' MSL.

Tree 213' from DER, 162' left of centerline, 100' AGL/714' MSL.

Trees beginning 268' from DER, 5' left of centerline, up to 100' AGL/717' MSL.

CLARE, MI**CLARE MUNI (48D)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 19SEP13 (13262) (FAA)****TAKEOFF MINIMUMS:****Rwy 9**, 300-1 or std. w/min. climb of 371' per NM to 1100.**TAKEOFF OBSTACLE NOTES:****Rwy 4**, bush 24' from DER, 131' left of centerline, 8' AGL/859' MSL.

Trees beginning 495' from DER, 431' right of centerline, up to 56' AGL/897' MSL.

Pole and trees beginning 728' from DER, 629' left of centerline, up to 55' AGL/906' MSL.

Tree 1158' from DER, 166' left of centerline, 48' AGL/889' MSL.

Trees beginning 1693' from DER, 607' right of centerline, up to 67' AGL/908' MSL.

Trees beginning 1668' from DER, 111' left of centerline, up to 114' AGL/955' MSL.

Rwy 9, vehicle on road 7' from DER, 92' left of centerline, 15' AGL/834' MSL.

Vehicle on road 229' from DER, crossing centerline, 15' AGL/834' MSL.

Buildings beginning 394' from DER, 275' right of centerline, up to 30' AGL/849' MSL.

Trees beginning 81' from DER, 417' right of centerline, up to 45' AGL/864' MSL.

Trees beginning 1894' from DER, crossing centerline, up to 130' AGL/989' MSL.

CON'T

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CLARE, MI (CON'T)**CLARE MUNI (48D) (CON'T)**

Rwy 22, terrain 38' from DER, 486' right of centerline, 828' MSL.
 Light 39' from DER, 111' right of centerline, 4' AGL/829' MSL.
 Light 40' from DER, 111' left of centerline, 4' AGL/828' MSL.
 Windsock 373' from DER, 559' right of centerline, 34' AGL/855' MSL.
 Trees beginning 1033' from DER, crossing centerline, up to 129' AGL/934' MSL.
Rwy 27, building 290' from DER, 574' right of centerline, 20' AGL/851' MSL.
 Antenna 329' from DER, 399' right of centerline, 32' AGL/863' MSL.
 Building 434' from DER, 552' right of centerline, 21' AGL/852' MSL.
 Vehicle on road 532' from DER, 516' right of centerline, 15' AGL/854' MSL.
 Trees beginning 566' from DER, 238' right of centerline, up to 98' AGL/918' MSL.
 Trees beginning 411' from DER, 212' left of centerline, up to 95' AGL/906' MSL.
 Trees beginning 1261' from DER, 462' right of centerline, up to 124' AGL/932' MSL.
 Trees beginning 2372' from DER, 230' left of centerline, up to 109' AGL/930' MSL.

COLDWATER, MI**BRANCH COUNTY MEML (OEB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 10APR08 (21224) (FAA)****TAKEOFF MINIMUMS:****Rwys 16, 34**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:**

Rwy 4, vehicles on road and trees beginning 5' from DER, 92' right of centerline, up to 100' AGL/1059' MSL.
 Vehicles on road and trees beginning 347' from DER, 317' left of centerline, up to 100' AGL/1,059' MSL.
Rwy 7, trees beginning 1246' from DER, 430' left of centerline, up to 100' AGL/1059' MSL.
 Vehicles on road and trees beginning 154' from DER, 315' right of centerline, up to 100' AGL/1039' MSL.
 Pole 336' from DER, 274' right of centerline, 18' AGL/977' MSL.
Rwy 22, trains on railroad and trees beginning 769' from DER, 986' left to 945' right of centerline, up to 100' AGL/1099' MSL.
Rwy 25, vehicles on road and trees beginning 1171' from DER, 394' left of centerline, up to 100' AGL/1,059' MSL. Trees beginning 732' from DER, 95' right of centerline, up to 100' AGL/1034' MSL.

DETROIT, MI**COLEMAN A YOUNG MUNI (DET)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 7C 20FEB25 (25051) (FAA)****DEPARTURE PROCEDURE:****Rwy 33**, climb on heading 328° to 1800 before turning left.**TAKEOFF OBSTACLE NOTES:**

Rwy 15, building 449' from DER, 317' left of centerline, 16' AGL/637' MSL.
 Building, trees beginning 662' from DER, 220' left of centerline, up to 77' AGL/695' MSL.
 Building 803' from DER, 521' right of centerline, 656' MSL.
 Tree 1058' from DER, 367' right of centerline, 659' MSL.
 Tree 1527' from DER, 445' right of centerline, 669' MSL.
 Tree 1990' from DER, 492' right of centerline, 679' MSL.
 Pole 3401' from DER, 1110' right of centerline, 106' AGL/722' MSL.
Rwy 33, tree 113' from DER, 414' left of centerline, 666' MSL.
 Tree 233' from DER, 512' left of centerline, 677' MSL.
 Tree, pole beginning 449' from DER, 118' left of centerline, up to 681' MSL.
 Tree 743' from DER, 505' right of centerline, 661' MSL.
 Trees beginning 1707' from DER, 366' left of centerline, up to 694' MSL.
 Trees beginning 1753' from DER, 83' right of centerline, up to 709' MSL.

DETROIT METRO WAYNE COUNTY (DTW)**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1A 24MAY18 (21112) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 3R, terrain 14' from DER, 332' left of centerline, 633' MSL.
 Vehicle on road 358' from DER, 522' right of centerline, 651' MSL.
 Vehicle on road, wall, fence beginning 361' from DER, 387' right of centerline, up to 652' MSL.
 Vehicle on roads beginning 421' from DER, 394' left of centerline, up to 653' MSL.
Rwy 4L, terrain 179' from DER, 78' left of centerline, 647' MSL.
 Vehicle on roads beginning 302' from DER, 514' right of centerline, up to 655' MSL.
 Vehicle on roads beginning 403' from DER, 546' left of centerline, up to 656' MSL.
 Tree 996' from DER, 743' right of centerline, 29' AGL/668' MSL.
 Tree, pole beginning 1183' from DER, 765' left of centerline, up to 43' AGL/682' MSL.
 Tree 1345' from DER, 787' right of centerline, 42' AGL/682' MSL.
 Transmission line 1515' from DER, 826' left of centerline, 47' AGL/685' MSL.
 Transmission line 1599' from DER, 876' left of centerline, 52' AGL/690' MSL.
 Tree 1971' from DER, 852' left of centerline, 56' AGL/694' MSL.
 Tower, antenna beginning 2694' from DER, 757' right of centerline, up to 78' AGL/716' MSL.
 Tower, antenna beginning 2858' from DER, 852' right of centerline, up to 79' AGL/717' MSL.

CON'T

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**DETROIT, MI (CON'T)****DETROIT METRO WAYNE COUNTY (DTW) (CON'T)**

Rwy 4R, lighting, NAVAID beginning 9' from DER, 10' right of centerline, up to 3' AGL/638' MSL.

Vehicle on roads beginning 941' from DER, 618' left of centerline, up to 664' MSL.

Building beginning 3347' from DER, 1302' left of centerline, up to 98' AGL/736' MSL.

Rwy 9L, vehicle on roads beginning 292' from DER, 342' left of centerline, up to 652' MSL.

Vehicle on roads beginning 601' from DER, 354' right of centerline, up to 652' MSL.

Tree 1699' from DER, 882' right of centerline, 59' AGL/687' MSL.

Tree 1804' from DER, 913' right of centerline, 63' AGL/690' MSL.

Trees beginning 2043' from DER, 936' right of centerline, up to 73' AGL/699' MSL.

Trees beginning 2242' from DER, 970' right of centerline, up to 74' AGL/701' MSL.

Trees beginning 2424' from DER, 937' left of centerline, up to 77' AGL/704' MSL.

Tree 2461' from DER, 1056' right of centerline, 77' AGL/705' MSL.

Tree 2519' from DER, 1168' right of centerline, 84' AGL/710' MSL.

Tree 2632' from DER, 1163' left of centerline, 81' AGL/708' MSL.

Tree 2788' from DER, 1050' left of centerline, 85' AGL/711' MSL.

Tree 2891' from DER, 1065' left of centerline, 90' AGL/716' MSL.

Rwy 9R, sign 60' from DER, 288' left of centerline, 5' AGL/631' MSL.

Tree 538' from DER, 618' right of centerline, 19' AGL/645' MSL.

Tree 1836' from DER, 940' right of centerline, 71' AGL/695' MSL.

Rwy 21L, vehicle on road 586' from DER, 617' right of centerline, 648' MSL.

Tree 1121' from DER, 738' left of centerline, 39' AGL/674' MSL.

Tree 1763' from DER, 906' right of centerline, 59' AGL/687' MSL.

Tree 2160' from DER, 982' left of centerline, 68' AGL/693' MSL.

Tree 2256' from DER, 1040' left of centerline, 67' AGL/696' MSL.

Tree 2408' from DER, 1050' left of centerline, 76' AGL/707' MSL.

Tree 2548' from DER, 1077' left of centerline, 84' AGL/715' MSL.

Trees beginning 2619' from DER, 867' left of centerline, up to 90' AGL/723' MSL.

Trees beginning 2726' from DER, 1172' right of centerline, up to 83' AGL/714' MSL.

Tree 2809' from DER, 1245' right of centerline, 85' AGL/716' MSL.

Tree 2907' from DER, 1174' right of centerline, 86' AGL/718' MSL.

Trees beginning 2933' from DER, 1133' right of centerline, up to 95' AGL/728' MSL.

Tree 3275' from DER, 1222' left of centerline, 99' AGL/727' MSL.

Trees beginning 3412' from DER, 1161' left of centerline, up to 107' AGL/735' MSL.

Trees beginning 3687' from DER, 1169' right of centerline, up to 100' AGL/733' MSL.

Tree 3921' from DER, 1229' right of centerline, 103' AGL/734' MSL.

Trees beginning 3926' from DER, 1351' right of centerline, up to 109' AGL/739' MSL.

Rwy 21R, pole 322' from DER, 570' right of centerline, 28' AGL/655' MSL.

Pole, fence, sign, vehicle on roads beginning 450' from DER, 570' right of centerline, up to 29' AGL/657' MSL.

Pole beginning 533' from DER, 571' right of centerline, up to 29' AGL/658' MSL.

Building 1092' from DER, 773' right of centerline, 58' AGL/670' MSL.

Building 1237' from DER, 773' right of centerline, 58' AGL/671' MSL.

Building beginning 1311' from DER, 829' right of centerline, up to 71' AGL/677' MSL.

Rwy 22L, lighting 10' from DER, 5' left of centerline, 1' AGL/638' MSL.

NAVAID 79' from DER, 412' left of centerline, 4' AGL/640' MSL.

Tree 3681' from DER, 1384' left of centerline, 103' AGL/738' MSL.

Rwy 22R, terrain 19' from DER, 438' left of centerline, 649' MSL.

Terrain 150' from DER, 86' left of centerline, 650' MSL.

Tree 1102' from DER, 734' right of centerline, 37' AGL/681' MSL.

Tree 1859' from DER, 854' right of centerline, 60' AGL/702' MSL.

Tree 1979' from DER, 942' right of centerline, 66' AGL/706' MSL.

Tree 2386' from DER, 892' left of centerline, 75' AGL/715' MSL.

Tree 3343' from DER, 1361' left of centerline, 97' AGL/735' MSL.

Tree 3727' from DER, 1351' left of centerline, 103' AGL/741' MSL.

Rwy 27L, vehicle on road 491' from DER, 600' left of centerline, 650' MSL.

Pole 1011' from DER, 698' left of centerline, 27' AGL/662' MSL.

Rwy 27R, NAVAID 11' from DER, 55' right of centerline, 2' AGL/639' MSL.

NAVAID 11' from DER, 54' left of centerline, 2' AGL/639' MSL.

Pole 14' from DER, 441' left of centerline, 19' AGL/656' MSL.

Tower 4460' from DER, 462' left of centerline, 106' AGL/756' MSL.

WILLOW RUN (YIP)**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 11 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, 300-1% or std. w/min. climb or 209' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway

TAKEOFF OBSTACLE NOTES:

Rwy 5, electrical systems, beginning 5' from DER, 56' right of centerline, up to 3' AGL/703' MSL.

Electrical system 5' from DER, 56' left of centerline, 3' AGL/703' MSL.

Transmission line 1070' from DER, 593' left of centerline, 34' AGL/731' MSL.

Transmission line 1180' from DER, 492' left of centerline, 36' AGL/732' MSL.

Trees 1406' from DER, 799' left of centerline, 42' AGL/741' MSL.

Trees 1593' from DER, 900' left of centerline, 764' MSL.

Trees beginning 2193' from DER, 1037' right of centerline, up to 69' AGL/762' MSL.

CON'T



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**DETROIT, MI (CON'T)****WILLOW RUN (YIP) (CON'T)**

Rwy 5 (CON'T), tree 2344' from DER, 1076' left of centerline, 68' AGL/769' MSL.

Rwy 23, electrical system, sign beginning 4' from DER, 69' left of centerline, up to 3' AGL/716' MSL.

Electrical system 5' from DER, 89' right of centerline, 2' AGL/716' MSL.

Sign 33' from DER, 501' right of centerline, 3' AGL/717' MSL.

Tree 813' from DER, 702' left of centerline, 28' AGL/739' MSL.

Electrical system 835' from DER, 3' right of centerline, 24' AGL/738' MSL.

Pole 866' from DER, 710' left of centerline, 38' AGL/750' MSL.

Tree 1360' from DER, 763' right of centerline, 54' AGL/751' MSL.

Tree 1406' from DER, 817' right of centerline, 49' AGL/761' MSL.

Tree 1760' from DER, 883' left of centerline, 56' AGL/761' MSL.

Trees beginning 1785' from DER, 975' left of centerline, up to 70' AGL/774' MSL.

Tree 2137' from DER, 916' left of centerline, 75' AGL/775' MSL.

Trees beginning 2378' from DER, 924' left of centerline, up to 75' AGL/784' MSL.

Trees beginning 2422' from DER, 607' left of centerline, up to 82' AGL/790' MSL.

Rwy 27, terrain 468' from DER, 545' left of centerline, 729' MSL.

Tree 706' from DER, 624' right of centerline, 16' AGL/734' MSL.

Trees beginning 713' from DER, 491' right of centerline, up to 21' AGL/739' MSL.

Pole 1221' from DER, 424' left of centerline, 43' AGL/760' MSL.

Pole beginning 1534' from DER, 412' right of centerline, up to 53' AGL/770' MSL.

Pole 1558' from DER, 418' left of centerline, 54' AGL/772' MSL.

Tree 2869' from DER, 984' right of centerline, 75' AGL/794' MSL.

Trees beginning 2910' from DER, 1006' right of centerline, up to 76' AGL/795' MSL.

Transmission line 3709' from DER, 390' right of centerline, 90' AGL/812' MSL.

Transmission lines, catenaries beginning 3961' from DER, 776' left of centerline, up to 101' AGL/825' MSL.

Trees beginning 4001' from DER, 371' right of centerline, up to 832' MSL.

Transmission line, trees beginning 4076' from DER, 119' left of centerline, up to 104' AGL/830' MSL.

Tree 4397' from DER, 302' right of centerline, 834' MSL.

Tree 4449' from DER, 523' right of centerline, 835' MSL.

Tree 4486' from DER, 459' right of centerline, 846' MSL.

Tower 1.1 NM from DER, 469' left of centerline, 165' AGL/903' MSL.

DETROIT/GROSSE ILE, MI**GROSSE ILE MUNI (ONZ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 800 - 1½ or std. w/ min. climb of 500' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 037° to 1200 before turning left.

Rwy 35, climb heading 006° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 12' from DER, 390' left of centerline, 615' MSL.

Tree, vegetation beginning 94' from DER, 192' right of centerline, up to 620' MSL.

Tree 106' from DER, 497' left of centerline, 629' MSL.

Tree, transmission line, pole beginning 137' from DER, 350' right of centerline, up to 655' MSL.

Tree 191' from DER, 422' left of centerline, 642' MSL.

Trees beginning 256' from DER, 376' left of centerline, up to 653' MSL.

Tree, building beginning 410' from DER, 164' left of centerline, up to 672' MSL.

Trees beginning 720' from DER, 279' right of centerline, up to 660' MSL.

Trees beginning 903' from DER, 20' right of centerline, up to 661' MSL.

Trees beginning 974' from DER, 148' left of centerline, up to 673' MSL.

Trees beginning 1189' from DER, 55' right of centerline, up to 667' MSL.

Trees beginning 1490' from DER, 38' right of centerline, up to 676' MSL.

Trees beginning 1492' from DER, 37' left of centerline, up to 679' MSL.

Trees beginning 2083' from DER, 155' left of centerline, up to 697' MSL.

Trees beginning 2088' from DER, 179' right of centerline, up to 685' MSL.

Tree 3459' from DER, 210' right of centerline, 687' MSL.

Trees beginning 3492' from DER, 255' left of centerline, up to 698' MSL.

Trees beginning 4123' from DER, 611' left of centerline, up to 700' MSL.

Tree 4453' from DER, 411' left of centerline, 702' MSL.

Tree 4610' from DER, 877' left of centerline, 713' MSL.

Rwy 17, tree 44' from DER, 378' right of centerline, 621' MSL.

Tree, fence beginning 64' from DER, 218' right of centerline, up to 622' MSL.

Tree 148' from DER, 485' left of centerline, 583' MSL.

Tree 164' from DER, 540' left of centerline, 595' MSL.

Trees beginning 275' from DER, 395' right of centerline, up to 643' MSL.

Tree 2311' from DER, 991' left of centerline, 651' MSL.

Tree 2497' from DER, 1103' left of centerline, 671' MSL.

Trees beginning 2515' from DER, 740' left of centerline, up to 672' MSL.

Rwy 22, trees beginning 14' from DER, 350' left of centerline, up to 583' MSL.

Tree, fence beginning 369' from DER, 517' right of centerline, up to 607' MSL.

Trees beginning 516' from DER, 385' right of centerline, up to 621' MSL.

CON'T



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DETROIT/GROSSE ILE, MI (CON'T)

GROSSE ILE MUNI (ONZ) (CON'T)

Rwy 22 (CON'T), tree 548' from DER, 485' right of centerline, 622' MSL.
 Tree 765' from DER, 407' right of centerline, 643' MSL.
 Trees beginning 787' from DER, 180' right of centerline, up to 653' MSL.
 Trees beginning 903' from DER, 563' right of centerline, up to 662' MSL.
 Trees beginning 1083' from DER, 413' right of centerline, up to 665' MSL.
 Tree 1382' from DER, 614' right of centerline, 667' MSL.
 Trees beginning 1545' from DER, 624' right of centerline, up to 683' MSL.
 Trees beginning 1907' from DER, 763' right of centerline, up to 691' MSL.
Rwy 35, terrain 1' from DER, 101' right of centerline, 583' MSL.
 Tree, building, fence beginning 26' from DER, 165' left of centerline, up to 663' MSL.
 Terrain 158' from DER, 227' right of centerline, 586' MSL.
 Building 450' from DER, 515' right of centerline, 9' AGL/595' MSL.
 Tree 519' from DER, 591' right of centerline, 612' MSL.
 Tree, road, building beginning 663' from DER, 144' right of centerline, up to 615' MSL.
 Tree, building beginning 684' from DER, 224' left of centerline, up to 668' MSL.
 Tree, pole, transmission line, building beginning 823' from DER, 15' left of centerline, up to 675' MSL.
 Transmission line, pole beginning 934' from DER, 508' right of centerline, up to 38' AGL/627' MSL.
 Pole, transmission line beginning 1004' from DER, 379' right of centerline, up to 628' MSL.
 Tree, transmission line, pole beginning 1073' from DER, 135' right of centerline, up to 635' MSL.
 Tree, pole, transmission line beginning 1083' from DER, 14' right of centerline, up to 636' MSL.
 Trees beginning 1149' from DER, 127' right of centerline, up to 641' MSL.
 Trees beginning 1215' from DER, 35' right of centerline, up to 658' MSL.
 Trees beginning 1362' from DER, 236' right of centerline, up to 663' MSL.
 Trees beginning 2148' from DER, 62' right of centerline, up to 668' MSL.
 Trees beginning 3337' from DER, 467' right of centerline, up to 678' MSL.

DOWAGIAC, MI

DOWAGIAC MUNI (C91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building, 258' from DER, 549' right of centerline, 26' AGL/778' MSL.
 Multiple poles beginning 372' from DER, 432' right of centerline, up to 42' AGL/795' MSL.
 Antenna, 459' from DER, 367' right of centerline, 35' AGL/787' MSL.
 Antenna, 615' from DER, 341' right of centerline, 35' AGL/775' MSL.
 Multiple poles beginning 654' from DER, 341' left of centerline, up to 48' AGL/779' MSL.
 Trees beginning 667' from DER, 21' left of centerline, up to 77' AGL/839' MSL.
 Trees beginning 864' from DER, 7' right of centerline, up to 121' AGL/879' MSL.
Rwy 27, trees beginning 21' from DER, 33' right of centerline, up to 93' AGL/828' MSL.
 Trees beginning 154' from DER, 112' left of centerline, up to 111' AGL/837' MSL.

DRUMMOND ISLAND, MI

DRUMMOND ISLAND (DRM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwys 1,19, NA - environmental.

Rwy 8, 300-1 or std. w/min. climb of 449' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence beginning 72' from DER, left and right of centerline, up to 5' AGL/664' MSL.
 Vehicle on road beginning 199' from DER, left and right of centerline, up to 15' AGL/675' MSL.
 Buildings beginning 11' from DER, left and right of centerline, up to 20' AGL/679' MSL.
 Poles 123' from DER, 182' left of centerline, up to 30' AGL/689' MSL.
 Trees beginning 91' from DER, left and right of centerline, up to 100' AGL/860' MSL.
Rwy 26, trees beginning 42' from DER, left and right of centerline, up to 100' AGL/809' MSL.
 Buildings beginning 102' from DER, 87' left of centerline, up to 20' AGL/669' MSL.

EAST TAWAS, MI

IOSCO COUNTY (6D9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUL13 (13206) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning at DER, 400' left and right of centerline, up to 100' AGL/704' MSL.
 Vehicles on roadway 17' from DER, 306' left of centerline, up to 15' AGL/619' MSL.
 Train 113' from DER, 510' right of centerline, up to 23' AGL/627' MSL.
Rwy 26, trees beginning at DER, 100' left and right of centerline, up to 100' AGL/714' MSL.



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**ESCANABA, MI****DELTA COUNTY (ESC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 400-2¼ or std. w/min. climb of 220' per NM to 1100, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicle on road beginning 40' from DER, 40' right of centerline, up to 621' MSL.
Tower 1.8 NM from DER, 2363' left of centerline, 293' AGL/915' MSL.

Rwy 10, vehicle on road beginning 1' from DER, 272' right of centerline, up to 607' MSL.

Trees beginning 1760' from DER, 417' right of centerline, up to 642' MSL.

Tree 1859' from DER, 561' right of centerline, 654' MSL.

Trees beginning 1869' from DER, 54' right of centerline, up to 656' MSL.

Tree 2024' from DER, 444' left of centerline, 646' MSL.

Rwy 19, fence beginning 131' from DER, 402' right of centerline, up to 9' AGL/599' MSL.

Pole 247' from DER, 562' right of centerline, 28' AGL/618' MSL.

Tree 321' from DER, 350' left of centerline, 606' MSL.

Trees beginning 367' from DER, 524' right of centerline, up to 646' MSL.

Tree 374' from DER, 454' left of centerline, 643' MSL.

Trees beginning 447' from DER, 383' left of centerline, up to 650' MSL.

Trees beginning 463' from DER, 383' left of centerline, up to 660' MSL.

Trees beginning 543' from DER, 500' right of centerline, up to 652' MSL.

Trees beginning 640' from DER, 19' left of centerline, up to 664' MSL.

Trees beginning 671' from DER, 19' right of centerline, up to 673' MSL.

FLINT, MI**BISHOP INTL (FNT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 21FEB02 (02052) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 1200' from DER, 500' right of centerline, 65' AGL/863' MSL.

FRANKFORT, MI**FRANKFORT DOW MEML FLD (FKS)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 10MAR11 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 400-2¼ or std. w/min. climb of 300' per NM to 1100.

Rwy 33, 500-2¼ or 300-1 w/ min. climb of 600' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 143° to 1500 before turning left.

Rwy 33, climb heading 323° to 1200 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on roadway, beginning 13' from DER, right and left of centerline, up to 15' AGL/654' MSL.

Trees beginning 33' from DER, 507' right of centerline, 100' AGL/706' MSL.

Trees beginning 345' from DER, 293' left of centerline, 100' AGL/756' MSL.

Trees beginning 1.2 NM from DER, 1030' left of centerline, 100' AGL/969' MSL.

Tree 1.9 NM from DER, 903' right of centerline, 100' AGL/936' MSL.

Tree 2.2 NM from DER, 15' left of centerline, 100' AGL/953' MSL.

Rwy 33, vehicles on roadway, beginning 6' from DER, right and left of centerline, up to 15' AGL/687' MSL.

Trees beginning 316' from DER, 323' right of centerline, 100' AGL/805' MSL.

Trees beginning 470' from DER, 256' left of centerline, 100' AGL/838' MSL.

Trees beginning 2759' from DER, 1219' right of centerline, 100' AGL/1035' MSL.

Tree 1.3 NM from DER, 379' left of centerline, 100' AGL/1002' MSL.

FREMONT, MI**FREMONT MUNI (FFX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, lighting 40' from DER, 90' right of centerline, 4' AGL/772' MSL.

Lighting 40' from DER, 89' left of centerline, 4' AGL/772' MSL.

Terrain 78' from DER, 483' left of centerline, 774' MSL.

Transmission line 1154' from DER, 727' left of centerline, 49' AGL/817' MSL.

Tree, catenary, pole, transmission line beginning 1157' from DER, 41' right of centerline, up to 843' MSL.

Tree 1247' from DER, 659' left of centerline, 830' MSL.

Trees beginning 1358' from DER, 493' left of centerline, up to 842' MSL.

Tree 2047' from DER, 970' left of centerline, 843' MSL.

Tree 2632' from DER, 412' right of centerline, 844' MSL.

CON'T

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FREMONT, MI (CON'T)**FREMONT MUNI (FFX) (CON'T)**

Rwy 10, lighting 6' from DER, 19' right of centerline, 2' AGL/771' MSL.
 Lighting 7' from DER, 19' left of centerline, 2' AGL/771' MSL.
 Trees beginning 910' from DER, 399' right of centerline, up to 839' MSL.
 Tree 1458' from DER, 485' right of centerline, 841' MSL.
 Pole 1486' from DER, 380' right of centerline, 48' AGL/812' MSL.
 Trees beginning 2254' from DER, 16' left of centerline, up to 855' MSL.
 Tree 2850' from DER, 326' right of centerline, 863' MSL.
 Tree 3040' from DER, 225' right of centerline, 867' MSL.
Rwy 19, lighting 39' from DER, 124' right of centerline, 4' AGL/755' MSL.
 Lighting 40' from DER, 125' left of centerline, 4' AGL/755' MSL.
 Transmission line 1139' from DER, 616' right of centerline, 30' AGL/784' MSL.
 Trees beginning 1759' from DER, 878' left of centerline, up to 810' MSL.
 Tree 2038' from DER, 318' right of centerline, 806' MSL.
 Trees beginning 2107' from DER, 239' right of centerline, up to 813' MSL.
 Trees beginning 2175' from DER, 395' right of centerline, up to 814' MSL.
 Trees beginning 2184' from DER, 464' right of centerline, up to 822' MSL.
 Trees beginning 2399' from DER, 1131' left of centerline, up to 824' MSL.
Rwy 28, tree 742' from DER, 657' left of centerline, 829' MSL.
 Trees beginning 951' from DER, 652' left of centerline, up to 838' MSL.
 Tree 1798' from DER, 498' right of centerline, 863' MSL.

GAYLORD, MI**GAYLORD RGNL (GLR)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 26DEC24 (24361) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 9, light poles 39' from DER, 115' right of centerline, 2' AGL/1331' MSL.
 Light poles 39' from DER, 113' left of centerline, 2' AGL/1331' MSL.
 NAVAID 166' from DER, 259' left of centerline, 5' AGL/1334' MSL.
 Trees beginning 855' from DER, 357' left of centerline, up to 1371' MSL.
 Trees beginning 917' from DER, 390' right of centerline, up to 1371' MSL.
 Trees, pole, transmission line beginning 918' from DER, 499' left of centerline, up to 1376' MSL.
 Trees beginning 930' from DER, 494' right of centerline, up to 1372' MSL.
 Trees, sign, pole, transmission line beginning 1106' from DER, 419' left of centerline, up to 1407' MSL.
 Tree 1698' from DER, 496' right of centerline, 1376' MSL.
 Trees beginning 1961' from DER, 317' right of centerline, up to 1389' MSL.
Rwy 18, tree, vehicles beginning 168' from DER, 127' left of centerline, up to 1334' MSL.
 Tree 174' from DER, 542' right of centerline, 1327' MSL.
 Vehicles 430' from DER, 464' right of centerline, 1329' MSL.
 Vehicles beginning 430' from DER, 93' right of centerline, up to 1331' MSL.
 Trees beginning 544' from DER, 84' right of centerline, up to 1365' MSL.
 Trees, pole beginning 569' from DER, 176' left of centerline, up to 1366' MSL.
 Trees, pole, building beginning 637' from DER, 216' right of centerline, up to 1376' MSL.
 Trees, transmission line beginning 1117' from DER, 241' right of centerline, up to 1377' MSL.
 Tree 1165' from DER, 706' left of centerline, 1381' MSL.
 Trees beginning 1184' from DER, 522' left of centerline, up to 1387' MSL.
 Trees beginning 1720' from DER, 545' left of centerline, up to 1391' MSL.
 Trees beginning 1799' from DER, 49' left of centerline, up to 1395' MSL.
 Trees beginning 2020' from DER, 496' right of centerline, up to 1391' MSL.
 Trees beginning 2546' from DER, 92' right of centerline, up to 87' AGL/1392' MSL.
Rwy 27, tree 595' from DER, 622' left of centerline, 1357' MSL.
 Trees beginning 690' from DER, 630' right of centerline, up to 1369' MSL.
 Tree 788' from DER, 680' left of centerline, 1362' MSL.
 Trees beginning 1142' from DER, 707' left of centerline, up to 1373' MSL.
 Trees beginning 1345' from DER, 232' right of centerline, up to 1378' MSL.
 Trees beginning 2386' from DER, 332' right of centerline, up to 1383' MSL.
 Tree 2469' from DER, 339' right of centerline, 1387' MSL.
 Trees beginning 2862' from DER, 233' left of centerline, up to 1396' MSL.
 Tree 2972' from DER, 1230' left of centerline, 1400' MSL.
 Tree 3074' from DER, 1160' left of centerline, 1404' MSL.
 Tree 3083' from DER, 346' right of centerline, 1402' MSL.
 Tree 3112' from DER, 1274' left of centerline, 1405' MSL.
 Tree 3206' from DER, 1141' left of centerline, 1406' MSL.
 Tree 5366' from DER, 246' right of centerline, 1456' MSL.
 Trees beginning 5381' from DER, 299' right of centerline, up to 1457' MSL.
Rwy 36, vehicles/farm equipment 50' from DER, 177' left of centerline, 1333' MSL.
 Vegetation 79' from DER, 214' left of centerline, 1339' MSL.
 Tree, vehicles/farm equipment beginning 84' from DER, 160' left of centerline, up to 1360' MSL.
 Vehicles/farm equipment beginning 100' from DER, 31' right of centerline, up to 1334' MSL.
 Tree 210' from DER, 492' left of centerline, 1361' MSL.
 Trees beginning 420' from DER, 191' left of centerline, up to 1386' MSL.
 Tree 627' from DER, 586' right of centerline, 1374' MSL.

CON'T

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GAYLORD, MI (CON'T)**GAYLORD RGNL (GLR) (CON'T)**

Rwy 36 (CON'T), tree 753' from DER, 547' right of centerline, 1393' MSL.
 Trees beginning 794' from DER, 515' right of centerline, up to 79' AGL/1400' MSL.
 Trees beginning 1145' from DER, 149' left of centerline, up to 1395' MSL.
 Trees beginning 1370' from DER, 481' right of centerline, up to 1401' MSL.
 Trees beginning 1668' from DER, 659' left of centerline, up to 1396' MSL.
 Tree 1714' from DER, 887' right of centerline, 1405' MSL.
 Trees beginning 1735' from DER, 499' left of centerline, up to 1397' MSL.
 Trees beginning 1740' from DER, 428' right of centerline, up to 1407' MSL.
 Trees beginning 1828' from DER, 340' left of centerline, up to 1398' MSL.
 Trees beginning 1935' from DER, 37' right of centerline, up to 1410' MSL.
 Trees beginning 1958' from DER, 27' left of centerline, up to 1404' MSL.
 Trees beginning 2491' from DER, 208' left of centerline, up to 87' AGL/1407' MSL.

GLADWIN, MI**CHARLES ZETTEL MEML (GDW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 20OCT11 (21252) (FAA)

TAKEOFF MINIMUMS:**Rwy 27**, 400-2 or std. w/min. climb of 341' per NM to 1300.**Rwys 15, 33**, NA - Environmental.**DEPARTURE PROCEDURE:****Rwy 27**, climb heading 272° to 1500 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, trees beginning 42' from DER left and right of centerline, up to 82' AGL/850' MSL.**Rwy 27**, vehicle on road 108' from DER, across centerline, 15' AGL/789' MSL.

Trees beginning 736' from DER, left and right of centerline, up to 111' AGL/991' MSL.

Tank 5787' from DER, 1118' right of centerline, 170' AGL/996' MSL.

Tower 1.5 NM from DER, 1250' right of centerline, 187' AGL/1080' MSL.

Tower 1.6 NM from DER, 1390' right of centerline, 199' AGL/1118' MSL.

GRAND HAVEN, MI**GRAND HAVEN MEML AIRPARK (3GM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 09FEB12 (21280) (FAA)

TAKEOFF MINIMUMS:**Rwy 27**, 300-1¼ or std. w/min. climb of 231' per NM to 900.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, trees beginning 23' from DER, left and right of centerline, up to 96' AGL/705' MSL.

Terrain beginning 47' from DER, 322' left of centerline, up to 594' MSL.

Wire 22' from DER, 1064' left of centerline, 22' AGL/620' MSL.

Rwy 18, tree 204' from DER, 553' right of centerline, 69' AGL/678' MSL.**Rwy 27**, building 7' from DER, 472' left of centerline, 18' AGL/619' MSL.

Trees beginning 25' from DER, 604' right and left of centerline, up to 112' AGL/746' MSL.

Rwy 36, stack 2732' from DER, 430' left of centerline, 128' AGL/735' MSL.**GRAND LEDGE, MI****ABRAMS MUNI (4D0)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:**Rwys 18, 36**, NA, - ATC.**Rwy 27**, 300-1 or std. w/min. climb of 306' per NM to 1100.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, trees beginning 75' from DER, left and right of centerline, up to 114' AGL/954' MSL.

Terrain beginning 82' from DER, 242' right of centerline, up to 852' MSL.

Pole 1433' from DER, 61' left of centerline, 45' AGL/877' MSL.

Navards beginning 30' from DER, left and right of centerline, up to 2' AGL/841' MSL.

Rwy 27, vehicle on road 59' from DER, 359' right of centerline, 15' AGL/846' MSL.

Fence 70' from DER, 405' left of centerline, 4' AGL/836' MSL.

Navaid 587' from DER, 490' left of centerline, 15' AGL/852' MSL.

Buildings beginning 740' from DER, 326' right of centerline, up to 34' AGL/878' MSL.

Buildings beginning 771' from DER, 555' left of centerline, up to 21' AGL/859' MSL.

Flagpole 819' from DER, 601' right of centerline, 25' AGL/869' MSL.

Trees beginning 827' from DER, left and right of centerline, up to 88' AGL/932' MSL.

Power poles beginning 868' from DER, left and right of centerline, up to 24' AGL/871' MSL.

Tank 4595' from DER, 478' left of centerline, 169' AGL/1004' MSL.

Vertical structure, 4597' from DER, 470' left of centerline, 171' AGL/1006' MSL.

Elevator 4646' from DER, 555' left of centerline, 162' AGL/997' MSL.



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GRAND RAPIDS, MI

GERALD R FORD INTL (GRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02JUL09 (09183) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8L, vehicle on road 20' from DER, 156' left of centerline, 15' AGL/794' MSL.

Trees beginning 1419' from DER, 740' left of centerline, up to 100' AGL/859' MSL.

Rwy 17, trees beginning 1382' from DER, 134' left of centerline, up to 100' AGL/929' MSL.

Trees beginning 1389' from DER, 819' right of centerline, up to 100' AGL/899' MSL.

Rwy 26R, terrain beginning 102' from DER, 381' right of centerline, up to 808' MSL.

Rwy 35, vehicle on road 742' from DER, 675' left of centerline, up to 15' AGL/804' MSL.

Trees beginning 2002' from DER, 715' left of centerline, up to 100' AGL/869' MSL.

Trees beginning 1339' from DER, 7' right of centerline, up to 100' AGL/879' MSL.

GRAYLING, MI

GRAYLING AAF (GOV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 1192' from DER, 275' right of centerline, 56' AGL/1215' MSL.

Tree 1684' from DER, 600' left of centerline, 56' AGL/1225' MSL.

Rwy 14, tree 435' from DER, 402' right of centerline, 57' AGL/1216' MSL.

Antenna 3937' from DER, 1179' right of centerline, 136' AGL/1279' MSL.

Rwy 23, trees beginning 1438' from DER, 29' right of centerline, up to 100' AGL/1269' MSL.

Rwy 32, trees beginning 1611' from DER, 50' left of centerline, up to 66' AGL/1216' MSL.

GREENVILLE, MI

GREENVILLE MUNI (6D6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees 5' from DER, 389' right of centerline, 845' MSL.

Trees beginning 42' from DER, 141' right of centerline, up to 858' MSL.

Trees beginning 128' from DER, 423' left of centerline, up to 870' MSL.

Trees 359' from DER, 588' left of centerline, 895' MSL.

Trees, transmission line and poles beginning 474' from DER, 25' left of centerline, up to 911' MSL.

Trees beginning 760' from DER, 242' right of centerline, up to 907' MSL.

Trees, transmission line and poles beginning 1946' from DER, 5' right of centerline, up to 923' MSL.

Trees beginning 2688' from DER, 93' left of centerline, up to 925' MSL.

Rwy 28, building 34' from DER, 309' right of centerline, 22' AGL/872' MSL.

Trees beginning 87' from DER, 254' left of centerline, up to 897' MSL.

Tree 282' from DER, 534' left of centerline, 907' MSL.

Tree 326' from DER, 507' right of centerline, 879' MSL.

Trees beginning 460' from DER, 392' left of centerline, up to 929' MSL.

Tree 563' from DER, 535' right of centerline, 905' MSL.

Trees beginning 616' from DER, 474' right of centerline, up to 906' MSL.

Trees beginning 621' from DER, 459' left of centerline, up to 937' MSL.

Trees beginning 730' from DER, 456' right of centerline, up to 909' MSL.

Trees beginning 789' from DER, 411' left of centerline, up to 948' MSL.

Tree 995' from DER, 464' right of centerline, 910' MSL.

Trees beginning 1033' from DER, 462' right of centerline, up to 922' MSL.

Trees beginning 1112' from DER, 6' left of centerline, up to 952' MSL.

Trees beginning 1273' from DER, 558' right of centerline, up to 929' MSL.

Trees beginning 1399' from DER, 435' right of centerline, up to 931' MSL.

Tree 1532' from DER, 460' right of centerline, 932' MSL.

Trees beginning 1555' from DER, 400' right of centerline, up to 939' MSL.

Trees beginning 1706' from DER, 26' right of centerline, up to 942' MSL.

Tree 3416' from DER, 249' left of centerline, 954' MSL.

Trees beginning 3552' from DER, 176' left of centerline, up to 958' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



26190





26190

**HANCOCK, MI****HOUGHTON COUNTY MEML (CMX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3B 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 400-2¼ or std w/min climb of 215'/NM to 1600 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER.

Rwy 32, 300-1½ or std w/min climb of 245'/NM to 1400 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 7, utility building 35' from DER, 126' right of centerline, 8' AGL/1077' MSL.

Utility building 35' from DER, 123' left of centerline, 7' AGL/1078' MSL.

Tree 407' from DER, 490' left of centerline, 1091' MSL.

Tree 580' from DER, 507' left of centerline, 1096' MSL.

Trees beginning 678' from DER, 631' left of centerline, up to 1098' MSL.

Tree 998' from DER, 516' left of centerline, 1108' MSL.

Tree 1064' from DER, 753' right of centerline, 1125' MSL.

Trees beginning 1131' from DER, 448' right of centerline, up to 1126' MSL.

Tree 1250' from DER, 699' right of centerline, 1129' MSL.

Trees beginning 1345' from DER, 494' right of centerline, up to 1142' MSL.

Tree 1630' from DER, 236' left of centerline, 1120' MSL.

Tree 1840' from DER, 917' left of centerline, 1137' MSL.

Trees beginning 1929' from DER, 865' left of centerline, up to 1139' MSL.

Tree 2084' from DER, 913' left of centerline, 1141' MSL.

Trees beginning 2178' from DER, 682' left of centerline, up to 1145' MSL.

Rwy 14, lighting 9' from DER, 54' left of centerline, 2' AGL/1062' MSL.

Lighting 9' from DER, 55' right of centerline, 2' AGL/1062' MSL.

Rwy 25, utility building 39' from DER, 124' left of centerline, 3' AGL/1062' MSL.

Utility building 39' from DER, 124' right of centerline, 3' AGL/1063' MSL.

Shrub 41' from DER, 285' right of centerline, 1070' MSL.

Shrubs, terrain beginning 105' from DER, 354' right of centerline, up to 1071' MSL.

Vehicles on road beginning 376' from DER, 441' right of centerline, up to 1081' MSL.

Trees beginning 381' from DER, 80' left of centerline, up to 1112' MSL.

Trees beginning 981' from DER, 430' right of centerline, up to 1089' MSL.

Trees beginning 1180' from DER, 23' right of centerline, up to 1114' MSL.

Tree 1764' from DER, 405' right of centerline, 1118' MSL.

Trees beginning 1985' from DER, 90' right of centerline, up to 1121' MSL.

Tree 2086' from DER, 636' left of centerline, 1113' MSL.

Tree 2147' from DER, 769' right of centerline, 1125' MSL.

Trees beginning 2149' from DER, 900' right of centerline, up to 1127' MSL.

Trees beginning 2192' from DER, 248' left of centerline, up to 1116' MSL.

Tree 2240' from DER, 207' left of centerline, 1117' MSL.

Trees beginning 2261' from DER, 136' left of centerline, up to 1119' MSL.

Tree 2279' from DER, 210' left of centerline, 1126' MSL.

Trees beginning 2302' from DER, 36' left of centerline, up to 1129' MSL.

Trees beginning 2328' from DER, 30' right of centerline, up to 1142' MSL.

Trees beginning 2497' from DER, 58' left of centerline, up to 1137' MSL.

Trees beginning 2533' from DER, 211' left of centerline, up to 1143' MSL.

Trees beginning 2603' from DER, 129' left of centerline, up to 1145' MSL.

Tree 2870' from DER, 73' right of centerline, 1146' MSL.

Trees beginning 2903' from DER, 256' right of centerline, up to 1149' MSL.

Trees beginning 2932' from DER, 332' left of centerline, up to 1153' MSL.

Trees beginning 3001' from DER, 604' right of centerline, up to 1158' MSL.

Tree 3445' from DER, 745' left of centerline, 1156' MSL.

Trees beginning 3475' from DER, 896' right of centerline, up to 1164' MSL.

Trees beginning 3586' from DER, 924' right of centerline, up to 1166' MSL.

Trees beginning 3811' from DER, 419' left of centerline, up to 1160' MSL.

Trees beginning 3838' from DER, 966' right of centerline, up to 1170' MSL.

Trees beginning 3917' from DER, 475' right of centerline, up to 1173' MSL.

Tree 4063' from DER, 1048' right of centerline, 1174' MSL.

Trees beginning 4072' from DER, 356' left of centerline, up to 1164' MSL.

Tree 4074' from DER, 598' right of centerline, 1177' MSL.

Trees beginning 4094' from DER, 279' right of centerline, up to 1180' MSL.

Trees beginning 4137' from DER, 295' left of centerline, up to 1169' MSL.

Tree 4190' from DER, 465' right of centerline, 1182' MSL.

Trees beginning 4191' from DER, 6' right of centerline, up to 1188' MSL.

Trees beginning 4215' from DER, 223' left of centerline, up to 1170' MSL.

Trees beginning 4240' from DER, 204' left of centerline, up to 1173' MSL.

Trees beginning 4280' from DER, 242' left of centerline, up to 1174' MSL.

Trees beginning 4327' from DER, 95' left of centerline, up to 1180' MSL.

Trees beginning 4633' from DER, 51' right of centerline, up to 1193' MSL.

Trees beginning 4728' from DER, 181' left of centerline, up to 1183' MSL.

Trees beginning 4993' from DER, 40' left of centerline, up to 1190' MSL.

Trees beginning 1.1 NM from DER, 1163' left of centerline, up to 1242' MSL.

Trees beginning 1.2 NM from DER, 1060' left of centerline, up to 1259' MSL.

CON'T

26190





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HANCOCK, MI (CON'T)

HOUGHTON COUNTY MEML (CMX) (CON'T)

Rwy 25 (CON'T), trees beginning 1.3 NM from DER, 2139' left of centerline, up to 1278' MSL.

Tree 1.4 NM from DER, 2563' left of centerline, 1285' MSL.

Rwy 32, light pole 40' from DER, 149' left of centerline, 9' AGL/1097' MSL.

Light pole 40' from DER, 150' right of centerline, 4' AGL/1097' MSL.

Trees beginning 139' from DER, 489' left of centerline, up to 1108' MSL.

Tree 226' from DER, 511' left of centerline, 1115' MSL.

Trees beginning 294' from DER, 282' left of centerline, up to 1131' MSL.

Tree 1313' from DER, 809' right of centerline, 1137' MSL.

Tree 1465' from DER, 808' right of centerline, 1146' MSL.

Trees beginning 1563' from DER, 304' right of centerline, up to 1151' MSL.

Trees beginning 1742' from DER, 815' right of centerline, up to 1155' MSL.

Trees beginning 1813' from DER, 373' left of centerline, up to 1177' MSL.

Trees beginning 1959' from DER, 120' right of centerline, up to 1177' MSL.

Trees beginning 2241' from DER, 322' right of centerline, up to 1190' MSL.

Trees beginning 2283' from DER, 576' left of centerline, up to 1181' MSL.

Trees beginning 2400' from DER, 382' right of centerline, up to 1192' MSL.

Tree 2535' from DER, 1116' right of centerline, 1193' MSL.

Trees beginning 2617' from DER, 142' right of centerline, up to 1195' MSL.

Trees beginning 3010' from DER, 275' right of centerline, up to 1196' MSL.

Trees beginning 3057' from DER, 195' right of centerline, up to 1203' MSL.

Trees beginning 3097' from DER, 4' right of centerline, up to 1205' MSL.

Tree 3411' from DER, 25' left of centerline, 1186' MSL.

Trees beginning 4129' from DER, 77' right of centerline, up to 1212' MSL.

Tree 4156' from DER, 527' left of centerline, 1202' MSL.

Tree 4503' from DER, 171' right of centerline, 1214' MSL.

Trees beginning 4508' from DER, 93' right of centerline, up to 1220' MSL.

Tree 4514' from DER, 68' left of centerline, 1209' MSL.

Trees beginning 4548' from DER, 48' left of centerline, up to 1212' MSL.

Tree 4904' from DER, 236' left of centerline, 1218' MSL.

Trees beginning 5049' from DER, 344' right of centerline, up to 1223' MSL.

Tree 5172' from DER, 977' right of centerline, 1225' MSL.

HARBOR SPRINGS, MI

HARBOR SPRINGS (MGN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11OCT18 (18284) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 300-2 or std. w/ min. climb of 305 feet per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 101° to 1400 before proceeding on course.

Rwy 28, climb heading 281° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 20' from DER, 43' left of centerline, 687' MSL.

Tree 39' from DER, 299' right of centerline, 755' MSL.

Tree 69' from DER, 324' left of centerline, 752' MSL.

Tree 78' from DER, 498' right of centerline, 762' MSL.

Trees and pole beginning 108' from DER, 33' right of centerline, up to 83' AGL/766' MSL.

Trees, vehicles on roads, pole, terrain, buildings, and elevator beginning 164' from DER, 5' left of centerline, up to 74' AGL/782' MSL.

Trees, buildings and poles beginning 251' from DER, 34' right of centerline, up to 89' AGL/769' MSL.

Trees and pole beginning 1344' from DER, 37' right of centerline, up to 770' MSL.

Trees beginning 1596' from DER, 21' right of centerline, up to 772' MSL.

Trees beginning 1679' from DER, 10' right of centerline, up to 76' AGL/779' MSL.

Rwy 28, trees and vehicles on roads beginning abeam DER, 2' left of centerline, up to 718' MSL.

Tree and vehicles on road beginning 104' from DER, 52' right of centerline, up to 766' MSL.

Trees and pole beginning 164' from DER, 11' right of centerline, up to 99' AGL/791' MSL.

Trees beginning 600' from DER, 25' left of centerline, up to 113' AGL/727' MSL.

Trees and stack beginning 693' from DER, 26' right of centerline, up to 794' MSL.

Trees beginning 3761' from DER, 1159' right of centerline, up to 800' MSL.

Trees beginning 4723' from DER, 1577' right of centerline, up to 817' MSL.

Trees beginning 4971' from DER, 1545' right of centerline, up to 100' AGL/849' MSL.

Trees beginning 5106' from DER, 1546' right of centerline, up to 870' MSL.

Trees beginning 5854' from DER, 1788' right of centerline, up to 100' AGL/871' MSL.

Tree 1 NM from DER, 2007' right of centerline, 880' MSL.

Trees and buildings beginning 1 NM from DER, 1975' right of centerline, up to 100' AGL/898' MSL.

Trees beginning 1.2 NM from DER, 2286' right of centerline, up to 100' AGL/917' MSL.

Trees beginning 1.4 NM from DER, 2734' right of centerline, up to 917' MSL.

Trees beginning 1.5 NM from DER, 2843' right of centerline, up to 918' MSL.

Trees beginning 1.5 NM from DER, 2904' right of centerline, up to 923' MSL.

Tree 1.5 NM from DER, 3021' right of centerline, 920' MSL.



26190



EC-1



26190

**HART/SHELBY, MI****OCEANA COUNTY (C04)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:**Rwys 15, 33**, NA-Environmental.**Rwy 9**, 300-1½ or std w/min climb of 355'/NM to 1200.**Rwy 27**, 300-1 or std w/min climb of 450'/NM to 1200.**DEPARTURE PROCEDURE:****Rwy 27**, climb heading 268° to 1500 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, sign 13' from DER, 125' left of centerline, 2' AGL/903' MSL.

Terrain beginning 54' from DER, 314' left of centerline, up to 904' MSL.

Terrain 73' from DER, 195' right of centerline, 904' MSL.

Terrain 125' from DER, 371' right of centerline, 908' MSL.

Trees beginning 257' from DER, 269' right of centerline, up to 922' MSL.

Trees beginning 759' from DER, 82' right of centerline, up to 65' AGL/970' MSL.

Vehicles on road 786' from DER, 654' left of centerline, 926' MSL.

Tree 894' from DER, 434' left of centerline, 929' MSL.

Tree 927' from DER, 611' left of centerline, 951' MSL.

Trees, transmission line, pole beginning 1026' from DER, 17' left of centerline, up to 981' MSL.

Trees beginning 1206' from DER, 365' right of centerline, up to 71' AGL/976' MSL.

Trees beginning 1855' from DER, 451' right of centerline, up to 1004' MSL.

Trees beginning 1959' from DER, 525' right of centerline, up to 90' AGL/1013' MSL.

Trees beginning 2124' from DER, 201' left of centerline, up to 70' AGL/1004' MSL.

Trees beginning 2201' from DER, 152' left of centerline, up to 81' AGL/1011' MSL.

Tree 2770' from DER, 953' right of centerline, 78' AGL/1020' MSL.

Trees beginning 2786' from DER, 763' right of centerline, up to 1022' MSL.

Trees beginning 2804' from DER, 230' right of centerline, up to 82' AGL/1027' MSL.

Trees beginning 3700' from DER, 4' left of centerline, up to 151' AGL/1066' MSL.

Trees beginning 3791' from DER, 2' right of centerline, up to 102' AGL/1037' MSL.

Trees beginning 4539' from DER, 1206' right of centerline, up to 101' AGL/1062' MSL.

Tree 5525' from DER, 1800' right of centerline, 203' AGL/1082' MSL.

Rwy 27, terrain 11' from DER, 449' right of centerline, 920' MSL.

Terrain beginning 14' from DER, 192' right of centerline, up to 922' MSL.

Tree 76' from DER, 453' left of centerline, 925' MSL.

Terrain 115' from DER, 259' right of centerline, 923' MSL.

Tree 188' from DER, 476' left of centerline, 20' AGL/935' MSL.

Trees beginning 188' from DER, 383' left of centerline, up to 20' AGL/937' MSL.

Terrain beginning 192' from DER, 193' right of centerline, up to 924' MSL.

Terrain beginning 243' from DER, 304' right of centerline, up to 925' MSL.

Terrain 364' from DER, 294' right of centerline, 926' MSL.

Vehicles on road beginning 446' from DER, 196' right of centerline, up to 939' MSL.

Trees, vehicles on road beginning 468' from DER, 2' left of centerline, up to 17' AGL/938' MSL.

Trees, vehicles on road, agricultural equipment, terrain beginning 469' from DER, 44' right of centerline, up to 971' MSL.

Trees, building, terrain beginning 566' from DER, 455' left of centerline, up to 64' AGL/985' MSL.

Trees, terrain beginning 1982' from DER, 130' left of centerline, up to 76' AGL/1040' MSL.

Trees, pole, transmission lines beginning 2029' from DER, 13' right of centerline, up to 76' AGL/1044' MSL.

Trees beginning 2544' from DER, 176' left of centerline, up to 79' AGL/1044' MSL.

Trees beginning 2581' from DER, 121' left of centerline, up to 77' AGL/1050' MSL.

Trees beginning 2663' from DER, 106' left of centerline, up to 77' AGL/1051' MSL.

Trees beginning 2694' from DER, 135' left of centerline, up to 1062' MSL.

Trees beginning 2721' from DER, 111' left of centerline, up to 92' AGL/1067' MSL.

Trees beginning 2768' from DER, 233' left of centerline, up to 94' AGL/1070' MSL.

Tree 2800' from DER, 665' left of centerline, 94' AGL/1071' MSL.

Trees beginning 2806' from DER, 309' left of centerline, up to 98' AGL/1072' MSL.

Trees beginning 2832' from DER, 20' left of centerline, up to 97' AGL/1073' MSL.

Trees beginning 3221' from DER, 2' left of centerline, up to 91' AGL/1075' MSL.

Trees beginning 3265' from DER, 11' right of centerline, up to 77' AGL/1048' MSL.

Trees beginning 3355' from DER, 162' right of centerline, up to 76' AGL/1049' MSL.

Tree 3363' from DER, 38' right of centerline, 72' AGL/1051' MSL.

Trees beginning 3364' from DER, 7' right of centerline, up to 81' AGL/1056' MSL.

Trees, transmission lines, pole beginning 3434' from DER, 13' right of centerline, up to 80' AGL/1058' MSL.

Trees beginning 4634' from DER, 393' left of centerline, up to 104' AGL/1070' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026



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HASTINGS, MI

HASTINGS (9D9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 18, 27, 36 NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 18' from DER, 225' right of centerline, 826' MSL.

Trees 57' from DER, 419' right of centerline, up to 868' MSL.

Trees beginning 2086' from DER, 288' right of centerline, up to 884' MSL.

Trees, and terrain 80' from DER, 269' left of centerline, up to 851' MSL.

Trees, terrain, vegetation beginning 280' from DER, 210' left of centerline, up to 885' MSL.

Rwy 30, trees 170' from DER, 452' left of centerline, up to 829' MSL.

Trees 602' from DER, 365' left of centerline, up to 848' MSL.

Trees beginning 712' from DER, 12' left of centerline, up to 867' MSL.

Traverse way 191' from DER, 491' right of centerline, 810' MSL.

Trees 245' from DER, 484' right of centerline, 851' MSL.

Trees beginning 1477' from DER, 90' right of centerline, up to 869' MSL.

HILLSDALE, MI

HILLSDALE MUNI (JYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUL13 (13206) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 73' from DER 25' right of centerline, up to 110' AGL/1277' MSL.

Tree 1188' from DER, 413' left of centerline, 82' AGL/1261' MSL.

Vehicles on road beginning 1125' from DER, 722' right of centerline, up to 15' AGL/1214' MSL.

Rwy 28, trees beginning 147' from DER, 38' right of centerline, up to 117' AGL/1216' MSL.

Trees beginning 1052' from DER, 575' left of centerline, up to 116' AGL/1275' MSL.

HOLLAND, MI

WEST MICHIGAN RGNL (BIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02JUL09 (09183) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on road beginning 48' from DER, 500' right of centerline, up to 15' AGL/694' MSL.

Trees beginning 1828' from DER, 829' left of centerline, up to 72' AGL/741' MSL.

Rwy 26, vehicles on road beginning 86' from DER, 517' left of centerline, up to 15' AGL/714' MSL.

Pole 805' from DER, 475' left of centerline, 35' AGL/734' MSL.

Trees 1056' from DER, 468' left of centerline, up to 41' AGL/740' MSL.

HOUGHTON LAKE, MI

ROSCOMMON COUNTY/BLODGETT MEML (HTL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 200-1%, or std. w/min. climb of 237' per NM to 1400.

Rwys 18, 36, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 27, climb heading 274° to 2600 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple trees beginning 2330' from DER, on centerline, up to 71' AGL/1216' MSL.

Multiple trees beginning 5927' from DER 275' left of centerline, up to 100' AGL/1299' MSL.

Terrain beginning 31' from DER, 215' right of centerline, up to 0' AGL/1165' MSL.

Terrain beginning 43' from DER, 84' left of centerline, up to 0' AGL/1162' MSL.

Rwy 27, multiple trees beginning 791' from DER, on centerline, up to 90' AGL/1239' MSL.

Fence and road beginning 323' from DER, on centerline, up to 15' AGL/1164' MSL.

Terrain beginning 100' from DER, 171' right of centerline, up to 0' AGL/1165' MSL.

Terrain beginning 112' from DER, 128' left of centerline, up to 0' AGL/1162' MSL.

HOWELL, MI

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 24MAY18 (26022) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 1776' from DER, 695' right of centerline, 1009' MSL.

Rwy 31, pole 138' from DER, 407' right of centerline, 1004' MSL.

Trees beginning 914' from DER, 725' left of centerline, up to 1006' MSL.

Tree 1234' from DER, 582' left of centerline, 1010' MSL.

Trees beginning 1321' from DER, 647' left of centerline, up to 1012' MSL.



26190



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**IONIA, MI****IONIA COUNTY (Y70)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-B 02DEC21 (21336) (FAA)****TAKEOFF MINIMUMS:****Rwys 18, 36, NA-Environmental.****TAKEOFF OBSTACLE NOTES:****Rwy 10**, trees beginning 11' from DER, 320' left of centerline, up to 825' MSL.

NAVAID 39' from DER, 77' right of centerline, 804' MSL.

Ground beginning 60' from DER, 276' right of centerline, up to 810' MSL.

Trees beginning 101' from DER, 344' left of centerline, up to 836' MSL.

Ground 258' from DER, 333' right of centerline, 811' MSL.

Trees beginning 664' from DER, 521' right of centerline, up to 872' MSL.

Trees beginning 1011' from DER, 77' right of centerline, up to 881' MSL.

Tree 1530' from DER, 834' left of centerline, 845' MSL.

Trees beginning 1538' from DER, 289' left of centerline, up to 848' MSL.

Tree 1882' from DER, 845' left of centerline, 860' MSL.

Tree 2507' from DER, 302' left of centerline, 870' MSL.

Tree 2509' from DER, 259' left of centerline, 875' MSL.

Trees beginning 2513' from DER, 202' left of centerline, up to 886' MSL.

Trees beginning 2639' from DER, 220' left of centerline, up to 895' MSL.

Tree 3036' from DER, 691' left of centerline, 898' MSL.

Rwy 28, NAVAID 41' from DER, 77' right of centerline, 2' AGL/815' MSL.

Building 473' from DER, 547' right of centerline, 25' AGL/837' MSL.

Poles, building, transmission lines beginning 596' from DER, 513' left of centerline, up to 26' AGL/839' MSL.

Building 780' from DER, 574' right of centerline, 30' AGL/841' MSL.

Pole, transmission line beginning 816' from DER, 680' right of centerline, up to 845' MSL.

Trees, poles, building, transmission lines beginning 890' from DER, 137' left of centerline, up to 888' MSL.

Tree 1025' from DER, 197' right of centerline, 849' MSL.

Trees, pole, transmission line beginning 1027' from DER, 82' right of centerline, up to 851' MSL.

Tree 1608' from DER, 698' right of centerline, 859' MSL.

Trees beginning 1614' from DER, 466' right of centerline, up to 877' MSL.

Trees beginning 1635' from DER, 439' left of centerline, up to 892' MSL.

Tree 3031' from DER, 1294' right of centerline, 891' MSL.

IRON MOUNTAIN KINGSFORD, MI**FORD (IMT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6 05SEP24 (24249) (FAA)****TAKEOFF MINIMUMS:****Rwy 13**, 300-1% or std w/ min climb of 630'/NM to 1400.**Rwy 31**, 300-1% or std w/ min climb of 280'/NM to 1400.**DEPARTURE PROCEDURE:****Rwy 1**, climb heading 010° to 1700 before turning right.**Rwy 13**, climb heading 134° to 1800 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, terrain, light poles beginning 8' from DER, 8' left of centerline, up to 1183' MSL.

Light poles 30' from DER, 149' right of centerline, 4' AGL/1184' MSL.

Tree 173' from DER, 522' left of centerline, 1193' MSL.

Vegetation 351' from DER, 572' right of centerline, 1197' MSL.

Trees beginning 358' from DER, 293' left of centerline, up to 1202' MSL.

Vegetation 612' from DER, 508' right of centerline, 1200' MSL.

Tree 614' from DER, 658' left of centerline, 1208' MSL.

Tree, vegetation beginning 637' from DER, 547' right of centerline, up to 1237' MSL.

Trees beginning 807' from DER, 49' right of centerline, up to 1273' MSL.

Trees beginning 924' from DER, 276' left of centerline, up to 1212' MSL.

Antenna 1443' from DER, 306' left of centerline, 1220' MSL.

Building 1655' from DER, 192' left of centerline, 10' AGL/1229' MSL.

Trees beginning 1787' from DER, 701' left of centerline, up to 1268' MSL.

Tree 1918' from DER, 983' left of centerline, 1281' MSL.

Tree 1920' from DER, 852' left of centerline, 1291' MSL.

Trees beginning 2005' from DER, 59' left of centerline, up to 1295' MSL.

Rwy 13, light poles 35' from DER, 113' right of centerline, 1127' MSL.

Light poles 35' from DER, 112' left of centerline, 1129' MSL.

Trees, fence beginning 37' from DER, 409' left of centerline, up to 11' AGL/1138' MSL.

Tree 450' from DER, 450' left of centerline, 1151' MSL.

Tree 456' from DER, 560' left of centerline, 1178' MSL.

Trees beginning 588' from DER, 343' left of centerline, up to 1207' MSL.

Trees beginning 707' from DER, 408' left of centerline, up to 1209' MSL.

Trees, transmission lines beginning 1017' from DER, 1' left of centerline, up to 1231' MSL.

Trees beginning 1044' from DER, 7' right of centerline, up to 1168' MSL.

Tree 1260' from DER, 26' right of centerline, 1180' MSL.

Tree 1285' from DER, 146' right of centerline, 1192' MSL.

Trees beginning 1287' from DER, 94' right of centerline, up to 1195' MSL.

CON'T

26190



EC-1

IRON MOUNTAIN KINGSFORD, MI (CON'T)

FORD (IMT) (CON'T)

Rwy 13 (CON'T), trees, pole beginning 1459' from DER, 280' right of centerline, up to 1199' MSL.

Trees beginning 1552' from DER, 146' right of centerline, up to 1200' MSL.

Trees beginning 1872' from DER, 1' left of centerline, up to 1233' MSL.

Trees beginning 1967' from DER, 442' left of centerline, up to 1259' MSL.

Trees beginning 2040' from DER, 18' left of centerline, up to 1279' MSL.

Trees beginning 2136' from DER, 95' left of centerline, up to 1280' MSL.

Trees beginning 2292' from DER, 120' left of centerline, up to 1290' MSL.

Trees beginning 2378' from DER, 30' right of centerline, up to 1206' MSL.

Tree 2390' from DER, 978' left of centerline, 1298' MSL.

Trees, poles beginning 2402' from DER, 67' left of centerline, up to 84' AGL/1313' MSL.

Trees beginning 2477' from DER, 12' right of centerline, up to 1215' MSL.

Trees beginning 3121' from DER, 3' right of centerline, up to 1216' MSL.

Trees, pole, building, trees beginning 3158' from DER, 6' left of centerline, up to 1318' MSL.

Tree 3354' from DER, 17' right of centerline, 77' AGL/1218' MSL.

Trees beginning 5279' from DER, 1762' left of centerline, up to 1277' MSL.

Rwy 19, trees beginning 936' from DER, 724' right of centerline, up to 1203' MSL.

Tree 1100' from DER, 743' left of centerline, 1181' MSL.

Trees beginning 1168' from DER, 710' right of centerline, up to 1207' MSL.

Tree 1240' from DER, 684' left of centerline, 1185' MSL.

Tree 1359' from DER, 701' left of centerline, 1188' MSL.

Trees beginning 1415' from DER, 698' left of centerline, up to 1195' MSL.

Trees beginning 1774' from DER, 788' left of centerline, up to 1198' MSL.

Rwy 31, trees beginning 33' from DER, 173' left of centerline, up to 18' AGL/1135' MSL.

Tree 266' from DER, 464' left of centerline, 1154' MSL.

Trees beginning 396' from DER, 259' left of centerline, up to 1162' MSL.

Tree 656' from DER, 667' left of centerline, 1164' MSL.

Trees beginning 744' from DER, 256' left of centerline, up to 1165' MSL.

Trees beginning 758' from DER, 105' right of centerline, up to 1199' MSL.

Trees beginning 869' from DER, 184' left of centerline, up to 1169' MSL.

Trees beginning 942' from DER, 75' left of centerline, up to 1170' MSL.

Trees beginning 990' from DER, 109' left of centerline, up to 1172' MSL.

Trees beginning 1321' from DER, 648' left of centerline, up to 1174' MSL.

Trees beginning 1449' from DER, 213' left of centerline, up to 1184' MSL.

Trees beginning 1704' from DER, 515' left of centerline, up to 1200' MSL.

Trees beginning 1845' from DER, 96' left of centerline, up to 1204' MSL.

Trees beginning 1882' from DER, 150' right of centerline, up to 1200' MSL.

Trees beginning 2205' from DER, 103' right of centerline, up to 1207' MSL.

Tree 3597' from DER, 91' left of centerline, 1226' MSL.

Tree 3892' from DER, 376' right of centerline, 1231' MSL.

Trees beginning 4066' from DER, 208' right of centerline, up to 1241' MSL.

Tree 4099' from DER, 72' left of centerline, 1237' MSL.

Trees beginning 4169' from DER, 178' left of centerline, up to 1244' MSL.

Tree 4173' from DER, 425' right of centerline, 1246' MSL.

Trees beginning 4176' from DER, 650' right of centerline, up to 1248' MSL.

Trees beginning 4245' from DER, 132' right of centerline, up to 1249' MSL.

Trees beginning 4323' from DER, 42' right of centerline, up to 1251' MSL.

Tree 4349' from DER, 592' left of centerline, 1245' MSL.

Trees beginning 4357' from DER, 204' left of centerline, up to 1253' MSL.

Trees beginning 4389' from DER, 409' right of centerline, up to 1258' MSL.

Trees beginning 4406' from DER, 48' left of centerline, up to 1260' MSL.

Trees beginning 4457' from DER, 203' right of centerline, up to 1266' MSL.

Trees beginning 4504' from DER, 64' right of centerline, up to 1267' MSL.

Trees beginning 4506' from DER, 379' left of centerline, up to 1262' MSL.

Trees beginning 4555' from DER, 77' left of centerline, up to 1267' MSL.

Trees beginning 4623' from DER, 4' right of centerline, up to 1272' MSL.

Trees beginning 4731' from DER, 18' left of centerline, up to 1271' MSL.

Trees beginning 4900' from DER, 36' left of centerline, up to 1277' MSL.

Trees beginning 5064' from DER, 108' left of centerline, up to 1287' MSL.

Trees beginning 5114' from DER, 462' right of centerline, up to 1274' MSL.

Trees beginning 5176' from DER, 628' left of centerline, up to 1293' MSL.

Trees beginning 5204' from DER, 150' right of centerline, up to 1277' MSL.

Tree 5234' from DER, 269' right of centerline, 1297' MSL.

Trees beginning 5244' from DER, 110' left of centerline, up to 1300' MSL.

Trees beginning 5270' from DER, 470' right of centerline, up to 1302' MSL.

Trees beginning 5329' from DER, 16' right of centerline, up to 1307' MSL.

Trees beginning 5441' from DER, 93' left of centerline, up to 1301' MSL.

Trees beginning 5459' from DER, 538' left of centerline, up to 1302' MSL.

Trees beginning 5532' from DER, 29' left of centerline, up to 1320' MSL.

Trees beginning 5704' from DER, 62' left of centerline, up to 1324' MSL.

Trees beginning 5763' from DER, 21' right of centerline, up to 105' AGL/1322' MSL.

Trees beginning 5827' from DER, 18' left of centerline, up to 105' AGL/1332' MSL.

Trees 1.2 NM from DER, 2243' left of centerline, 100' AGL/1328' MSL.



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IRONWOOD, MI

GOGEBIC/IRON COUNTY (IWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 07MAY09 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb heading 090° to 2300 before turning right.

Rwy 27, climb heading 270° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 61' from DER, 544' left of centerline, up to 31' AGL/1244' MSL.

Tree 1853' from DER, 972' left of centerline, 100' AGL/1346' MSL.

Rwy 27, vehicle on road 287' from DER, 2' right of centerline, 15' AGL/1237' MSL.

Tree 1946' from DER, 952' right of centerline, 69' AGL/1283' MSL.

Tree 2817' from DER, 588' left of centerline, 74' AGL/1304' MSL.

JACKSON, MI

JACKSON COUNTY/REYNOLDS FLD (JXN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 01FEB18 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 140° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 3384' from DER, 723' right of centerline, 16' AGL/1094' MSL.

Rwy 14, building, vertical point, fence, pole, vehicle, light standard beginning 12' from DER, 101' right of centerline, up to 29' AGL/1032' MSL.

Sign 15' from DER, 124' left of centerline, 3' AGL/1001' MSL.

Tree 963' from DER, 102' right of centerline, 1036' MSL.

Tree 1136' from DER, 8' left of centerline, 1034' MSL.

Trees beginning 1436' from DER, 13' right of centerline, up to 1073' MSL.

Trees beginning 1469' from DER, 122' left of centerline, up to 1083' MSL.

Tree 1877' from DER, 143' left of centerline, 1067' MSL.

Tree 1936' from DER, 2' left of centerline, 1082' MSL.

Trees beginning 1972' from DER, 81' left of centerline, up to 1083' MSL.

Tree 1987' from DER, 566' right of centerline, 1075' MSL.

Trees beginning 2109' from DER, 208' left of centerline, up to 1094' MSL.

Trees beginning 2114' from DER, 28' right of centerline, up to 1083' MSL.

Trees beginning 2366' from DER, 477' right of centerline, up to 1088' MSL.

Tree 2522' from DER, 947' right of centerline, 1097' MSL.

Trees beginning 2617' from DER, 472' right of centerline, up to 1099' MSL.

Trees beginning 2656' from DER, 6' right of centerline, up to 1108' MSL.

Tank 2665' from DER, 359' left of centerline, 107' AGL/1107' MSL.

Trees beginning 3009' from DER, 233' right of centerline, up to 1111' MSL.

Antenna, tower beginning 3101' from DER, 596' left of centerline, up to 1111' MSL.

Trees beginning 3368' from DER, 57' right of centerline, up to 1113' MSL.

Trees beginning 3383' from DER, 233' right of centerline, up to 1121' MSL.

Rwy 25, tree, pole beginning 952' from DER, 710' left of centerline, up to 1046' MSL.

Tree 1400' from DER, 814' right of centerline, 1041' MSL.

Pole, tree beginning 1612' from DER, 103' left of centerline, up to 79' AGL/1057' MSL.

Tree 2870' from DER, 312' right of centerline, 1057' MSL.

Rwy 32, ground 3' from DER, 483' left of centerline, 977' MSL.

Bush 8' from DER, 144' right of centerline, 975' MSL.

Bush beginning 44' from DER, 145' right of centerline, up to 978' MSL.

Tree, bush beginning 73' from DER, 172' right of centerline, up to 991' MSL.

Tree, fence beginning 168' from DER, 148' left of centerline, up to 1022' MSL.

Fence beginning 278' from DER, 367' right of centerline, up to 10' AGL/999' MSL.

Trees beginning 818' from DER, 231' left of centerline, up to 1062' MSL.

Tree 1117' from DER, 233' right of centerline, 1005' MSL.

Trees beginning 1214' from DER, 651' right of centerline, up to 1050' MSL.

Tree, T-twr, pole beginning 1413' from DER, 23' right of centerline, up to 1058' MSL.

Trees beginning 1671' from DER, 863' left of centerline, up to 1068' MSL.

Trees beginning 1841' from DER, 224' left of centerline, up to 1071' MSL.

Tree 2875' from DER, 1128' left of centerline, 1081' MSL.

Trees beginning 2876' from DER, 829' left of centerline, up to 1094' MSL.

Tree 3126' from DER, 207' right of centerline, 1061' MSL.

Tree 3274' from DER, 1241' left of centerline, 1098' MSL.

Trees beginning 3285' from DER, 37' left of centerline, up to 1104' MSL.

Tree 3628' from DER, 58' right of centerline, 1065' MSL.

Trees beginning 3777' from DER, 78' right of centerline, up to 1085' MSL.

Tree 3900' from DER, 45' right of centerline, 1087' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



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KALAMAZOO, MI

KALAMAZOO/BATTLE CREEK INTL (AZO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, light pole 908' from DER, 511' left of centerline, 25' AGL/879' MSL.
 Multiple trees beginning 1433' from DER, 90' left of centerline, up to 65' AGL/914' MSL.
 Multiple towers beginning 2399' from DER, 331' right of centerline, up to 119' AGL/970' MSL.
 Multiple trees beginning 156' from DER, 163' right of centerline, up to 78' AGL/917' MSL.
Rwy 9, multiple trees beginning 588' from DER, on centerline, up to 104' AGL/958' MSL.
 Antenna 2187' from DER, 222' right of centerline, 69' AGL/928' MSL.
 Tree 691' from DER, 214' right of centerline, 45' AGL/899' MSL.
Rwy 17, railroad 587' from DER, 613' left of centerline, 17' AGL/885' MSL.
 Tree 691' from DER, 583' right of centerline, 57' AGL/894' MSL.
Rwy 23, multiple trees beginning 937' from DER, 50' left of centerline, up to 72' AGL/956' MSL.
 Multiple poles and hangar beginning 22' from DER, 331' right of centerline, up to 24' AGL/905' MSL.
 Multiple trees beginning 943' from DER, 144' right of centerline, up to 107' AGL/986' MSL.
Rwy 27, road 543' from DER, on centerline, 15' AGL/890' MSL.
 Multiple poles beginning 414' from DER, 292' left of centerline, up to 23' AGL/972' MSL.
 Multiple light poles and towers beginning 521' from DER, 18' right of centerline, up to 180' AGL/1015' MSL.
 Multiple trees beginning 1012' from DER, 23' right of centerline, up to 75' AGL/969' MSL.
Rwy 35, multiple trees beginning 2319' from DER, 163' left of centerline, up to 75' AGL/934' MSL.
 Multiple trees beginning 1961' from DER, 753' right of centerline, up to 77' AGL/936' MSL.

LAKEVIEW, MI

LAKEVIEW/GRIFFITH FLD (13C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08OCT98 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 300-1 or std. w/min. climb of 400' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 10, 1018' tree 50' from DER, 490' right of centerline.

LAMBERTVILLE, MI

TOLEDO SUBURBAN (DUH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 62' from DER, on and right of centerline, up to 100' AGL/767' MSL.
 Trees beginning 95' from DER, 85' left of centerline, up to 100' AGL/767' MSL.
 Trees beginning 1684' from DER, 60' left of centerline, up to 100' AGL/770' MSL.
 Trees beginning 1961' from DER, 11' left of centerline, up to 100' AGL/773' MSL.
Rwy 27, trees beginning 94' from DER, 126' right of centerline, up to 100' AGL/770' MSL.
 Trees beginning 127' from DER, 4' left of centerline, up to 100' AGL/770' MSL.
 Trees beginning 548' from DER, 7' right of centerline, up to 100' AGL/773' MSL.

LANSING, MI

CAPITAL REGION INTL (LAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 14 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

Rwys 10L, 10R, climb runway heading to 2000 before turning south.

Rwys 6, 24, 28L, 28R, climb runway heading to 1500 before turning southeast.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1441' from DER, 321' left of centerline, up to 102' AGL/942' MSL.
 Trees beginning 2536' from DER, 7' right of centerline, up to 107' AGL/947' MSL.
 Trees beginning 2711' from DER, 126' left of centerline, up to 107' AGL/956' MSL.
Rwy 10L, tree 350' from DER, 394' left of centerline, 86' AGL/916' MSL.
 Fence 525' from DER, 148' right of centerline, 17' AGL/864' MSL.
 Trees beginning 883' from DER, 198' left of centerline, up to 90' AGL/920' MSL.
 Trees beginning 1698' from DER, 368' right of centerline, up to 104' AGL/934' MSL.
Rwy 10R, pole 111' from DER, 290' right of centerline, 41' AGL/871' MSL.
 MALSR 155' from DER, 4' right of centerline, 18' AGL/866' MSL.
 Pole 575' from DER, 290' right of centerline, 35' AGL/865' MSL.
 Trees beginning 700' from DER, 551' right centerline, up to 84' AGL/924' MSL.
 Trees beginning 1077' from DER, 599' left of centerline, up to 98' AGL/928' MSL.
 Trees beginning 1831' from DER, left and right of centerline, up to 93' AGL/956' MSL.
Rwy 24, trees beginning 549' from DER, 114' left of centerline, up to 68' AGL/918' MSL.
 Poles beginning 830' from DER, 358' left of centerline, up to 41' AGL/893' MSL.
 Trees beginning 1107' from DER, 81' right of centerline, up to 89' AGL/919' MSL.

CONT



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26190



LANSING, MI (CON'T)

CAPITAL REGION INTL (LAN) (CON'T)

Rwy 24 (CON'T), trees beginning 1271' from DER, 386' left of centerline, up to 104' AGL/937' MSL.
Rwy 28L, trees beginning 1690' from DER, 862' right of centerline, up to 83' AGL/923' MSL.
 Trees beginning 1782' from DER, 786' left of centerline, up to 100' AGL/959' MSL.
Rwy 28R, rod on ASR 987' from DER, 516' right of centerline, 104' AGL/954' MSL.
 Trees beginning 1853' from DER, 902' right of centerline, up to 100' AGL/939' MSL.
 Tree 2209' from DER, 221' left of centerline, 79' AGL/919' MSL.

LAPEER, MI

DUPONT/LAPEER (D95)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 22APR21 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain, NAVAID beginning 13' from DER, 77' left of centerline, up to 831' MSL.
 NAVAID 41' from DER, 77' right of centerline, 1' AGL/831' MSL.
 Terrain 83' from DER, 356' left of centerline, 832' MSL.
 Tree, catenary beginning 252' from DER, 27' right of centerline, up to 853' MSL.
 Tree, catenary beginning 707' from DER, 10' left of centerline, up to 853' MSL.
 Pole 744' from DER, 179' right of centerline, 855' MSL.
 Transmission line, catenary, NAVAID beginning 744' from DER, 26' right of centerline, up to 26' AGL/856' MSL.
 Pole, transmission line, catenary, NAVAID beginning 747' from DER, 11' left of centerline, up to 856' MSL.
 Tree, pole beginning 772' from DER, 85' right of centerline, up to 884' MSL.
 Tree, pole, transmission line beginning 858' from DER, 260' right of centerline, up to 891' MSL.
 Tree 920' from DER, 244' left of centerline, 859' MSL.
 Tree, pole, transmission line beginning 931' from DER, 232' left of centerline, up to 862' MSL.
 Pole, transmission line, tree beginning 956' from DER, 253' left of centerline, up to 863' MSL.
 Tree, pole, transmission line beginning 1059' from DER, 257' left of centerline, up to 888' MSL.
 Trees beginning 1377' from DER, 818' left of centerline, up to 908' MSL.
 Tree 1488' from DER, 890' right of centerline, 896' MSL.
 Tree 1587' from DER, 693' right of centerline, 905' MSL.
 Trees beginning 1711' from DER, 718' right of centerline, up to 909' MSL.
 Trees beginning 1842' from DER, 694' left of centerline, up to 921' MSL.
 Tree 2571' from DER, 1100' right of centerline, 943' MSL.
 Trees beginning 2620' from DER, 577' right of centerline, up to 944' MSL.
 Trees beginning 2704' from DER, 637' left of centerline, up to 930' MSL.
 Trees beginning 3750' from DER, 856' right of centerline, up to 945' MSL.
Rwy 36, terrain, NAVAID beginning 31' from DER, 76' left of centerline, up to 836' MSL.
 NAVAID 41' from DER, 77' right of centerline, 836' MSL.
 Tree, terrain beginning 44' from DER, 287' left of centerline, up to 909' MSL.
 Tree 237' from DER, 488' left of centerline, 911' MSL.
 Building beginning 294' from DER, 520' right of centerline, up to 27' AGL/859' MSL.
 Tree, pole, transmission line, vehicle on road beginning 379' from DER, 13' left of centerline, up to 914' MSL.
 Tree, transmission line, tank beginning 579' from DER, 347' right of centerline, up to 891' MSL.
 Tree 1999' from DER, 279' left of centerline, 917' MSL.
 Tree 2020' from DER, 40' right of centerline, 905' MSL.
 Trees beginning 2035' from DER, 50' left of centerline, up to 99' AGL/919' MSL.
 Trees beginning 2201' from DER, 114' left of centerline, up to 920' MSL.
 Trees beginning 2236' from DER, 48' right of centerline, up to 911' MSL.
 Trees beginning 2327' from DER, 56' left of centerline, up to 921' MSL.
 Trees beginning 2473' from DER, 191' left of centerline, up to 107' AGL/923' MSL.
 Trees beginning 2541' from DER, 46' right of centerline, up to 913' MSL.
 Tree 3176' from DER, 542' left of centerline, 924' MSL.
 Tree 3241' from DER, 742' left of centerline, 926' MSL.

LINDEN, MI

PRICES (9G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 446' from DER, left and right of centerline, up to 100' AGL/1009' MSL.
Rwy 27, trees beginning 18' from DER, 103' left of centerline, up to 100' AGL/1019' MSL.
 Trees beginning 30' from DER, 204' right of centerline, up to 100' AGL/1009' MSL.



26190



EC-1



26190

**LUDINGTON, MI****MASON COUNTY (LDM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 7 19MAY22 (22139) (FAA)

TAKEOFF MINIMUMS:**Rwy 26**, 300-1 or std. w/min. climb of 480' per NM to 1000.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, trees beginning 1' from DER, 312' left of centerline, up to 77' AGL/715' MSL.

Trees beginning 128' from DER, 185' left of centerline, up to 100' AGL/747' MSL.

Tree, beginning 140' from DER, 7' right of centerline, up to 100' AGL/740' MSL.

Tree, beginning 729' from DER, 1' left of centerline, up to 100' AGL/750' MSL.

Trees beginning 4988' from DER, 1017' right of centerline, 122' AGL/776' MSL.

Rwy 19, trees, beginning at DER, 139' left of centerline, up to 100' AGL/744' MSL.

Trees, transmission line, tower beginning 6' from DER, 1' right of centerline, up to 100' AGL/744' MSL.

Trees, pole, beginning 303' from DER, 7' left of centerline, up to 100' AGL/747' MSL.

Trees beginning 3915' from DER, 1130' left of centerline, up to 100' AGL/750' MSL.

Rwy 8, lighting 40' from DER, 112' right of centerline, 5' AGL/649' MSL.

Fence 91' from DER, 497' right of centerline, 7' AGL/653' MSL.

Trees 368' from DER, 584' left of centerline, 60' AGL/706' MSL.

Trees 375' from DER, 574' right of centerline, 30' AGL/673' MSL.

Trees beginning 418' from DER, 574' left of centerline, up to 67' AGL/712' MSL.

Trees beginning 582' from DER, 596' right of centerline, up to 68' AGL/712' MSL.

Trees, pole beginning 896' from DER, 294' right of centerline, up to 81' AGL/724' MSL.

Tree 954' from DER, 582' left of centerline, 76' AGL/724' MSL.

Trees beginning 978' from DER, 595' left of centerline, up to 80' AGL/728' MSL.

Trees beginning 1343' from DER, 594' left of centerline, up to 80' AGL/729' MSL.

Trees beginning 1426' from DER, 1' left of centerline, up to 87' AGL/736' MSL.

Trees beginning 1712' from DER, 279' right of centerline, up to 78' AGL/725' MSL.

Trees beginning 1807' from DER, 2' right of centerline, up to 78' AGL/726' MSL.

Trees beginning 2333' from DER, 3' right of centerline, up to 79' AGL/727' MSL.

Trees beginning 2469' from DER, 17' right of centerline, up to 80' AGL/730' MSL.

Trees beginning 2518' from DER, 7' left of centerline, up to 90' AGL/738' MSL.

Trees beginning 2706' from DER, 16' right of centerline, up to 83' AGL/732' MSL.

Trees beginning 2824' from DER, 11' right of centerline, up to 88' AGL/737' MSL.

Trees beginning 2852' from DER, 11' left of centerline, up to 90' AGL/739' MSL.

Trees beginning 3047' from DER, 142' right of centerline, up to 83' AGL/738' MSL.

Trees beginning 3072' from DER, 86' right of centerline, up to 90' AGL/741' MSL.

Rwy 26, trees, terrain, roadway, fence, transmission line beginning 142' from DER, 267' right of centerline, up to 66' AGL/706' MSL.

Trees, building beginning 415' from DER, 129' right of centerline, up to 75' AGL/718' MSL.

Trees, transmission line beginning 957' from DER, 543' left of centerline, up to 62' AGL/699' MSL.

Tree 1922' from DER, 80' left of centerline, 712' MSL.

Trees beginning 1927' from DER, 598' right of centerline, up to 89' AGL/725' MSL.

Trees beginning 2023' from DER, 293' right of centerline, up to 98' AGL/734' MSL.

Tree 2160' from DER, 148' left of centerline, 716' MSL.

Tree 2184' from DER, 279' left of centerline, 717' MSL.

Trees beginning 2220' from DER, 195' right of centerline, up to 93' AGL/737' MSL.

Tree 2952' from DER, 1054' right of centerline, 105' AGL/740' MSL.

Trees, building beginning 3036' from DER, 937' right of centerline, up to 94' AGL/742' MSL.

Tower 3990' from DER, 1348' left of centerline, 169' AGL/799' MSL.

MACKINAC ISLAND, MI**MACKINAC ISLAND (MCD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 23AUG12 (12236) (FAA)

TAKEOFF MINIMUMS:**Rwy 8**, 300-1 or std. w/min. climb of 608' per NM to 1000.**TAKEOFF OBSTACLE NOTES:****Rwy 8**, trees and building beginning 69' from DER, 16' left of centerline, up to 100' AGL/841' MSL.

Trees beginning 34' from DER, 34' right of centerline, up to 100' AGL/896' MSL.

Fence 49' from DER, 295' right of centerline, 8' AGL/741' MSL.

Vehicle on road 525' from DER, 610' right of centerline, 15' AGL/774' MSL.

Rwy 26, trees beginning 8' from DER, 193' left of centerline, up to 100' AGL/829' MSL.

Vehicle on road 36' from DER, 334' left of centerline, 15' AGL/744' MSL.

Trees beginning at DER, 196' right of centerline, up to 100' AGL/829' MSL.

Fence 53' from DER, 202' right of centerline, 8' AGL/727' MSL.

Building 129' from DER, 498' right of centerline, 28' AGL/747' MSL.

Vehicle on road 354' from DER, 20' right of centerline, 15' AGL/734' MSL.



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EC-1



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**MANISTEE, MI****MANISTEE COUNTY/BLACKER (MBL)****TAKEOFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 8 18MAY23 (23138) (FAA)

TAKEOFF MINIMUMS:**Rwy 1**, 300-1% or std. w/min. climb of 445' per NM to 900.**DEPARTURE PROCEDURE:****Rwy 1**, climb on heading 007° to 1400 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 1**, vehicles on road 192' from DER, 491' right of centerline, 634' MSL.

Tree, vehicles on road beginning 383' from DER, 158' right of centerline, up to 658' MSL.

Tree 1000' from DER, 624' left of centerline, 672' MSL.

Trees beginning 1077' from DER, 21' right of centerline, up to 681' MSL.

Tree 1077' from DER, 754' left of centerline, 673' MSL.

Trees beginning 1096' from DER, 127' left of centerline, up to 691' MSL.

Tree 1645' from DER, 274' right of centerline, 684' MSL.

Trees beginning 2276' from DER, 798' right of centerline, up to 739' MSL.

Trees beginning 2346' from DER, 654' right of centerline, up to 756' MSL.

Tree 2420' from DER, 803' right of centerline, 760' MSL.

Tree, building beginning 2426' from DER, 37' right of centerline, up to 769' MSL.

Trees beginning 2553' from DER, 933' left of centerline, up to 760' MSL.

Trees beginning 2608' from DER, 1030' left of centerline, up to 766' MSL.

Trees beginning 2762' from DER, 1075' left of centerline, up to 771' MSL.

Tree 2911' from DER, 1244' left of centerline, 772' MSL.

Tree 3559' from DER, 884' left of centerline, 791' MSL.

Trees beginning 3562' from DER, 664' left of centerline, up to 793' MSL.

Tree 3638' from DER, 708' left of centerline, 794' MSL.

Trees beginning 3639' from DER, 487' left of centerline, up to 797' MSL.

Trees beginning 3824' from DER, 389' left of centerline, up to 811' MSL.

Trees 1 NM from DER, 2167' right of centerline, 794' MSL.

Trees beginning 1 NM from DER, 1940' left of centerline, up to 814' MSL.

Trees beginning 1.1 NM from DER, 1915' left of centerline, up to 821' MSL.

Trees 1.1 NM from DER, 2221' right of centerline, 809' MSL.

Tree 1.3 NM from DER, 751' right of centerline, 829' MSL.

Rwy 10, vehicles on road, vegetation beginning 101' from DER, 344' left of centerline, up to 636' MSL.

Tree 2679' from DER, 333' left of centerline, 693' MSL.

Trees beginning 2816' from DER, 299' left of centerline, up to 698' MSL.

Tree 3326' from DER, 1147' left of centerline, 712' MSL.

Rwy 19, trees beginning 9' from DER, 262' left of centerline, up to 653' MSL.

Trees beginning 79' from DER, 358' left of centerline, up to 659' MSL.

Tree 94' from DER, 301' right of centerline, 634' MSL.

Tree 103' from DER, 430' right of centerline, 653' MSL.

Tree 125' from DER, 462' left of centerline, 664' MSL.

Tree, vegetation beginning 152' from DER, 122' left of centerline, up to 667' MSL.

Trees beginning 171' from DER, 160' right of centerline, up to 656' MSL.

Trees beginning 258' from DER, 3' left of centerline, up to 678' MSL.

Trees beginning 346' from DER, 289' right of centerline, up to 666' MSL.

Tree 437' from DER, 553' right of centerline, 669' MSL.

Trees beginning 458' from DER, 99' right of centerline, up to 673' MSL.

Trees beginning 1004' from DER, 365' right of centerline, up to 675' MSL.

Trees beginning 4896' from DER, 1182' left of centerline, up to 769' MSL.

Rwy 28, tree 20' from DER, 497' left of centerline, 620' MSL.

Sign 27' from DER, 343' right of centerline, 7' AGL/622' MSL.

Vehicles on road 146' from DER, 357' right of centerline, 630' MSL.

Tree 611' from DER, 595' left of centerline, 641' MSL.

Tree 1009' from DER, 478' left of centerline, 653' MSL.

Tree 1276' from DER, 354' left of centerline, 655' MSL.

Trees beginning 1327' from DER, 203' left of centerline, up to 667' MSL.

Tree 1885' from DER, 324' left of centerline, 668' MSL.

Tree 1972' from DER, 86' left of centerline, 671' MSL.

Trees beginning 2002' from DER, 65' left of centerline, up to 672' MSL.

Tree 2195' from DER, 61' right of centerline, 676' MSL.

Tree 2276' from DER, 125' right of centerline, 677' MSL.

Tree 2341' from DER, 111' right of centerline, 679' MSL.

Tree 2362' from DER, 151' left of centerline, 682' MSL.

Tree 2375' from DER, 23' right of centerline, 681' MSL.

Tree 2390' from DER, 229' left of centerline, 684' MSL.

Trees beginning 2462' from DER, 126' left of centerline, up to 687' MSL.

Trees beginning 2563' from DER, 176' left of centerline, up to 697' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026



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MANISTIQUE, MI

SCHOOLCRAFT COUNTY (ISQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 511' from DER, 54' left of centerline, up to 100' AGL/779' MSL.
Trees beginning 753' from DER, 372' right of centerline, up to 100' AGL/779' MSL.
Vehicle on road beginning 360' from DER, 587' right of centerline, up to 15' AGL/694' MSL.
Power line beginning 446' from DER, 611' right of centerline, up to 30' AGL/709' MSL.
Transmission lines beginning 4758' from DER, left and right of centerline, up to 114' AGL/803' MSL.
Rwy 10, trees beginning 92' from DER, 263' right of centerline, up to 100' AGL/769' MSL.
Trees beginning 30' from DER, 165' left of centerline, up to 100' AGL/769' MSL.
Trees beginning 1131' from DER, left and right of centerline, up to 100' AGL/769' MSL.
Rwy 19, trees beginning 50' from DER, left and right of centerline, up to 100' AGL/779' MSL.
Vehicle on road beginning abeam DER, 506' left of centerline, up to 15' AGL/694' MSL.
Aircraft tail on taxiway abeam DER, 127' right of centerline, up to 19' AGL/698' MSL.
Hangar 380' from DER, 540' right of centerline, 20' AGL/699' MSL.
Buildings beginning 474' from DER, 220' left of centerline, up to 20' AGL/699' MSL.
Vehicle on road 658' from DER, left and right of centerline, up to 15' AGL/694' MSL.
Power lines 707' from DER, left and right of centerline, up to 30' AGL/709' MSL.
Billboards and buildings beginning 744' from DER, left and right of centerline, up to 20' AGL/699' MSL.
Drive-in theater beginning 857' from DER, 510' right of centerline, up to 100' AGL/779' MSL.
Rwy 28, trees beginning 41' from DER, 376' right of centerline, up to 100' AGL/784' MSL.
Poles beginning 1174' from DER, 488' left of centerline, up to 82' AGL/761' MSL.
Trees beginning 1254' from DER, 159' left of centerline, up to 100' AGL/779' MSL.
Transmission lines beginning 4321' from DER, left and right of centerline, up to 112' AGL/796' MSL.

MARLETTE, MI

MARLETTE TOWNSHIP (77G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 10, 28, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 8' from DER, 168' right of centerline, up to 908' MSL.
Terrain and trees beginning 11' from DER, 250' left of centerline, up to 901' MSL.
Tree 30' from DER, 344' left of centerline, 5' AGL/904' MSL.
Terrain beginning 49' from DER, 305' left of centerline, up to 905' MSL.
Trees beginning 84' from DER, 247' right of centerline, up to 63' AGL/934' MSL.
Terrain and trees beginning 111' from DER, 193' left of centerline, up to 907' MSL.
Tree 191' from DER, 389' right of centerline, 939' MSL.
Trees beginning 222' from DER, 14' right of centerline, up to 80' AGL/948' MSL.
Trees beginning 321' from DER, 1' left of centerline, up to 953' MSL.
Rwy 19, lighting 10' from DER, 47' left of centerline, 2' AGL/872' MSL.

MARQUETTE, MI

MARQUETTE/SAWYER RGNL (SAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11OCT18 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, sign 15' from DER, 100' right of centerline, 3' AGL/1206' MSL.
Sign 113' from DER, 125' left of centerline, 4' AGL/1208' MSL.
Tree 4078' from DER, 1540' left of centerline, 1326' MSL.
Trees beginning 4347' from DER, 1598' left of centerline, up to 1339' MSL.
Rwy 19, lighting 9' from DER, 55' right of centerline, 2' AGL/1180' MSL.
Lighting 10' from DER, 55' left of centerline, 2' AGL/1180' MSL.

MARSHALL, MI

BROOKS FLD (RMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02MAY13 (21308) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 31' from DER, 37' right of centerline, up to 100' AGL/1012' MSL.
Trees beginning 168' from DER, 15' left of centerline, up to 100' AGL/1035' MSL.
Fence beginning 211' from DER, 457' right of centerline, up to 13' AGL/953' MSL.
Rwy 28, vehicles on roadway 535' from DER, left and right of centerline, up to 15' AGL/954' MSL.
Trees beginning 1222' from DER, 572' right of centerline, up to 100' AGL/1039' MSL.
Trees beginning 1665' from DER, 408' left of centerline, up to 100' AGL/1039' MSL.



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MASON, MI**MASON JEWETT FLD (TEW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 03JUN10 (22083) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 10, trees, pole, and vehicle on road beginning 109' from DER, 57' right of centerline, up to 100' AGL/1023' MSL.
Poles and vehicles on road 276' from DER, 245' left of centerline, up to 35' AGL/944' MSL.

MENOMINEE, MI**MENOMINEE RGNL (MNM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 3A 19JUL18 (18200) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 3, tree and bushes beginning 155' from DER, 488' left of centerline, up to 634' MSL.

Trees beginning 714' from DER, 459' left of centerline, up to 641' MSL.

Trees beginning 1064' from DER, 226' right of centerline, up to 651' MSL.

Rwy 14, vehicle on road, tree, power lines, and building beginning 379' from DER, 156' right of centerline, up to 619' MSL.

Power lines, vehicle on road, and trees beginning 403' from DER, 3' left of centerline, up to 33' AGL/635' MSL.

Trees, building, and power lines beginning 879' from DER, 4' right of centerline, up to 665' MSL.

Trees and power lines beginning 1061' from DER, 24' left of centerline, up to 654' MSL.

Trees beginning 1874' from DER, 86' left of centerline, up to 687' MSL.

Buildings beginning 5170' from DER, 1006' left of centerline, up to 135' AGL/735' MSL.

Rwy 21, NAVAID 15' from DER, 59' right of centerline, 1 foot AGL/615' MSL.

Trees beginning 581' from DER, 596' left of centerline, up to 645' MSL.

Tree 944' from DER, 751' right of centerline, 648' MSL.

Trees beginning 1403' from DER, 599' left of centerline, up to 666' MSL.

Trees beginning 1456' from DER, 700' right of centerline, up to 672' MSL.

Trees beginning 2007' from DER, 497' left of centerline, up to 677' MSL.

Rwy 32, trees and building beginning 1 foot from DER, 305' left of centerline, up to 683' MSL.

Fence and utilities beginning 178' from DER, 498' right of centerline, up to 6' AGL/626' MSL.

Trees beginning 354' from DER, 276' left of centerline, up to 691' MSL.

Trees beginning 615' from DER, 8' right of centerline, up to 682' MSL.

Trees and power lines beginning 702' from DER, 11' left of centerline, up to 694' MSL.

Trees beginning 1800' from DER, 58' right of centerline, up to 695' MSL.

Trees beginning 3194' from DER, 92' left of centerline, up to 711' MSL.

Trees beginning 3544' from DER, 154' right of centerline, up to 712' MSL.

MIDLAND, MI**JACK BARSTOW (IKW)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 14MAY26 (26134) (FAA)****TAKEOFF MINIMUMS**

Rwy 24, 300-2½ or std w/min climb of 205'/NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles 39' from DER, 113' left of centerline, 3' AGL/637' MSL.

Light poles 39' from DER, 113' right of centerline, 4' AGL/636' MSL.

Tree 59' from DER, 485' right of centerline, 672' MSL.

Tree 305' from DER, 481' right of centerline, 704' MSL.

Trees, vegetation beginning 375' from DER, 227' right of centerline, up to 728' MSL.

Trees beginning 896' from DER, 48' left of centerline, up to 675' MSL.

Trees beginning 1003' from DER, 420' left of centerline, up to 682' MSL.

Trees beginning 1145' from DER, 80' right of centerline, up to 735' MSL.

Trees beginning 1296' from DER, 69' left of centerline, up to 717' MSL.

Trees beginning 1454' from DER, 54' left of centerline, up to 734' MSL.

Trees beginning 1576' from DER, 19' left of centerline, up to 753' MSL.

Rwy 18, building, hangar 19' from DER, 425' left of centerline, 14' AGL/634' MSL.

Light poles 40' from DER, 113' right of centerline, 4' AGL/623' MSL.

Tree 147' from DER, 467' right of centerline, 678' MSL.

Building, hangar 177' from DER, 421' left of centerline, 23' AGL/642' MSL.

Tree 235' from DER, 481' right of centerline, 704' MSL.

Trees beginning 322' from DER, 405' left of centerline, up to 684' MSL.

Trees, pole beginning 363' from DER, 123' right of centerline, up to 716' MSL.

Trees beginning 417' from DER, 490' left of centerline, up to 698' MSL.

Trees beginning 1206' from DER, 88' left of centerline, up to 701' MSL.

Tree 1780' from DER, 250' left of centerline, 703' MSL.

Tree 1945' from DER, 56' left of centerline, 706' MSL.

Trees beginning 2317' from DER, 946' right of centerline, up to 718' MSL.

Tree 2923' from DER, 1168' right of centerline, 721' MSL.

Tree 3793' from DER, 30' right of centerline, 726' MSL.

Rwy 24, sign, light poles beginning 14' from DER, 112' left of centerline, up to 3' AGL/622' MSL.

Pole, light poles beginning 16' from DER, 113' right of centerline, up to 11' AGL/631' MSL.

Trees beginning 268' from DER, 112' right of centerline, up to 679' MSL.

Tree 426' from DER, 455' left of centerline, 678' MSL.

CON'T

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MIDLAND, MI (CON'T)

JACK BARSTOW (IKW) (CON'T)

Rwy 24 (CON'T), trees beginning 483' from DER, 327' left of centerline, up to 704' MSL.

Trees beginning 736' from DER, 6' left of centerline, up to 713' MSL.

Trees beginning 854' from DER, 513' right of centerline, up to 707' MSL.

Trees beginning 982' from DER, 40' right of centerline, up to 710' MSL.

Trees beginning 2136' from DER, 41' right of centerline, up to 716' MSL.

Trees beginning 2154' from DER, 27' left of centerline, up to 716' MSL.

Trees beginning 2317' from DER, 150' right of centerline, up to 718' MSL.

Trees beginning 2624' from DER, 104' right of centerline, up to 727' MSL.

Tree 2729' from DER, 816' left of centerline, 717' MSL.

Trees beginning 2760' from DER, 109' left of centerline, up to 718' MSL.

Tree 2935' from DER, 570' right of centerline, 737' MSL.

Trees beginning 3238' from DER, 45' left of centerline, up to 730' MSL.

Tower 1.9 NM from DER, 3248' left of centerline, 293' AGL/921' MSL.

Rwy 36, tree 33' from DER, 375' left of centerline, 666' MSL.

Trees beginning 194' from DER, 384' right of centerline, up to 685' MSL.

Trees beginning 234' from DER, 358' left of centerline, up to 705' MSL.

Trees beginning 382' from DER, 359' right of centerline, up to 699' MSL.

Trees beginning 795' from DER, 424' right of centerline, up to 707' MSL.

Trees beginning 902' from DER, 371' left of centerline, up to 714' MSL.

Trees beginning 952' from DER, 352' left of centerline, up to 724' MSL.

Trees beginning 1095' from DER, 164' right of centerline, up to 708' MSL.

Trees beginning 1309' from DER, 324' right of centerline, up to 711' MSL.

Trees beginning 1469' from DER, 230' right of centerline, up to 727' MSL.

Tree 1473' from DER, 420' right of centerline, 730' MSL.

Trees beginning 1550' from DER, 288' right of centerline, up to 731' MSL.

Trees beginning 1717' from DER, 532' right of centerline, up to 741' MSL.

Trees beginning 1916' from DER, 638' right of centerline, up to 742' MSL.

MONROE, MI

CUSTER (TTF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 24MAY18 (18144)

TAKEOFF OBSTACLE NOTES:

Rwy 21, tree 80' from DER, 229' right of centerline, 627' MSL.

Pole 242' from DER, 379' left of centerline, 25' AGL/634' MSL.

Trees beginning 385' from DER, 193' right of centerline, up to 641' MSL.

Pole, transmission lines beginning 405' from DER, 505' left of centerline, up to 647' MSL.

Tree 418' from DER, 391' left of centerline, 652' MSL.

Pole 980' from DER, 703' left of centerline, 64' AGL/673' MSL.

Pole, trees beginning 982' from DER, 217' left of centerline, up to 64' AGL/674' MSL.

Trees beginning 1811' from DER, 9' right of centerline, up to 700' MSL.

Tree 2299' from DER, 798' left of centerline, 704' MSL.

Trees beginning 2359' from DER, 536' left of centerline, up to 707' MSL.

Tree 2747' from DER, 969' right of centerline, 733' MSL.

Trees beginning 2765' from DER, 440' right of centerline, up to 736' MSL.

MOUNT PLEASANT, MI

MOUNT PLEASANT MUNI (MOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 27, climb on heading 276° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 32' from DER, 474' left of centerline, up to 806' MSL.

Transmission lines beginning 668' from DER, 663' right of centerline, up to 29' AGL/778' MSL.

Rwy 27, tree 1069' from DER, 247' left of centerline, 790' MSL.

Tree, transmission lines, pole beginning 1145' from DER, 270' left of centerline, up to 800' MSL.

Transmission line 1223' from DER, 72' right of centerline, 26' AGL/785' MSL.

Transmission line 1233' from DER, 374' right of centerline, 29' AGL/789' MSL.

Tree 1350' from DER, 722' right of centerline, 828' MSL.

Trees beginning 1686' from DER, 312' left of centerline, up to 828' MSL.

Trees beginning 1721' from DER, 155' right of centerline, up to 850' MSL.

Trees beginning 2070' from DER, 237' left of centerline, up to 836' MSL.

Trees beginning 2105' from DER, 21' right of centerline, up to 855' MSL.

Trees beginning 2349' from DER, 34' left of centerline, up to 861' MSL.

Trees beginning 3544' from DER, 158' left of centerline, up to 863' MSL.

Pole 3785' from DER, 1215' right of centerline, 85' AGL/857' MSL.



26190



EC-1



26190



MUSKEGON, MI

MUSKEGON COUNTY (MKG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

- Rwy 6**, tree 1700' from DER, 600' right of centerline, 25' AGL/672' MSL.
- Multiple trees beginning 1980' from DER, 300' left of centerline, up to 75' AGL/709' MSL.
- Rwy 14**, pole 1040' from DER, 700' left of centerline, 25' AGL/655' MSL.
- Multiple poles beginning 1500' from DER, 880' right of centerline, up to 50' AGL/677' MSL.
- Tree 1900' from DER, 940' left of centerline, 79' AGL/709' MSL.
- Rwy 24**, bush 124' from DER, 480' left of centerline, 19' AGL/630' MSL.
- Tree 500' from DER, 300' right of centerline, 42' AGL/649' MSL.
- Tree 1210' from DER, 450' left of centerline, 42' AGL/653' MSL.
- Antenna 1220' from DER, 500' right of centerline, 43' AGL/654' MSL.
- Multiple trees beginning 2200' from DER, 50' left of centerline, up to 86' AGL/697' MSL.
- Rwy 32**, tree 1040' from DER, 740' right of centerline, 65' AGL/659' MSL.
- Tree 1190' from DER, 500' left of centerline, 65' AGL/663' MSL.
- Tree 1270' from DER, 800' left of centerline, 89' AGL/690' MSL.

NEW HUDSON, MI

OAKLAND SOUTHWEST (Y47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

- Rwy 8**, 300-2¼ or std. w/min. climb of 230' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

- Rwy 8**, trees 27' from DER, 183' left of centerline, 100' AGL/1019' MSL.
- Trees beginning 45' from DER, 32' right of centerline, up to 100' AGL/1022' MSL.
- Trees beginning 124' from DER, 39' left of centerline, up to 100' AGL/1022' MSL.
- Trees beginning 1207' from DER, 248' right of centerline, up to 100' AGL/1026' MSL.
- Trees beginning 1420' from DER, 32' right of centerline, up to 100' AGL/1029' MSL.
- Trees beginning 1846' from DER, 32' right of centerline, up to 100' AGL/1032' MSL.
- Trees beginning 2216' from DER, 39' left of centerline, up to 100' AGL/1026' MSL.
- Trees beginning 3706' from DER, 183' left of centerline, up to 100' AGL/1029' MSL.
- Tree 4229' from DER, 687' left of centerline, 100' AGL/1032' MSL.
- Rwy 26**, trees 1' from DER, 32' left of centerline, 100' AGL/1013' MSL.
- Trees beginning 98' from DER, 103' left of centerline, up to 100' AGL/1016' MSL.
- Trees beginning 116' from DER, 39' right of centerline, up to 100' AGL/1016' MSL.
- Trees 455' from DER, 40' right of centerline, up to 100' AGL/1039' MSL.
- Trees beginning 931' from DER, 31' left of centerline, up to 100' AGL/1022' MSL.
- Trees beginning 1976' from DER, 40' right of centerline, up to 100' AGL/1049' MSL.

NEWBERRY, MI

LUCE COUNTY (ERY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

- Rwys 4, 22**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

- Rwy 11**, trees beginning 15' from DER, 112' right of centerline, up to 79' AGL/919' MSL.
- Trees beginning 1207' from DER, 10' left of centerline, up to 119' AGL, 969' MSL.
- Rwy 29**, ground 1' from DER, 221' right of centerline, 0' AGL/872' MSL.
- Tree 1' from DER, 431' right of centerline, 12' AGL/872' MSL.
- Trees and antenna on building beginning 88' from DER, 13' left of centerline, up to 84' AGL/954' MSL.
- Trees, vehicle on road, and antenna on building beginning 561' from DER, 28' right of centerline, up to 89' AGL/959' MSL.

NILES, MI

JERRY TYLER MEML (3TR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 05MAY11 (21196) (FAA)

TAKEOFF MINIMUMS:

- Rwy 22**, NA-Obstacles.

TAKEOFF OBSTACLE NOTES:

- Rwy 4**, vehicles on road beginning 192' from DER, crossing left to right of centerline, up to 15' AGL/754' MSL.
- Trees beginning 360' from DER, 276' right of centerline, up to 100' AGL/849' MSL.
- Building 410' from DER, 225' left of centerline, 30' AGL/759' MSL.
- Rwy 15**, trees beginning 470' from DER, 461' left of centerline, up to 100' AGL/869' MSL.
- Trees beginning 568' from DER, 187' right of centerline, up to 100' AGL/869' MSL.
- Rwy 33**, vehicles on road beginning 198' from DER, crossing right to left of centerline, up to 15' AGL/764' MSL. Building 705' from DER, 604' left of centerline, 30' AGL/779' MSL.



26190



EC-1



26190



ONTONAGON, MI

ONTONAGON COUNTY/SCHUSTER FLD (OGM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1% or std with a climb gradient of 390' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 35, hanger 70' from DER, 467' right of centerline up to 50' AGL/689' MSL.

Vehicle on road 225' from DER, 367' right of centerline up to 17' AGL/664' MSL.

Trees beginning abeam DER, 537' right of centerline, up to 100' AGL/756' MSL.

Trees 80' from DER, 179' left of centerline, up to 100' AGL/756' MSL.

Sailing boat 3128' from DER, on centerline, up to 100' AGL/719' MSL.

Rwy 17, trees beginning 439' from DER, 423' left of centerline up to 100' AGL/ 901' MSL.

Trees beginning 354' from DER, 243' right of centerline, up to 100' AGL /851' MSL.

OSCODA, MI

OSCODA/WURTHSMITH (OSC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 3205' from DER, 37' left of centerline, up to 100' AGL/719' MSL.

Trees beginning 3292' from DER, 43' right of centerline, up to 100' AGL/719' MSL.

Rwy 25, tree 1439' from DER, 558' left of centerline, 676' MSL.

Trees beginning 1453' from DER, 331' left of centerline, up to 699' MSL.

Trees beginning 2076' from DER, 445' right of centerline, up to 698' MSL.

Trees beginning 2396' from DER, 631' left of centerline, up to 703' MSL.

Tree 2657' from DER, 664' left of centerline, 708' MSL.

OWOSSO, MI

OWOSSO COMMUNITY (RNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 18, 24, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 11, bush 187' from DER, 158' right of centerline, 3' AGL/742' MSL.

Trees beginning 1136' from DER, 630' left of centerline, up to 75' AGL/814' MSL.

Trees and pole beginning 1111' from DER, 596' right of centerline, up to 90' AGL/829' MSL.

Power line with towers beginning 2029' from DER, left and right of centerline, 90' AGL/829' MSL.

Rwy 29, bush 212' from DER, 436' right of centerline, 11' AGL/741' MSL.

Vent, trees, and a building beginning 266' from DER, 46' left of centerline, up to 100' AGL/836' MSL.

Trees and a pole beginning 1184' from DER, 244' right of centerline, up to 60' AGL/815' MSL.

PELLSTON, MI

PELLSTON RGNL/EMMET COUNTY (PLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, 500-3 w/min. climb of 260' per NM to 1400, or std. w/min. climb of 280' per NM to 1400 or 1000-3 for VCOA.

Rwy 32, 300-2 1/4 or std. w/min. climb of 355' per NM to 1000.

VCOA:

Rwy 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Pellston Rgnl/Emmet County airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, vehicle on road beginning 58' from DER, 331' left of centerline, up to 756' MSL.

Trees beginning 1071' from DER, 747' left of centerline, up to 792' MSL.

Trees beginning 1077' from DER, 525' right of centerline, up to 781' MSL.

Trees beginning 1201' from DER, 534' right of centerline, up to 787' MSL.

Tree 1272' from DER, 830' left of centerline, 799' MSL.

Trees beginning 1287' from DER, 413' right of centerline, up to 790' MSL.

Tree 1298' from DER, 800' right of centerline, 794' MSL.

Trees beginning 1321' from DER, 407' right of centerline, up to 797' MSL.

Tree 1324' from DER, 813' left of centerline, 806' MSL.

Trees beginning 1349' from DER, 757' left of centerline, up to 808' MSL.

Trees beginning 1445' from DER, 12' left of centerline, up to 816' MSL.

Trees beginning 2216' from DER, 135' right of centerline, up to 798' MSL.

Trees beginning 2273' from DER, 140' right of centerline, up to 801' MSL.

Trees beginning 2405' from DER, 123' right of centerline, up to 803' MSL.

Trees beginning 2559' from DER, 57' right of centerline, up to 810' MSL.

Rwy 14, light pole 8' from DER, 55' left of centerline, 2' AGL/709' MSL.

Light pole 9' from DER, 55' right of centerline, 2' AGL/709' MSL.

Tree 1093' from DER, 706' left of centerline, 749' MSL.

CON'T



26190



EC-1



26190

**PELLSTON, MI (CON'T)****PELLSTON RGNL/EMMET COUNTY (PLN) (CON'T)****Rwy 14 (CON'T)**, trees beginning 1192' from DER, 608' left of centerline, up to 758' MSL.

Trees beginning 1553' from DER, 698' left of centerline, up to 763' MSL.

Trees beginning 1627' from DER, 741' left of centerline, up to 768' MSL.

Trees beginning 1749' from DER, 814' right of centerline, up to 757' MSL.

Tree 1890' from DER, 720' right of centerline, 761' MSL.

Trees beginning 2018' from DER, 759' left of centerline, up to 779' MSL.

Tree 2246' from DER, 694' right of centerline, 764' MSL.

Tree 2369' from DER, 847' right of centerline, 774' MSL.

Tree 2413' from DER, 1035' right of centerline, 782' MSL.

Trees beginning 2434' from DER, 815' right of centerline, up to 785' MSL.

Rwy 23, trees beginning 5' from DER, 496' right of centerline, up to 771' MSL.

Tree 536' from DER, 622' left of centerline, 752' MSL.

Trees beginning 698' from DER, 612' left of centerline, up to 763' MSL.

Trees beginning 855' from DER, 664' left of centerline, up to 771' MSL.

Trees beginning 957' from DER, 26' left of centerline, up to 776' MSL.

Trees beginning 973' from DER, 32' right of centerline, up to 778' MSL.

Trees beginning 1221' from DER, 38' right of centerline, up to 780' MSL.

Trees beginning 1485' from DER, 14' left of centerline, up to 788' MSL.

Trees beginning 2216' from DER, 409' right of centerline, up to 785' MSL.

Tree 3093' from DER, 57' right of centerline, 788' MSL.

Tree 3102' from DER, 25' right of centerline, 789' MSL.

Tree 1.8 NM from DER, 3552' right of centerline, 1005' MSL.

Trees beginning 2 NM from DER, 1821' right of centerline, up to 1055' MSL.

Tree 2 NM from DER, 249' left of centerline, 1034' MSL.

Trees beginning 2 NM from DER, 151' left of centerline, up to 1047' MSL.

Trees beginning 2.1 NM from DER, 1027' right of centerline, up to 1088' MSL.

Tree 2.1 NM from DER, 2290' right of centerline, 1095' MSL.

Trees beginning 2.1 NM from DER, 1356' right of centerline, up to 1097' MSL.

Trees beginning 2.1 NM from DER, 66' right of centerline, up to 1104' MSL.

Tree 2.2 NM from DER, 282' left of centerline, 1070' MSL.

Trees beginning 2.2 NM from DER, 105' left of centerline, up to 1088' MSL.

Trees beginning 2.2 NM from DER, 6' right of centerline, up to 1111' MSL.

Tree 2.2 NM from DER, 323' left of centerline, 1090' MSL.

Trees beginning 2.2 NM from DER, 68' right of centerline, up to 1135' MSL.

Tree 2.2 NM from DER, 89' left of centerline, 1095' MSL.

Trees beginning 2.2 NM from DER, 39' left of centerline, up to 1097' MSL.

Trees beginning 2.2 NM from DER, 231' right of centerline, up to 1153' MSL.

Trees beginning 2.3 NM from DER, 99' left of centerline, up to 1101' MSL.

Trees beginning 2.3 NM from DER, 139' left of centerline, up to 1103' MSL.

Trees beginning 2.3 NM from DER, 39' left of centerline, up to 1114' MSL.

Trees beginning 2.3 NM from DER, 97' left of centerline, up to 1121' MSL.

Trees beginning 2.3 NM from DER, 13' right of centerline, up to 1204' MSL.

Trees beginning 2.3 NM from DER, 39' left of centerline, up to 1132' MSL.

Trees beginning 2.3 NM from DER, 30' right of centerline, up to 1207' MSL.

Trees beginning 2.4 NM from DER, 123' left of centerline, up to 1133' MSL.

Tree 2.4 NM from DER, 178' left of centerline, 1134' MSL.

Trees beginning 2.4 NM from DER, 95' left of centerline, up to 1135' MSL.

Trees beginning 2.5 NM from DER, 170' left of centerline, up to 1141' MSL.

Tree 2.5 NM from DER, 423' left of centerline, 1142' MSL.

Trees beginning 2.5 NM from DER, 325' left of centerline, up to 1150' MSL.

Trees beginning 2.5 NM from DER, 260' left of centerline, up to 1151' MSL.

Rwy 32, light poles 41' from DER, 117' right of centerline, 4' AGL/720' MSL.

Vegetation 104' from DER, 309' right of centerline, 722' MSL.

Pole 148' from DER, 324' left of centerline, 6' AGL/722' MSL.

Sign 148' from DER, 323' left of centerline, 6' AGL/723' MSL.

Trees beginning 1134' from DER, 336' right of centerline, up to 754' MSL.

Tree 1202' from DER, 393' right of centerline, 757' MSL.

Trees beginning 1206' from DER, 1' right of centerline, up to 772' MSL.

Tree 1252' from DER, 54' left of centerline, 760' MSL.

Tree 1407' from DER, 67' left of centerline, 761' MSL.

Trees beginning 1439' from DER, 26' left of centerline, up to 772' MSL.

Trees, vegetation beginning 1607' from DER, 47' right of centerline, up to 777' MSL.

Tree 1760' from DER, 853' right of centerline, 786' MSL.

Trees, vegetation beginning 1762' from DER, 632' right of centerline, up to 793' MSL.

Trees beginning 1806' from DER, 3' left of centerline, up to 775' MSL.

Trees, terrain, vegetation beginning 2016' from DER, 46' right of centerline, up to 803' MSL.

Tree 2023' from DER, 16' left of centerline, 777' MSL.

Tree 2043' from DER, 44' left of centerline, 778' MSL.

Trees beginning 2053' from DER, 18' left of centerline, up to 780' MSL.

Trees, terrain, vegetation beginning 2342' from DER, 696' right of centerline, up to 805' MSL.

Tree 2501' from DER, 398' left of centerline, 783' MSL.

Trees, vegetation, terrain beginning 2634' from DER, 370' right of centerline, up to 806' MSL.

Tree 2855' from DER, 679' right of centerline, 808' MSL.

CON'T

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



26190





26190



PELLSTON, MI (CON'T)

PELLSTON RGNL/EMMET COUNTY (PLN) (CON'T)

Rwy 32 (CON'T), tree 2877' from DER, 628' right of centerline, 813' MSL.
 Trees, terrain beginning 2944' from DER, 771' right of centerline, up to 823' MSL.
 Trees beginning 3103' from DER, 851' right of centerline, up to 827' MSL.
 Tree, vehicle on road beginning 3288' from DER, 1104' right of centerline, up to 845' MSL.
 Tree, pole beginning 3477' from DER, 1299' right of centerline, up to 871' MSL.
 Tree 3620' from DER, 1431' right of centerline, 875' MSL.
 Tree 3867' from DER, 1' left of centerline, 822' MSL.
 Trees beginning 4109' from DER, 359' right of centerline, up to 882' MSL.
 Trees beginning 4343' from DER, 316' right of centerline, up to 885' MSL.
 Trees beginning 4480' from DER, 21' left of centerline, up to 834' MSL.
 Tree 4567' from DER, 295' left of centerline, 844' MSL.
 Trees beginning 4577' from DER, 9' left of centerline, up to 858' MSL.
 Trees beginning 5183' from DER, 370' right of centerline, up to 889' MSL.
 Trees beginning 5409' from DER, 901' right of centerline, up to 895' MSL.
 Tree 5993' from DER, 460' left of centerline, 868' MSL.
 Trees beginning 1 NM from DER, 801' left of centerline, up to 885' MSL.
 Trees beginning 1 NM from DER, 658' left of centerline, up to 890' MSL.
 Trees beginning 1 NM from DER, 908' left of centerline, up to 902' MSL.
 Trees beginning 1 NM from DER, 1395' left of centerline, up to 909' MSL.
 Trees beginning 1 NM from DER, 1597' left of centerline, up to 916' MSL.
 Trees beginning 1.1 NM from DER, 1577' left of centerline, up to 921' MSL.
 Trees beginning 1.1 NM from DER, 1434' left of centerline, up to 936' MSL.
 Trees beginning 1.1 NM from DER, 1457' left of centerline, up to 944' MSL.
 Trees beginning 1.1 NM from DER, 31' left of centerline, up to 946' MSL.
 Tree 1.1 NM from DER, 57' right of centerline, 903' MSL.
 Trees beginning 1.2 NM from DER, 145' left of centerline, up to 948' MSL.
 Trees beginning 1.2 NM from DER, 126' left of centerline, up to 964' MSL.
 Trees beginning 1.2 NM from DER, 36' left of centerline, up to 965' MSL.
 Tree 1.3 NM from DER, 150' right of centerline, 935' MSL.
 Trees beginning 1.3 NM from DER, 3' right of centerline, up to 936' MSL.
 Trees beginning 1.3 NM from DER, 165' left of centerline, up to 968' MSL.
 Trees beginning 1.3 NM from DER, 27' right of centerline, up to 939' MSL.
 Trees beginning 1.3 NM from DER, 1055' right of centerline, up to 943' MSL.
 Trees beginning 1.3 NM from DER, 202' left of centerline, up to 970' MSL.
 Trees beginning 1.3 NM from DER, 15' right of centerline, up to 945' MSL.
 Trees beginning 1.4 NM from DER, 5' right of centerline, up to 956' MSL.
 Trees beginning 1.4 NM from DER, 920' right of centerline, up to 958' MSL.
 Trees beginning 1.4 NM from DER, 53' left of centerline, up to 979' MSL.
 Trees beginning 1.4 NM from DER, 14' right of centerline, up to 968' MSL.
 Trees beginning 1.4 NM from DER, 12' left of centerline, up to 997' MSL.
 Trees beginning 1.5 NM from DER, 1062' right of centerline, up to 976' MSL.
 Tree 1.5 NM from DER, 1265' right of centerline, 981' MSL.
 Trees beginning 1.5 NM from DER, 1226' right of centerline, up to 988' MSL.
 Trees beginning 1.6 NM from DER, 1205' right of centerline, up to 89' AGL/991' MSL.
 Trees beginning 1.6 NM from DER, 1393' left of centerline, up to 86' AGL/998' MSL.
 Tree 1.7 NM from DER, 1088' right of centerline, 994' MSL.
 Trees beginning 1.7 NM from DER, 20' right of centerline, up to 1012' MSL.
 Trees beginning 1.7 NM from DER, 162' left of centerline, up to 1002' MSL.
 Trees beginning 1.7 NM from DER, 53' left of centerline, up to 1009' MSL.
 Trees beginning 1.7 NM from DER, 47' left of centerline, up to 1010' MSL.
 Trees beginning 1.8 NM from DER, 1008' right of centerline, up to 1014' MSL.

PLYMOUTH, MI

CANTON-PLYMOUTH-METTETAL (1D2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 10DEC92 (92345) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, 300-1.

PONTIAC, MI

OAKLAND COUNTY INTL (PTK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 9R, building 868' from DER, 732' right of centerline, 36' AGL/1006' MSL.

Tree 1381' from DER, 645' left of centerline, 1009' MSL.

Tree 1554' from DER, 687' left of centerline, 1011' MSL.

CON'T

26190



EC-1



26190

PONTIAC, MI (CON'T)**OAKLAND COUNTY INTL (PTK) (CON'T)****Rwy 27L**, vehicle on road 401' from DER, 537' left of centerline, 991' MSL.

Tree 450' from DER, 553' right of centerline, 994' MSL.

Tree 564' from DER, 587' left of centerline, 1003' MSL.

Tree 747' from DER, 614' left of centerline, 1012' MSL.

Tree 823' from DER, 588' right of centerline, 1002' MSL.

Tree 836' from DER, 628' left of centerline, 1013' MSL.

Trees beginning 854' from DER, 539' left of centerline, up to 1016' MSL.

Tree 1586' from DER, 827' left of centerline, 1024' MSL.

Tree 2200' from DER, 958' left of centerline, 1046' MSL.

Rwy 27R, tree 450' from DER, 1' right of centerline, 994' MSL.

Tree 823' from DER, 35' right of centerline, 1002' MSL.

Tree 1014' from DER, 10' right of centerline, 1003' MSL.

Tree 1024' from DER, 112' right of centerline, 1004' MSL.

Tree 1233' from DER, 19' left of centerline, 1009' MSL.

Tree 1454' from DER, 234' left of centerline, 1011' MSL.

Tree 1479' from DER, 361' left of centerline, 1014' MSL.

Tree 1619' from DER, 192' right of centerline, 1017' MSL.

PORT HURON, MI**ST CLAIR COUNTY INTL (PHN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 4**, trees beginning 1196' from DER, 140' right of centerline, up to 115' AGL/764' MSL.

Trees and bush beginning 13' from DER, 80' left of centerline, up to 115' AGL/779' MSL.

Rwy 10, trees and building beginning 150' from DER, 2' right of centerline, up to 115' AGL/769' MSL.

Trees beginning 329' from DER, 161' left of centerline, up to 115' AGL/769' MSL.

Rwy 22, trees beginning 2376' from DER, 171' right of centerline, up to 103' AGL/738' MSL.

Trees beginning 2138' from DER, 612' left of centerline, up to 101' AGL/737' MSL.

Rwy 28, trees beginning 192' from DER, 361' right of centerline, up to 115' AGL/759' MSL.

Trees beginning 667' from DER, 112' left of centerline, up to 114' AGL/749' MSL.

RAY, MI**RAY COMMUNITY (57D)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-B 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:**Rwys 1, 19**, NA-ATC.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, road 60' from DER, left to right of centerline, 15' AGL/645' MSL.

Tree 119' from DER, 181' right of centerline, 25' AGL/655' MSL.

Trees beginning 353' from DER, 204' left of centerline, up to 100' AGL/729' MSL.

Trees beginning 2067' from DER, 137' left of centerline, up to 100' AGL/729' MSL.

Rwy 28, trees beginning 158' from DER, 232' right of centerline, up to 100' AGL/729' MSL.

Trees 184' from DER, 131' left of centerline, up to 100' AGL/729' MSL.

Trees 920' from DER, 233' right of centerline, up to 100' AGL/729' MSL.

ROGERS CITY, MI**PRESQUE ISLE COUNTY (PZQ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 07AUG25 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 9**, terrain 38' from DER, 205' right of centerline, 671' MSL.

Terrain 83' from DER, 501' right of centerline, 692' MSL.

Tree 104' from DER, 400' left of centerline, 678' MSL.

Trees beginning 125' from DER, 261' right of centerline, up to 706' MSL.

Tree 165' from DER, 496' left of centerline, 688' MSL.

Tree 198' from DER, 397' right of centerline, 31' AGL/708' MSL.

Tree 209' from DER, 423' right of centerline, 711' MSL.

Tree, vehicles on road beginning 215' from DER, 64' left of centerline, up to 691' MSL.

Transmission lines, poles, trees, vehicles on road beginning 281' from DER, 28' right of centerline, up to 50' AGL/726' MSL.

Trees beginning 369' from DER, 326' left of centerline, up to 713' MSL.

Tree 432' from DER, 472' left of centerline, 714' MSL.

Trees, catenary wires, transmission lines, poles beginning 505' from DER, 72' left of centerline, up to 717' MSL.

Tree 2056' from DER, 988' right of centerline, 727' MSL.

Tree 2146' from DER, 921' right of centerline, 729' MSL.

Rwy 27, tree 22' from DER, 423' right of centerline, 705' MSL.

Vehicles on road, terrain, sign, fence beginning 23' from DER, 194' left of centerline, up to 687' MSL.

Tree 57' from DER, 510' right of centerline, 706' MSL.

Tree 152' from DER, 408' right of centerline, 53' AGL/711' MSL.

CON'T

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ROGERS CITY, MI (CON'T)

PRESQUE ISLE COUNTY (PZQ) (CON'T)

Rwy 27 (CON'T), trees beginning 221' from DER, 370' right of centerline, up to 713' MSL.
 Tree, vehicles on road, fence beginning 258' from DER, 95' left of centerline, up to 738' MSL.
 Tree, vehicles on road beginning 381' from DER, 109' left of centerline, up to 741' MSL.
 Trees, vehicles on road beginning 405' from DER, 68' right of centerline, up to 719' MSL.
 Tree 486' from DER, 451' left of centerline, 755' MSL.
 Trees, buildings, terrain, transmission lines, poles, vehicles on road, catenary wires beginning 490' from DER, 29' left of centerline, up to 761' MSL.
 Trees, vehicles on road beginning 557' from DER, 274' right of centerline, up to 724' MSL.
 Trees, poles, transmission lines, catenary wires beginning 730' from DER, 101' right of centerline, up to 741' MSL.
 Trees beginning 1003' from DER, 527' left of centerline, up to 765' MSL.
 Trees beginning 1102' from DER, 322' right of centerline, up to 744' MSL.
 Trees beginning 1490' from DER, 690' left of centerline, up to 768' MSL.
 Trees beginning 1586' from DER, 20' left of centerline, up to 771' MSL.
 Tree 1854' from DER, 219' right of centerline, 745' MSL.
 Trees beginning 1857' from DER, 88' right of centerline, up to 752' MSL.
 Trees beginning 2075' from DER, 1' right of centerline, up to 761' MSL.
 Trees beginning 2457' from DER, 2' right of centerline, up to 762' MSL.
 Trees beginning 2812' from DER, 57' left of centerline, up to 775' MSL.
 Trees beginning 2897' from DER, 18' left of centerline, up to 111' AGL/793' MSL.
 Trees beginning 4761' from DER, 1762' left of centerline, up to 100' AGL/799' MSL.

ROMEO, MI

ROMEO STATE (D98)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 239' from DER, 395' right of centerline, 30' AGL/760' MSL.
 Trees along and vehicles on road 342' from DER, left and right of centerline, up to 15' AGL/741' MSL.
 Line of trees beginning 401' from DER, 498' right of centerline, up to 65' AGL/770' MSL.
 Trees beginning 420' from DER, 228' left of centerline, up to 75' AGL/793' MSL.
 Pole 500' from DER, 337' left of centerline, 45' AGL/759' MSL.
Rwy 36, pole on building 118' from DER, 444' left of centerline, 37' AGL/772' MSL.
 Buildings beginning 228' from DER, 322' right of centerline, up to 25' AGL/754' MSL.
 Building 303' from DER, 454' left of centerline, 23' AGL/758' MSL.
 Vehicles on road beginning 410' from DER, 159' left of centerline, up to 15' AGL/760' MSL.
 Trees beginning 639' from DER, 654' left of centerline, up to 70' AGL/809' MSL.
 Catenary beginning 774' from DER, left and right of centerline, up to 43' AGL/782' MSL.
 Poles 887' from DER, 170' right of centerline, up to 35' AGL/770' MSL.
 Trees beginning 2747' from DER, left and right of centerline, up to 100' AGL/841' MSL.

SAGINAW, MI

MBS INTL (MBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 85' from DER, 269' right of centerline, 654' MSL.
Rwy 23, transmission line, pole beginning 1259' from DER, 785' left of centerline, up to 29' AGL/698' MSL.
 Tree 2169' from DER, 1071' right of centerline, 725' MSL.
Rwy 32, tree 1447' from DER, 706' left of centerline, 734' MSL.
 Tree 3628' from DER, 650' left of centerline, 767' MSL.

SAGINAW COUNTY/H W BROWNE (HYX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 07DEC17 (22307) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb heading 052° to 1900 before turning left.
Rwy 10, climb heading 097° to 1600 before turning left.
Rwy 23, climb heading 232° to 1300 before proceeding on course.
Rwy 28, climb heading 277° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 10' from DER, 20' right of centerline, 2' AGL/600' MSL.
 Traverse way 18' from DER, 349' left of centerline, 606' MSL.
 Antenna, tree, pole, beginning 285' from DER, 173' right of centerline, up to 46' AGL/642' MSL.
 Traverse way 345' from DER, 17' left of centerline, 607' MSL.
 Tree 983' from DER, 365' right of centerline, 657' MSL.
Rwy 10, lighting 6' from DER, 9' right of centerline, 2' AGL/599' MSL.
 Lighting 6' from DER, 9' left of centerline, 2' AGL/599' MSL.
 Transmission line 1037' from DER, 641' left of centerline, 34' AGL/628' MSL.
 Transmission line 1261' from DER, 632' left of centerline, 38' AGL/632' MSL.
CON'T



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**SAGINAW, MI (CON'T)****SAGINAW COUNTY/H W BROWNE (HYX) (CON'T)**

Rwy 23, lighting 10' from DER, 19' right of centerline, 3' AGL/603' MSL.
Tree, traverse way beginning 54' from DER, 162' left of centerline, up to 652' MSL.
Tree 959' from DER, 414' right of centerline, 664' MSL.
Rwy 28, lighting 9' from DER, 30' left of centerline, 3' AGL/601' MSL.
Lighting 10' from DER, 30' right of centerline, 3' AGL/601' MSL.
Transmission line 3519' from DER, 239' right of centerline, 92' AGL/691' MSL.

ST IGNACE**MACKINAC COUNTY (83D)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 05MAY11 (11125) (FAA)****TAKEOFF MINIMUMS:****Rwy 25**, 300-1 or std. w/min. climb of 430' per NM to 900.**TAKEOFF OBSTACLE NOTES:**

Rwy 7, vehicles on road beginning 10' from DER, 322' right of centerline, up to 15' AGL/627' MSL.
Trees beginning 70' from DER, 363' right of centerline, up to 85' AGL/686' MSL.
Poles beginning 117' from DER, 381' left of centerline, up to 54' AGL/629' MSL.
Vehicles on road beginning 310' from DER, left and right of centerline, up to 15' AGL/631' MSL.
Poles beginning 602' from DER, 328' right of centerline, up to 54' AGL/644' MSL.
Ships beginning 3099' from DER, left and right of centerline, up to 155' AGL/735' MSL.
Rwy 25, trees beginning 20' from DER, left and right of centerline, up to 85' AGL/809' MSL.
Vehicles on road 366' from DER, left and right of centerline, up to 17' AGL/663' MSL.
Poles beginning 919' from DER, left and right of centerline, up to 62' AGL/682' MSL.

SANDUSKY, MI**SANDUSKY CITY (Y83)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 05OCT23 (23278) (FAA)****TAKEOFF MINIMUMS:****Rwys 18, 36**, NA-Environmental.**TAKEOFF OBSTACLE NOTES:**

Rwy 10, building 34' from DER, 328' right of centerline, 20' AGL/793' MSL.
Building 41' from DER, 219' right of centerline, 23' AGL/797' MSL.
Tree 418' from DER, 605' left of centerline, 61' AGL/836' MSL.
Tree, electrical systems, poles, vehicles on road beginning 440' from DER, 58' left of centerline, up to 63' AGL/837' MSL.
Pole, vehicles on road beginning 455' from DER, 2' right of centerline, up to 798' MSL.
Trees beginning 568' from DER, 415' right of centerline, up to 835' MSL.
Trees beginning 674' from DER, 468' right of centerline, up to 65' AGL/838' MSL.
Rwy 28, vegetation 18' from DER, 152' left of centerline, 779' MSL.
Vegetation 62' from DER, 288' right of centerline, 779' MSL.
Tree 106' from DER, 427' left of centerline, 96' AGL/871' MSL.
Trees, poles beginning 224' from DER, 192' left of centerline, up to 881' MSL.
Trees, poles beginning 1175' from DER, 403' right of centerline, up to 847' MSL.
Trees beginning 1473' from DER, 486' right of centerline, up to 864' MSL.

SAULT STE MARIE, MI**CHIPPEWA COUNTY INTL (CIU)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 05MAR15 (15064) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 10, poles beginning 156' from DER, 518' left and 439' right of centerline up to 45' AGL/839' MSL.
Buildings beginning 379' from DER, 532' right of centerline, up to 55' AGL/848' MSL.
Building 416' from DER, 503' left of centerline, 31' AGL/823' MSL.
Trees beginning 348' from DER, 456' right of centerline, up to 100' AGL/899' MSL.
Tank 1475' from DER, 75' right of centerline, 49' AGL/842' MSL.
Rwy 16, trees beginning 3645' from DER, extending from 1018' right of centerline to 1221' left of centerline, up to 100' AGL/899' MSL.
Rwy 28, vertical structure, 11' from DER, 4' right of centerline, 2' AGL/794' MSL.
Natural high point, 33' from DER, 355' left of centerline, 0' AGL/793' MSL.
Vehicle on road, 412' from DER, 510' left of centerline, up to 15' AGL/804' MSL.
Trees beginning 520' from DER, extending from 581' left of centerline to 827' right of centerline, up to 100' AGL/879' MSL.

SAULT STE MARIE MUNI/SANDERSON FLD (ANJ)**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 25AUG11 (21224) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 14, trees, poles, and road beginning 25' from DER, 56' left of centerline, up to 54' AGL/763' MSL.
Trees and poles beginning 5' from DER, 49' right of centerline, up to 65' AGL/774' MSL.
Rwy 32, tree 200' from DER, 330' left of centerline, 24' AGL/723' MSL.
Trees beginning 91' from DER, 300' right of centerline, up to 24' AGL/723' MSL.



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SELFRIDGE ANGB (KMTG)

MT. CLEMENS, MI

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A, 29MAY14 (14149)

TAKEOFF MINIMUMS:

Rwy 1, std.

Rwy 19, std. w/min. climb of 234' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 19, Numerous trees beginning 1872' from DER, 269' left of centerline, up to 100' AGL/693' MSL.

Numerous trees beginning 3007' from DER, 57' right of centerline, up to 100' AGL/704' MSL.

Rwy 1, Numerous trees beginning 2290' from DER, 800' left of centerline, up to 100' AGL/689' MSL.

Numerous trees beginning 2308' from DER, 539' right of centerline, up to 100' AGL/683' MSL.

SOUTH HAVEN, MI

SOUTH HAVEN AREA RGNL (LWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, 32, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 1440' from DER, 94' left of centerline, up to 93' AGL/773' MSL.

Poles beginning 1272' from DER, 122' right of centerline, up to 43' AGL/713' MSL.

Trees beginning 1812' from DER, 137' right of centerline, up to 81' AGL/771' MSL.

Rwy 23, pole 520' from DER, 582' left of centerline, 53' AGL/703' MSL.

Building 185' from DER, 334' left of centerline, 20' AGL/670' MSL.

Trees beginning 436' from DER, 428' left of centerline, up to 81' AGL/731' MSL.

Trees beginning 1172' from DER, 133' right of centerline, up to 89' AGL/739' MSL.

SPARTA, MI

PAUL C MILLER/SPARTA (8D4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1% or std w/min climb of 215'/NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicle on road 16' from DER, 495' left of centerline, 755' MSL.

Tree, vehicle on road, building beginning 129' from DER, 393' left of centerline, up to 25' AGL/762' MSL.

Transmission line, pole, trees beginning 302' from DER, 295' left of centerline, up to 24' AGL/764' MSL.

Tree 331' from DER, 519' right of centerline, 759' MSL.

Building 471' from DER, 436' right of centerline, 773' MSL.

Trees, buildings beginning 541' from DER, 222' right of centerline, up to 58' AGL/798' MSL.

Trees, building beginning 700' from DER, 9' right of centerline, up to 802' MSL.

Pole, tree beginning 729' from DER, 339' left of centerline, up to 37' AGL/768' MSL.

Trees beginning 758' from DER, 30' left of centerline, up to 813' MSL.

Tree 1352' from DER, 645' right of centerline, 803' MSL.

Tree 1492' from DER, 513' right of centerline, 805' MSL.

Building, tree beginning 1510' from DER, 653' right of centerline, up to 820' MSL.

Trees beginning 1583' from DER, 65' left of centerline, up to 98' AGL/823' MSL.

Trees beginning 1605' from DER, 19' right of centerline, up to 97' AGL/827' MSL.

Trees beginning 1900' from DER, 4' left of centerline, up to 829' MSL.

Trees beginning 2367' from DER, 105' left of centerline, up to 108' AGL/832' MSL.

Trees beginning 2414' from DER, 5' left of centerline, up to 107' AGL/835' MSL.

Trees beginning 2467' from DER, 1' right of centerline, up to 108' AGL/836' MSL.

Trees, transmission line, pole beginning 2852' from DER, 33' left of centerline, up to 130' AGL/853' MSL.

Trees beginning 3657' from DER, 1015' right of centerline, up to 116' AGL/844' MSL.

Rwy 25, utility building 39' from DER, 112' right of centerline, 8' AGL/775' MSL.

Terrain 74' from DER, 463' left of centerline, 787' MSL.

Trees beginning 140' from DER, 207' left of centerline, up to 47' AGL/817' MSL.

Trees beginning 467' from DER, 139' right of centerline, up to 796' MSL.

Trees beginning 564' from DER, 261' right of centerline, up to 802' MSL.

Trees beginning 568' from DER, 518' left of centerline, up to 819' MSL.

Trees beginning 671' from DER, 351' right of centerline, up to 62' AGL/832' MSL.

Trees beginning 679' from DER, 167' left of centerline, up to 67' AGL/822' MSL.

Trees, pole beginning 866' from DER, 249' right of centerline, up to 836' MSL.

Trees beginning 1014' from DER, 88' left of centerline, up to 838' MSL.

Trees beginning 1289' from DER, 50' right of centerline, up to 81' AGL/851' MSL.

Trees beginning 1515' from DER, 212' left of centerline, up to 840' MSL.

Trees beginning 1529' from DER, 28' left of centerline, up to 858' MSL.

Trees beginning 1563' from DER, 426' right of centerline, up to 866' MSL.

Trees beginning 1646' from DER, 173' right of centerline, up to 96' AGL/868' MSL.

Tree 1729' from DER, 819' right of centerline, 103' AGL/875' MSL.

Trees beginning 1869' from DER, 42' right of centerline, up to 105' AGL/881' MSL.

Trees beginning 2644' from DER, 87' left of centerline, up to 860' MSL.

CON'T



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SPARTA, MI (CON'T)**PAUL C MILLER/SPARTA (8D4) (CON'T)**

Rwy 25 (CON'T), trees beginning 2932' from DER, 61' left of centerline, up to 105' AGL/869' MSL.
 Tree 3621' from DER, 120' left of centerline, 100' AGL/871' MSL.
 Trees beginning 1 NM from DER, 794' right of centerline, up to 77' AGL/936' MSL.
 Trees beginning 1.2 NM from DER, 1627' right of centerline, up to 74' AGL/974' MSL.
 Tree 1.3 NM from DER, 1694' right of centerline, 73' AGL/979' MSL.

STURGIS, MI**KIRSCH MUNI (IRS)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMTD 4A 29DEC22 (23054) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1% or std. w/min. climb of 215' per NM to 1200, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 6, 300-1% or std. w/min. climb of 243' per NM to 1200, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicle on road 22' from DER, 188' left of centerline, 921' MSL.
 NAVAID 39' from DER, 89' right of centerline, 3' AGL/910' MSL.
 Terrain 73' from DER, 481' right of centerline, 920' MSL.
 Fence beginning 78' from DER, 303' right of centerline, up to 2' AGL/921' MSL.
 Tree, vehicle on road beginning 80' from DER, 222' left of centerline, up to 960' MSL.
 Terrain beginning 167' from DER, 418' right of centerline, up to 924' MSL.
 Trees beginning 464' from DER, 394' left of centerline, up to 963' MSL.
 Tree 710' from DER, 355' right of centerline, 932' MSL.
 Tree 801' from DER, 504' right of centerline, 951' MSL.
 Trees beginning 979' from DER, 386' right of centerline, up to 957' MSL.
 Trees beginning 1265' from DER, 475' right of centerline, up to 979' MSL.
 Trees beginning 1341' from DER, 471' left of centerline, up to 967' MSL.
 Tree 2359' from DER, 413' left of centerline, 969' MSL.
 Trees beginning 2526' from DER, 1013' right of centerline, up to 995' MSL.
 Tree 3034' from DER, 408' left of centerline, 985' MSL.
 Tree 3120' from DER, 334' left of centerline, 992' MSL.
 Tree 3235' from DER, 197' left of centerline, 996' MSL.
 Tree 3356' from DER, 200' left of centerline, 1002' MSL.
 Trees beginning 3379' from DER, 39' left of centerline, up to 1014' MSL.
 Tree 3607' from DER, 1464' right of centerline, 1006' MSL.
 Tree 3943' from DER, 1484' right of centerline, 1009' MSL.
 Tree 4051' from DER, 96' right of centerline, 1013' MSL.
 Tree 4344' from DER, 1118' right of centerline, 1019' MSL.
 Tree 4347' from DER, 843' right of centerline, 1021' MSL.
 Tree 4457' from DER, 1017' right of centerline, 1028' MSL.
 Trees beginning 4507' from DER, 856' right of centerline, up to 1032' MSL.
 Tree 4777' from DER, 1408' right of centerline, 1034' MSL.
 Tree 4875' from DER, 1591' right of centerline, 1045' MSL.
 Trees beginning 4885' from DER, 507' right of centerline, up to 1047' MSL.
 Tree 5752' from DER, 810' right of centerline, 1061' MSL.
Rwy 6, NAVAID 39' from DER, 112' right of centerline, 3' AGL/928' MSL.
 NAVAID 51' from DER, 112' left of centerline, 2' AGL/928' MSL.
 Vehicle on road 139' from DER, 511' left of centerline, 938' MSL.
 Vehicle on road beginning 188' from DER, 210' left of centerline, up to 941' MSL.
 Vehicle on road beginning 339' from DER, 302' right of centerline, up to 941' MSL.
 Building 522' from DER, 546' right of centerline, 30' AGL/954' MSL.
 Vehicle on road 667' from DER, 189' left of centerline, 942' MSL.
 Pole, transmission line beginning 971' from DER, 595' left of centerline, up to 960' MSL.
 Transmission line, pole beginning 973' from DER, 564' right of centerline, up to 35' AGL/961' MSL.
 Pole, transmission line, tree beginning 1044' from DER, 256' left of centerline, up to 975' MSL.
 Tree, pole, transmission line beginning 1079' from DER, 400' right of centerline, up to 982' MSL.
 Tree, pole, transmission line beginning 1137' from DER, 235' right of centerline, up to 983' MSL.
 Tree, transmission line, pole beginning 1248' from DER, on centerline, up to 997' MSL.
 Tree, transmission line, pole beginning 1488' from DER, 122' left of centerline, up to 989' MSL.
 Trees beginning 1586' from DER, 50' left of centerline, up to 992' MSL.
 Trees beginning 2425' from DER, 347' left of centerline, up to 997' MSL.
 Trees beginning 2794' from DER, 962' left of centerline, up to 1012' MSL.
 Trees beginning 3342' from DER, 75' left of centerline, up to 1043' MSL.
 Tree 3478' from DER, 833' right of centerline, 1026' MSL.
 Trees beginning 4230' from DER, 1062' left of centerline, up to 1045' MSL.
 Tree 4385' from DER, 1633' left of centerline, 1050' MSL.
 Tree 4540' from DER, 1153' left of centerline, 1052' MSL.
 Trees beginning 4668' from DER, 1179' left of centerline, up to 1060' MSL.
 Tree 4996' from DER, 1332' left of centerline, 100' AGL/1075' MSL.
 Tree 5811' from DER, 1170' left of centerline, 1094' MSL.
 Trees beginning 5835' from DER, 976' left of centerline, up to 1102' MSL.

CON'T

26190



26190



STURGIS, MI (CON'T)

KIRSCH MUNI (IRS) (CON'T)

Rwy 6 (CON'T), tree 1.0 NM from DER, 1339' left of centerline, 1086' MSL.

Rwy 19, NAVAID 38' from DER, 90' left of centerline, 2' AGL/913' MSL.

NAVAID 38' from DER, 90' right of centerline, 3' AGL/914' MSL.

Transmission line, pole beginning 1494' from DER, 808' left of centerline, up to 75' AGL/979' MSL.

Tree, pole, transmission line beginning 1686' from DER, 598' right of centerline, up to 960' MSL.

Trees beginning 1989' from DER, 77' right of centerline, up to 963' MSL.

Trees beginning 2031' from DER, 152' right of centerline, up to 968' MSL.

Tree 2085' from DER, 550' right of centerline, 971' MSL.

Rwy 24, vehicle on road, tree, transmission line beginning 29' from DER, 17' right of centerline, up to 100' AGL/1016' MSL.

THREE RIVERS, MI

THREE RIVERS MUNI/DR HAINES (HAI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road beginning 1' from DER, 221' left of centerline, up to 15' AGL/839' MSL.

Trees beginning 1' from DER, left and right of centerline, up to 100' AGL/929' MSL.

Airplane on tarmac 2' from DER, 394' right of centerline, 40' AGL/864' MSL.

Building 1094' from DER, 537' right of centerline, 25' AGL/849' MSL.

Rwy 9, vehicles on road 484' from DER, 624' left of centerline, up to 15' AGL/839' MSL.

Trees beginning 104' from DER, left and right of centerline, up to 100' AGL/934' MSL.

Buildings beginning 1258' from DER, left and right of centerline, up to 25' AGL/859' MSL.

Rwy 23, rising terrain beginning 25' from DER, 497' left of centerline, 826' MSL.

Vehicles on roads beginning 258' from DER, right and left of centerline, up to 15' AGL/844' MSL.

Trees beginning 128' from DER, 125' right of centerline, up to 100' AGL/924' MSL.

Buildings beginning 256' from DER, 144' right of centerline, up to 25' AGL/849' MSL.

Rwy 27, vehicles on road 369' from DER, 595' right of centerline, up to 15' AGL/834' MSL.

Building 892' from DER, 678' right of centerline, 25' AGL/844' MSL.

Trees beginning 544' from DER, left and right of centerline, up to 100' AGL/924' MSL.

TRAVERSE CITY, MI

CHERRY CAPITAL (TVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 400-2 w/min. climb of 233' per NM to 1300 or std. w/min. climb of 280' per NM to 1100, or 1300-3 for VCOA.

Rwy 18, 400-2½ w/min. climb of 214' per NM to 1400 or std. w/min. climb of 222' per NM to 1200, or 1300-3 for VCOA.

Rwy 28, std. w/min. climb of 340' per NM to 2000, or 1300-3 for VCOA.

Rwy 36, 400-2½ or std. w/min. climb of 203' per NM to 1000 or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 099° to 1100' before turning right.

Rwy 18, climb heading 185° to 1100' before turning.

Rwy 36, climb heading 005° to 1300' before turning left.

VCOA:

Rwys 10, 18, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cherry Capital airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 1284' from DER, 739' left of centerline, 662' MSL.

Trees beginning 1524' from DER, 821' left of centerline, up to 663' MSL.

Trees beginning 1822' from DER, 916' right of centerline, up to 669' MSL.

Tree 2242' from DER, 963' right of centerline, 671' MSL.

Trees beginning 2341' from DER, 941' right of centerline, up to 672' MSL.

Tree 2570' from DER, 1169' right of centerline, 679' MSL.

Tree 2996' from DER, 1213' right of centerline, 694' MSL.

Trees beginning 3091' from DER, 1241' right of centerline, up to 700' MSL.

Tree 3773' from DER, 1270' right of centerline, 705' MSL.

Trees beginning 1.3 NM from DER, 2444' right of centerline, 822' MSL.

Trees beginning 1.4 NM from DER, 1356' right of centerline, up to 922' MSL.

Trees beginning 1.5 NM from DER, 1795' right of centerline, up to 930' MSL.

Tree 2.4 NM from DER, 3984' right of centerline, 981' MSL.

Tree 2.5 NM from DER, 3987' right of centerline, 1007' MSL.

Rwy 18, fence, buildings beginning 228' from DER, 555' left of centerline, up to 11' AGL/636' MSL.

Transmission line 856' from DER, 695' right of centerline, 34' AGL/660' MSL.

Transmission lines beginning 859' from DER, 372' right of centerline, up to 38' AGL/664' MSL.

Transmission line 966' from DER, 654' left of centerline, 34' AGL/655' MSL.

Transmission lines beginning 1086' from DER, 414' right of centerline, up to 41' AGL/667' MSL.

Tree 1930' from DER, 410' right of centerline, 677' MSL.

Transmission lines, trees beginning 1.8 NM from DER, 2679' left of centerline, up to 942' MSL.

Trees beginning 2 NM from DER, 3609' left of centerline, up to 951' MSL.

Transmission line 2.2 NM from DER, 2697' left of centerline, 122' AGL/980' MSL.

CON'T



26190



EC-1



26190



TRAVERSE CITY, MI (CON'T)

CHERRY CAPITAL (TVC) (CON'T)

Rwy 28, poles, building beginning 963' from DER, 584' right of centerline, up to 28' AGL/651' MSL.
 Transmission line 1150' from DER, 576' right of centerline, 30' AGL/654' MSL.
 Transmission line 1160' from DER, 633' right of centerline, 32' AGL/656' MSL.
 Poles, transmission line beginning 1163' from DER, 726' left of centerline, up to 663' MSL.
 Pole 1181' from DER, 755' left of centerline, 688' MSL.
 Trees, pole, transmission line beginning 1226' from DER, 734' left of centerline, up to 695' MSL.
 Transmission lines beginning 1251' from DER, 625' right of centerline, up to 35' AGL/658' MSL.
 Trees beginning 1325' from DER, 763' left of centerline, up to 78' AGL/703' MSL.
 Pole 1355' from DER, 823' right of centerline, 36' AGL/659' MSL.
 Trees, transmission lines beginning 1421' from DER, 7' left of centerline, up to 80' AGL/705' MSL.
 Tree 1457' from DER, 611' right of centerline, 675' MSL.
 Trees beginning 1495' from DER, 604' right of centerline, up to 694' MSL.
 Trees beginning 1664' from DER, 617' right of centerline, up to 699' MSL.
 Trees beginning 1708' from DER, 603' right of centerline, up to 701' MSL.
 Trees beginning 2275' from DER, 3' right of centerline, up to 708' MSL.
 Trees beginning 2960' from DER, 82' left of centerline, up to 80' AGL/706' MSL.
 Trees beginning 3033' from DER, 69' left of centerline, up to 707' MSL.
 Tree 3597' from DER, 278' left of centerline, 88' AGL/714' MSL.
Rwy 36, poles, trees, transmission line beginning 734' from DER, 62' left of centerline, up to 37' AGL/655' MSL.
 Trees, buildings, transmission line, sign beginning 803' from DER, 247' right of centerline, up to 657' MSL.
 Trees, pole, transmission line beginning 936' from DER, 107' right of centerline, up to 664' MSL.
 Trees beginning 974' from DER, 488' right of centerline, up to 684' MSL.
 Trees, transmission line beginning 1028' from DER, 16' right of centerline, up to 685' MSL.
 Trees beginning 1234' from DER, 34' left of centerline, up to 671' MSL.
 Trees beginning 1322' from DER, 91' left of centerline, up to 673' MSL.
 Trees beginning 1350' from DER, 12' left of centerline, up to 682' MSL.
 Trees beginning 1405' from DER, 115' right of centerline, up to 688' MSL.
 Trees beginning 1420' from DER, 71' right of centerline, up to 689' MSL.
 Trees beginning 1460' from DER, 120' left of centerline, up to 685' MSL.
 Trees beginning 1511' from DER, 355' right of centerline, up to 690' MSL.
 Trees beginning 1514' from DER, 52' right of centerline, up to 691' MSL.
 Trees, transmission lines, pole beginning 1517' from DER, 23' left of centerline, up to 692' MSL.
 Trees beginning 1754' from DER, 87' right of centerline, up to 704' MSL.
 Trees beginning 1809' from DER, 7' right of centerline, up to 706' MSL.
 Trees, pole, transmission line beginning 1866' from DER, 59' left of centerline, up to 693' MSL.
 Trees, pole, transmission line beginning 2246' from DER, 141' left of centerline, up to 695' MSL.
 Tree 2407' from DER, 310' left of centerline, 696' MSL.
 Trees beginning 2425' from DER, 48' left of centerline, up to 697' MSL.
 Trees beginning 2956' from DER, 102' left of centerline, up to 714' MSL.
 Trees beginning 1.5 NM from DER, 2547' right of centerline, up to 919' MSL.
 Trees beginning 2 NM from DER, 1898' right of centerline, up to 937' MSL.

TROY, MI

OAKLAND/TROY (VLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, std. w/min. climb of 476' per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 096° to 1400 before turning right.

Rwy 28, climb on heading 276° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10, building 78' from DER, 370' left of centerline, 30' AGL/729' MSL.
 Buildings and air con on building beginning 314' from DER, 64' right of centerline, up to 47' AGL/745' MSL.
 Trees beginning 1495' from DER, left and right of centerline, up to 100' AGL/799' MSL.
Rwy 28, trees beginning 21' from DER, 8' right of centerline, up to 103' AGL/843' MSL.
 Buildings beginning 1422' from DER, 19' right of centerline, up to 59' AGL/799' MSL.
 Vehicles on road beginning 3' from DER, 41' left of centerline, up to 17' AGL/746' MSL.
 Trees beginning 176' from DER, 20' left of centerline, up to 105' AGL/845' MSL.
 Buildings beginning 72' from DER, 468' left of centerline, up to 158' AGL/784' MSL.
 Poles beginning 426' from DER, 11' right of centerline, up to 111' AGL/851' MSL.
 Poles beginning 146' from DER, 19' left of centerline, up to 91' AGL/831' MSL.
 Railroad 1682' from DER, 428' left of centerline, up to 30' AGL/770' MSL.
 Powerline with catenary balls, 1888' from DER, left and right of centerline, up to 80' AGL/820' MSL.
 Tower 2456' from DER, 867' right of centerline, up to 132' AGL/872' MSL.
 Buildings beginning 1.1 NM from DER, 3' left of centerline, up to 178' AGL/940' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026

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26190





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WEST BRANCH, MI**WEST BRANCH COMMUNITY (Y31)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:**Rwy 27**, std. w/min. climb of 313' per NM to 1600 or 1000-2½ for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 27**, for climb in visual conditions cross West Branch Community Airport at or above 1700 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 27**, trees beginning 42' from DER, 7' right of centerline, up to 100' AGL/ 984' MSL.

Trees beginning 538' from DER, 194' left of centerline, up to 100' AGL/ 1094' MSL.

Rwy 9, trees beginning 24' from DER, 181' left of centerline, up to 100' AGL/959' MSL.

Trees beginning 30' from DER, 208' right of centerline, up to 100' AGL/ 959' MSL.

ZEELAND, MI**OTTAWA EXEC (Z98)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:**Rwy 2**, 300-1.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, trees 22' from DER, 288' left of centerline, 50' AGL/802' MSL.

Trees 68' from DER, 69' left of centerline, 50' AGL/805' MSL.

Trees beginning 115' from DER, 85' right of centerline, up to 50' AGL/802' MSL.

Trees 272' from DER, 570' left of centerline, 50' AGL/812' MSL.

Trees beginning 319' from DER, 12' left of centerline, up to 50' AGL/815' MSL.

Trees beginning 709' from DER, 22' right of centerline, up to 50' AGL/808' MSL.

Tower 1719' from DER, 873' right of centerline, 193' AGL/931' MSL.

Rwy 20, trees beginning 86' from DER, 1' left of centerline, up to 50' AGL/772' MSL.

Trees beginning 179' from DER, 28' right of centerline, up to 50' AGL/766' MSL.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



26190

A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.
ANA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
A Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME ALTERNATE MINIMUMS

ADRIAN, MI
LENAAWEE
COUNTY (ADG).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

ALMA, MI
GRATIOT
COMMUNITY (AMN).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
NA when local weather not available.

ALPENA, MI
ALPENA COUNTY
RGNL (APN).....**ILS or LOC Rwy 1¹**
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 25²
¹NA when control tower closed.
²NA when local weather not available.

ANN ARBOR, MI
ANN ARBOR
MUNI (ARB).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAD AXE, MI
HURON COUNTY
MEML (BAX).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
NA when local weather not available.

BATTLE CREEK, MI
BATTLE CREEK EXEC AT KELLOGG
FLD (BTL).....**ILS or LOC Rwy 23R¹**
RNAV (GPS) Rwy 5L
RNAV (GPS) Rwy 23R
NA when local weather not available.
¹NA when control tower closed.

BEAVER ISLAND, MI
BEAVER
ISLAND (SJX).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

BELLAIRE, MI
ANTRIM
COUNTY (ACB).....**RNAV (GPS) Rwy 2**
NA when local weather not available.
Cat C 1000-2½, Cat D 1100-3.

BENTON HARBOR, MI
SOUTHWEST MICHIGAN
RGNL (BEH).....**RNAV (GPS) Rwy 10**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MANISTEE, MI

MANISTEE COUNTY/
BLACKER (MBL).....ILS or LOC Rwy 28¹
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 28²

NA when local weather not available

¹LOC Cat C 800-2¼, Cat D 900-3.

²Cat C 800-2¼, Cat D 900-2¼.

MANISTIQUE, MI

SCHOOLCRAFT
COUNTY (ISQ).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

MARSHALL, MI

BROOKS FLD (RMY).....RNAV (GPS) Rwy 28

NA when local weather not available.

MASON, MI

MASON JEWETT
FLD (TEW).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

MENOMINEE, MI

MENOMINEE
RGNL (MNM).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32

NA when local weather not available.

Cat D 800-2½.

MIDLAND, MI

JACK BARSTOW (IKW).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-A

NA when local weather not available.

MONROE, MI

CUSTER (TTF).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

Cat C 800-2¼, Cat D 800-2½.

MOUNT PLEASANT, MI

MOUNT PLEASANT
MUNI (MOP).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Cat D 1000-3.

NAME ALTERNATE MINIMUMS

MUSKEGON, MI

MUSKEGON
COUNTY (MKG).....ILS or LOC Rwy 24¹
ILS or LOC Rwy 32¹
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 24²
RNAV (GPS) Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

NEWBERRY, MI

LUCE
COUNTY (ERY).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

Cat D 800-2¼.

OWOSSO, MI

OWOSSO
COMMUNITY (RNP).....RNAV (GPS) Rwy 29
VOR/DME Rwy 29

NA when local weather not available.

PELLSTON, MI

PELLSTON RGNL/EMMET
COUNTY (PLN).....ILS or LOC Rwy 32¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23³
RNAV (GPS) Rwy 32³

NA when local weather not available.

¹LOC Cat C 900-2½, Cat D 1000-3.

²Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.

³Cat C 900-2½, Cat D 1000-3.

PONTIAC, MI

OAKLAND COUNTY
INTL (PTK).....ILS or LOC Rwy 9R¹
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
LOC BC Rwy 27L¹

NA when local weather not available.

¹NA when control tower closed.

PORT HURON, MI

ST CLAIR COUNTY
INTL (PHN).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

SAGINAW, MI

MBS INTL (MBS).....ILS or LOC Rwy 5¹
ILS or LOC Rwy 23

NA when control tower closed.

¹NA when local weather not available.

NAME

ALTERNATE MINIMUMS

SAGINAW, MI (CON'T)

SAGINAW COUNTY/H W

BROWNE (HYX).....RNAV (GPS) Rwy 10¹

RNAV (GPS) Rwy 28

VOR/DME-A¹

Cat C 900-2½.

¹NA when local weather not available.

SAULT STE MARIE, MI

CHIPPEWA COUNTY

INTL (CIU).....RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 28

RNAV (GPS) Rwy 34

NA when local weather not available.

SAULT STE MARIE MUNI/SANDERSON

FLD (ANJ).....RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 32

VOR Rwy 32

NA when local weather not available.

SOUTH HAVEN, MI

SOUTH HAVEN

AREA RGNL (LWA).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

Cat C 800-2¼, Cat D 800-2½.

SPARTA, MI

PAUL C

MILLER/SPARTA (8D4).....RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

NA when local weather not available.

STURGIS, MI

KIRSCH MUNI (IRS).....RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

Cat D 800-2¼.

THREE RIVERS, MI

THREE RIVERS MUNI/

DR HAINES (HAI).....RNAV (GPS) Rwy 27

NA when local weather not available.

TRAVERSE CITY, MI

CHERRY

CAPITAL (TVC).....ILS or LOC Rwy 10¹²

ILS or LOC Rwy 28¹³

RNAV (GPS) Rwy 10⁴

RNAV (GPS) Rwy 18⁵

RNAV (GPS) Rwy 28⁵

RNAV (GPS) Rwy 36⁵

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat A, B 1100-2, Cat C, D 1100-3.

³LOC Cat A, B 900-2, Cat C 900-2½, Cat D 1100-3.

⁴Cat A, B, C, D 1200-4.

⁵Cat C 900-2½, Cat D 1100-3.

NAME

ALTERNATE MINIMUMS

TROY, MI

OAKLAND/TROY (VLL).....RNAV (GPS) Rwy 10

NA when local weather not available.

WEST BRANCH, MI

WEST BRANCH

COMMUNITY (Y31).....RNAV (GPS) Rwy 9¹²

RNAV (GPS) Rwy 27³

¹NA when local weather not available.

²Cat C 800-2¼, Cat D 900-2¼.

³Cat D 900-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

**THERE ARE NO RADAR PROCEDURES
FOR EAST CENTRAL (EC-1)**

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

24305

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BATTLE CREEK, MI			
BATTLE CREEK EXEC AT KELLOGG FLD (BTL)	05L	13-31	7,000 feet
FLINT, MI			
BISHOP INTL (FNT)	09	18-36	4,100 feet
	36	09-27	6,300 feet
TRAVERSE CITY, MI			
CHERRY CAPITAL (TVC)	18	10-28	2,850 feet
	28	18-36	5,950 feet

24305

25331

HOT SPOTS

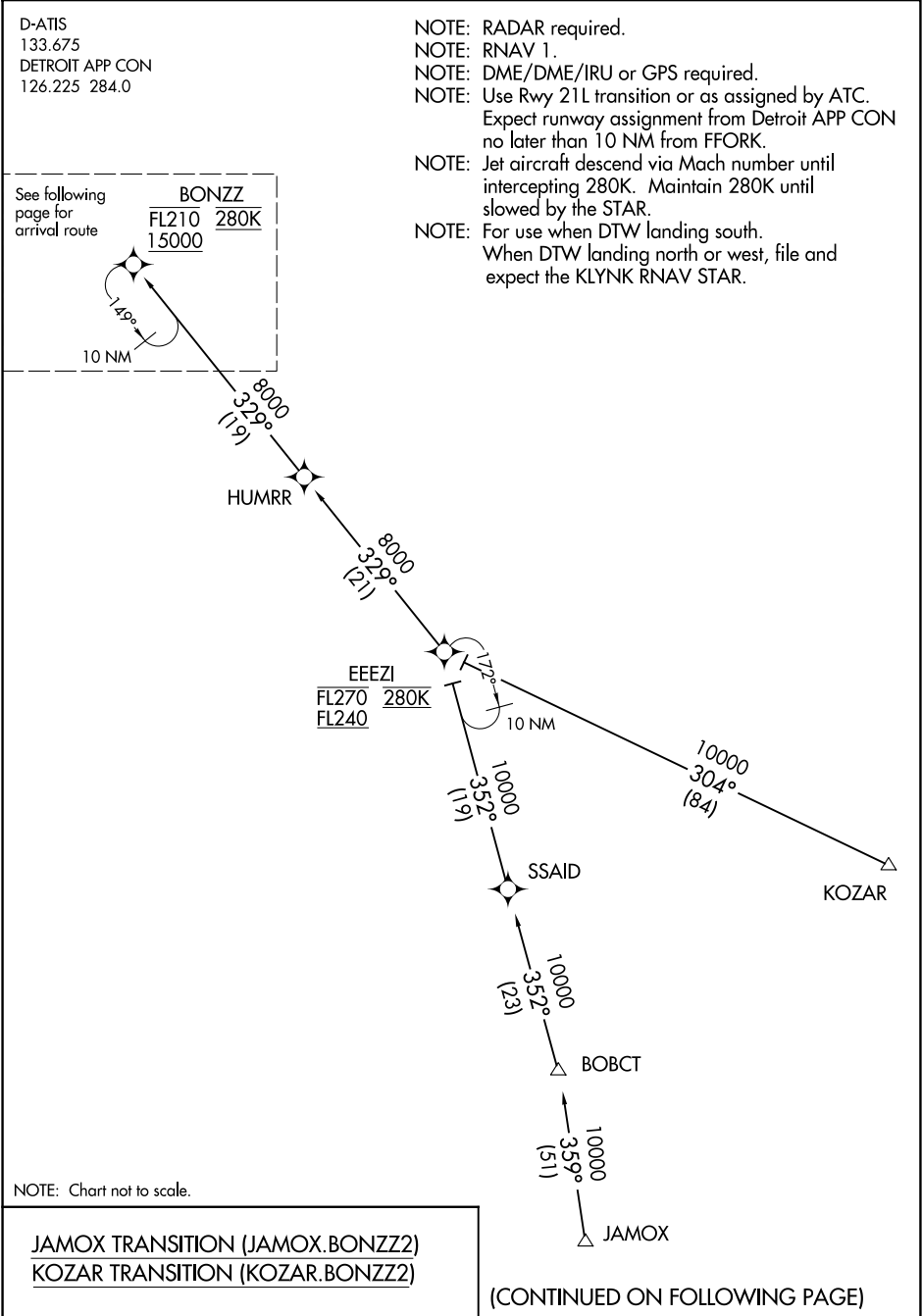
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

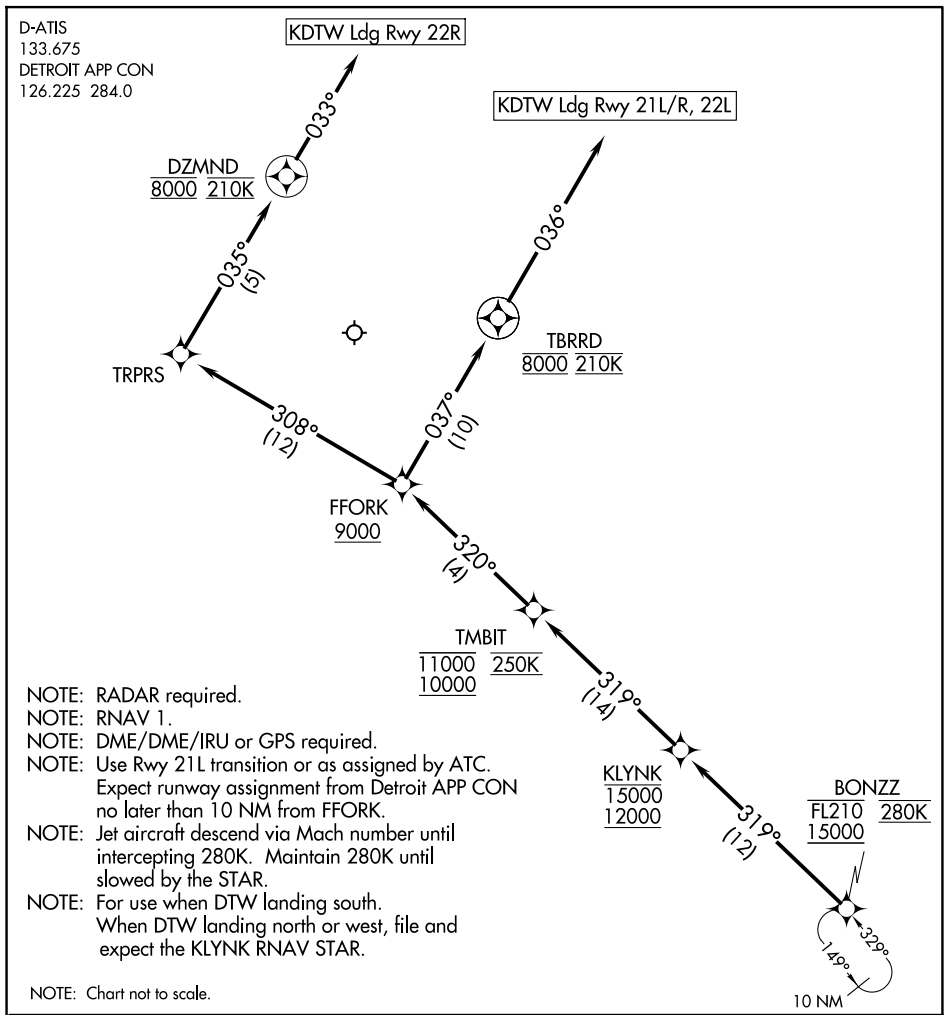
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ANN ARBOR, MI ANN ARBOR MUNI (ARB)	HS 1 HS 2	Int of Twy A1/A not visible from the control twr. Twy A crosses turf Rwy 12-30.
FLINT, MI BISHOP INTL (FNT)	HS 1 HS 2	Rwy incursion risk. Rwy 18-36 at Twy C. Taxiing via Twy C be prepared to hold short of Rwy 18-36. Rwy incursion risk. Rwy 09-27 at Twy C. Acft exiting the de-icing pad, short taxi distance from pad to Rwy.
GRAND RAPIDS, MI GERALD R FORD INTL (GRR)	HS 1 HS 2 HS 3	Pilot confusion risk int Twy A, Twy M Twy A2 near Rwy 08R-26L. Pilot confusion risk int Twy A, Twy F, Twy B, Twy A1 near Rwy 08R-26L. Pilot confusion risk int Twy B, Twy V, Twy B4 near Rwy 17-35.
KALAMAZOO, MI KALAMAZOO/BATTLE CREEK INTL (AZO)	HS 1	Complex rwy/twy int.
LANSING, MI CAPITAL REGION INTL (LAN)	HS 1 HS 2	Runway Incursion Risk. Rwy 10R-28L at intersection Twy C and Twy B. Pilots taxing NE on Twy C miss right turn onto Twy B. Runway Incursion Risk. Rwy 10R-28L at Twy M. Direct access to Rwy from Ramp and short distance from ramp to Rwy.
MUSKEGON, MI MUSKEGON COUNTY (MKG)	HS 1	Twy A at Rwy 14-32.
SAGINAW, MI MBS INTL (MBS)	HS 1	Rwy incursion risk. Approach end Rwy 23 at Twy C4, Runway Holding Position Markings not visible from tower.

*See appropriate Chart Supplement HOT SPOT table for additional information.

25331



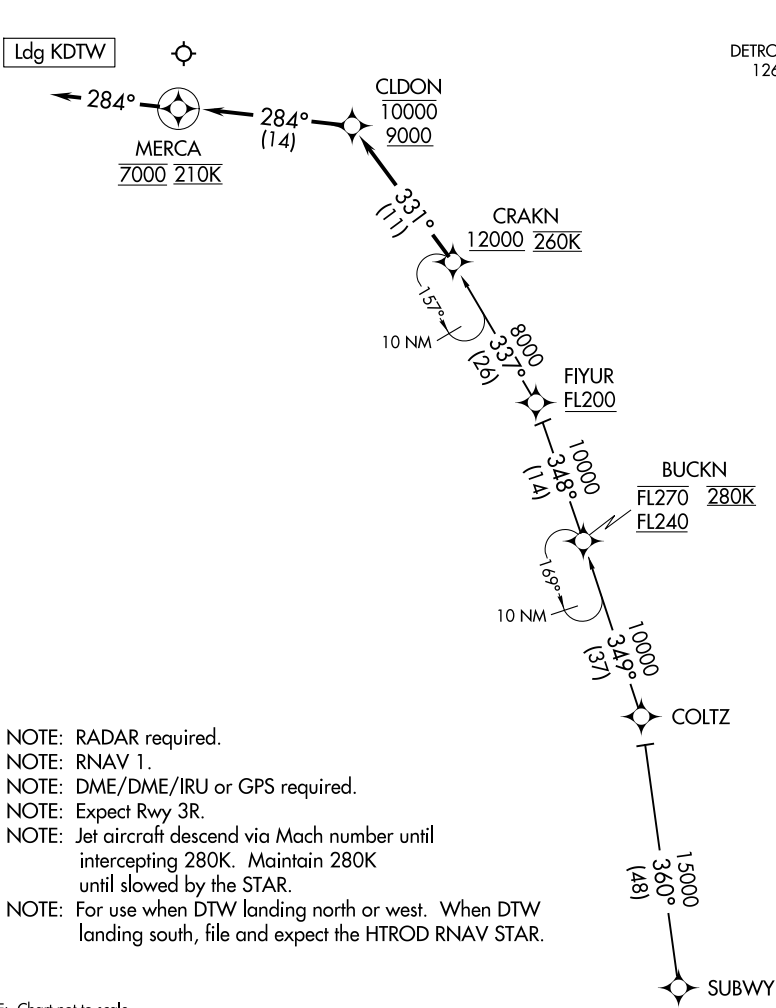


ARRIVAL ROUTE DESCRIPTION

From BONZZ on track 319° to cross KLYNK between 12000 and 15000, then on track 319° to cross TMBIT between 10000 and 11000 and at 250K, then on track 320° to cross FFORK at or above 9000.

LANDING RWYS 22L, 21L/R: From FFORK on track 037° to cross TBRRD at 8000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

LANDING RWY 22R: From FFORK on track 308° to TRPRS, then on track 035° to cross DZMND at 8000 and at 210K, then on track 033°. Expect RADAR vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

SUBWY TRANSITION (SUBWY.CRAKN2)

From CRAKN on track 331° to cross CLDON between 9000 and 10000, then on track 284° to cross MERCA at 7000 and at 210K, then on track 284°. Expect RADAR vectors to final approach course.

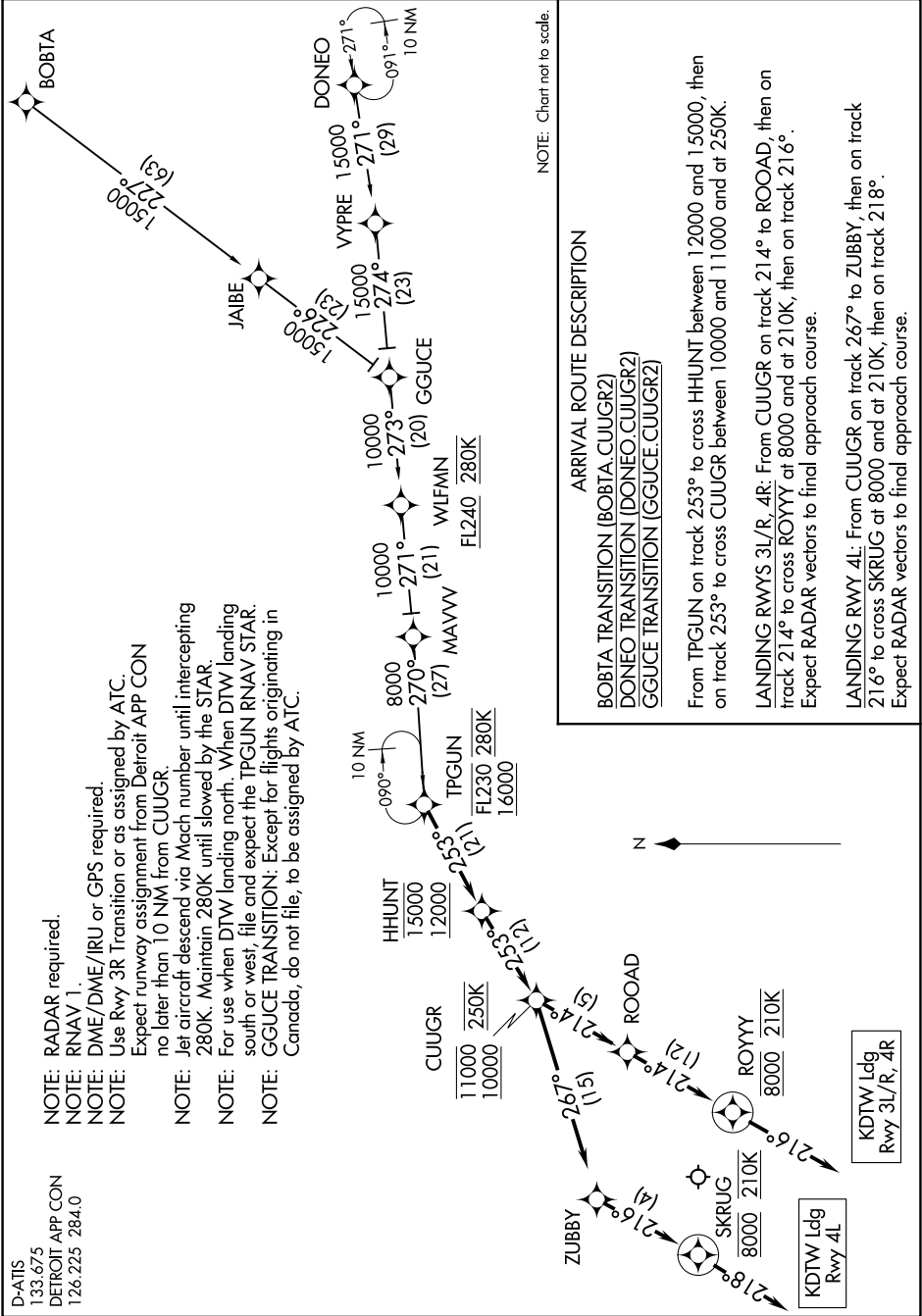
LOST COMMUNICATIONS:

From MERCA, execute ILS Rwy 3R approach.

(TPGUN.CUUGR2) 21112

CUUGR TWO ARRIVAL (RNAV) AL-119 (FAA)

DETROIT METRO WAYNE COUNTY (DTW)
DETROIT, MICHIGAN



CUUGR TWO ARRIVAL (RNAV)
(TPGUN.CUUGR2) 10OCT19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)

NOTE: RADAR required.

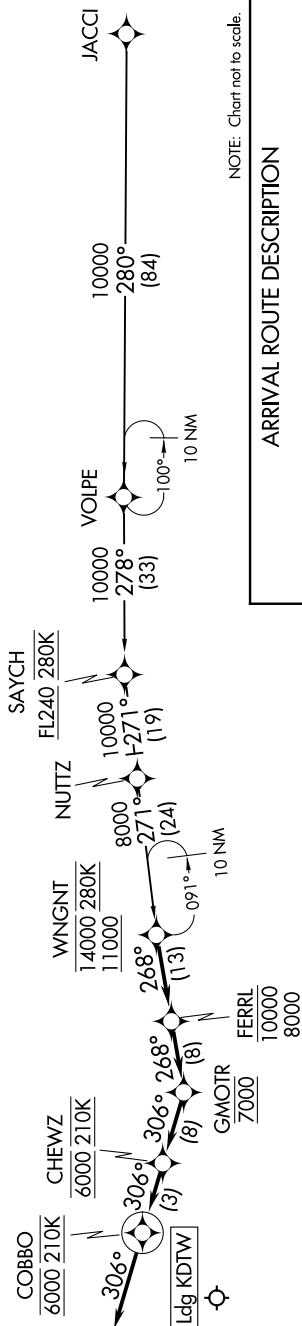
NOTE: RNAV 1.

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 WNGNT RNAV STAR.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

JACCI TRANSITION (JACCI.FERRL2)

From WNGNT on track 268° to cross FERRI between 8000 and 10000, then on track 248° to cross GMOTR at 7000, then on track 306° to cross CHEWZ at 6000 and at 210K, then on track 306° to cross COBBO at 6000 and at 210K, then on track 306°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

From COBBO, execute ILS Rwy 21L approach.

FERRL TWO ARRIVAL (RNAV)

(WNGNT.FERRL2) 10OCT19

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

DETROIT

LANDING ALL AIRPORTS: From FOREY on track 003° to VRNRS, then on track 341° to cross SWETY at or above 4000, then on track 300°.

Expect RADAR vectors to final approach course.

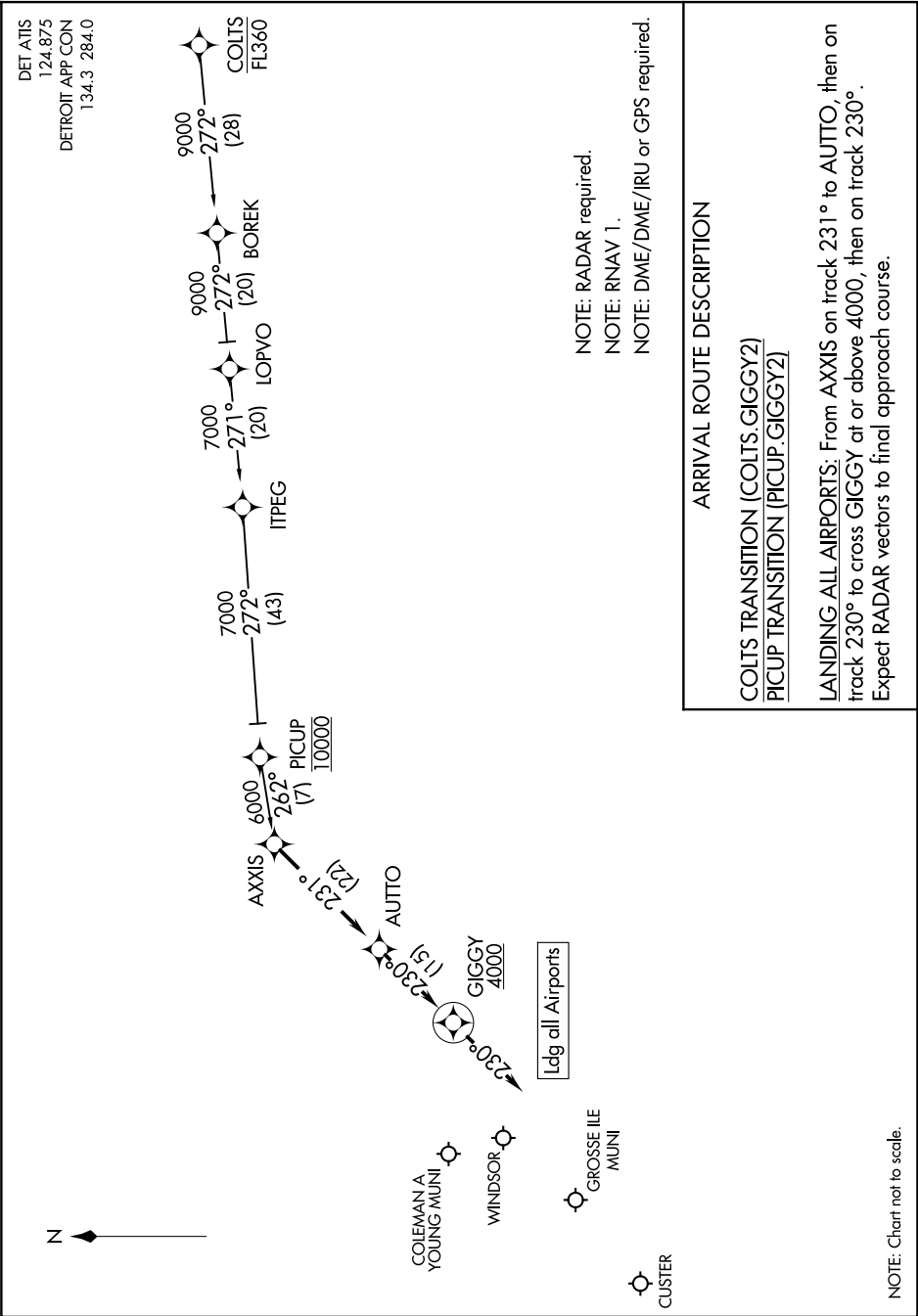
EC-1, 03 SEP 2026 to 29 OCT 2026

PONTIAC, MICHIGAN

GIGGY TWO ARRIVAL (RNAV)

DETROIT, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026



EC-1, 03 SEP 2026 to 29 OCT 2026

GIGGY TWO ARRIVAL (RNAV)

DETROIT, MICHIGAN

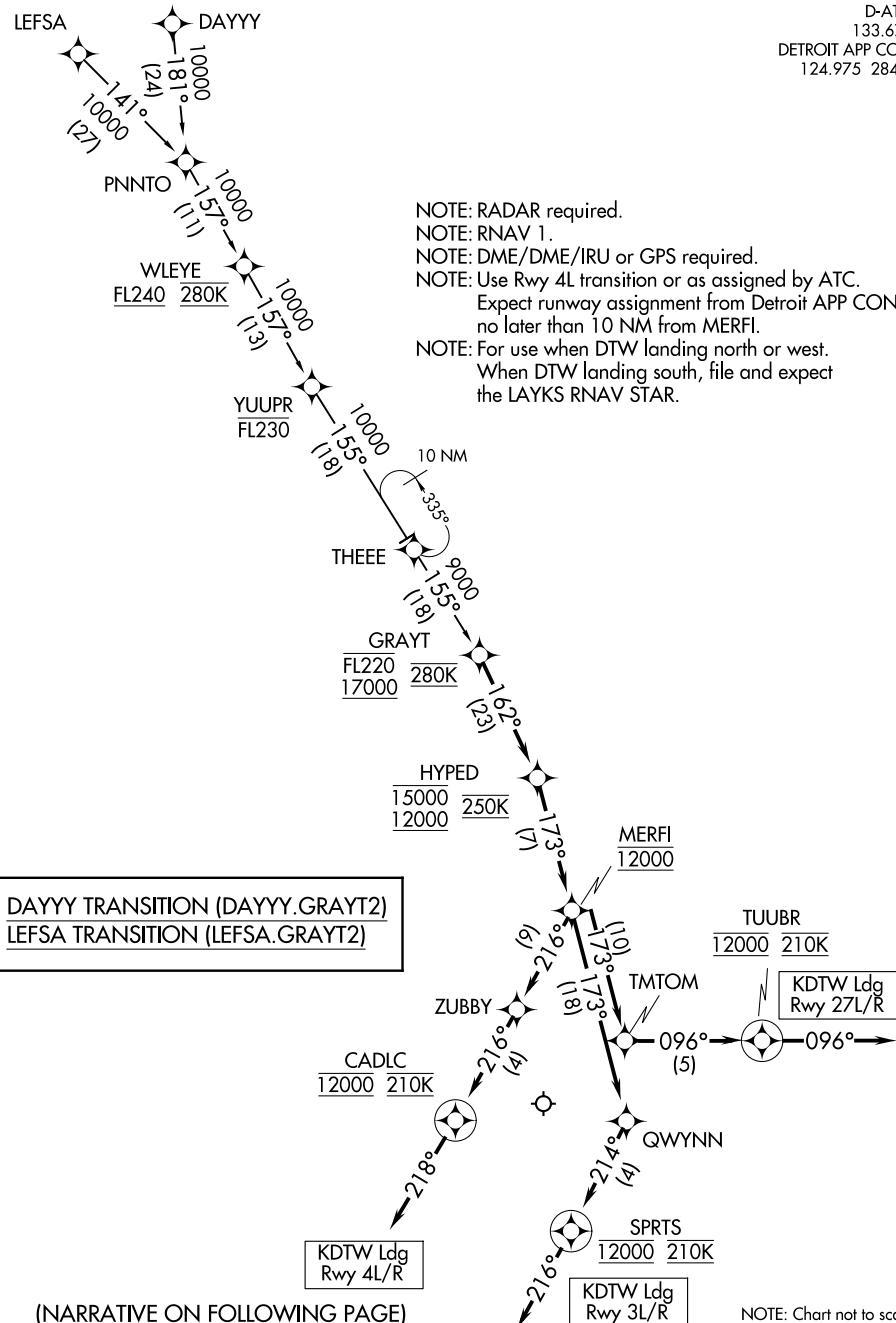
(GRAYT.GRAYT2) 21112
GRAYT TWO ARRIVAL(RNAV)

Z8
AL-119 (FAA)

DETROIT METRO WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

D-ATIS
133.675
DETROIT APP CON
124.975 284.0

- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Use Rwy 4L transition or as assigned by ATC.
Expect runway assignment from Detroit APP CON
no later than 10 NM from MERFI.
NOTE: For use when DTW landing north or west.
When DTW landing south, file and expect
the LAYKS RNAV STAR.



GRAYT TWO ARRIVAL(RNAV)
(GRAYT.GRAYT2) 100CT19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

From GRAYT on track 162° to cross HYPED between 12000 and 15000 and at 250K, then on track 173° to cross MERFI at 12000.

LANDING RWY 3L/R: From MERFI on track 173° to QWYNN, then on track 214° to cross SPRTS at 12000 and at 210K, then on track 216°.
Expect RADAR vectors to final approach course.

LANDING RWY 4L/R: From MERFI on track 216° to ZUBBY, then on track 216° to cross CADLC at 12000 and at 210K, then on track 218°.
Expect RADAR vectors to final approach course.

LANDING RWY 27L/R: From MERFI on track 173° to TMTOM, then on track 096° to cross TUUBR at 12000 and at 210K, then on track 096°.
Expect RADAR vectors to final approach course.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

(HANBL.HANBL3) 21112

Z10
AL-119 (FAA)

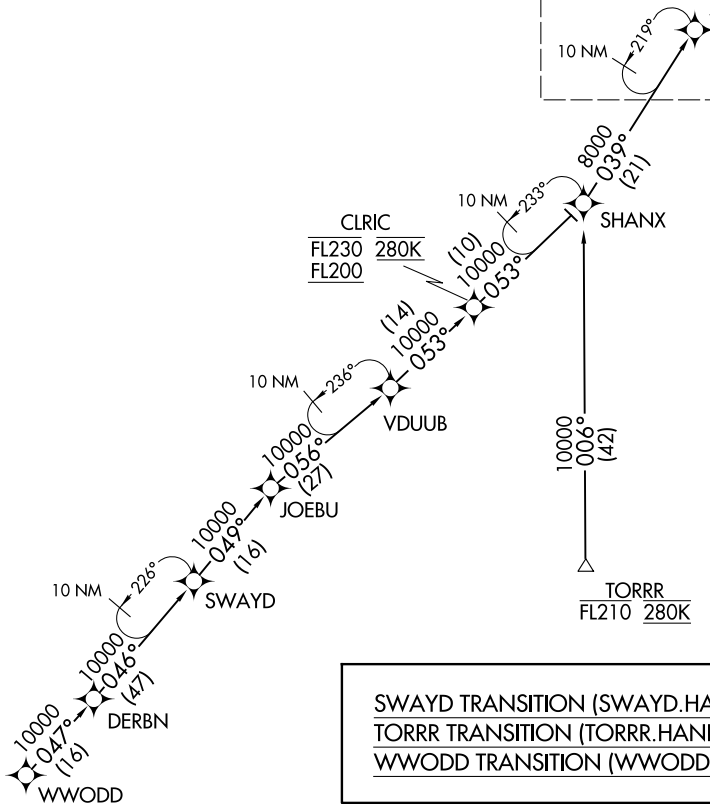
DETROIT METRO WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

HANBL THREE ARRIVAL (RNAV) Transition Routes

D-ATIS
133.675
DETROIT APP CON
124.975 284.0

See following page
for arrival routes

HANBL
FL210 280K
17000



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Use Runway 22R transition or as assigned by ATC. Expect runway assignment from Detroit APP CON no later than 10 NM from HEMIE.

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

NOTE: TORRR Transition for use by CVG/DAY/SDF/LEX terminal area departures at or below FL210 only and ATC use as assigned.

(NARRATIVE ON FOLLOWING PAGE)

(CONTINUED ON FOLLOWING PAGE)

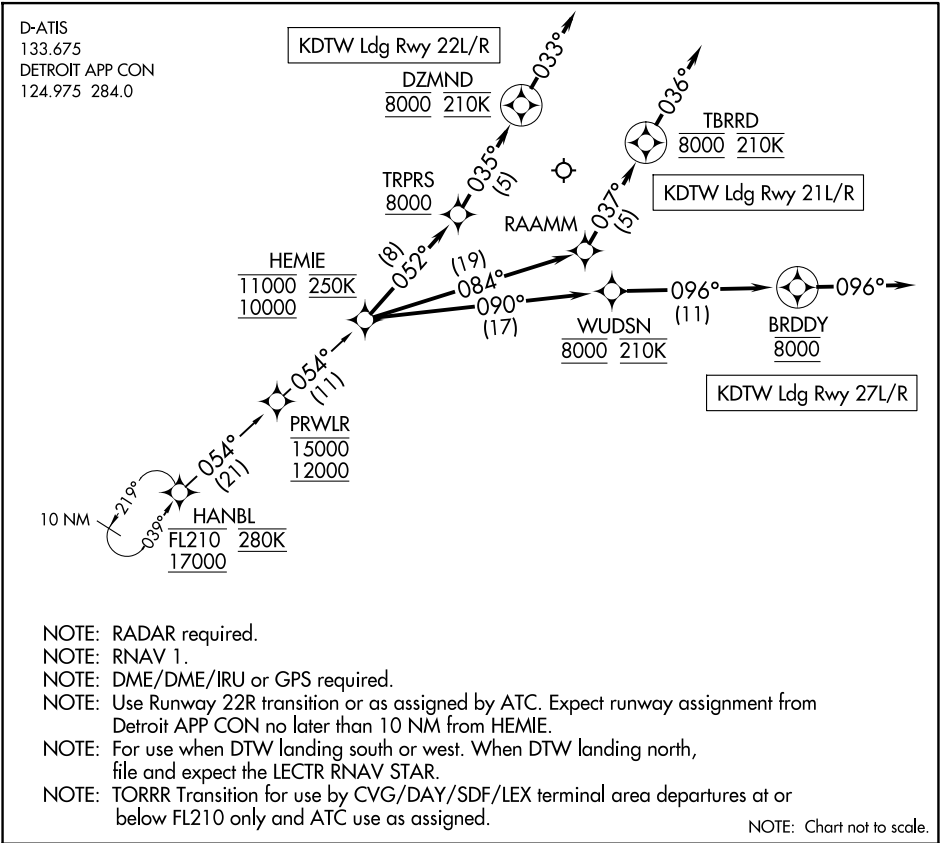
NOTE: Chart not to scale.

HANBL THREE ARRIVAL (RNAV) Transition Routes

(HANBL.HANBL3) 05DEC19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)

EC-1, 03 SEP 2026 to 29 OCT 2026



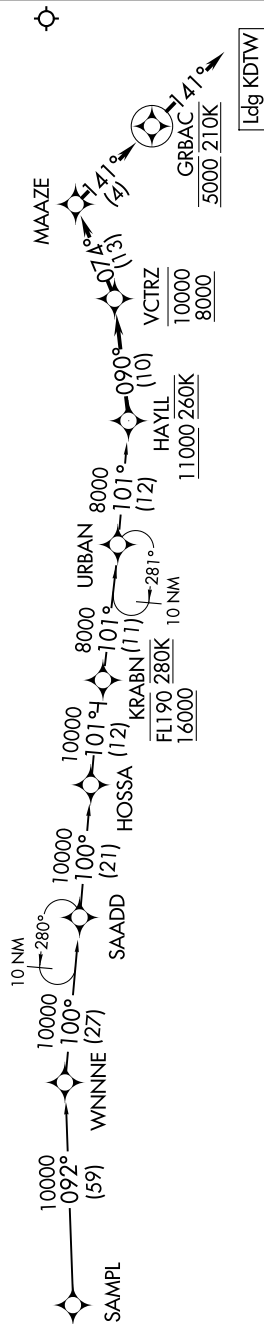
D-ATIS
133.675
DETROIT APP CON
124.975 284.0

HAYLL THREE ARRIVAL (RNAV)
(HAYLL.HAYLL3) 10OCT19

10 OCT 19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect Rwy 4L.
NOTE: For use when DTW landing north.
When DTW landing south or west and expect the VCTR RNAV STAR and expect the VCTR RNAV STAR.
NOTE: For use by flights departing MDW, AZO, MCI, LAS, LAX, PHX, SAN, SNA airports only, or as assigned by ATC.

ARRIVAL ROUTE DESCRIPTION

HOSSA TRANSITION (HOSSA.HAYLL3)

SAMPL TRANSITION (SAMPL.HAYLL3)

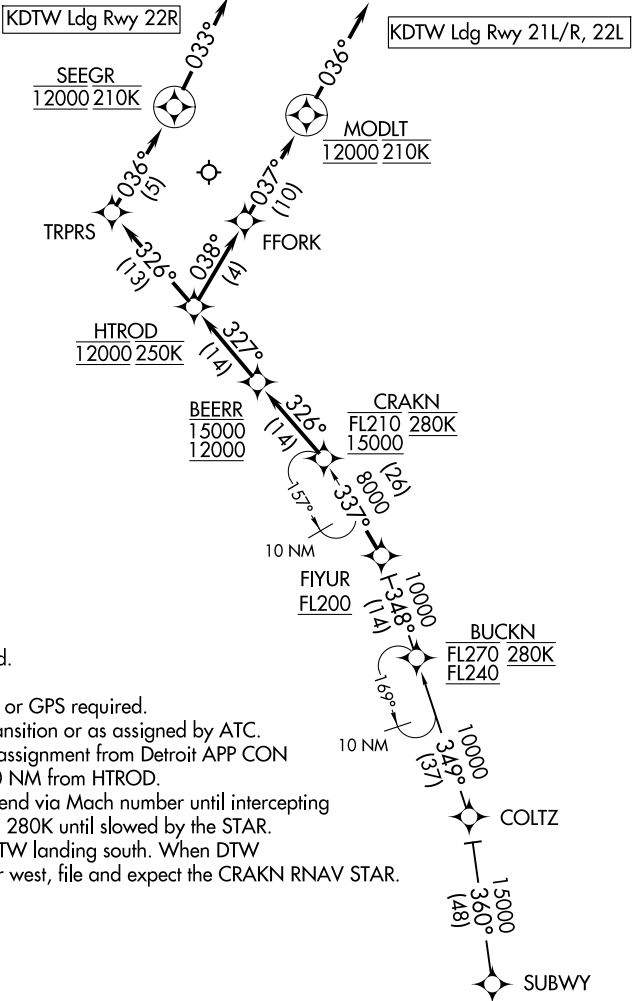
From HAYIL on track 090° to cross VCTRZ between 8000 and 10000, then on track 074° to MAAZE, then on track 141° to cross GRAC at 5000 and at 210K, then on track 141°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

From GRBAC, execute RNAV (GPS) Y RWY 4L approach or ILS Y RWY 4L approach.

NOTE: Chart not to scale.

D-ATIS
133.675
DETROIT APP CON
126.225 284.0



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Use Rwy 21L transition or as assigned by ATC. Expect runway assignment from Detroit APP CON no later than 10 NM from HTROD.
- NOTE: Jet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
- NOTE: For use when DTW landing south. When DTW landing north or west, file and expect the CRAKN RNAV STAR.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

SUBWY TRANSITION (SUBWY.HTROD2)

From CRAKN on track 326° to cross BEERR between 12000 and 15000, then on track 327° to cross HTROD at 12000 and at 250K.

LANDING RUNWAY 22L, 21L/R: From HTROD on track 038° to FFORK, then on track 037° to cross MODLT at 12000 and at 210K, then on track 036°.

Expect RADAR vectors to final approach course.

LANDING RUNWAY 22R: From HTROD on track 326° to TRPRS, then on track 036° to cross SEEGR at 12000 and at 210K, then on track 033°.

Expect RADAR vectors to final approach course.

(RKCTY.KKISS2) 21112

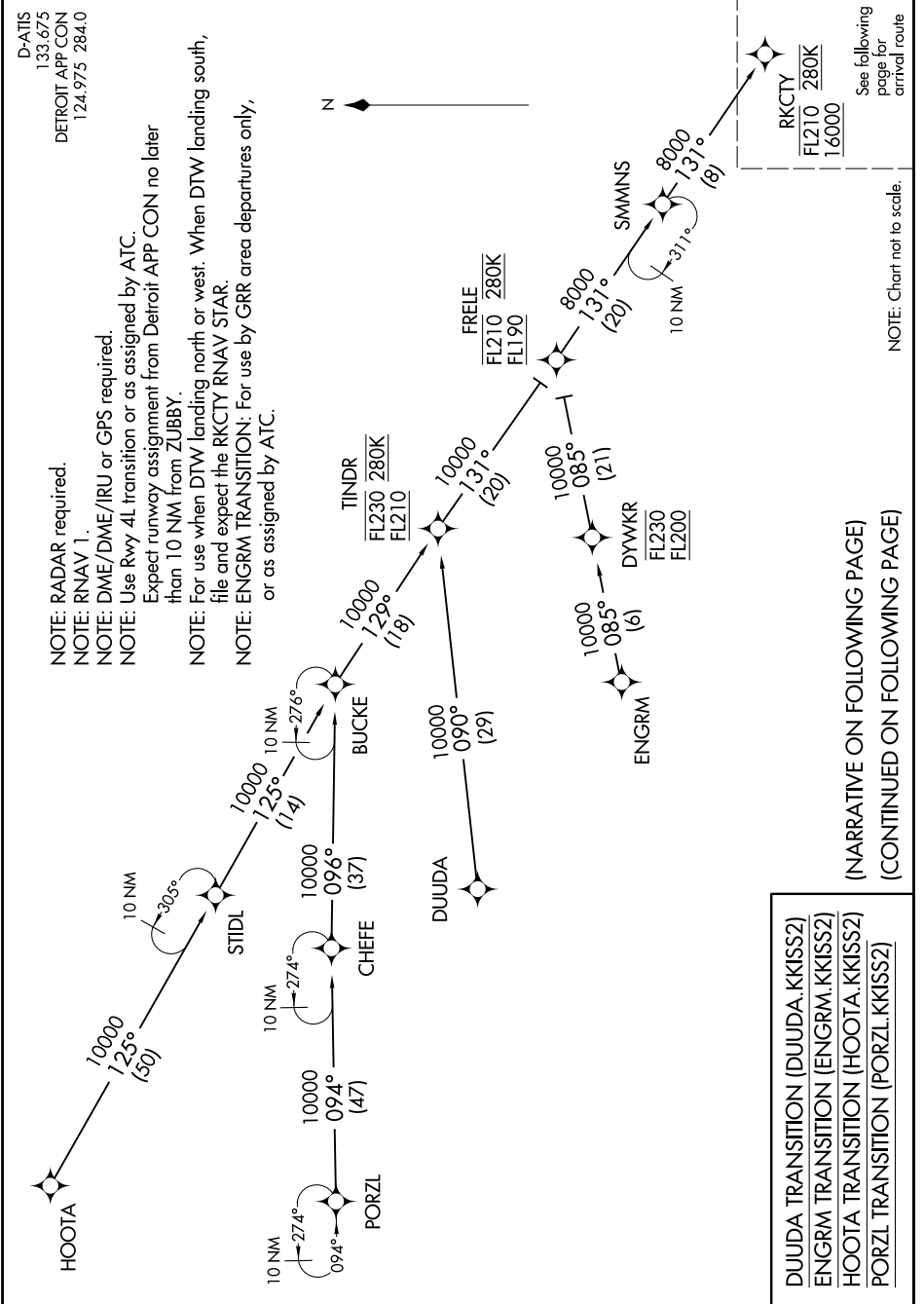
DETROIT METRO WAYNE COUNTY (DTW)

KKISS TWO ARRIVAL (RNAV) Transition Routes

AL-119 (FAA)

DETROIT, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026



KKISS TWO ARRIVAL (RNAV) Transition Routes

(RKCTY.KKISS2) 10OCT19

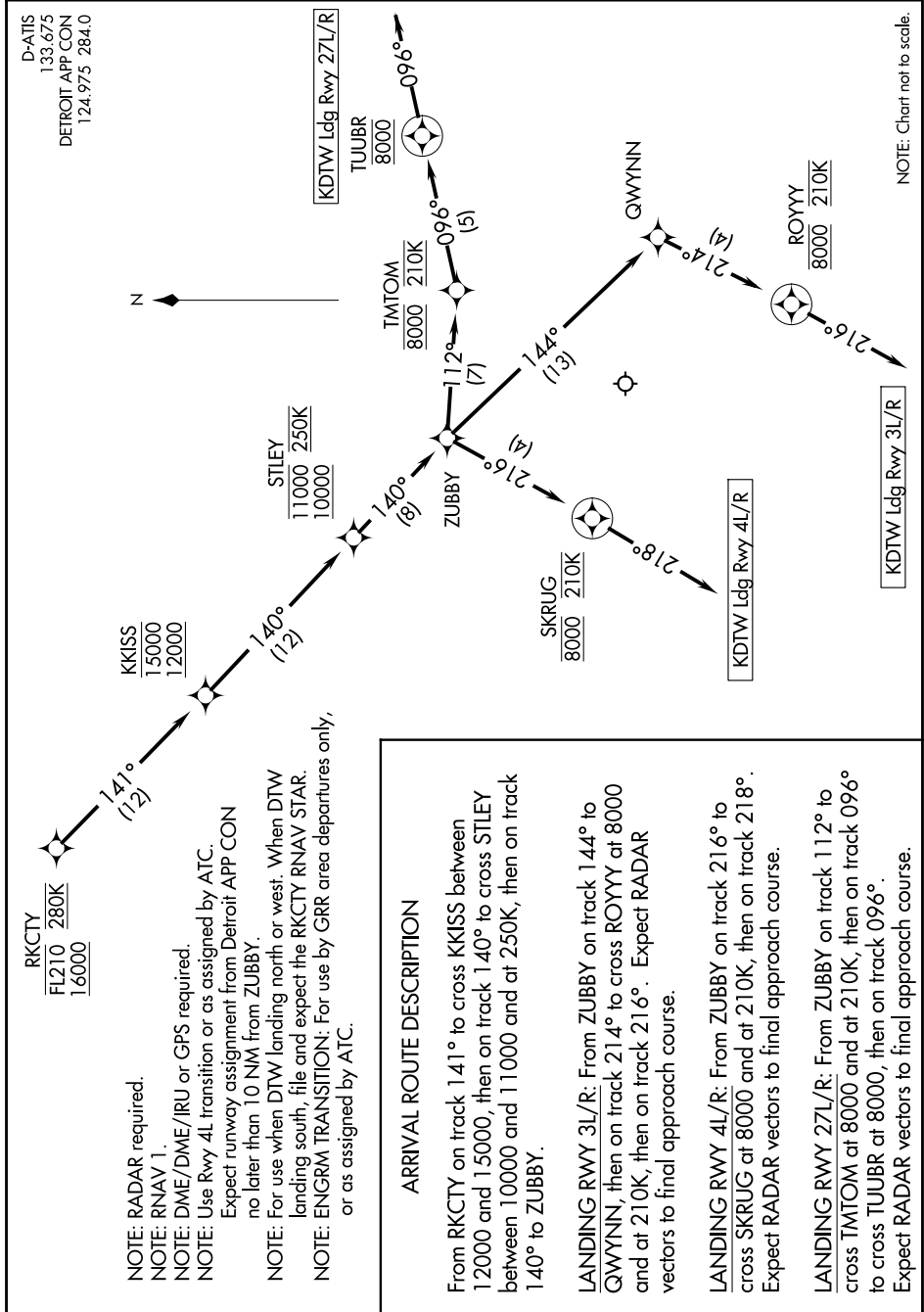
DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

DUUDA TRANSITION (DUUDA.KKISS2)
ENGRM TRANSITION (ENGRM.KKISS2)
HOOTA TRANSITION (HOOTA.KKISS2)
PORZL TRANSITION (PORZL.KKISS2)

(NARRATIVE ON FOLLOWING PAGE)
(CONTINUED ON FOLLOWING PAGE)

EC-1, 03 SEP 2026 to 29 OCT 2026



NOTE: Chart not to scale.

EC-1, 03 SEP 2026 to 29 OCT 2026

KKISS TWO ARRIVAL (RNAV) Arrival Route

(RKCTY.KKISS2) 10OCT19

DETROIT, MICHIGAN

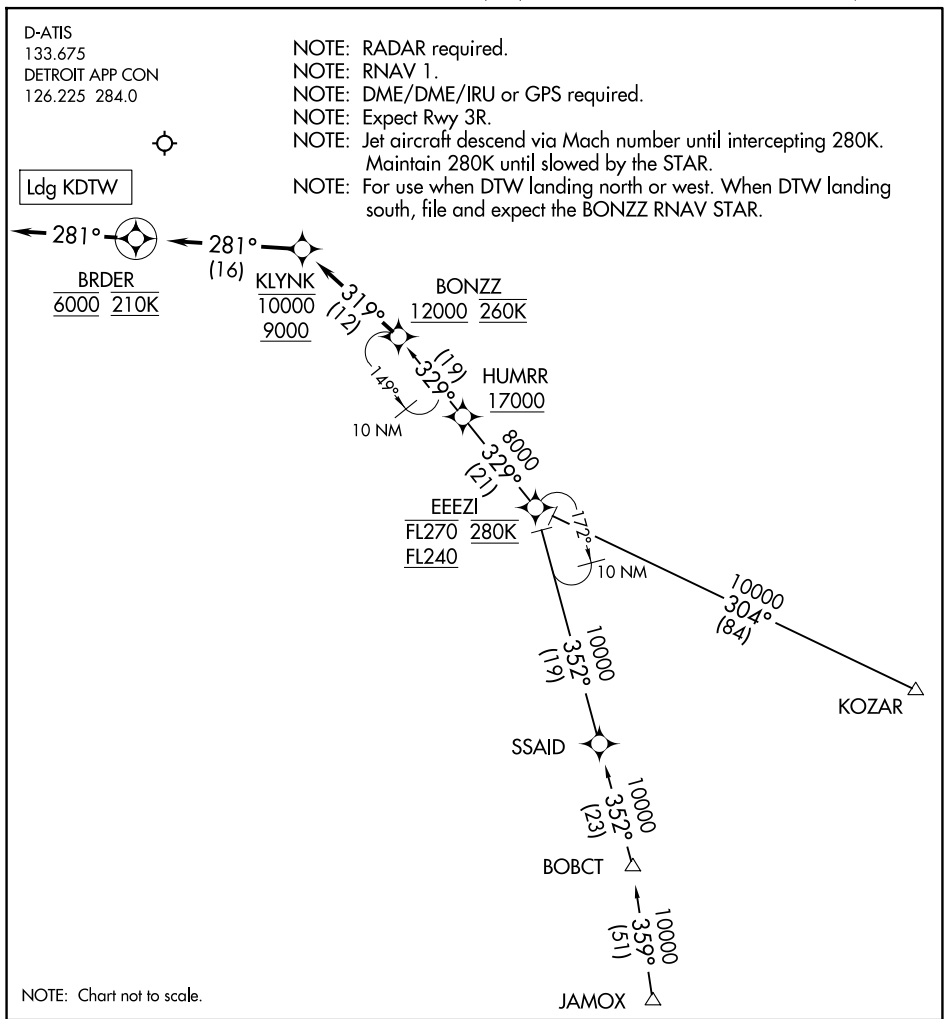
DETROIT METRO WAYNE COUNTY (DTW)

(BONZZ.KLYNK3) 21112

KLYNK THREE ARRIVAL (RNAV)

DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

JAMOX TRANSITION (JAMOX.KLYNK3)

KOZAR TRANSITION (KOZAR.KLYNK3)

From BONZZ on track 319° to cross KLYNK between 9000 and 10000, then on track 281° to cross BRDER at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

From BRDER, execute ILS Rwy 3R approach.

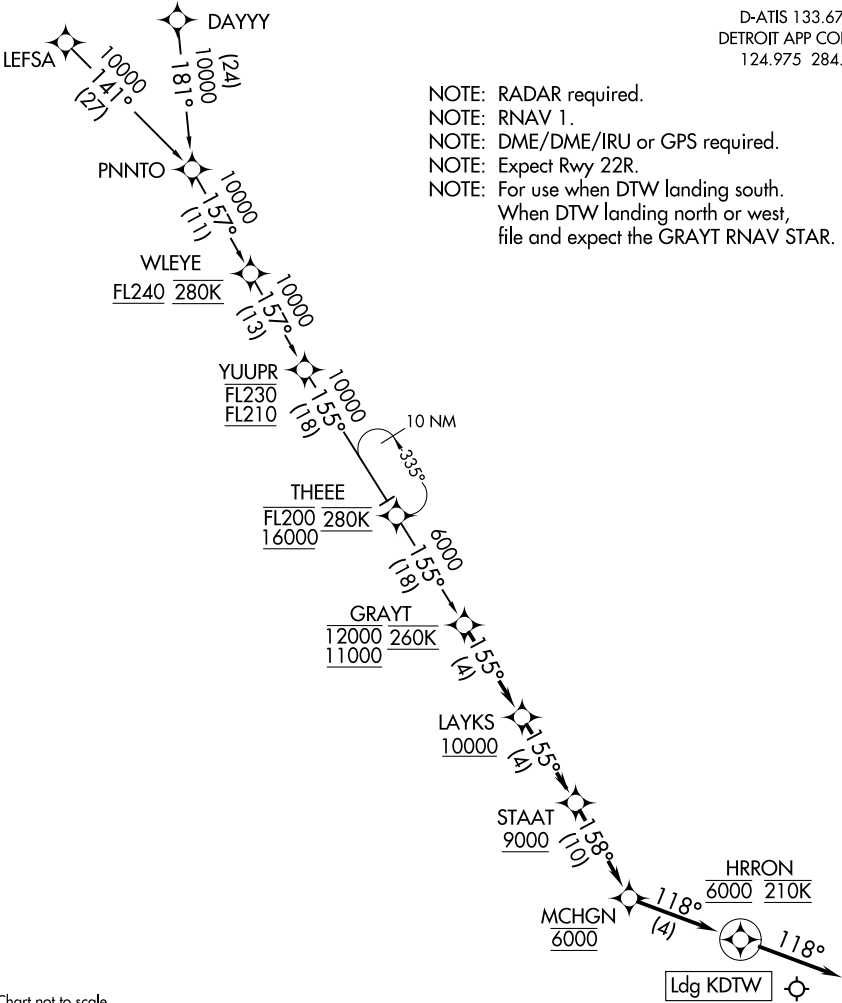
KLYNK THREE ARRIVAL (RNAV)

(BONZZ.KLYNK3) 10OCT19

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

D-ATIS 133.675
DETROIT APP CON
124.975 284.0



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

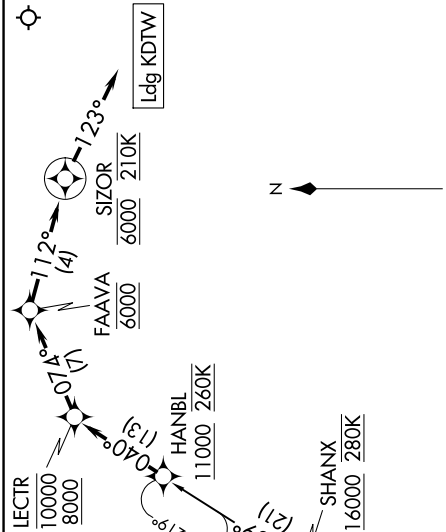
DAYYY TRANSITION (DAYYY.LAYKS2)
LEFSA TRANSITION (LEFSA.LAYKS2)

From GRAYT on track 155° to cross LAYKS at or above 10000, then on track 155° to cross STAAT at or above 9000, then on track 158° to MCHGN at 6000, then on track 118° to cross HRRON at 6000 and at 210K, then on track 118°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From HRRON, execute RNAV (GPS) Y RWY 22R or ILS Y RWY 22R approach.

D-ATIS
133.675
DETROIT APP CON
124.975 284.0

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Expect Rwy 4L.
- NOTE: For use when DTW landing north.
- NOTE: When DTW is landing south or west, file and expect the HANBL RNAV STAR.
- NOTE: TORRR Transition for use by CVG/DAY/SDF/LEX terminal area departures at or below FL210 only and ATC use as assigned.



- SWAYD TRANSITION (SWAYD.LECTR3)
- TORRR TRANSITION (TORRR.LECTR3)
- WWODD TRANSITION (WWODD.LECTR3)

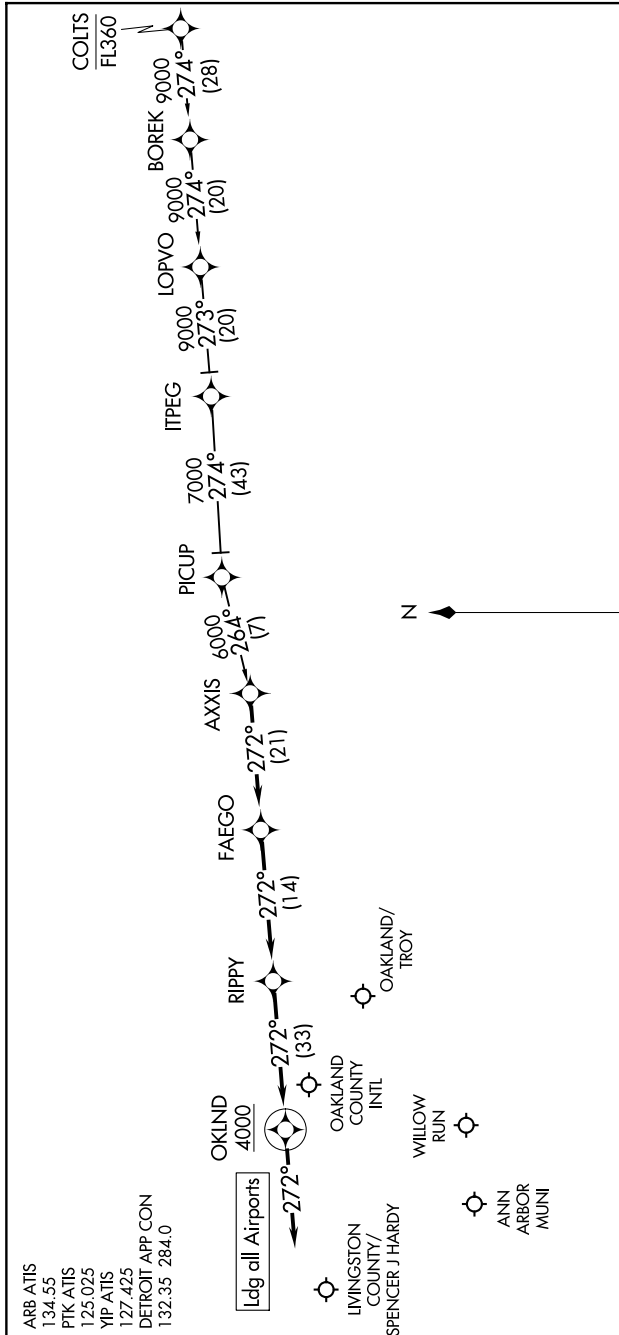
From HANBL on track 040° to cross LECTR between 8000 and 10000, then on track 074° to cross FAAVA at 6000, then on track 112° to cross SIZOR at 6000 and at 210K, then on track 123°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
From SIZOR, execute RNAV (GPS) Y Rwy 4L or ILS Y Rwy 4L approach.

NOTE: Chart not to scale.

LECTR THREE ARRIVAL (RNAV)
(HANBL.LECTR3) 10OCT19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

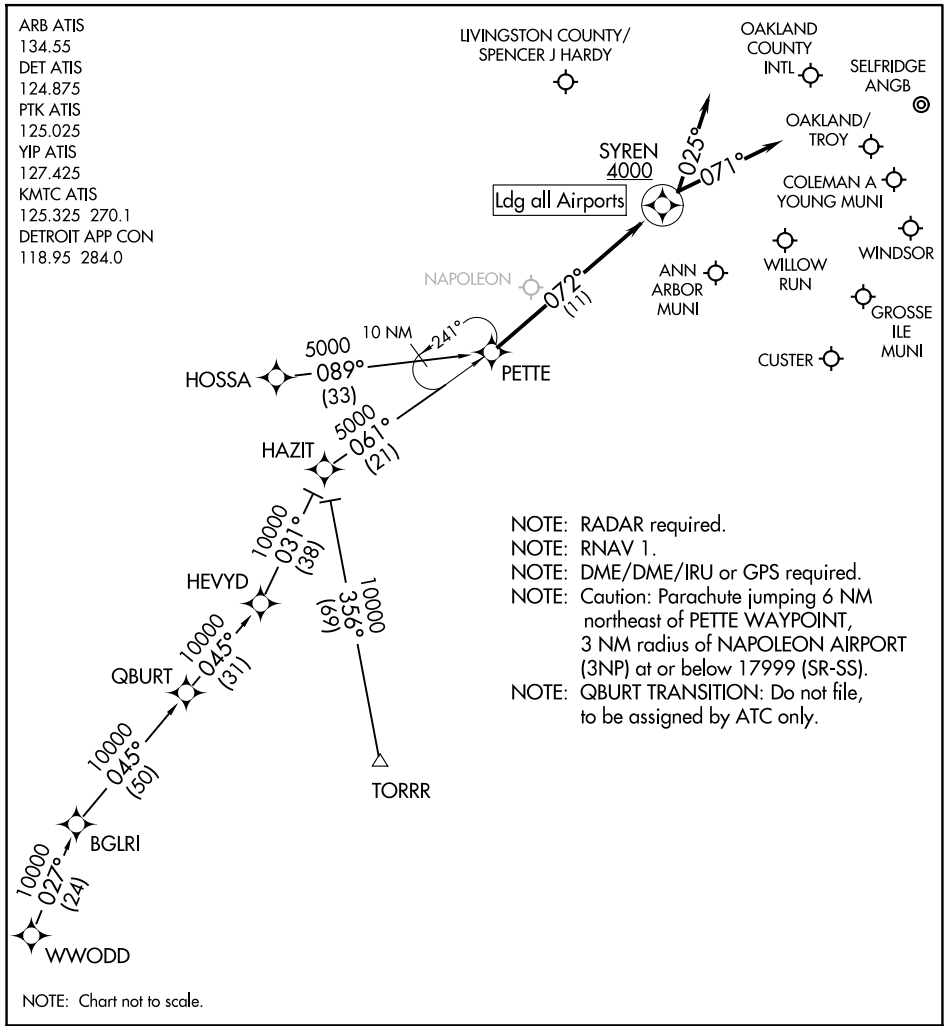
COLTS TRANSITION (COLTS.OKLND1):

PICUP TRANSITION (PICUP.OKLND1):

LANDING ALL AIRPORTS: From AXIS on track 272° to FAEGO, then on track 272° to RIPPY, then on track 272° to cross OKLND at or above 4000, then on track 272°. Expect RADAR vectors to final approach course.

PETTE TWO ARRIVAL (RNAV)

PONTIAC, MICHIGAN

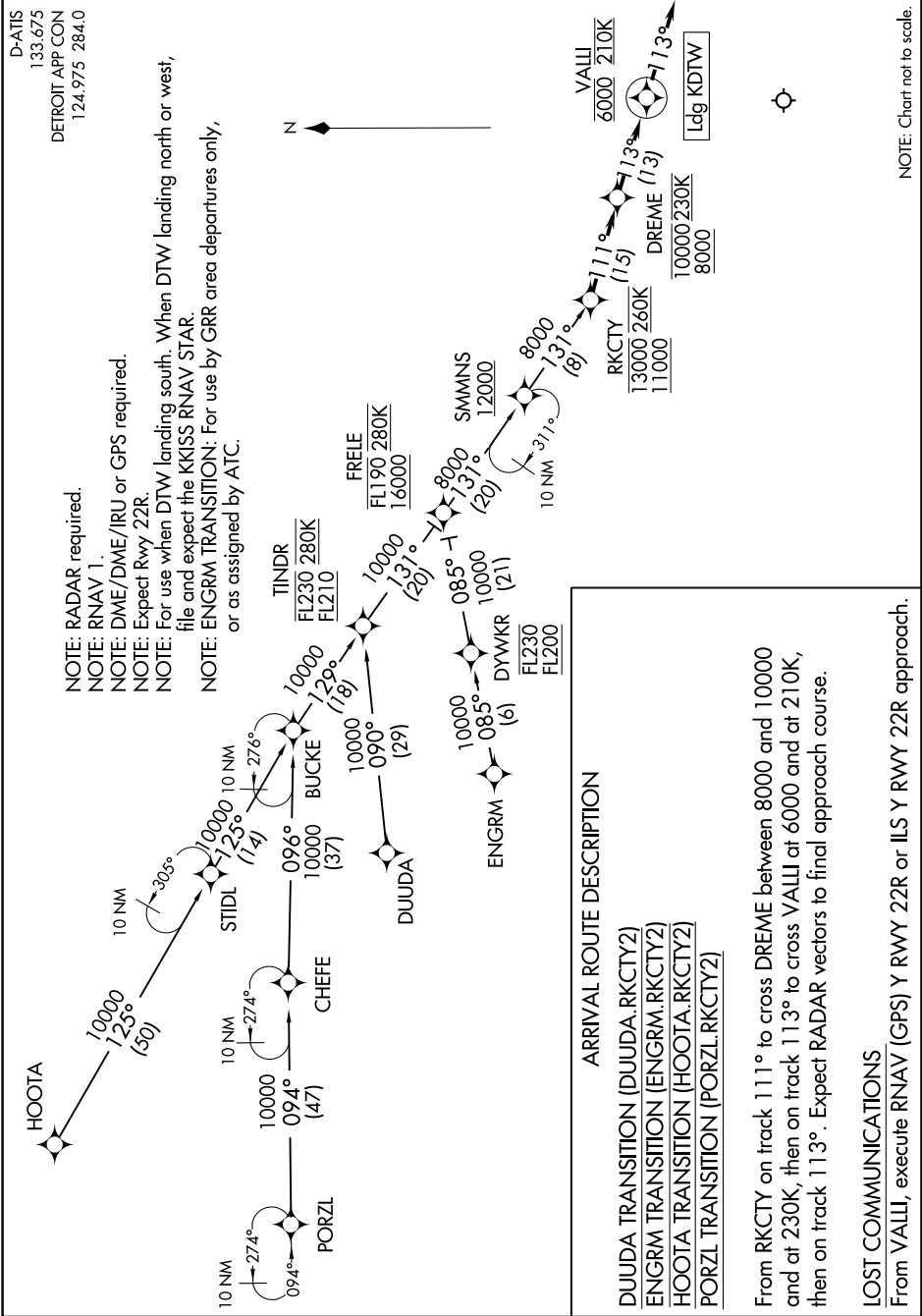


(RKCTY.RKCTY2) 21112

RKCTY TWO ARRIVAL (RNAV)

AL-119 (FAA)

DETROIT METRO WAYNE COUNTY (DTW)
DETROIT, MICHIGAN



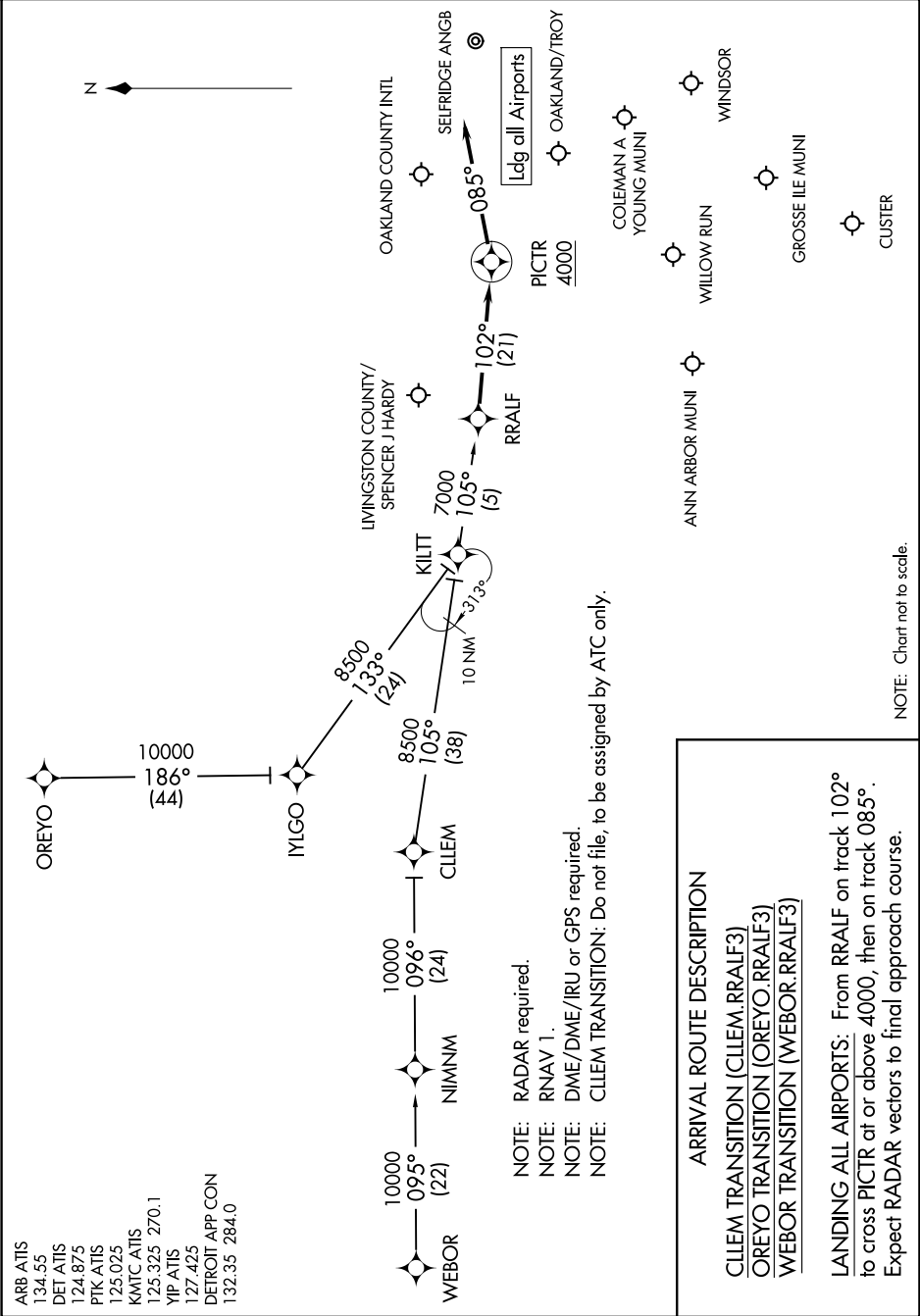
RKCTY TWO ARRIVAL (RNAV)
(RKCTY.RKCTY2) 10OCT19

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)

(RRALF.RRALF3) 26022

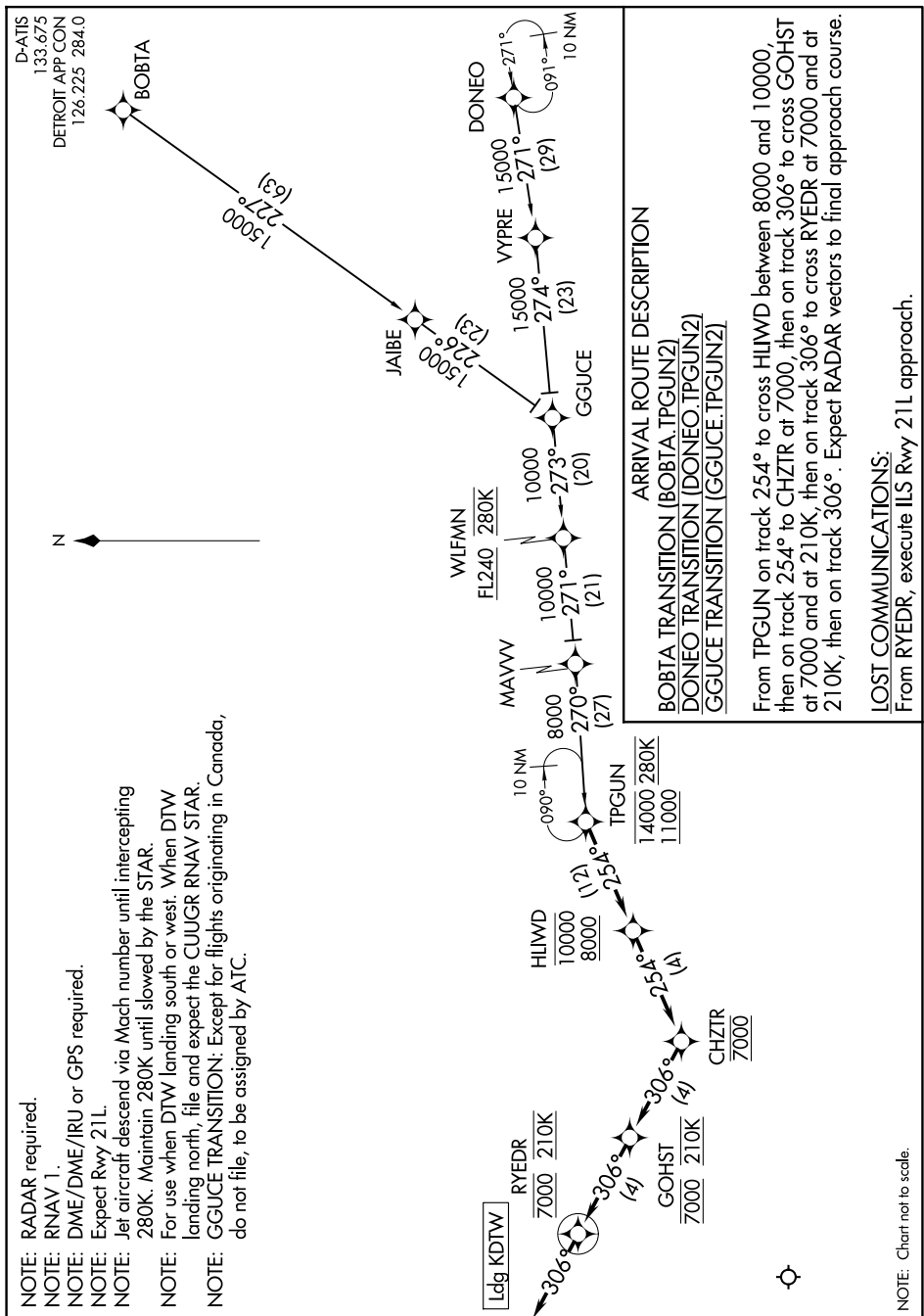
RRALF THREE ARRIVAL (RNAV) AL-5052 (FAA)

PONTIAC, MICHIGAN



RRALF THREE ARRIVAL (RNAV)
(RRALF.RRALF3) 21MAY20

PONTIAC, MICHIGAN



NOTE: Chart not to scale.

TPGUN TWO ARRIVAL (RNAV)

(TPGUN.TPGUN2) 10OCT19

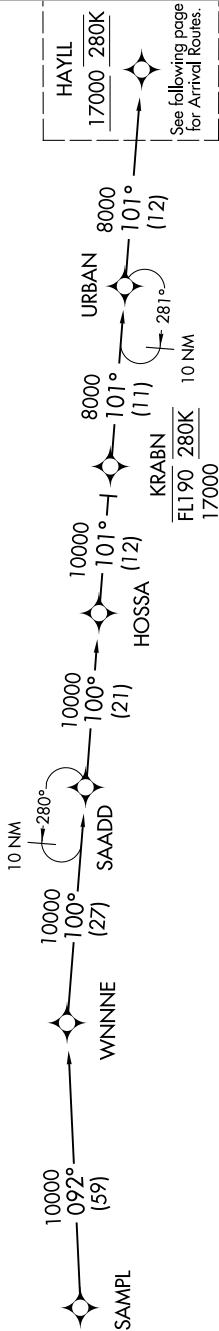
DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

D-ATIS
133.675
DETROIT APP CON
124.975 284.0



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Use Runway 22R transition or as assigned by ATC.
Expect runway assignment from Detroit APP CON no later than 10 NM from UUOFM.
- NOTE: For use when DTW landing south or west. When DTW landing north, file and expect the HAYLL RNAV STAR.
- NOTE: For use by flights departing KMDW, KSBN, KAZO, KMCI, KLAS, KLAX, KPHX, KSAN, AND KSNA area airports only, or as assigned by ATC.

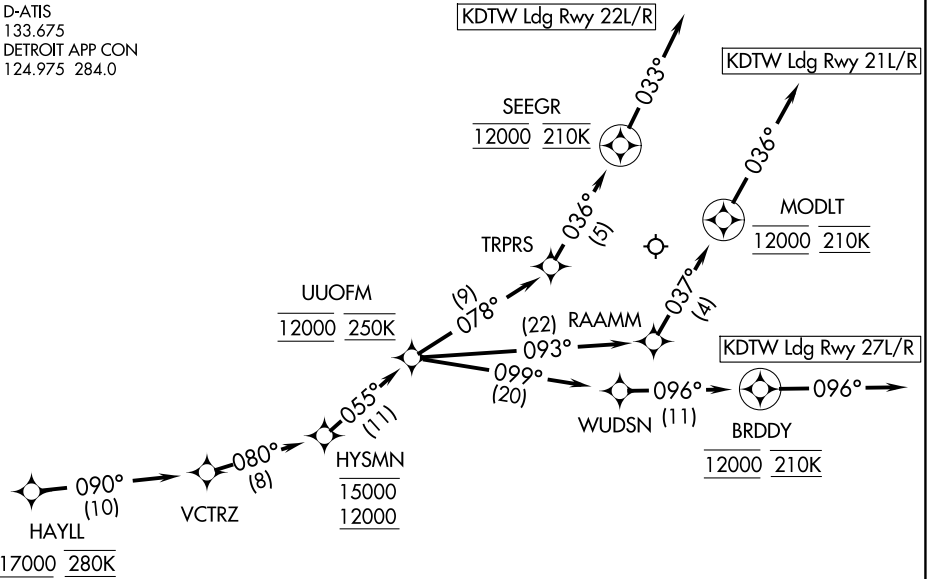


HOSSA TRANSITION (HOSSA.VCTRZ2)
SAMPL TRANSITION (SAMPL.VCTRZ2)

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

D-ATIS
133.675
DETROIT APP CON
124.975 284.0



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Use Runway 22R transition or as assigned by ATC.
Expect runway assignment from Detroit APP CON
no later than 10 NM from UUOFM.
- NOTE: For use when DTW landing south or west. When DTW landing north,
file and expect the HAYLL RNAV STAR.
- NOTE: For use by flights departing KMDW, KSBN, KAZO, KMCI, KLAS, KLAX,
KPHX, KSAN, AND KSNA area airports only, or as assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

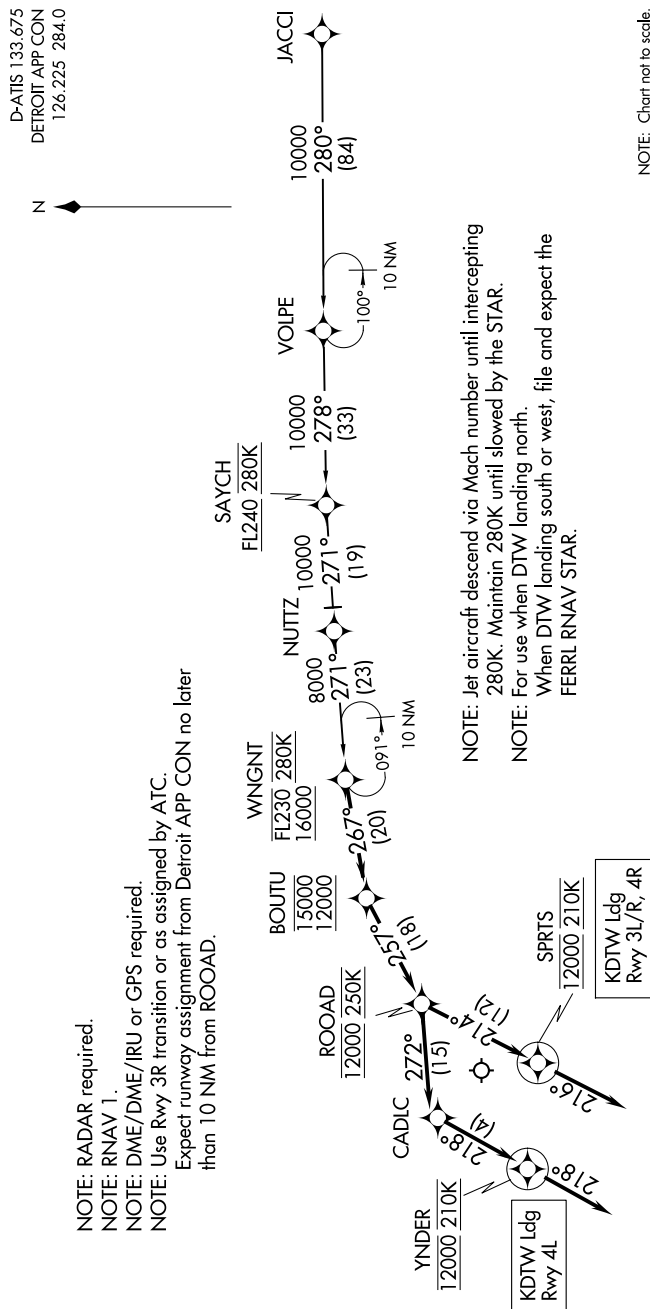
From HAYLL on track 090° to VCTRZ, then on track 080° to cross HYSMN between 12000 and 15000, then on track 055° to cross UUOFM at 12000 and at 250K.

LANDING RUNWAY 21L/R: From UUOFM on track 093° to RAAMM, then on track 037° to cross MODLT at 12000 and at 210K, then on track 036°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 22L/R: From UUOFM on track 078° to TRPRS, then on track 036° to cross SEEGR at 12000 and at 210K, then on track 033°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27L/R: From UUOFM on track 099° to WUDSN, then on track 096° to cross BRDDY at 12000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

WNGNT TWO ARRIVAL (RNAV)



NOTE: Chart not to scale.

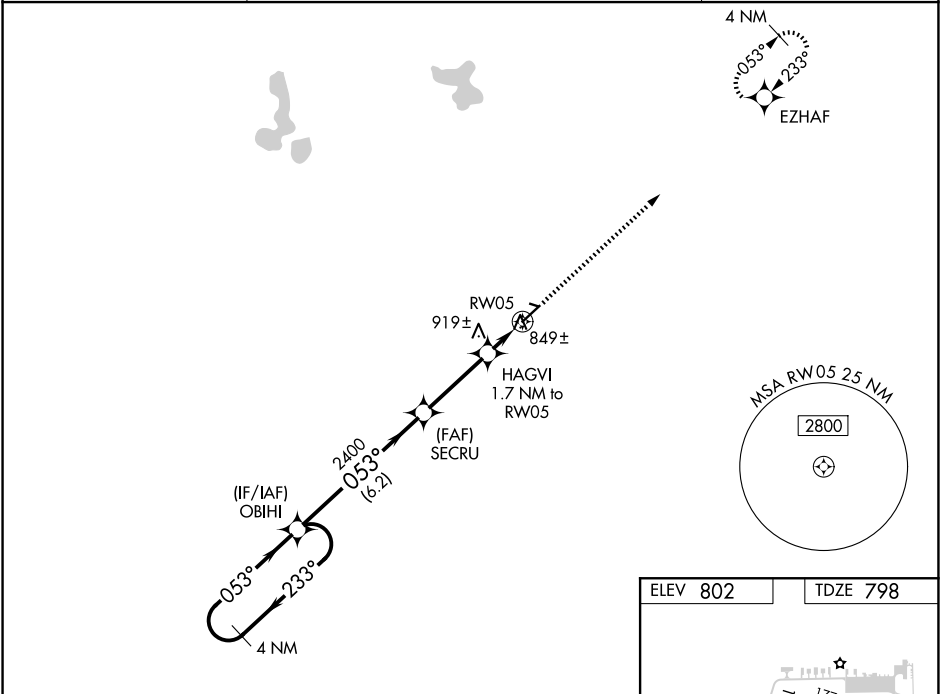
ARRIVAL ROUTE DESCRIPTION

JACCI TRANSITION (JACCI.WNGNT2)

From WNGNT on track 267° to cross BOUTTU between 12000 and 15000, then on track 257° to cross ROOAD at 12000 and at 250K.
LANDING RUNWAYS 3L/R, 4R: From ROOAD on track 214° to cross SPRTS at 12000 and at 210K, then on track 216°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 4L: From ROOAD on track 272° to CADLC, then on track 218° to cross YNDER at 12000 and at 210K, then on track 218°. Expect RADAR vectors to final approach course.

WNGNT TWO ARRIVAL (RNAV)

RNP APCH - GPS.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Ann Arbor Muni altimeter setting; increase LPV all Cats DA to 1114 feet and all visibilities ½ SM; increase LNAV/VNAV all Cats DA to 1185 feet; increase all MDA 80 feet and visibility LNAV Cats C/D ¼ SM. Baro-VNAV and VDP NA when using Ann Arbor Muni altimeter setting.		MISSED APPROACH: Climb to 3000 direct EZHAF and hold.
ASOS 118.825	TOLEDO APP CON 134.35 317.55	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 32).		3000	EZHAF	
3000 ← 233° 053° →		053°		*LNAV only.		
GP 3.00° TCH 47		2400		1.2 NM to RW05		
6.2 NM		3.1 NM		0.5 NM		
1.2 NM		0.3 NM		0.3 NM		
CATEGORY	A	B	C	D	HIRL Rwy 5-23 0 REIL Rwy 5 0	
LPV DA	1048-¾		250 (300-¾)			
LNAV/VNAV DA	1119-1¼		321 (400-1¼)			
LNAV MDA	1200-1 402 (400-1)		1200-1¼ 402 (400-1¼)			

APP CRS	Rwy Ldg	5001
233°	TDZE	798
	Apt Elev	802

RNAV (GPS) RWY 23

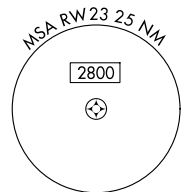
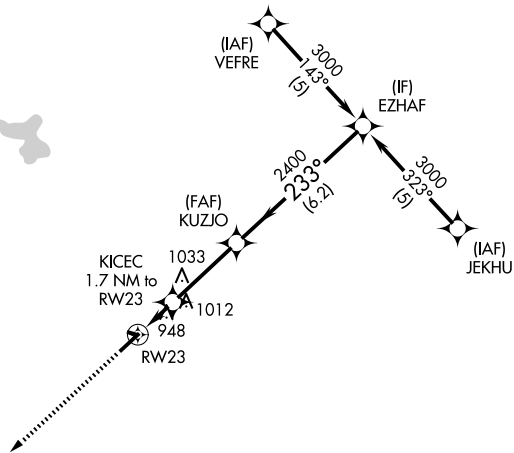
LENAWEE COUNTY (ADG)

RNP APCH - GPS.

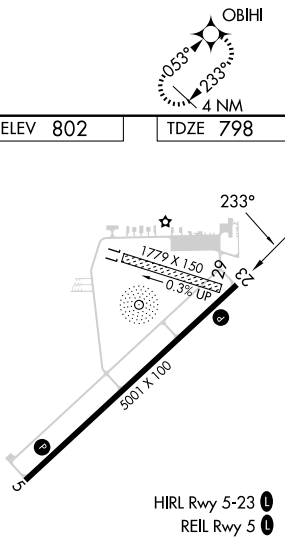
T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Ann Arbor Muni altimeter setting: increase all MDA 80 feet and visibility LNAV Cats C/D and Circling Cats C/D $\frac{1}{4}$ SM. Circling NA to Rwy 11 and 29.

MISSED APPROACH: Climb to 3000 direct OBHI and hold.

ASOS 118.825	TOLEDO APP CON 134.35 317.55	UNICOM 122.8 (CTAF) 0
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ELEV 802	TDZE 798
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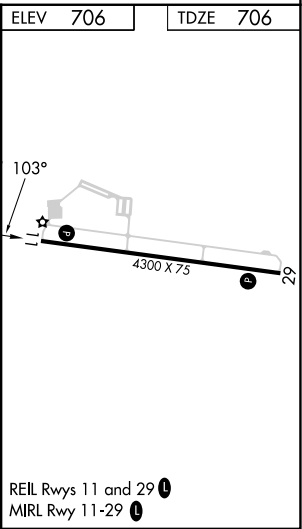
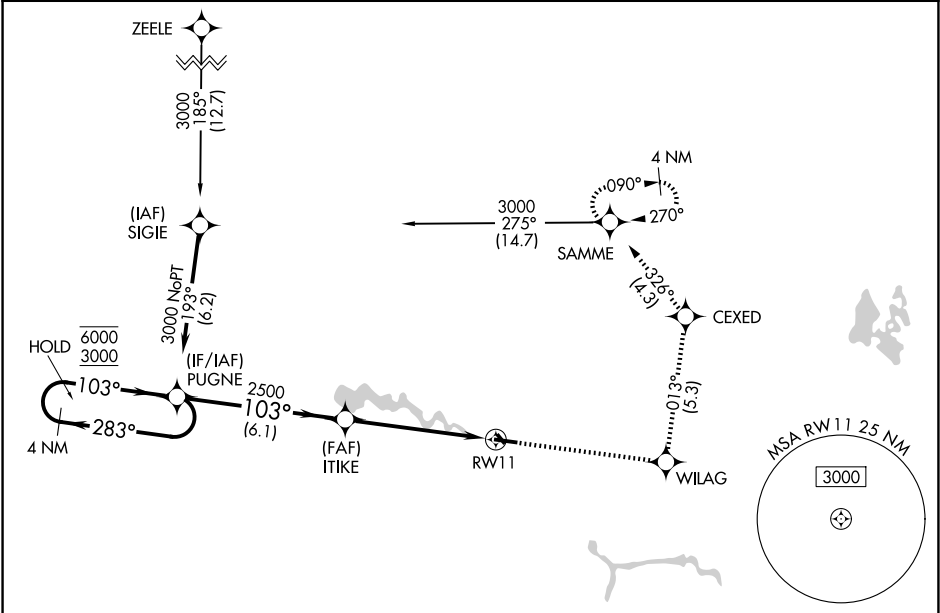
CATEGORY	A	B	C	D
LNAV MDA	1260-1	462 (500-1)	1260-1 $\frac{3}{8}$ 462 (500-1 $\frac{3}{8}$)	1260-1 $\frac{1}{2}$ 462 (500-1 $\frac{1}{2}$)
CIRCLING	1300-1 498 (500-1)	1320-1 518 (600-1)	1340-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)	1440-2 638 (700-2)

APP CRS	Rwy Ldg	4300
103°	TDZE	706
	Apt Elev	706

RNAV (GPS) RWY 11
PADGHAM FLD (35D)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WILAG and on track 013° to CEXED and on track 326° to SAMME and hold.
▼ ▲ NA	Rwy 11 helicopter visibility reduction below ¼ SM NA. Use BIV altimeter setting; when not received, use GRR altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C ¼ SM.

BIV ASOS 119.025	GREAT LAKES APP CON * 128.4 257.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	PUGNE	3000	WILAG	tr 013°	CEXED	tr 326°	SAMME
6000 3000	283° 103°	103°	ITIKE	2500	3.05° TCH 40	RW11	
		6.1 NM		5.4 NM			
CATEGORY	A	B	C	D			
LNAV MDA	1240-1	534 (600-1)	1240-1½ 534 (600-1½)	NA			
CIRCLING	1280-1 574 (600-1)	1320-1 614 (700-1)	1460-2¼ 754 (800-2¼)	NA			

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ALLEGAN, MICHIGAN

AL-5465 (FAA)

26190

APP CRS **283°**
 Rwy Ldg **4300**
 TDZE **705**
 Apt Elev **706**

RNAV (GPS) RWY 29
 PADGHAM FLD (35D)

RNP APCH - GPS.

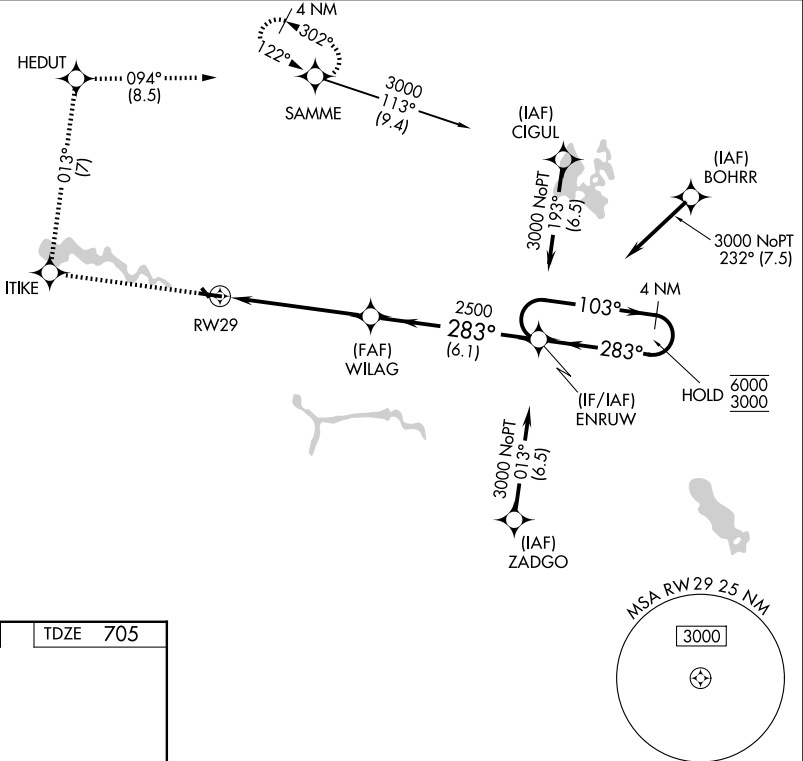
NA Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use BIV altimeter setting; when not received, use GRR altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{8}$ SM.

MISSED APPROACH: Climb to 3000 direct ITIKE and on track 013° to HEDUT and on track 094° to SAMME and hold.

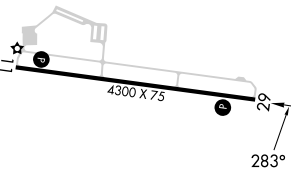
BIV ASOS
119.025

GREAT LAKES APP CON ★
128.4 257.6

UNICOM
122.8 (CTAF) 0



ELEV **706** TDZE **705**



3000	ITIKE	HEDUT	SAMME	ENRUW		4 NM Holding Pattern
		tr 013°		tr 094°		
CATEGORY		A		B		C
LNAV MDA		1380-1 675 (700-1)		1380-1 $\frac{1}{8}$ 675 (700-1 $\frac{1}{8}$)		NA
CIRCLING		1380-1 674 (700-1)		1460-2 $\frac{1}{4}$ 754 (800-2 $\frac{1}{4}$)		NA

REIL Rwy 11 and 29 **0**
 MRL Rwy 11-29 **0**

ALLEGAN, MICHIGAN

Amdt 1 09JUL26

PADGHAM FLD (35D)

42°32'N-85°49'W

RNAV (GPS) RWY 29

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90228 W09A	APP CRS 095°	Rwy Ldg TDZE Apt Elev	5004 754 754
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RNAV (GPS) RWY 9

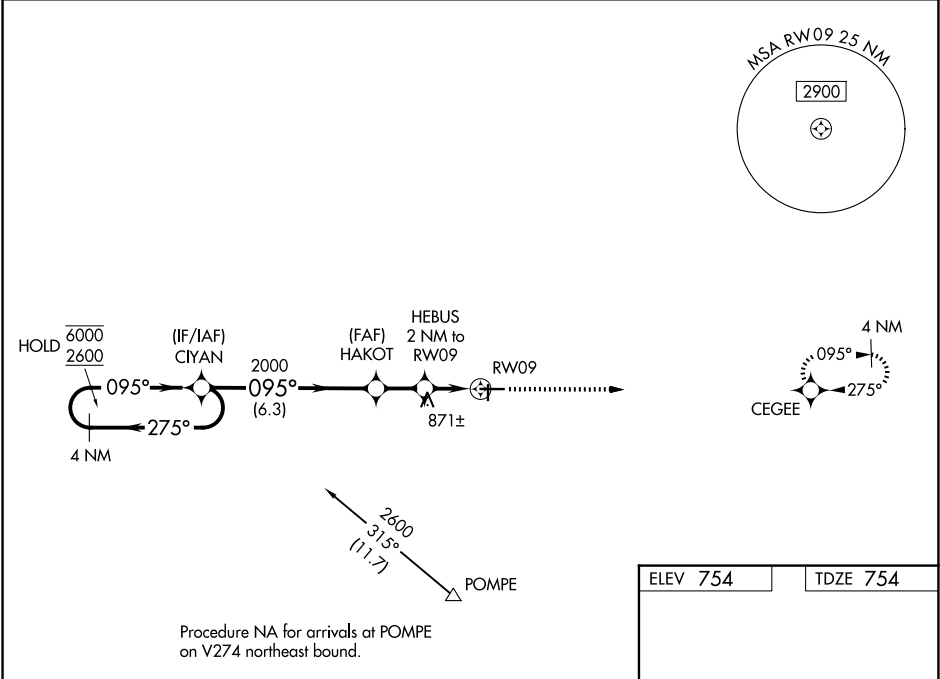
GRATIOT COMMUNITY (AMN)

RNP APCH - GPS.

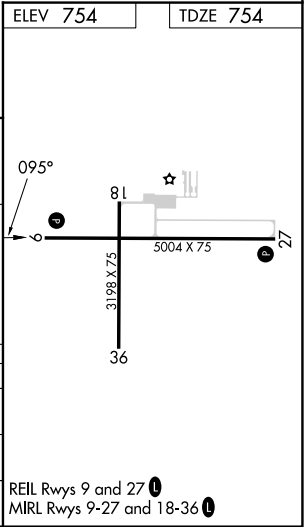
Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using MOP altimeter setting. When local altimeter setting not received, use MOP altimeter setting: increase LPV DA to 1071 feet; increase LNAV/VNAV DA to 1199 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2600 direct CEGEE and hold.

AWOS-3P 124.175	GREAT LAKES APP CON* 126.45 235.625	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).		2600	CEGEE
6000 2600		CIYAN	HAKOT	HEBUS 2 NM to RW09	
GP 3.00° TCH 55		2000	1440	1.2 NM to RW09	
		6.3 NM	1.8 NM	0.8 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	1029-1 275 (300-1)				
LNAV/VNAV DA	1157-1½ 403 (500-1½)				
LNAV MDA	1160-1 406 (500-1)		1160-1½ 406 (500-1½)		



ALMA, MICHIGAN

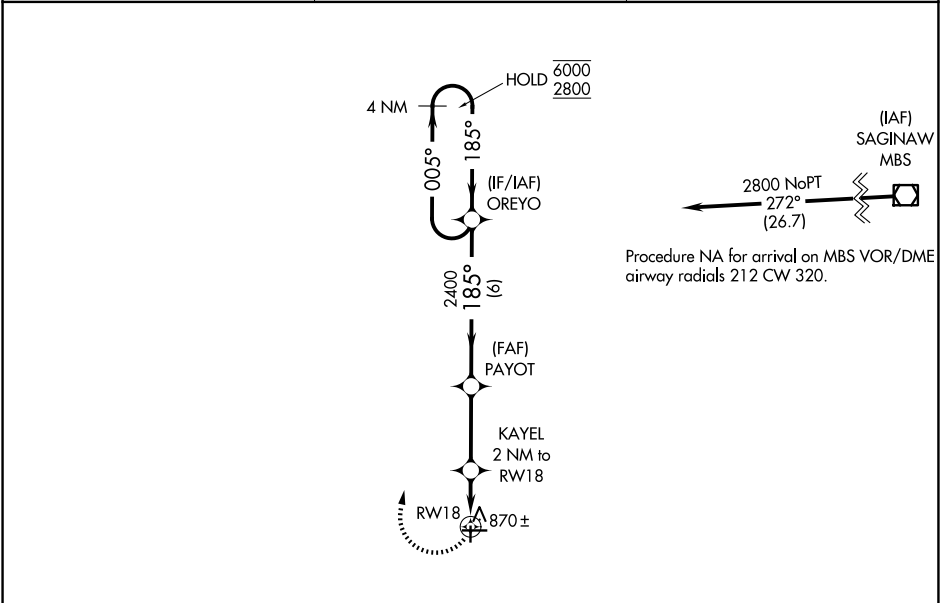
AL-5620 (FAA)

26190

APP CRS	Rwy Ldg	3198
185°	TDZE	754
	Apt Elev	754

RNAV (GPS) RWY 18
GRATIOT COMMUNITY (AMN)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2800 direct OREYO and hold.
▼ Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use MOP altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ SM. ▲		
AWOS-3P 124.175	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0



ELEV 754

TDZE 754

Plan view diagram showing the runway layout. RWY 18 is 3198 x 75. RWY 9 and RWY 27 are 5004 x 75. The diagram also shows the 185° bearing and the 36° bearing.

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 and 18-36 0

2800	OREYO	KAYEL 2 NM to RWY 18	PAYOT	OREYO	4 NM Holding Pattern
		2400	185°	005°	6000
		1440	3.00° TCH 45	2800	
		2 NM	3 NM	6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1160-1	406 (500-1)	1160-1 1/8 406 (500-1 1/8)	NA	

ALMA, MICHIGAN
Amdt 1 09JUL26

43°19'N-84°41'W

GRATIOT COMMUNITY (AMN)
RNAV (GPS) RWY 18

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

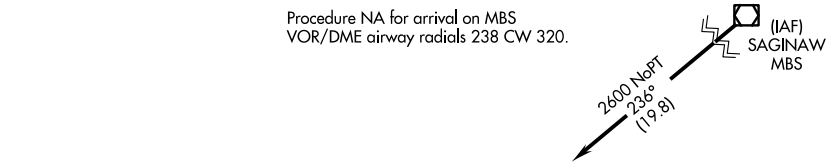
WAAS CH 58028 W27A	APP CRS 275°	Rwy Ldg TDZE 753 Apt Elev 754
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RNAV (GPS) RWY 27

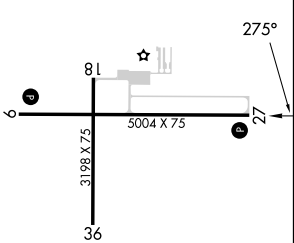
GRATIOT COMMUNITY (AMN)

RNP APCH.		MISSED APPROACH: Climb to 1900 then climbing right turn 2600 direct CEGEE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3P 124.175	GREAT LAKES APP CON★ 126.45 235.625	UNICOM 122.8 (CTAF) 0

Procedure NA for arrival on MBS
VOR/DME airway radials 238 CW 320.



ELEV	754	TDZE	753
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REIL Rwy 9 and 27 0
MIRL Rwy 9-27 and 18-36 0

ALPENA, MICHIGAN

AL-718 (FAA)

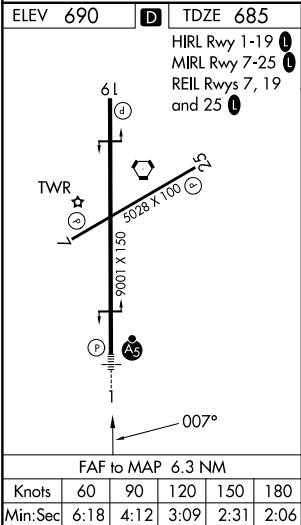
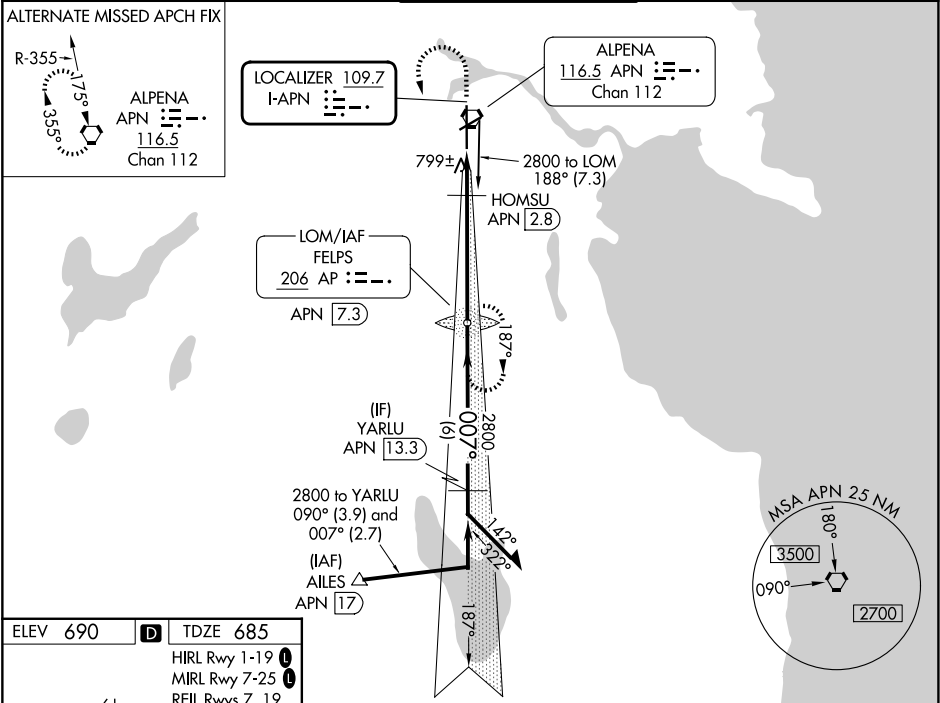
26246

LOC I-APN 109.7	APP CRS 007°	Rwy Ldg TDZE Apt Elev	9001 685 690
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ILS or LOC RWY 1
ALPENA COUNTY RGNL (APN)

ADF required.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct AP LOM and hold.
For inop ALS, increase S-LOC 1 Cat C/D visibility to 1 1/2 SM.		

ATIS 120.675 327.05	ALPENA APP CON ★ 128.425 379.3	ALPENA TOWER ★ 121.35 (CTAF) 318.1	GND CON 121.9 275.8	UNICOM 122.95
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1100	2800	AP	FELPS LOM APN 7.3	Remain within 10 NM
*LOC only.	HOMSU APN 2.8	2761	187°	2800
APN 1.1	1260*	2800	007°	GS 3.00° TCH 52
1.7 NM	4.6 NM			
CATEGORY	A	B	C	D
S-ILS 1	885-1/2 200 (200-1/2)			
S-LOC 1	1260-1/2	575 (600-1/2)	1260-1 1/4	575 (600-1 1/4)
HOMSU FIX MINIMUMS				
S-LOC 1	1140-1/2	455 (500-1/2)	1140-7/8	455 (500-7/8)

ALPENA, MICHIGAN
Amdt 9D 26DEC24

45°05'N-83°34'W

ALPENA COUNTY RGNL (APN)
ILS or LOC RWY 1

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50310 W01A	APP CRS 007°	Rwy Ldg TDZE 685 Apt Elev 690
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RNAV (GPS) RWY 1
ALPENA COUNTY RGNL (APN)

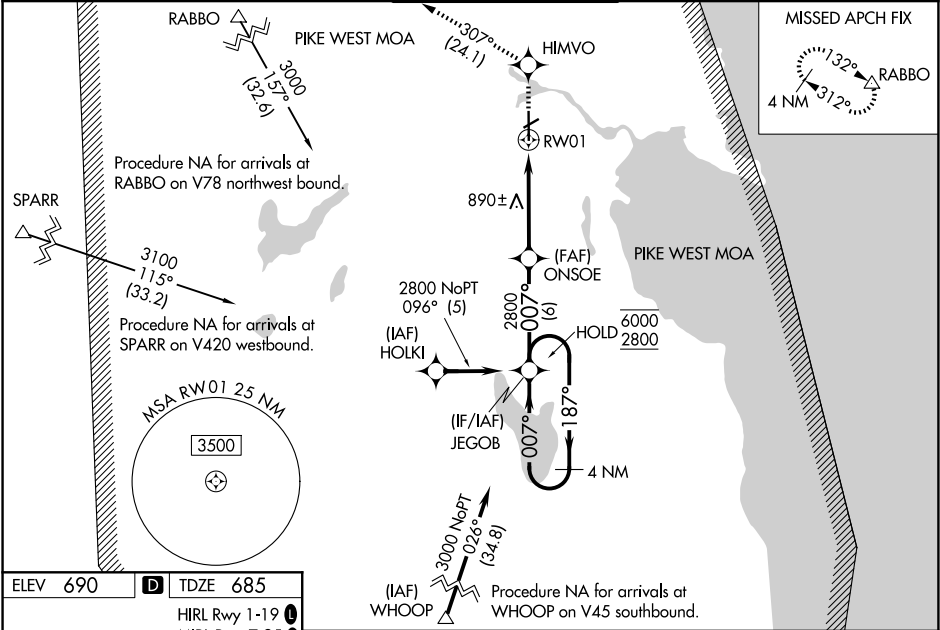
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using PZQ altimeter setting. For inop ALS, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1 SM and LNAV Cats C/D visibility to 1 ¾ SM. When local altimeter setting not received, use PZQ altimeter setting and increase LPV DA to 1029 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1084 feet; increase all MDAs 60 feet. For inop ALS when using PZQ altimeter setting, increase LPV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 3500 direct HIMVO and on track 307° to RABBO and hold.

ATIS 120.675 327.05	ALPENA APP CON ★ 128.425 379.3	ALPENA TOWER ★ 121.35 (CTAF) 0 318.1	GND CON 121.9 275.8	UNICOM 122.95
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ELEV 690

TDZE 685

HIRL Rwy 1-19

MIRL Rwy 7-25

REIL Rws 7, 19 and 25

61

5028 X 100

900 X 1000

007°

TWR

4 NM Holding Pattern	JEGOB	ONSOE	3500	HIMVO	tr 307°	RABBO
6000 2800	187° 007°	007°	2800	1.3 NM to RW01	RW01	
GP 3.00° TCH 52	2800					
	6 NM	5 NM	1.3			
CATEGORY	A	B	C	D		
LPV DA	974-1½		289 (300-½)			
LNAV/VNAV DA	1029-⅝		344 (400-⅝)			
LNAV MDA	1160-1½	475 (500-½)	1160-1	475 (500-1)		
CIRCLING	1160-1	470 (500-1)	1220-1½ 530 (600-1½)	1300-2 610 (700-2)		

ALPENA, MICHIGAN

AL-718 (FAA)

26078

WAAS CH 82746	APP CRS 067°	Rwy Ldg TDZE 690 Apt Elev 690
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RNAV (GPS) RWY 7

ALPENA COUNTY RGNL (APN)

RNP APCH - GPS.

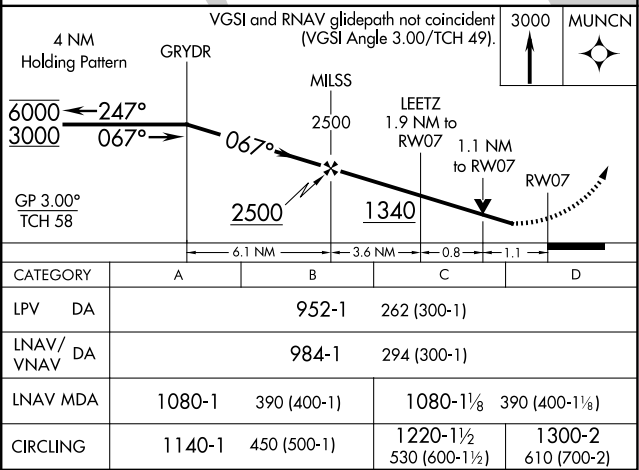
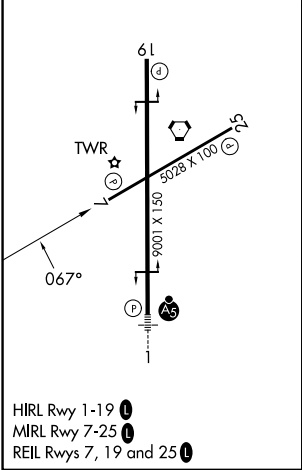
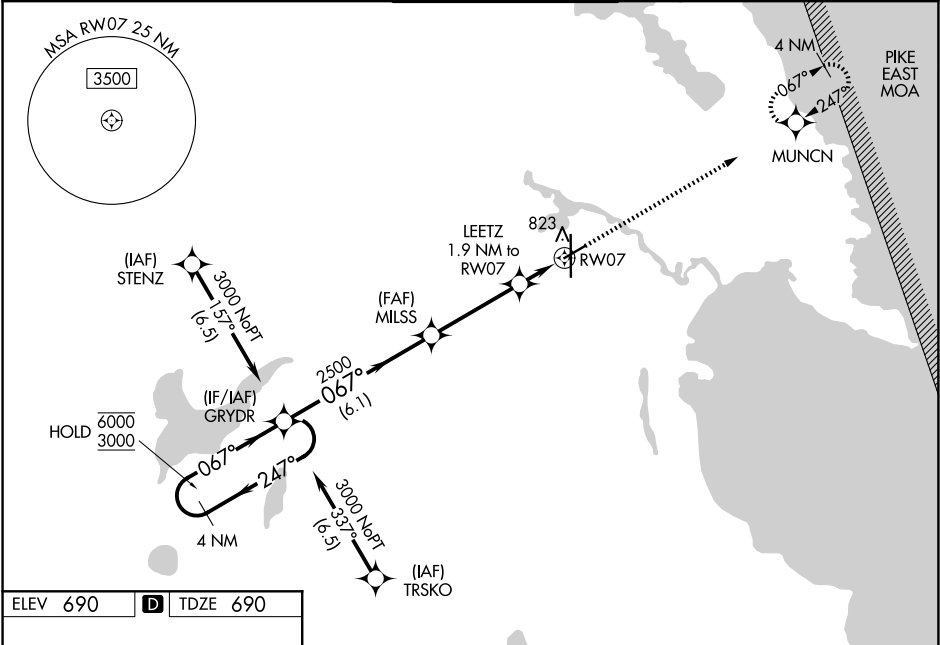
▼

▲

Baro-VNAV and VDP NA when using PZQ altimeter setting. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use PZQ altimeter setting and increase LPV DA to 1007 feet, increase LNAV/VNAV DA to 1039 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM.

MISSED APPROACH:
Climb to 3000 direct MUNCN and hold, continue climb-in-hold to 3000.

ATIS ★ 120,675 327,05	ALPENA APP CON ★ 128,425 379,3	ALPENA TOWER ★ 121,35 (CTAF) 0 318,1	GND CON 121,9 275,8	UNICOM 122,95
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ALPENA, MICHIGAN
Orig 26DEC24

45°05'N-83°34'W

ALPENA COUNTY RGNL (APN)

RNAV (GPS) RWY 7

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

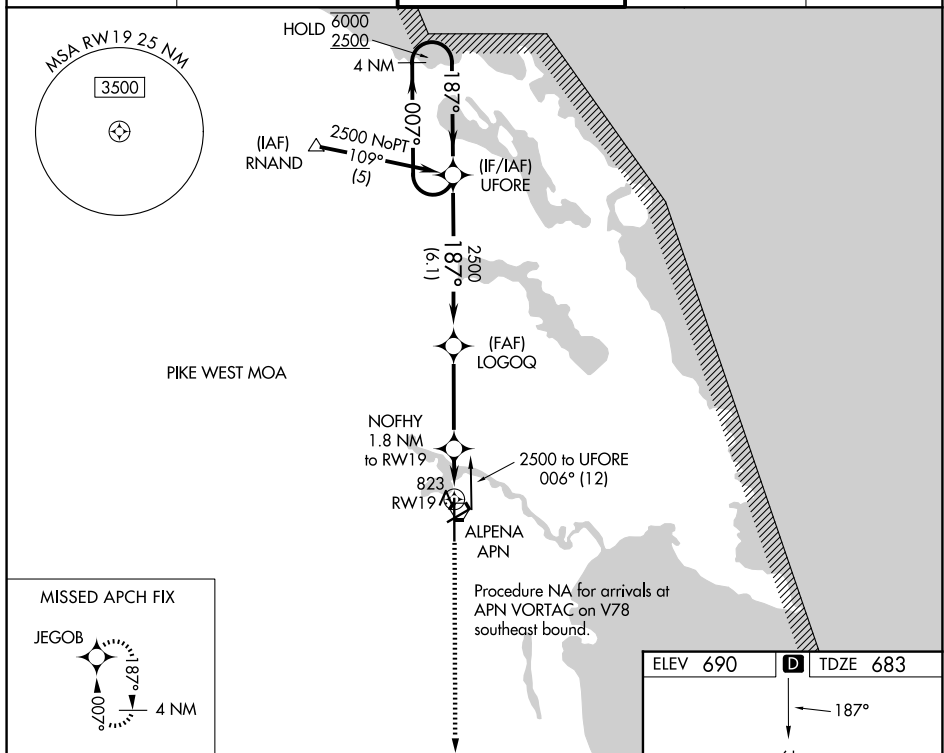
RNAV (GPS) RWY 19

ALPENA COUNTY RGNL (APN)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct JEOB and hold.

ATIS 120.675 327.05	ALPENA APP CON ★ 128.425 379.3	ALPENA TOWER ★ 121.35 (CTAF) 0 318.1	GND CON 121.9 275.8	UNICOM 122.95
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[illegible]

ALPENA COUNTY RGNL (APN)
RNAV (GPS) RWY 19

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1. 03 SEP 2026 to 29 OCT 2026

ALPENA, MICHIGAN

AL-718 (FAA)

26078

WAAS CH 45548	APP CRS 247°	Rwy Ldg TDZE 682 Apt Elev 690
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RNAV (GPS) RWY 25

ALPENA COUNTY RGNL (APN)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using PZQ altimeter setting. When local altimeter setting not received, use PZQ altimeter setting and increase LPV DA to 1018 feet; increase LNAV/VNAV DA to 1115 feet and all visibilities $\frac{1}{4}$ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
GRYDR and hold.

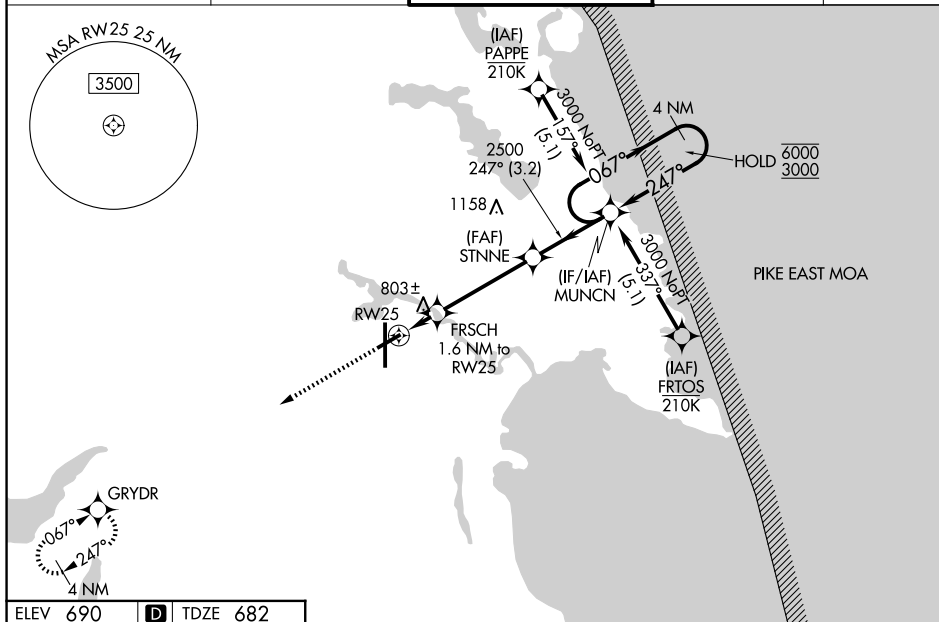
ATIS ★
120.675 327.05

ALPENA APP CON ★
128.425 379.3

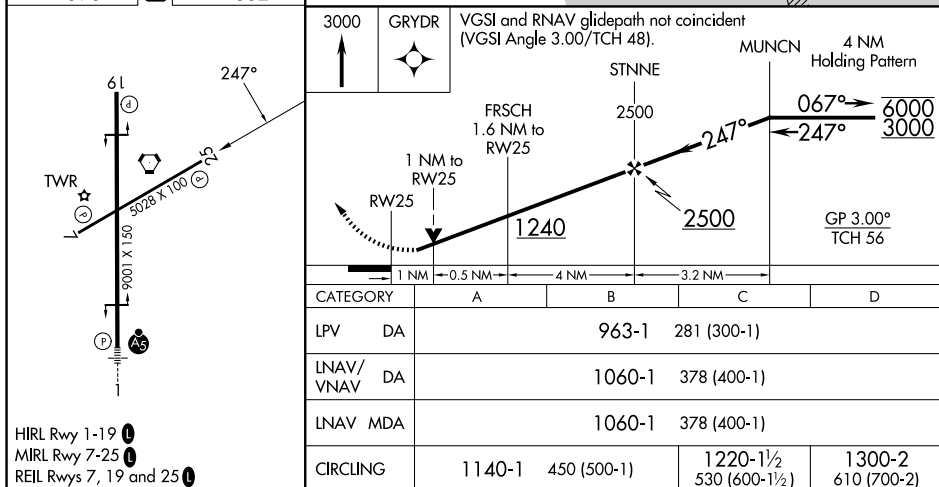
ALPENA TOWER ★
121.35 (CTAF) 0 318.1

GND CON
121.9 275.8

UNICOM
122.95



ELEV 690 **D** TDZE 682



ALPENA, MICHIGAN

Orig 26DEC24

45°05'N-83°34'W

ALPENA COUNTY RGNL (APN)
RNAV (GPS) RWY 25

VOR RWY 19
ALPENA COUNTY RGNL (APN)

MISSED APPROACH: Climbing right turn to 2500 in APN VORTAC holding pattern.

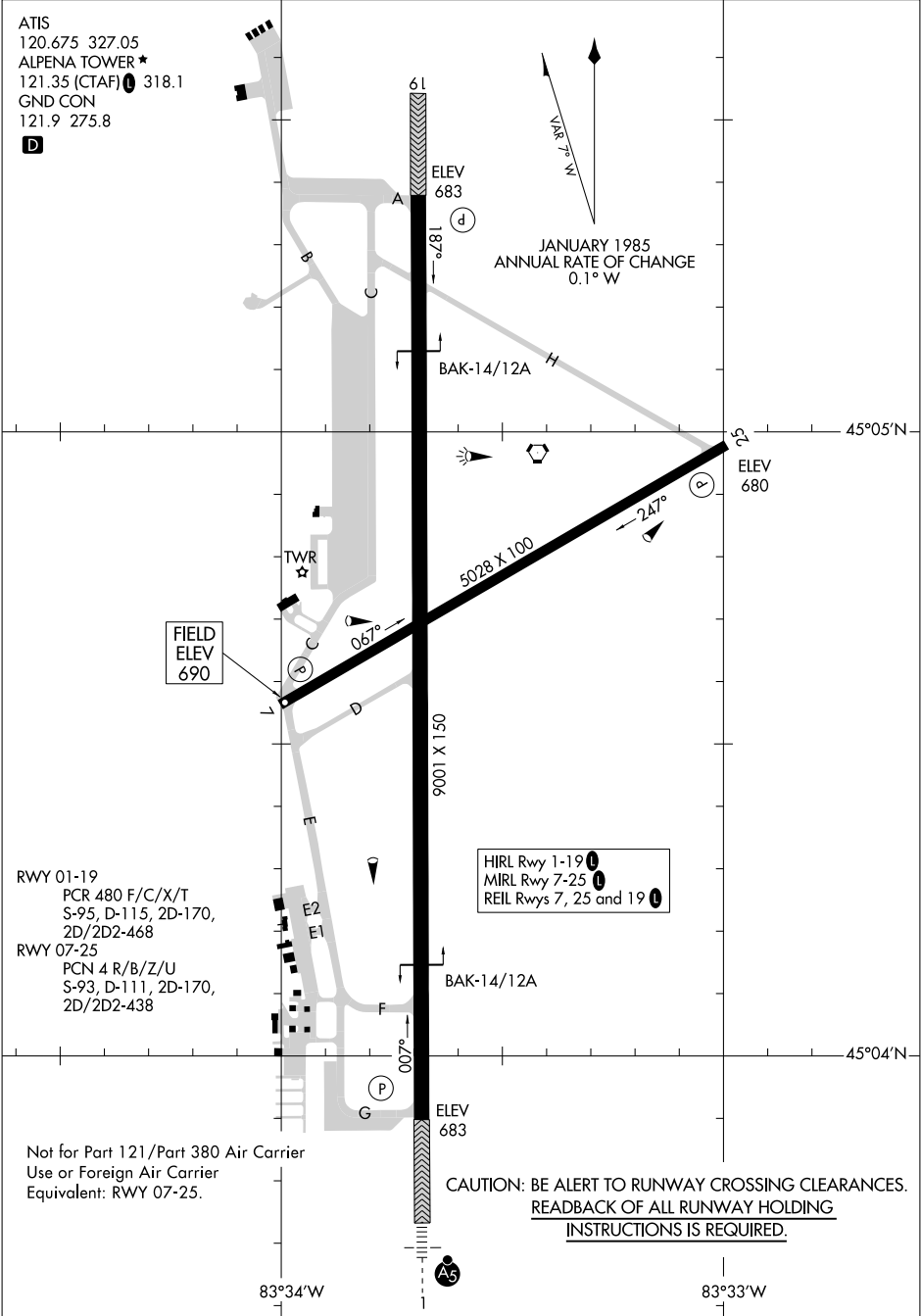
Map showing flight paths and waypoints in the Mediterranean Sea area.

Key locations and data points:

- DAKRY APN (2.2)**: Waypoint reached after a 175 NM leg from the starting point.
- IAF ALPENA (116.5 APN, Chan 112)**: Final destination reached after an 823 NM leg from DAKRY APN.
- MSA APN 25 NM**: A circular area centered on MSA APN, with a radius of 25 NM.
- Altitude and Direction Data**:
 - Initial heading: 130°
 - Distance to DAKRY APN: 175 NM
 - Distance from DAKRY APN to IAF ALPENA: 823 NM
 - Heading from DAKRY APN to IAF ALPENA: 310°
 - Heading from starting point to DAKRY APN: 130°
 - Heading from starting point to secondary point: 130°
 - Distance from starting point to secondary point: 355 NM
 - Altitude at MSA APN: 3500
 - Altitude at IAF ALPENA: 2700
 - Direction at IAF ALPENA: 090°

[illegible]

EC-1, 03 SEP 2026 to 29 OCT 2026



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77601 W06A	APP CRS 059°	Rwy Ldg 3505 TDZE 831 Apt Elev 839
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APP CRS
059°

Rwy Ldg	3505
TDZE	831
Apt Elev	839

RNAV (GPS) RWY 6
ANN ARBOR MUNI (ARB)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above
A 38°C. VDP and Baro-VNAV NA when using Willow Run altimeter setting. When
local altimeter setting not received, use Willow Run altimeter setting and increase all
DA/MDA 40 feet; increase LNAV Cats C and D visibility ½ SM.

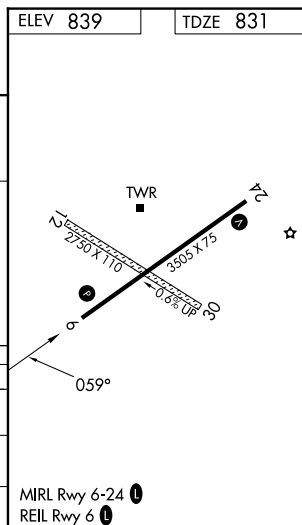
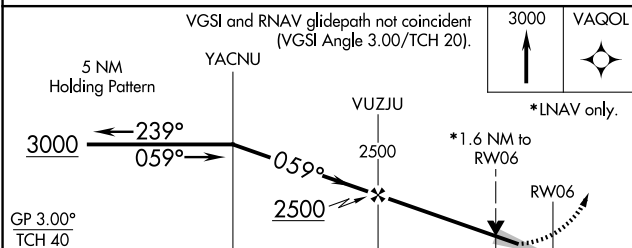
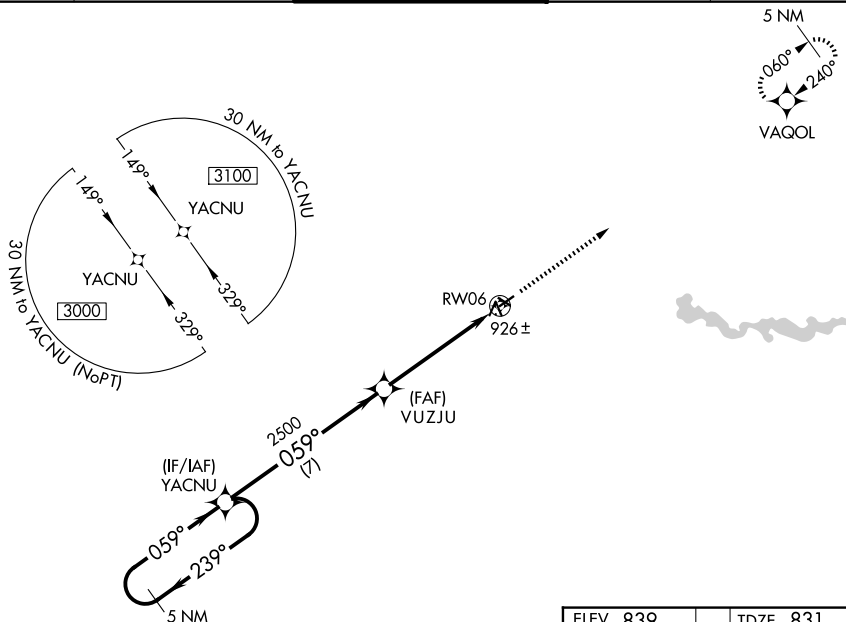
MISSED APPROACH: Climb to 3000 direct VAQOL and hold.

ATIS
134.55

DETROIT APP CON
118.95 284.0

ANN ARBOR TOWER ★
120.3 (CTAF) L

GND CON
121.6

UNICOM
123.0

ANN ARBOR, MICHIGAN
Amdt 2D 18JUL19

42°13'N-83°45'W

ANN ARBOR MUNI (ARB)
RNAV (GPS) RWY 6

ANN ARBOR, MICHIGAN

AL-5506 (FAA)

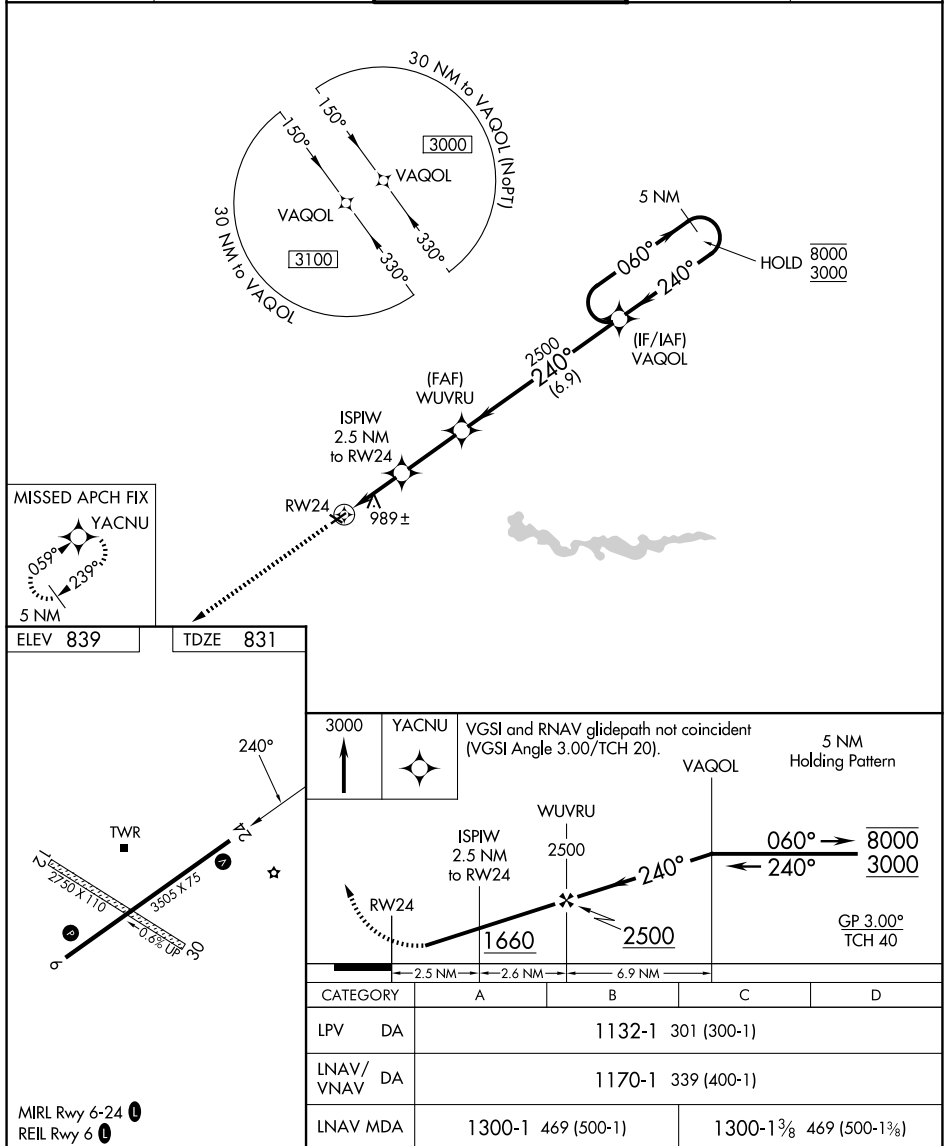
26190

WAAS CH 61120 W24A	APP CRS 240°	Rwy Ldg TDZE Apt Elev	3505 831 839
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RNAV (GPS) RWY 24

ANN ARBOR MUNI (ARB)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct YACNU and hold.		
▼ Circling NA to Rwy 12 and 30. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. ▲				
ATIS 134.55	DETROIT APP CON 118.95 284.0	ANN ARBOR TOWER ★ 120.3 (CTAF) 0	GND CON 121.6	UNICOM 123.0



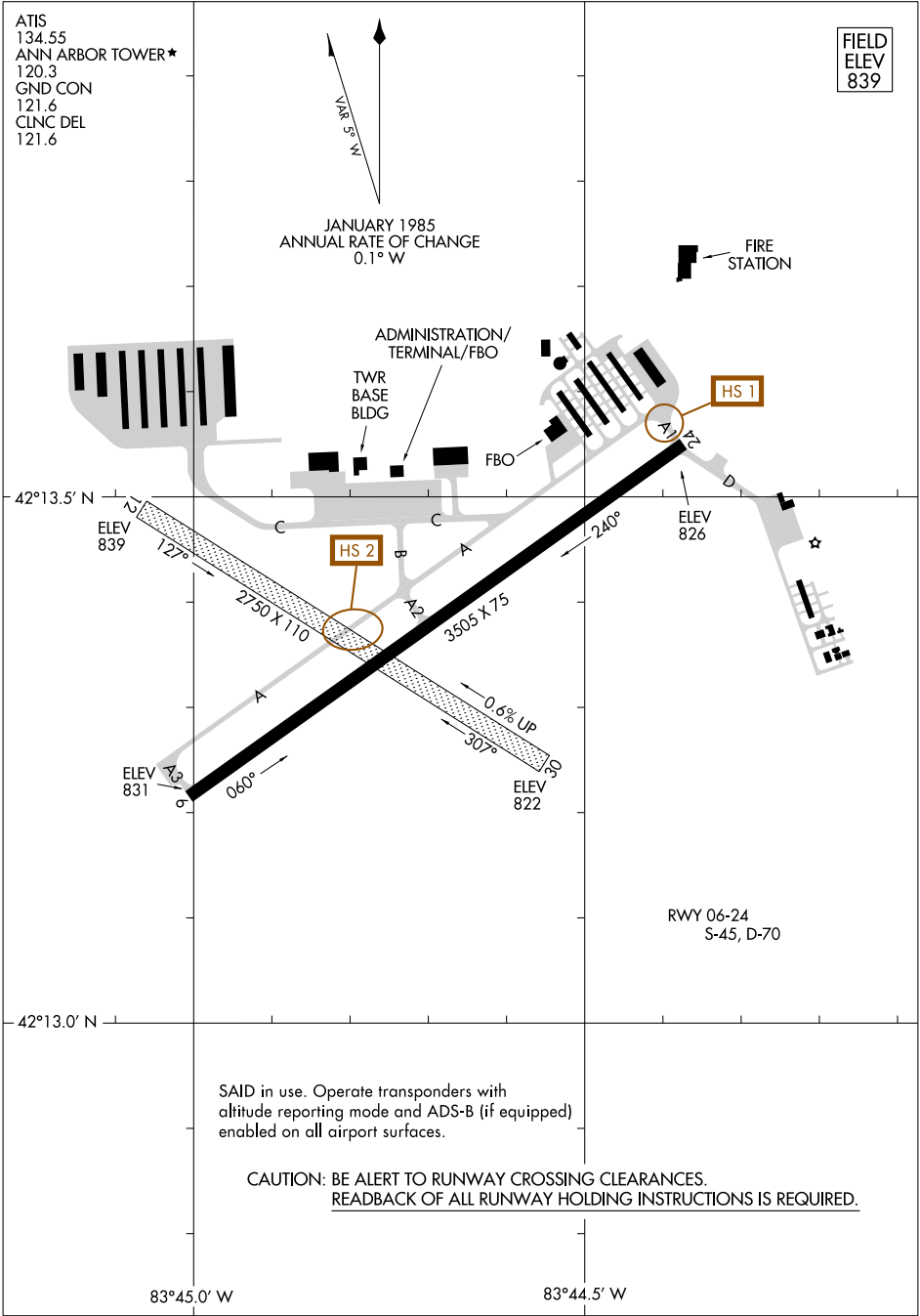
ANN ARBOR, MICHIGAN

Amdt 2F 11AUG22

42°13'N-83°45'W

RNAV (GPS) RWY 24

ANN ARBOR MUNI (ARB)

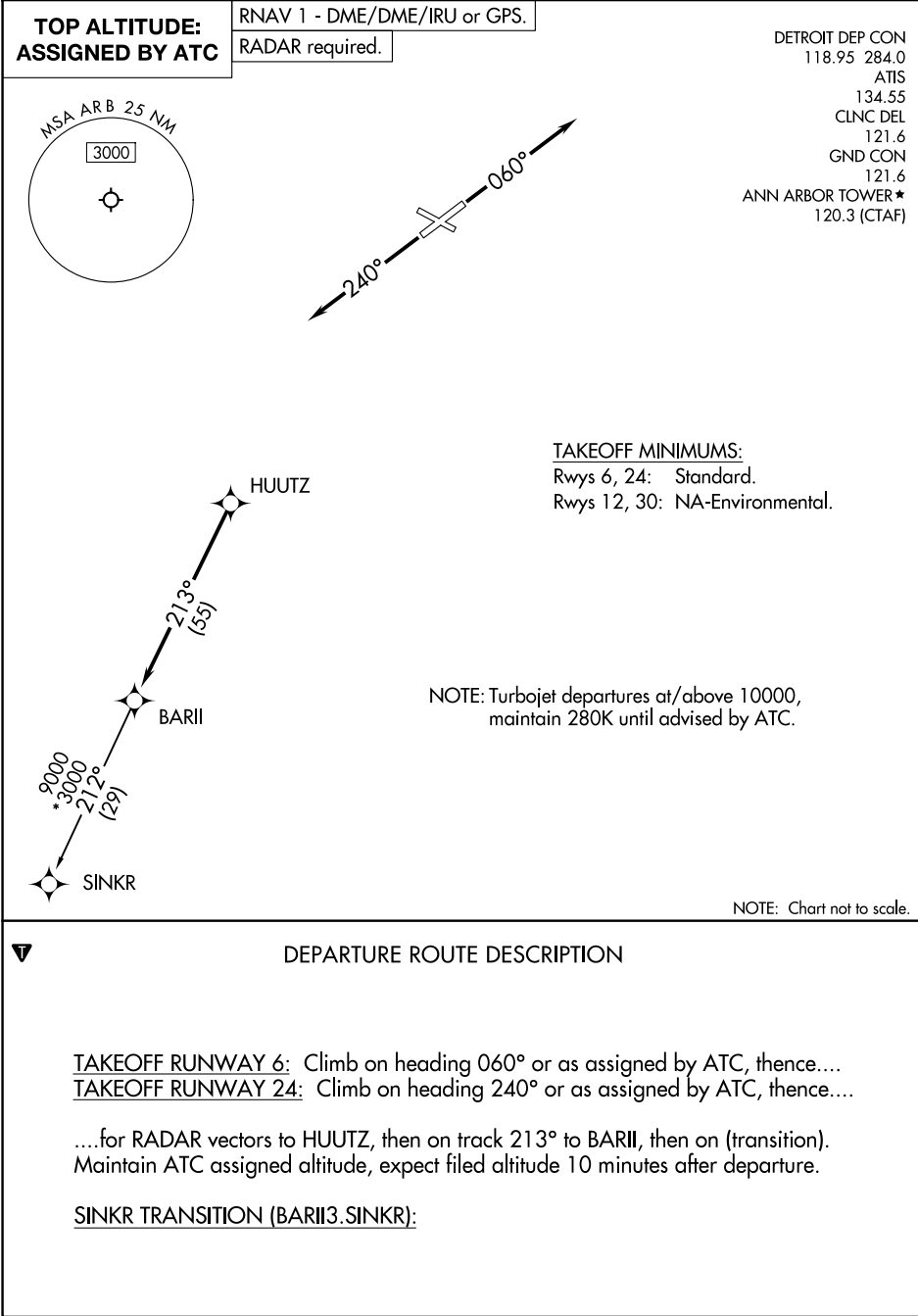


(BARI3.BARII) 24137

BARII THREE DEPARTURE (RNAV)

AL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN



**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

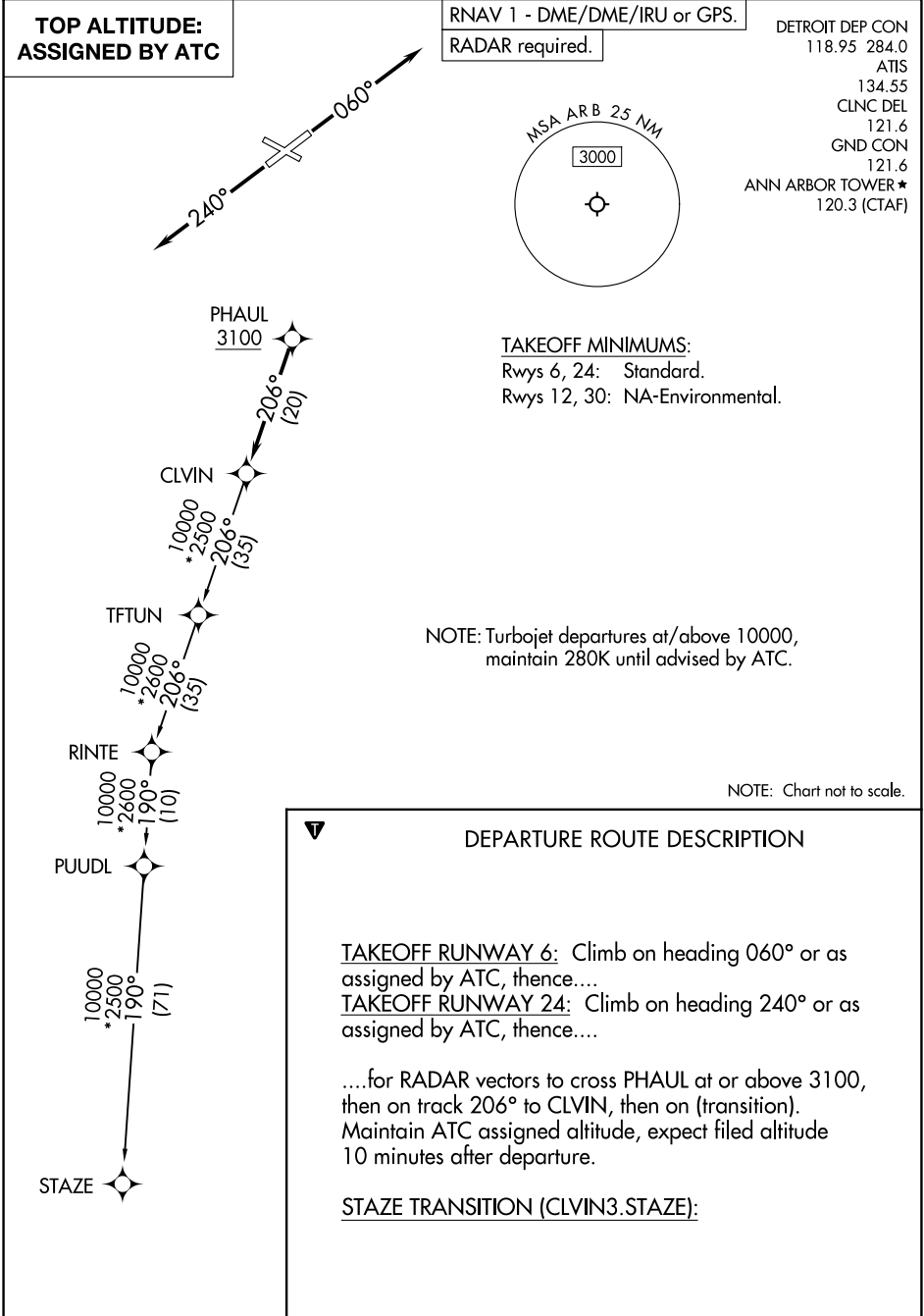
NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by aircraft filed at or below FL220, or as assigned by ATC.
NOTE: CAUTION: Parachute jumping 6 NM SW of BROZZ. 3 NM radius of Napoleon Airport (3NP) at or below 17999 (SR-SS).

DETROIT DEP CON
118.95 284.0
ATIS
134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER *
120.3 (CTAF)

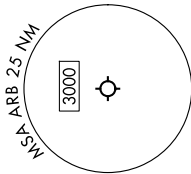
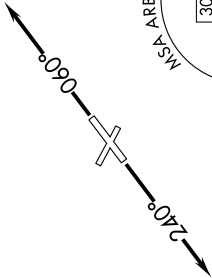
TAKEOFF MINIMUMS:
 Rwy 6, 24: Standard.
 Rwy 12, 30: NA-Environmental.

NOTE: Chart not to scale.

	DEPARTURE ROUTE DESCRIPTION
	TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence....
	<u>TAKEOFF RUNWAY 24</u> : Climb on heading 240° or as assigned by ATC, thence....
	for RADAR vectors to BROZZ, then on track 279° to CCOBB, then on (transition).
	Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
	<u>ZEGBI TRANSITION (CCOBB3.ZEGBI)</u> :



DETROIT DEP CON
118.95 284.0
ATIS
134.55
CINC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)



MALTB
2200



(40)
10000
2200
*2200
090°

BROKK
10000
*2200
098°
(42) LINCON

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: BROKK TRANSITION: For use by flights filed at or below FL270, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwy 6, 24: Standard.
Rwy 12, 30: NA - Environmental.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thence....
....for RADAR vectors to cross MALTB at or above 2200, then on track 094° to HHOWE, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

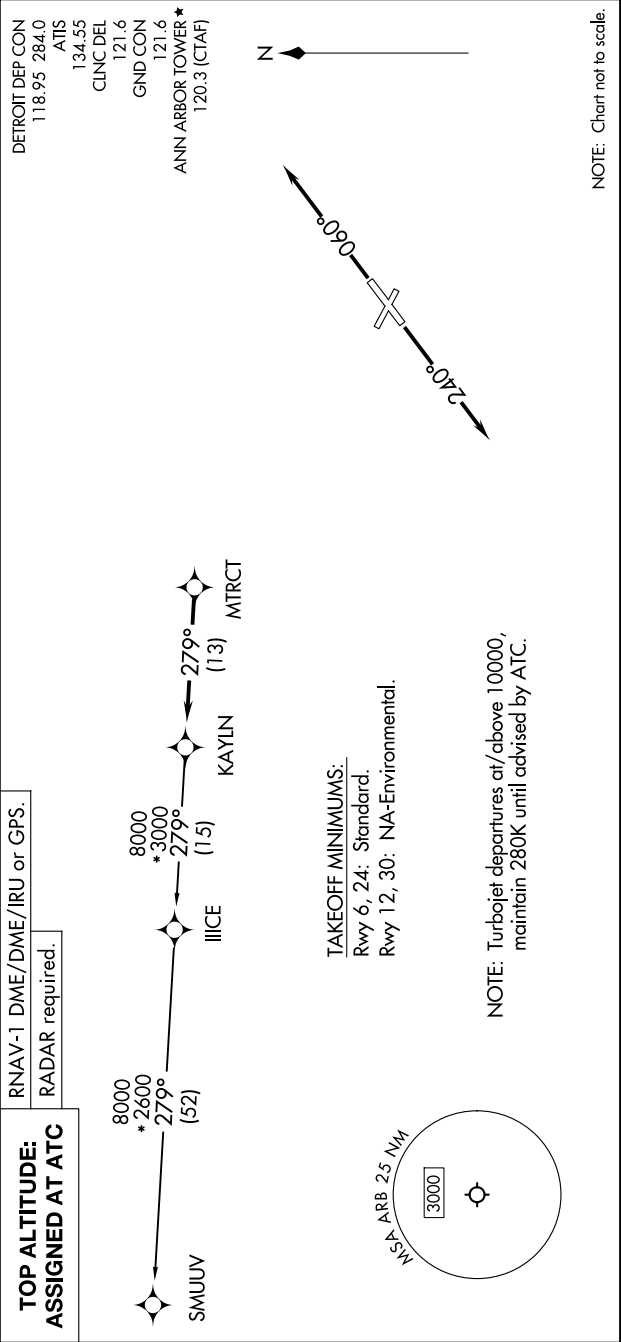
BROKK TRANSITION (HHOWE4.BROKK):
LINCON TRANSITION (HHOWE4.LINCON):

(KAYLN3.KAYLN) 24137

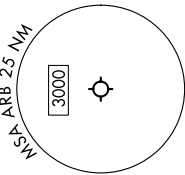
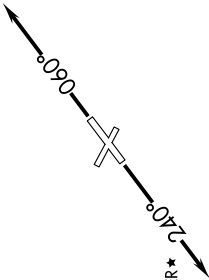
KAYLN THREE DEPARTURE (RNAV)

AL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

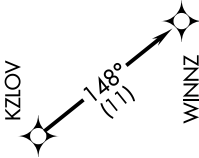


DETROIT DEP CON
118.95 284.0
ATIS
134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)



TAKEOFF MINIMUMS:
Rwy 6, 24: Standard.
Rwy 12, 30: NA - Environmental.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by Cleveland terminal arrivals only.



RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thence....
....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

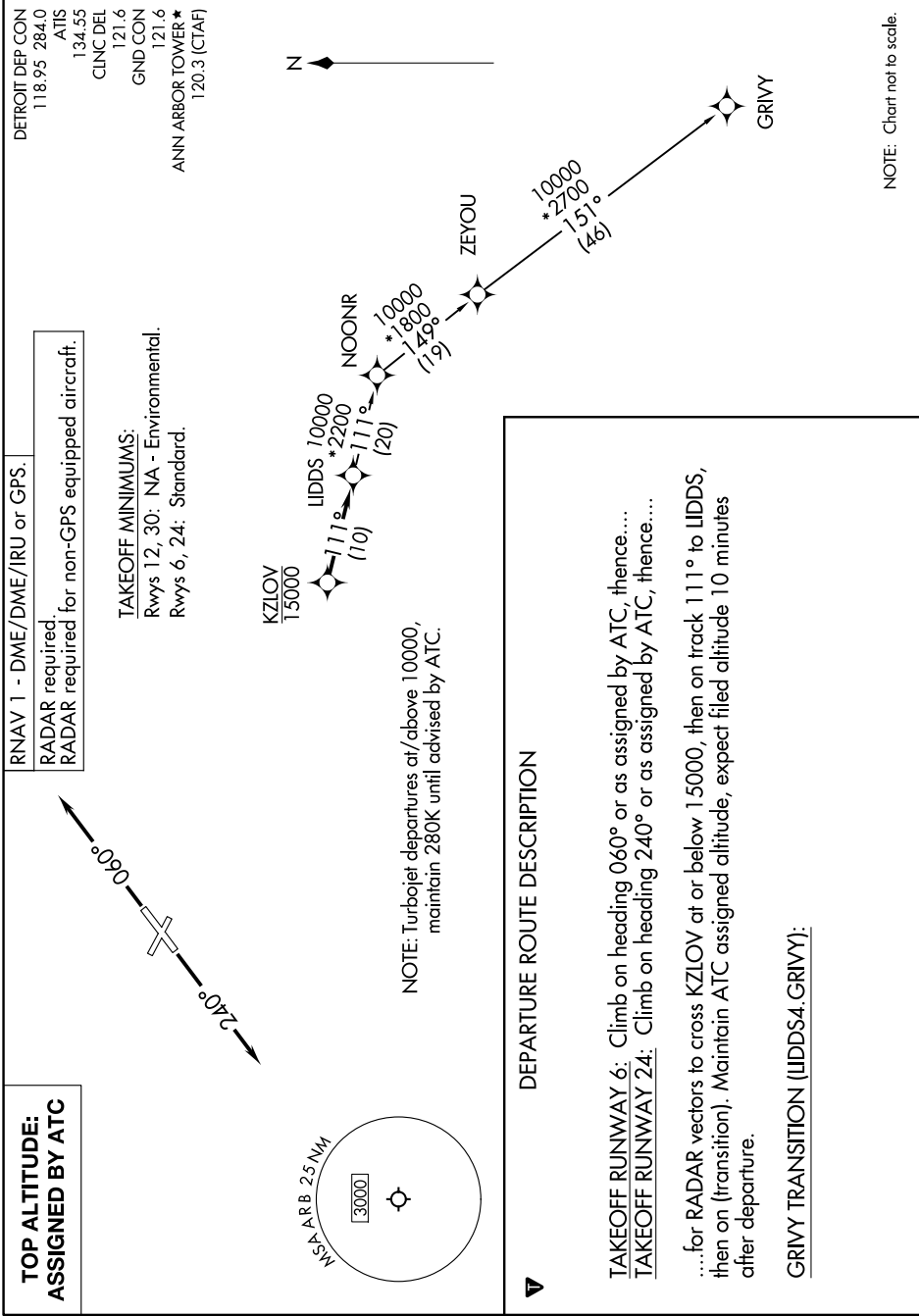
(LIDDS4.LIDDS) 25107

LIDDS FOUR DEPARTURE (RNAV)

AL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026

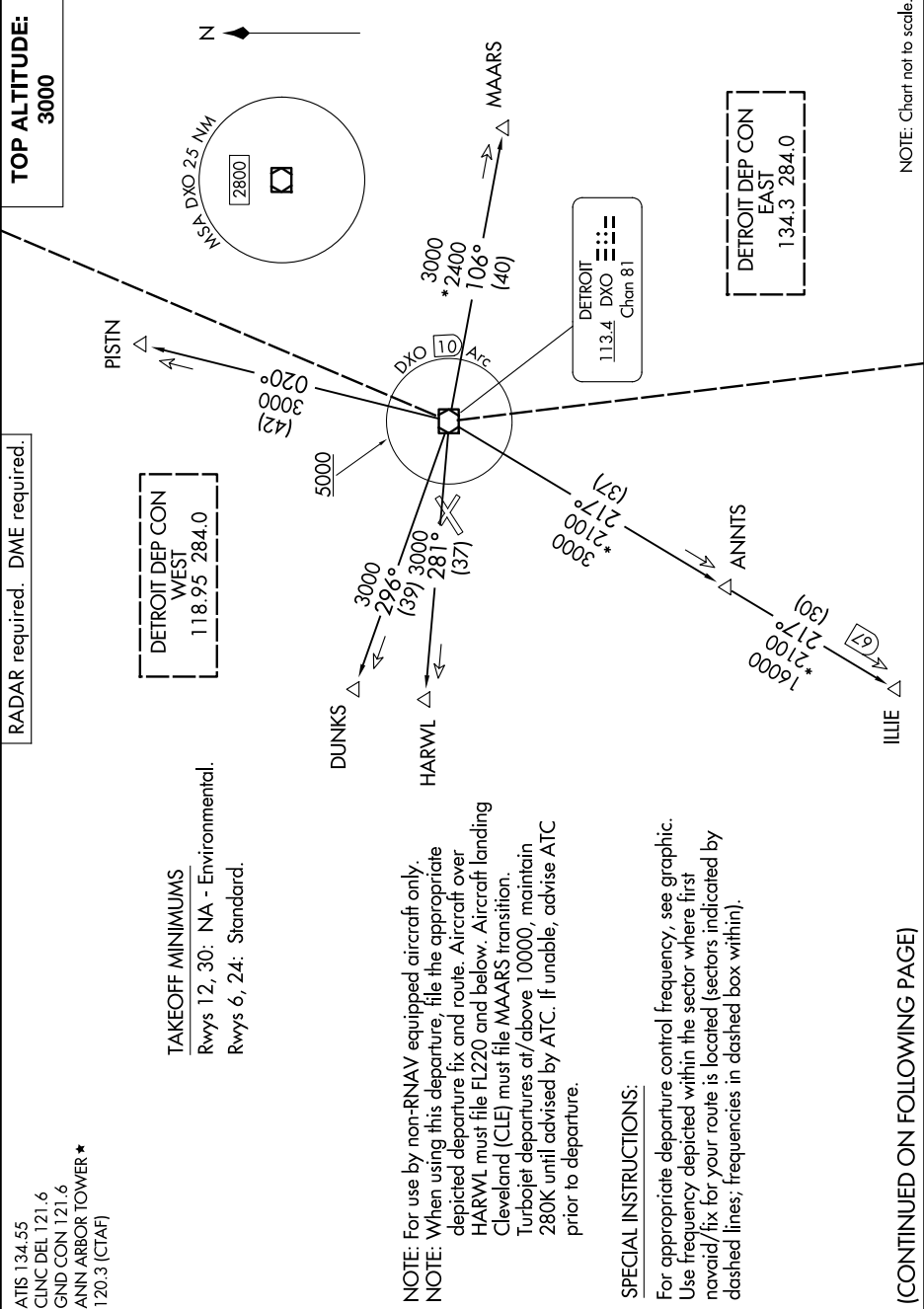


LIDDS FOUR DEPARTURE (RNAV)
(LIDDS4.LIDDS) 17APR25

ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



EC-1, 03 SEP 2026 to 29 OCT 2026

METRO FOUR DEPARTURE

AL-5506 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6 and 24: Climb on assigned heading. Maintain ATC assigned altitude for RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. When ATC assigned altitude is at or above 5000, cross DXO 10 DME Arc at or above 5000 for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

DUNKS TRANSITION (METRO4.DUNKS): From over DXO VOR/DME on DXO R-296 to DUNKS.

HARWL TRANSITION (METRO4.HARWL): From over DXO VOR/DME on DXO R-281 to HARWL.

ILLIE TRANSITION (METRO4.ILLIE): From over DXO VOR/DME on DXO R-217 to ILLIE.

MAARS TRANSITION (METRO4.MAARS): From over DXO VOR/DME on DXO R-106 to MAARS.

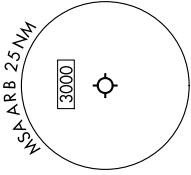
PISTN TRANSITION (METRO4.PISTN): From over DXO VOR/DME on DXO R-020 to PISTN.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



ATIS
134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 284.0



NOTE: Jet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: GETCH TRANSITION: For use by KMKE area arrivals only, or as assigned by ATC.

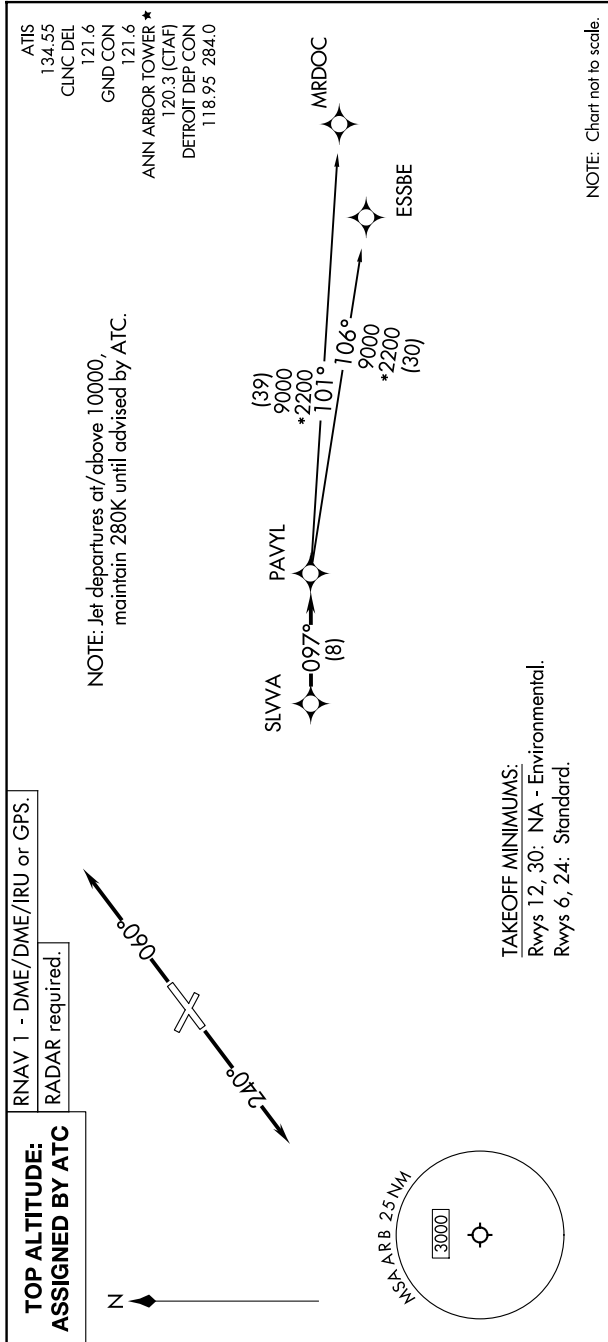
TAKEOFF MINIMUMS:
Rwys 1,2, 30: NA - Environmental.
Rwys 6, 24: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thence....
....for RADAR vectors to JAXII, then on track 323° to MIGGY, then on (transition).
Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.
GETCH TRANSITION (MIGGY3.GETCH):
HUBBY TRANSITION (MIGGY3.HUBBY):
SILAP TRANSITION (MIGGY3.SILAP):



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thence....
TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thence....

.....for RADAR vectors to SLWA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

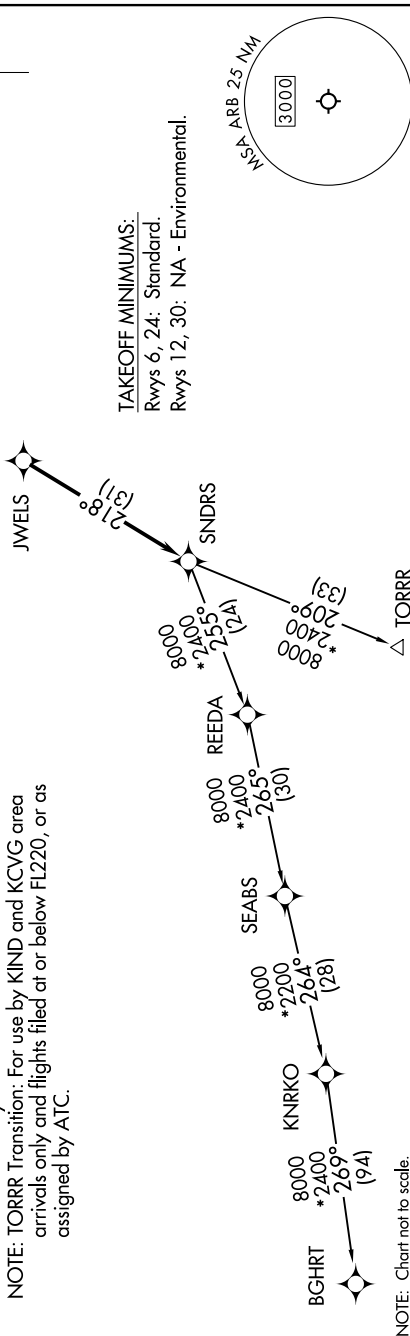
NOTE: Chart not to scale.

ANN ARBOR MUNI (ARB)

DEPARTURE ROUTE DESCRIPTION	TOP ALTITUDE: ASSIGNED BY ATC
TAKEOFF RUNWAY 6: Climb on heading 060° or as assigned by ATC, thenence.... TAKEOFF RUNWAY 24: Climb on heading 240° or as assigned by ATC, thenence.... for RADAR vectors to JWELS, then on track 218° to SNDRS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure. BGHRRT TRANSITION (SNDRS3.BGHRRT): TORRR TRANSITION (SNDRS3.TORRR):	DETROIT DEP CON 118.95 284.0 ATIS 134.55 CLNC DEL 121.6 GND CON 121.6 ANN ARBOR TOWER ★ 120.3 (CTAF) RNAV-1 DME/DME/IRU or GPS. RADAR required.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: TORRR Transition: For use by KIND and KCVG area arrivals only and flights filed at or below FL220, or as assigned by ATC.



NOTE: Chart not to scale.

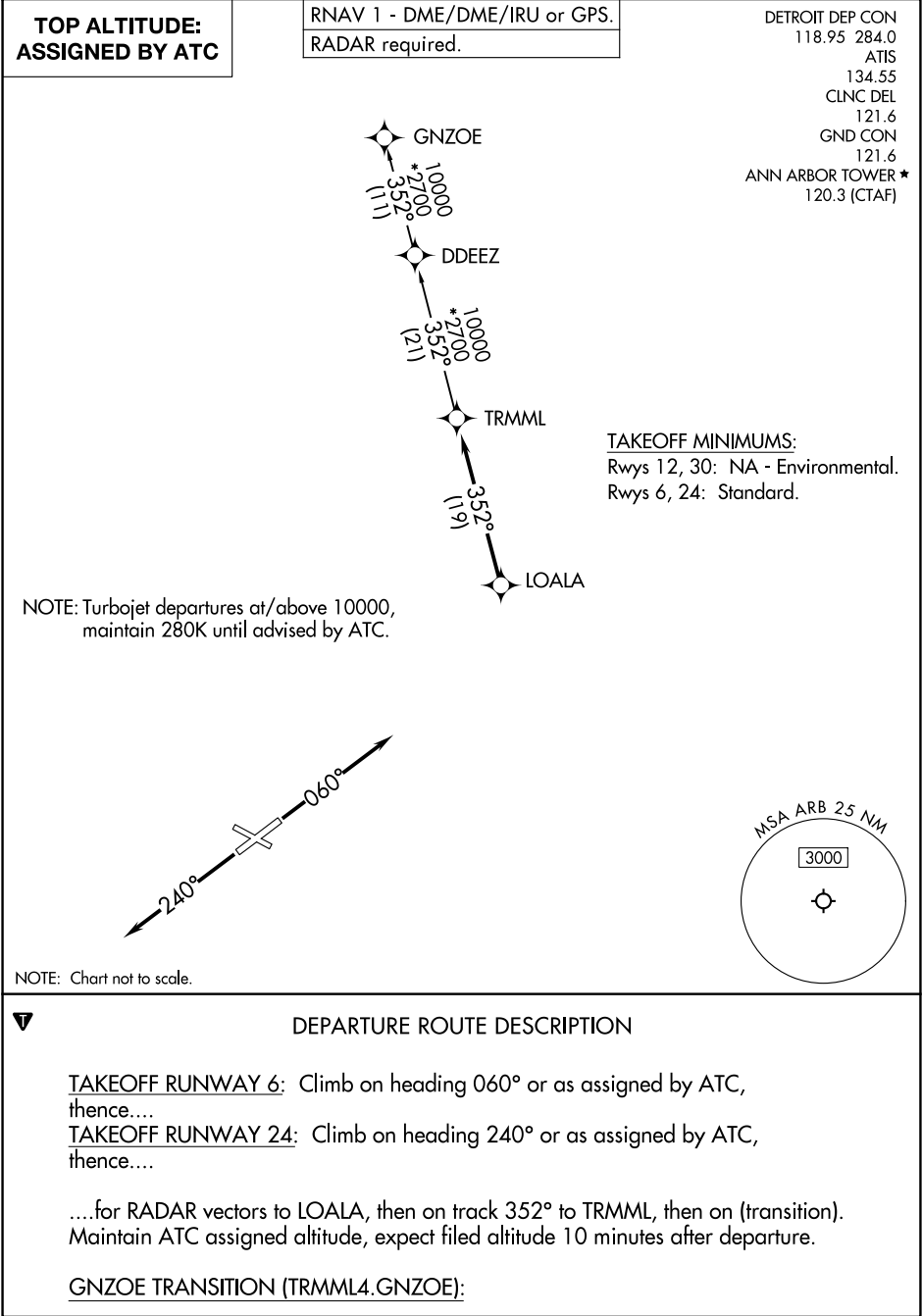
(TRMML4.TRMML) 24137

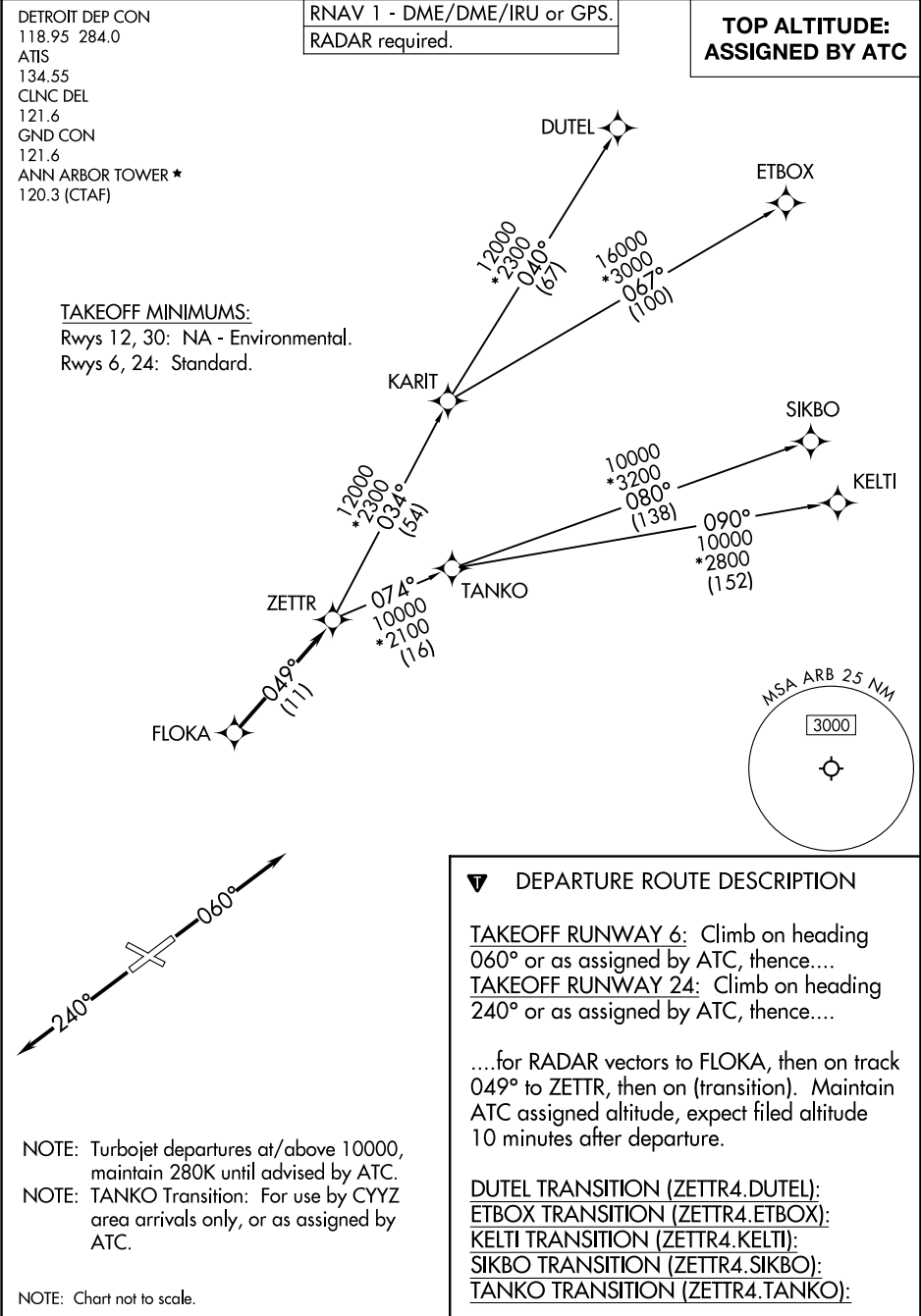
TRMML FOUR DEPARTURE (RNAV)

AL-5506 (FAA)

ANN ARBOR MUNI (ARB)

ANN ARBOR, MICHIGAN





BAD AXE, MICHIGAN

AL-5908 (FAA)

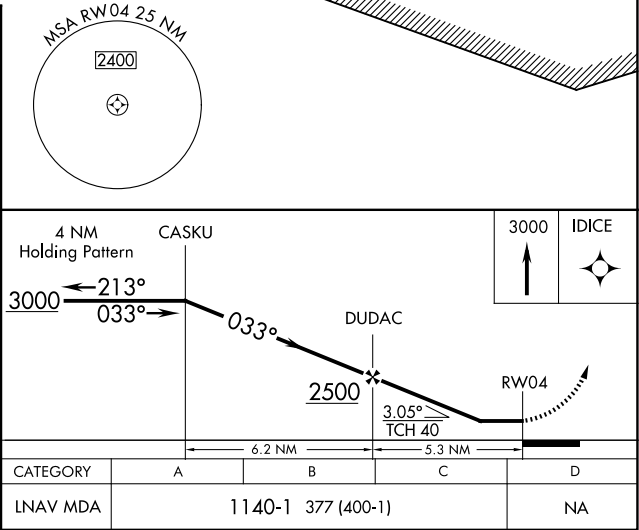
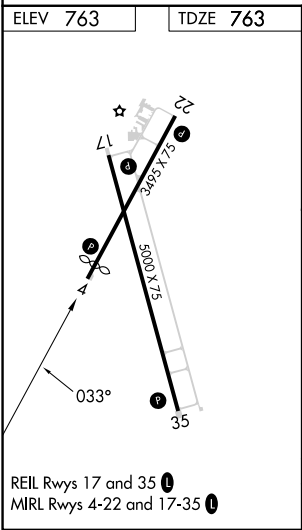
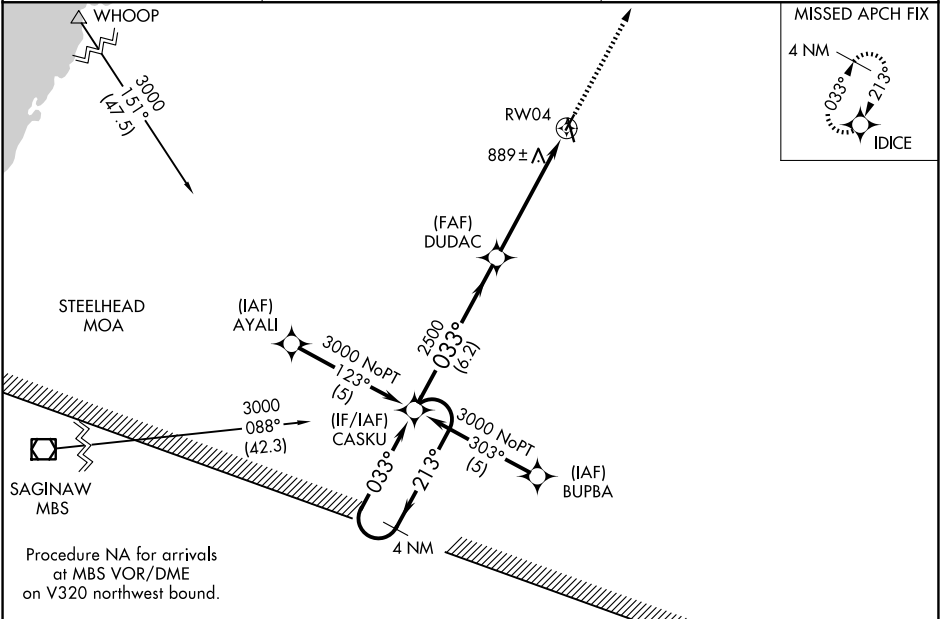
26078

APP CRS	Rwy Ldg	3195
033°	TDZE	763
	Apt Elev	763

RNAV (GPS) RWY 4
HURON COUNTY MEML (BAX)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct IDICE and hold.
▼ When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 140 feet increase LNAV Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.		

AWOS-3P 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 123.075 (CTAF) 0
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BAD AXE, MICHIGAN
Orig-B 18JUL19

43°47'N-82°59'W

HURON COUNTY MEML (BAX)
RNAV (GPS) RWY 4

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69205 W17A	APP CRS 170°	Rwy Ldg TDZE 763 Apt Elev 763
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RNAV (GPS) RWY 17

HURON COUNTY MEML (BAX)

RNP APCH - GPS.

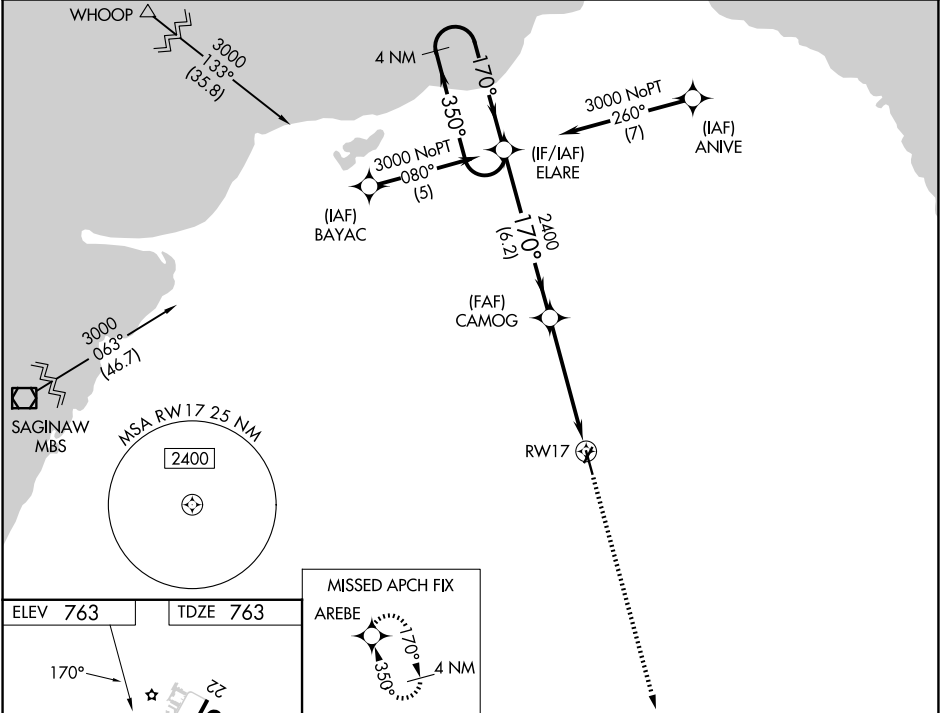
▼

▲

Baro-VNAV NA when using MBS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MBS altimeter setting: increase LPV DA to 1205 feet and all visibilities $\frac{3}{8}$ SM; increase LNAV/VNAV DA to 1482 feet; increase all MDAs 140 feet and LNAV visibility Cat C $\frac{3}{8}$ SM. Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct AREBE and hold.

AWOS-3P 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 123.075 (CTAF) 0
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ELEV **763** TDZE **763**

REIL Rws 17 and 35 1
MIRL Rws 4-22 and 17-35 1

MISSED APCH FIX AREBE 			
4 NM Holding Pattern ELARE 			
3000 GP 3.00° TCH 40			
4.9 NM			
CATEGORY	A	B	C
LPV DA	1075-1	312 (400-1)	NA
LNAV/VNAV DA	1352-2	589 (600-2)	NA
LNAV MDA	1220-1	457 (500-1)	1220-1 $\frac{3}{8}$ 457 (500-1 $\frac{3}{8}$)

BAD AXE, MICHIGAN

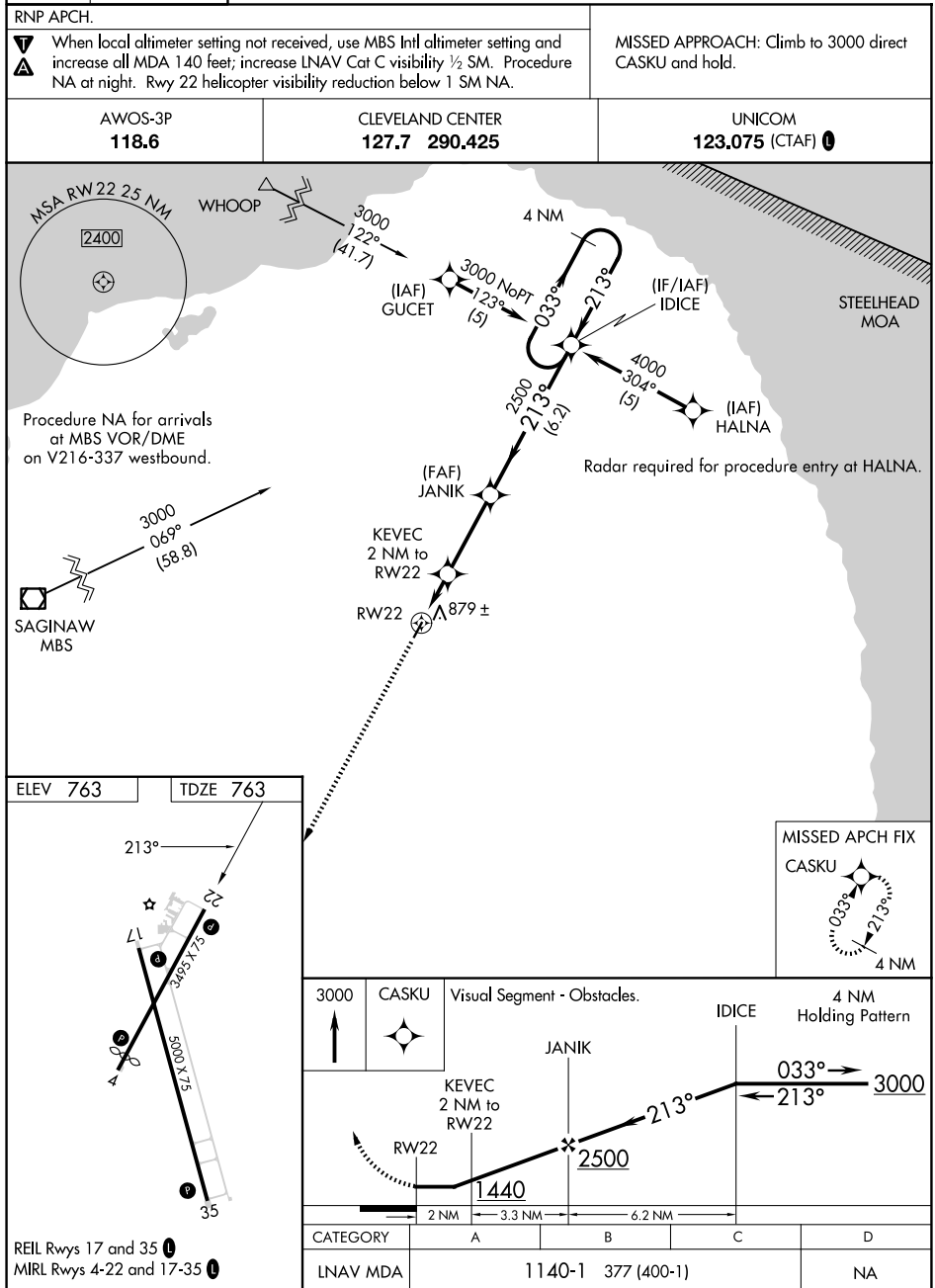
AL-5908 (FAA)

26078

APP CRS	Rwy Ldg	3495
213°	TDZE	763
	Apt Elev	763

RNAV (GPS) RWY 22

HURON COUNTY MEML (BAX)



BAD AXE, MICHIGAN

Orig-C 18JUL19

43°47'N-82°59'W

HURON COUNTY MEML (BAX)

RNAV (GPS) RWY 22

WAAS CH 62805 W35A	APP CRS 350°	Rwy Ldg TDZE 756 Apt Elev 763
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RNAV (GPS) RWY 35

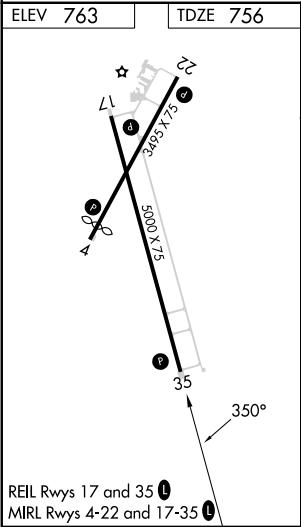
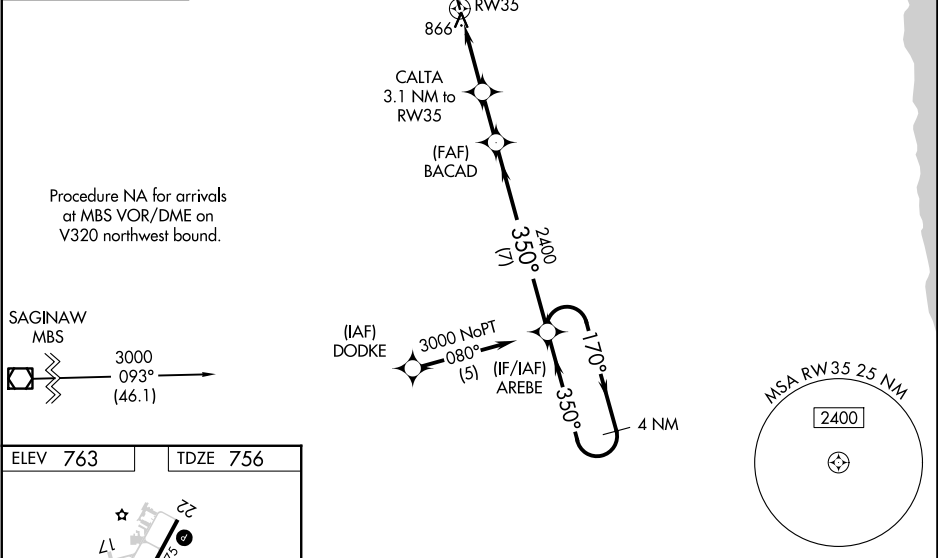
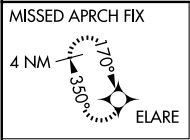
HURON COUNTY MEML (BAX)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MBS Init altimeter setting and increase all DA 129 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ¾ mile. Rwy 35 helicopter visibility reduction below ¾ SM NA. VDP and Baro/VNAV NA when using MBS Init altimeter setting.

MISSED APPROACH: Climb to 3000 direct ELARE and hold.

AWOS-3P 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 123.075 (CTAF) 0
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3000	ELARE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).			4 NM Holding Pattern
* LNAV only		RW35	CALTA 3.1 NM to RW35	BACAD 2400	AREBE
		* 1.1 NM to RW35	* 1780	2400	3000
		1.1 NM	2 NM	1.9 NM	7 NM
CATEGORY	A	B	C	D	
LPV DA	1113-1¼ 357 (400-1¼)			NA	
LNAV/VNAV DA	1154-1½ 398 (400-1½)			NA	
LNAV MDA	1520-1 764 (800-1)	1520-1¼ 764 (800-1¼)	1520-2½ 764 (800-2½)	NA	

BALDWIN, MICHIGAN

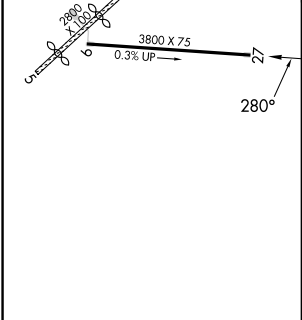
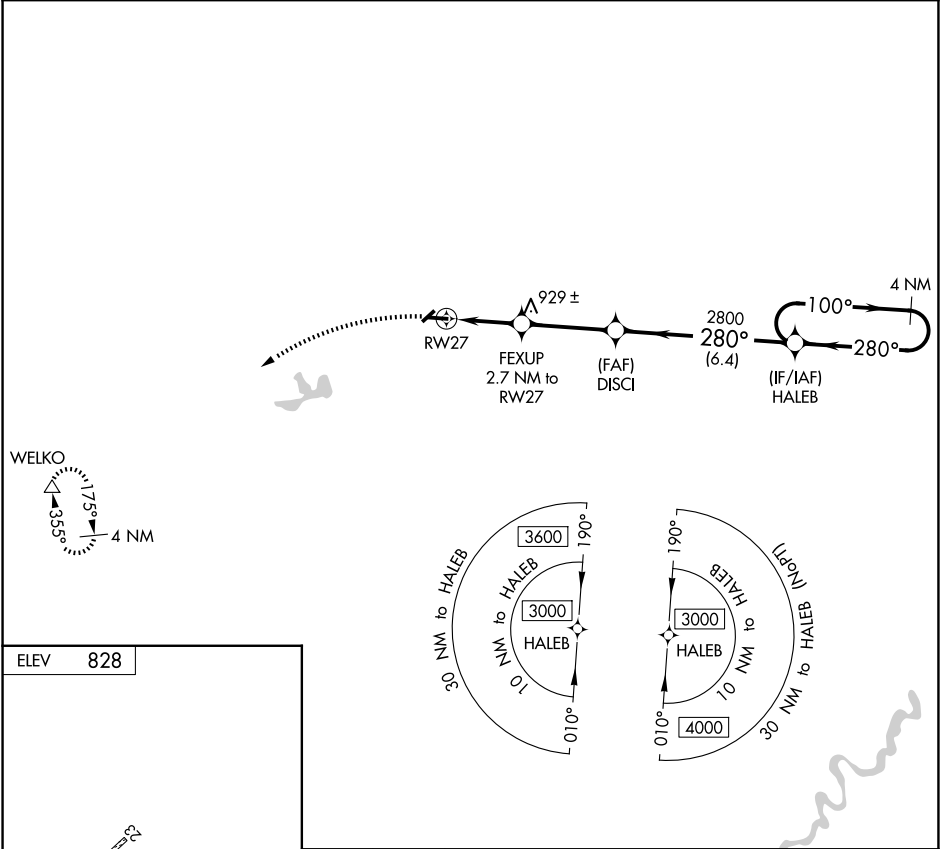
AL-6787 (FAA)

26022

APP CRS	Rwy Ldg	N/A
280°	TDZE	N/A
	Apt Elev	828

RNAV (GPS)-A
BALDWIN MUNI (7D3)

⚠ Circling NA to Rwys 5 and 23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Fremont Muni altimeter setting. Procedure NA at night.		MISSED APPROACH: Climbing left turn to 3600 direct WELKO and hold.
FFX AWOS-3 118.775	MINNEAPOLIS CENTER 120.85 322.35	CTAF 122.9



3600	WELKO	4 NM	Holding Pattern
FEXUP 2.7 NM to RW27	DISCI	HALEB	3000
1720	2800	100°	280°
2.7 NM	3.4 NM	6.4 NM	
CATEGORY	A	B	C
CIRCLING	1400-1	572 (600-1)	1400-1½ 572 (600-1½)

BALDWIN, MICHIGAN
Orig 21JUL16

43°53'N-85°51'W

BALDWIN MUNI (7D3)
RNAV (GPS)-A

EC-1, 03 SEP 2026 to 29 OCT 2026

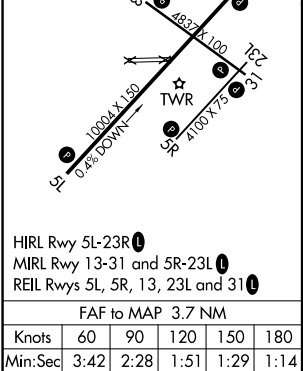
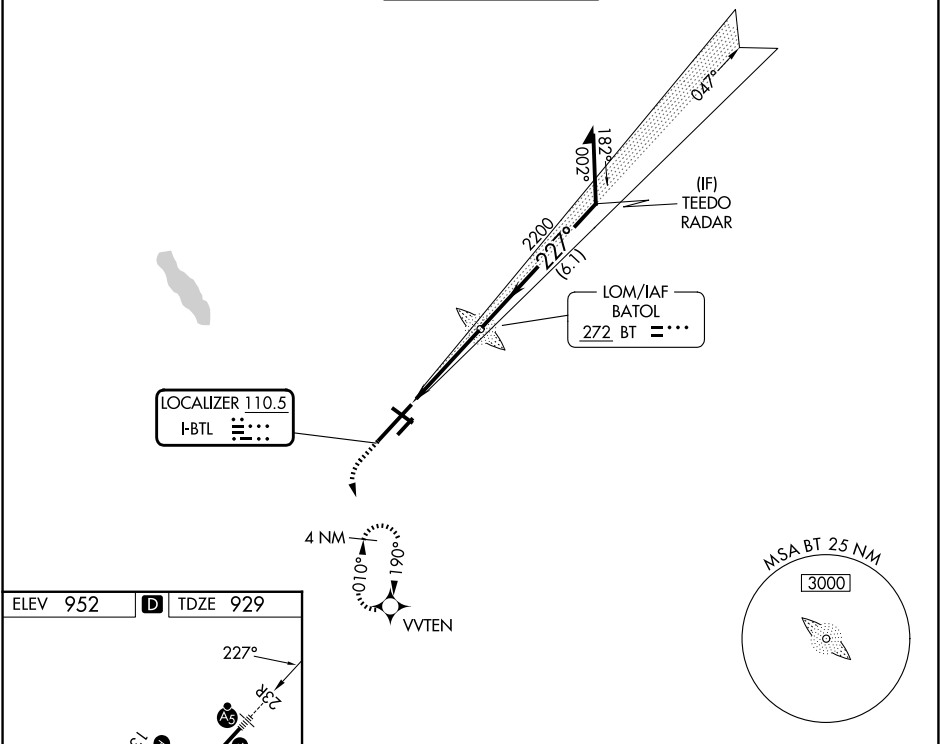
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC I-BTL 110.5	APP CRS 227°	Rwy Ldg 10004 TDZE 929 Apt Elev 952
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ILS or LOC RWY 23R
BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

ADF required. RADAR required for procedure entry. RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct VVTEN and hold, continue climb-in-hold to 3000.
 Circling NA to Rwy 5R and 23L. Circling Rwy 31 NA at night. For inop ALS increase S-LOC 23R Cat C/D visibility to 1 3/8 SM. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Grand Rapids altimeter setting).			

ATIS 128.325	GREAT LAKES APP CON★ 121.2 239.25	BATTLE CREEK TOWER★ 126.825 (CTAF)	GND CON 121.7	UNICOM 122.95
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1400

3000

VVTEN

BATOL LOM

2172

047°

Remain within 10 NM

2600

227°

2200

GS 2.98°

TCH 49

3.7 NM

CATEGORY	A	B	C	D
S-ILS 23R*	1129/24 200 (200-½)			
S-LOC 23R	1400/24	471 (500-½)	1400/50	471 (500-1)
CIRCLING	1420-1 468 (500-1)	1480-1 528 (600-1)	1520-1½ 568 (600-½)	1520-2 568 (600-2)

BATTLE CREEK, MICHIGAN

AL-41 (FAA)

26134

WAAS CH 61220 W05A	APP CRS 047°	Rwy Ldg 10004 TDZE 952 Apt Elev 952
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RNAV (GPS) RWY 5L

BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

RNP APCH - GPS.

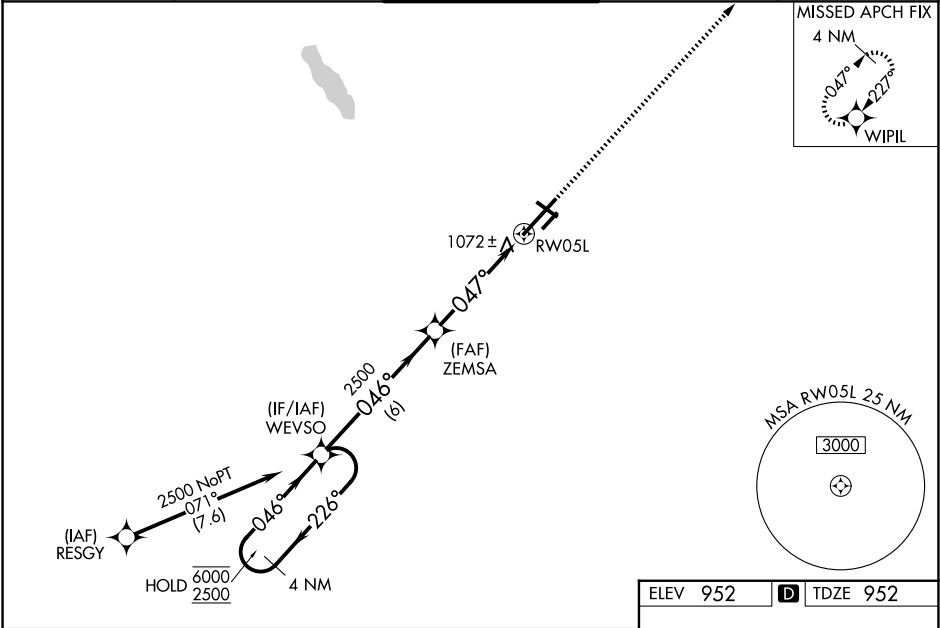
▼

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 5R, 23L and 31 NA at night. When local altimeter setting not received, use Grand Rapids altimeter setting and increase LPV DA to 1425 feet and all visibilities $\frac{3}{8}$ SM; increase LNAV/VNAV DA to 1361 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 120 feet and LNAV visibility Cat C and D $\frac{3}{8}$ SM and Circling visibility Cat C and D $\frac{1}{2}$ SM. VDP and Baro-VNAV NA when using Grand Rapids altimeter setting. Rwy 5L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2500 direct
WIPIL and hold.

ATIS 128.325	GREAT LAKES APP CON★ 121.2 239.25	BATTLE CREEK TOWER★ 126.825 (CTAF)	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern

WEVSO

ZEMSA

2500 WIPIL

6000 ← 226°

2500 ← 046°

GP 3.00°

TCH 49

2500

046°

047°

1.4 NM to RWY 05L

6 NM

3.3 NM

1.4

CATEGORY	A	B	C	D
LPV DA		1317-1	365 (400-1)	
LNAV/VNAV DA		1253- $\frac{7}{8}$	301 (400- $\frac{7}{8}$)	
LNAV MDA	1440-1	488 (500-1)	1440-1 $\frac{3}{8}$	488 (500-1 $\frac{3}{8}$)
CIRCLING	1440-1 488 (500-1)	1480-1 528 (600-1)	1520-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$)	1520-2 568 (600-2)

23R

13

4837 X 100

23L

1000 X 150

0.4% DOWN

047°

TWR

5R

4100 X 75

31

ELEV 952

D

TDZE 952

HIRL Rwy 5L-23R

MIRL Rwy 13-31 and 5R-23L

REIL Rwy 5L, 5R, 13, 23L and 31

BATTLE CREEK, MICHIGAN
Amdt 1D 21MAR24

BATTLE CREEK EXEC AT KELLOGG FLD (BTL)
42°18'N-85°15'W

BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

RNAV (GPS) RWY 5L

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

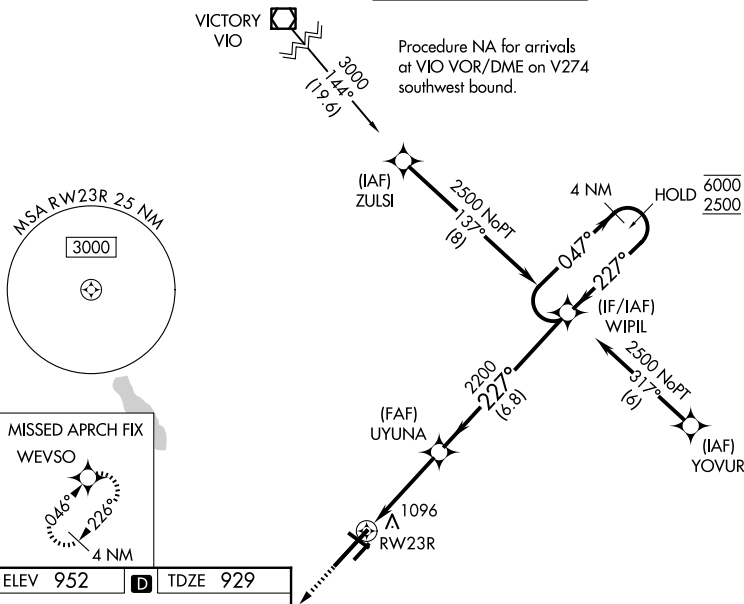
RNAV (GPS) RWY 23R

BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling to RVR 5R, 23L and 31 NA at night. When local altimeter setting not received, use Grand Rapids altimeter setting: increase all LPV DA to 1236 feet and LNAV/VNAV DA to 1365 feet and visibility to RVR 5000 all Cats; increase all MDA 120 feet, LNAV Cats C and D visibility to 1¼ SM and Circling Cat C visibility to 2 SM and Cat D visibility to 2½ SM. For inop ALS when using Grand Rapids altimeter setting, increase LPV all Cats visibility to RVR 5000 and LNAV Cats C and D to visibility 1½ SM. Baro-VNAV and VDP NA when using Grand Rapids altimeter setting. *RVR 1800 authorized with use of FD or AP or HUD to DA.



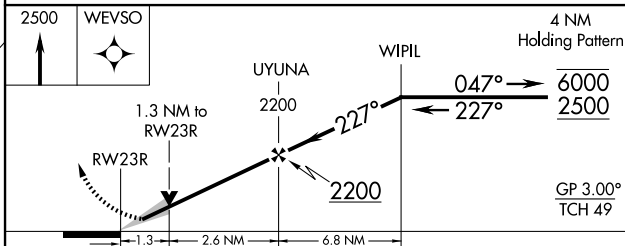
MISSED APPROACH:
Climb to 2500 direct
WEVSO and hold.

UNICOM
122.95

HIRL Rwy 5L-23R

MIRL Rwy 13-31 and 5R-23L

REIL Rwys 5L, 5R, 13, 23L and 31L



CATEGORY	A	B	C	D
LPV DA *	1129/24 200 (200-½)			
LNAV/ VNAV DA	1258/32 329 (400-⅔)			
LNAV MDA	1380/24 451 (500-½)	1380/45 451 (500-⅔)		
CIRCLING	1420-1 468 (500-1)	1480-1 528 (600-1)	1520-1½ 568 (600-1½)	1520-2 568 (600-2)

BATTLE CREEK, MICHIGAN

AL-41 (FAA)

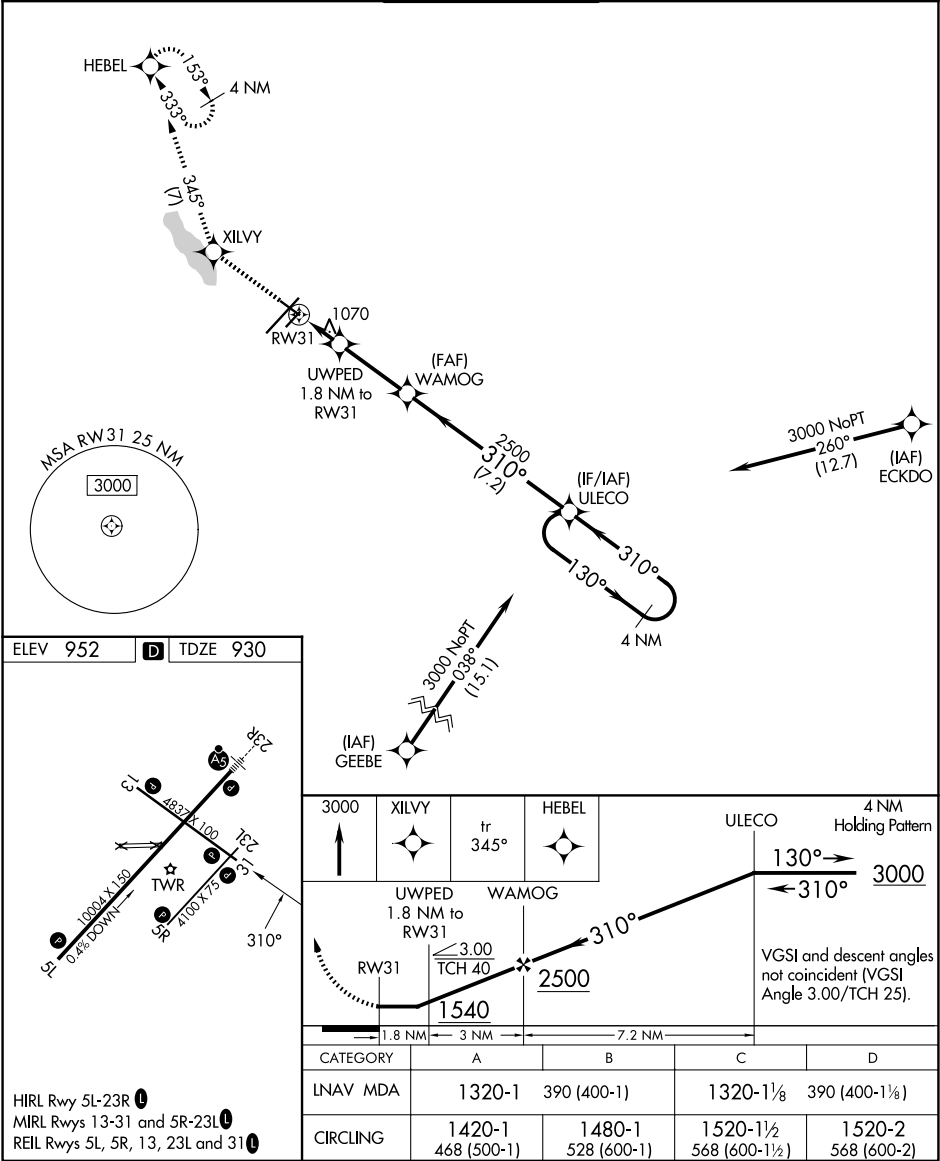
26190

APP CRS	Rwy Ldg	4837
310°	TDZE	930
	Apt Elev	952

RNAV (GPS) RWY 31
BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct XILVY and on 345° track to HEBEL and hold.
Circling NA to Rwys 5R and 23L. Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

ATIS 128.325	GREAT LAKES APP CON★ 121.2 239.25	BATTLE CREEK TOWER★ 126.825 (CTAF)	GND CON 121.7	UNICOM 122.95
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BATTLE CREEK, MICHIGAN

Amdt 1A 10SEP20

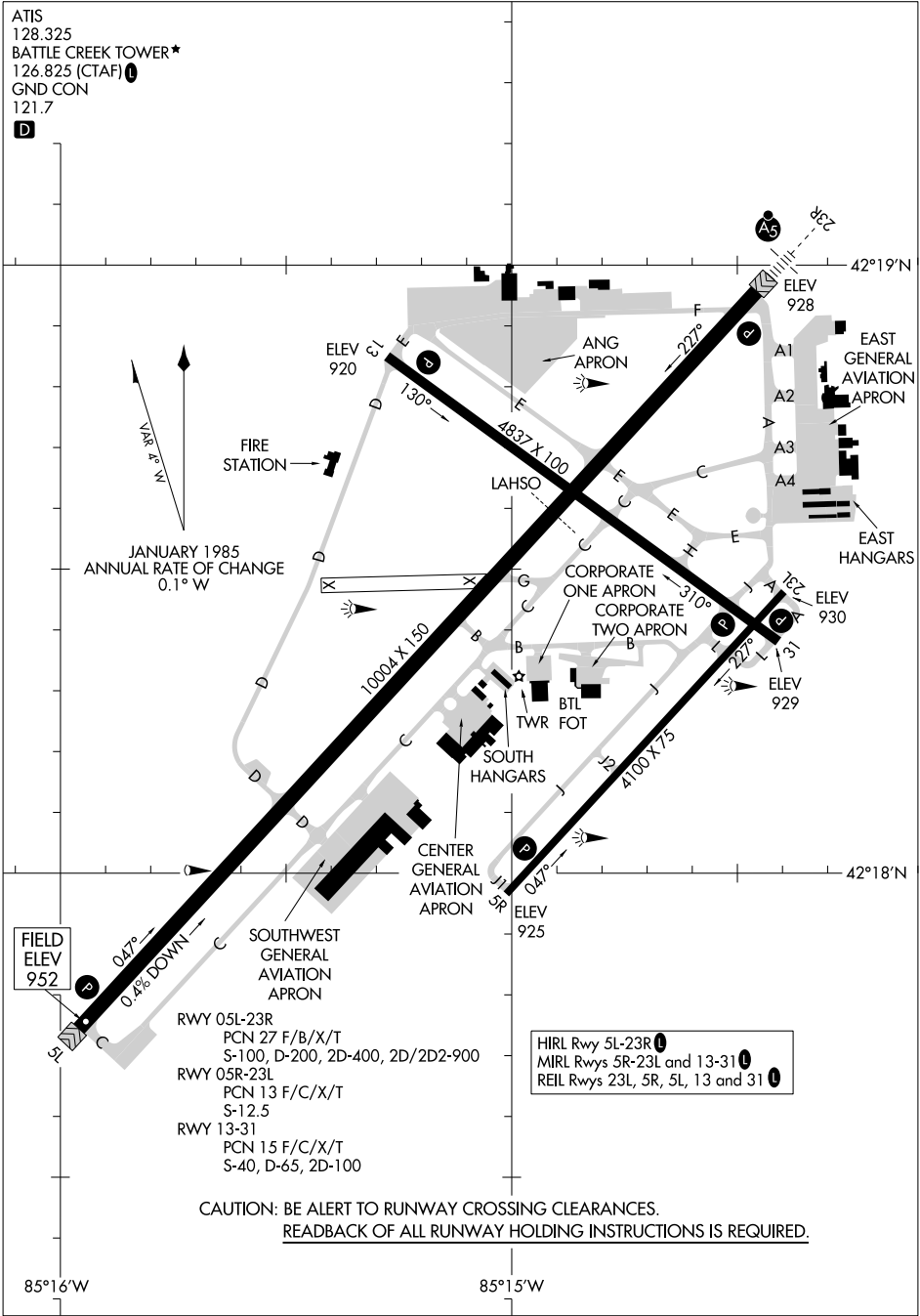
BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

42°18'N-85°15'W

RNAV (GPS) RWY 31

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

BAY CITY, MICHIGAN

AL-5437 (FAA)

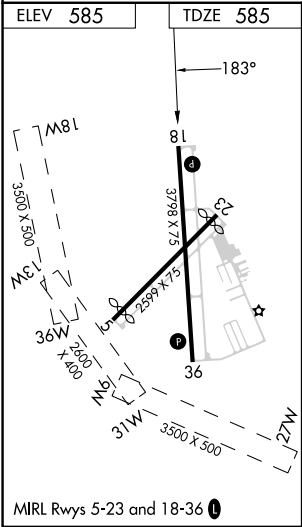
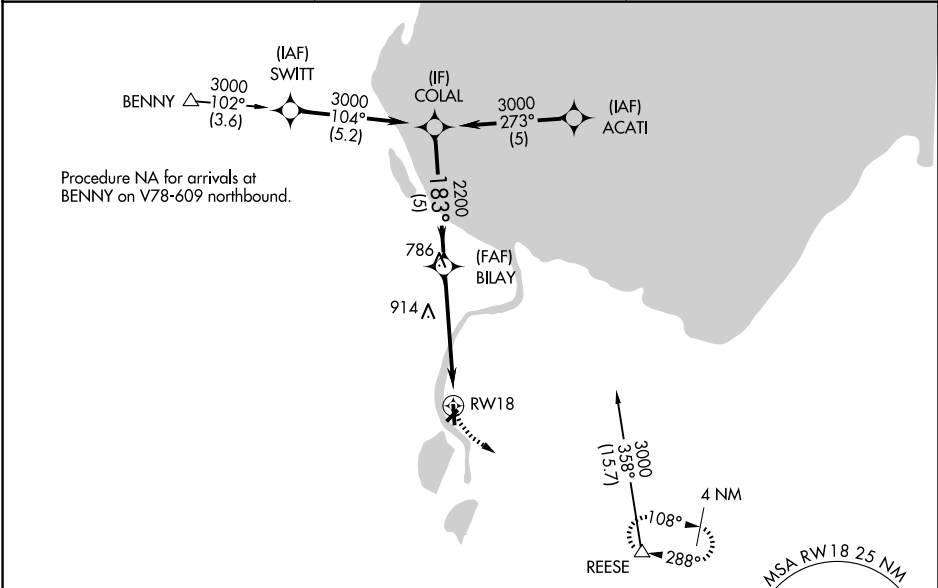
26078

APP CRS	Rwy Ldg	3798
183°	TDZE	585
	Apt Elev	585

RNAV (GPS) RWY 18
JAMES CLEMENTS MUNI (3CM)

RNP APCH - GPS.	⚠ Circling NA to Rwys 18W, 36W, 13W, 31W, 9W and 27W. ⚠ Circling NA southeast of Rwys 23 and 36. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Saginaw County H W Browne altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 3000 direct REESE and hold.
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HYX AWOS-3P 118.325	GREAT LAKES APP CON ★ 120.95 235.625	UNICOM 122.725 (CTAF) ①
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COLAL

3000

183°

2200

5 NM

2.96°

TCH 45

5 NM

RW18

3000

REESE

△

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 27).

CATEGORY	A	B	C	D
LNAV MDA	1260-1	675 (700-1)	1260-2 675 (700-2)	NA
CIRCLING	1260-1	675 (700-1)	1260-2 675 (700-2)	NA

BAY CITY, MICHIGAN
Orig-E 26DEC24

43°33'N-83°54'W

JAMES CLEMENTS MUNI (3CM)
RNAV (GPS) RWY 18

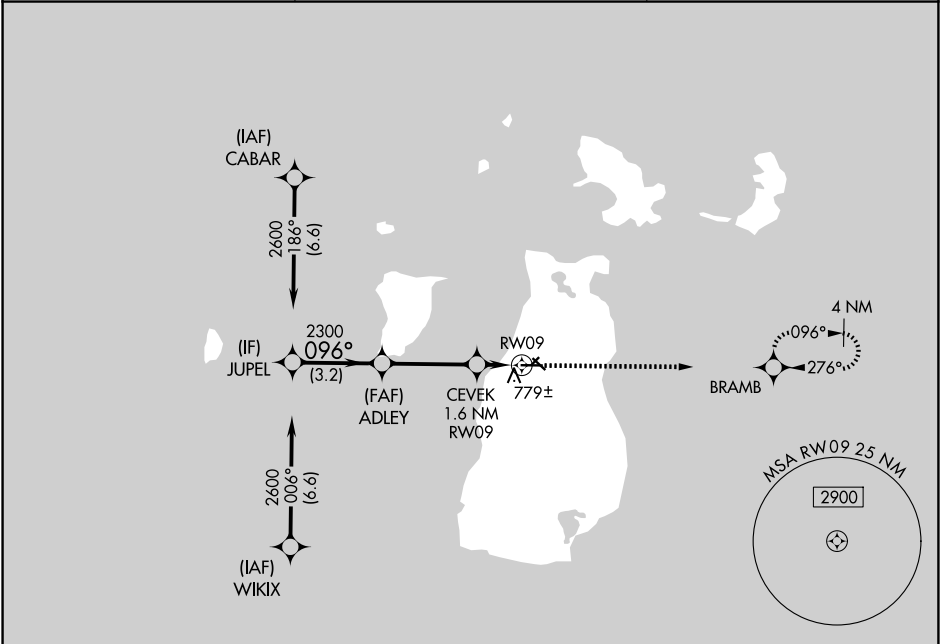
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77943 W09A	APP CRS 096°	Rwy Ldg TDZE Apt Elev	4299 670 670
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RNAV (GPS) RWY 9
BEAVER ISLAND (SJX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct BRAMB and hold.
Circling NA to Rwys 5-23 and 14-32. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3P 118.075	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0



ELEV 670		TDZE 670		
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).		2600 ↑ BRAMB ✦		
JUPEL 2600 096° GP 3.00° TCH 40 2300 1220 3.2 NM 3.4 NM 0.5 NM 1.1 NM CEVEK 1.6 NM RW09 1.1 NM to RW09 RW09				
CATEGORY	A	B	C	D
LPV DA	920-1 250 (300-1)			NA
INAV/ VNAV	949-1 279 (300-1)			NA
INAV MDA	1040-1 370 (400-1)			NA
CIRCLING	1120-1 450 (500-1)	1180-1½ 510 (600-1½)		NA
MIRL Rwy 9-27 0		REIL Rwy 9 and 27 0		

BEAVER ISLAND, MICHIGAN

AL-9136 (FAA)

26078

WAAS CH 97547 W27A	APP CRS 276°	Rwy Ldg TDZE 668 Apt Elev 670
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RNAV (GPS) RWY 27

BEAVER ISLAND (SJX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct BODAY and hold.
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AWOS-3P 118.075	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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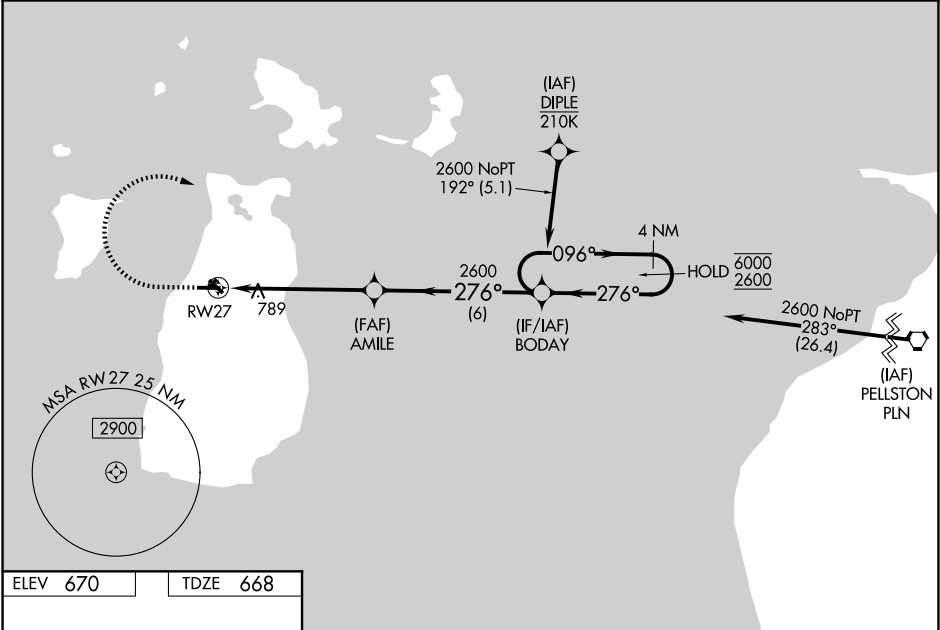


Diagram illustrating the approach procedure. The glidepath is 096° to 2600, then 276° to RWY 27. The holding pattern is 4 NM at 2600. The final approach is 096° to 2600, then 276° to RWY 27. The glidepath angle is 4.00° and the TCH is 40 feet.

Diagram illustrating the approach procedure. The glidepath is 096° to 2600, then 276° to RWY 27. The holding pattern is 4 NM at 2600. The final approach is 096° to 2600, then 276° to RWY 27. The glidepath angle is 4.00° and the TCH is 40 feet.

CATEGORY	A	B	C	D
LPV DA	993-1	325 (400-1)		NA
LNAV/VNAV DA	1040-1	372 (400-1)		NA
LNAV MDA	1040-1	372 (400-1)		NA
CIRCLING	1100-1 430 (500-1)	1120-1 450 (500-1)	1180-1½ 510 (600-1½)	NA

MIRL Rwy 9-27
REIL Rws 9 and 27

BEAVER ISLAND, MICHIGAN
Amdt 1 12JUN25

45°42'N - 85°34'W

BEAVER ISLAND (SJX)

RNAV (GPS) RWY 27

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56301 W02A	APP CRS 022°	Rwy Idg TDZE 623 Apt Elev 623
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RNAV (GPS) RWY 2

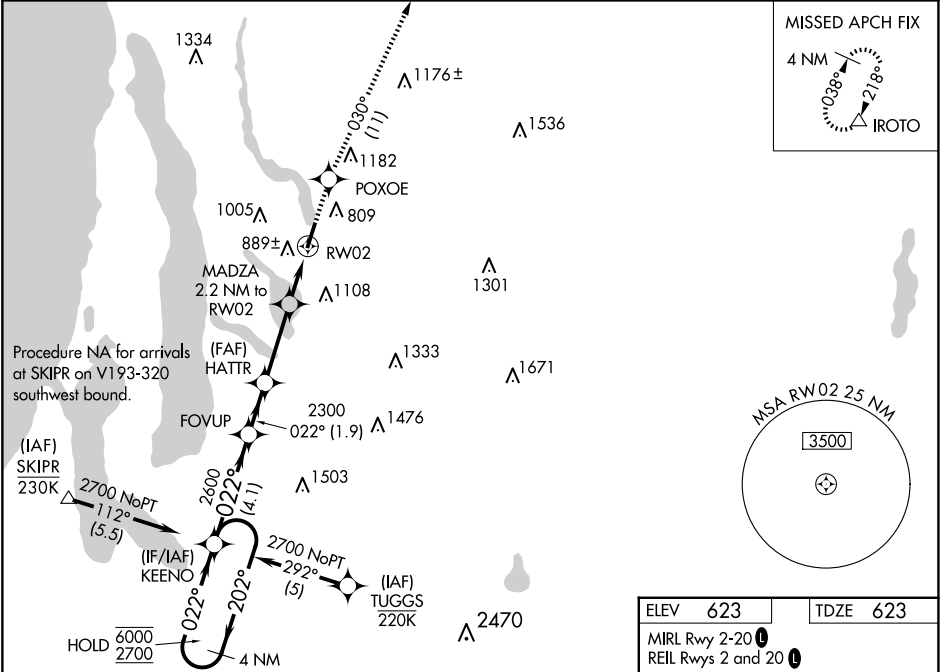
ANTRIM COUNTY (ACB)

RNP APCH-GPS.

▼ Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using TVC altimeter setting. When local altimeter setting not received, use TVC altimeter setting: increase LPV DA to 954 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1187 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats B and C ¼ SM.

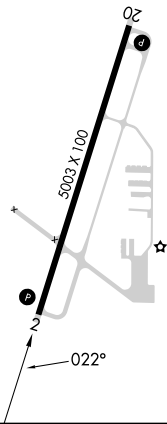
MISSED APPROACH:
Climb to 3000 direct
POXOE and on track
030° to IROTO and
hold.

AWOS-3P 119.275	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern KEENO					3000 ↑	POXOE ✦	tr 030°	IROTO △
6000 ← 202° 2700 → 022° GP 3.00° TCH 45					FOVUP	HATTR 2300	MADZA 2.2 NM to RW02	1.5 NM to RW02
2600 2300 1360					4.1 NM	1.9 NM	3 NM	0.7 NM
					1.5 NM	RW02		
CATEGORY	A		B		C		D	
LPV DA			902-1		279 (300-1)			
LNAV/ VNAV DA			1135-1⅓		512 (600-1⅓)			
LNAV MDA	1140-1		517 (600-1)		1140-1⅓		517 (600-1⅓)	
CIRCLING	1360-1 737 (800-1)		1380-1 757 (800-1)		1560-2¾ 937 (1000-2¾)		1640-3 1017 (1100-3)	

ELEV 623	TDZE 623
MIRL Rwy 2-20 0	REIL Rws 2 and 20 0



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

BENTON HARBOR, MICHIGAN

AL-721 (FAA)

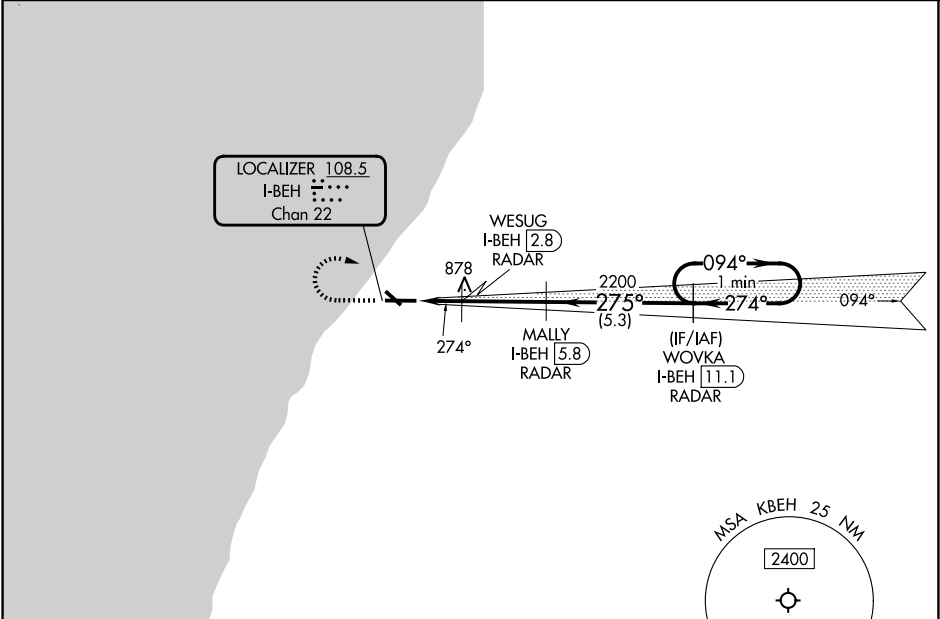
25331

LOC I-BEH 108.5 Chan 22	APP CRS 274°	Rwy Ldg TDZE 649 Apt Elev 649
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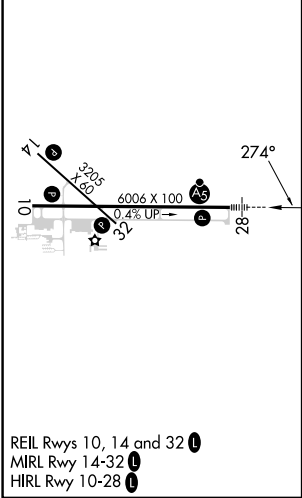
ILS or LOC RWY 28
SOUTHWEST MICHIGAN RGNL (BEH)

RNAV 1-GPS required.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct WOVKA and hold.
DME Required for LOC only.		
 Circling Rwy 14 and 32 NA at night.		
 For inop ALS, increase S-LOC 28 Cat C/D visibility to 1 1/8 SM.		

ASOS 121.55	SOUTH BEND APP CON * 118.55 257.8	CLNC DEL 119.7	UNICOM 123.0 (CTAF) 0
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ELEV 649	TDZE 649
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1300 ↑	3000 ↗	WOVKA I-BEH 11.1 RADAR	One Minute Holding Pattern		
*LOC only.					
		WESUG I-BEH 2.8 RADAR	MALLY I-BEH 5.8 RADAR	WOVKA I-BEH 11.1 RADAR	
CATEGORY	A		B	C	D
S-ILS 28	849-½ 200 (200-½)				
S-LOC 28	1060-½	411 (500-½)	1060-¾	411 (500-¾)	
CIRCLING	1140-1 491 (500-1)	1160-1 511 (600-1)	1300-1¾ 651 (700-1¾)	1340-2 691 (700-2)	

BENTON HARBOR, MICHIGAN
Amdt 9 19JUL18

42°08'N-86°26'W

SOUTHWEST MICHIGAN RGNL (BEH)
ILS or LOC RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **86912**
W10A

APP CRS
094°

Rwy Ldg **6006**
TDZE **631**
Apt Elev **649**

RNAV (GPS) RWY 10

SOUTHWEST MICHIGAN RGNL (BEH)

RNP APCH - GPS.

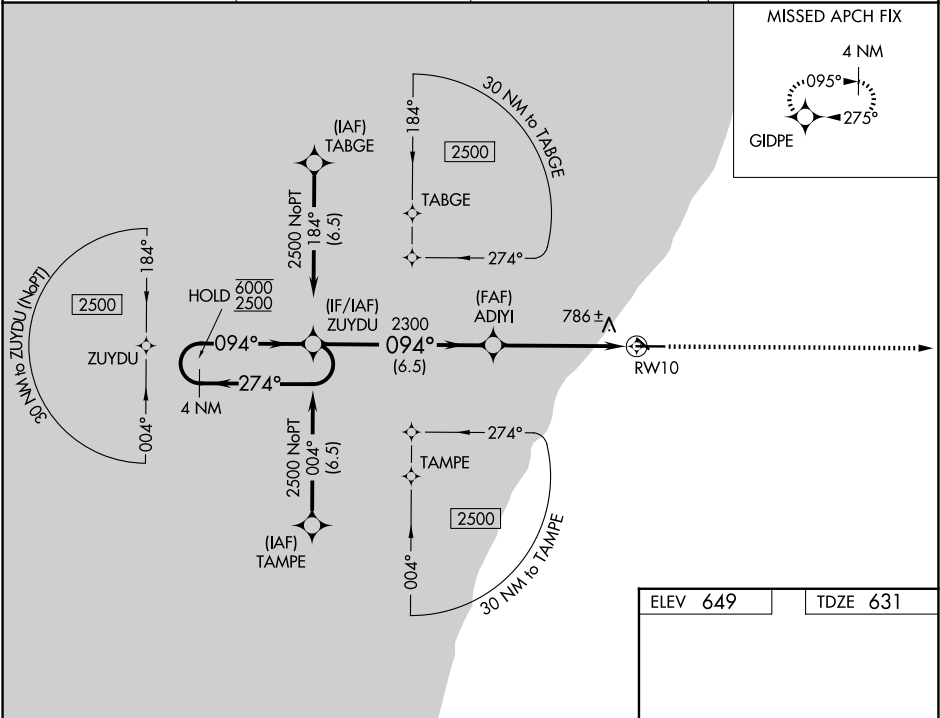
▼

⚠

Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using LWA altimeter setting. When local altimeter setting not received, use LWA altimeter setting: increase LPV DA to 917 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1080 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 40 feet and LNAV visibility Cats C and D $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2500 direct
GIDPE and hold.

ASOS 121.55	SOUTH BEND APP CON★ 118.55 257.8	CLNC DEL 119.7	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).

2500

GIDPE

6000
2500

←274°
094°→

ZUYDU

ADIYI 2300

1.2 NM to RW10

RW10

GP 3.00°
TCH 40

2300

6.5 NM

4 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA		881- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1040-1 $\frac{1}{8}$	409 (400-1 $\frac{1}{8}$)	
LNAV MDA	1040-1	409 (400-1)	1040-1 $\frac{1}{8}$	409 (400-1 $\frac{1}{8}$)

ELEV 649

TDZE 631

REIL Rws 10, 14 and 32 0

MIRL Rwy 14-32 0

HIRL Rwy 10-28 0

BENTON HARBOR, MICHIGAN

AL-721 (FAA)

25331

WAAS CH 45822 W28A	APP CRS 275°	Rwy Ldg TDZE Apt Elev	6006 649 649
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RNAV (GPS) RWY 28

SOUTHWEST MICHIGAN RGNL (BEH)

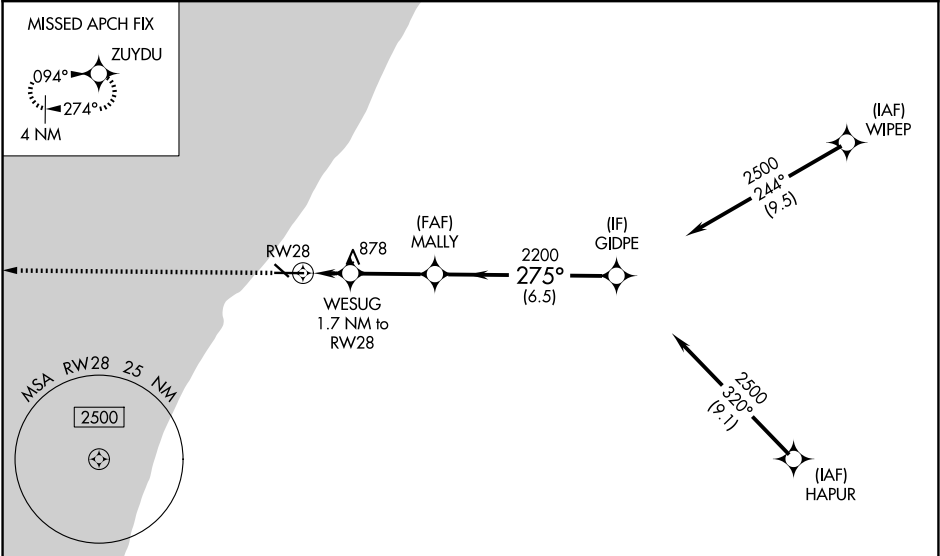
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 39°C (102°F).
Circling Rwy 14, 32 NA at night.

MALS R

MISSED APPROACH: Climb to 2500 direct ZUYDU and hold.

ASOS 121.55	SOUTH BEND APP CON* 118.55 257.8	CLNC DEL 119.7	UNICOM 123.0 (CTAF) 0
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ELEV 649 TDZE 649

2500 ZUYDU

GIDPE

*LNAV only

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	849-½		200 (200-½)	
LNAV/VNAV DA	941-½		292 (300-½)	
LNAV MDA	1140-½	491 (500-½)	1140-1	491 (500-1)
CIRCLING	1140-1 491 (500-1)	1160-1 511 (600-1)	1300-1¾ 651 (700-1¾)	1340-2 691 (700-2)

BENTON HARBOR, MICHIGAN
Amdt 2B 19JUL18

42°08'N-86°26'W

SOUTHWEST MICHIGAN RGNL (BEH)

RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

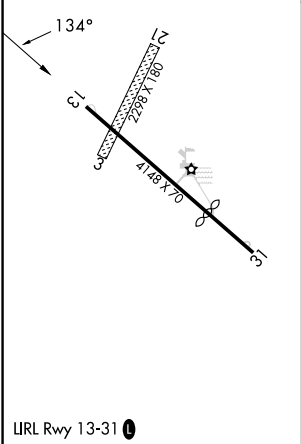
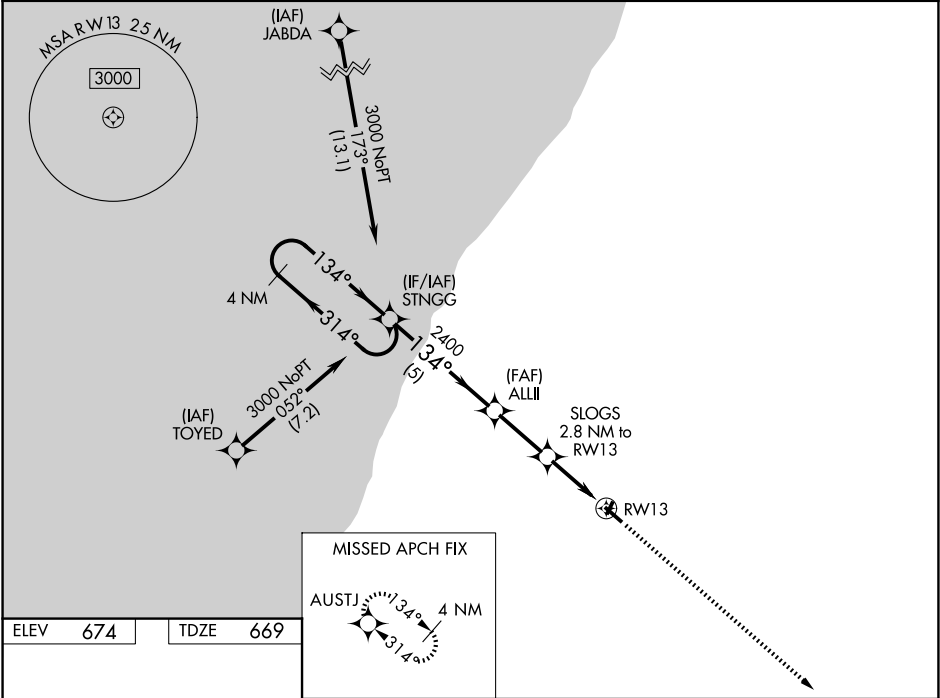
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90440 W13A	APP CRS 134°	Rwy Ldg TDZE Apt Elev	4148 669 674
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RNAV (GPS) RWY 13
ANDREWS UNIVERSITY AIRPARK (C20)

⚠ Rwy 13 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. ⚠ Procedure NA at night. Use Benton Harbor altimeter setting; when not received, use South Bend Int altimeter setting and increase all MDA 40 feet. Increase LP and LNAV Cats C/D visibility ½ SM and Circling Cats B/C ¼ SM.	MISSED APPROACH: Climb to 3000 direct AUSTJ and hold.
--	--

SOUTH BEND APP CON * 118.55 257.8	UNICOM 122.7 (CTAF) 0
--	--



4 NM Holding Pattern		3000 ↑		AUSTJ ✦	
STNGG		ALLII		3.00° TCH 40	
3000		2400		SLOGS 2.8 NM to RW13	
←314° 134°→		134°		RW13	
5 NM		2.5 NM		2.8 NM	
CATEGORY		A		B	
LP MDA		1100-1 431 (500-1)		1100-1¼ 431 (500-1¼)	
LNAV MDA		1280-1 611 (700-1)		1280-1¾ 611 (700-1¾)	
CIRCLING		1620-1¼ 946 (1000-1¼)		1620-2¾ 946 (1000-2¾) 1620-3 946 (1000-3)	

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

BERRIEN SPRINGS, MICHIGAN

AL-10238 (FAA)

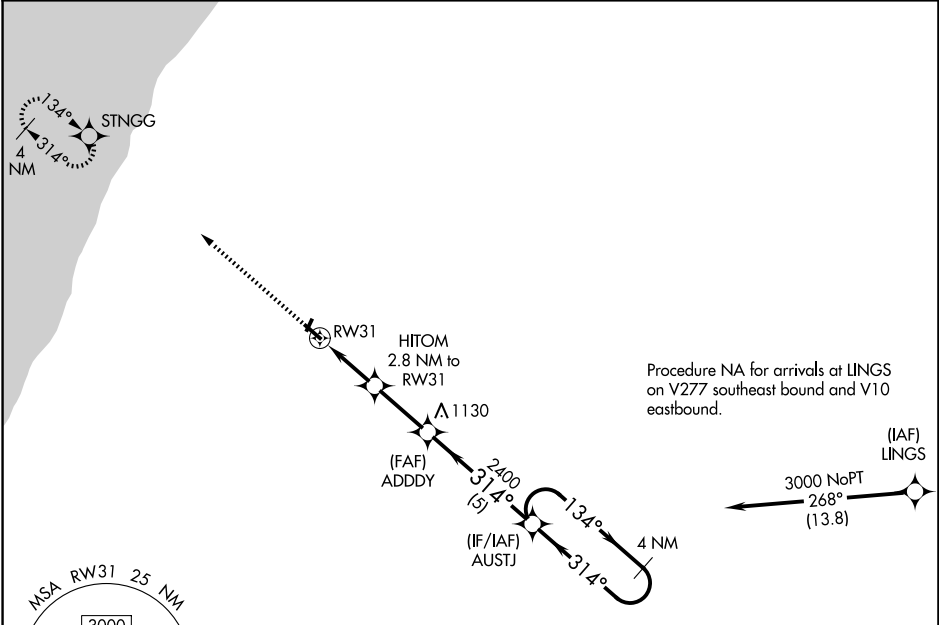
25331

WAAS CH 42840 W31A	APP CRS 314°	Rwy Ldg TDZE 669 Apt Elev 674	3019
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RNAV (GPS) RWY 31
ANDREWS UNIVERSITY AIRPARK (C20)

NA Rwy 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Benton Harbor altimeter setting; when not received, use South Bend Intl altimeter setting and increase all MDA 40 feet. Increase LP and LNAV Cats C/D visibility 1/8 SM and Circling Cats B/C 1/4 SM.	MISSED APPROACH: Climb to 3000 direct STNGG and hold.
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SOUTH BEND APP CON ★ 118.55 257.8	UNICOM 122.7 (CTAF) 0
--	--



3000

STNGG

3000

ADDY

3.00°

TCH 40

HITOM

2.8 NM to RW31

1600

2400

2.8 NM

2.5 NM

5 NM

AUSTJ

4 NM Holding Pattern

134°

314°

3000

RW31

CATEGORY	A	B	C	D
LP MDA	1100-1	431 (500-1)	1100-1¼	431 (500-1¼)
LNAV MDA	1160-1	491 (500-1)	1160-1⅝	491 (500-1⅝)
CIRCLING	1620-1¼	946 (1000-1¼)	1620-2¾ 946 (1000-2¾)	1620-3 946 (1000-3)

ELEV 674

TDZE 669

IRL Rwy 13-31

228° X 180°

41.49 X 7.0

314°

BERRIEN SPRINGS, MICHIGAN
Orig 17AUG17

41°57'N-86°22'W

ANDREWS UNIVERSITY AIRPARK (C20)
RNAV (GPS) RWY 31

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56647 W10A	APP CRS 096°	Rwy Ldg 5003 TDZE 994 Apt Elev 994
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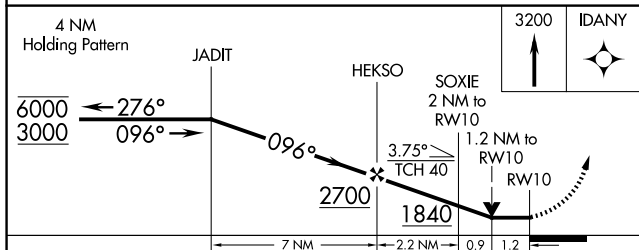
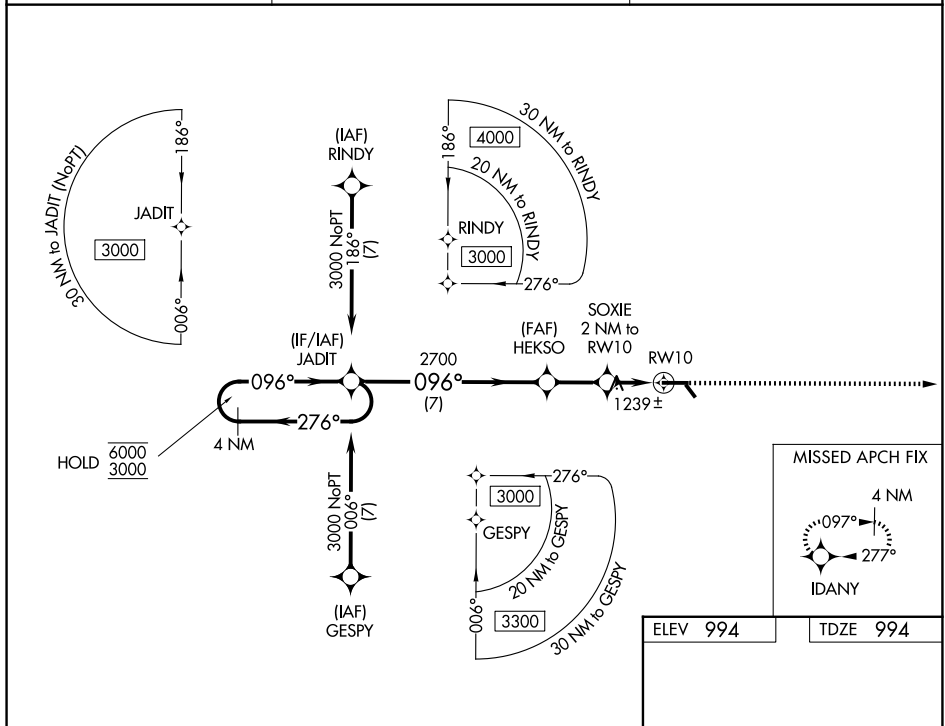
RNAV (GPS) RWY 10
ROBEN-HOOD (RQB)

RNP APCH - GPS.

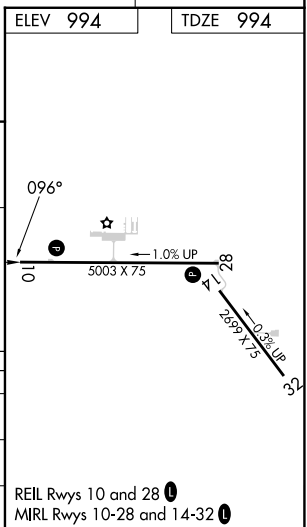
T Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use MKG altimeter setting and increase all MDAs 160 feet. VDP NA when using MKG altimeter setting.

MISSED APPROACH: Climb to 3200 direct IDANY and hold.

AWOS-3P 125.875	MINNEAPOLIS CENTER 120.85 322.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
IP MDA	1500-1	506 (600-1)	NA	
INAV MDA	1500-1	506 (600-1)	NA	
CIRCLING	1520-1 526 (600-1)	1540-1 546 (600-1)	NA	



RNAV (GPS) RWY 10

APP CRS
102°

Rwy Ldg
TDZE
Apt Elev

3498
664
664

RNAV (GPS) RWY 10

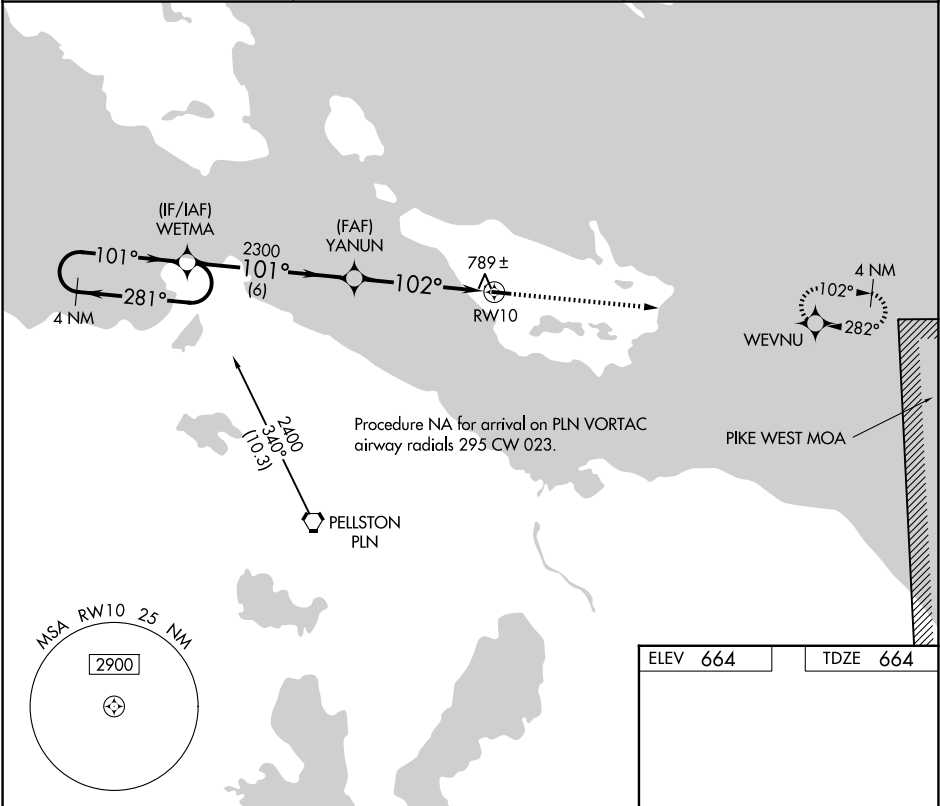
BOIS BLANC ISLAND (6Y1)

NA

DME/DME RNP-0.3 NA.
Use Cheboygan altimeter setting.

MISSED APPROACH: Climb to 4000 direct WEVNU
and hold, continue climb-in-hold to 4000.

SLH AWOS-3P 118.175	MINNEAPOLIS CENTER 134.6 354.05	CTAF 122.9
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4 NM Holding Pattern

WETMA

YANUN

4000

WEVNU

2300

281°

101°

101°

2300

102°

3.00°

TCH 40

6 NM

5 NM

RWY 10

3498 X 75

0.6% UP

28

CATEGORY	A	B	C	D
RNAV MDA	1060-1	396 (400-1)	NA	NA
CIRCLING	1120-1	456 (500-1)	NA	NA

REIL Rwy 28

MIRL Rwy 10-28

WAAS CH 42735 W28A	APP CRS 282°	Rwy Ldg 3498 TDZE 664 Apt Elev 664
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RNAV (GPS) RWY 28

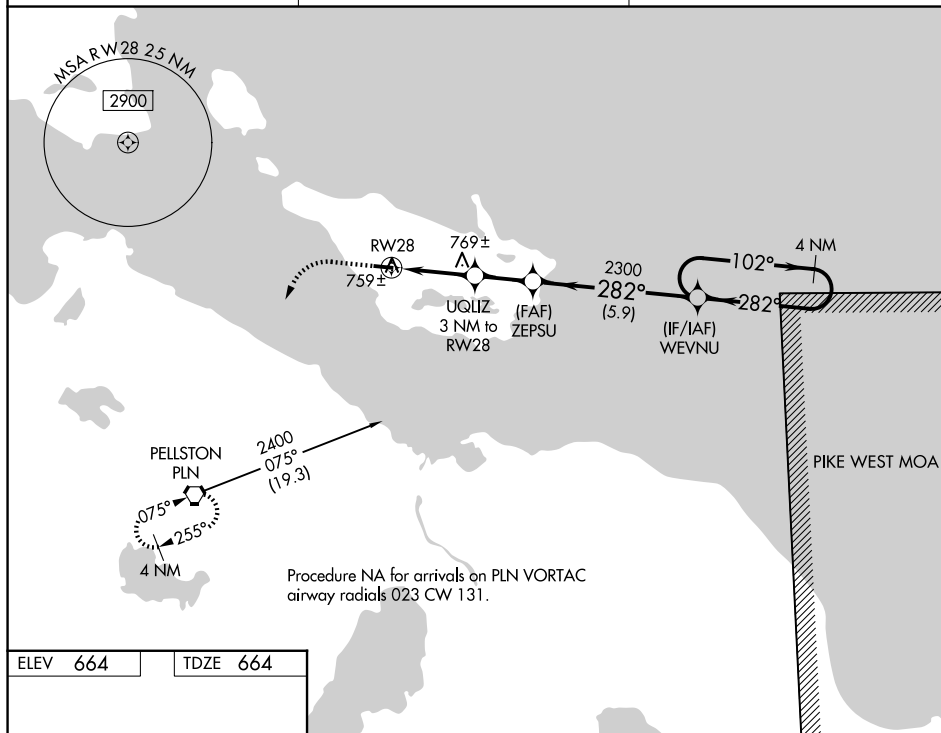
T
A NA

Use Cheboygan altimeter setting; when not received, Mackinac Island altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct PELLSTON VORTAC and hold.

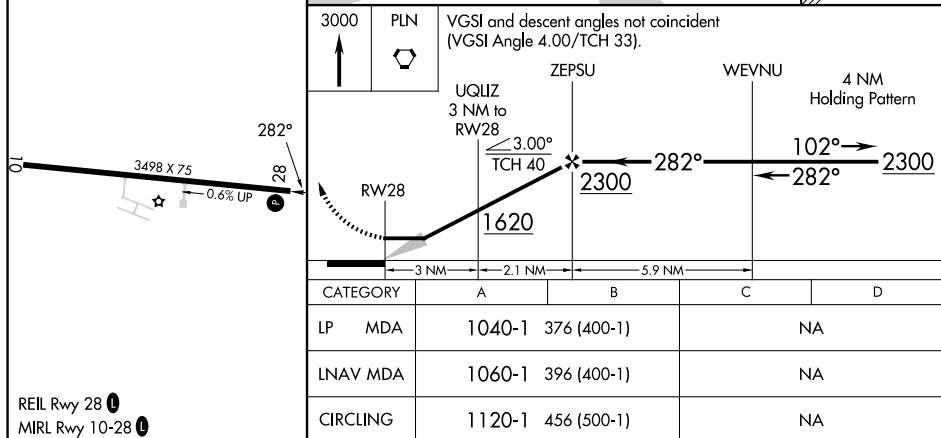
SLH AWOS-3P
118.175

MINNEAPOLIS CENTER
134.6 354.05

CTAF
122.9 **L**

ELEV 664

TDZE 664



BOIS BLANC ISLAND, MICHIGAN
Orig 13NOV14

45°46'N-84°30W

BOIS BLANC ISLAND (6Y1)
RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

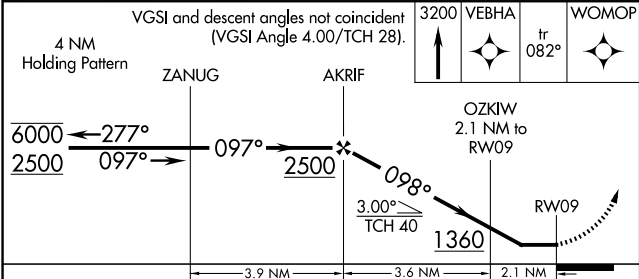
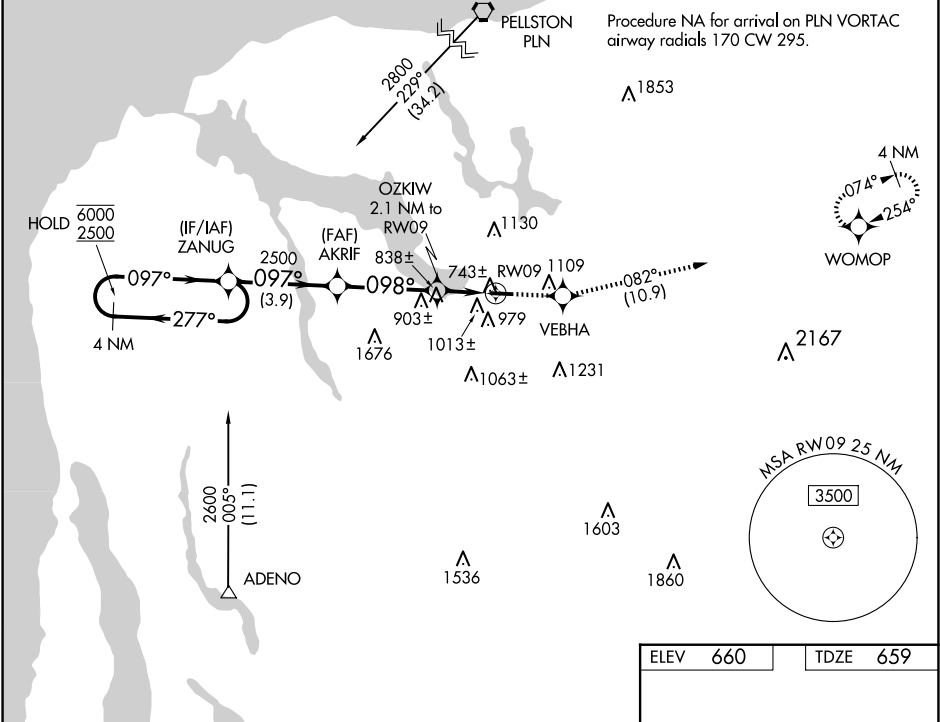
WAAS CH 97526 W09A	APP CRS 098°	Rwy Idg TDZE Apt Elev	3402 659 660
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RNAV (GPS) RWY 9

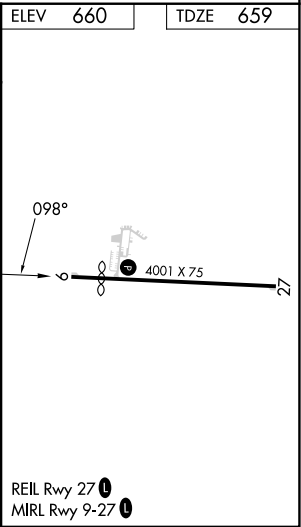
BOYNE CITY MUNI (N98)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 direct VEBHA and on track 082° to WOMOP and hold.
Use CVX altimeter setting; when not received, use MGN altimeter setting. NA Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	

CVX AWOS-3P 120.0	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF)	122.9
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CATEGORY	A	B	C	D
LP MDA	1060-1	401 (400-1)	NA	NA
INAV MDA	1260-1	601 (600-1)	NA	NA
CIRCLING	1480-1¼ 820 (900-1¼)	1500-1¼ 840 (900-1¼)	NA	NA



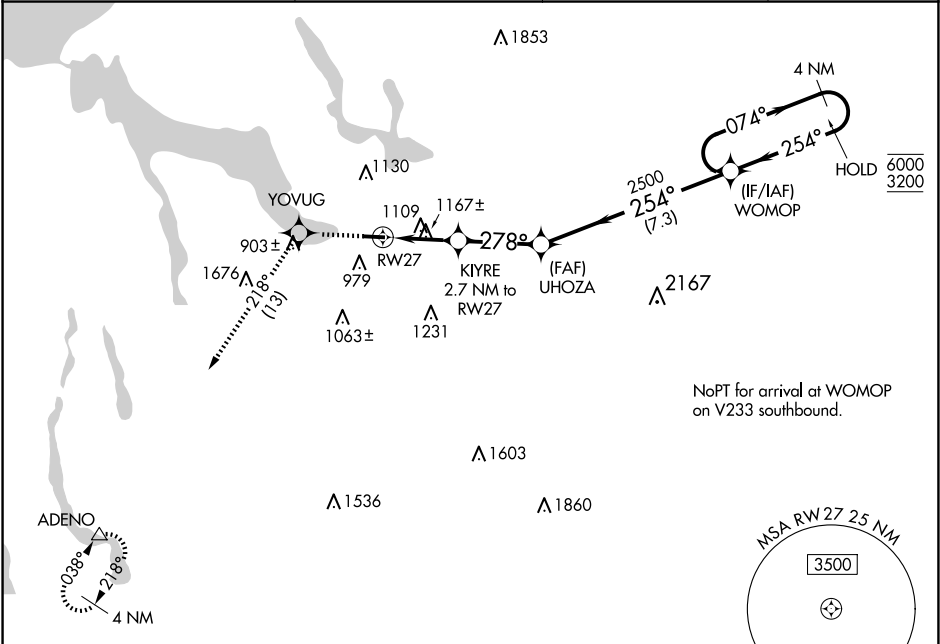
WAAS CH 50326 W27A	APP CRS 278°	Rwy Idg 4001 TDZE 660 Apt Elev 660
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RNAV (GPS) RWY 27

BOYNE CITY MUNI (N98)

RNP APCH.	Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Use Charlevoix altimeter setting, when not received, use Harbor Springs altimeter setting.	MISSED APPROACH: Climb to 3000 direct YOYUG and on track 218° to ADENO and hold.
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CVX AWOS-3P 120.0	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF)	122.9
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ELEV 660

TDZE 660

REIL Rwy 27

MIRL Rwy 9-27

3000 ↑		YOYUG	ADENO	Visual Segment - Obstacles.		4 NM Holding Pattern	
↑		ir 218°	△				
		Kiyre 2.7 NM to RW27		UHOZA		WOMOP	
		RW27		278°		254°	
		1540		2500		6000 3200	
		2.7 NM		3 NM		7.3 NM	
CATEGORY		A		B		C	D
LP	MDA	1460-1 800 (800-1)		1460-1¼ 800 (800-1¼)		NA	
LNAV	MDA	1480-1 820 (900-1)		1480-1¼ 820 (900-1¼)		NA	
CIRCLING		1480-1¼ 820 (900-1¼)		1500-1¼ 840 (900-1¼)		NA	

APP CRS
175°

Rwy Idg
TDZE
707

Apt Elev
719

RNAV (GPS) RWY 17

BOYNE MOUNTAIN (BFA)

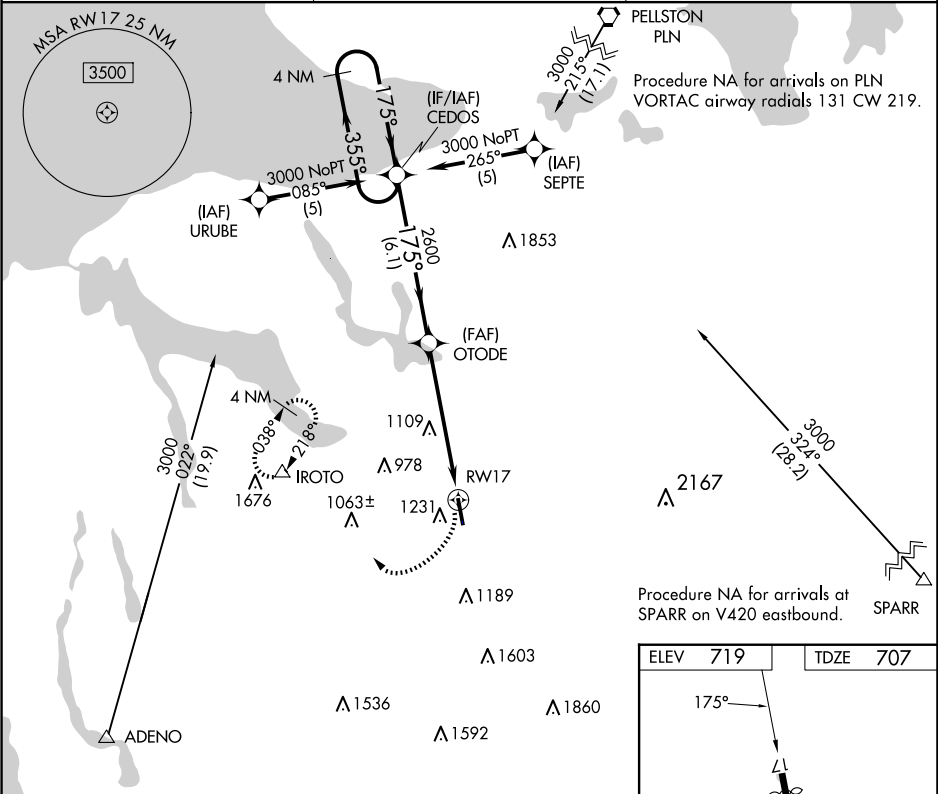
RNP APCH - GPS.

NA

Circling NA west of Rwy 17-35. Rwy 17 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Bellaire altimeter setting. VDP NA when using Bellaire altimeter setting.

MISSED APPROACH:
Climbing right turn to 3000 direct IROTO and hold.

AWOS-3PT 118.675	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern CEDOS

3000

175°

175°

OTODE

2600

3.05° TCH 40

2.6 NM to RW17

RW17

6.1 NM

3.2 NM

2.6

CATEGORY	A	B	C	D
LNNAV MDA	1580 - 1 873 (900-1)	1580 - 1¼ 873 (900-1¼)	1580 - 2½ 873 (900-2½)	1580 - 2¾ 873 (900-2¾)
CIRCLING	1580 - 1¼ 861 (900-1¼)		1760 - 3 1041 (1100-3)	1880 - 3 1161 (1200-3)

ELEV 719

TDZE 707

175°

0 0.3% UP

5187 X 100

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 0

35

BOYNE FALLS, MICHIGAN

AL-6027 (FAA)

24361

APP CRS	Rwy Idg	4687
355°	TDZE	719
	Apf Elev	719

RNAV (GPS) RWY 35

BOYNE MOUNTAIN (BFA)

RNP APCH - GPS.

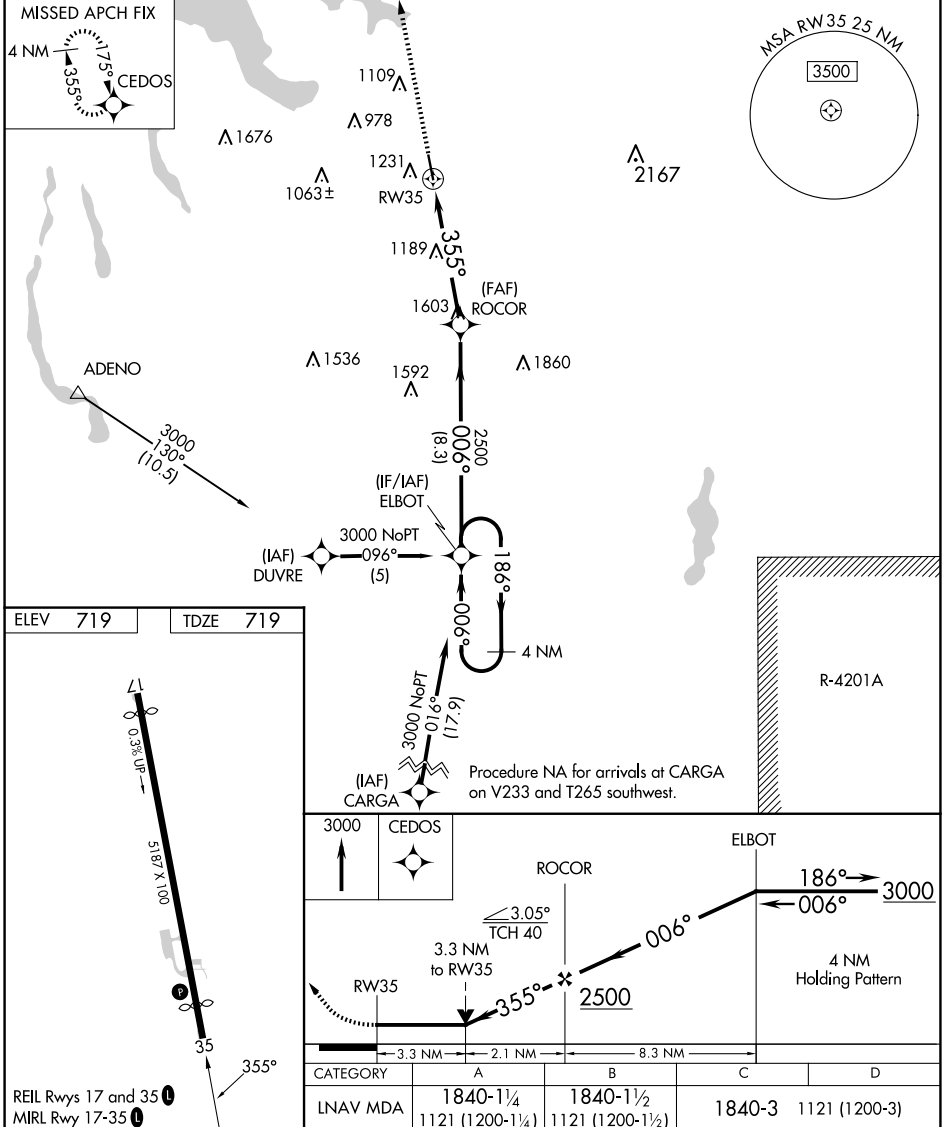
⚠ When local altimeter setting not received, use Bellaire altimeter setting.
⚠ NA Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. VDP NA when using Bellaire altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEDOS and hold.

AWOS-3PT
118.675

MINNEAPOLIS CENTER
134.6 354.05

UNICOM
122.8 (CTAF) 1



BOYNE FALLS, MICHIGAN

Orig-C 13JUN24

45°10'N - 84°55'W

BOYNE MOUNTAIN (BFA)

RNAV (GPS) RWY 35

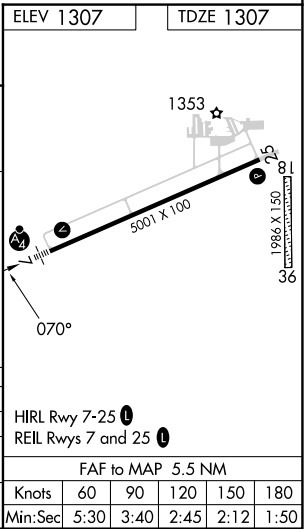
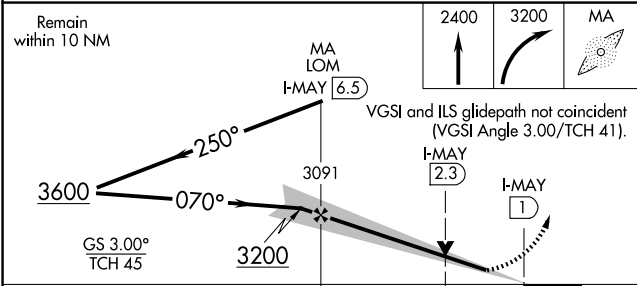
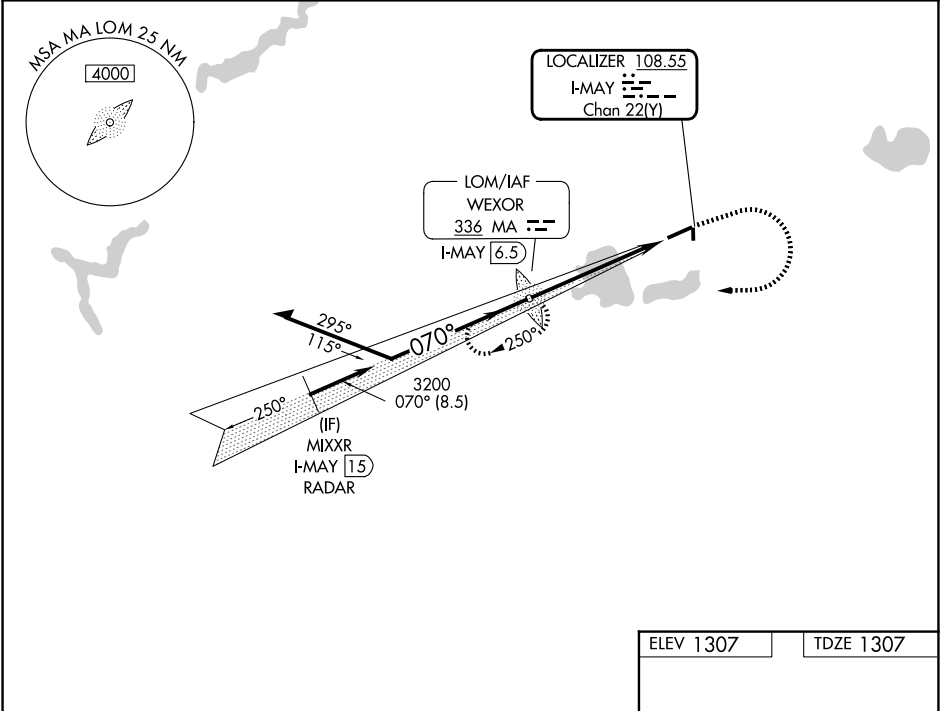
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MAY 108.55 Chan 22 (Y)	APP CRS 070°	Rwy Ldg TDZE 1307 Apt Elev 1307
--	------------------------	---

ILS or LOC RWY 7
WEXFORD COUNTY (CAD)

ADF required. RADAR required for procedure entry.	MALSF 	MISSED APPROACH: Climb to 2400 then climbing right turn to 3200 direct WEXOR. LOM/I-MAY 6.5 DME and hold.
--	-----------	---

AWOS-3P 128.325	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 7		1557-3/4	250 (300-3/4)	
S-LOC 7	1780-3/4	473 (500-3/4)	1780-1 1/8	473 (500-1 1/8)
CIRCLING	1820-1 513 (600-1)	1840-1 533 (600-1)	1860-1 1/2 553 (600-1 1/2)	2060-2 1/2 753 (800-2 1/2)

HIRL Rwy 7-25 1 REIL Rwy 7 and 25 1	FAF to MAP 5.5 NM
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50

CADILLAC, MICHIGAN

AL-5421 (FAA)

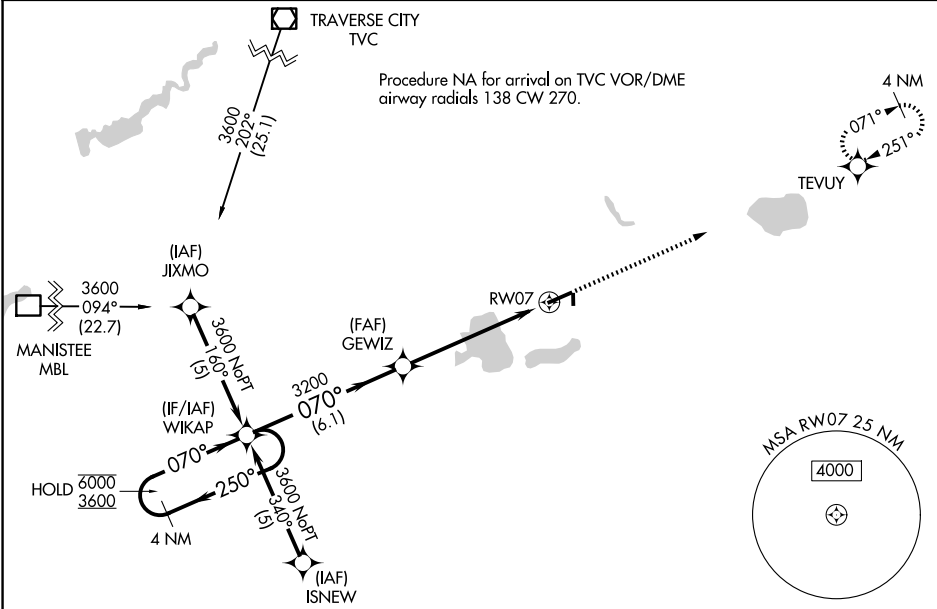
26078

WAAS CH 86413 W07A	APP CRS 070°	Rwy Ldg 5001 TDZE 1307 Apt Elev 1307
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RNAV (GPS) RWY 7
WEXFORD COUNTY (CAD)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 3000 direct TEVUY and hold.
⚠ Inop table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. Circling NA to Rwys 18 and 36. Rwy 7 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV visibility all Cats to 1½ SM.		

AWOS-3P 128.325	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 122.8 (CTAF) 0
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ELEV 1307	TDZE 1307
HIRL Rwy 7-25 0 REIL Rwy 7 and 25 0	

CADILLAC, MICHIGAN

Orig-D 12JUN25

44°17'N-85°25'W

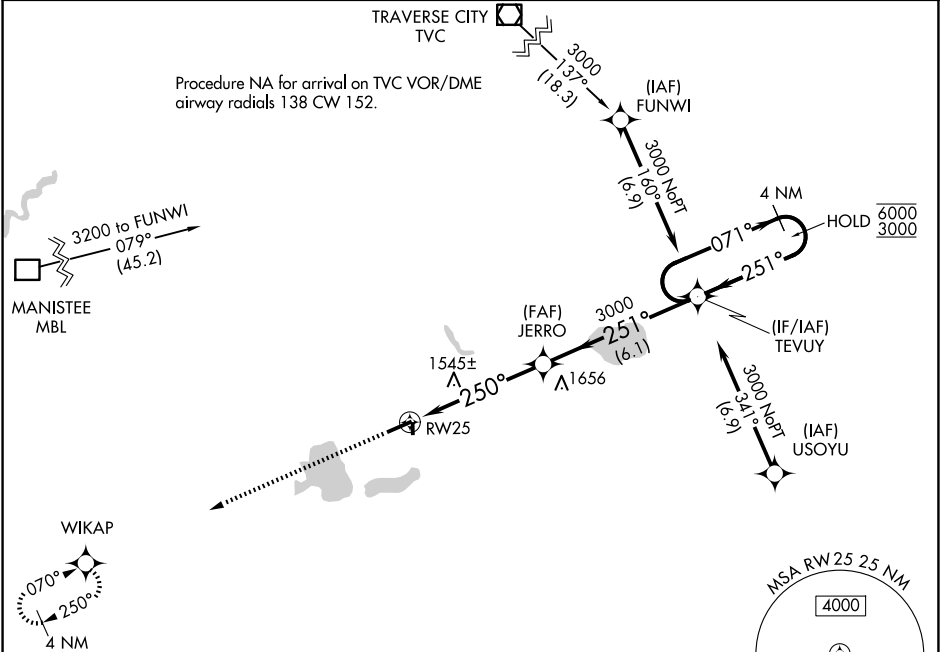
RNAV (GPS) RWY 7
WEXFORD COUNTY (CAD)

WAAS CH 97513 W25A	APP CRS 250°	Rwy Ldg TDZE 1305 Apt Elev 1307
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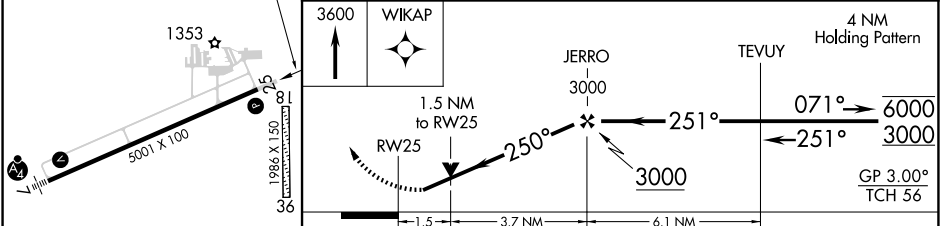
RNAV (GPS) RWY 25
WEXFORD COUNTY (CAD)

RNP APCH - GPS	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 18 and 36.	MISSED APPROACH: Climb to 3600 direct WIKAP and hold.
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AWOS-3P 128.325	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 122.8 (CTAF) 0
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ELEV 1307	TDZE 1305
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CATEGORY	A	B	C	D
LPV DA	1625-7/8		320 (400-7/8)	
LNAV/VNAV DA	1840-1½		535 (600-1½)	
LNAV MDA	1840-1 535 (600-1)		1840-1½ 535 (600-1½)	
CIRCLING	1840-1 533 (600-1)		2040-2 733 (800-2)	2060-2½ 753 (800-2½)

HIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

CARO, MICHIGAN

AL-6375 (FAA)

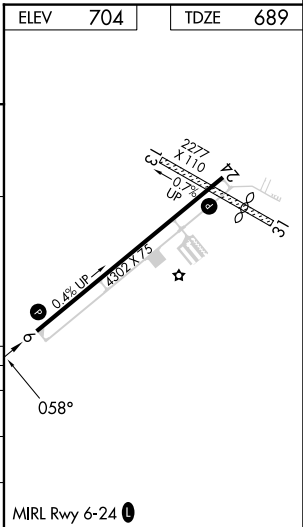
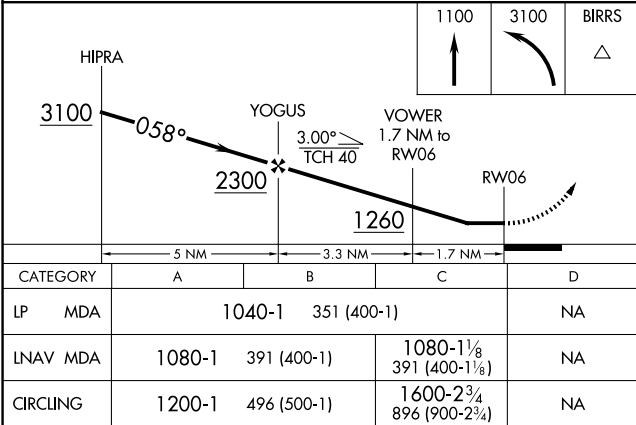
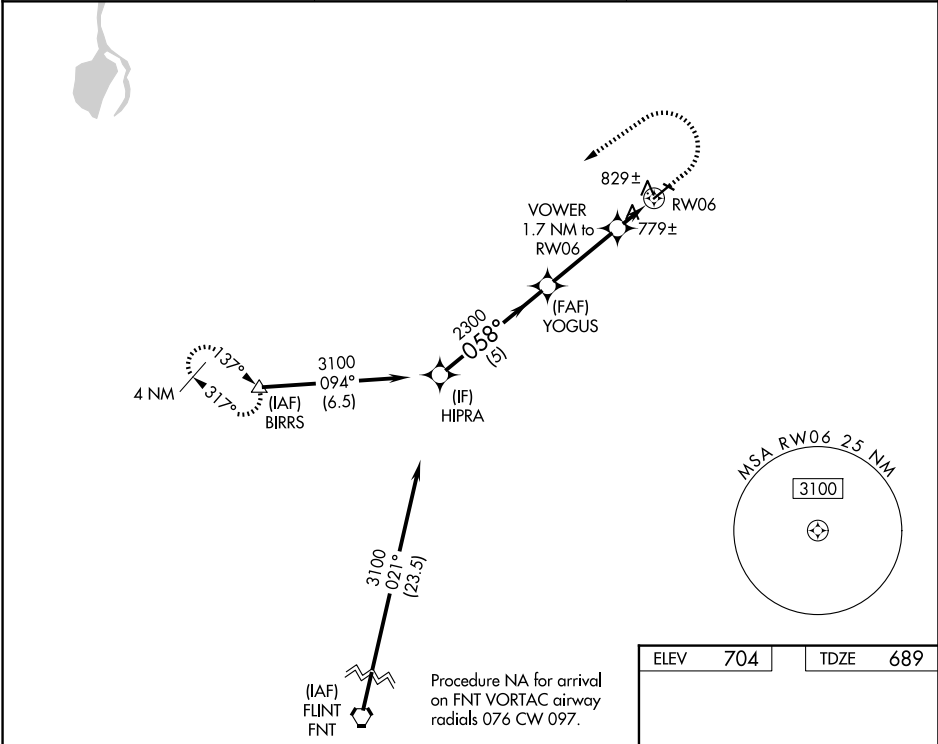
26078

WAAS CH 56441 W06A	APP CRS 058°	Rwy Ldg TDZE 689 Apt Elev 704
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RNAV (GPS) RWY 6
TUSCOLA AREA (CFS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1100 then climbing left turn to 3100 direct BIRRS and hold.
Circling NA to Rwy 13 and 31. Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3P 119.275	GREAT LAKES APP CON★ 120.95 235.625	UNICOM 123.0 (CTAF) 0
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CARO, MICHIGAN
Amdt 2C 12JUN25

43°28'N-83°27'W

TUSCOLA AREA (CFS)
RNAV (GPS) RWY 6

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4302
239°	TDZE	701
	Apt Elev	704

RNAV (GPS) RWY 24

TUSCOLA AREA (CFS)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 3100 direct BIRRS and hold.
V ⚠ Circling NA to Rwys 13 and 31. Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3P 119.275	GREAT LAKES APP CON ★ 120.95 235.625	UNICOM 123.0 (CTAF) 0
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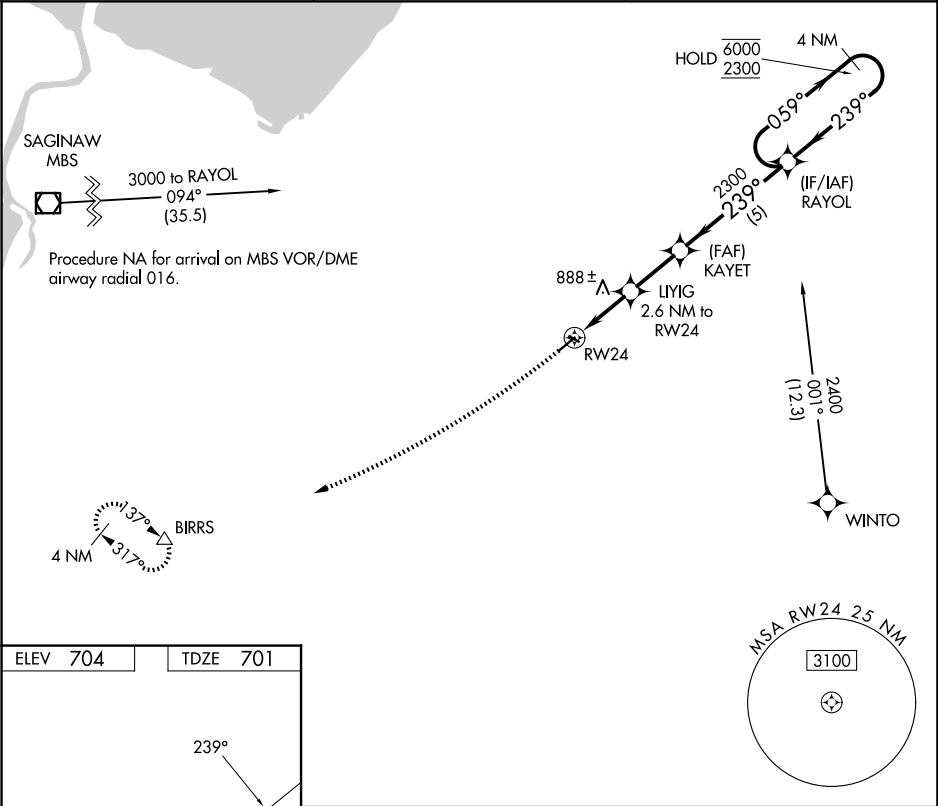


Diagram of runway 6-24 showing elevation, gradient, and distance markers. The runway is labeled 6-24 and 4302 X 15. The elevation at the start is 2277 and at the end is 1110. The gradient is 0.6% UP. The distance from the start to the end is 4302 feet. The runway is marked with 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

MIRL Rwy 6-24

3100 BIRRS △ VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 48). 4 NM Holding Pattern KAYET RAYOL LIYIG RW24 2.6 NM 2.3 NM 5 NM				
CATEGORY	A	B	C	D
LNAV MDA	1140-1	439 (500-1)	1140-1¼ 439 (500-1¼)	NA
CIRCLING	1200-1	496 (500-1)	1600-2¾ 896 (900-2¾)	NA

Diagram showing the approach path for Runway 24 (RW24). The path starts at a distance of 2.6 NM from the runway, then 2.3 NM, and finally 5 NM from the runway. The path is marked with a 3.00° TCH 40. The path is labeled with the following information:

- LIYIG: 2.6 NM to RW24
- KAYET: 2300
- RAYOL: 239°
- 059° → 6000
- ← 239° 2300

RNAV (GPS) RWY 9
CHARLEVOIX MUNI (CVX)

T Circling NA to Rwy 4 and 22. Baro-VNAV NA when using Pellston altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
 When local altimeter setting not received, use Pellston altimeter setting: increase LPV DA to 986 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1270 feet and all visibilities ¼ SM; increase all MDA 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
COKOS and hold.

(IAF) CESSA

2700
179° (5)

(IF) JALPI

2300
089° (6.1)

(FAF) DUNAC

090°

918 A

791 A

842 A

1286 A

1676 A

(IAF) BOCCA

2700
359° (5)

2700
090° (2.72)

TRAVERSE CITY TVC

Procedure NA for arrival on TVC VORTAC airway radials 317 CW 062.

COKOS

4 NM

090°

270°

1853 A

MSA RW09 25 NM

3200

ELEV 669	TDZE 669
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ELEV 669

TDZE 669

090°

6

4549 X 75

0.6% UP

0.5% UP

X 200

27

REIL Rwy 9 and 27

MIRL Rwy 9-27

CHARLEVOIX MUNI (CVX)
RNAV (GPS) RWY 9

EC-1, 03 SEP 2026 to 29 OCT 2026

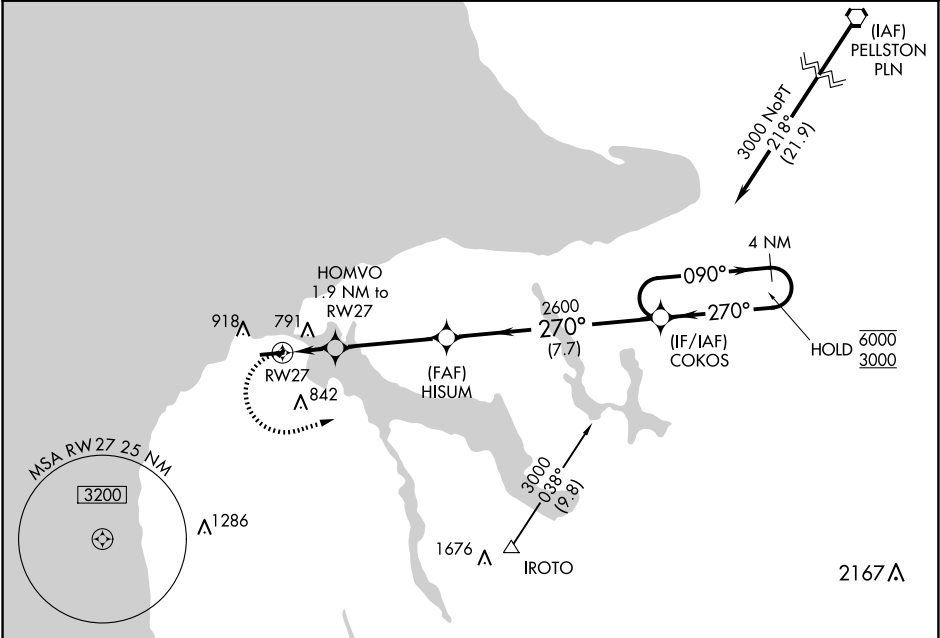
APP CRS	Rwy Idg	4549
270°	TDZE	662
	Apt Elev	669

RNAV (GPS) RWY 27

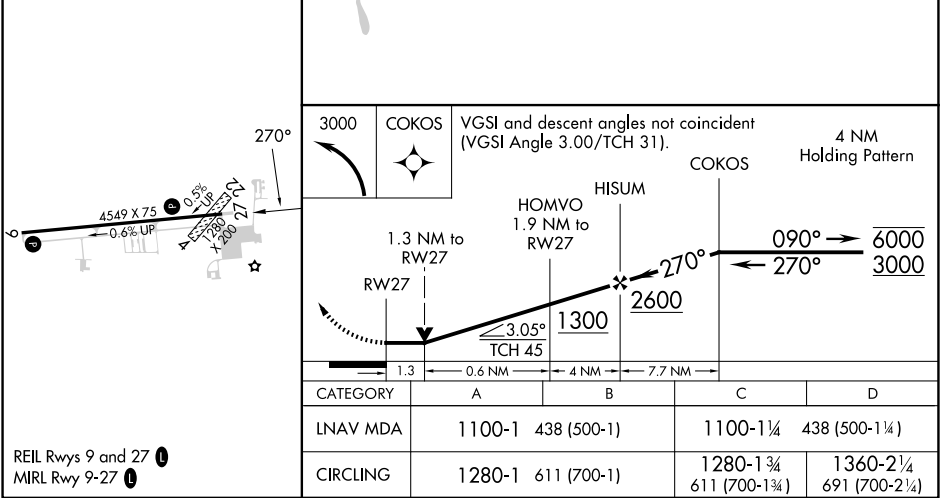
CHARLEVOIX MUNI (CVX)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3000 direct COKOS and hold.
▼ ▲ Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 4 and 22.	

AWOS-3P 120.0	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 1
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ELEV 669	TDZE 662
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REIL Rwy 9 and 27 1	MIRL Rwy 9-27 1
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

CHARLOTTE, MICHIGAN

APP CRS 207°	Rwy Ldg TDZE Apt Elev	3510 891 891
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RNAV (GPS) RWY 21
FITCH H BEACH (FPK)

RNP APCH - GPS.

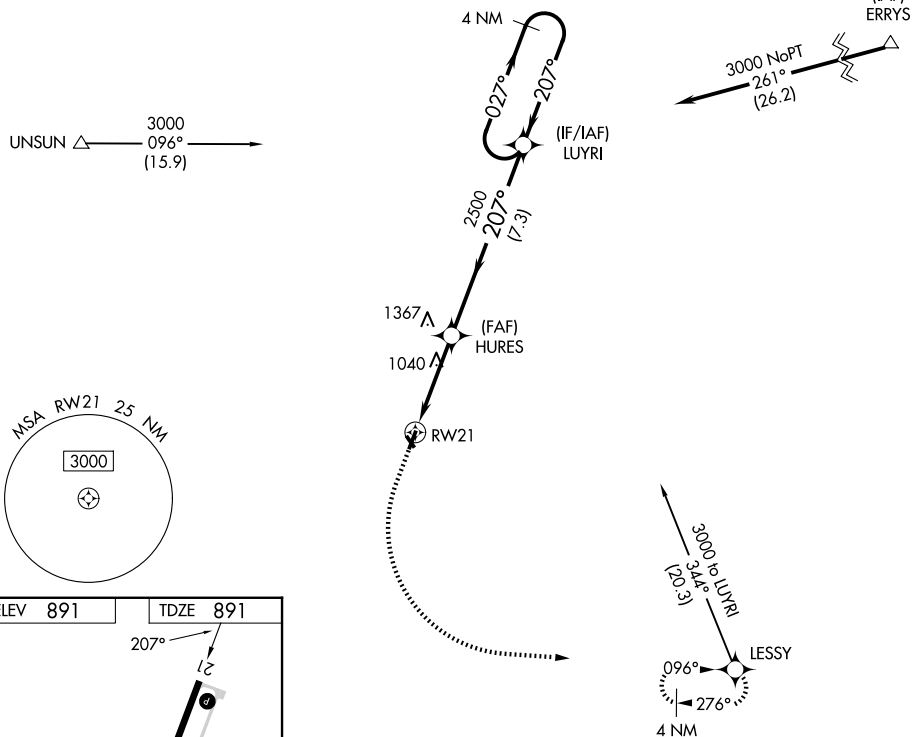
- T** Circling NA to Rwy 15 and 33.
A Rwy 21 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct LESSY and hold.

AWOS-3P
118.075

GREAT LAKES APP CON
118.65 226.4

UNICOM
123.0 (CTAF) **L**

[illegible]

1300 ↑ 3000 ↷ LESSY ✦ HURES 207° 2500 4.00° TCH 40 RW21 3.7 NM 7.3 NM LUYRI 4 NM Holding Pattern 027° 207° 3000				
CATEGORY	A	B	C	D
RNAV MDA	1300-1	409 (500-1)	NA	
CIRCLING	1400-1 509 (600-1)	1480-1 589 (600-1)	NA	

CHARLOTTE, MICHIGAN
Amdt 1B 03NOV22

42°34'N-84°49'W

FITCH H BEACH (FPK)
RNAV (GPS) RWY 21

EC-1, 03 SEP 2026 to 29 OCT 2026

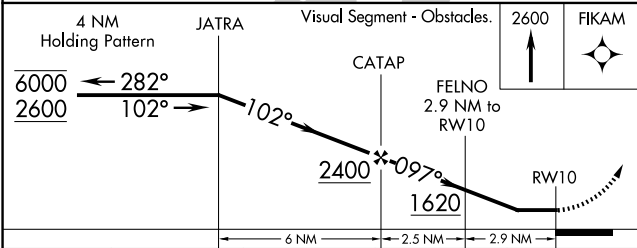
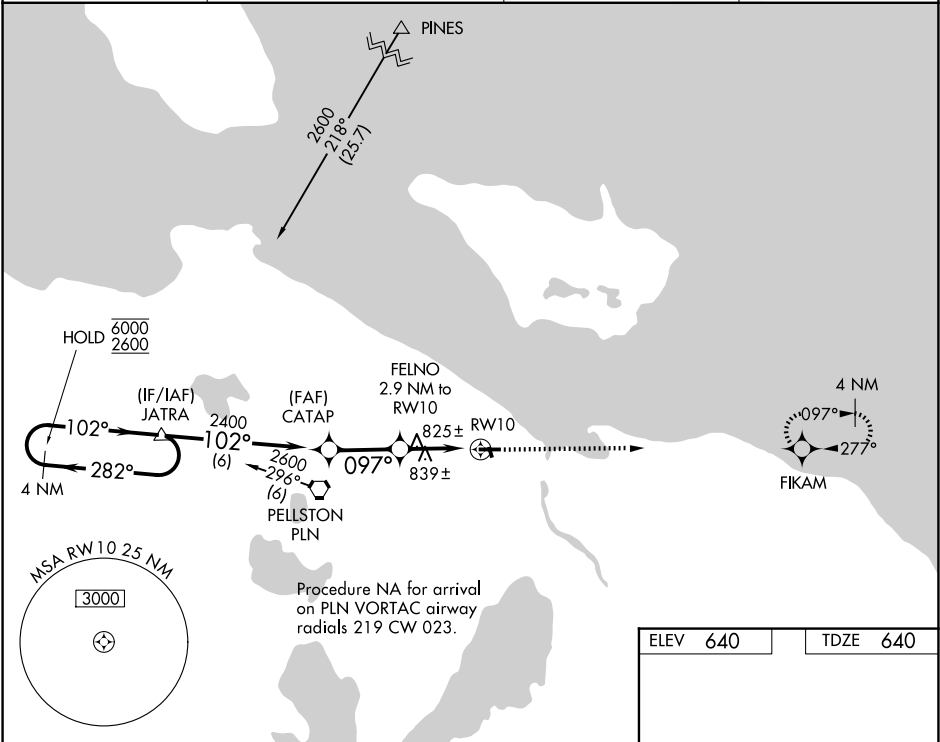
WAAS CH 50224 W10A	APP CRS 097°	Rwy Ldg TDZE Apt Elev	4004 640 640
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RNAV (GPS) RWY 10

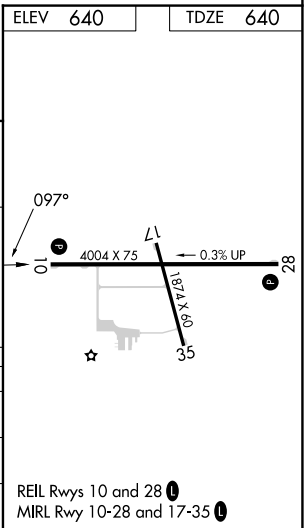
CHEBOYGAN COUNTY (SLH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct FIKAM and hold.
▼ ▲ Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3P 118.175	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF)	122.5 0
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CATEGORY	A	B	C	D
LP MDA	1080-1	440 (500-1)	1080-1¼ 440 (500-1¼)	NA
LNAV MDA	1100-1	460 (500-1)	1100-1⅜ 460 (500-1⅜)	NA
CIRCLING	1140-1	500 (500-1)	1140-1½ 500 (500-1½)	NA



CHEBOYGAN, MICHIGAN

AL-6096 (FAA)

26246

WAAS CH 99727 W28A	APP CRS 277°	Rwy Ldg TDZE Apt Elev 640
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RNAV (GPS) RWY 28

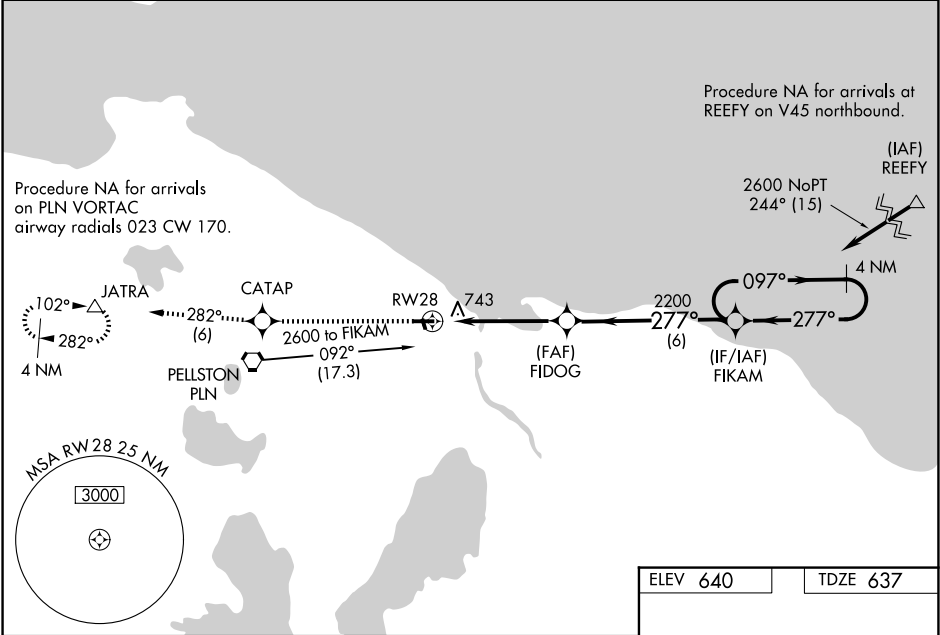
CHEBOYGAN COUNTY (SLH)

RNP APCH.

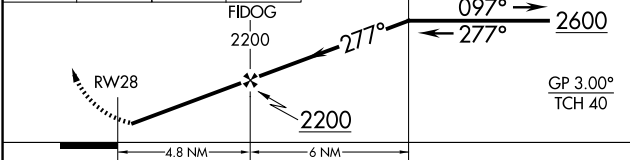
N Night landing Rwy 17, 35 NA. Baro-VNAV NA when using Pellston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pellston altimeter setting; increase all DA 41 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ SM and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2600 direct CATAP and on track 282° to JATRA and hold.

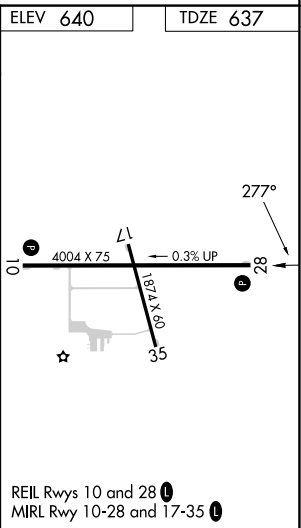
AWOS-3P 118.175	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF)	122.5 0
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2600 ↑	CATAP ✱	tr 282°	JATRA △	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 25). 4 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA	887-1	250 (300-1)		NA
LNAV/VNAV DA	953-1	316 (400-1)		NA
LNAV MDA	1060-1	423 (500-1)	1060-1¼ 423 (500-1¼)	NA
CIRCLING	1140-1	500 (500-1)	1140-1½ 500 (500-1½)	NA



CHEBOYGAN, MICHIGAN
Amdt 2B 08OCT20

45°39'N-84°31'W

CHEBOYGAN COUNTY (SLH) RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

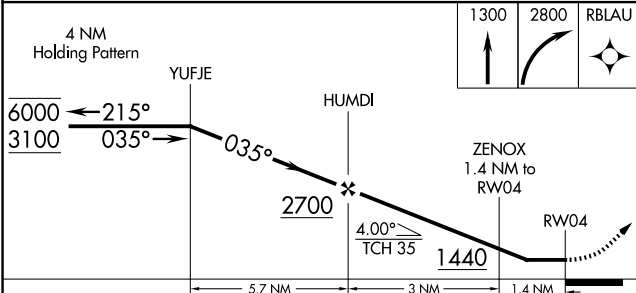
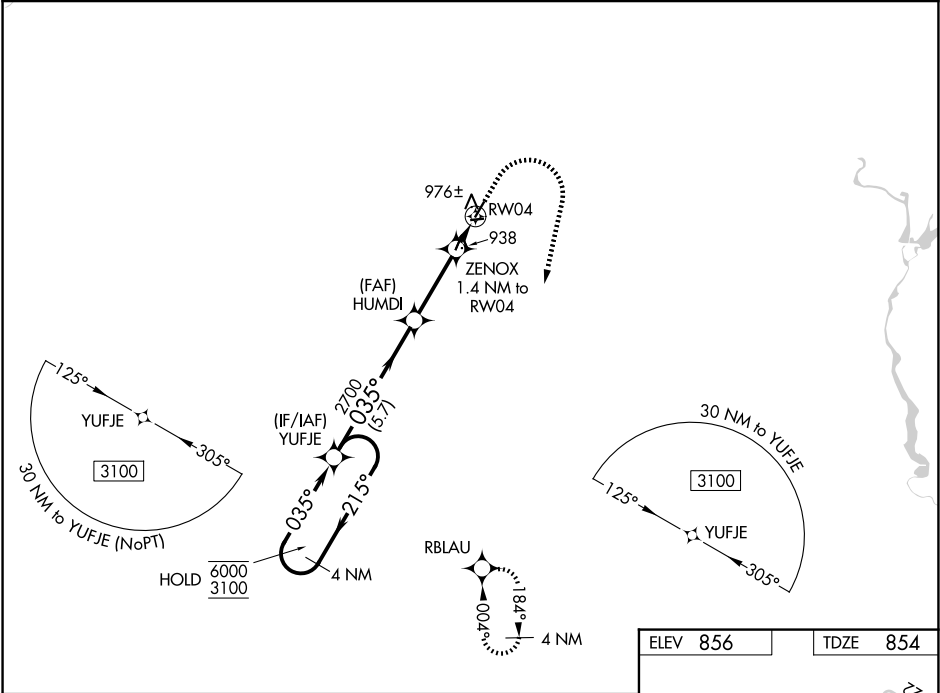
WAAS CH 72734 W04A	APP CRS 035°	Rwy Idg TDZE Apt Elev	3500 854 856
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RNAV (GPS) RWY 4

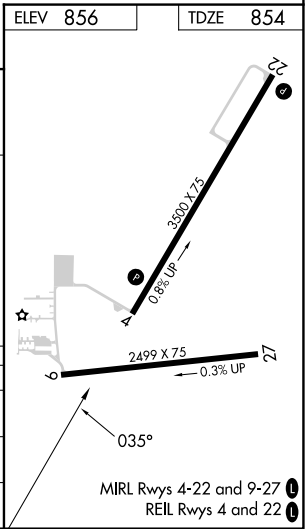
CLARE MUNI (48D)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1300, then climbing right turn to 2800 direct RBLAU and hold.
▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 9 and 27. ▲ NA Use MOP altimeter setting; when not received, use IKW altimeter setting and increase all MDAs 60 feet.		

MOP AWOS-3 133.025	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1240-1	386 (400-1)	NA	
LNAV MDA	1280-1	426 (500-1)	NA	
CIRCLING	1380-1 524 (600-1)	1440-1 584 (600-1)	NA	

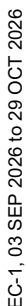


EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 7

MISSED APPROACH.
Climb to 3000 direct
CATLI and hold.

UNICOM
122.7 (CTAF) **L**

RNAV (GPS) RWY 25

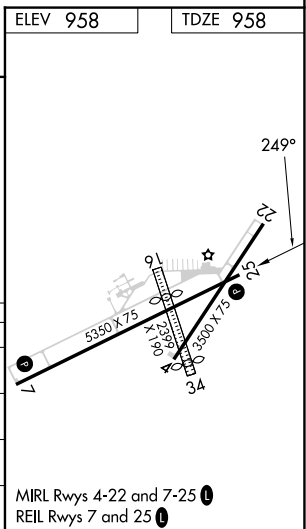
▼ Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use IRS altimeter setting: increase LPV DA to 1354 feet; increase LNAV/VNAV DA to 1472 feet; increase all MDAs 60 feet and LNAV visibility Cat C ½ SM. Baro-VNAV NA when using IRS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwy 16 and 34.

MISSED APPROACH.
Climb to 3000 direct
IBJIH and hold.

The diagram illustrates a flight profile starting from IJH (Iwakuni Jima) and ending at RW25. The profile includes the following waypoints and instructions:

- IJH**: Starting point, with a heading of 069° and 249° indicated by a compass rose.
- FARNI**: 2.3 NM to RW25.
- ZAMGI**: (FAF) ZAMGI.
- CEGOL**: (IAF) CEGOL, 3000 NM to CEGOL, 159° heading, 069° heading.
- CATLI**: (IF/IAF) CATLI, 3000 NM to CATLI, 159° heading, 069° heading, 249° heading, 333° heading.
- EPEKE**: (IAF) EPEKE, 3000 NM to EPEKE, 069° heading, 333° heading.
- RW25**: Final destination, 1115, 1069±.

The diagram also shows various altitude changes and distance markers, such as 3000, 2600, and 4 NM.



EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-118 (FAA)

25331

LOC I-DET 111.3	APP CRS 148°	Rwy Ldg TDZE Apt Elev	5092 623 624
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ILS or LOC RWY 15

COLEMAN A YOUNG MUNI (DET)

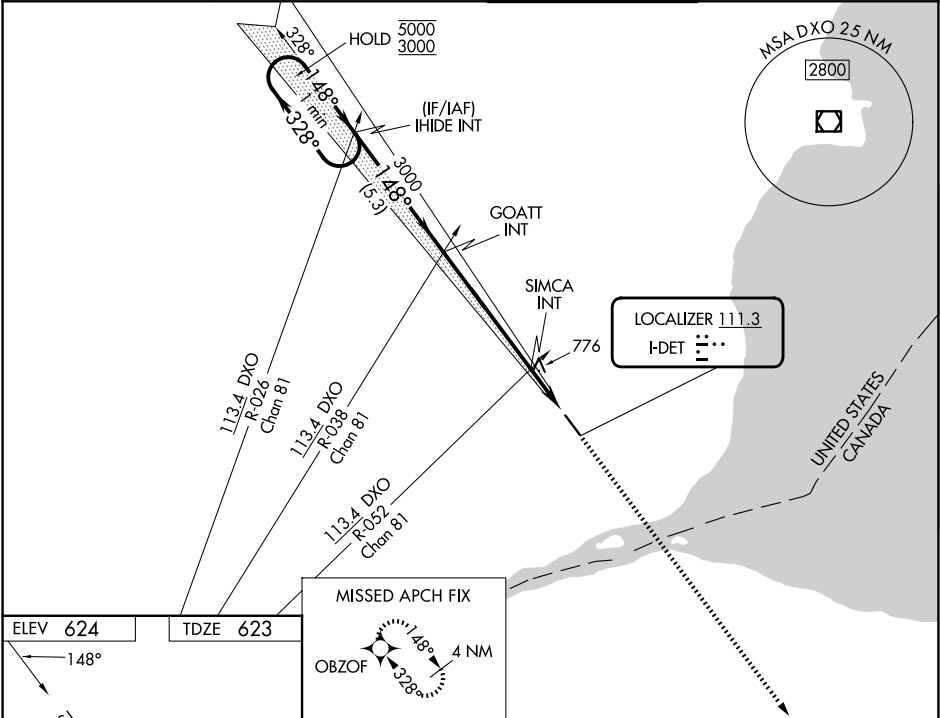
RNP APCH - GPS.

RADAR required for procedure entry.

Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OBZOF and hold.

ATIS 124.875	DETROIT APP CON 134.3 284.0	DETROIT CITY TOWER 121.3 257.8	GND CON 121.85
------------------------	---------------------------------------	--	--------------------------



ELEV 624 TDZE 623

148°

5092 X 100

TWR

33

MISSED APCH FIX

148°

328°

4 NM

OBZOF

One Minute Holding Pattern

5000

3000

328°

148°

GS 3.00°

TCH 56

3000

OBZOF

GOATT INT

3000

SIMCA INT

1340

5.3 NM

5.2 NM

2.1 NM

CATEGORY	A	B	C	D
S-ILS 15	910-7/8 287 (300-7/8)			
S-LOC 15	1040-1 417 (500-1)		1040-1 1/8 417 (500-1 1/8)	
CIRCLING	1180-1 556 (600-1)		1320-2 696 (700-2)	1500-2 3/4 876 (900-2 3/4)

LOC I-VQM <u>111.3</u>	APP CRS 328°	Rwy Ldg 5092 TDZE 624 Apt Elev 624
----------------------------------	------------------------	---

ILS or LOC RWY 33
COLEMAN A YOUNG MUNI (DET)

RNP APCH - GPS.

RADAR required for procedure entry.

Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct **HIDE** and hold.

ATIS 124.875	DETROIT APP CON 134.3 284.0	DETROIT TOWER 121.3 257.8	GND CON 121.85
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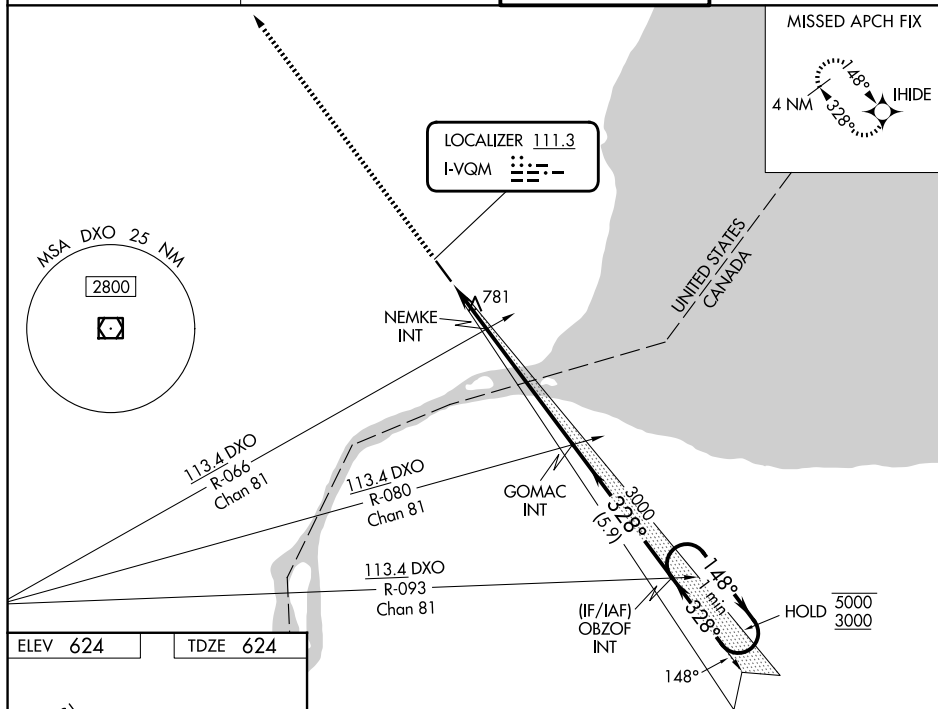


Diagram illustrating the S-LOC 33 approach for Runway 33 at MIRA. The approach is a 328°/3000' S-LOC. The final approach segment is 5.1 NM long, with a 3000' MSL obstacle at GOMAC INT. The missed approach is a 148° climb to 5000' MSL, with a 3000' MSL obstacle at OBZOF INT. The diagram also shows the 3000' MSL obstacle at NEMKE INT. The diagram includes a table of approach parameters and a table of approach minima.

Category	A	B	C	D
S-ILS 33	874- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
S-LOC 33	1040-1 416 (500-1)		1040-1 $\frac{1}{8}$ 416 (500-1 $\frac{1}{8}$)	
CIRCLING	1180-1 556 (600-1)		1320-2 696 (700-2) 1500-2 $\frac{3}{4}$ 876 (900-2 $\frac{3}{4}$)	

DETROIT, MICHIGAN

AL-118 (FAA)

25331

WAAS CH 63211 W15A	APP CRS 148°	Rwy Ldg TDZE 623 Apt Elev 624
--	------------------------	---

RNAV (GPS) RWY 15

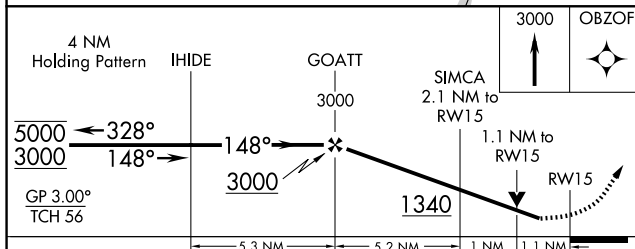
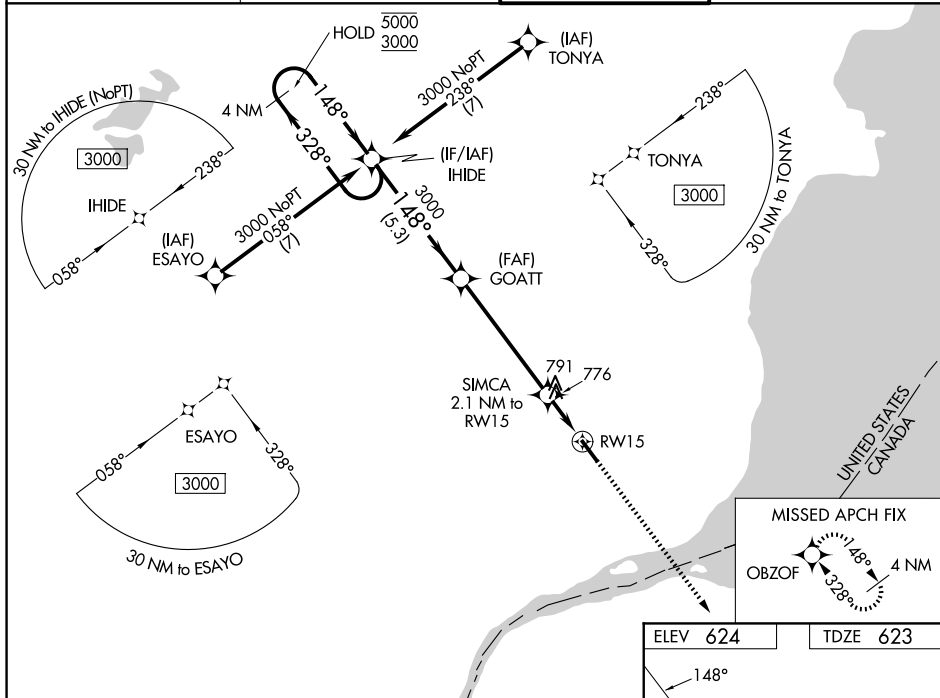
COLEMAN A YOUNG MUNI (DET)

RNP APCH - GPS.

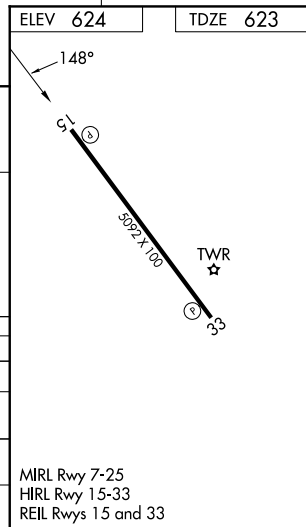
⚠ Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Baro-VNAV and VDP NA when using DTW altimeter setting.

MISSED APPROACH: Climb to 3000 direct OBZOF and hold.

ATIS 124.875	DETROIT APP CON 134.3 284.0	DETROIT CITY TOWER 121.3 257.8	GND CON 121.85
------------------------	---------------------------------------	--	--------------------------



CATEGORY	A	B	C	D
LPV DA		910- $\frac{7}{8}$	287 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		1016-1 $\frac{1}{8}$	393 (400-1 $\frac{1}{8}$)	
LNAV MDA	1040-1	417 (500-1)	1040-1 $\frac{1}{8}$	417 (500-1 $\frac{1}{8}$)
CIRCLING	1180-1	556 (600-1)	1320-2 696 (700-2)	1500-2 $\frac{3}{4}$ 876 (900-2 $\frac{3}{4}$)



DETROIT, MICHIGAN

Amdt 1 26DEC24

42°25'N-83°01'W

COLEMAN A YOUNG MUNI (DET)

RNAV (GPS) RWY 15

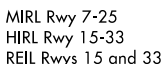
EC-1, 03 SEP 2026 to 29 OCT 2026

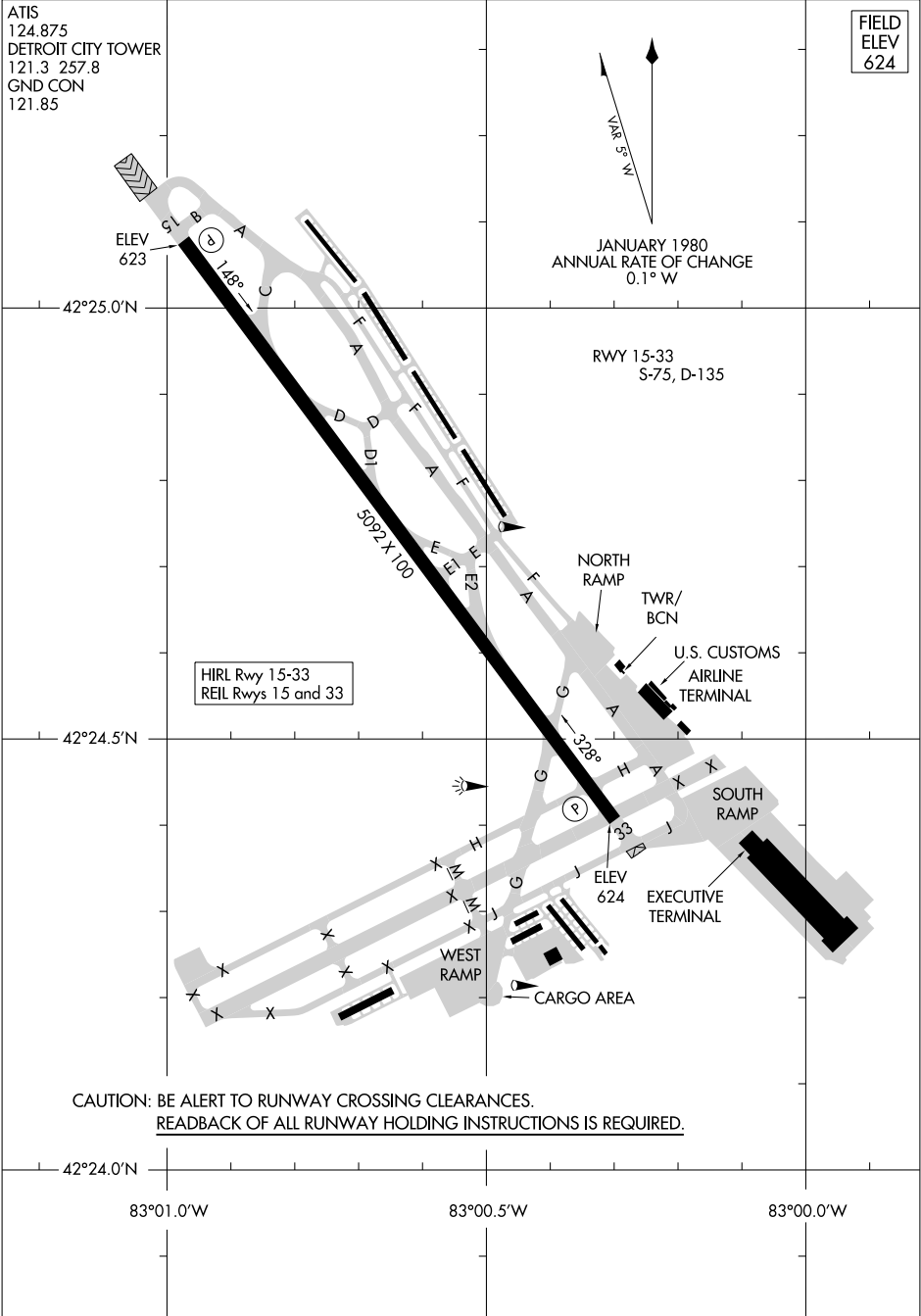
25331

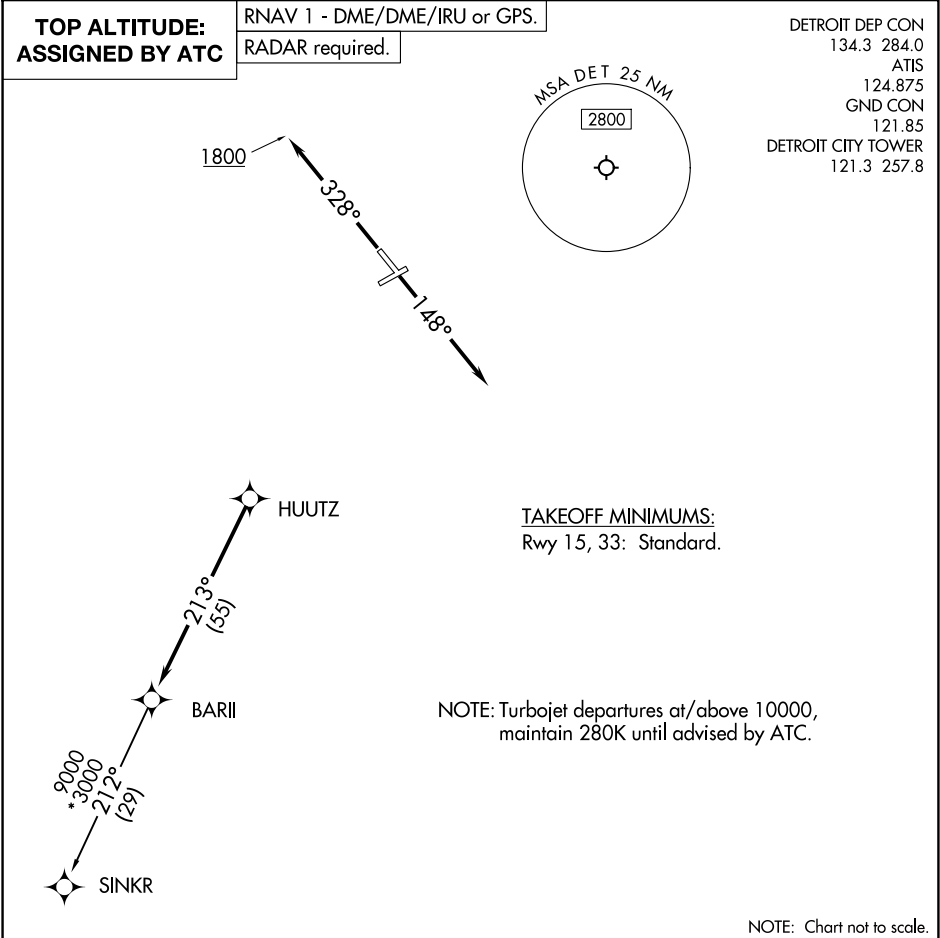
RNAV (GPS) RWY 33
COLEMAN A YOUNG MUNI (DET)

MISSED APPROACH: Climb to 4000 direct JTSI and on track 024° to SWWAN and hold.

GND CON
121.85







DEPARTURE ROUTE DESCRIPTION

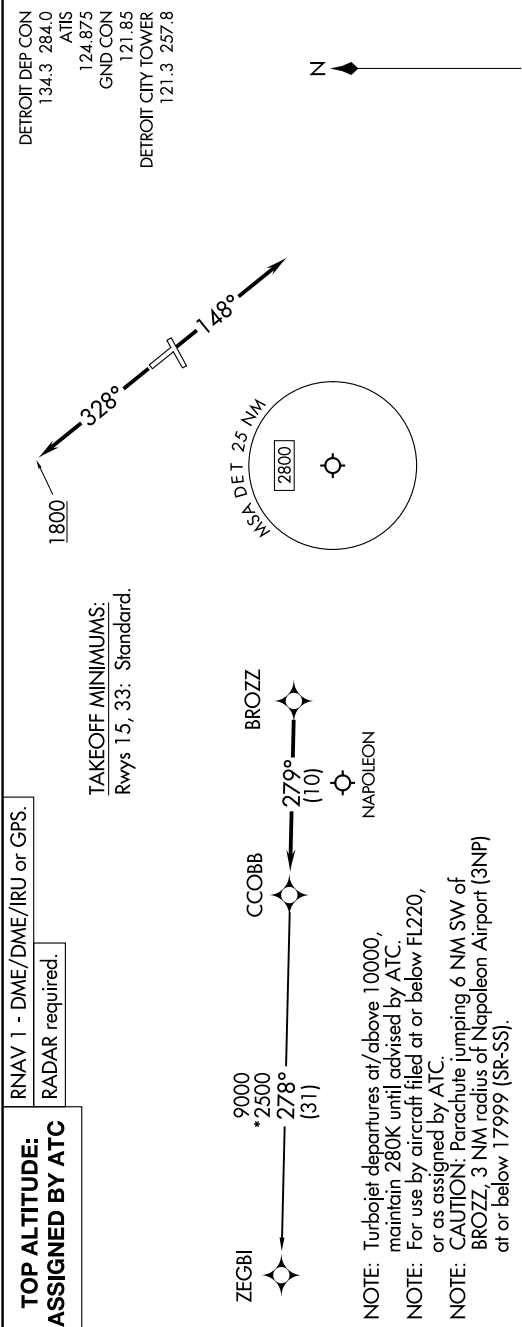
TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC, thence....

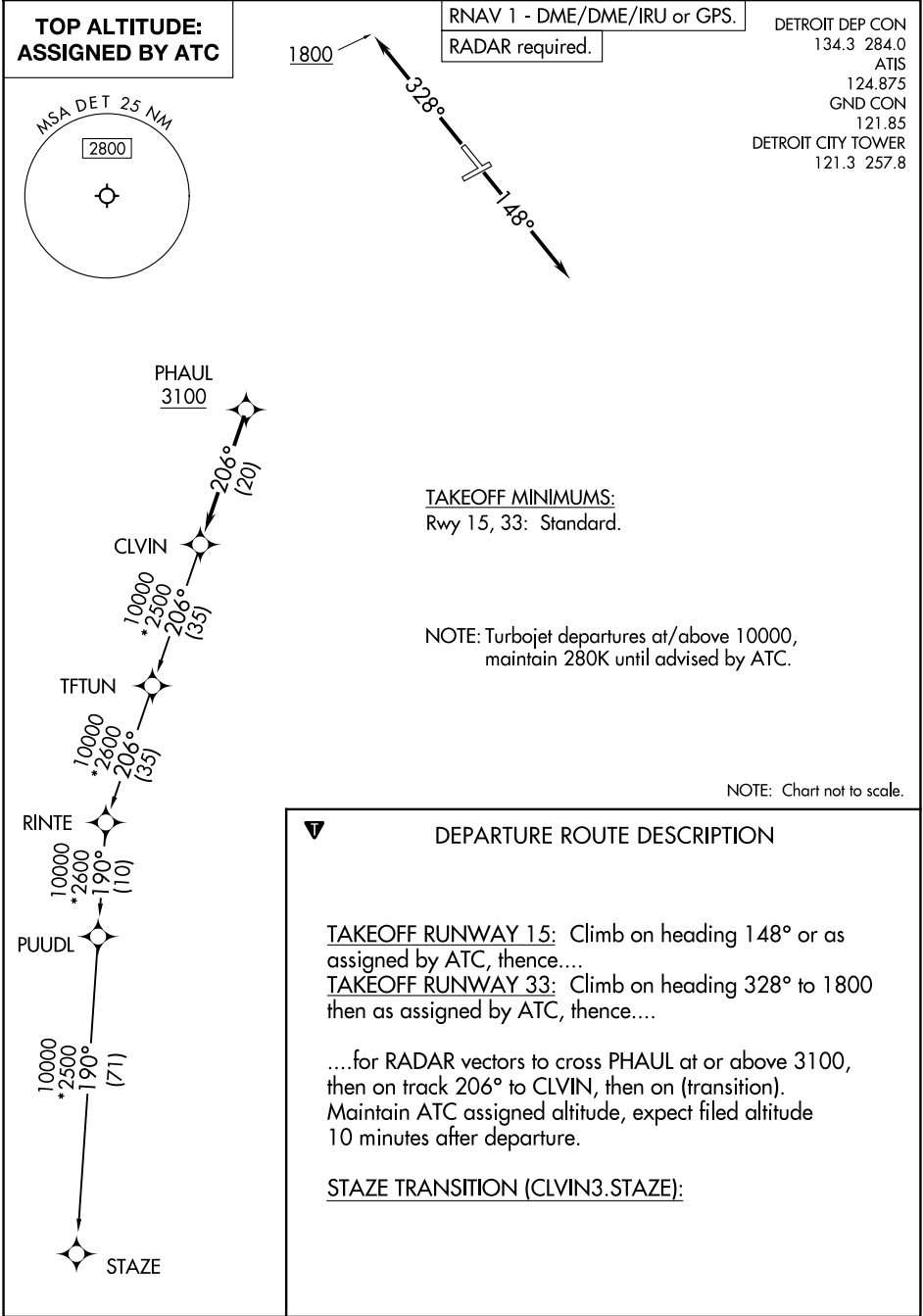
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC, thence....

....for RADAR vectors to HUUTZ, then on track 213° to BARII, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

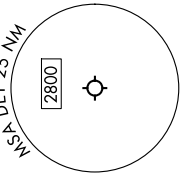
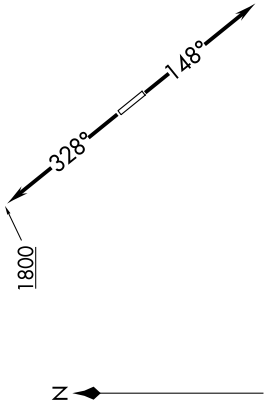
SINKR TRANSITION (BARI3.SINKR):

EC-1, 03 SEP 2026 to 29 OCT 2026





DETROIT DEP CON
134.3 284.0
ATIS
124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8



RNAV-1 DME/DME/IRU or GPS.

RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

HHOWE FOUR DEPARTURE (RNAV)
(HHOWE4.HHOWE) 16MAY24

HHOWE FOUR DEPARTURE (RNAV) AL-118 (FAA)

COLEMAN A YOUNG MUNI (DET)
DETROIT, MICHIGAN

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.
NOTE: BROKK TRANSITION: For use by flights filed
at or below FL270, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwy 15, 33: Standard.

NOTE: Chart not to scale.

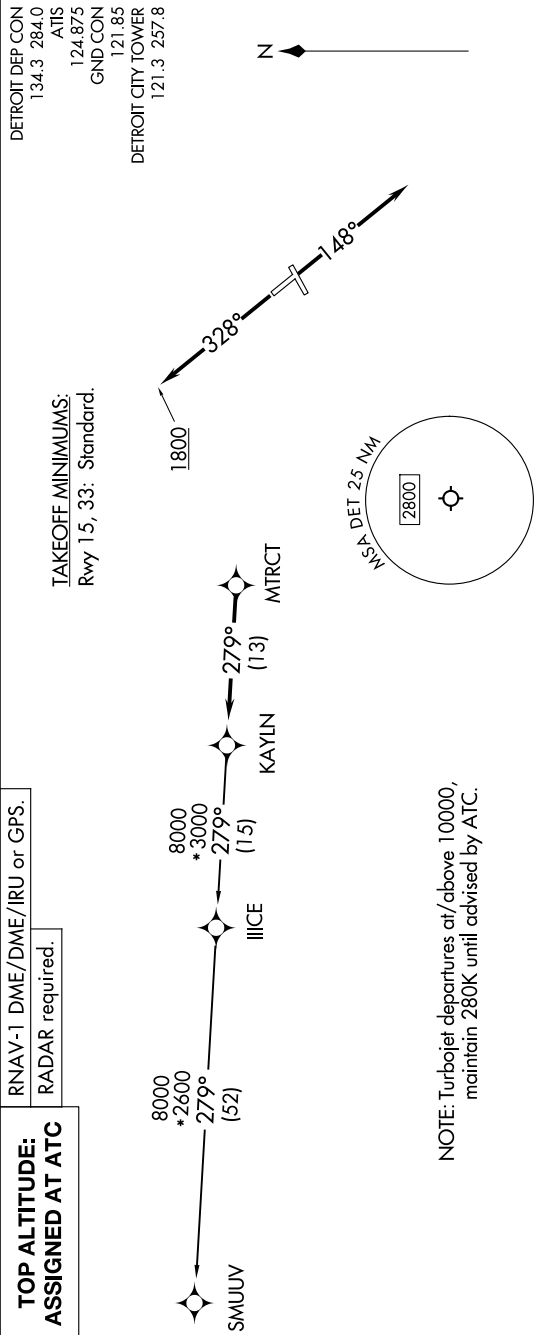
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned thence....

....For RADAR vectors to cross MALTB at or above 2200, then on track 094° to HHOWE, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BROKK TRANSITION (HHOWE4.BROKK):
LNCON TRANSITION (HHOWE4.LNCON):

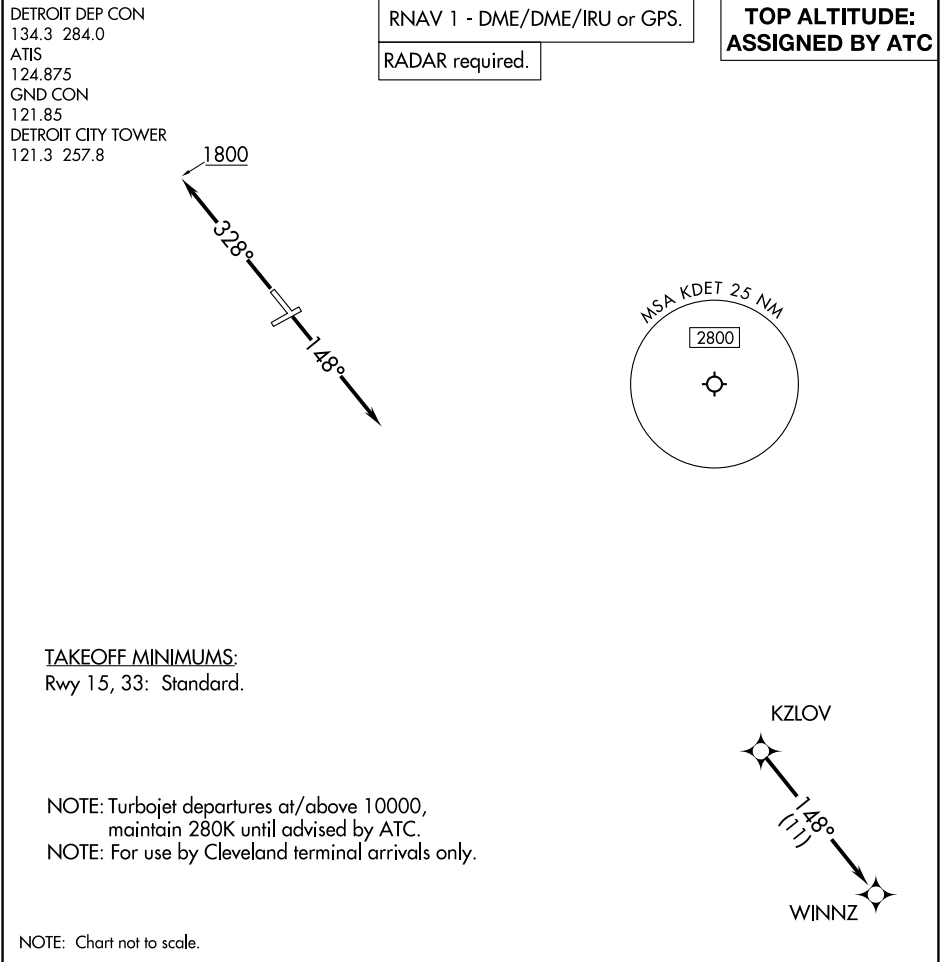
DETROIT, MICHIGAN
COLEMAN A YOUNG MUNI (DET)



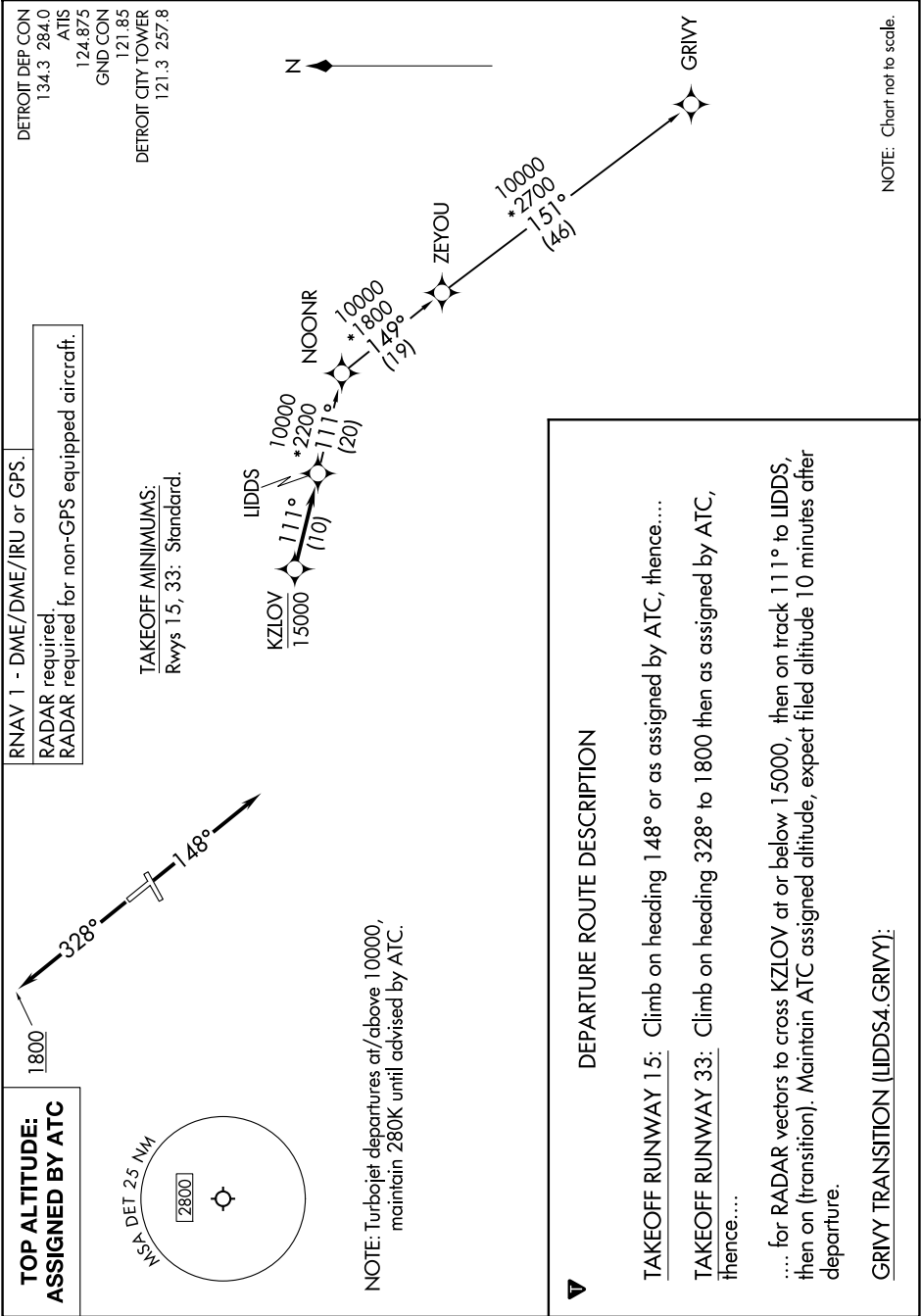
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC, thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC, thence....
....for RADAR vectors to MTRCT, then on track 279° to KAYLN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
SMUUV TRANSITION (KAYLN3.SMUUV):



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAY 15:</u> Climb on heading 148° or as assigned by ATC, thence.... <u>TAKEOFF RUNWAY 33:</u> Climb on heading 328° to 1800 then as assigned by ATC, thence.... for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.



METRO FOUR DEPARTURE

ATIS 124.875
GND CON
121.85
DETROIT CITY T
121.3 257.8

TAKEOFF MINIMUMS
Rwys 15, 33: Standard.

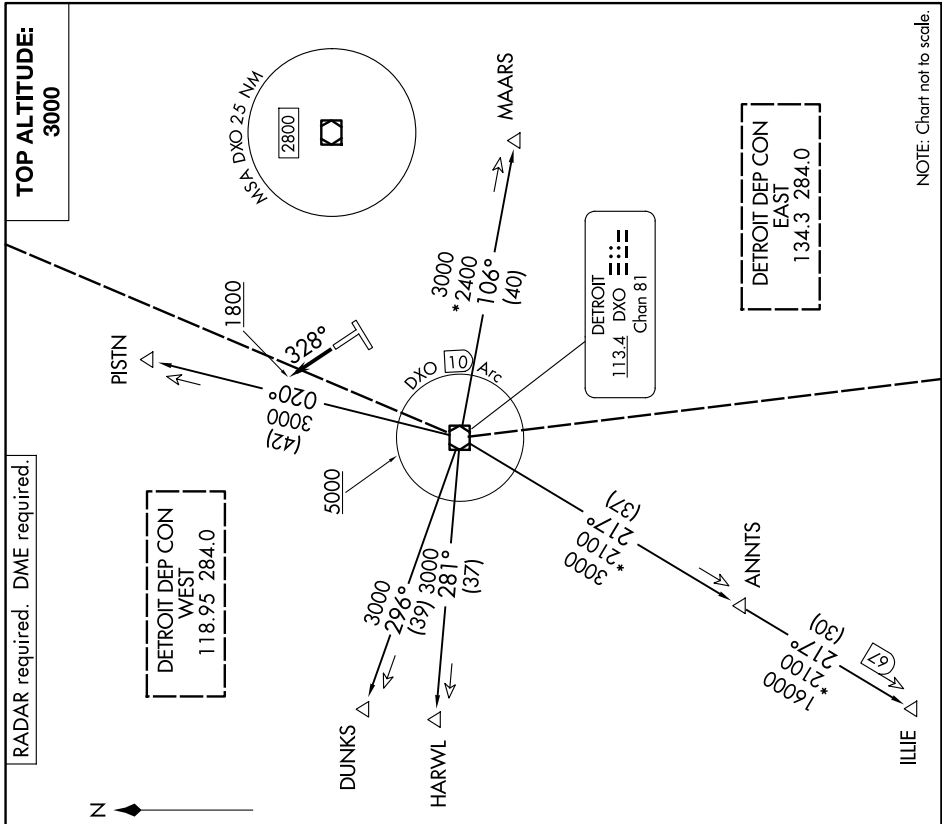
NOTE: For use by non-RNAV equipped aircraft only.
NOTE: When using this departure, file the appropriate depicted departure fix and route. Aircraft over HARVJ must file FL220 and below. Aircraft landing Cleveland (CLE) must file MAARS transition. Turbjet departures at/above 10000, maintain 280K until advised by ATC. If unable, advise ATC prior to departure.

SPECIAL INSTRUCTIONS:

For appropriate departure control frequency, see graphic. Use frequency depicted within the sector where first manavaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).

(CONTINUED ON FOLLOWING PAGE)

EC-1, 03 SEP 2026 to 29 OCT 2026



NOTE: Chart not to scale.

METRO FOUR DEPARTURE

(METRO4.DXO) 05SEP24

DETROIT, MICHIGAN

COLEMAN A YOUNG MUNI (DET)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on assigned heading, thence....
TAKEOFF RUNWAY 33: Climb heading 328° to 1800, then on assigned heading, thence....

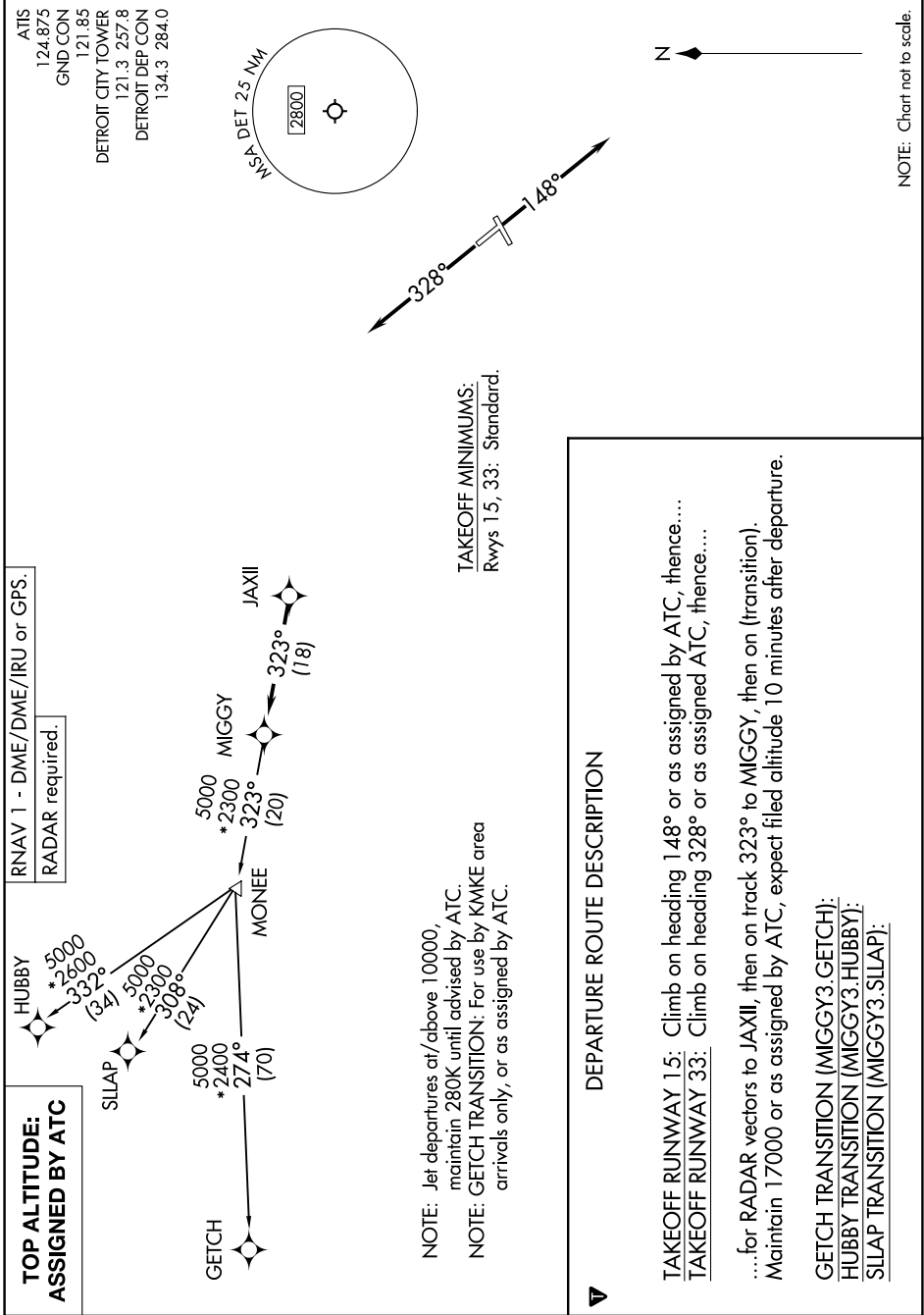
.....maintain ATC assigned altitude for RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. When ATC assigned altitude is at or above 5000, cross DXO 10 DME Arc at or above 5000 for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

DUNKS TRANSITION (METRO4.DUNKS): From over DXO VOR/DME on DXO R-296 to DUNKS.
HARWL TRANSITION (METRO4.HARWL): From over DXO VOR/DME on DXO R-281 to HARWL.
ILLIE TRANSITION (METRO4.ILLIE): From over DXO VOR/DME on DXO R-217 to ILLIE.
MAARS TRANSITION (METRO4.MAARS): From over DXO VOR/DME on DXO R-106 to MAARS.
PISTN TRANSITION (METRO4.PISTN): From over DXO VOR/DME on DXO R-020 to PISTN.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



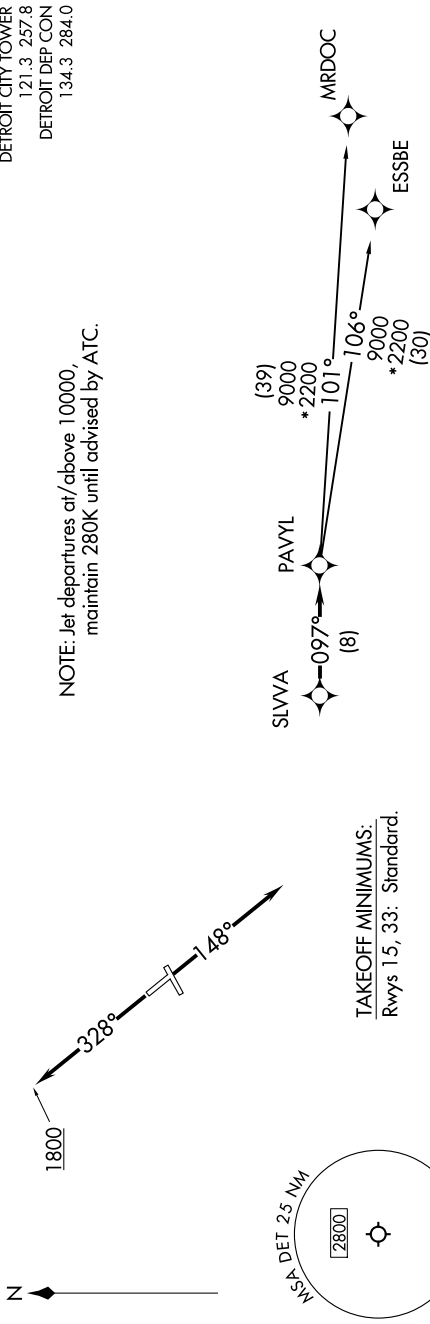
TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

(PAVYL3.PAVYL) 24137
PAVYL THREE DEPARTURE (RNAV)

AL-118 (FAA)

COLEMAN A YOUNG MUNI (DET)
DETROIT, MICHIGAN



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC, thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC, thence....

.... for RADAR vectors to SLVVA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

PAVYL THREE DEPARTURE (RNAV)
(PAVYL3.PAVYL) 16MAY24

DETROIT, MICHIGAN
COLEMAN A YOUNG MUNI (DET)

**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV-1 DME/DME/IRU or GPS.

RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC, then...
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC, then...

.....for RADAR vectors to JWELS, then on track 218° to SNDRS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BGHT TRANSITION (SNDRS3.BGHT):

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: TORRR Transition: For use by KIND and KCVG area arrivals only and flights filed at or below FL220, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.

Rwys 15, 33: Standard.

NOTE: Chart not to scale.

DETROIT DEP CON
134.3 284.0
ATIS
124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8

A diagram showing a line with a point. A vertical line segment is labeled 1800. A horizontal line segment is labeled 148. The angle between the vertical segment and the horizontal segment is 328°.

WSA DET 25 NM

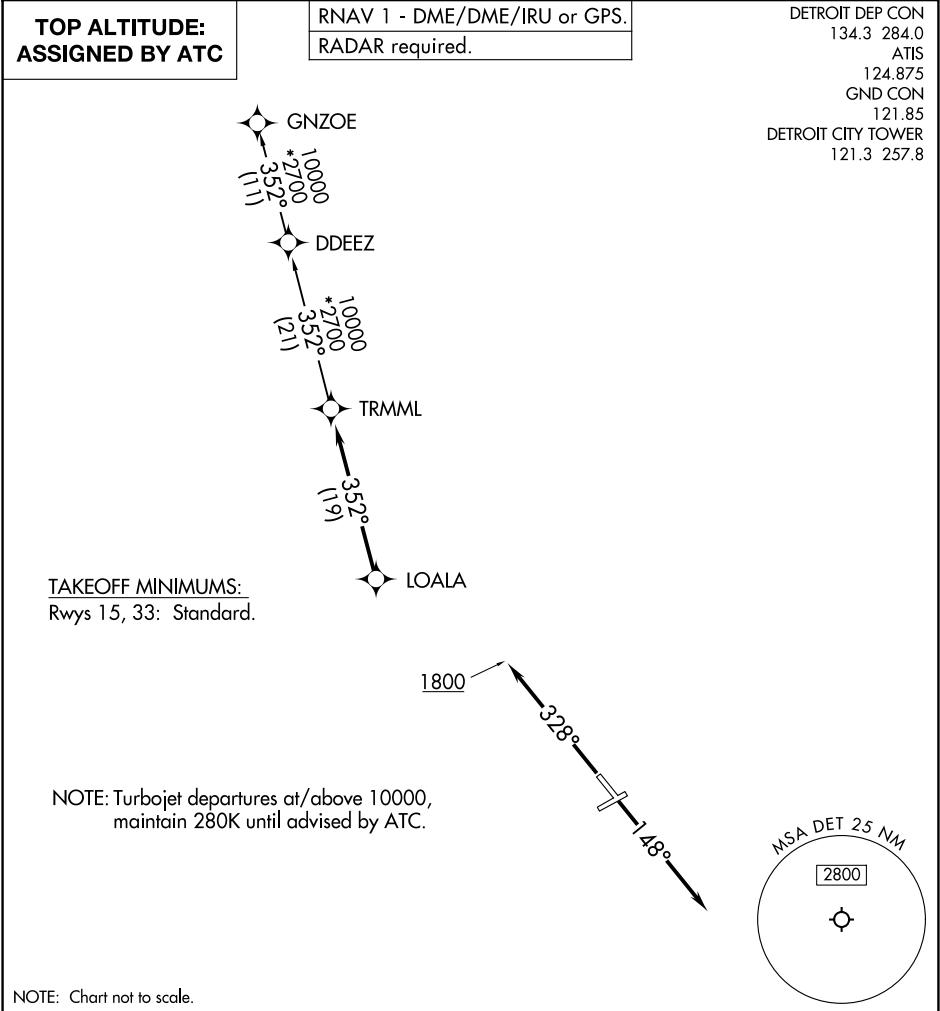
800

SNDRS THREE DEPARTURE (RNAV)

(SNDRS3.SNDRS) 16MAY24

DETROIT, MICHIGAN

COLEMAN A YOUNG MUNI (DET)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC,
thence....

TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC,
thence....

....for RADAR vectors to LOALA, then on track 352° to TRMML, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GNZOE TRANSITION (TRMML4.GNZOE):

(ZETTR4.ZETTR) 24137

ZETTR FOUR DEPARTURE (RNAV)

AL-118 (FAA)

COLEMAN A YOUNG MUNI (DET)

DETROIT, MICHIGAN

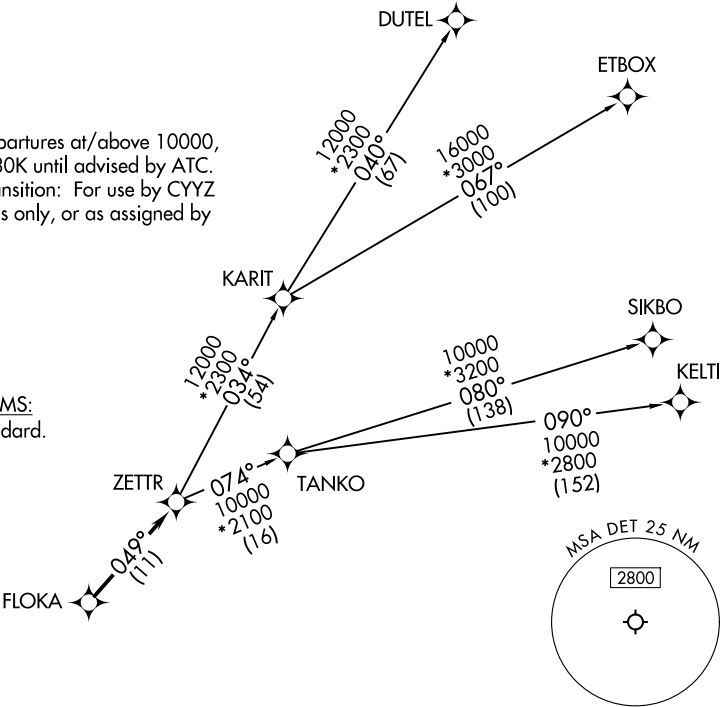
DETROIT DEP CON
134.3 284.0
ATIS
124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: TANKO Transition: For use by CYYZ area arrivals only, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned by ATC, thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1800 then as assigned by ATC, thence....

....for RADAR vectors to FLOKA, then on track 049° to ZETTR, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

- DUTEL TRANSITION (ZETTR4.DUTEL):
- ETBOX TRANSITION (ZETTR4.ETBOX):
- KELTI TRANSITION (ZETTR4.KELTI):
- SIKBO TRANSITION (ZETTR4.SIKBO):
- TANKO TRANSITION (ZETTR4.TANKO):

NOTE: Chart not to scale.

ZETTR FOUR DEPARTURE (RNAV)
(ZETTR4.ZETTR) 16MAY24

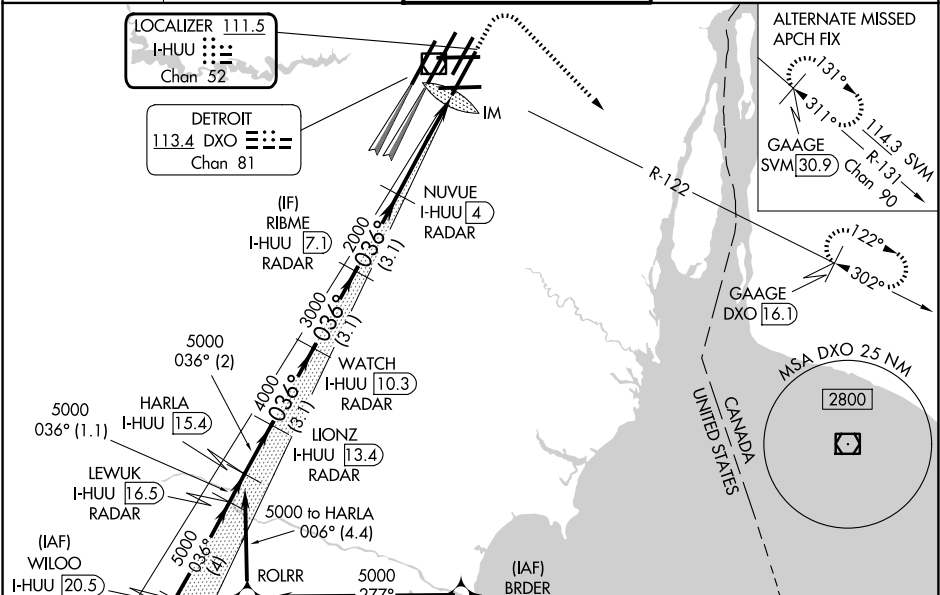
DETROIT, MICHIGAN
COLEMAN A YOUNG MUNI (DET)

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy Ldg 10001 TDZE 633 Apt Elev 645
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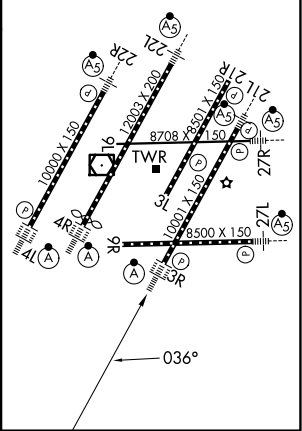
ILS or LOC RWY 3R
DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS. MERCA and BRDER: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.	ALS-F2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.
Simultaneous approach authorized. DME required.		

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645	TDZE 633
HIRL all Rwy's REIL Rwy's 3L, 9L, 9R and 21R TDZL/RCLS Rwy's 3R, 4L, 4R and 22R	



HARLA I-HUU 15.4 LIONZ I-HUU 13.4 WATCH I-HUU 10.3 RIBME I-HUU 7.1 NUVUE I-HUU 4.0 GAAGE DXO 16.1				
5000 036° 5000 4000 3000 2000 1100 4000 DXO R-122 GAAGE DXO 16.1				
GS 3.00° VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 70).				
2 NM 3.1 NM 3.1 NM 3.1 NM 2.9 NM 1.1 0.1				
CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-1/2)			
S-LOC 3R	1080/24	447 (500-1/2)	1080/45	447 (500-7/8)
CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1 1/2)	1240-2 595 (600-2)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

LOC/DME I-DTW 110.7	APP CRS 036°	Rwy Ldg TDZE Apt Elev	11494 640 645
Chan 44			

ILS or LOC RWY 4R
DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS.

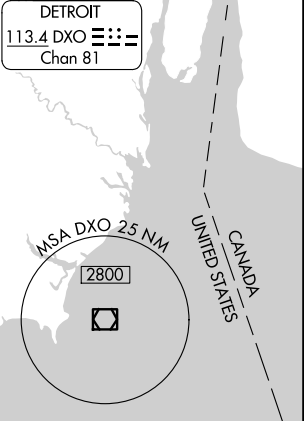
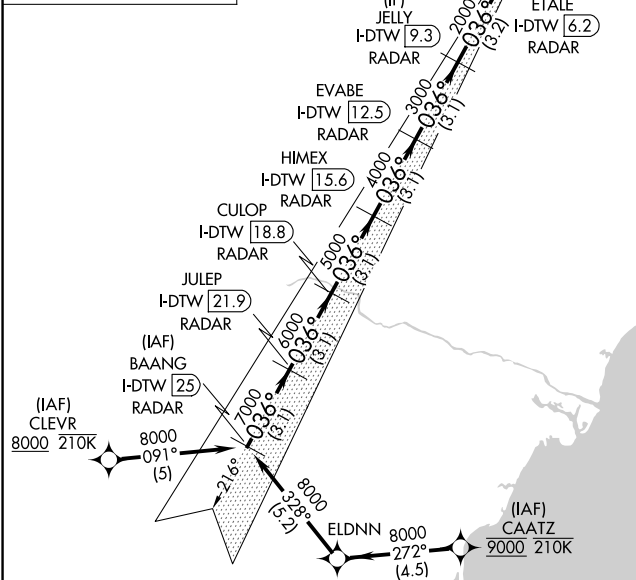
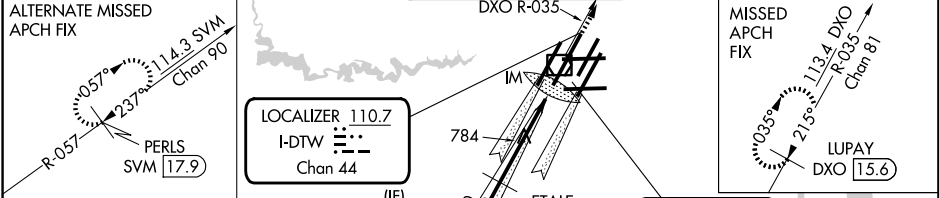
CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 4R
Cat C/D visibility to RVR 6000.

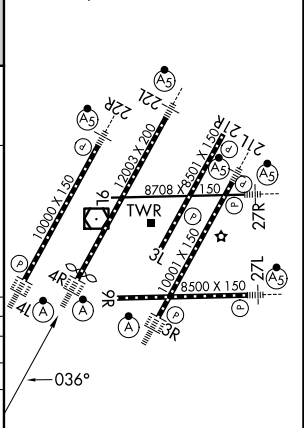
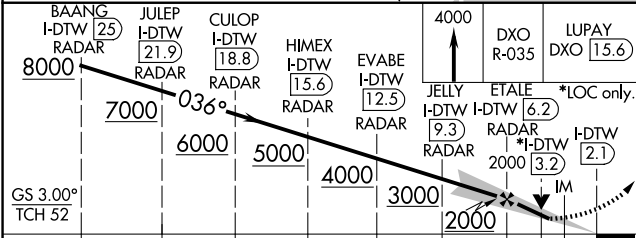


MISSED APPROACH: Climb
to 4000 on DXO VOR/DME
R-035 to LUPAY/DXO VOR/
DME/15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645	D	TDZE 640
TDZL/RCLS Rwy 3R, 4L, 4R and 22R REIL Rwy 3L, 9L, 9R and 21R HIRL all Rwy		



CATEGORY	A	B	C	D
S-ILS 4R	840/18 200 (200-1/2)			
S-LOC 4R	1040/24	400 (400-1/2)	1040/35	400 (400-5/8)
CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1 1/2)	1240-2 595 (600-2)

DETROIT, MICHIGAN
Amdt 19A 13SEP18

DETROIT METRO WAYNE COUNTY (DTW)
ILS or LOC RWY 4R

42°13'N-83°21'W

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EJR 111.5 Chan 52	APP CRS 216°	Rwy Ldg TDZE 632 Apt Elev 645
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ILS or LOC RWY 21L
DETROIT METRO WAYNE COUNTY (DTW)

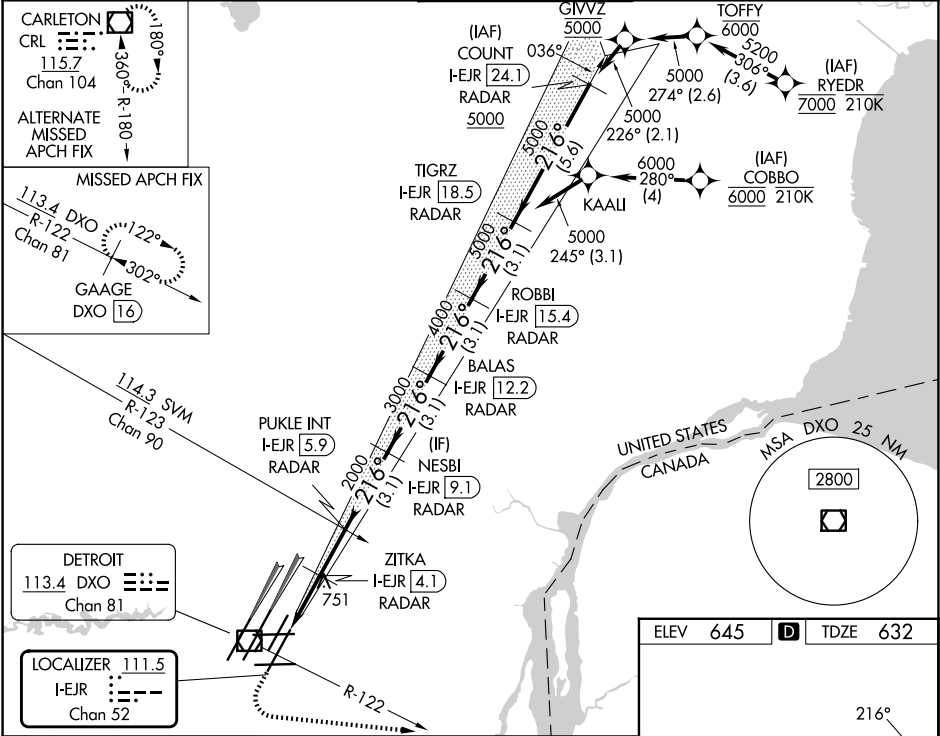
From RYEDR, COBBO: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.



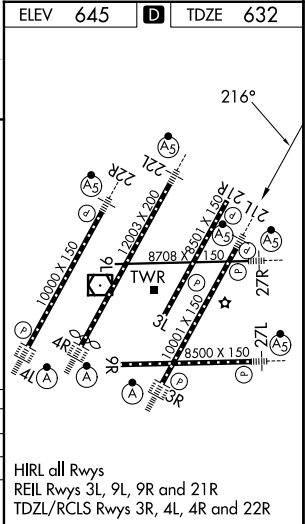
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold, continue climb-in-hold to 4000.

Simultaneous approach authorized.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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1100	4000	DXO R-122	GAAGE DXO 16	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).	TIGRZ I-EJR 18.5
*LOC only	ZITKA I-EJR 4.1	PUKLE INT I-EJR 5.9	NESBI I-EJR 9.1	BALAS I-EJR 12.2	ROBBI I-EJR 15.4
I-EJR 1.8	I-EJR 2.8	I-EJR 4.1	I-EJR 5.9	I-EJR 9.1	I-EJR 12.2
1 NM	1.3 NM	1.8 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
S-ILS 21L **	832/24 200 (200-½)				
S-LOC 21L	1020/24	388 (400-½)	1020/35	388 (400-½)	
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)	



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

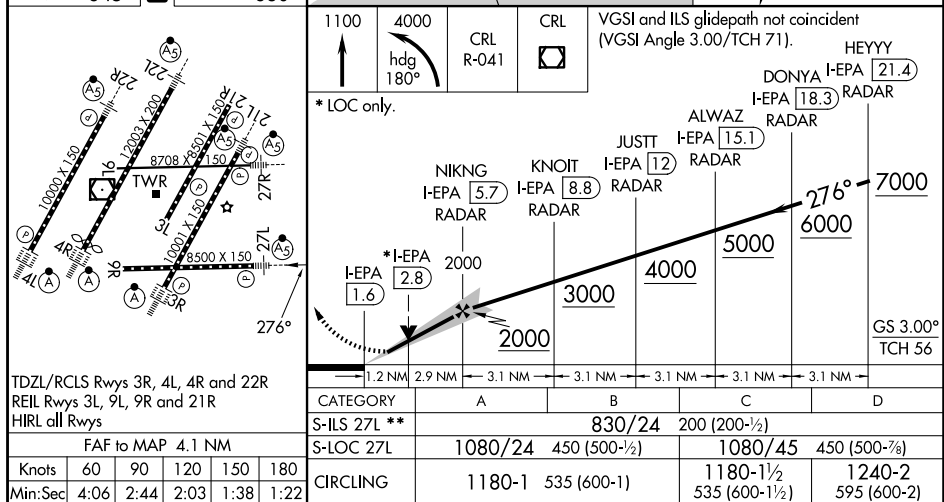
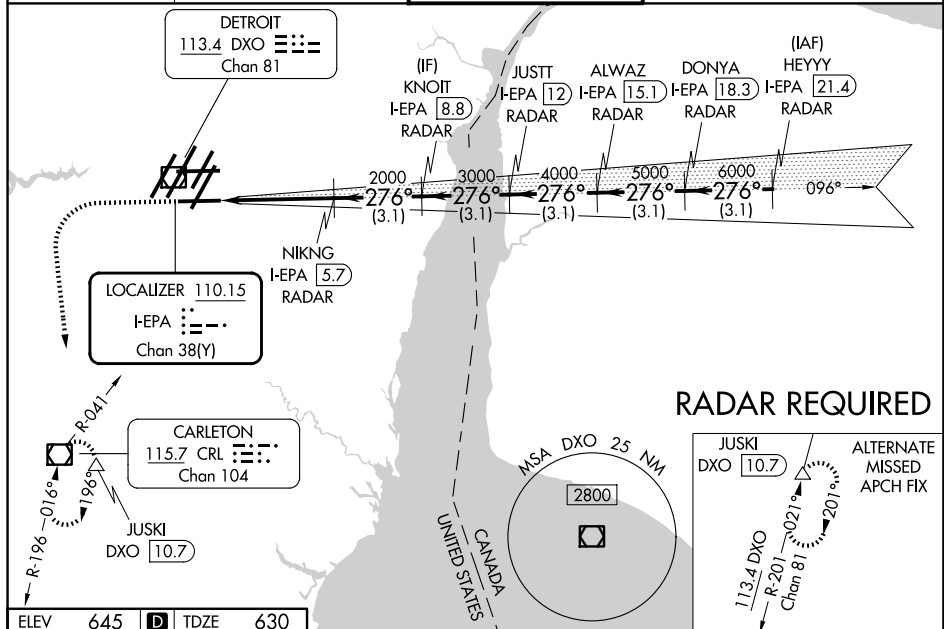
42°13'N-83°21'W

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 27L
DETROIT METRO WAYNE COUNTY (DTW)

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.75 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1. 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

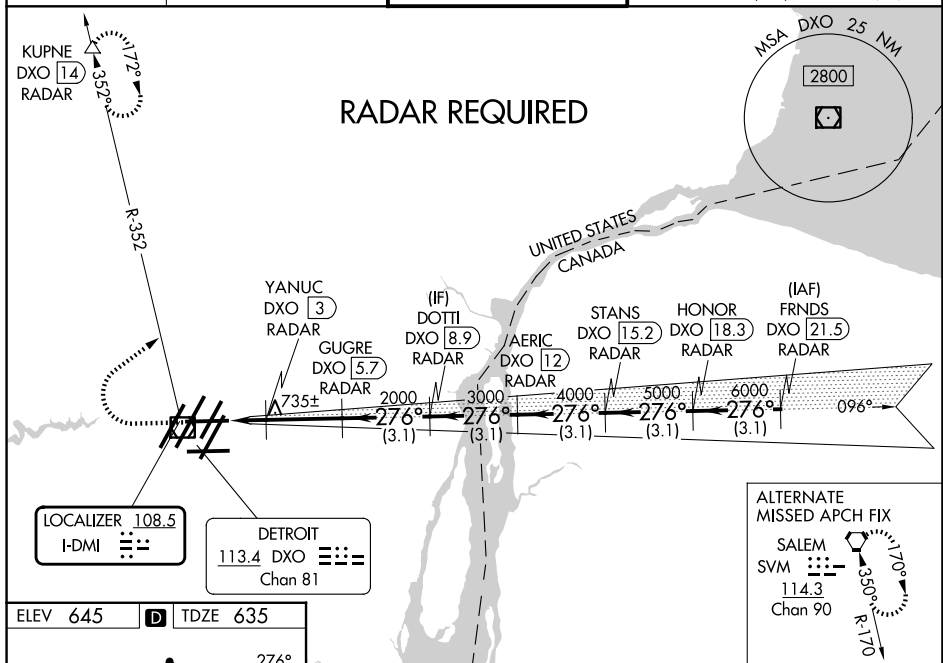
LOC I-DMI 108.5	APP CRS 276°	Rwy Ldg TDZE Apt Elev	8708 635 645
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ILS or LOC RWY 27R

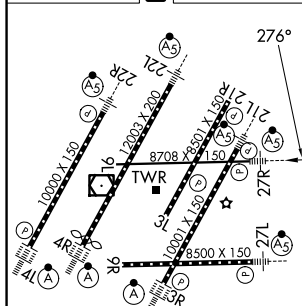
DETROIT METRO WAYNE COUNTY (DTW)

▼ DME or RADAR required. Simultaneous approach authorized. DME from DXO VOR/DME. Simultaneous reception of I-DMI and DXO DME required. For inop ALS, increase S-LOC 27R Cats C and D visibility to RVR 5500. ** 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 on DXO VOR/DME R-352 to KUPNE/DXO 14 DME/RADAR and hold, continue climb-in-hold to 4000.
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D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645	D	TDZE 635
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TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

DETROIT, MICHIGAN

Amdt 13 10NOV16

1100	4000	KUPNE DXO R-352	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).	FRNDS DXO 21.5
*LOC only.				
1100	4000	2000	3000	4000
1.4 NM	2.7 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D
S-ILS 27R	** 835/24 200 (200-½)			
S-LOC 27R	1000/24	365 (400-½)	1000/35	365 (400-¾)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-½)	1240-2 595 (600-2)

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

ILS or LOC RWY 27R

LOC/DME I-HJT 111.95 Chan 56(Y)	APP CRS 036°	Rwy Ldg TDZE Apt Elev 10000 645 645
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ILS Z or LOC RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

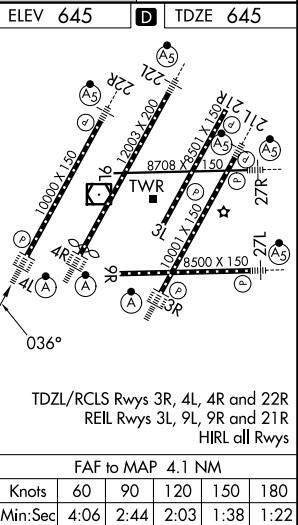
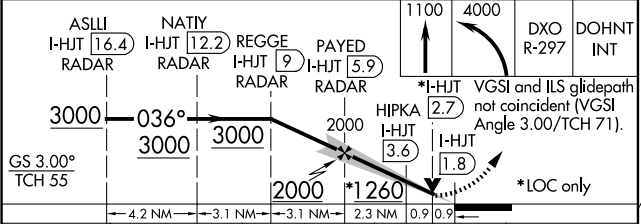
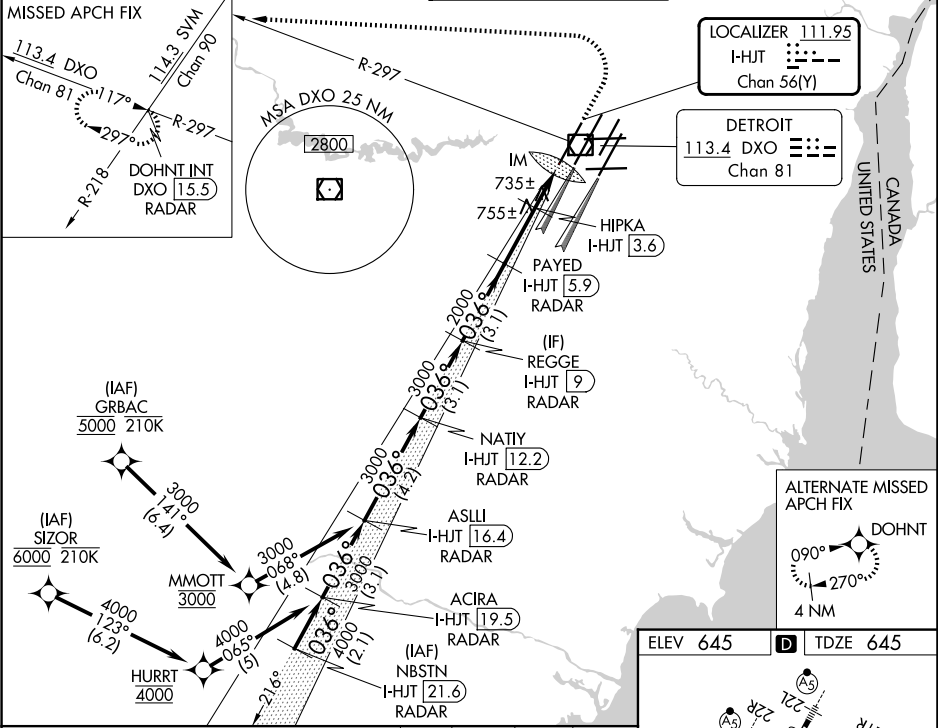
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.



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.

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1260/24	615 (700-½)	1260-1¾	615 (700-1¾)
CIRCLING	1260-1	615 (700-1)	1260-1¾	615 (700-2)
HIPKA FIX MINIMUMS (DME REQUIRED)				
S-LOC 4L	1000/24	355 (400-½)	1000/30	355 (400-¾)
CIRCLING	1180-1	535 (600-1)	1180-1½	595 (600-2)

DETROIT METRO WAYNE COUNTY (DTW)
ILS Z or LOC RWY 22R

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-ALA 111.75 Chan 54 (Y)	APP CRS 038°	Rwy Ldg TDZE Apt Elev 10000 645 645	ILS Y RWY 4L DETROIT METRO WAYNE COUNTY (DTW)
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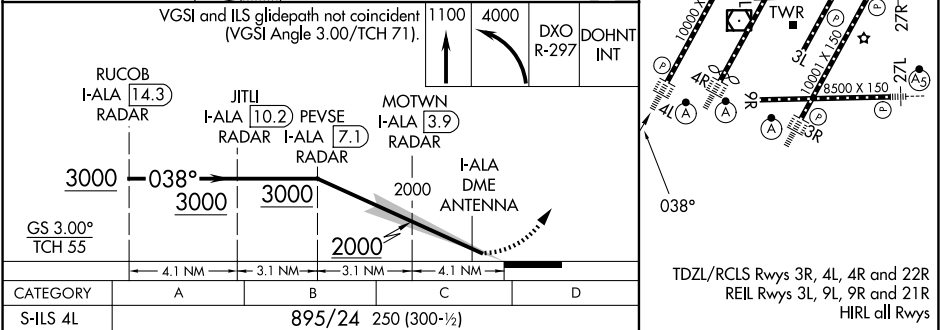
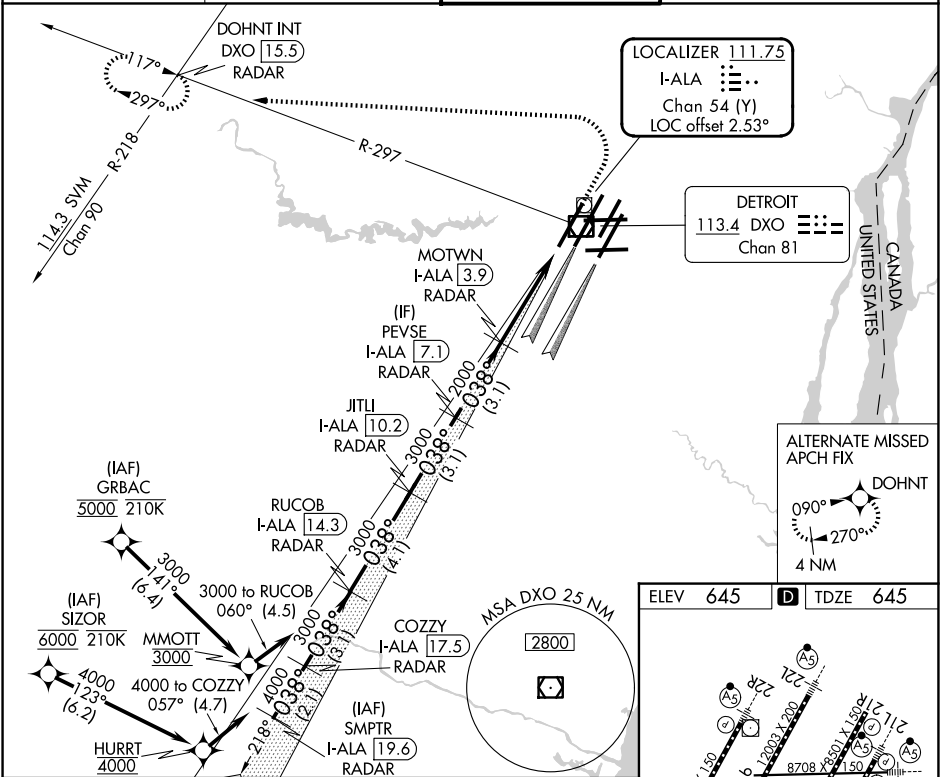
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

ALSF-2

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.

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

LOC/DME I-BZB 111.75 Chan 54 (Y)	APP CRS 213°	Rwy Ldg TDZE Apt Elev	10000 642 645
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ILS Y RWY 22R

DETROIT METRO WAYNE COUNTY (DTW)

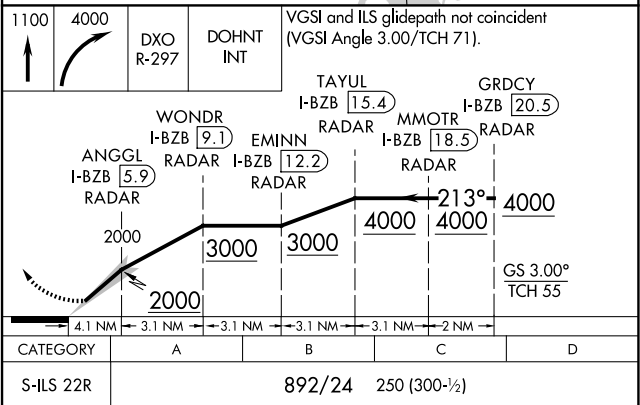
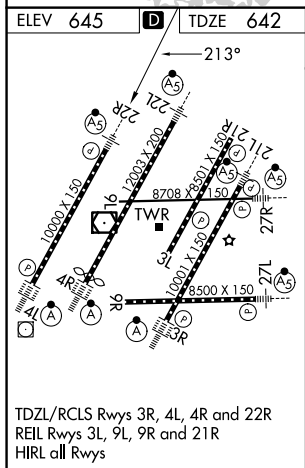
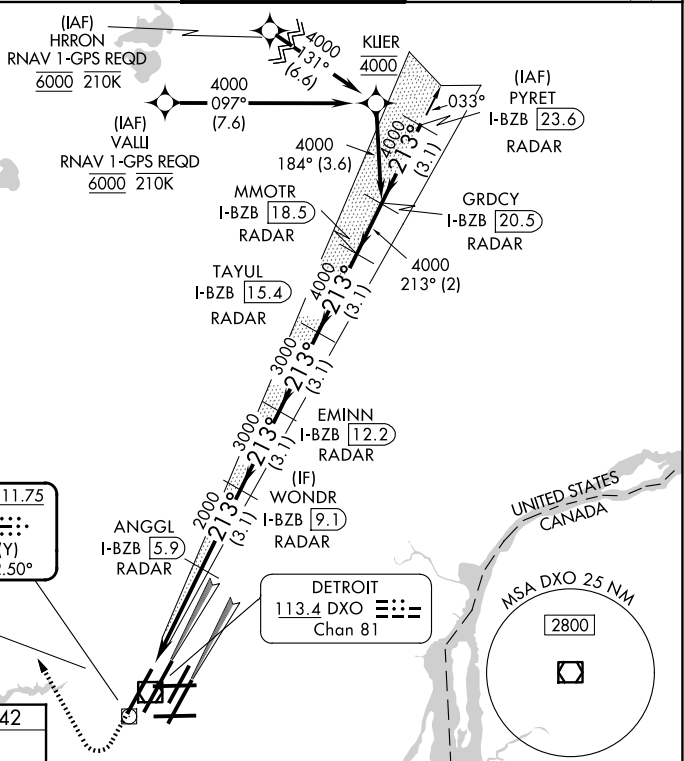
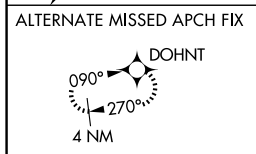
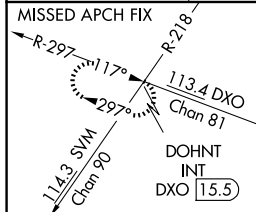
RNAV 1-GPS, HRRON and VALLI: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.



MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

Simultaneous approach authorized.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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DETROIT, MICHIGAN
Amdt 1B 30JAN20

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
ILS Y RWY 22R

EC-1, 03 SEP 2026 to 29 OCT 2026

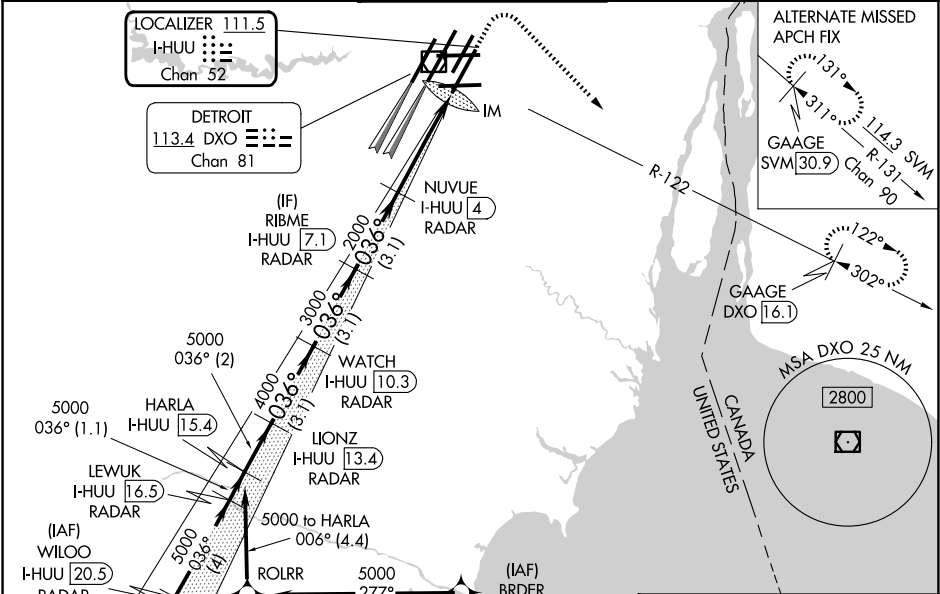
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy Ldg 10001 TDZE 633 Apt Elev 645
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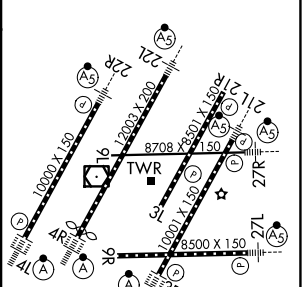
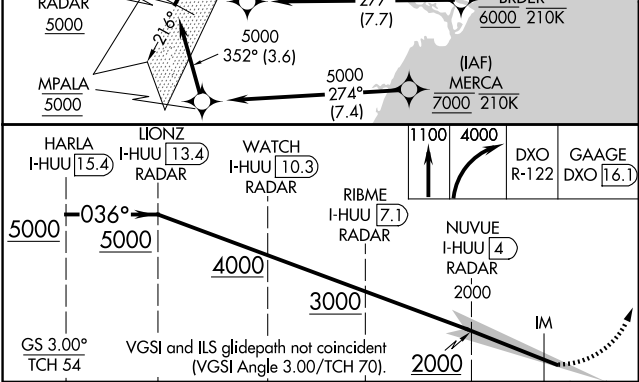
ILS RWY 3R (SA CAT I)
DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.
MERCA and BRDER: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.		
Simultaneous approach authorized. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645	D	TDZE 633
HIRL all Rwys REIL Rws 3L, 9L, 9R and 21R TDZL/RCLS Rws 3R, 4L, 4R and 22R		



CATEGORY	A	B	C	D
S-ILS 3R	RA 153/14 150 DA 783			
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

LOC/DME I-DTW 110.7	APP CRS 036°	Rwy Ldg TDZE Apt Elev	11494 640 645
Chan 44			

ILS RWY 4R (SA CAT I) **DETROIT METRO WAYNE COUNTY (DTW)**

RNAV 1-GPS.

CLEVR, CAATZ and ELDNN: 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.

Simultaneous approach authorized.

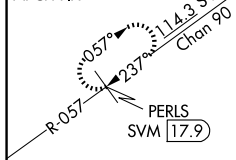
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSIF-2



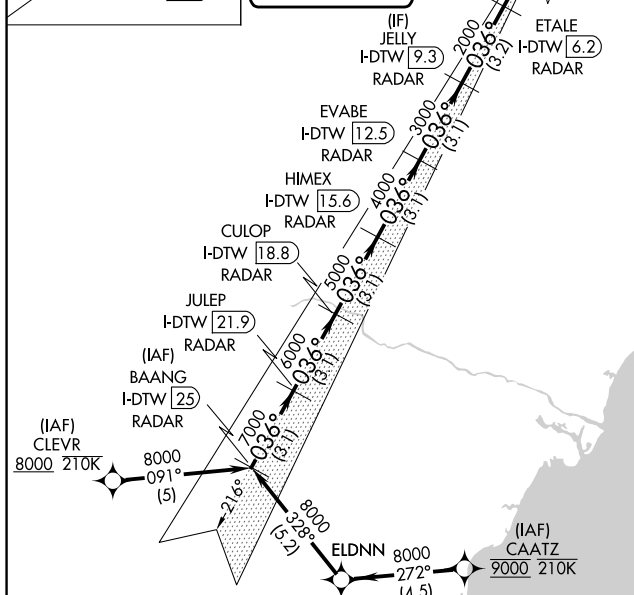
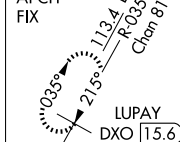
MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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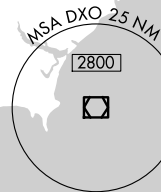
ALTERNATE MISSED
APCH FIX

LOCALIZER 110.7
I-DTW
Chan 44

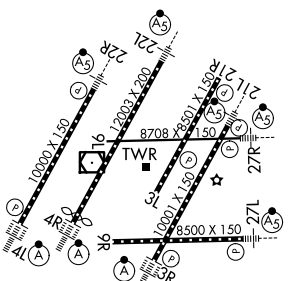
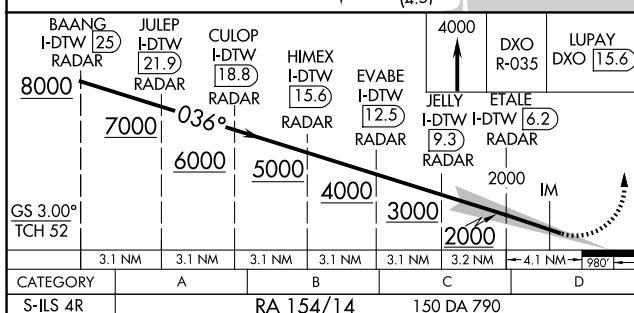
DXO R-035

MISSED
APCH
FIX

DETROIT
113.4 DXO
Chan 81

ELEV 645 **D** TDZE 640

TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy



**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

DETROIT, MICHIGAN

Amdt 19A 13SEP18

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

ILS RWY 4R (SA CAT I)

LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy Ldg TDZE Apt Elev	12003 637 645
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ILS RWY 22L (SA CAT I)
DETROIT METRO WAYNE COUNTY (DTW)

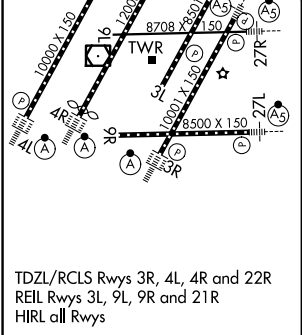
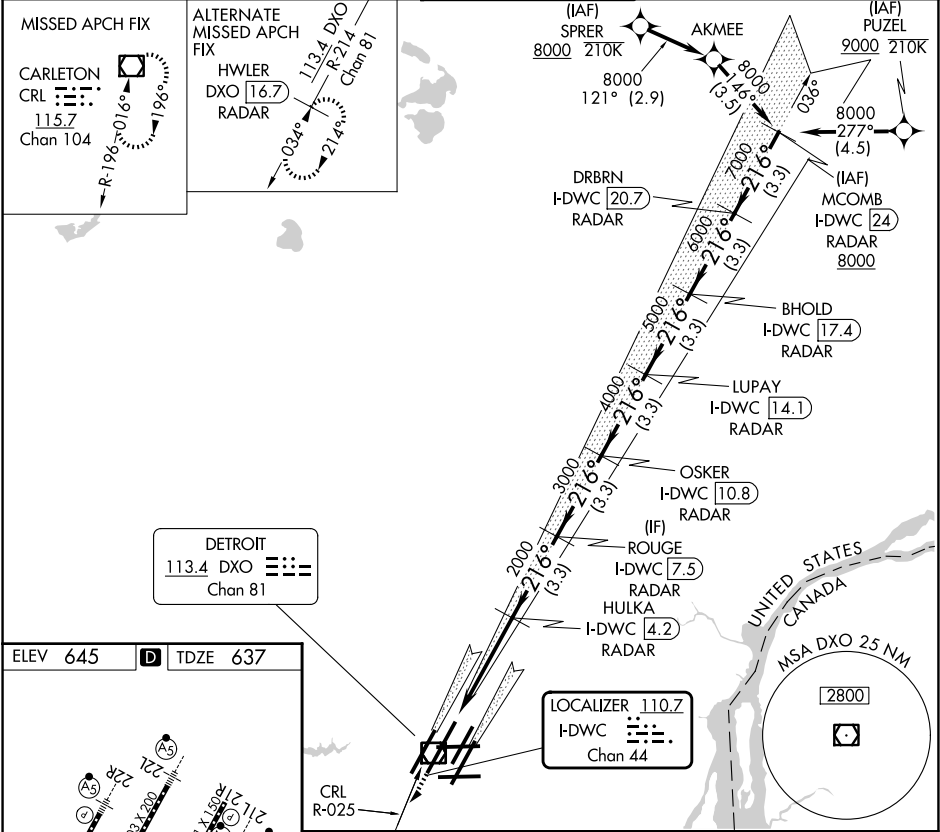
DME or RADAR required. RNAV 1-DME/DME/IRU or RADAR required for procedure entry.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MALSR
AS

MISSED APPROACH: Climb to 4000 on heading 216° and CRL VOR/DME R-025 to CRL VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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4000 hdg 216°	CRL R-025	CRL 	OSKER I-DWC 10.8 RADAR	LUPAY I-DWC 14.1 RADAR	BHOLD I-DWC 17.4 RADAR	DRBRN I-DWC 20.7 RADAR	MCOMB I-DWC 24 RADAR	
HULKA I-DWC 4.2 RADAR			ROUGE I-DWC 7.5 RADAR	216°-8000				
2000			2000	3000	4000	5000	6000	7000
GS 2.85° TCH 60								
4.3 NM			3.3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM	
CATEGORY	A		B	C		D		
S-ILS 22L	SA CAT I		RA 148/14		150 DA 787			
SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED								

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26246

LOC/DME I-EJR 111.5 Chan 52	APP CRS 216°	Rwy Ldg TDZE 632 Apt Elev 645
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ILS RWY 21L (SA CAT I & II) **DETROIT METRO WAYNE COUNTY (DTW)**

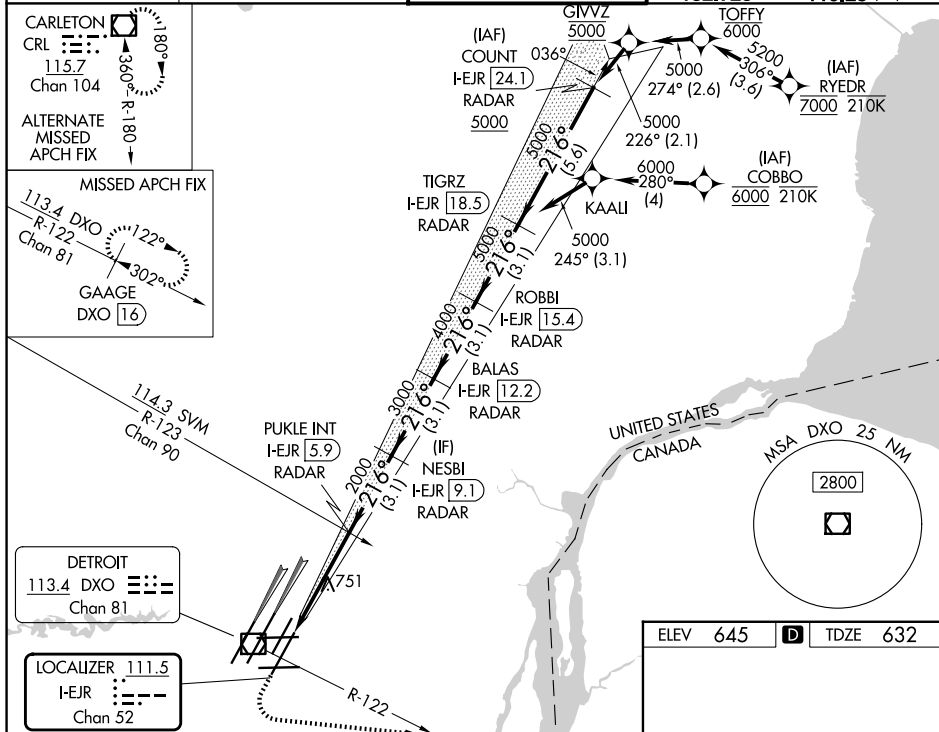
From RYEDR, COBBO: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold, continue climb-in-hold to 4000.

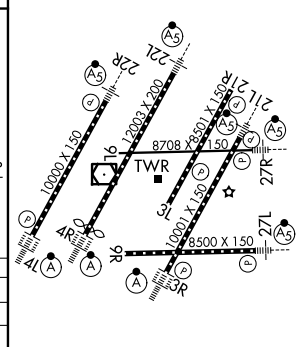
Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645 **D** TDZE 632

1100	4000	DXO R-122	GAAGE DXO 16	NESBI I-EJR 9.1 RADAR	BALAS I-EJR 12.2 RADAR	ROBBI I-EJR 15.4 RADAR	TIGRZ I-EJR 18.5 RADAR
2000	3000	4000	5000	216°	5000	GS 3.00° TCH 55	
4.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM			
CATEGORY	A	B	C	D			
S-ILS 21L	SA CAT I	RA 148/14	150	DA 782			
S-ILS 21L	SA CAT II	RA 98/12	100	DA 732			



HIRL all Rwy's
REIL Rwy's 3L, 9L, 9R and 21R
TDZL/RCLS Rwy's 3R, 4L, 4R and 22R

DETROIT, MICHIGAN

Amdt 14 10OCT19

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

ILS RWY 21L (SA CAT I & II)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

LOC/DME I-JKI 111.95	APP CRS 216°	Rwy Ldg 10000
Chan 56 (Y)		TDZE 642
		Apt Elev 645

ILS Z RWY 22R (SA CAT I & II)

DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS, HRRON and VALLI: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.

Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

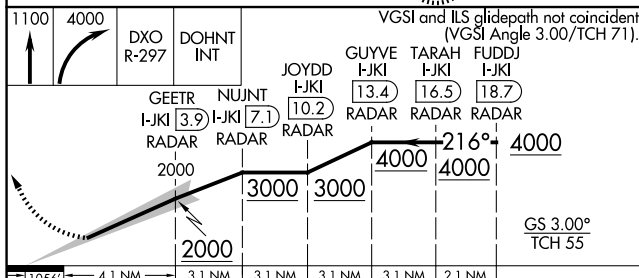
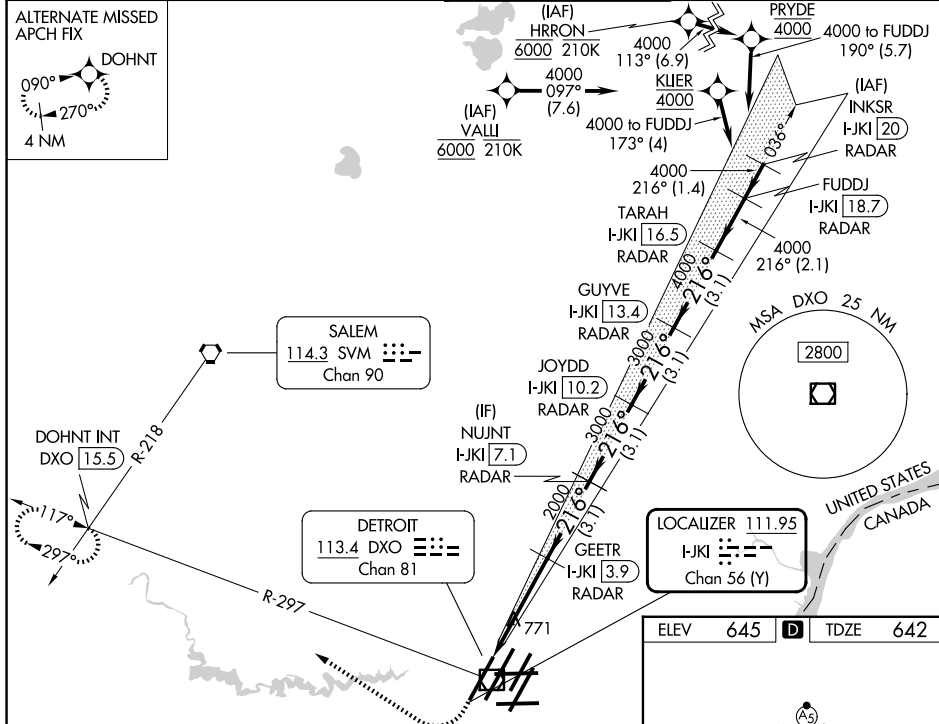
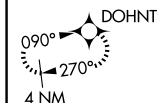


MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ALTERNATE MISSED

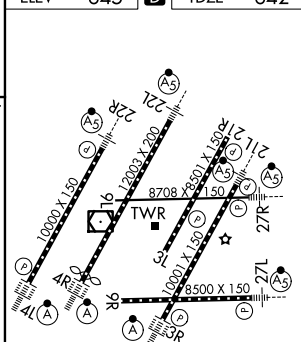
APCH FIX



CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I	RA 148/14	150 DA 792	
S-ILS 22R	SA CAT II	RA 98/12	100 DA 742	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D TDZE 642



TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy

DETROIT, MICHIGAN

Amdt 4B 30JAN20

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

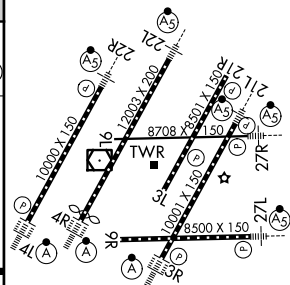
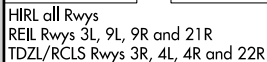
ILS Z RWY 22R (SA CAT I & II)

EC-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 3R (CAT II & III)
DETROIT METRO WAYNE COUNTY (DTW)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)



CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

DETROIT, MICHIGAN

AL-119 (FAA)

26134

LOC/DME I-DTW 110.7	APP CRS 036°	Rwy Ldg TDZE Apt Elev	11494 640 645
Chan 44			

ILS RWY 4R (CAT II & III)

DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS

CLEVR, CAATZ and ELDNN: 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.

Simultaneous approach authorized.

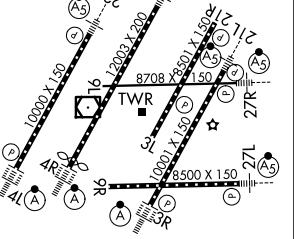
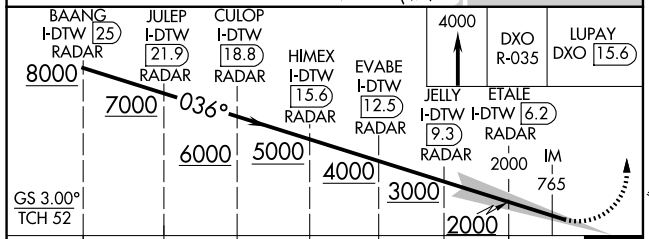
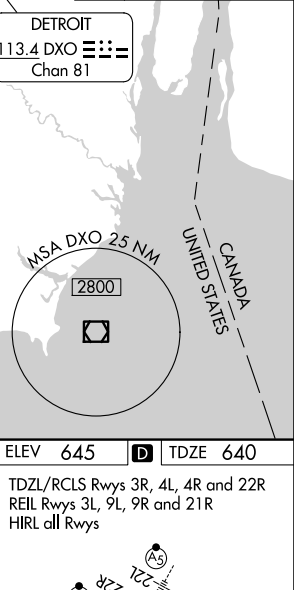
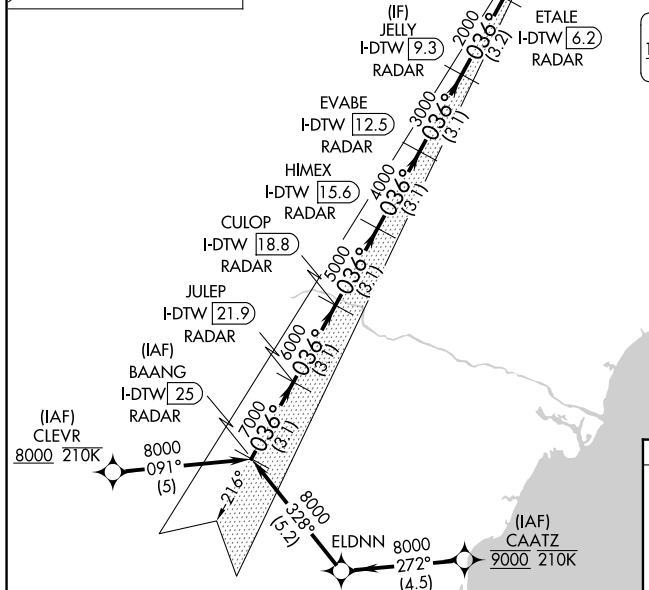
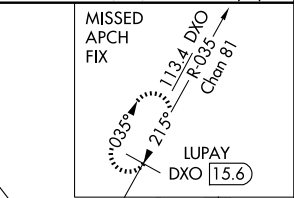
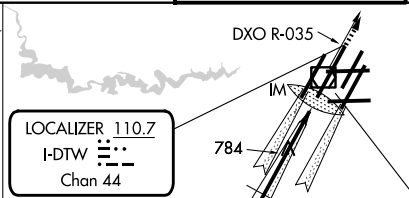
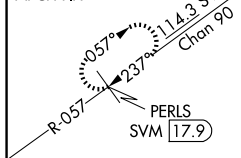
ALSF-2



MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ALTERNATE MISSED APCH FIX



CATEGORY	A	B	C	D
S-ILS 4R		CAT II RA 104/12	100 DA 740	
S-ILS 4R		CAT III	RVR 06	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DETROIT, MICHIGAN

Amdt 19A 13SEP18

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

ILS RWY 4R (CAT II & III)

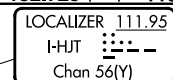
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ILS Z RWY 4L (CAT II & III)
DETROIT METRO WAYNE COUNTY (DTW)

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.

	GND	CON
121.8	(NW)	119.45 (NE)
132.725	(SW)	119.25 (SE)



DETROIT
113.4 DXO **≡ :: =**
Chan 81

ALTERNATE MISSED
APCH FIX

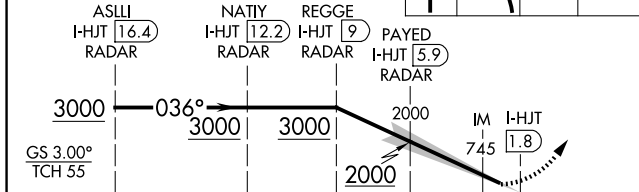
DOHNT

090°
270°

4 NM

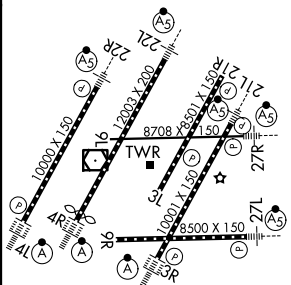
ELEV 645	D	TDZE 645
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1100	4000	DXO R-297	DOHNT INT
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	4.2 NM	3.1 NM	3.1 NM	4.1 NM	1065'
CATEGORY	A	B	C	D	
S-ILS 4L	CAT II RA 101 / 12 100 DA 745				
S-ILS 4L	CAT III RVR 600				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwys 3R, 4L, 4R and 22R
REIL Rwys 3L, 9L, 9R and 21R
HIRI all Rwys

EC-1. 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

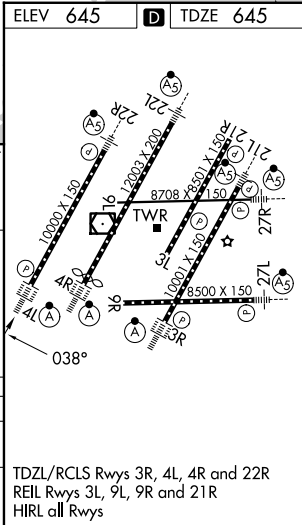
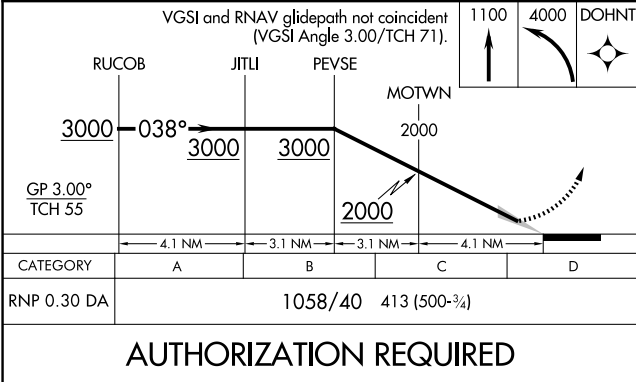
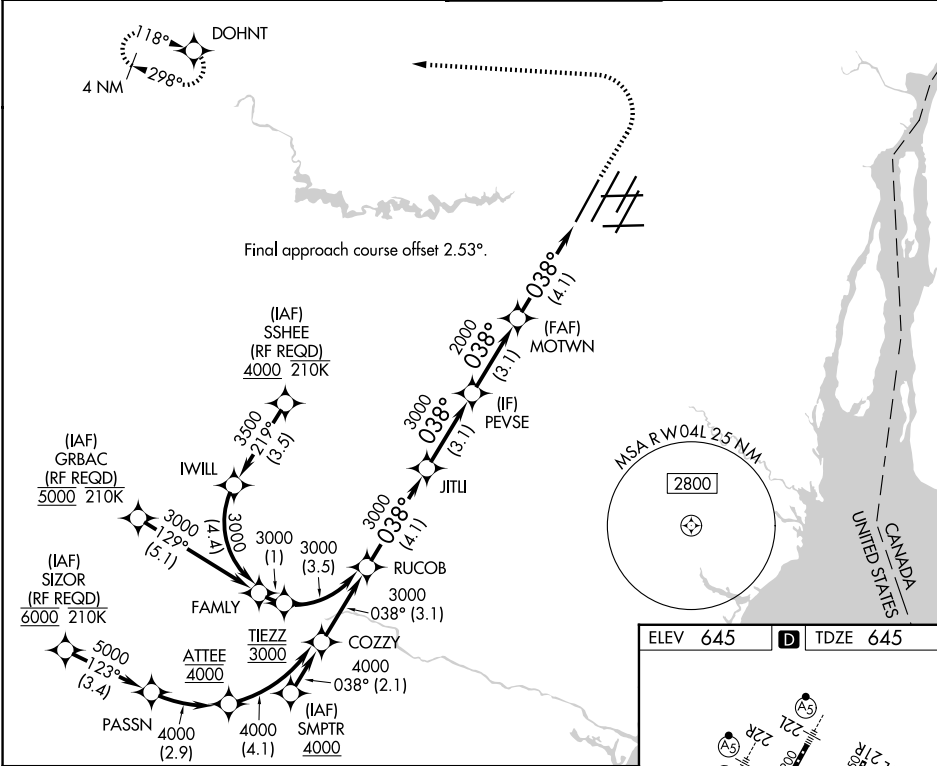
AL-119 (FAA)

26134

APP CRS	Rwy Ldg	10000
038°	TDZE	645
	Apt Elev	645

RNAV (RNP) U RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 DA all Cats visibility to RVR 6000.			
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



DETROIT, MICHIGAN
Orig-A 10OCT19

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (RNP) U RWY 4L

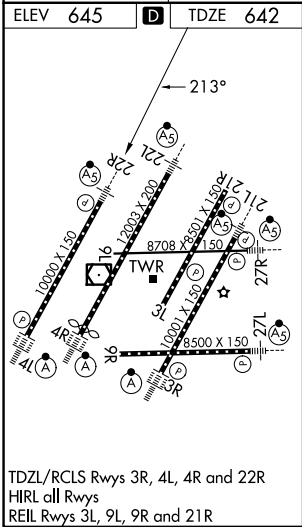
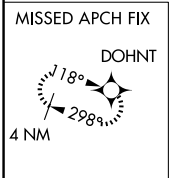
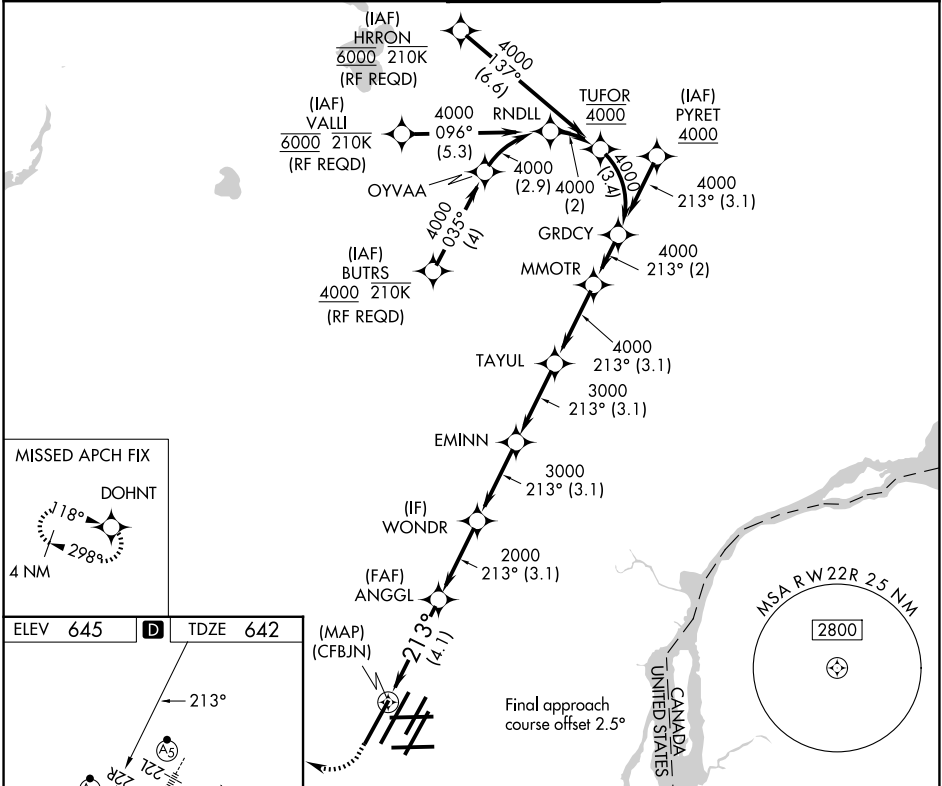
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10000
213°	TDZE	642
	Apt Elev	645

RNAV (RNP) U RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.			MALSR	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.
For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.				
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	
133.675	124.05 284.0	135.0 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	



1100	4000	DOHNT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
EMINN		TAYUL	MMOTR	GRDCY
ANGGL		WONDR	EMINN	TAYUL
2000		3000	3000	4000
4.1 NM		3.1 NM	3.1 NM	3.1 NM
CATEGORY		A	B	C
RNP 0.30 DA		987/30	345 (400-5%)	D
GP 3.00° TCH 55				
AUTHORIZATION REQUIRED				

DETROIT, MICHIGAN

AL-119 (FAA)

26134

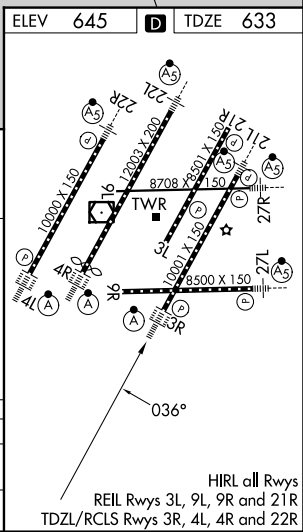
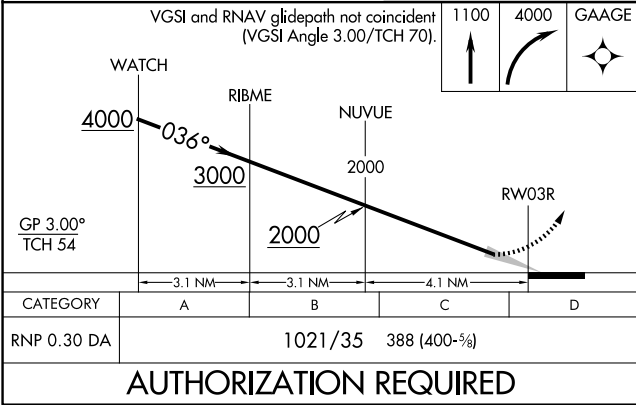
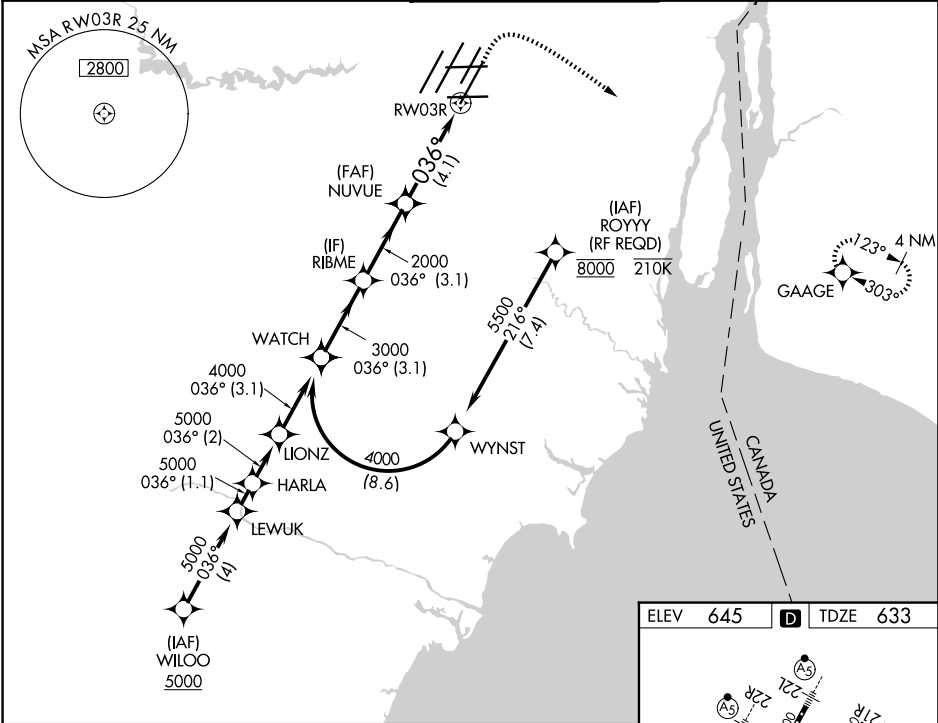
APP CRS	Rwy Ldg	10001
036°	TDZE	633
	Apt Elev	645

RNAV (RNP) W RWY 3R

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.	ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold.
		
For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized.		

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON
133.675	125.15 284.0	118.4 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



DETROIT, MICHIGAN
Orig 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (RNP) W RWY 3R

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
036°

Rwy Ldg
TDZE
Apt Elev

10000
645
645

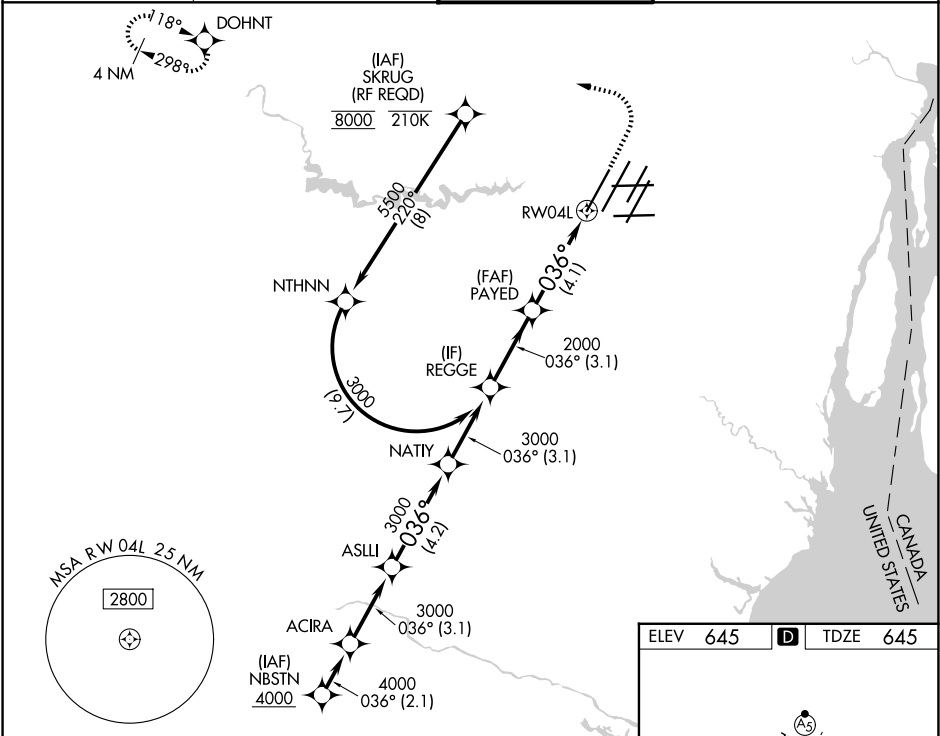
RNAV (RNP) W RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

REGGE
3000
GP 3.00°
TCH 55

PAYED
2000

RWY 4L

1100
4000
DOHNT

3.1 NM
4.1 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		970/26	325 (400-½)	
RNP 0.30 DA		1058/40	413 (500-¾)	

AUTHORIZATION REQUIRED

ELEV 645
D
TDZE 645

TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy

DETROIT, MICHIGAN

AL-119 (FAA)

26134

APP CRS	Rwy Ldg	10001
216°	TDZE	632
	Apt Elev	645

RNAV (RNP) W RWY 21L

DETROIT METRO WAYNE COUNTY (DTW)

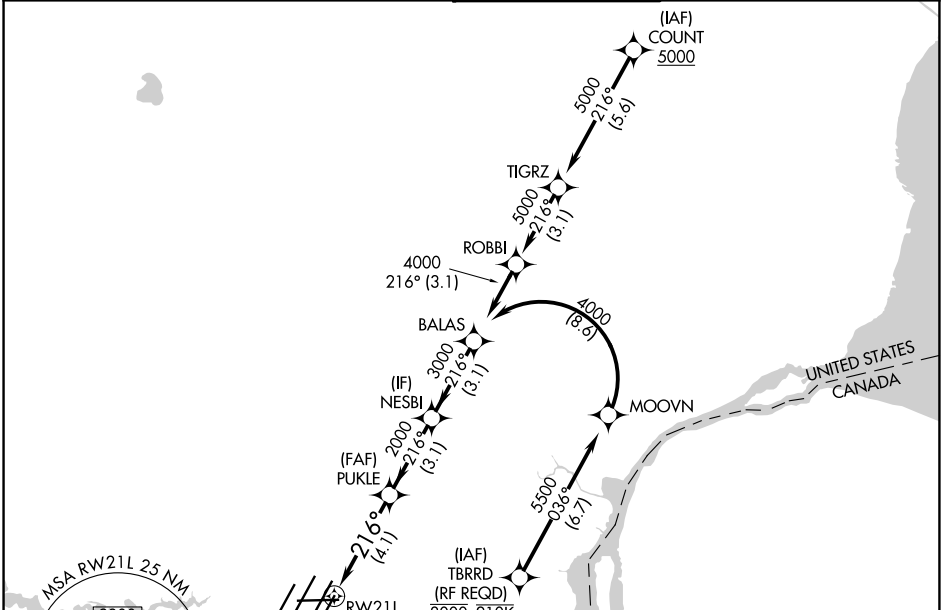
RNP AR APCH.

▼
For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645

D

TDZE 632

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 80).

CATEGORY	A	B	C	D
RNP 0.30 DA	1062/40 430 (500-¾)			

AUTHORIZATION REQUIRED

HIRL all Rwys
REIL Rwys 3L, 9L, 9R and 21R
TDZL/RCLS Rwys 3R, 4L, 4R and 22R

DETROIT, MICHIGAN
Orig-A 28FEB19

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (RNP) W RWY 21L

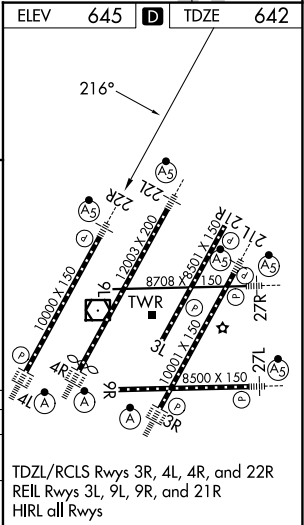
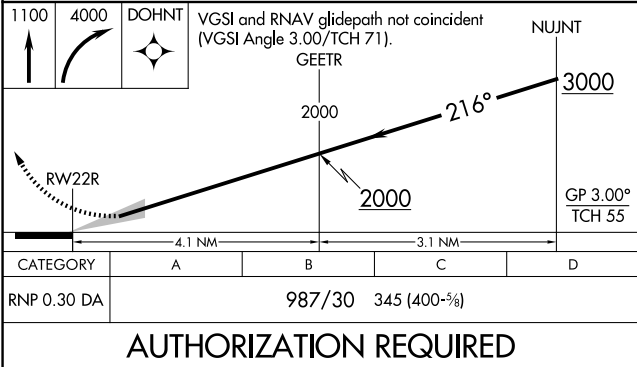
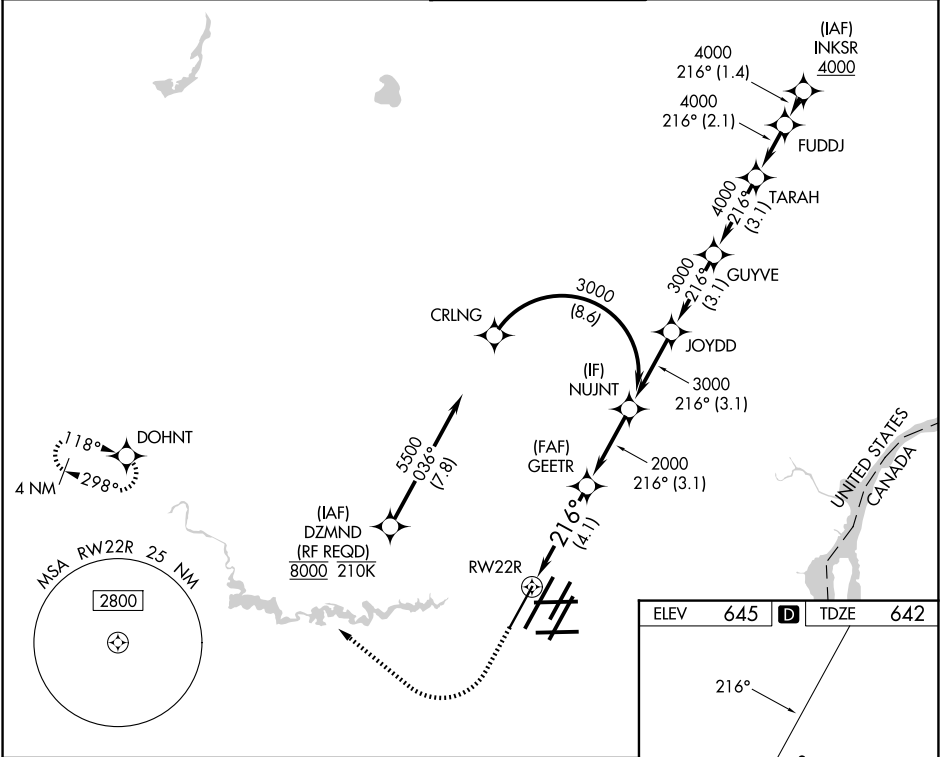
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10000
216°	TDZE	642
	Apt Elev	645

RNAV (RNP) W RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH. ▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold, continue climb-in-hold to 4000.
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



DETROIT, MICHIGAN

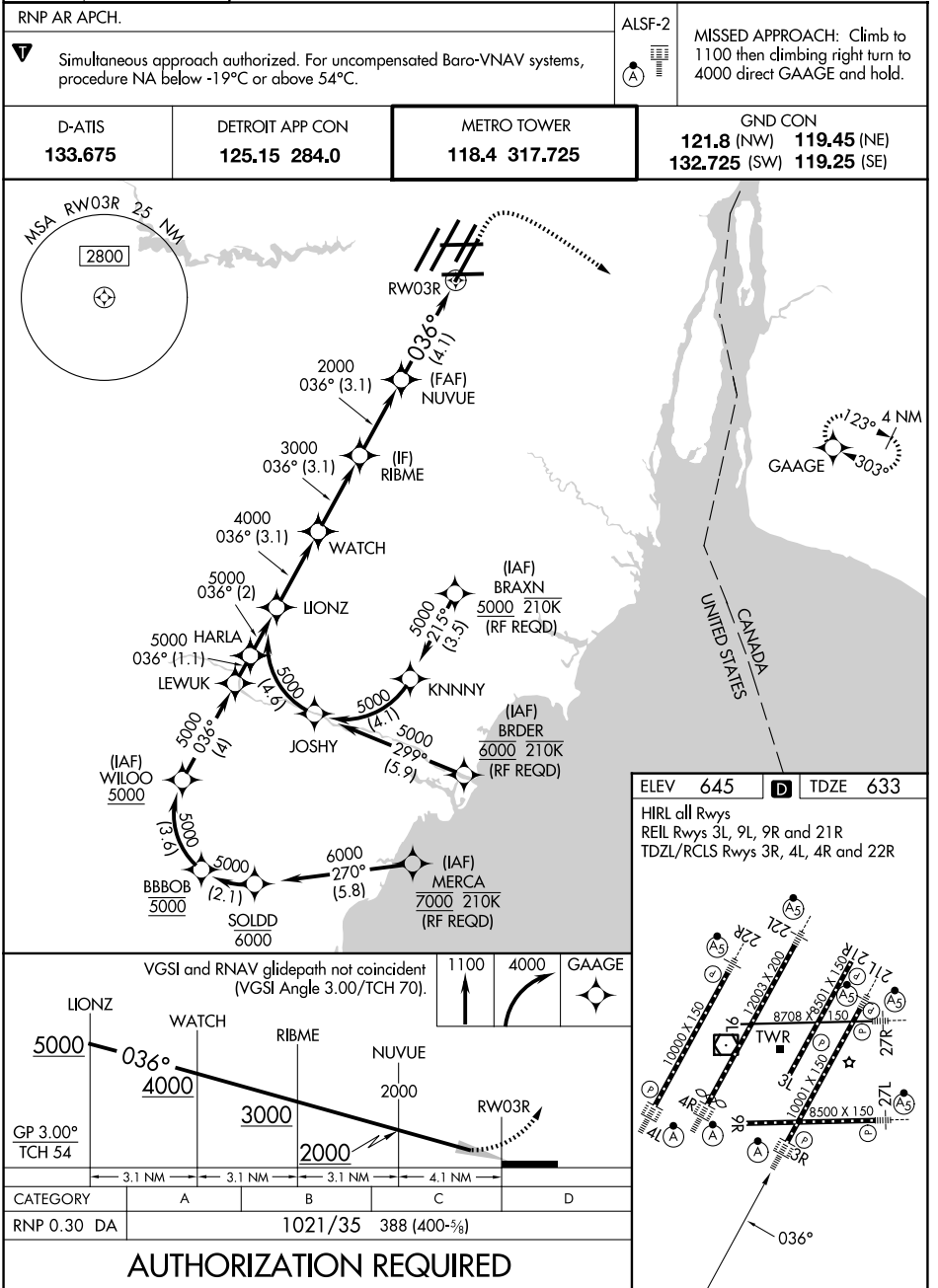
AL-119 (FAA)

26134

APP CRS	Rwy Ldg	10001
036°	TDZE	633
	Apt Elev	645

RNAV (RNP) X RWY 3R

DETROIT METRO WAYNE COUNTY (DTW)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN
Orig-B 28FEB19

42°13'N-83°21'W

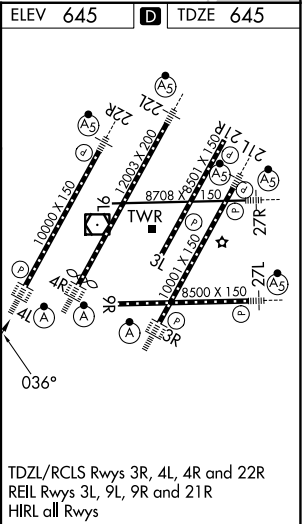
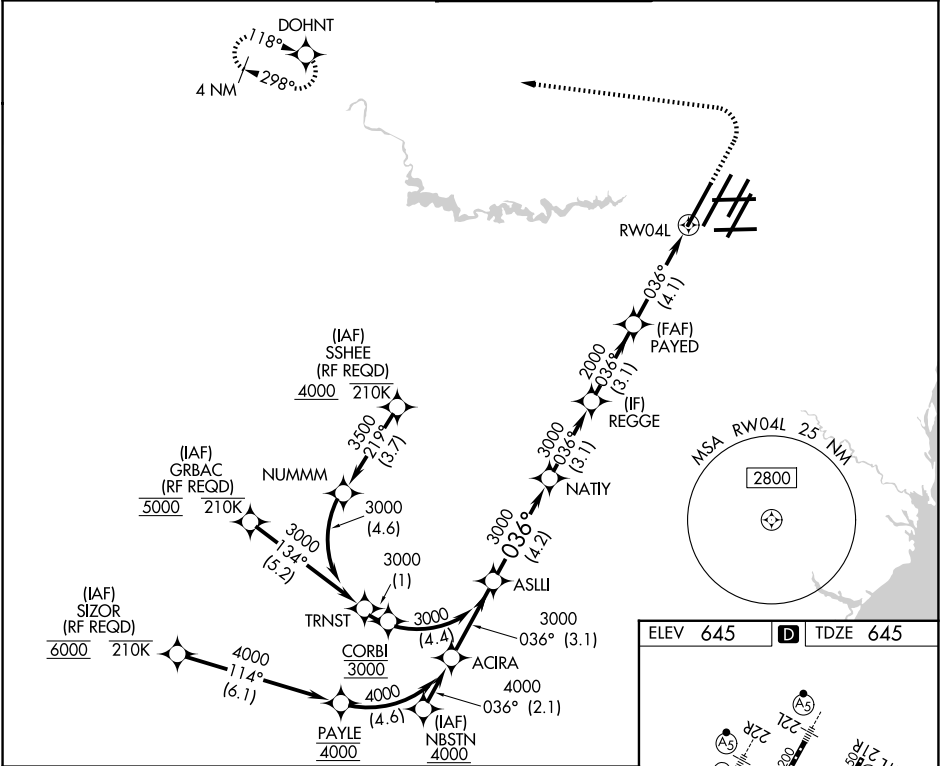
DETROIT METRO WAYNE COUNTY (DTW)
RNAV (RNP) X RWY 3R

APP CRS	Rwy Ldg	10000
036°	TDZE	645
	Apt Elev	645

RNAV (RNP) X RWY 4L

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 DA all Cnts visibility to RVR 6000.		ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



AUTHORIZATION REQUIRED

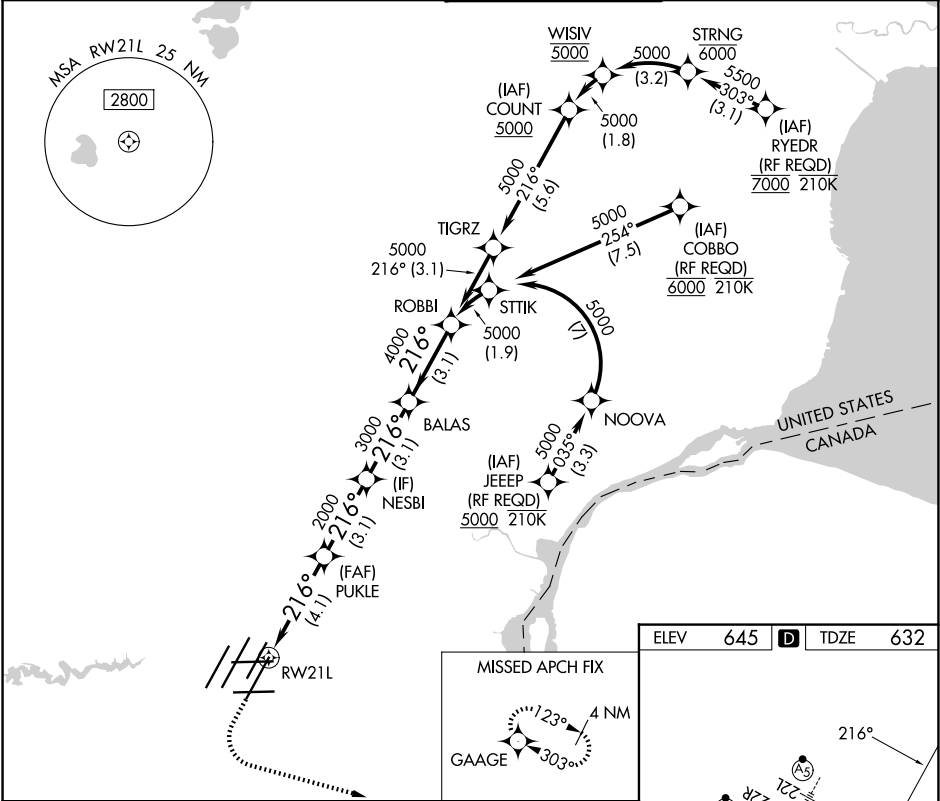
DETROIT METRO WAYNE COUNTY (DTW)
RNAV (RNP) X RWY 4R

APP CRS	Rwy Ldg	10001
216°	TDZE	632
	Apt Elev	645

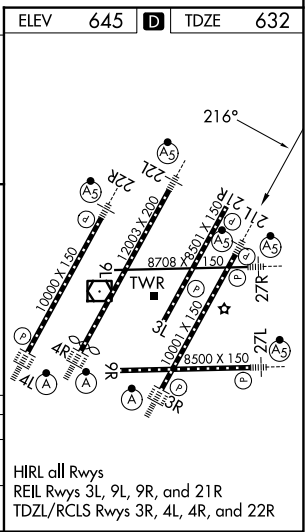
RNAV (RNP) X RWY 21L

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.		MALSRL	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.			
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON
133.675	125.15 284.0	118.4 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



1100	4000	GAAGE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).				ROBBI
			PUKLE	NESBI	BALAS		<u>5000</u>
			2000	<u>3000</u>	<u>4000</u>		
			4.1 NM	3.1 NM	3.1 NM	3.1 NM	
CATEGORY	A		B		C	D	
RNP 0.30 DA	1062/40 430 (500-¾)						
AUTHORIZATION REQUIRED							



DETROIT, MICHIGAN

AL-119 (FAA)

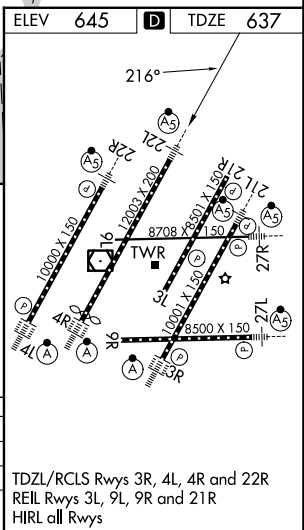
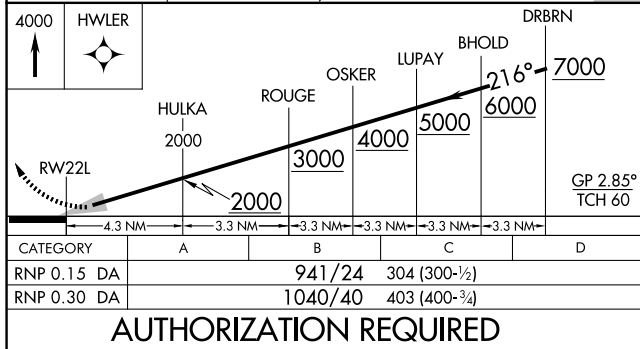
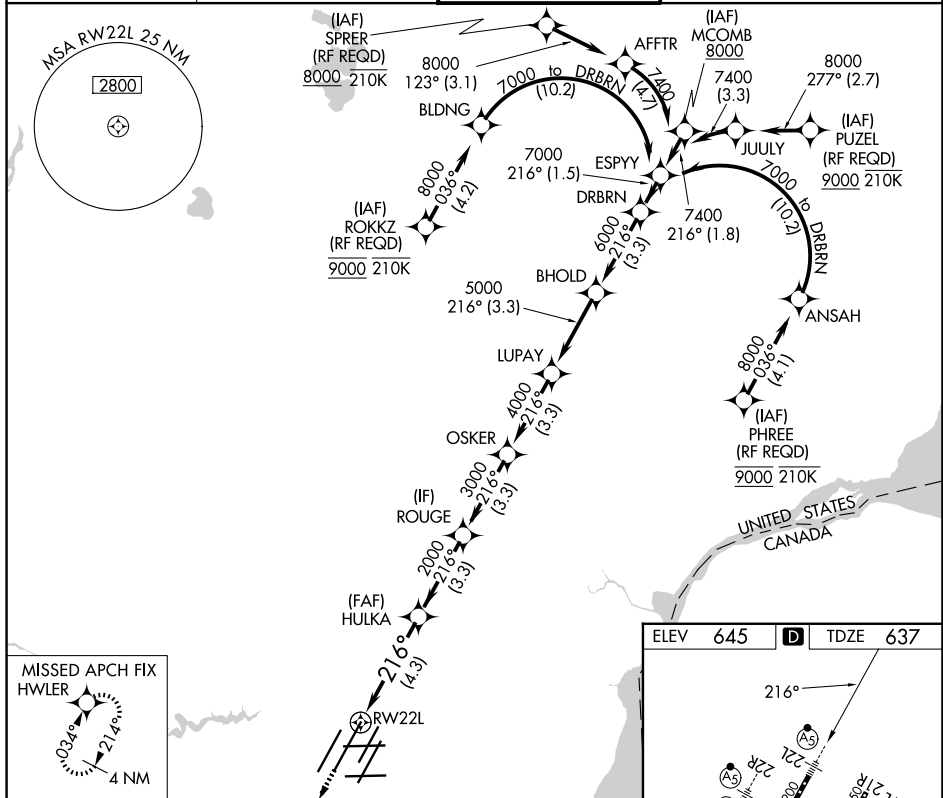
26134

APP CRS	Rwy Ldg	12003
216°	TDZE	637
	Apt Elev	645

RNAV (RNP) X RWY 22L

DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.		MALSR	MISSED APPROACH: Climb to 4000 direct HWLR and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.			
D-ATIS	DETROIT APP CON	METRO TOWER	GND CON
133.675	124.05 284.0	128.125 317.725	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)



AUTHORIZATION REQUIRED

DETROIT, MICHIGAN

Orig 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

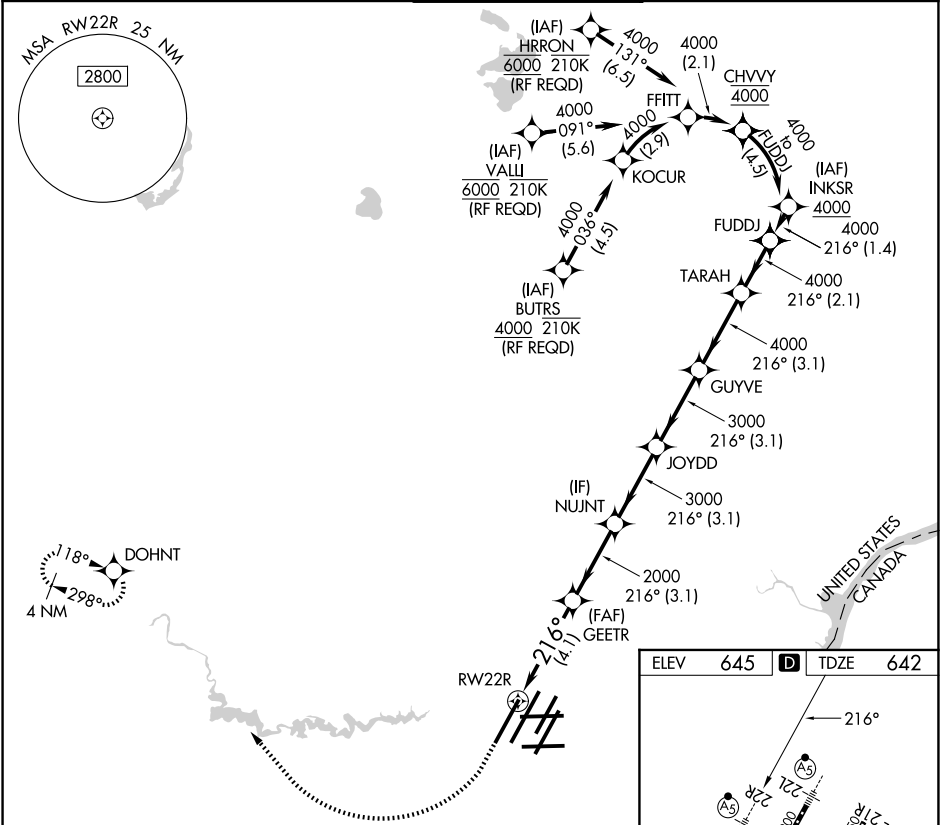
RNAV (RNP) X RWY 22L

APP CRS	Rwy Ldg	10000
216°	TDZE	642
	Apt Elev	645

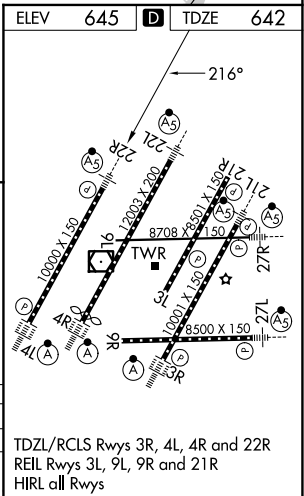
RNAV (RNP) X RWY 22R
DETROIT METRO WAYNE COUNTY (DTW)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.
For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.		

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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1100	4000	DOHNT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).
GUYVE TARA FUDDJ			
GEETR NUJNT JOYDD			
RW22R 2000 3000 3000 4000 4000 4000			
GP 3.00° TCH 55			
4.1 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM 2.1 NM			
CATEGORY	A	B	C D
RNP 0.30 DA	987/30 345 (400-5%)		



AUTHORIZATION REQUIRED

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

WAAS CH 53300 W27B	APP CRS 276°	Rwy Ldg TDZE 630 Apt Elev 645
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RNAV (GPS) RWY 27L

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH

▼

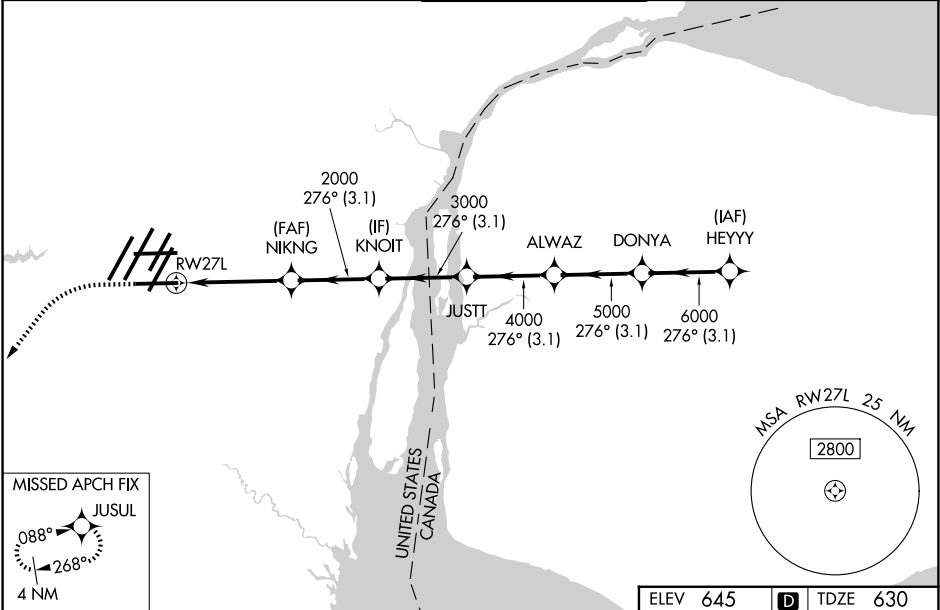
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:

Climb to 1100 then climbing left turn to 4000 direct JUSUL and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.75 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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1100

↑

4000

↷

JUSUL

✧

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

HEYYY

7000

6000

276°

DONYA

ALWAZ

JUSTT

KNOIT

NIKNG

2000

3000

4000

5000

2000

RW27L

* 1.2 NM to RW27L

GP 3.00° TCH 56

*LNAV only.

1.2

2.9 NM

3.1 NM

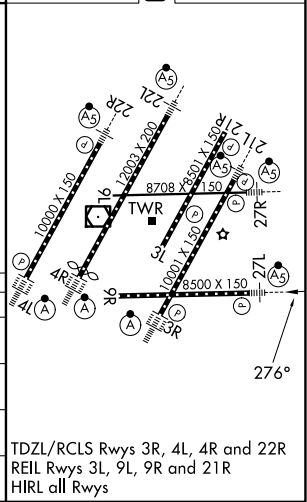
3.1 NM

3.1 NM

3.1 NM

3.1 NM

CATEGORY	A	B	C	D
LPV DA**	830/24		200 (200-½)	
LNAV/VNAV DA	958/30		328 (400-⅝)	
LNAV MDA	1080/24	450 (500-½)	1080/45	450 (500-⅞)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)



DETROIT, MICHIGAN
Amdt 3A 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

RNAV (GPS) RWY 27L

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86220 W27A	APP CRS 276°	Rwy Ldg 8708 TDZE 635 Apt Elev 645
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RNAV (GPS) RWY 27R

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH

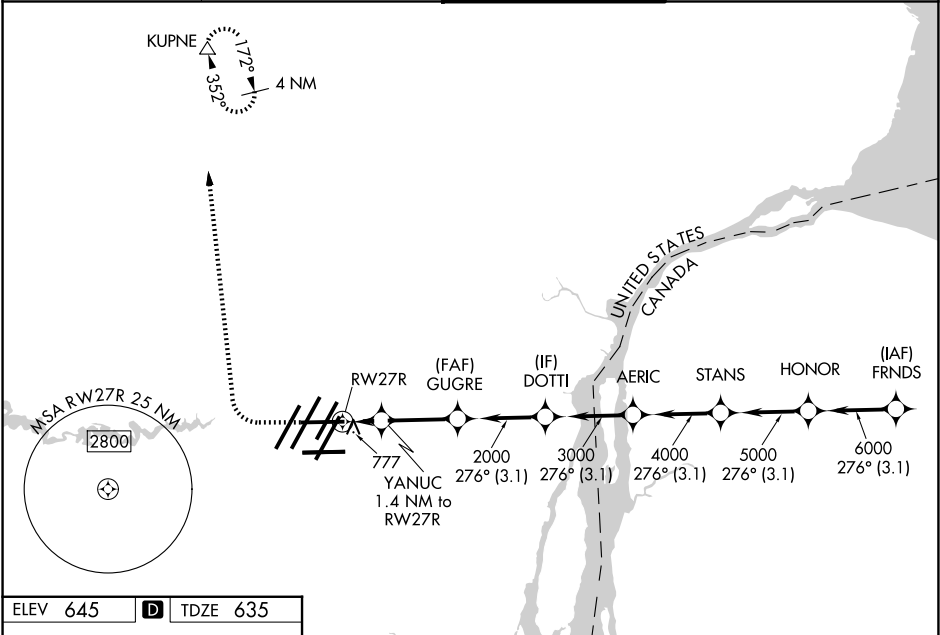
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inop ALS, increase LNAV Cat C and D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. **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

MALSR

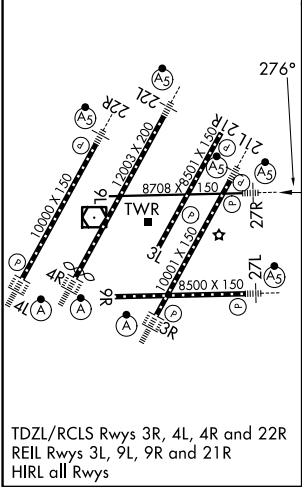


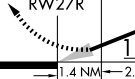
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KUPNE and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ELEV 645	D	TDZE 635
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1100	4000	KUPNE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 61).						
									
*LNAV only.			YANUC 1.4 NM to RW27R	GUGRE	DOTTI	AERIC	STANS	HONOR	FRNDS
			2000	2000	3000	4000	5000	6000	7000
			1120*	2000					
			1.4 NM	2.7 NM	3.1	3.1	3.1	3.1	3.1 NM
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)		
CIRCLING	1180-1		535 (600-1)		1180-1½ 535 (600-1½)		1240-2 595 (600-2)		

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

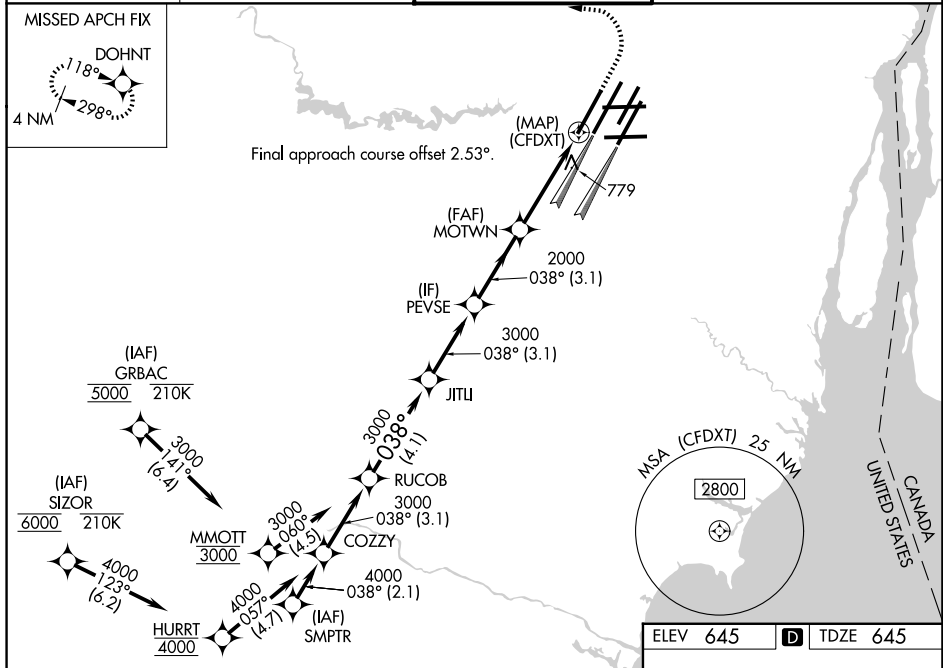
WAAS CH 82439 W04A	APP CRS 038°	Rwy Ldg 10000 TDZE 645 Apt Elev 645
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RNAV (GPS) Y RWY 4L

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.
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D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				
* LNAV only.				
CATEGORY	A	B	C	D
LPV DA	895/24		250 (300-½)	
LNAV/VNAV DA	1068/45		423 (500-¾)	
LNAV MDA	1040/24		1040/35	395 (400-¾)
CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

TDZL/RCLS Rwy's 3R, 4L, 4R and 22R
REIL Rwy's 3L, 9L, 9R and 21R
HIRL all Rwy's

DETROIT, MICHIGAN
Orig-A 100CT19

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (GPS) Y RWY 4L

42°13'N-83°21'W

EC-1, 03 SEP 2026 to 29 OCT 2026

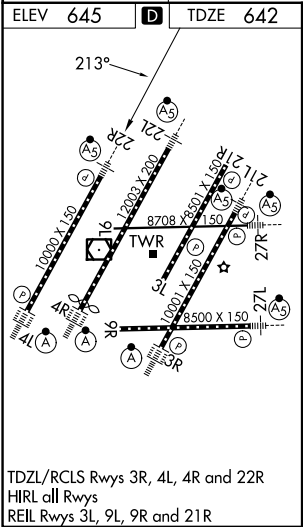
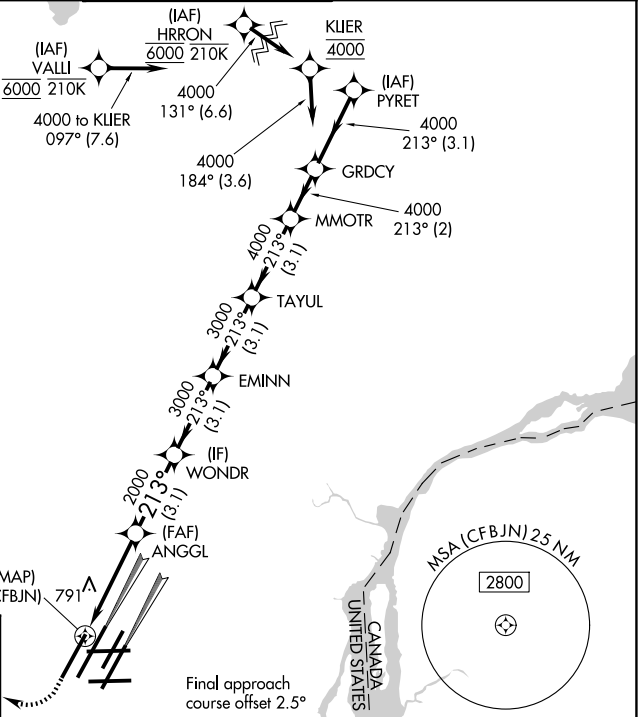
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42939 W22B	APP CRS 213°	Rwy Ldg TDZE Apt Elev	10000 642 645
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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.			MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	

RADAR REQUIRED



1100	4000	DOHNT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				
			TAYUL MMOTR GRDCY				
*LNAV only.							
		ANGGL	WONDR	EMINN			
		*1.1 NM to (CFBJN)	2000	3000	3000	4000	4000
		(CFBJN)	2000				
		1.1 NM	3.0 NM	3.1 NM	3.1 NM	3.1 NM	2 NM

DETROIT, MICHIGAN

AL-119 (FAA)

26134

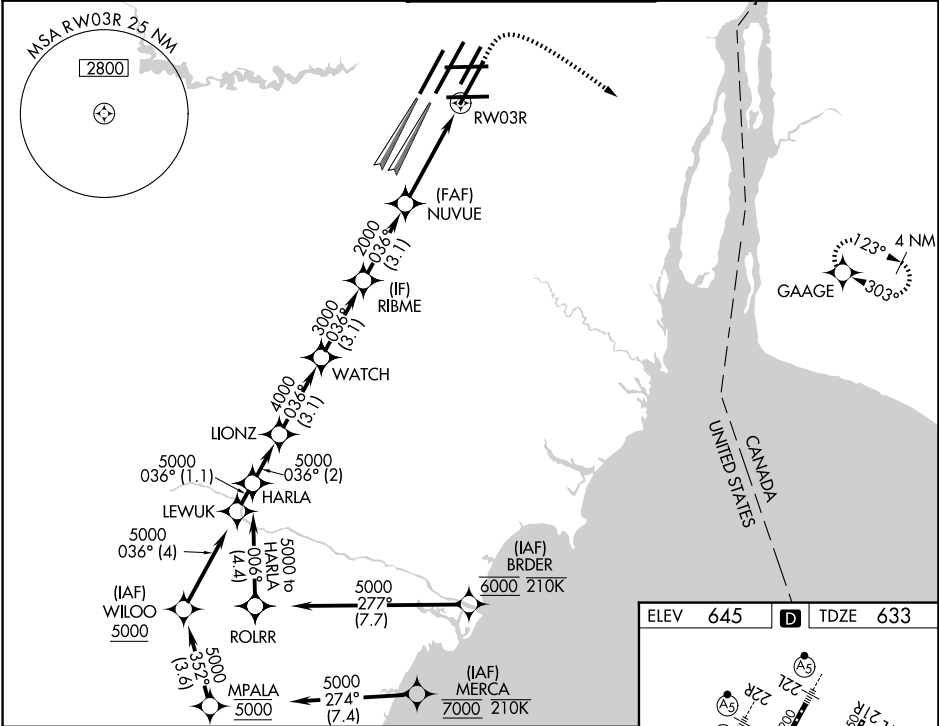
WAAS CH 61304 W03A	APP CRS 036°	Rwy Ldg 10001 TDZE 633 Apt Elev 645
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RNAV (GPS) Z RWY 3R

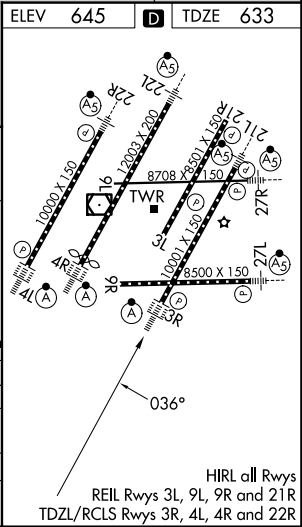
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold, continue climb-in-hold to 4000.
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D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).			
HARLA LIONZ WATCH RIBME NUVUE			
5000-036° 5000 4000 3000 2000			
GP 3.00° TCH 54			
2 NM 3.1 NM 3.1 NM 2.9 NM 1.2			
CATEGORY	A	B	C
LPV DA	833/18		200 (200-1/2)
LNAV/VNAV DA	1013/35		380 (400-5/8)
LNAV MDA	1080/24	447 (500-1/2)	1080/45 447 (500-5/8)
CIRCLING	1180-1	535 (600-1)	1180-1 1/2 535 (600-1 1/2) 1240-2 595 (600-2)



DETROIT, MICHIGAN
Amdt 4 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (GPS) Z RWY 3R

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82241 W04D	APP CRS 036°	Rwy Ldg 10000 TDZE 645 Apt Elev 645
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RNAV (GPS) Z RWY 4L
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH.

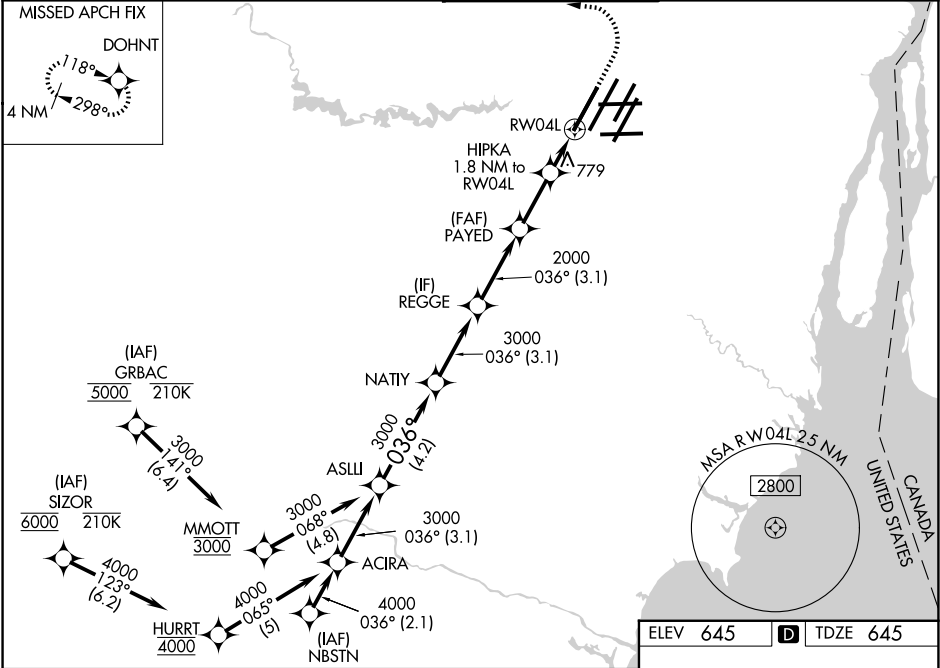
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALS-F-2



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

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				
GP 3.00° TCH 55				
*1260				
CATEGORY	A	B	C	D
LPV DA	845/18 200 (200-½)			
LNAV/VNAV DA	1046/40 401 (500-¾)			
LNAV MDA	1040/24	395 (400-½)	1040/35	395 (400-⅝)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)

DETROIT, MICHIGAN

AL-119 (FAA)

26134

WAAS CH 63004 W04B	APP CRS 036°	Rwy Ldg 11494 TDZE 640 Apt Elev 645
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RNAV (GPS) Z RWY 4R

DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH.

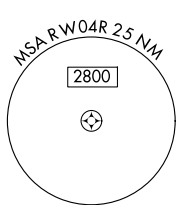
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19° C or above 54° C.
Use of FD or AP required during simultaneous operations.

ALSF-2

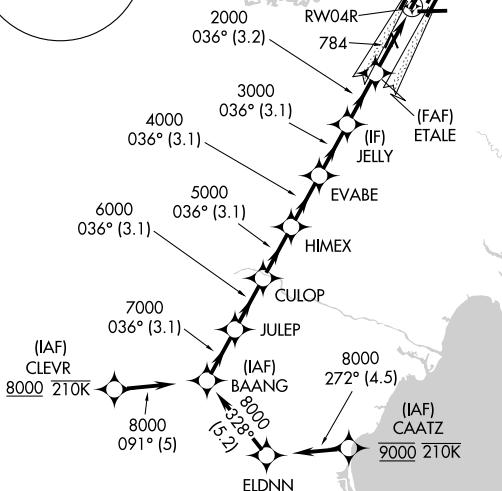


MISSED APPROACH:
Climb to 4000 direct
LUPAY and hold.

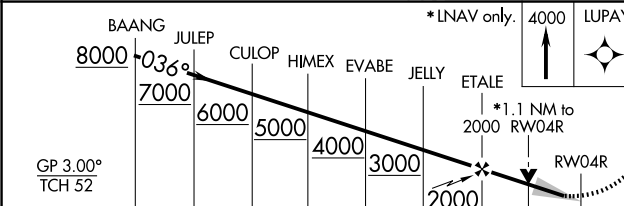
D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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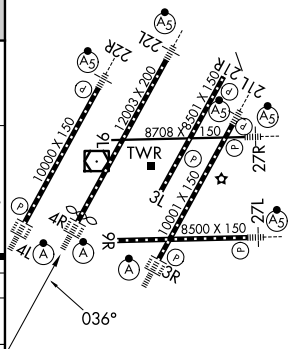


MISSED APCH FIX



ELEV 645 D TDZE 640

 Obstacle chart showing altitudes (MSL/AGL) and distances (NM) for various obstacles (BAANG, JULEP, CULOP, HIMEX, EVABE, JELLY, ETAL, RW04R). The chart includes a 3.00° GP and 52 TCH. The chart is for LNAV only and LUPAY.									
CATEGORY	A		B		C		D		
LPV DA	840/18		200 (200-½)						
LNAV/VNAV DA	1021/35		381 (400-¾)						
LNAV MDA	1040/24	400 (400-½)		1040/35		400 (400-¾)			
CIRCLING	1180-1	535 (600-1)		1180-1½ 535 (600-1½)		1240-2 595 (600-2)			



DETROIT, MICHIGAN

Amtd 4A 28FEB19

DETROIT METRO WAYNE COUNTY (DTW)

42°13'N-83°21'W

RNAV (GPS) Z RWY 4R

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81820 W21A	APP CRS 216°	Rwy Ldg 10001 TDZE 632 Apt Elev 645
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RNAV (GPS) Z RWY 21L
DETROIT METRO WAYNE COUNTY (DTW)

RNP APCH

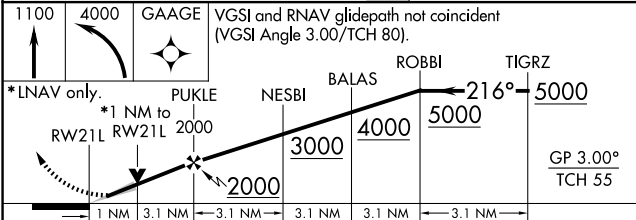
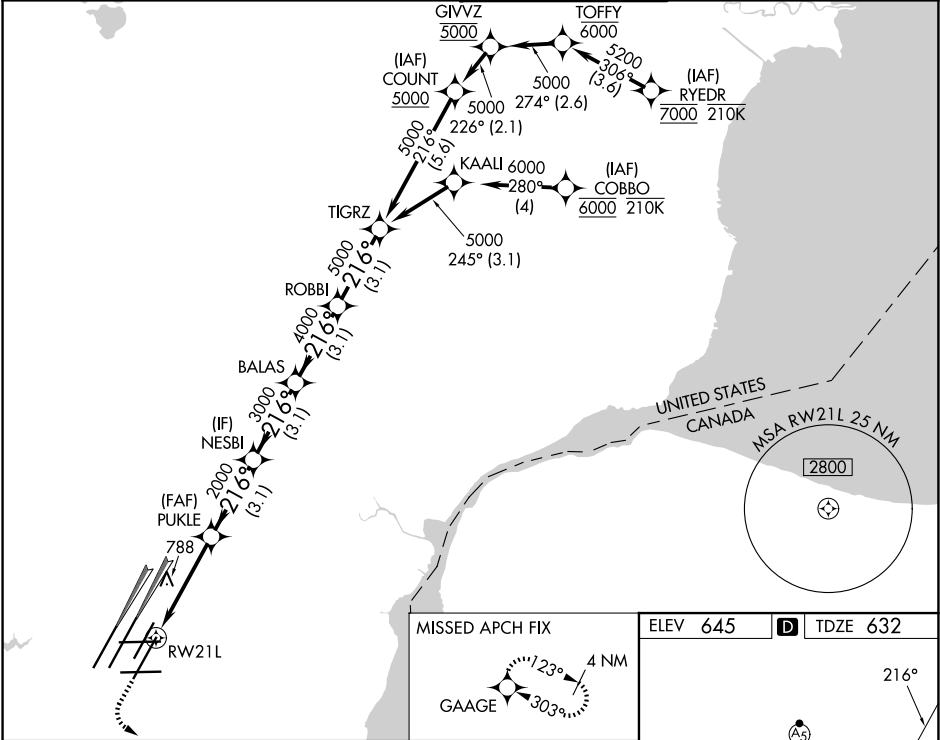
▼ LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS increase LNAV Cats C and D visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

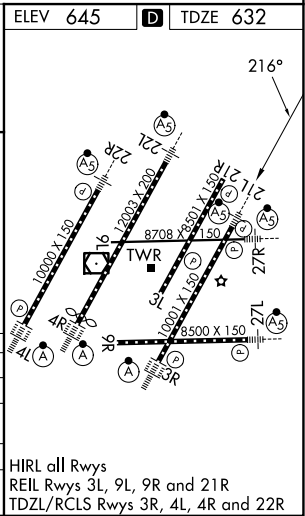


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold, continue climb-in hold to 4000.

D-ATIS 133.675	DETROIT APP CON 125.15 284.0	METRO TOWER 118.4 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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CATEGORY	A	B	C	D
LPV DA**		832/24	200 (200-½)	
LNAV/ VNAV DA		1062/40	430 (500-¾)	
LNAV MDA	1040/24	408 (400-½)	1040/40	408 (400-¾)
CIRCLING	1180-1	535 (600-1)	1180-1½ 535 (600-1½)	1240-2 595 (600-2)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

26134

WAAS CH 99601 W22A	APP CRS 216°	Rwy Ldg 12003 TDZE 637 Apt Elev 645
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RNAV (GPS) Z RWY 22L

DETROIT METRO WAYNE COUNTY (DTW)

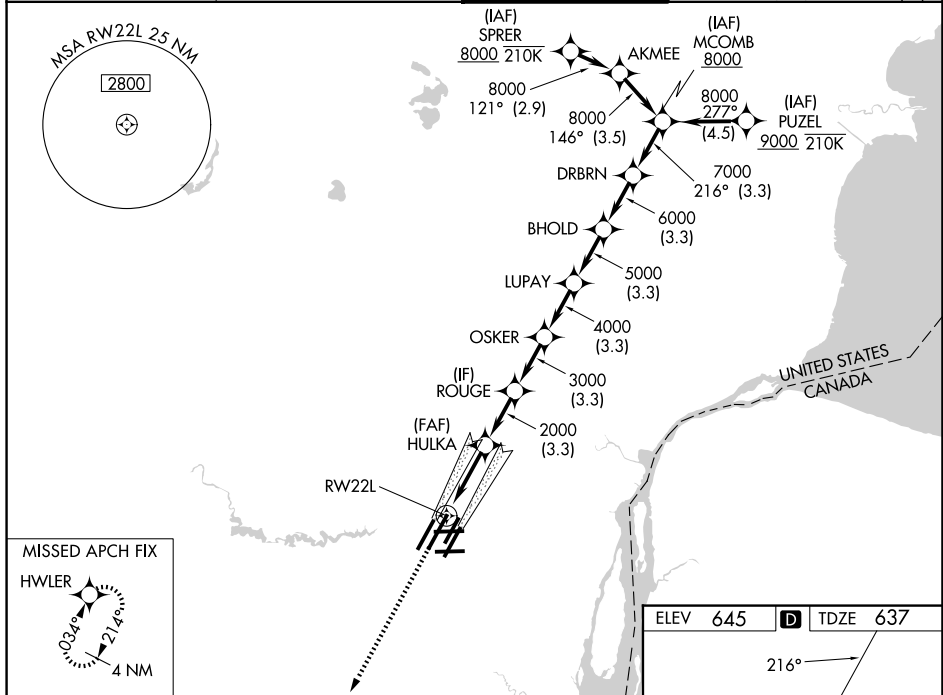
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

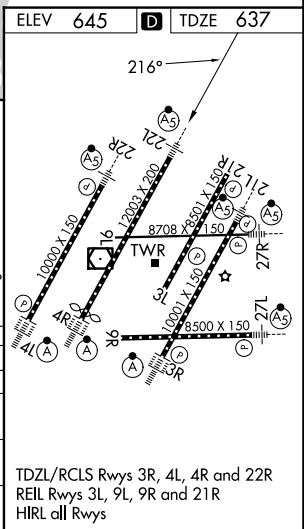


MISSED APPROACH:
Climb to 4000 direct
HWLER and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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4000	HWLER	DRBRN	MCOMB	216°	8000
*LNAV only.	HULKA	ROUGE	OSKER	LUPAY	BHOLD
*1.3 NM to RW22L	2000	3000	4000	5000	6000
RW22L	2000	3000	4000	5000	6000
1.3 NM	3 NM	3.3 NM	3.3 NM	3.3 NM	3.3 NM
CATEGORY	A	B	C	D	
LPV DA#	837/24		200 (200-½)		
LNAV/VNAV DA	938/24		301 (300-½)		
LNAV MDA	1100/24 463 (500-½)		1100/50 463 (500-¾)		
CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-½)		1240-2 595 (600-2)



DETROIT, MICHIGAN
Amdt 3 24MAY18

42°13'N-83°21'W

RNAV (GPS) Z RWY 22L

EC-1, 03 SEP 2026 to 29 OCT 2026

ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

ILS PRM Rwys 4R, 22L
ILS PRM Y Rwys 4L, 22R
ILS PRM (SA CAT I) Rwy 4R
ILS PRM (CAT II & III) Rwy 4R
RNAV (GPS) PRM Z Rwys 4R, 22L
RNAV (GPS) PRM Y Rwys 4L, 22R

Review procedure for executing a climbing and descending PRM breakout

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY
HEADING (degrees) CLIMB/DESCEND AND MAINTAIN
(altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific

RWY 4L

- Exit the runway as soon as practical; whenever possible, do not stop on taxiway A.
- ILS PRM Y 4L and RNAV (GPS) PRM Y 4L approaches offset 2.5 degrees.

RWY 22R

- Exit the runway as soon as practical; whenever possible, do not stop on taxiway A.
- ILS PRM Y 22R and RNAV (GPS) PRM Y 22R approaches offset 2.5 degrees.

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy Ldg TDZE Apt Elev 11494 640 645
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RNAV 1-GPS.

DME or RADAR required. CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped- RADAR required for procedure entry.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Procedure NA when glideslope not available.

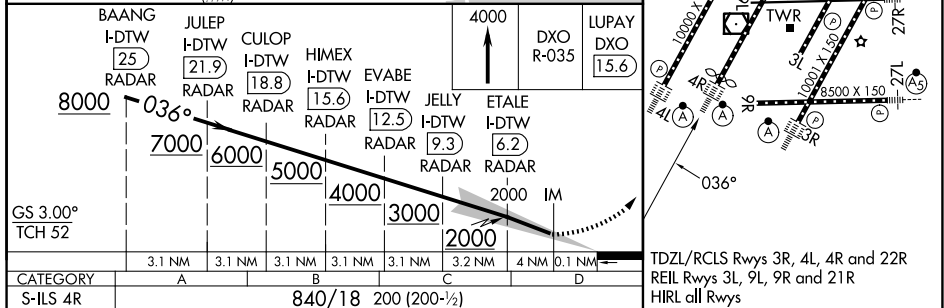
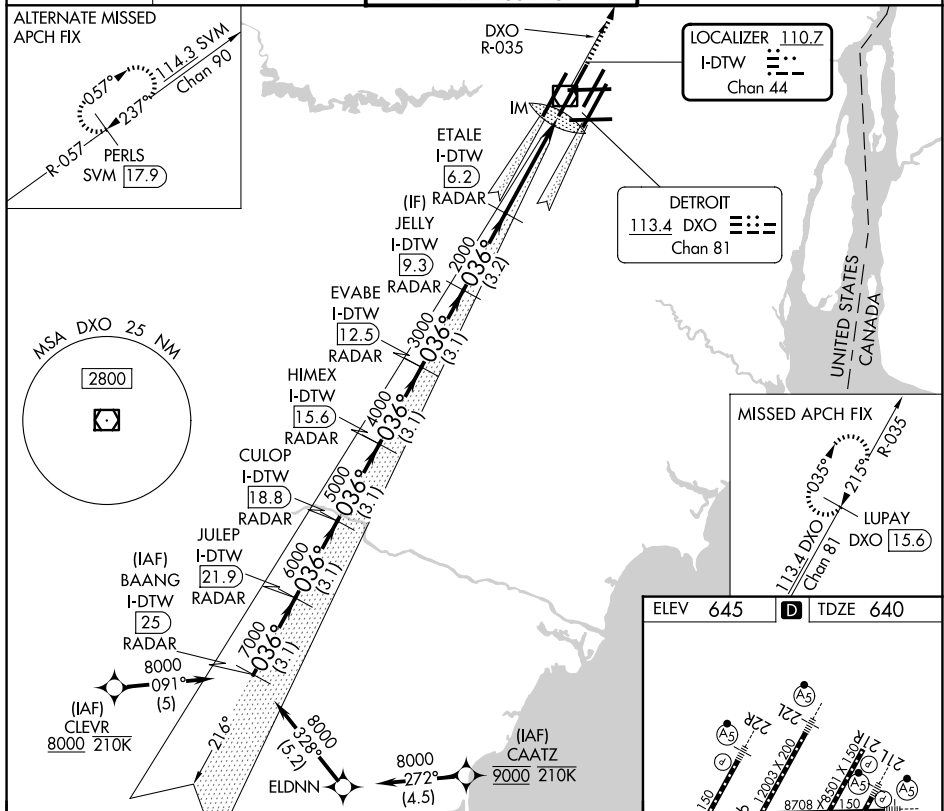
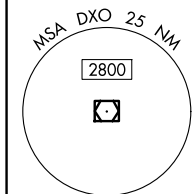
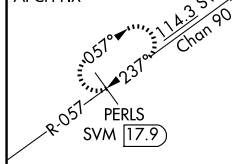
ALSIF-2



MISSED APPROACH:
Climb to 4000 on DXO
VOR/DME R-035 to
LUPAY/DXO VOR/DME
15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ALTERNATE MISSED
APCH FIX



DETROIT, MICHIGAN
Amdt 3A 13SEP18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM RWY 4R (CLOSE PARALLEL)

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 22L (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy Ldg TDZE Apt Elev 12003 637 645
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RNAV 1-GPS.

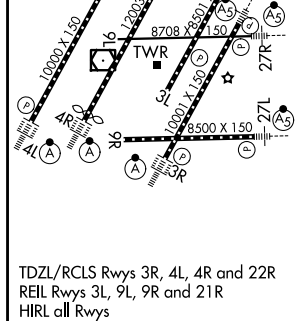
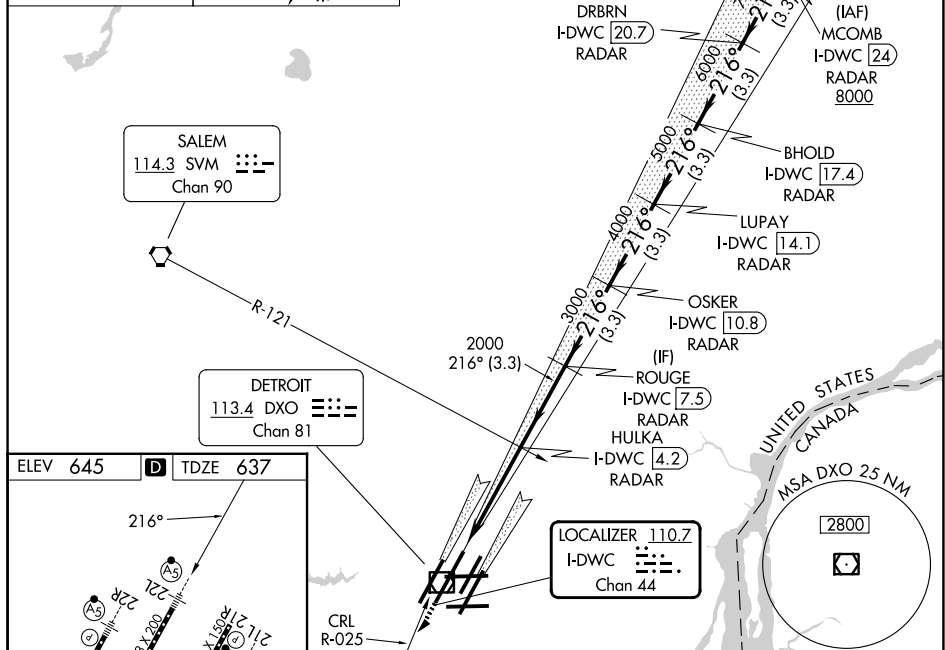
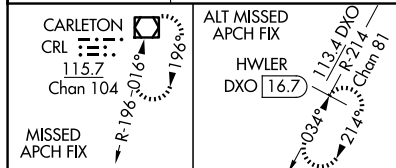
RNAV 1-DME/DME/IRU or RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.
Procedure NA when glide slope not available.
*RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 4000 on heading 216° and CRL VOR/DME R-025 to ILS VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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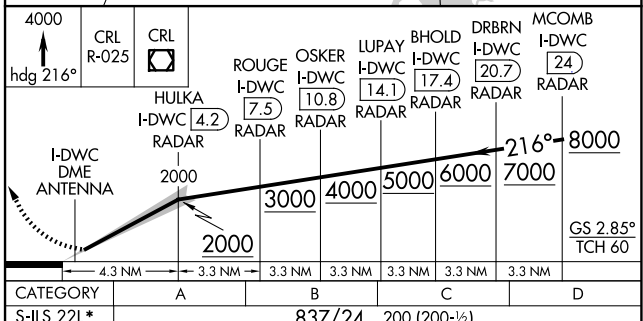


DETROIT, MICHIGAN
Amdt 2 24MAY18

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM RWY 22L (CLOSE PARALLEL)



CATEGORY	A	B	C	D
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S-ILS 22L*

837/24 200 (200-1/2)

LOC/DME I-ALA 111.75 Chan 54 (Y)	APP CRS 038°	Rwy Ldg TDZE Apt Elev 645	10000 645 645
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ILS PRM Y RWY 4L (CLOSE PARALLEL)
DETROIT METRO WAYNE COUNTY (DTW)

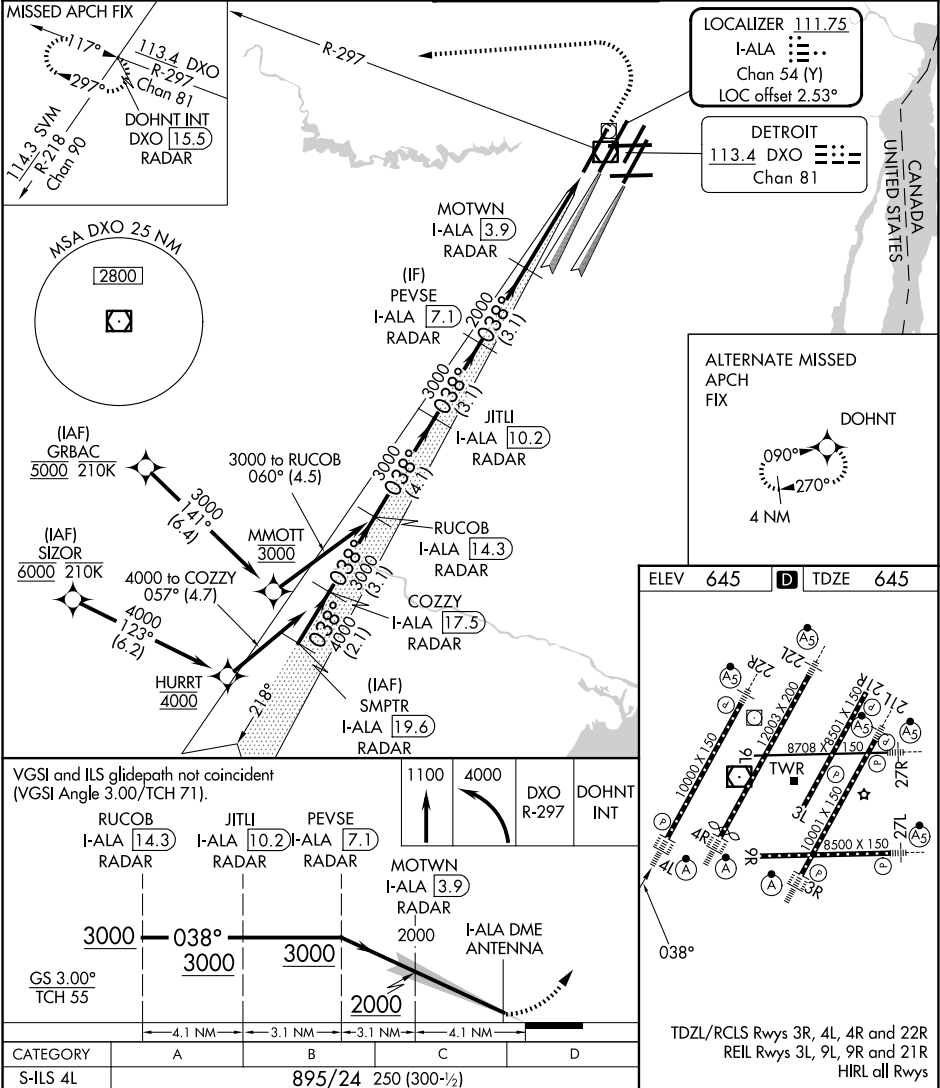
From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required.
Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

▼ Rwy 4L and 4R separated by 3000 feet centerline to centerline. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

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.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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DETROIT, MICHIGAN

AL-119 (FAA)

26134

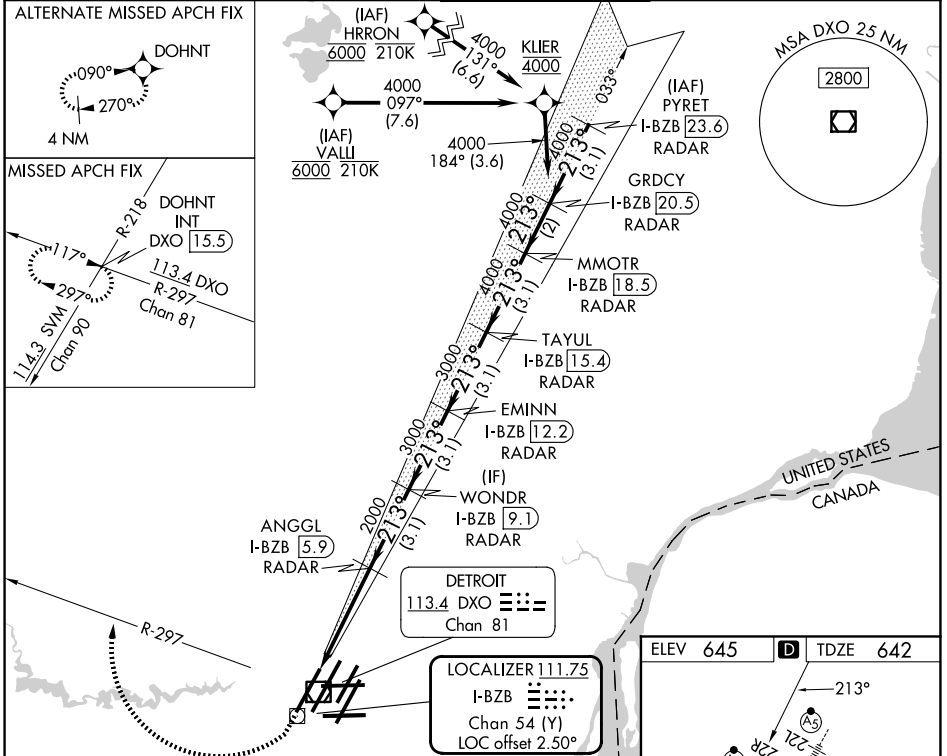
LOC/DME I-BZB 111.75 Chan 54 (Y)	APP CRS 213°	Rwy Ldg TDZE Apt Elev 10000 642 645
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ILS PRM Y RWY 22R (CLOSE PARALLEL)

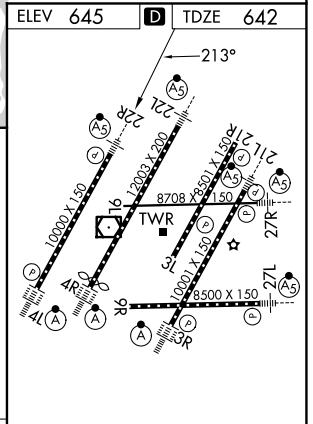
DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS, HRRON and VALLI: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.
Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP.		

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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1100 ↑	4000 ↗	DXO R-297	DOHNT INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	TAYUL I-BZB [15.4] RADAR	GRDCY I-BZB [20.5] RADAR
WOND I-BZB [9.1] RADAR	ANGGL I-BZB [5.9] RADAR	EMINN I-BZB [12.2] RADAR	MMOTR I-BZB [18.5] RADAR	4000	4000	4000
2000	3000	3000	3000	3000	3000	3000
4.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	2 NM	
CATEGORY	A	B	C	D		
S-ILS 22R		892/24	250 (300-1/2)			



TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy

DETROIT, MICHIGAN

Amdt 1B 30JAN20

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

ILS PRM Y RWY 22R (CLOSE PARALLEL)

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy Ldg 11494 TDZE 640 Apt Elev 645
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DETROIT METRO WAYNE COUNTY (DTW)

RNAV 1-GPS. DME or RADAR required. CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped- RADAR required for procedure entry.

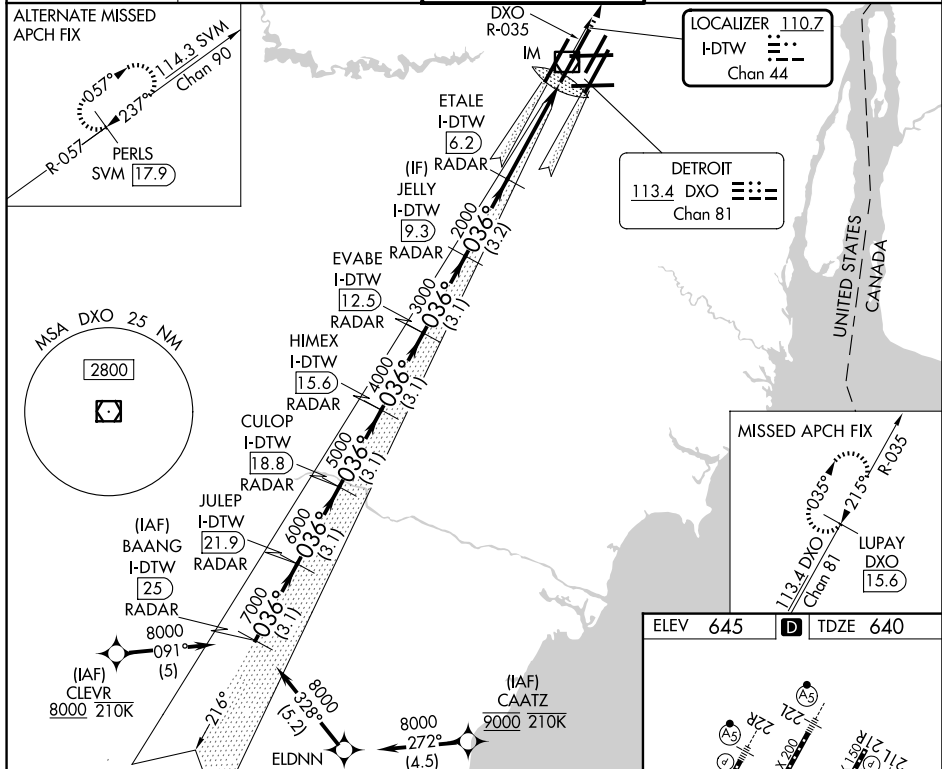
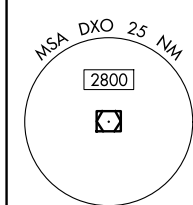
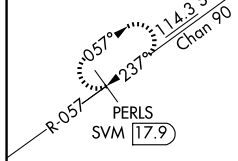
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Procedure NA when glideslope not available. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSIF-2

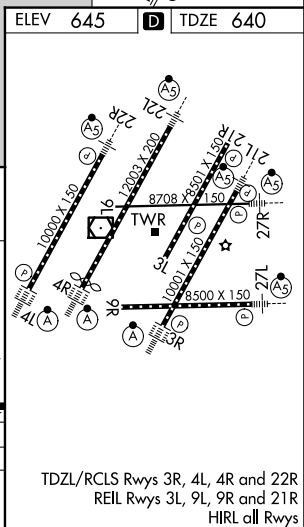


MISSED APPROACH:
Climb to 4000 on DXO
VOR/DME R-035 to
LUPAY/DXO VOR/DME
15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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ALTERNATE MISSED
APCH FIX

BAANG I-DTW [25] RADAR	JULEP I-DTW [21.9] RADAR	CULOP I-DTW [18.8] RADAR	HIMEX I-DTW [15.6] RADAR	EVABE I-DTW [12.5] RADAR	JELLY I-DTW [9.3] RADAR	ETALE I-DTW [6.2] RADAR	IM
8000	7000	6000	5000	4000	3000	2000	
GS 3.00° TCH 52							
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.2 NM	4.1 NM	980'
CATEGORY	A	B	C	D			
S-ILS 4R		RA 154/14	150 DA 790				



DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (CAT II & III)

26134

(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

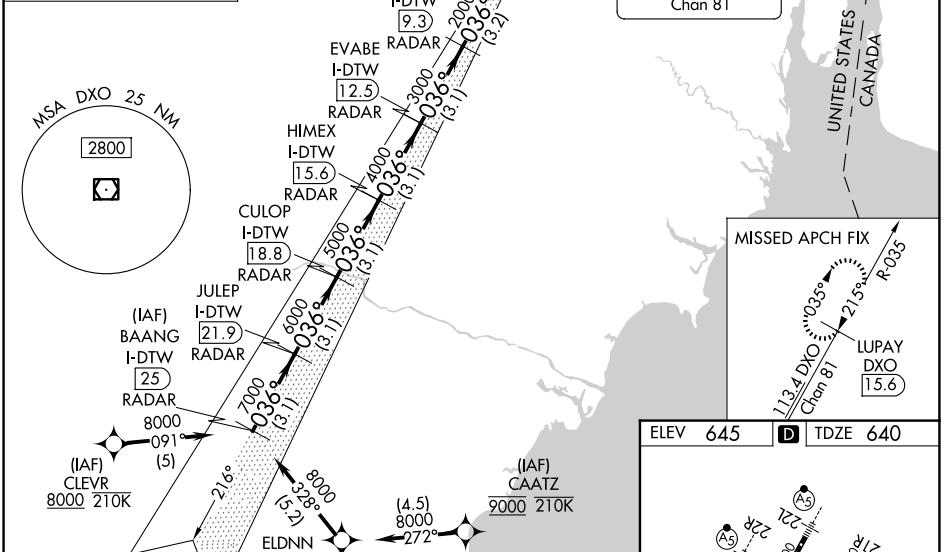
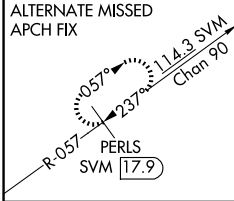
LOC/DME I-DTW 110.7	APP CRS 036°	Rwy Ldg 11494
Chan 44		TDZE 640
		Apt Elev 645

RNAV 1-GPS. DME or RADAR required. CLEVR, CAATZ and ELDNN: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped- RADAR required for procedure entry.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Procedure NA when glideslope not available.

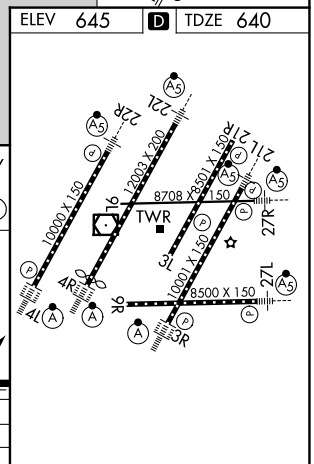
ALSIF-2 MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME 15.6 DME and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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BAANG I-DTW 25 RADAR	JULEP I-DTW 21.9 RADAR	CULOP I-DTW 18.8 RADAR	HIMEX I-DTW 15.6 RADAR	EVABE I-DTW 12.5 RADAR	JELLY I-DTW 9.3 RADAR	ETALE I-DTW 6.2 RADAR	IM
8000	7000	6000	5000	4000	3000	2000	765
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.2 NM	4.1 NM	980°
CATEGORY	A	B	C	D			
S-ILS 4R		CAT II RA 104/12	100 DA 740				
S-ILS 4R		CAT III	RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZL/RCLS Rwy 3R, 4L, 4R and 22R
REIL Rwy 3L, 9L, 9R and 21R
HIRL all Rwy

DETROIT, MICHIGAN

42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

Amdt 3A 13SEP18

ILS PRM RWY 4R (CAT II & III) (CLOSE PARALLEL)

RNAV (GPS) PRM Y RWY 4L
(CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

WAAS CH 82439 W04A	APP CRS 038°	Rwy Ldg TDZE 645 Apt Elev 645
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RNP APCH.

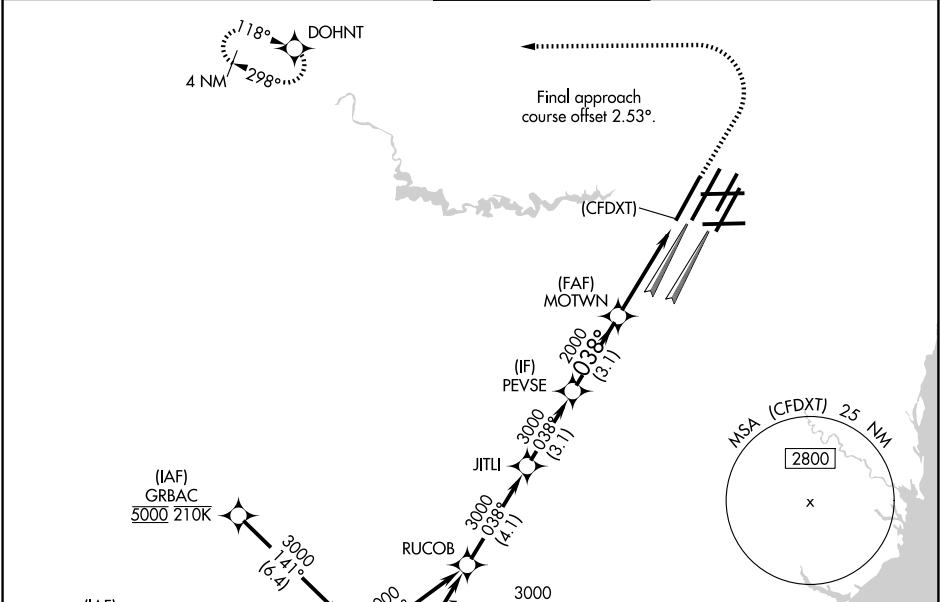
▼ Rwy 4L and 4R separated by 3000 feet centerline to centerline. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2



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

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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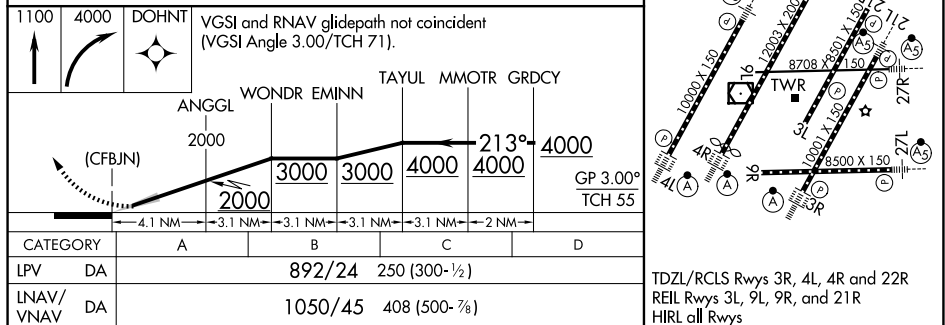
ELEV 645 D TDZE 645	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
GP 3.00° TCH 55	
CATEGORY	A B C D
LPV DA	895/24 250 (300-½)
LNAV/VNAV DA	1068/45 423 (500-¾)
TDZL/RCLS Rwy 3R, 4L, 4R and 22R REIL Rwy 3L, 9L, 9R, and 21R HIRL all Rwy	

RNAV (GPS) PRM Y RWY 4L (CLOSE PARALLEL)

AL-119 (FAA)

DETROIT METRO WAYNE COUNTY (DTW)

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 135.0 317.725 PRM 127.05	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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42°13'N-83°21'W

DETROIT METRO WAYNE COUNTY (DTW)

RNAV (GPS) PRM Y RWY 22R (CLOSE PARALLEL)

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM Z RWY 4R
(CLOSE PARALLEL)

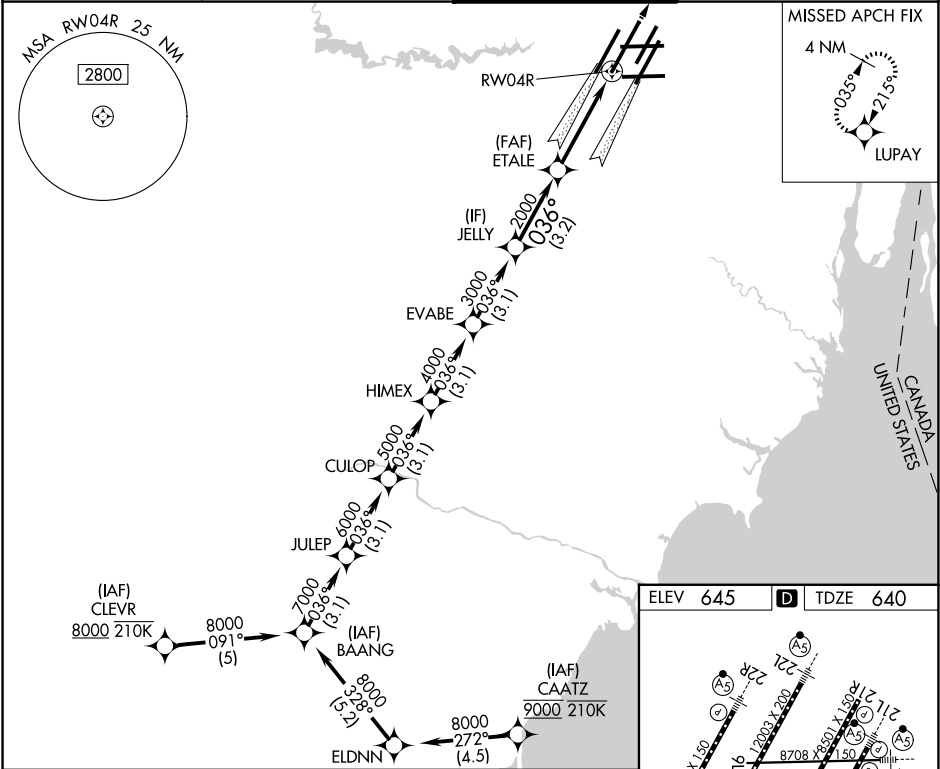
DETROIT METRO WAYNE COUNTY (DTW)

WAAS CH 87139 W04B	APP CRS 036°	Rwy Ldg 11494 TDZE 640 Apt Elev 645
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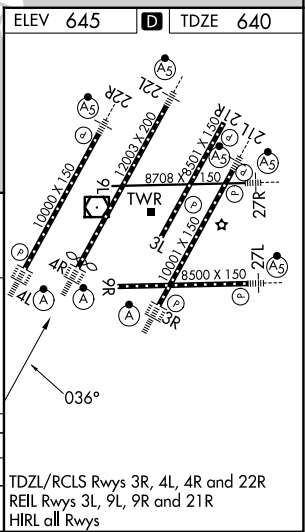
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct LUPAY and hold.
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D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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Obstacle chart showing a 3.00 degree glide path starting at 8000 feet at BAANG and descending to 2000 feet at RW04R. Obstacles are marked at various points along the path with their MSL altitudes and horizontal distances from the start. A 4000 foot obstacle is shown at LUPAY with a climb symbol. A 2000 foot obstacle is shown at RW04R with a descent symbol. <table border="1"><thead><tr><th>Obstacle</th><th>MSL Altitude</th><th>Distance from Start</th></tr></thead><tbody><tr><td>BAANG</td><td>8000</td><td>0.0 NM</td></tr><tr><td>JULEP</td><td>7000</td><td>3.1 NM</td></tr><tr><td>CULOP</td><td>6000</td><td>6.2 NM</td></tr><tr><td>HIMEX</td><td>5000</td><td>9.3 NM</td></tr><tr><td>EVABE</td><td>4000</td><td>12.4 NM</td></tr><tr><td>JELLY</td><td>3000</td><td>15.5 NM</td></tr><tr><td>ETALE</td><td>2000</td><td>18.6 NM</td></tr><tr><td>RW04R</td><td>2000</td><td>21.7 NM</td></tr></tbody></table>							Obstacle	MSL Altitude	Distance from Start	BAANG	8000	0.0 NM	JULEP	7000	3.1 NM	CULOP	6000	6.2 NM	HIMEX	5000	9.3 NM	EVABE	4000	12.4 NM	JELLY	3000	15.5 NM	ETALE	2000	18.6 NM	RW04R	2000	21.7 NM	4000 LUPAY	
Obstacle	MSL Altitude	Distance from Start																																	
BAANG	8000	0.0 NM																																	
JULEP	7000	3.1 NM																																	
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EVABE	4000	12.4 NM																																	
JELLY	3000	15.5 NM																																	
ETALE	2000	18.6 NM																																	
RW04R	2000	21.7 NM																																	
GP 3.00° TCH 52																																			
3.1 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM 3.2 NM 4.1 NM																																			
CATEGORY		A		B		C		D																											
LPV DA		840/18 200 (200-½)																																	
LNAV/ VNAV DA		1021/35 381 (400-¾)																																	



DETROIT, MICHIGAN
Amdt 1A 28FEB19

DETROIT METRO WAYNE COUNTY (DTW)
RNAV (GPS) PRM Z RWY 4R (CLOSE PARALLEL)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM Z RWY 22L (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

WAAS CH 99601 W22A	APP CRS 216°	Rwy Ldg 12003 TDZE 637 Apt Elev 645
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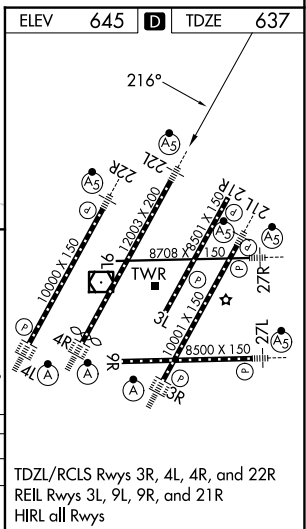
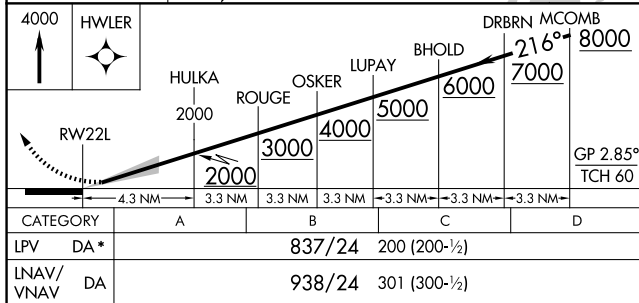
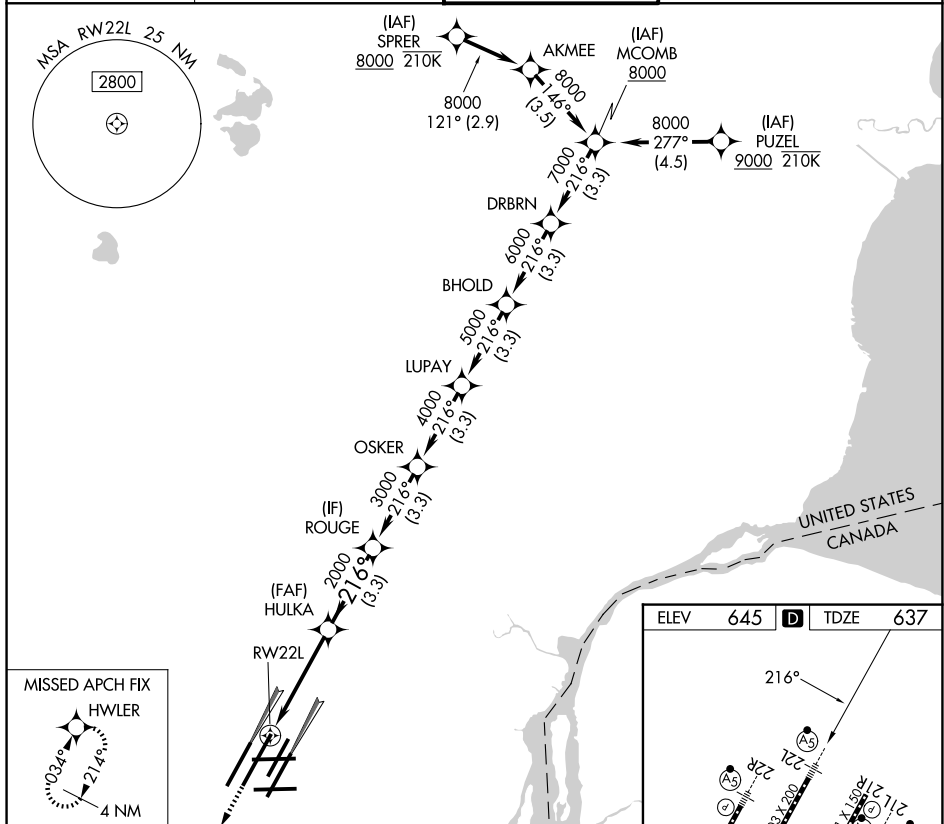
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. * RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 4000 direct
HWLER and hold.

D-ATIS 133.675	DETROIT APP CON 124.05 284.0	METRO TOWER 128.125 317.725 PRM 135.775	GND CON 121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)
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DETROIT, MICHIGAN
Amdt 1A 28FEB19

42°13'N-83°21'W
RNAV (GPS) PRM Z RWY 22L (CLOSE PARALLEL)

DETROIT METRO WAYNE COUNTY (DTW)

AIRPORT DIAGRAM

DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

AL-119 (FAA)

D-ATIS ARR 133.675
DEP 118.125
METRO TOWER
118.4 (Rwy 03L-21R, 03R-21L, 27R)
128.75 (Rwy 27L)
135.0 (Rwy 04L-22R, 04R-22L)
317.725
CLNC DEL
120.65
CPDLC
PDC
D

JANUARY 2020
ANNUAL RATE OF CHANGE

NORTHWEST
GND CO
121.8

U.S. CUSTOMS AND
GENERAL AVIATIONU.S.
CUSTOMS

NORTHEAST
GND CON
119.45

SOUTHEAST
GND CON
119.25

RWY 03L-21R
PCR 863 R/A/W/T
S-120, D-250, 2D-550, 2D/2D2-1000
RWYS 03R-21L, 04L-22R
PCR 863 R/A/W/T
S-100, D-200, 2D-350, 2D/2D2-750
RWYS 04R-22L, 09R-27L
PCR 863 R/A/W/T
S-100, D-185, 2D-350
RWY 09L-27R
PCR 762 R/A/W/T
S-100, D-185, 2D-350

Runway Status Lights in operation.

ASDE-X in use. Operate transponders with altitude reporting mode and ADSB (if equipped) enabled on all airport surfaces.

HIRL Rwy 4R-22L, 3R-21L, 3L-21R, 9R-27L, 4L-22R and 9L-27R
REIL Rwy 3L, 21R, 9R and 9L
TDZL/RCLS Rwy 4R, 3R, 4L and 22R

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
| READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

The purpose of this briefing is to provide guidance, safe operating practices, and phraseology that will help ensure heightened awareness when conducting parallel RNAV departures at the Detroit Metro Wayne County Airport (DTW). Where applicable, pilots should comply with established company procedures for RNAV operations.

1. **PREFLIGHT:** Expect clearance for RNAV Standard Instrument Departure (SID), if capable of terminal RNAV procedures. If unable to accept the assigned RNAV SID, advise Clearance Delivery on initial contact. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:

- Ensure correct departure runway is loaded
- Ensure all transitions are loaded correctly
- Ensure sequence of waypoints match the appropriate charts
- Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
- Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID (unless amended by ATC)
- Do not modify or manually construct RNAV procedures
- Advise ATC prior to takeoff if unable verify correct loading or if unable to comply with the SID

2. **BEFORE TAKEOFF:** Ensure the departure runway assigned on taxi is depicted by the navigation system.

- Verify all modifications, including runway changes, in the navigation system with the RNAV SID
- Verify aircraft symbol relative to the runway symbol, lateral track, and depicted route agree with the ATC clearance (electronic navigation map displays)

3. **LINE UP/TAKEOFF:** Expect a takeoff clearance that will include "RNAV to" the first waypoint on the SID, or a heading. If issued a heading, do not delete the SID from the navigation system.

- Clearance: "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff"
- Response: "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff"
- Verify the correct runway and SID are loaded and the correct lateral navigation mode is available and ready for use after takeoff
- If the takeoff clearance does not match the planned/loaded procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. **AFTER TAKEOFF:** Unless issued a heading, engage lateral navigation flight guidance as soon as practical and fly the departure precisely.

- Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance
- When possible, track the runway centerline until reaching the departure end of runway
- Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative
- Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators and/or flight guidance
- Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
- If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

(CONTINUED ON FOLLOWING PAGE)

ATTENTION ALL USERS PAGE (AAUP)

(CONTINUED FROM PREVIOUS PAGE)

5. **SPECIFIC INFORMATION:** Runway assignments will be issued on initial contact with Ground Control and will be based on traffic conditions, runway closures, and other operational requirements.

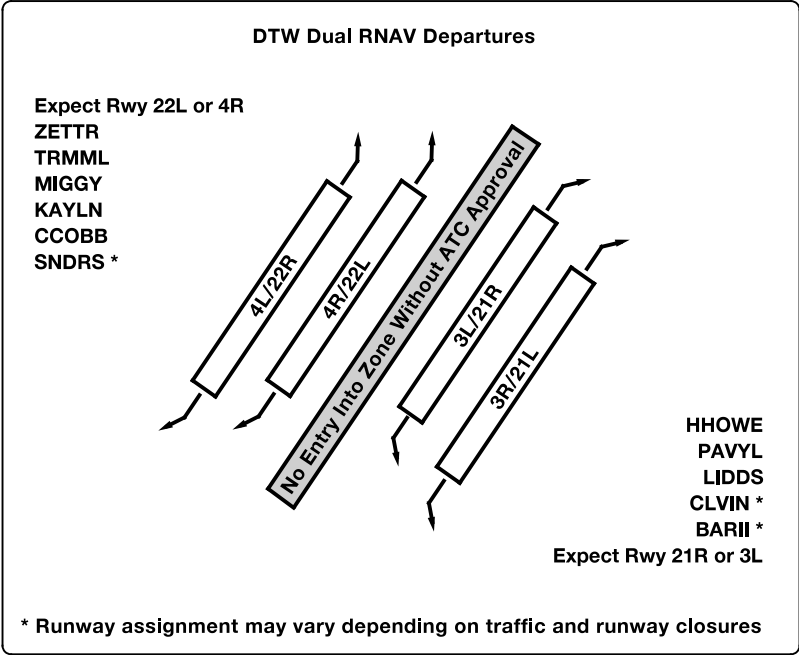
For planning purposes, pilots can anticipate a runway assignment based upon the information below.

Runway Assignment for Dual Departure Operations

Departing Runways 22L/R, 21L/R
SNDRS, CCOBB, KAYLN, MIGGY, TRMML, ZETTR - Expect Runway 22L
HHOWE, PAVYL, LIDDS, BARII, CLVIN - Expect Runway 21R

Departing Runways 4L/R, 3L/R
SNDRS, CCOBB, KAYLN, MIGGY, TRMML, ZETTR - Expect Runway 04R
HHOWE, PAVYL, LIDDS, BARII, CLVIN - Expect Runway 03L

Departing Runways 27L/R (not depicted below)
KAYLN, MIGGY, TRMML, ZETTR, HHOWE - Expect Runway 27R
CCOBB, SNDRS, BARII, CLVIN, LIDDS, PAVYL - Expect Runway 27L





DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 232° to HUUTZ, thence

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 232° to HUUTZ, thence

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to HUUTZ, thence

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to HUUTZ, thence

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 204° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to HUUTZ, thence

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 203° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to HUUTZ, thence

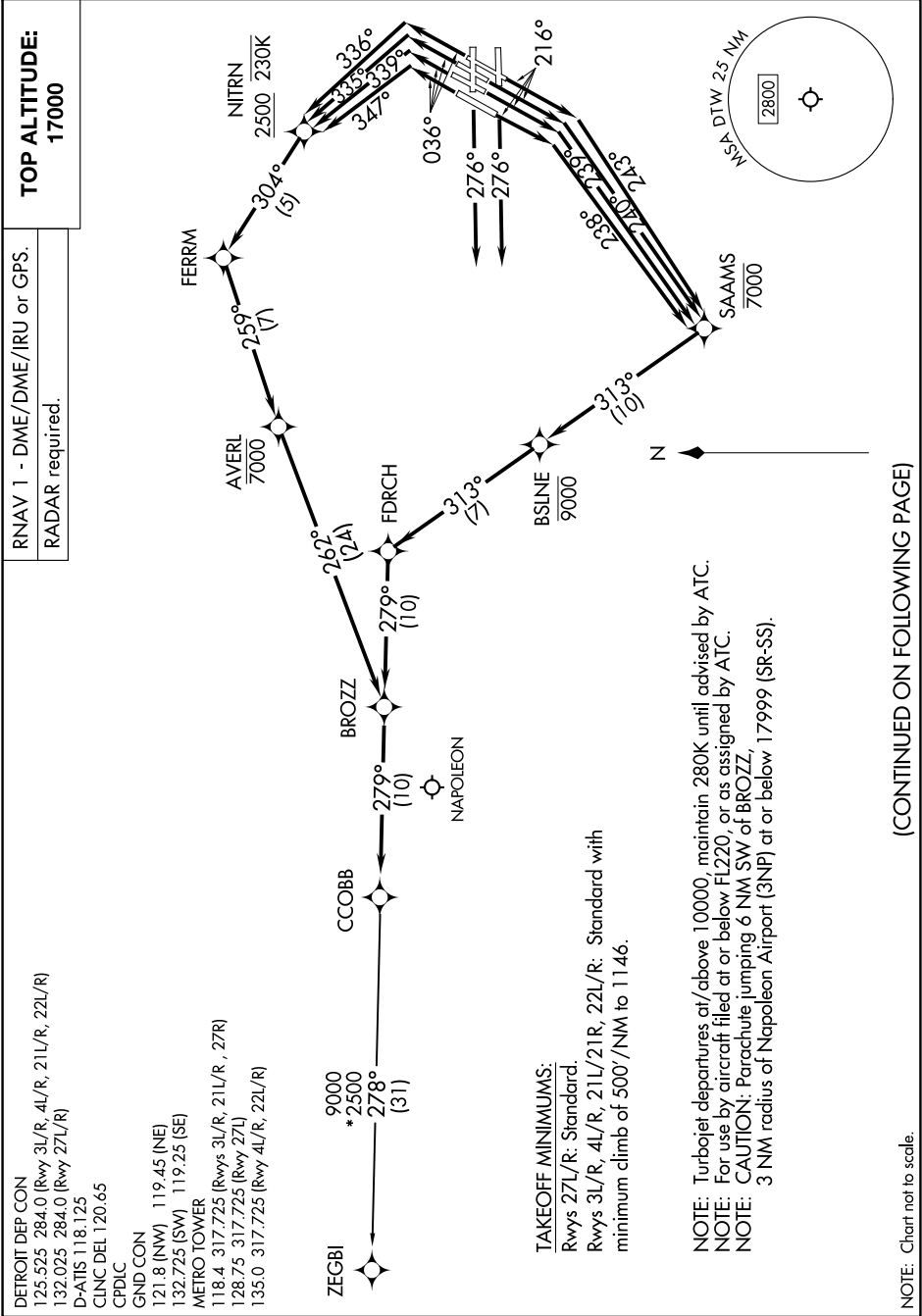
TAKEOFF RUNWAY 22L: Climb on heading 216° to 1146, then direct BOOSE, then on track 226° to cross RATIO at or below 7000, then on track 189° to HUUTZ, thence

TAKEOFF RUNWAY 22R: Climb on heading 216° to 1146, then direct EEERI, then on track 224° to cross RATIO at or below 7000, then on track 189° to HUUTZ, thence

TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to HUUTZ, thence

. . . . on track 213° to BARII, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

SINKR TRANSITION (BARI3.SINKR)





DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 335° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 262° to BROZZ, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 336° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 262° to BROZZ, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 262° to BROZZ, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 262° to BROZZ, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 243° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 279° to BROZZ, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 240° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 279° to BROZZ, thence....

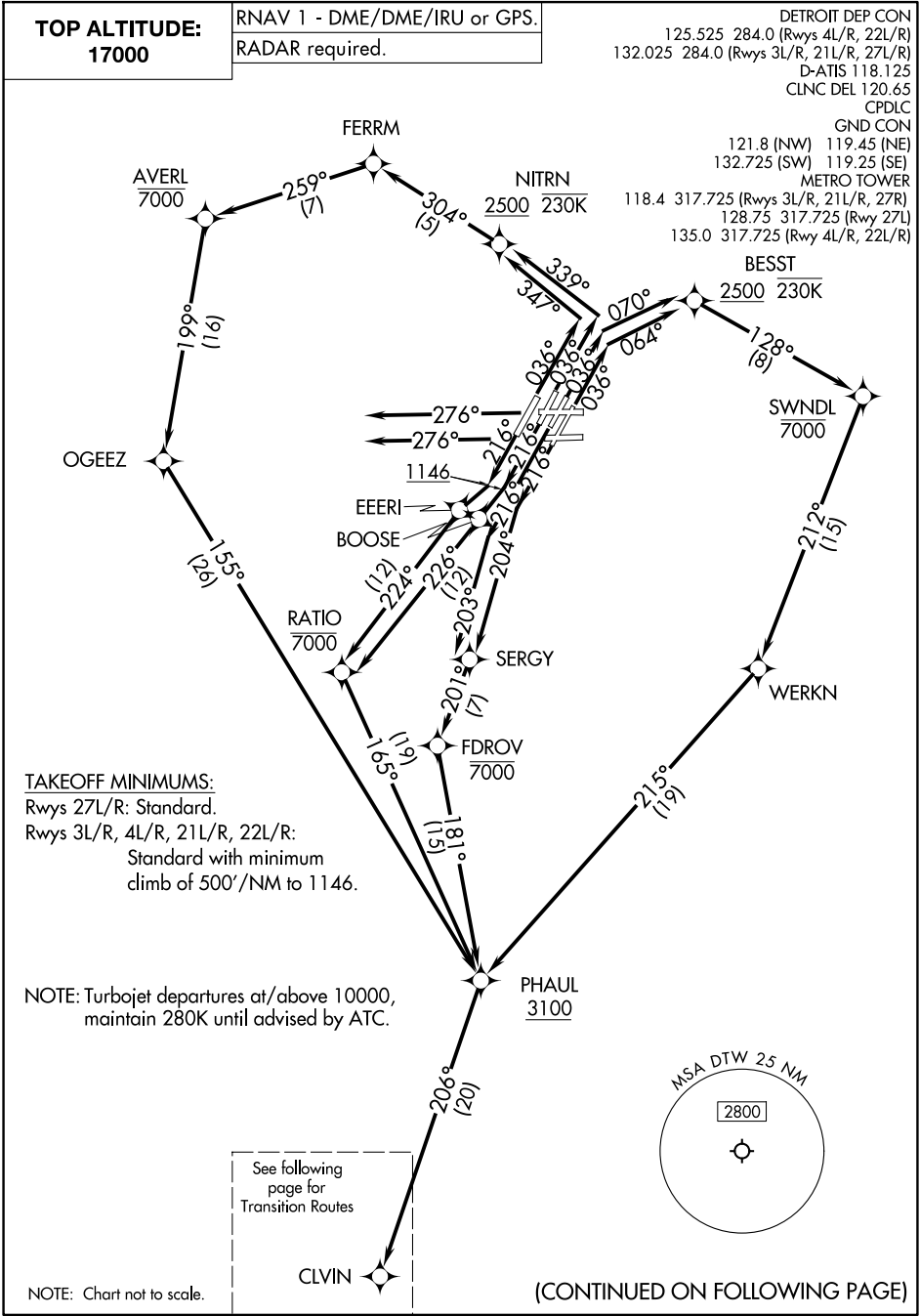
TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 239° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 279° to BROZZ, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 238° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 279° to BROZZ, thence....

TAKEOFF RUNWAYS 27L/27R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to BROZZ, thence....

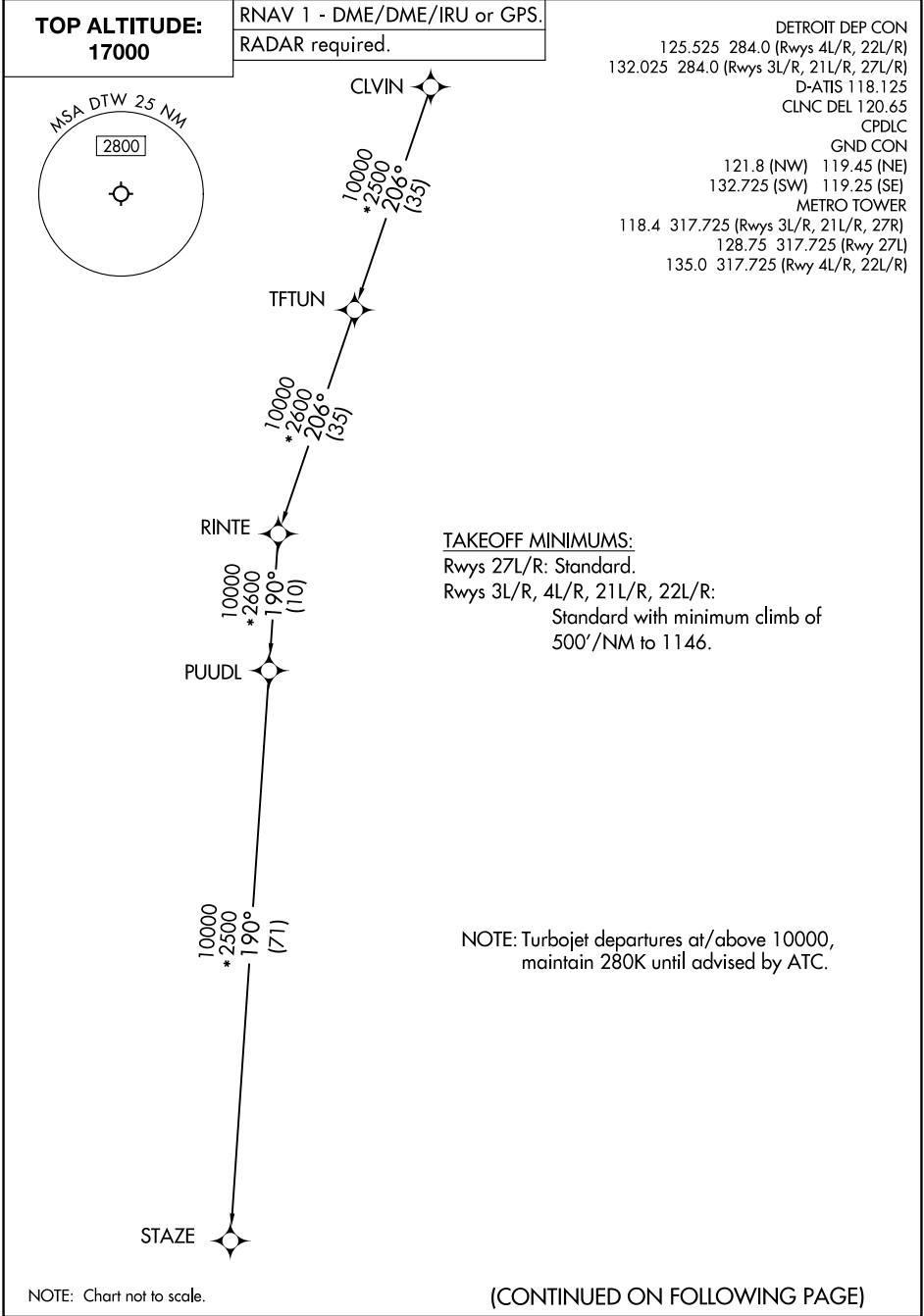
....on track 279° to CCOBB, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

ZEGBI TRANSITION (CCOBB3.ZEGBI):



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



(CLVIN3.CLVIN) 24137

CLVIN THREE DEPARTURE (RNAV)

DETROIT METRO WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 215° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 215° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 155° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 155° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 204° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 181° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 203° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 181° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to 1146, then direct BOOSE, then on track 226° to cross RATIO at or below 7000, then on track 165° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to 1146, then direct EEERI, then on track 224° to cross RATIO at or below 7000, then on track 165° to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to cross PHAUL at or above 3100, thence....

....on track 206° to CLVIN, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

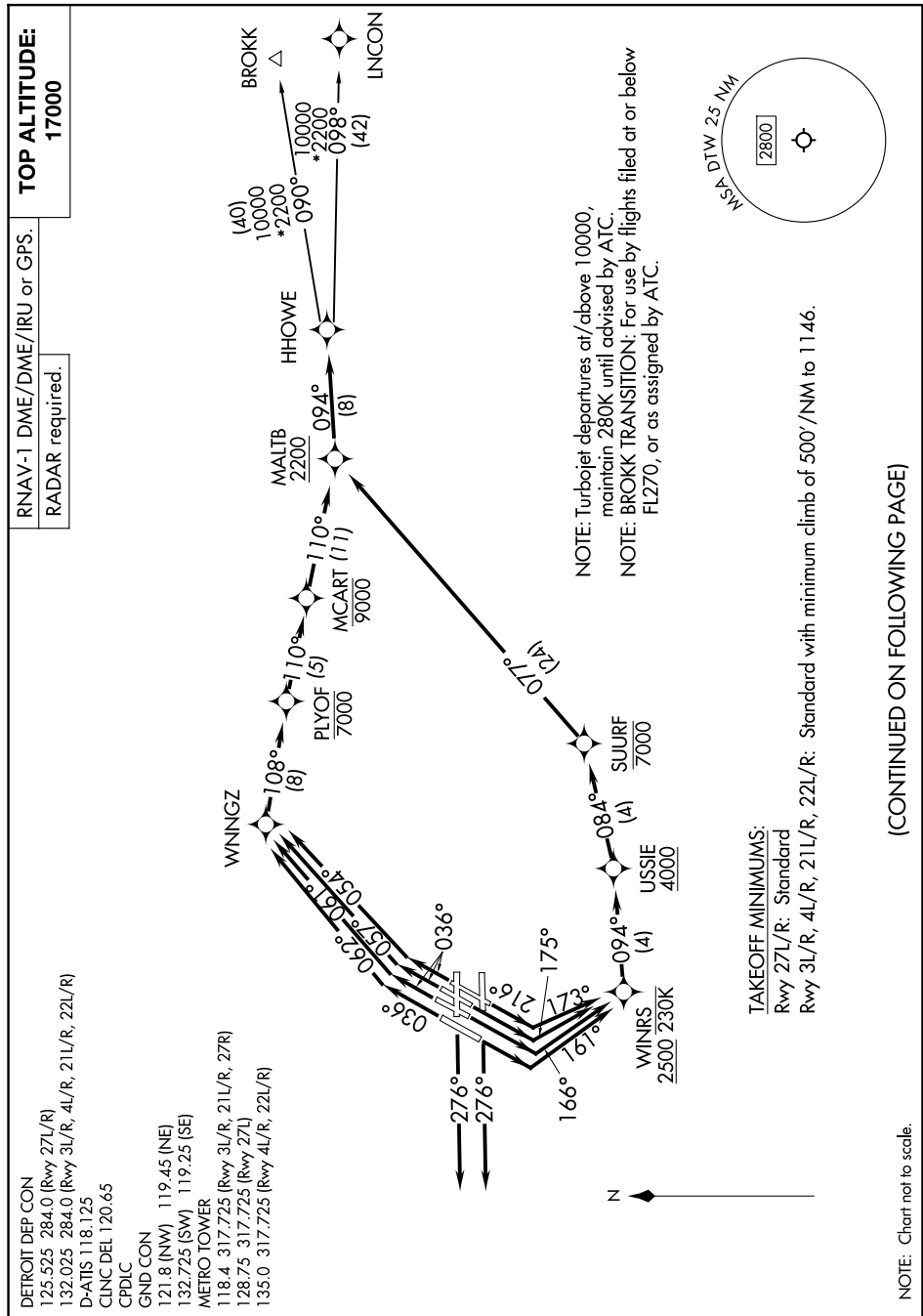
STAZE TRANSITION (CLVIN3.STAZE):

CLVIN THREE DEPARTURE (RNAV)

(CLVIN3.CLVIN) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)



(HHOWE4.HHOWE) 24137

HHOWE FOUR DEPARTURE (RNAV) AL-119 (FAA)

DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP.

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 057° to WNNGZ, then on track 108° to cross PLYOF at or below 7000, then on track 110° to cross MCART at or below 9000, then on track 110° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 054° to WNNGZ, then on track 108° to cross PLYOF at or below 7000, then on track 110° to cross MCART at or below 9000, then on track 110° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 062° to WNNGZ, then on track 108° to cross PLYOF at or below 7000, then on track 110° to cross MCART at or below 9000, then on track 110° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 061° to WNNGZ, then on track 108° to cross PLYOF at or below 7000, then on track 110° to cross MCART at or below 9000, then on track 110° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 173° to cross WINRS at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 077° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 175° to cross WINRS at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 077° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 166° to cross WINRS at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 077° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 161° to cross WINRS at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 077° to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to cross MALTB at or above 2200, thence....

....on track 094° to HHOWE, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

BROKK TRANSITION (HHOWE4.BROKK):

LNCON TRANSITION (HHOWE4.LNCON):

HHOWE FOUR DEPARTURE (RNAV)

(HHOWE4.HHOWE) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

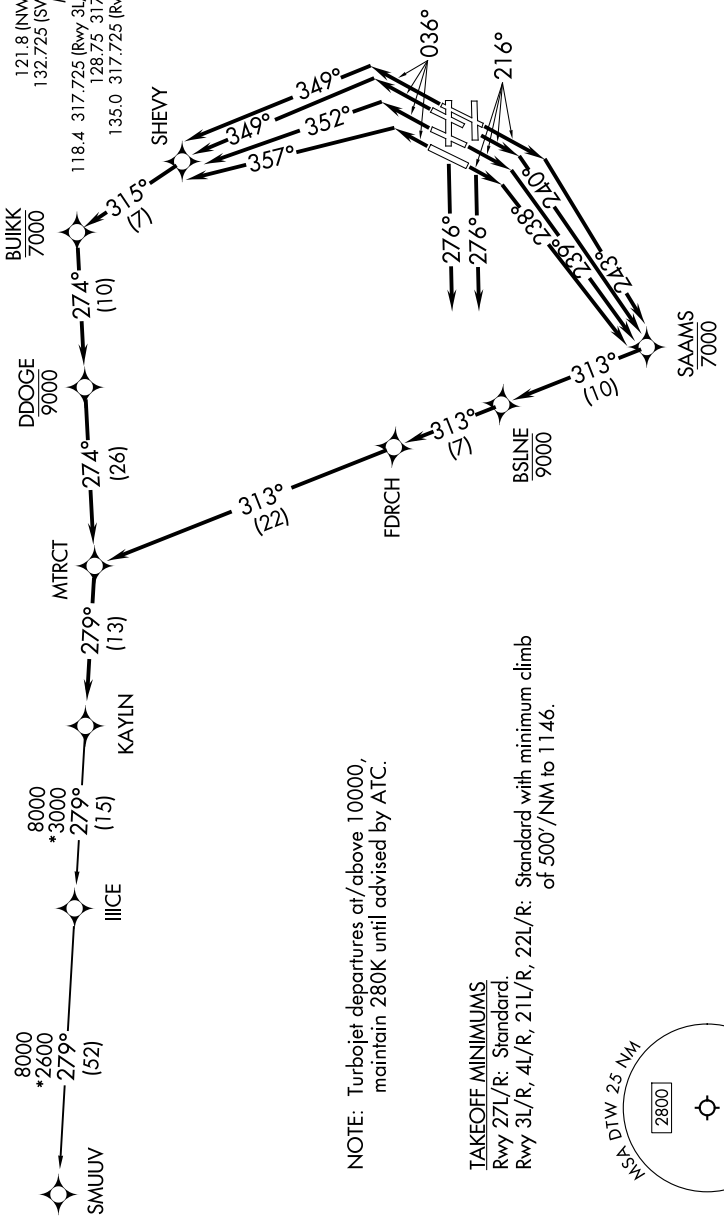
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
17000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

DETROIT DEP CON
125.525 284.0
D-ATIS 118.125
CLNC DEL 120.65
CPDLC
GND CON
121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)
METRO TOWER
118.4 317.725 (Rwy 3L/R, 21L/R, 27R)
128.75 317.725 (Rwy 27L)
135.0 317.725 (Rwy 4L/R, 22L/R)



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(KAYLN3.KAYLN) 24137

KAYLN THREE DEPARTURE (RNAV)

DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

AL-119 (FAA)



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP.

TAKEOFF RUNWAYS 3L/R: Climb on heading 036° to intercept course 349° to SHEVY, then on track 315° to cross BUIKK at or below 7000, then on track 274° to cross DDOGE at or below 9000, then on track 274° to MTRCT, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 357° to SHEVY, then on track 315° to cross BUIKK at or below 7000, then on track 274° to cross DDOGE at or below 9000, then on track 274° to MTRCT, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 352° to SHEVY, then on track 315° to cross BUIKK at or below 7000, then on track 274° to cross DDOGE at or below 9000, then on track 274° to MTRCT, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 243° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 313° to MTRCT, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 240° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 313° to MTRCT, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 239° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 313° to MTRCT, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 238° to cross SAAMS at or below 7000, then on track 313° to cross BSLNE at or below 9000, then on track 313° to FDRCH, then on track 313° to MTRCT, thence....

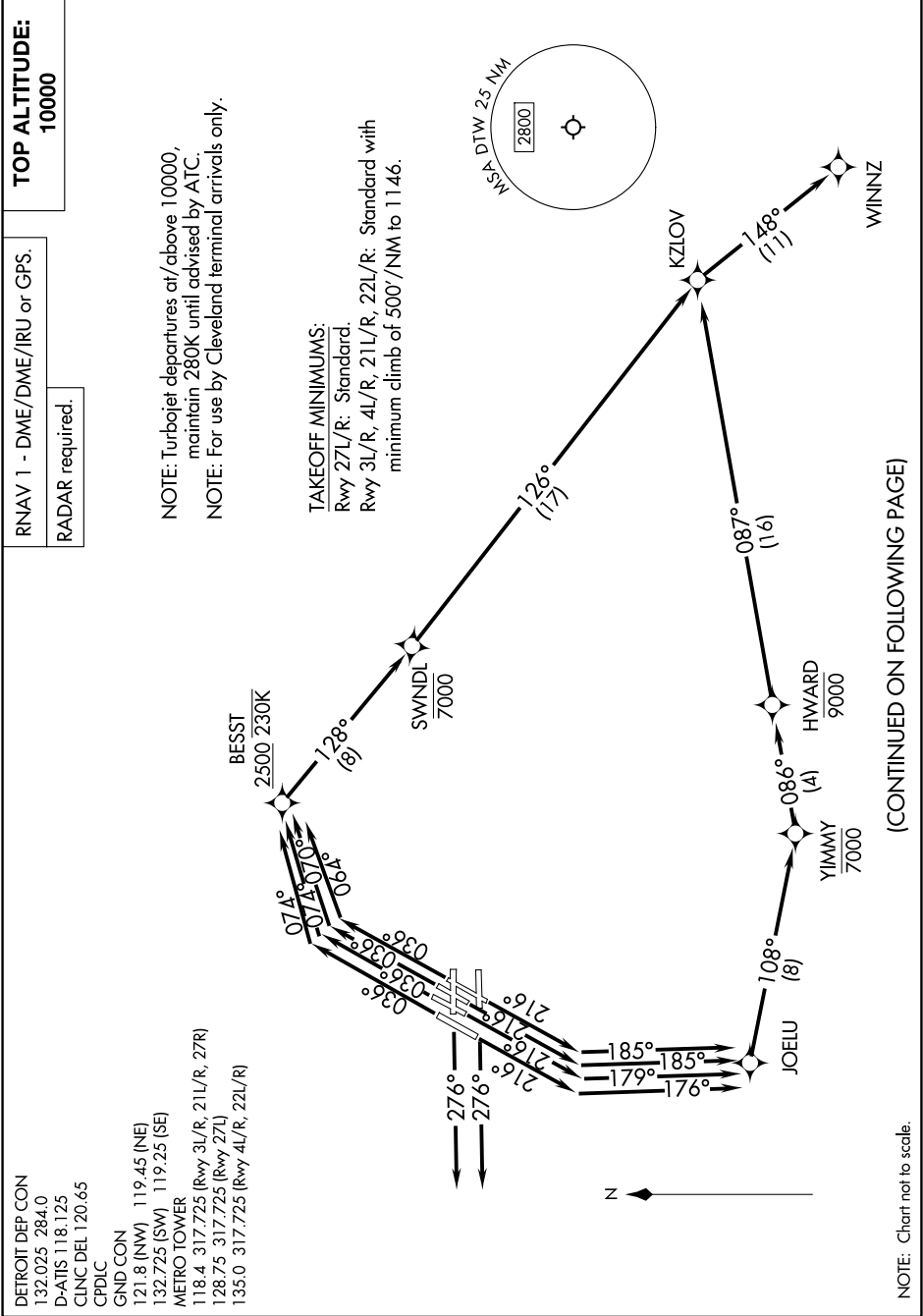
TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to MTRCT, thence....

....on track 279° to KAYLN, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

SMUUV TRANSITION (KAYLN3.SMUUV):

KAYLN THREE DEPARTURE (RNAV)
(KAYLN3.KAYLN) 16MAY24

DETROIT, MICHIGAN
DETROIT METRO WAYNE COUNTY (DTW)



(KZLOV2.WINN2) 24137

KZLOV TWO DEPARTURE (RNAV)

DETROIT METRO WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to KZLOV, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to KZLOV, thence....

TAKEOFF RUNWAYS 4L/R: Climb on heading 036° to intercept course 074° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to KZLOV, thence....

TAKEOFF RUNWAYS 21L/R: Climb on heading 216° to intercept course 185° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to KZLOV, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 179° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to KZLOV, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 176° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to KZLOV, thence....

TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to KZLOV, thence....

....on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

EC-1, 03 SEP 2026 to 29 OCT 2026

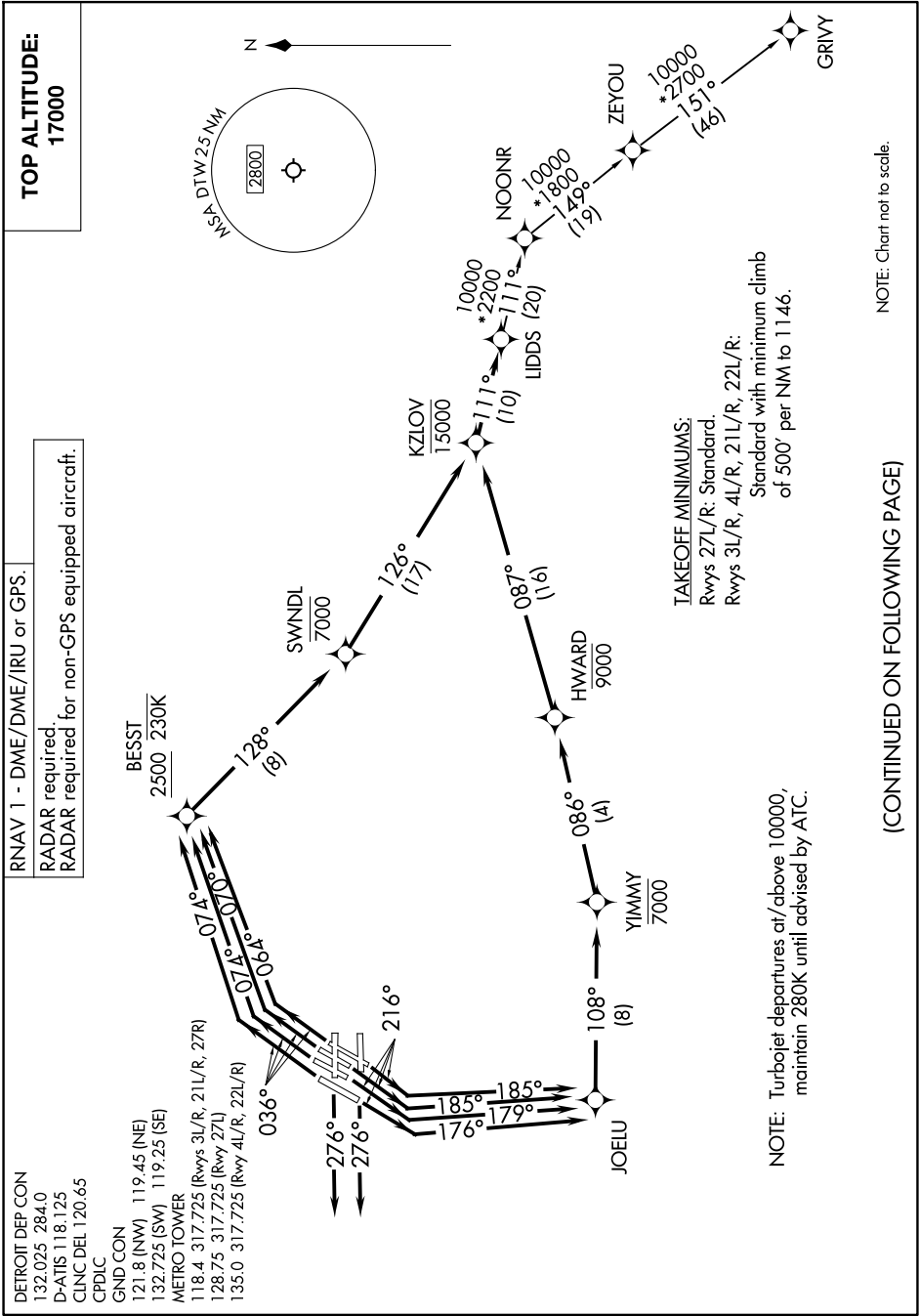
KZLOV TWO DEPARTURE (RNAV)

(KZLOV2.WINN2) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

EC-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP.

- TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAYS 4L/R: Climb on heading 036° to intercept course 074° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAYS 21L/R: Climb on heading 216° to intercept course 185° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 179° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 176° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV at or below 15000, thence....
- TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to cross KZLOV at or below 15000, thence....

....on track 111° to LIDDS, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

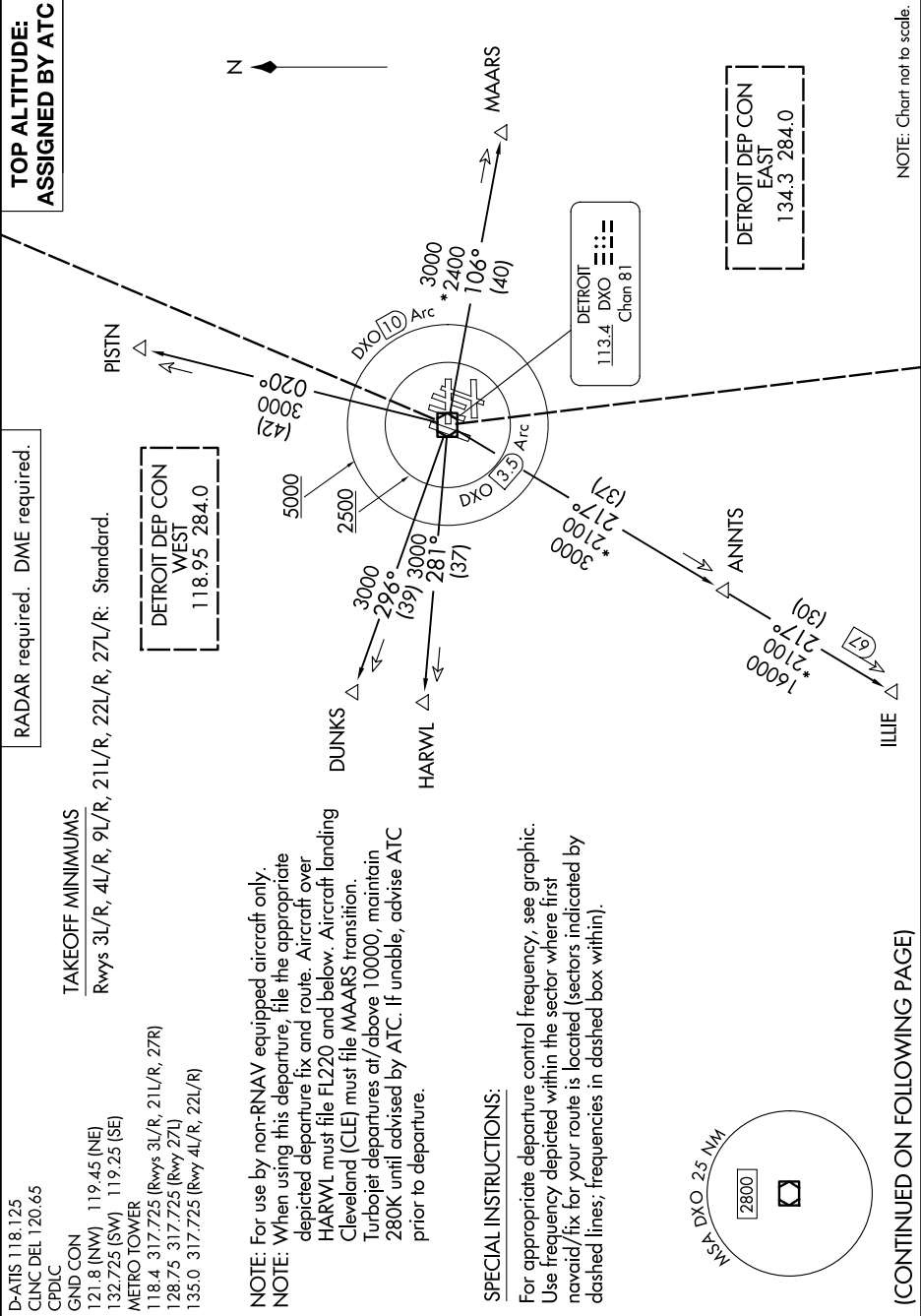
GRIVY TRANSITION (LIDDS4.GRIVY):

METRO FOUR DEPARTURE

AL-119 (FAA)

DETROIT, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026



METRO FOUR DEPARTURE

AL-119 (FAA)

DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading. Maintain ATC assigned altitude for RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. When ATC assigned altitude is at or above 5000, cross DXO 10 DME Arc at or above 5000 for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALL AIRCRAFT: ATC climb gradient: If unable to accept climb rate, advise ATC prior to taxi.

RUNWAY 3L: Cross DXO 3.5 DME at or above 2500 MSL, 737'/NM to 2500.

RUNWAY 3R: Cross DXO 3.5 DME at or above 2500 MSL, 820'/NM to 2500.

RUNWAY 4L: Cross DXO 3.5 DME at or above 2500 MSL, 669'/NM to 2500.

RUNWAY 4R: Cross DXO 3.5 DME at or above 2500 MSL, 856'/NM to 2500.

RUNWAY 9L: Cross DXO 3.5 DME at or above 2500 MSL, 988'/NM to 2500.

RUNWAY 9R: Cross DXO 3.5 DME at or above 2500 MSL, 1046'/NM to 2500.

RUNWAY 21L: Cross DXO 3.5 DME at or above 2500 MSL, 687'/NM to 2500.

RUNWAY 21R: Cross DXO 3.5 DME at or above 2500 MSL, 538'/NM to 2500.

RUNWAY 22L: Cross DXO 3.5 DME at or above 2500 MSL, 661'/NM to 2500.

RUNWAY 22R: Cross DXO 3.5 DME at or above 2500 MSL, 742'/NM to 2500.

RUNWAY 27L: Cross DXO 3.5 DME at or above 2500 MSL, 521'/NM to 2500.

RUNWAY 27R: Cross DXO 3.5 DME at or above 2500 MSL, 511'/NM to 2500.

DUNKS TRANSITION (METRO4.DUNKS): From over DXO VOR/DME on DXO R-296 to DUNKS.

HARWL TRANSITION (METRO4.HARWL): From over DXO VOR/DME on DXO R-281 to HARWL.

ILLIE TRANSITION (METRO4.ILLIE): From over DXO VOR/DME on DXO R-217 to ILLIE.

MAARS TRANSITION (METRO4.MAARS): From over DXO VOR/DME on DXO R-106 to MAARS.

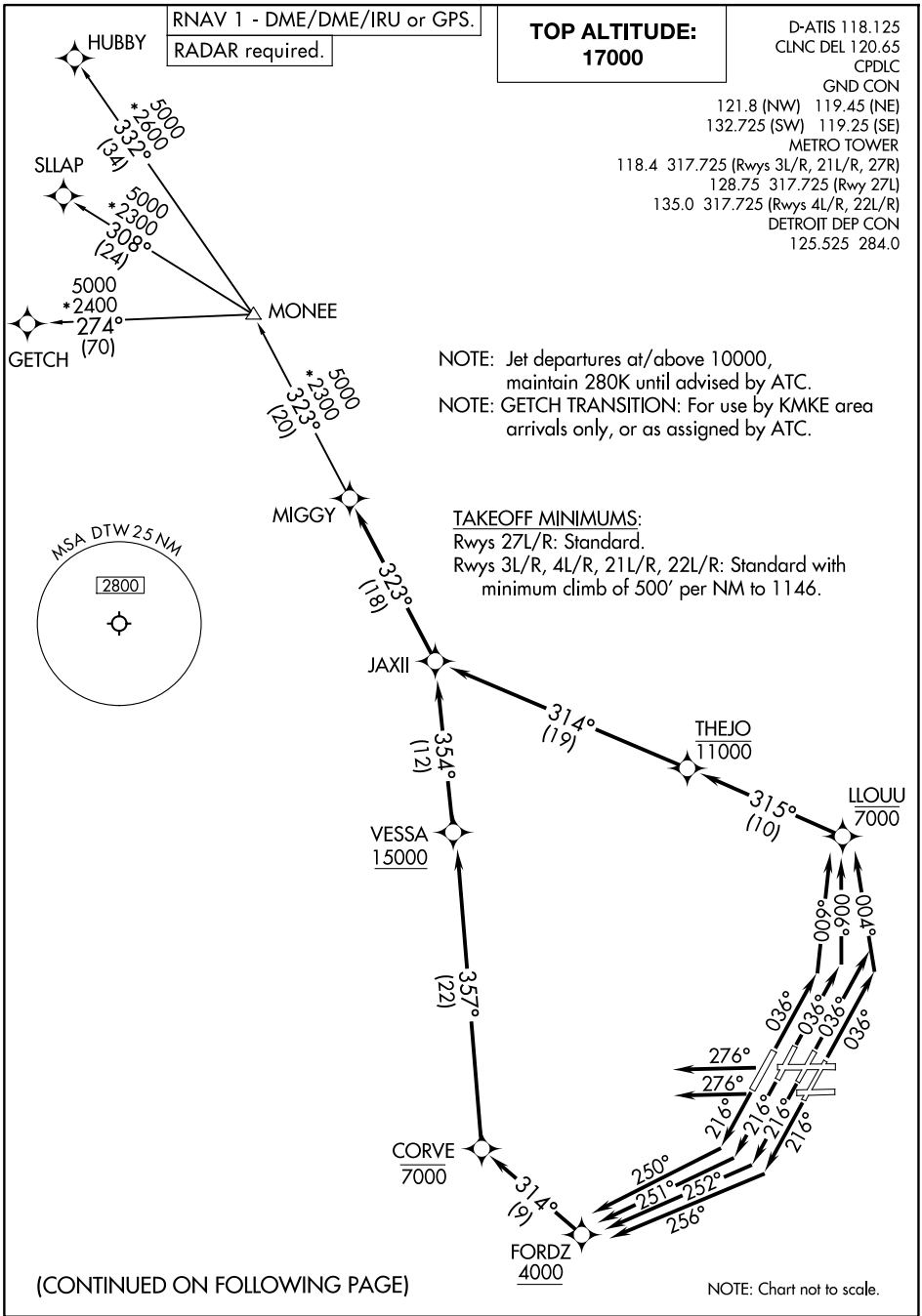
PISTN TRANSITION (METRO4.PISTN): From over DXO VOR/DME on DXO R-020 to PISTN.

METRO FOUR DEPARTURE

(METRO4.DXO) 05SEP24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)



MIGGY THREE DEPARTURE (RNAV)

(MIGGY3.MIGGY) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

(MIGGY3.MIGGY) 24137

DETROIT METRO WAYNE COUNTY (DTW)

MIGGY THREE DEPARTURE (RNAV) AL-119 (FAA)

DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS IN RNAV DEPARTURE AAP.

TAKEOFF RUNWAYS 3L/R: Climb on heading 036° to intercept course 004° to cross LLOUU at or below 7000, then on track 315° to cross THEJO at or below 11000, then on track 314° to JAXII, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 009° to cross LLOUU at or below 7000, then on track 315° to cross THEJO at or below 11000, then on track 314° to JAXII, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 006° to cross LLOUU at or below 7000, then on track 315° to cross THEJO at or below 11000, then on track 314° to JAXII, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 256° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 357° to cross VESSA at or above 15000, then on track 354° to JAXII, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 252° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 357° to cross VESSA at or above 15000, then on track 354° to JAXII, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 251° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 357° to cross VESSA at or above 15000, then on track 354° to JAXII, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 250° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 357° to cross VESSA at or above 15000, then on track 354° to JAXII, thence....

TAKEOFF RUNWAY 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to JAXII, thence....

....on track 323° to MIGGY, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

GETCH TRANSITION (MIGGY3.GETCH):

HUBBY TRANSITION (MIGGY3.HUBBY):

SLAP TRANSITION (MIGGY3.SLAP):

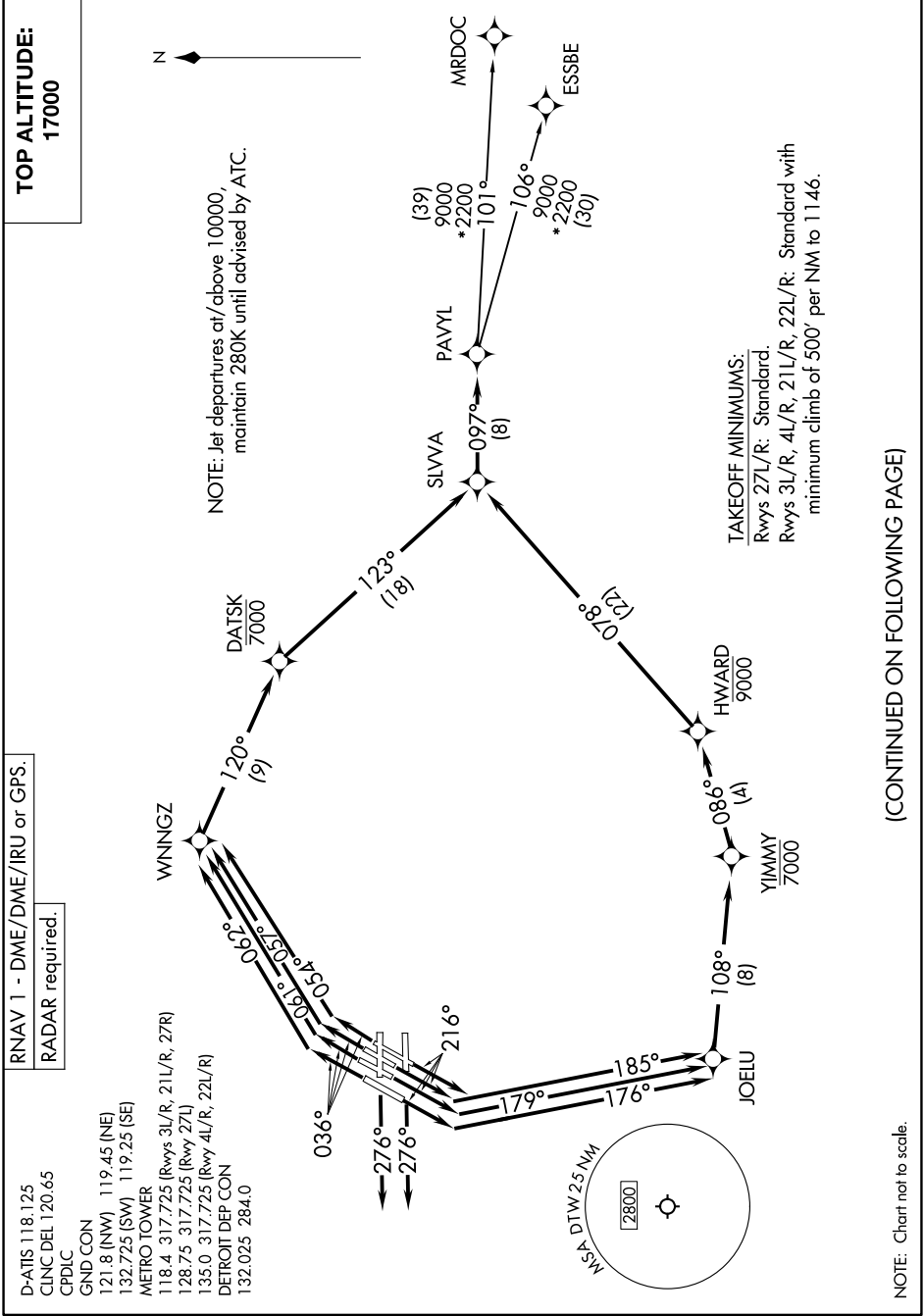
MIGGY THREE DEPARTURE (RNAV)

(MIGGY3.MIGGY) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)

EC-1, 03 SEP 2026 to 29 OCT 2026



(PAVYL3.PAVYL) 24137

PAVYL THREE DEPARTURE (RNAV)

DETROIT METRO WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS IN RNAV DEPARTURE AAPP.

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 057° to WNNNGZ, then on track 120° to cross DATSK at or below 7000, then on track 123° to SLVVA, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 054° to WNNNGZ, then on track 120° to cross DATSK at or below 7000, then on track 123° to SLVVA, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 062° to WNNNGZ, then on track 120° to cross DATSK at or below 7000, then on track 123° to SLVVA, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 061° to WNNNGZ, then on track 120° to cross DATSK at or below 7000, then on track 123° to SLVVA, thence....

TAKEOFF RUNWAYS 21L/R: Climb on heading 216° to intercept course 185° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 078° to SLVVA, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 179° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 078° to SLVVA, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 176° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 078° to SLVVA, thence....

TAKEOFF RUNWAYS 27L/27R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to SLVVA, thence....

....on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):

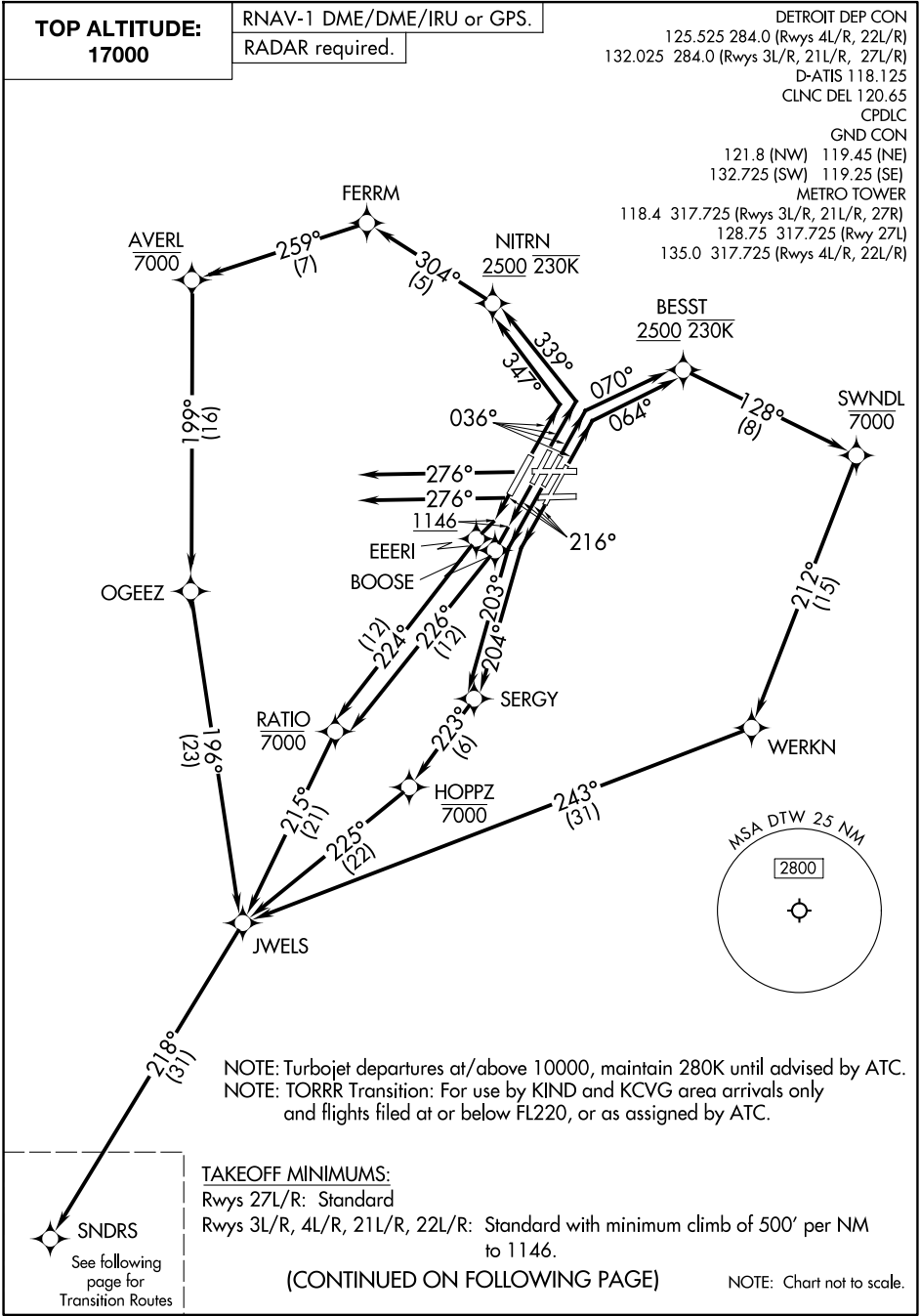
MRDOC TRANSITION (PAVYL3.MRDOC):

PAVYL THREE DEPARTURE (RNAV)

(PAVYL3.PAVYL) 16MAY24

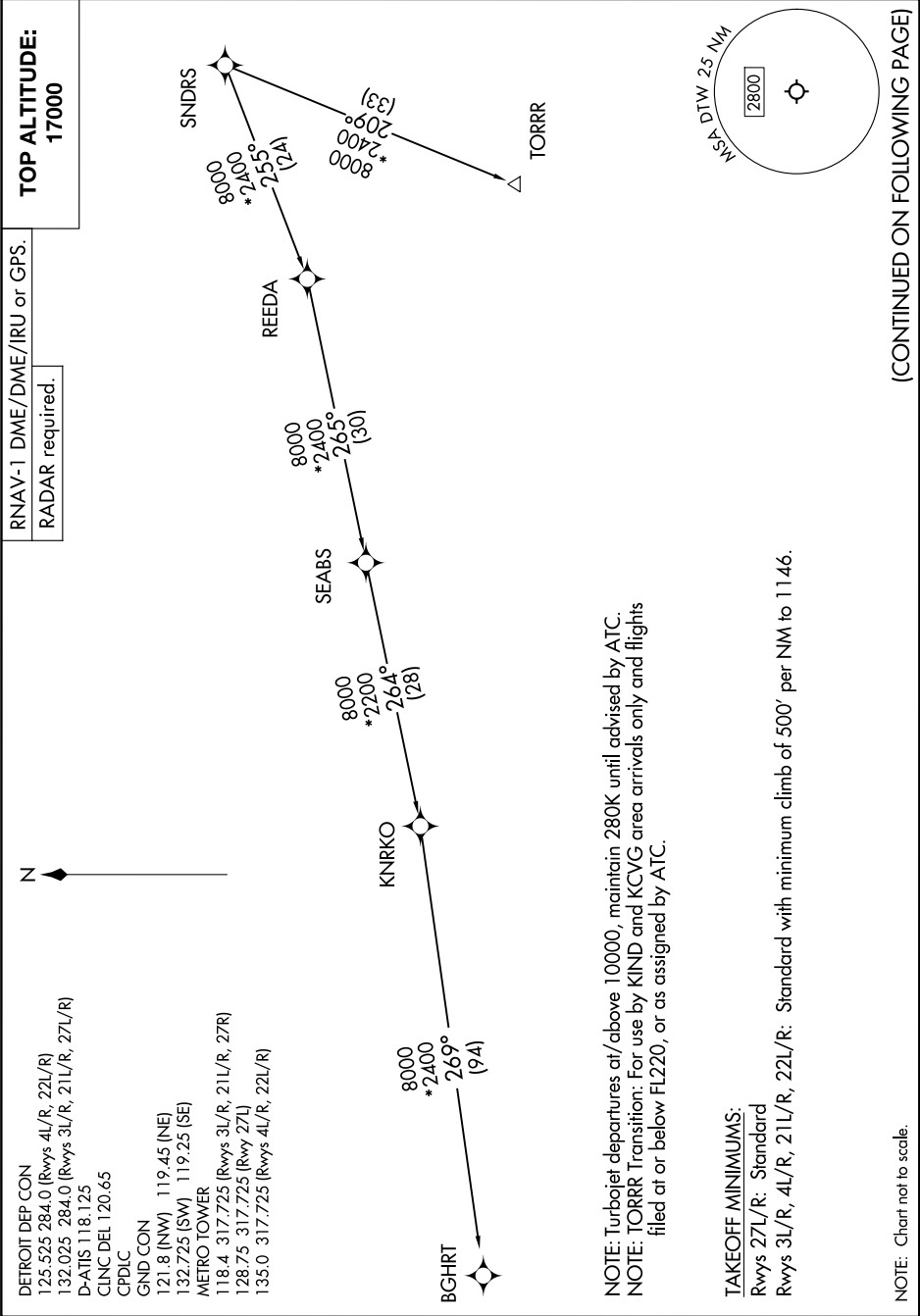
DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS IN RNAV DEPARTURE AAPP.

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 243° to JWELS, thence...

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 212° to WERKN, then on track 243° to JWELS, thence...

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then or track 199° to OGEEZ, then on track 196° to JWELS, thence...

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then or track 199° to OGEEZ, then on track 196° to JWELS, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 204° to SERGY, then on track 223° to cross HOPPPZ at or below 7000, then on track 225° to JWELS, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 203° to SERGY, then on track 223° to cross HOPPPZ at or below 7000, then on track 225° to JWELS, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to 1146, then direct BOOSE, then on track 226° to cross RATIO at or below 7000, then on track 215° to JWELS, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to 1146, then direct EEERI, then on track 224° to cross RATIO at or below 7000, then on track 215° to JWELS, thence....

TAKEOFF RUNWAYS 27L/27R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to JWELS, thence....

...on track 218° to SNDRS, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

BGHRT TRANSITION (SNDRS3.BGHRT):
TORRR TRANSITION (SNDRS3.TORRR):

TOP ALTITUDE:
17000

TRMML  See following page for Transition Route

RNAV 1 - DME/DME/IRU or GPS.

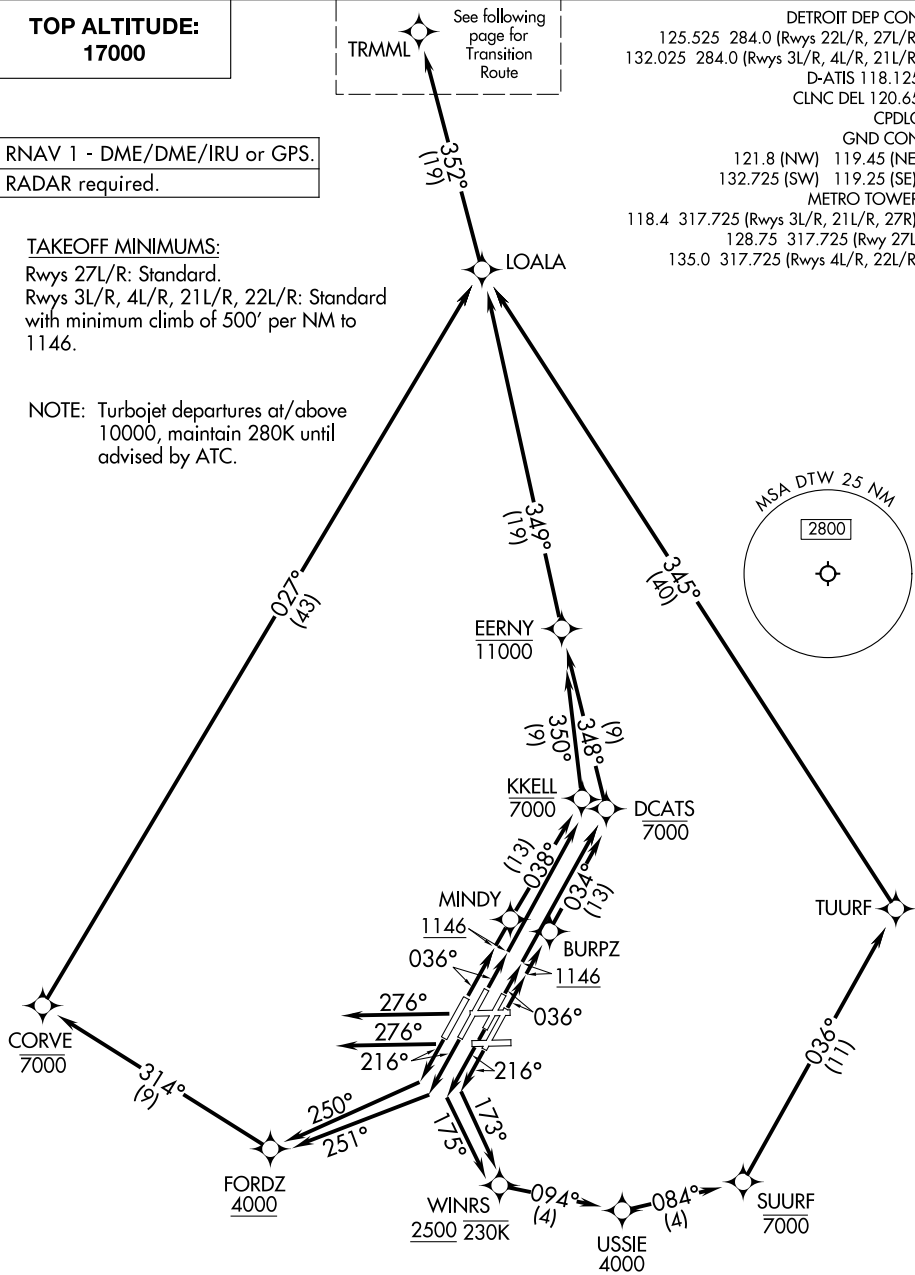
RADAR required.

TAKEOFF MINIMUMS:

Rwys 27L/R: Standard.
Rwys 3L/R, 4L/R, 21L/R, 22L/R: Standard
with minimum climb of 500' per NM to
1146.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

DETROIT DEP CON
125.525 284.0 (Rwys 22L/R, 27L/R)
132.025 284.0 (Rwys 3L/R, 4L/R, 21L/R)
D-ATIS 118.125
CLNC DEL 120.65
CPDLC
GND CON
121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)
METRO TOWER
118.4 317.725 (Rwys 3L/R, 21L/R, 27R)
128.75 317.725 (Rwy 27L)
135.0 317.725 (Rwys 4L/R, 22L/R)



(CONTINUED ON FOLLOWING PAGE)

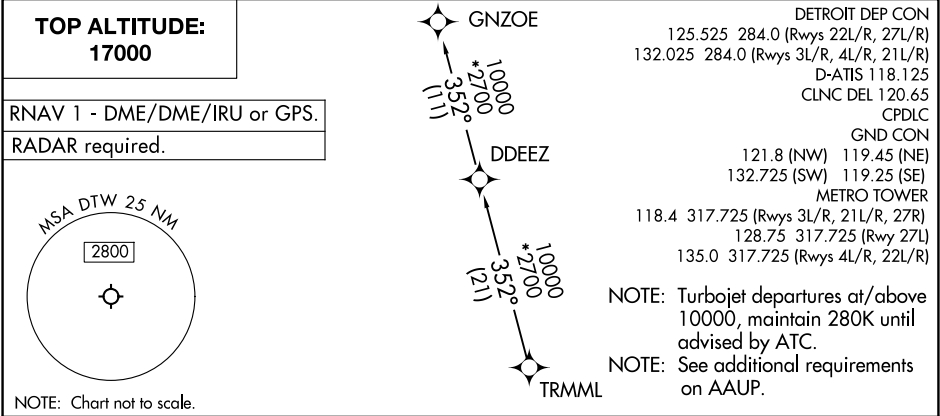
NOTE: Chart not to scale.

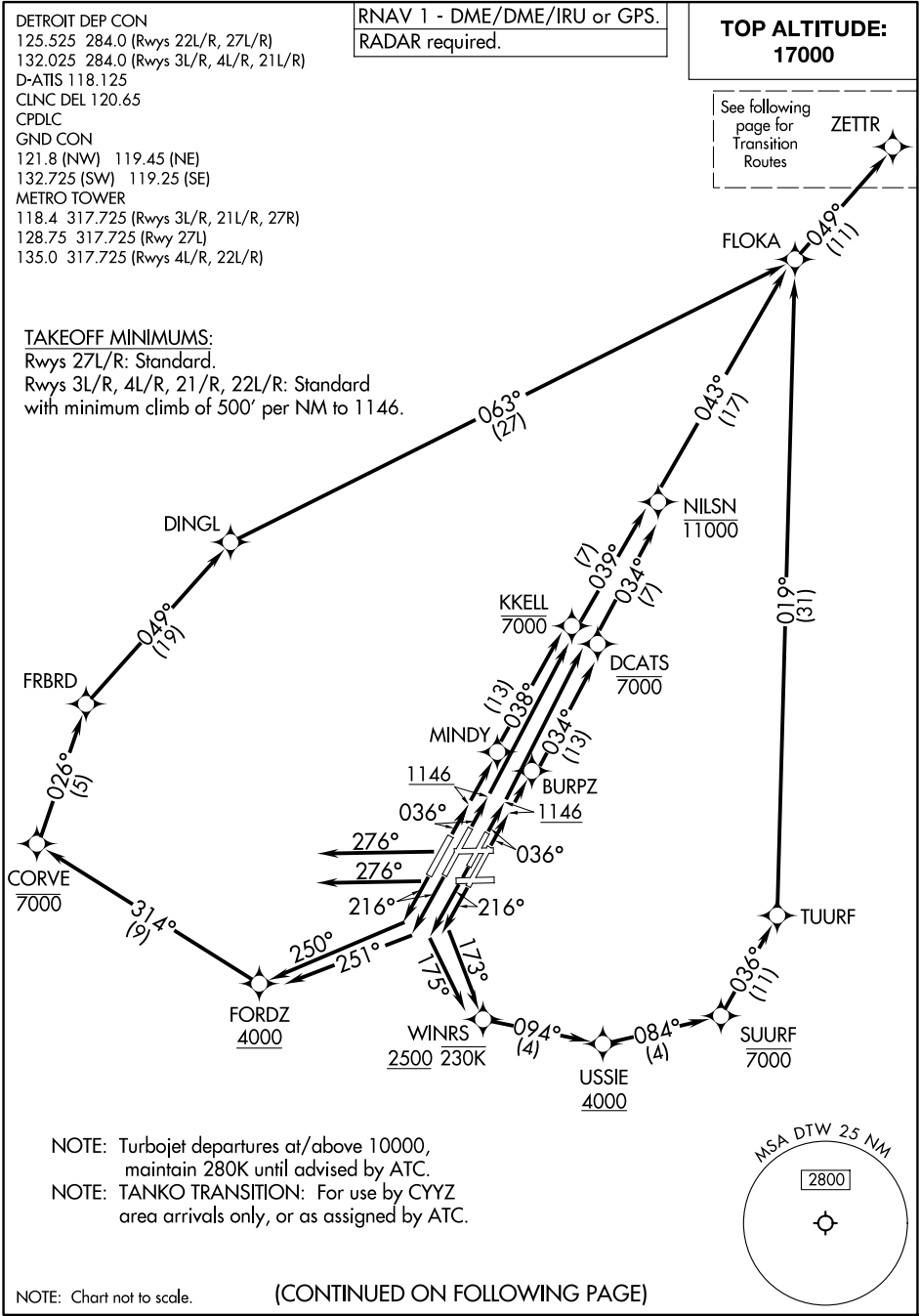
TRMML FOUR DEPARTURE (RNAV) Departure Routes

(TRMML4.TRMML) 16MAY24

e Routes DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)





EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

(ZETTR4.ZETTR) 24137

ZETTR FOUR DEPARTURE (RNAV) Transition Routes

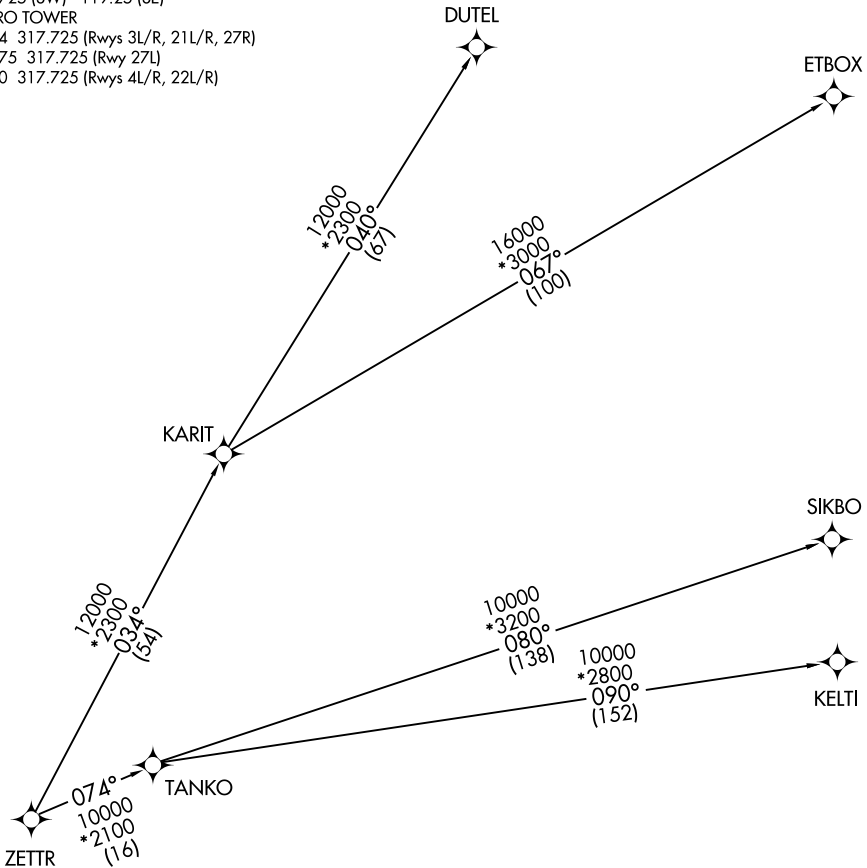
DETROIT METRO WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

DETROIT DEP CON
125.525 284.0 (Rwys 22L/R, 27L/R)
132.025 284.0 (Rwys 3L/R, 4L/R, 21L/R)
D-ATIS 118.125
CLNC DEL 120.65
CPDLC
GND CON
121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)
METRO TOWER
118.4 317.725 (Rwys 3L/R, 21L/R, 27R)
128.75 317.725 (Rwy 27L)
135.0 317.725 (Rwys 4L/R, 22L/R)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

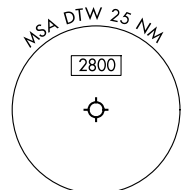
TOP ALTITUDE:
17000



NOTE: Turbojet departures at/at above 10000, maintain 280K until advised by ATC.
NOTE: TANKO Transition: For use by CYYZ area arrivals only, or as assigned by ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



ZETTR FOUR DEPARTURE (RNAV) Transition Routes

(ZETTR4.ZETTR) 16MAY24

DETROIT, MICHIGAN

DETROIT METRO WAYNE COUNTY (DTW)



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS IN RNAV DEPARTURE AAPP.

TAKEOFF RUNWAY 3L: Climb on heading 036° to 1146, then direct to cross DCATS at or below 7000, then on track 034° to cross NILSN at or below 11000, then on track 043° to FLOKA, thence....

TAKEOFF RUNWAY 3R: Climb on heading 036° to 1146, then direct BURPZ, then on track 034° to cross DCATS at or below 7000, then on track 034° to cross NILSN at or below 11000, then on track 043° to FLOKA, thence....

TAKEOFF RUNWAY 4L: Climb on heading 036° to 1146, then direct MINDY, then on track 038° to cross KKELL at or below 7000, then on track 039° to cross NILSN at or below 11000, then on track 043° to FLOKA, thence....

TAKEOFF RUNWAY 4R: Climb on heading 036° to 1146, then direct to cross KKELL at or below 7000, then on track 039° to cross NILSN at or below 11000, then on track 043° to FLOKA, thence....

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 173° to cross WINRS at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 036° to TUURF, then on track 019° to FLOKA, thence....

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 175° to cross WINRS, at or above 2500 and at or below 230K, then on track 094° to cross USSIE at or above 4000, then on track 084° to cross SUURF at or below 7000, then on track 036° to TUURF, then on track 019° to FLOKA, thence....

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 251° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 026° to FRBRD, then on track 049° to DINGL, then on track 063° to FLOKA, thence....

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 250° to cross FORDZ at or above 4000, then on track 314° to cross CORVE at or below 7000, then on track 026° to FRBRD, then on track 049° to DINGL, then on track 063° to FLOKA, thence....

TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to FLOKA, thence....

....on track 049° to ZETTR, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

DUTEL TRANSITION (ZETTR4.DUTEL):

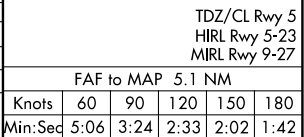
ETBOX TRANSITION (ZETTR4.ETBOX):

KELTI TRANSITION (ZETTR4.KELTI):

SIKBO TRANSITION (ZETTR4.SIKBO):

TANKO TRANSITION (ZETTR4.TANKO):

ILS or LOC RWY 5
WILLOW RUN (YIP)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1. 03 SEP 2026 to 29 OCT 2026

DETROIT, MICHIGAN

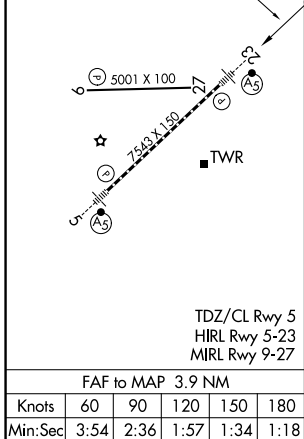
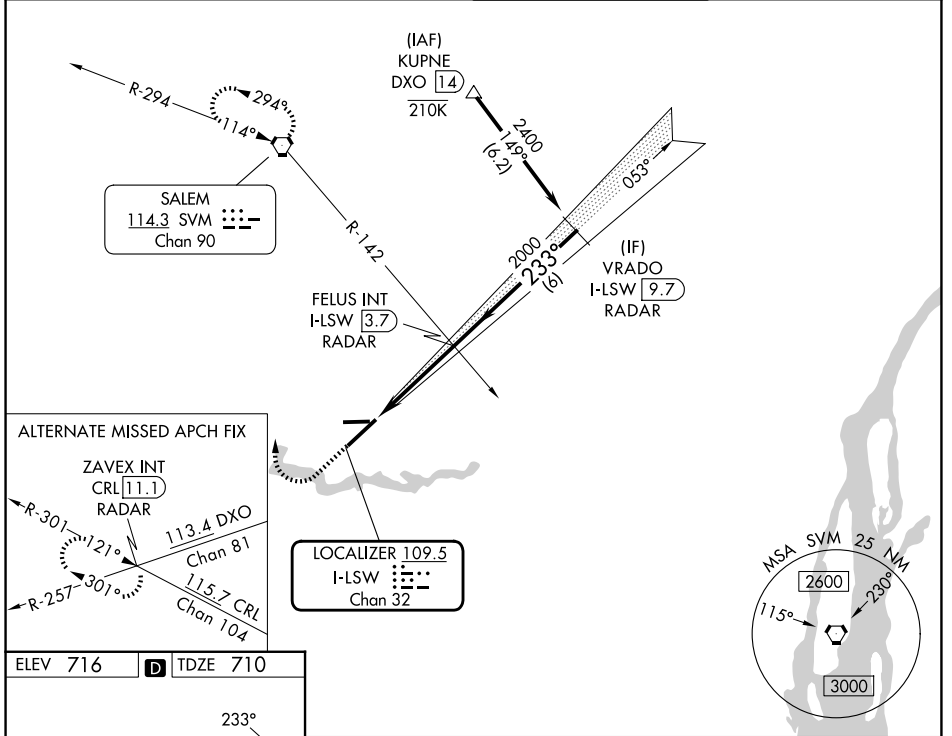
AL-467 (FAA)

26246

LOC/DME I-LSW 109.5 Chan 32	APP CRS 233°	Rwy Ldg 7543 TDZE 710 Apt Elev 716
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ILS or LOC RWY 23
WILLOW RUN (YIP)

RNP APCH-GPS from KUPNE. RADAR or GPS required.			MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct SVM VORTAC and hold.
ATIS 127.425	DETROIT APP CON 118.95 284.0	WILLOW RUN TOWER 125.275 256.9	GND CON 119.975	



1400 ↑ 3000  SVM 					FELUS INT I-LSW 3.7 RADAR VRADO I-LSW 9.7 RADAR				
I-LSW 1 I-LSW DME ANTENNA 2000 233° 2400 GS 3.00° TCH 57									
1.2 NM 2.7 NM 6 NM									
CATEGORY		A		B		C		D	
S-ILS 23		910-½ 200 (200-½)							
S-LOC 23		1140-½ 430 (500-½)				1140-¾ 430 (500-¾)			
CIRCLING		1220-1 504 (600-1)				1220-1½ 504 (600-1½)		1400-2¼ 684 (700-2¼)	

DETROIT, MICHIGAN

Orig 14JUL22

42°14'N-83°32'W

WILLOW RUN (YIP)
ILS or LOC RWY 23

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

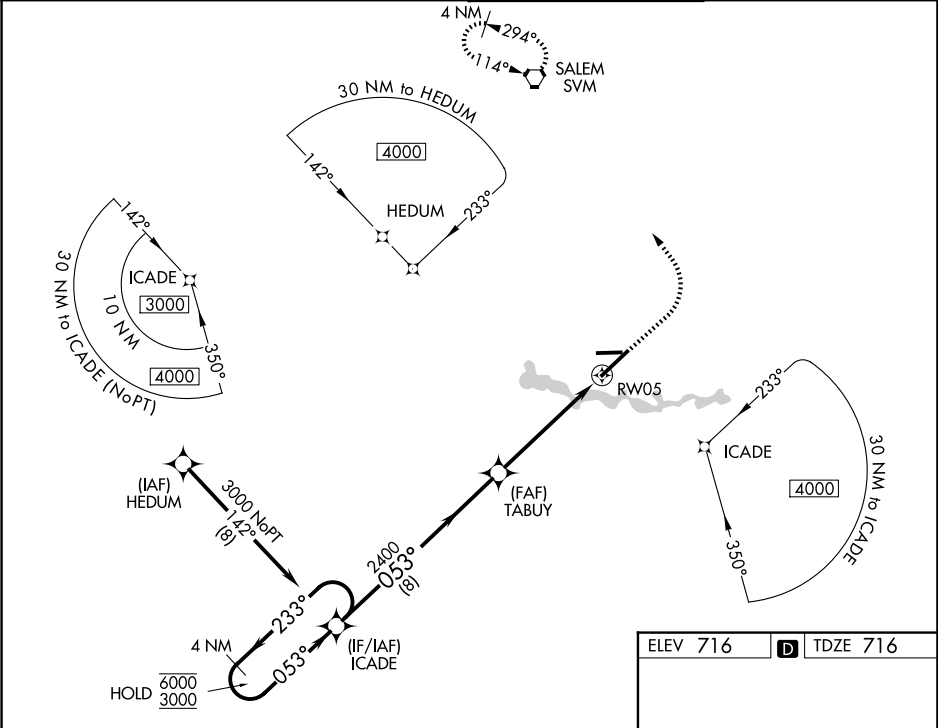
WAAS CH 78144	APP CRS 053°	Rwy Ldg TDZE 716	7543
W05A		Apt Elev	716

RNAV (GPS) RWY 5

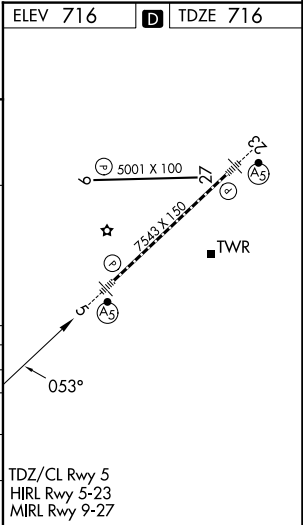
WILLOW RUN (YIP)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct SVM VORTAC and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cats C/D visibility to 1½ SM.		

ATIS 127.425	DETROIT APP CON 118.95 284.0	WILLOW RUN TOWER 125.275 256.9	GND CON 119.975
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		1200	3000	SVM
ICADE		TABUY		2400	1.2 NM to RW05	
6000 ← 233°		2400		8 NM	3.9 NM	1.2
3000 → 053°		2400				
GP 3.00°						
TCH 59						
CATEGORY	A	B	C	D		
LPV DA	916/18		200 (200-½)			
LNAV/VNAV DA	1121/40		405 (500-¾)			
LNAV MDA	1200/24	484 (500-½)	1200/50	484 (500-1)		
CIRCLING	1220-1	504 (600-1)	1220-1½	504 (600-½)	1400-2¼	684 (700-2¼)



DETROIT, MICHIGAN

AL-467 (FAA)

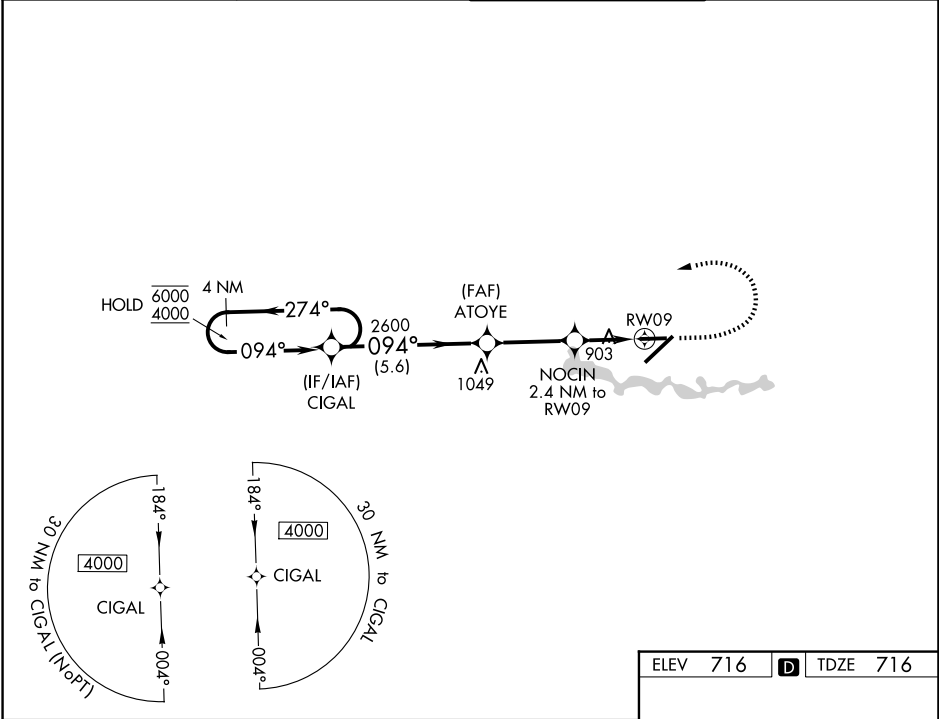
25275

WAAS CH 73035 W09A	APP CRS 094°	Rwy Ldg TDZE Apt Elev	5001 716 716
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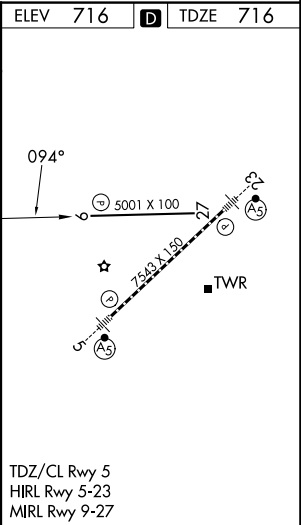
RNAV (GPS) RWY 9

WILLOW RUN (YIP)

RNP APCH - GPS.			MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct CIGAL and hold, continue climb-in-hold to 4000.
▼ Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.			
ATIS 127.425	DETROIT APP CON 118.95 284.0	WILLOW RUN TOWER 125.275 256.9	GND CON 119.975



4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).		1900	4000	CIGAL
6000 ← 274° 4000 → 094°		CIGAL		ATOYE	NOCIN	RWY 9
GP 3.11° TCH 50		2600		1560	1.3 NM to RWY 9	
5.6 NM		3.2 NM	1.2 NM	1.3		
CATEGORY	A	B	C	D		
LPV DA	966-¾		250 (300-¾)			
LNAV/VNAV DA	1201-1⅜		485 (500-1⅜)			
LNAV MDA	1160-1	444 (500-1)	1160-1⅜	444 (500-1⅜)		
CIRCLING	1220-1	504 (600-1)	1220-1½ 504 (600-1½)	1400-2¼ 684 (700-2¼)		



DETROIT, MICHIGAN
Amdt 3 30NOV23

42°14'N-83°32'W

WILLOW RUN (YIP)

RNAV (GPS) RWY 9

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **65744**
W23A

APP CRS
233°

Rwy Ldg **7543**
TDZE **710**
Apt Elev **716**

RNAV (GPS) RWY 23

WILLOW RUN (YIP)

RNP APCH - GPS.

▼

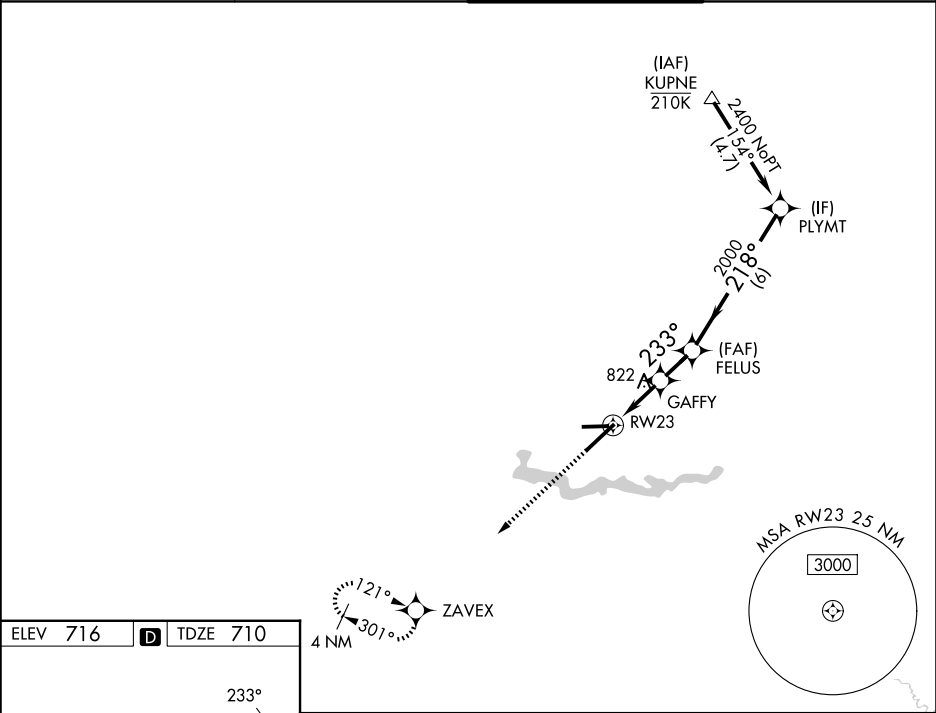
▲

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, LNAV Cats C/D visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
ZAVEX and hold,
continue climb-in-hold to 3000.

ATIS 127.425	DETROIT APP CON 118.95 284.0	WILLOW RUN TOWER 125.275 256.9	GND CON 119.975
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ELEV 716

D

TDZE 710

TDZ/CL Rwy 5

HIRL Rwy 5-23

MIRL Rwy 9-27

	3000	ZAVEX		
			GAFFY	FELUS
			1500	2000
			233°	218°
			1 NM	1.3 NM
			1.6 NM	6 NM
				PLYMT
				2400
				GP 3.00°
				TCH 57
CATEGORY	A	B	C	D
LPV DA		910-½	200 (200-½)	
LNAV/VNAV DA		982-½	272 (300-½)	
LNAV MDA	1080-½	370 (400-½)	1080-⅝	370 (400-⅝)
CIRCLING	1220-1	504 (600-1)	1220-1½	1400-2¼
			504 (600-1½)	684 (700-2¼)

DETROIT, MICHIGAN

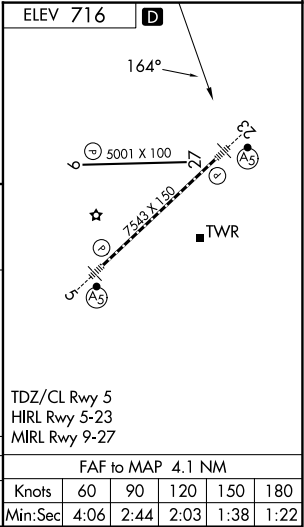
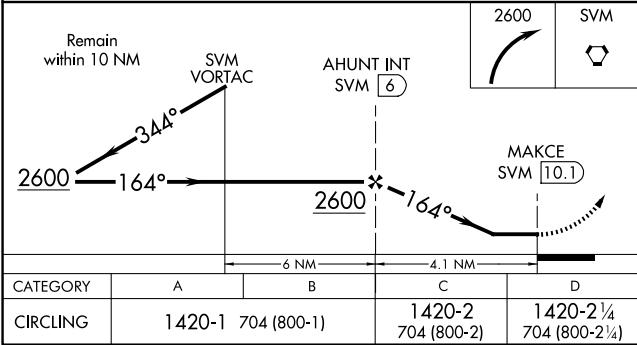
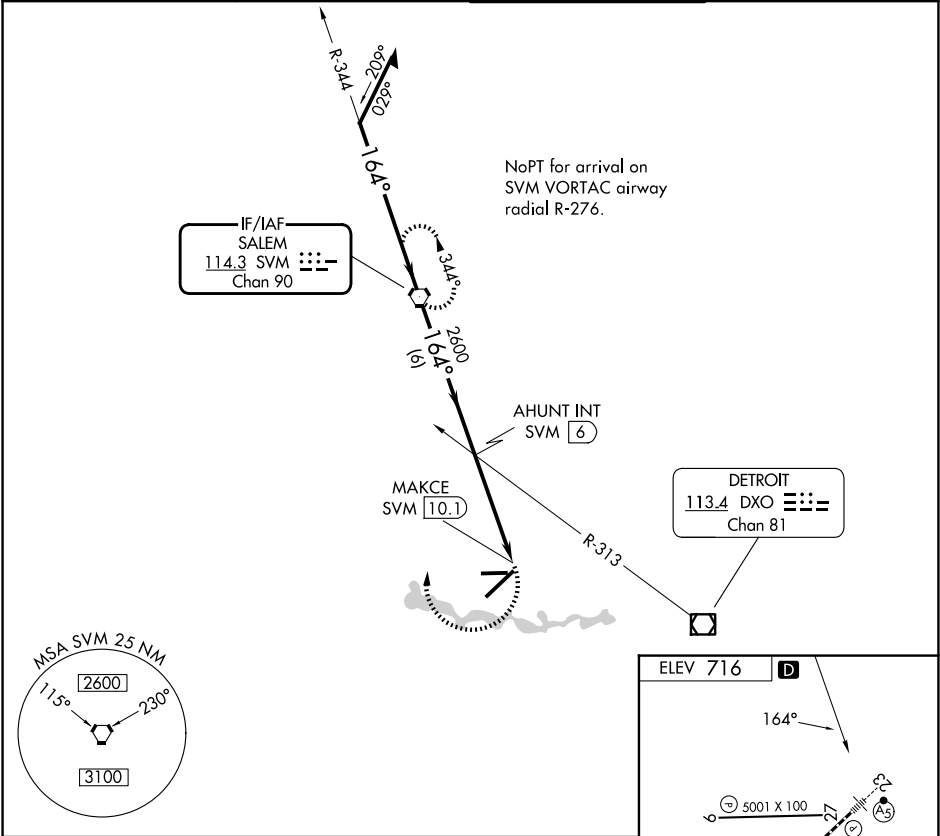
AL-467 (FAA)

25275

VORTAC SVM	APP CRS	Rwy Ldg	N/A
114.3	164°	TDZE	N/A
Chan 90		Apt Elev	716

VOR-A
WILLOW RUN (YIP)

		MISSED APPROACH: Climbing right turn to 2600 direct SVM VORTAC and hold.	
ATIS 127.425	DETROIT APP CON 118.95 284.0	WILLOW RUN TOWER 125.275 256.9	GND CON 119.975



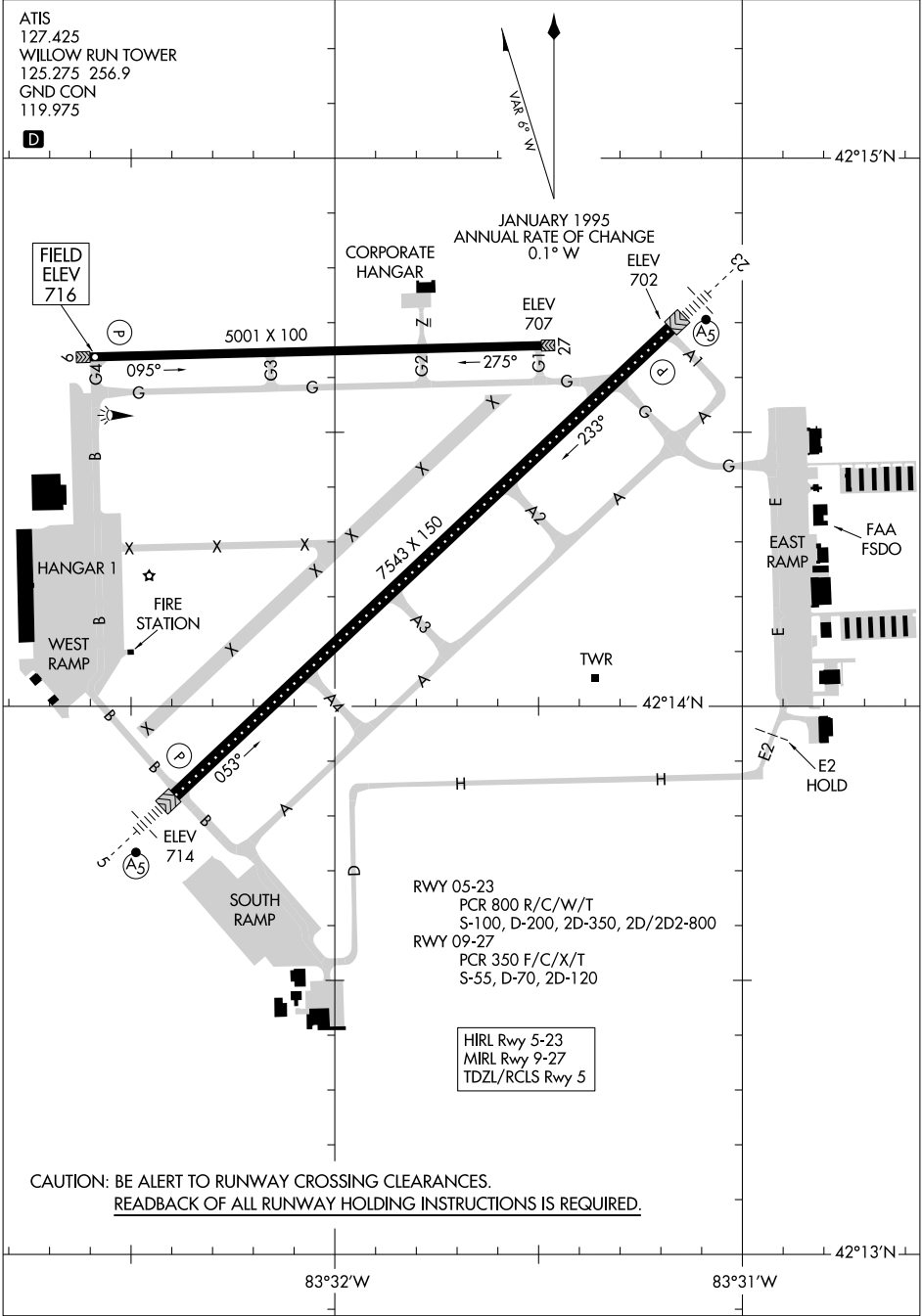
DETROIT, MICHIGAN
Amdt 1C 12JUN25

42°14'N-83°32'W

WILLOW RUN (YIP)
VOR-A

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



(BARI3.BARII) 24137

BARII THREE DEPARTURE (RNAV)

AL-467 (FAA)

WILLOW RUN (YIP)

DETROIT, MICHIGAN

**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

DETROIT DEP CON

118.95 284.0

ATIS

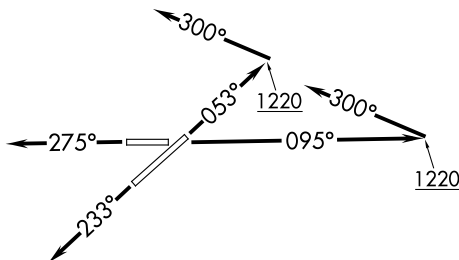
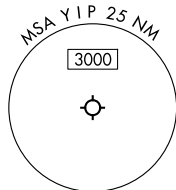
127.425

GND CON

119.975

WILLOW RUN TOWER

125.275 256.9

TAKEOFF MINIMUMS:

Rwys 5, 9: Standard with minimum climb of 500' per NM to 1220.

Rwy 23: Standard.

Rwy 27: Standard with minimum climb of 209' per NM to 1000.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to HUUTZ, thence....TAKEOFF RUNWAY 9: Climb on heading 095° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to HUUTZ, thence....TAKEOFF RUNWAY 23: Climb on heading 233° or as assigned by ATC, for RADAR vectors to HUUTZ, thence....TAKEOFF RUNWAY 27: Climb on heading 275° or as assigned by ATC, for RADAR vectors to HUUTZ, thence....

....on track 213° to BARII, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

SINKR TRANSITION (BARI3.SINKR):

BARII THREE DEPARTURE (RNAV)

(BARI3.BARII) 16MAY24

DETROIT, MICHIGAN

WILLOW RUN (YIP)

**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by aircraft filed at or below FL220, or as assigned by ATC.
NOTE: CAUTION: Parachute jumping 6 NM SW of BROZZ, 3 NM radius of Napoleon Airport (3NP) at or below 17999 (SR-SS).

DETROIT DEP CON 118.95 284.0
ATIS 127.425
GND CON 119.975
WILLOW RUN TOWER 125.275 256.9

MSL 3000

25 NM

TAKEOFF MINIMUMS:
Rwys 5, 9: Standard with minimum climb of 500' per NM to 1220.
Standard.
Rwy 23: Standard with minimum climb of 209' per NM to 1000.

ZEGBI 9000
*2500
278° (31)
CCobb
BROZZ
279° (10)
NAPOLÉON

275° 273° 095° 300° 300° 300°

1220 1220 1220

NOTE: Chart not to scale.

	DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 5:	Climb on heading 053° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to BROZZ, thence....
TAKEOFF RUNWAY 9:	Climb on heading 095° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to BROZZ, thence....
TAKEOFF RUNWAY 23:	Climb on heading 233° or as assigned by ATC, for RADAR vectors to BROZZ, thence....
TAKEOFF RUNWAY 27:	Climb on heading 275° or as assigned by ATC, for RADAR vectors to BROZZ, thence....
	...on track 279° to CCOBB, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
	<u>ZEGBI TRANSITION (CCOBB3.ZEGBI):</u>

(CLVIN3.CLVIN) 24137

CLVIN THREE DEPARTURE (RNAV)

AL-467 (FAA)

WILLOW RUN (YIP)

DETROIT, MICHIGAN

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

DETROIT DEP CON

118.95 284.0

ATIS

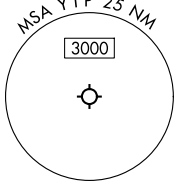
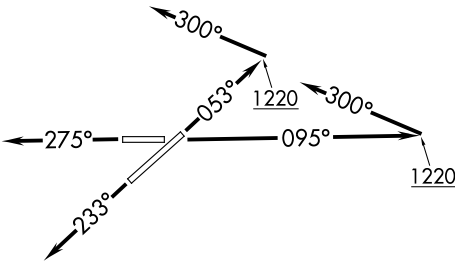
127.425

GND CON

119.975

WILLOW RUN TOWER

125.275 256.9



TAKEOFF MINIMUMS:

Rwys 5, 9: Standard with minimum climb
of 500' per NM to 1220.

Rwy 23: Standard.

Rwy 27: Standard with minimum climb
of 209' per NM to 1000.

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1220,
then on heading 300° or as assigned by ATC, for RADAR
vectors to cross PHAUL at or above 3100, thence....

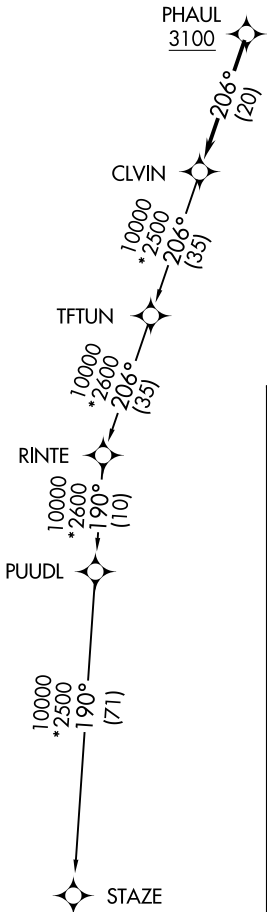
TAKEOFF RUNWAY 9: Climb on heading 095° to 1220,
then on heading 300° or as assigned by ATC, for RADAR
vectors to cross PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° or as
assigned by ATC, for RADAR vectors to cross
PHAUL at or above 3100, thence....

TAKEOFF RUNWAY 27: Climb on heading 275° or as
assigned by ATC, for RADAR vectors to cross
PHAUL at or above 3100, thence....

....on track 206° to CLVIN, then on (transition). Maintain
ATC assigned altitude, expect filed altitude 10 minutes after
departure.

STAZE TRANSITION (CLVIN3.STAZE):



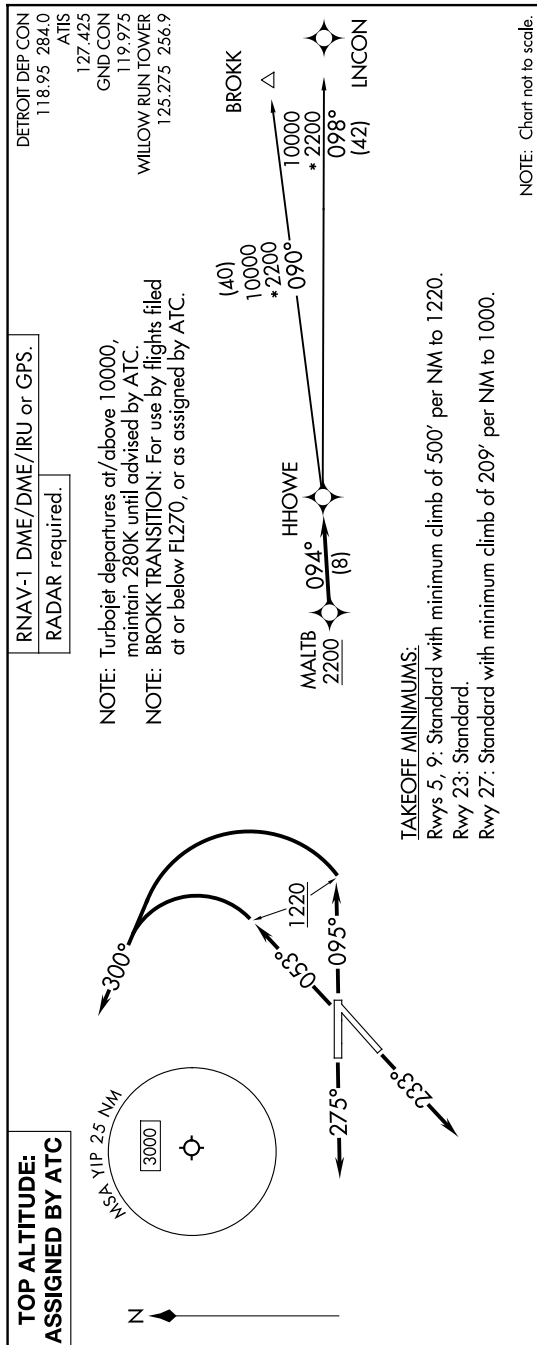
CLVIN THREE DEPARTURE (RNAV)

(CLVIN3.CLVIN) 16MAY24

DETROIT, MICHIGAN

WILLOW RUN (YIP)

HHOWE FOUR DEPARTURE (RNAV) AL-467 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 9: Climb on heading 095° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° or as assigned by ATC, for RADAR vectors to cross MALTB at or above 2200, thence....

TAKEOFF RUNWAY 27: Climb on heading 275° or as assigned by ATC, for RADAR vectors to cross MALTB at or above 2200, thence....

.....on track 094° to HHOWE, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BROKK TRANSITION (HHOWE4.BROKK):
LNCON TRANSITION (HHOWE4.LNCON):

NOTE: Chart not to scale.

HHOWE FOUR DEPARTURE (RNAV)

(HHOWE4.HHOWE) 16MAY24

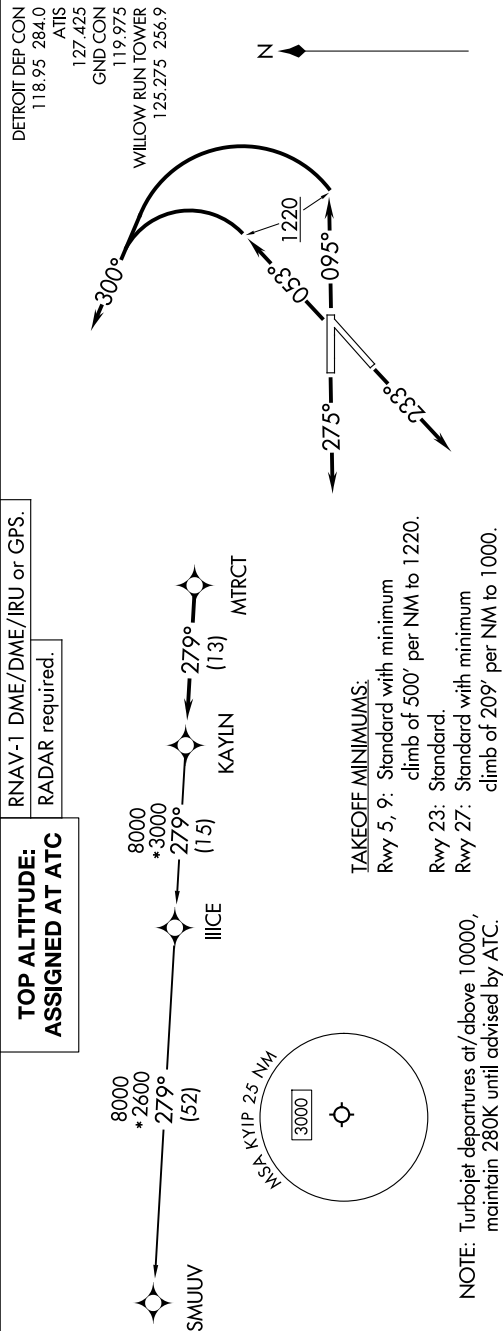
DETROIT, MICHIGAN
WILLOW RUN (YIP)

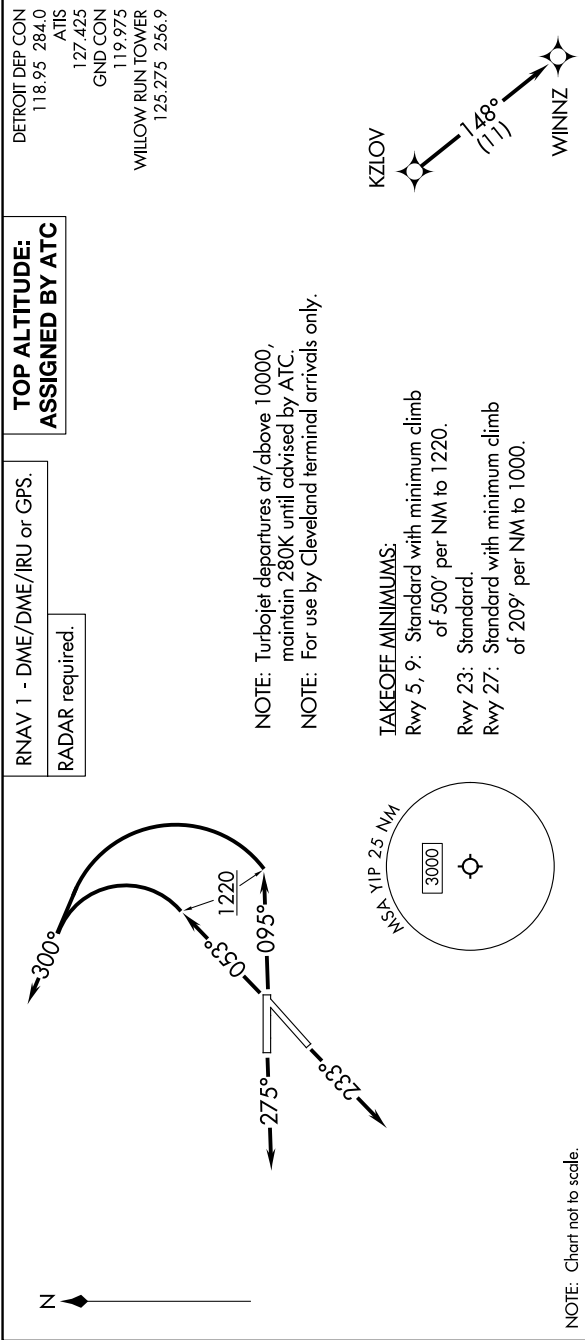
(KAYLN3.KAYLN) 24137

KAYLN THREE DEPARTURE (RNAV)

AL-467 (FAA)

WILLOW RUN (YIP)
DETROIT, MICHIGAN





**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to cross KZLOV at or below 15000, thence....

TAKEOFF RUNWAY 9: Climb on heading 095° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to cross KZLOV at or below 15000, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° or as assigned by ATC, for RADAR vectors to cross KZLOV at or below 15000, thence....

TAKEOFF RUNWAY 27: Climb on heading 275° or as assigned by ATC, for RADAR vectors to cross KZLOV at or below 15000, thence....

....on track 111° to LIDDS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GRIVY TRANSITION (LIDDS4.GRIVY):

TAKEOFF MINIMUMS:
Rwy 23: Standard.
Rwys 5, 9: Standard with minimum climb of 500' per NM to 1220.
Rwy 27: Standard with minimum climb of 209' per NM to 1000.

DETROIT DEP CON
118.95 284.0
ATIS
127.425
GND CON
119.975
WILLOW RUN TOWER
125.275 256.9

GRIVY TRANSITION (LIDDS4.GRIVY):

NOTE: Chart not to scale.

ATIS 127.425
GND CON
119.975
WILLOW RUN
125.275 256.

TAKEOFF MINIMUMS

Rwys 5, 9, 23: Standard.

Rwy 27: 300-1½ or standard with a minimum climb of 209' per NM to 1000, or alternatively, with standard takeoff minimums of 200' per NM climb gradient, takeoff must occur later than 1300' prior to departure end of runway.

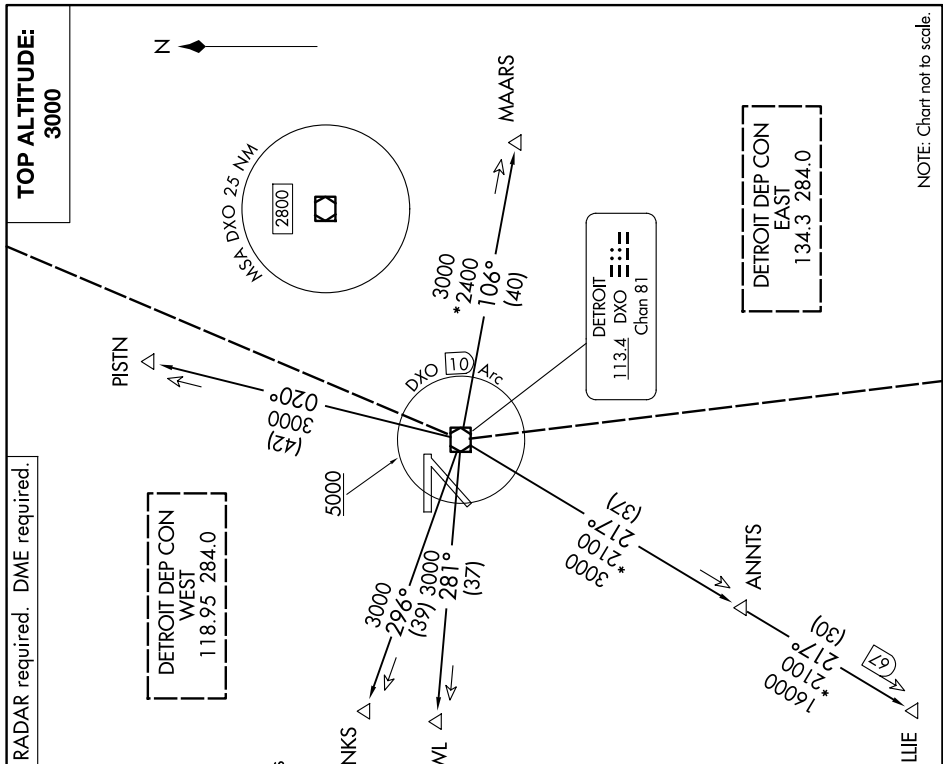
NOTE: For use by non-RNAV equipped aircraft only.

NOTE: When using this departure, file the appropriate depicted departure fix and route. Aircraft over HARWL must file FL220 and below. Aircraft land Cleveland (CLE) must file MAARS transition.

Turboprop departures at/above 10000, maintain 280K until advised by ATC. If unable, advise ATC prior to departure.

SPECIAL INSTRUCTIONS:

For appropriate departure control frequency, see graphic. Use frequency depicted within the sector where first manavaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).



RADAR required. DME required.

TOP ALTITUDE:
3000

DETROIT
113.4 DXO
Chan 81

DETROIT DEP CON
EAST
134.3 284.0

DETROIT DEP CON
WEST
118.95 284.0

PISTN

MSA DXO 25 NM

9

300

A

000

ANNTS

000

1927

—

1

△

1

2026

NOTE: Chart not to scale.

EC-1, 03 SEP 2026 to 29 OCT 2026

(CONTINUED ON FOLLOWING PAGE)

DETROIT, MICHIGAN

WILLOW RUN (YIP)

METRO FOUR DEPARTURE

AL-467 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading. Maintain ATC assigned altitude for RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. When ATC assigned altitude is at or above 5000, cross DXO 10 DME Arc at or above 5000 for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

DUNKS TRANSITION (METRO4.DUNKS): From over DXO VOR/DME on DXO R-296 to DUNKS.

HARWL TRANSITION (METRO4.HARWL): From over DXO VOR/DME on DXO R-281 to HARWL.

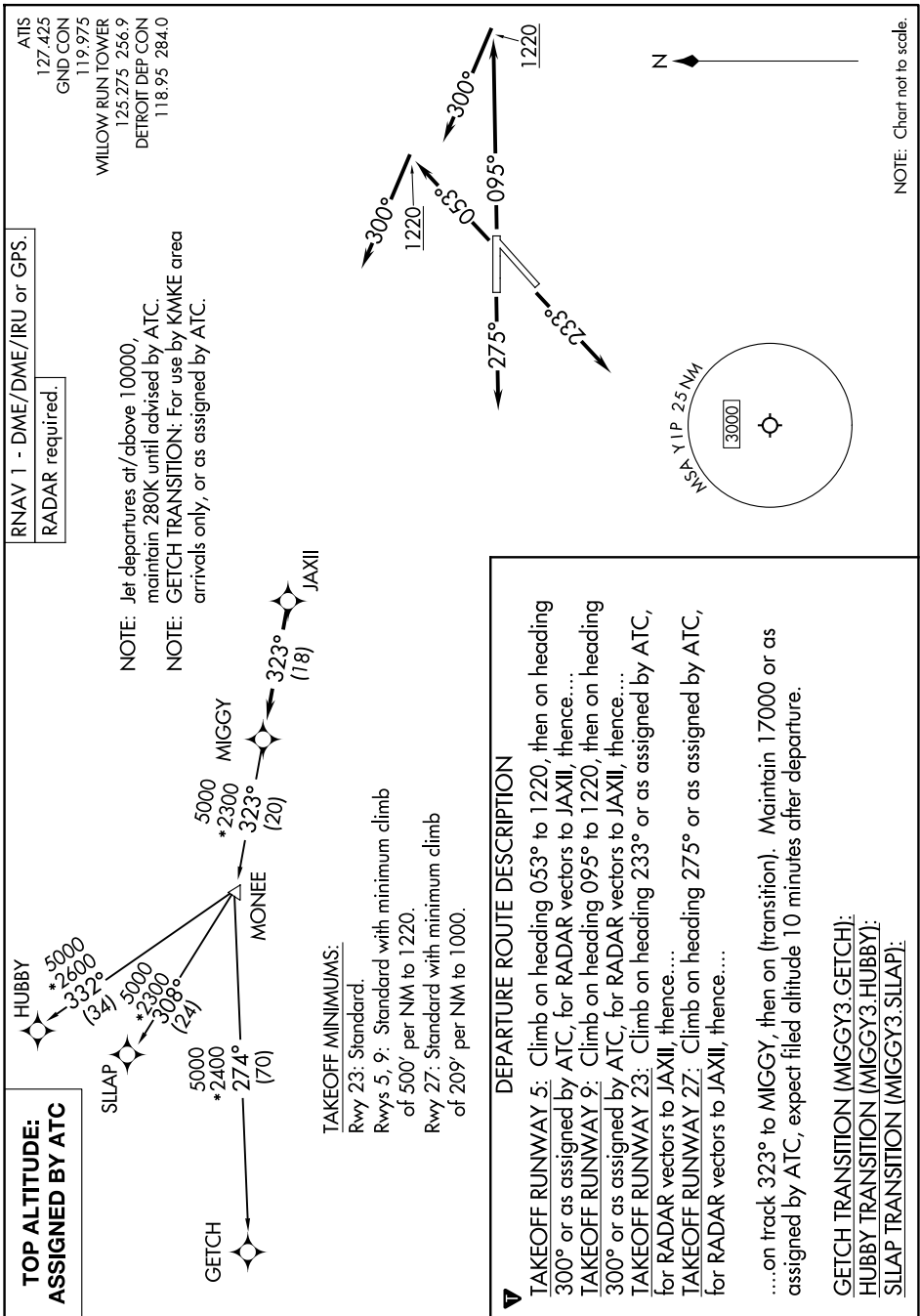
ILLIE TRANSITION (METRO4.ILLIE): From over DXO VOR/DME on DXO R-217 to ILLIE.

MAARS TRANSITION (METRO4.MAARS): From over DXO VOR/DME on DXO R-106 to MAARS.

PISTN TRANSITION (METRO4.PISTN): From over DXO VOR/DME on DXO R-020 to PISTN.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

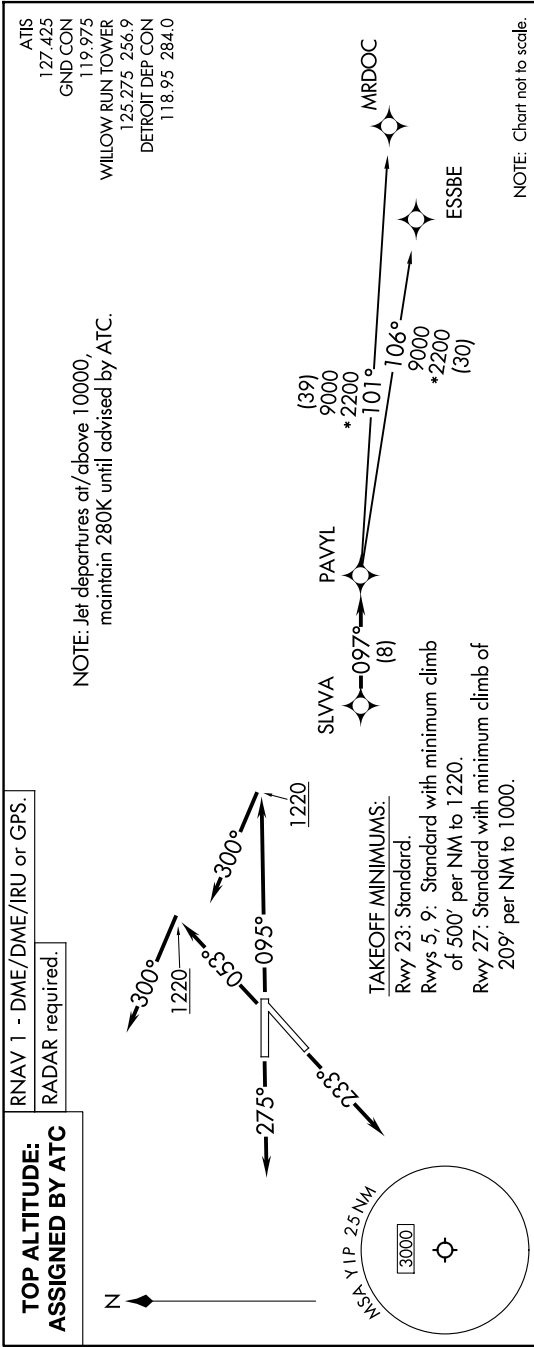


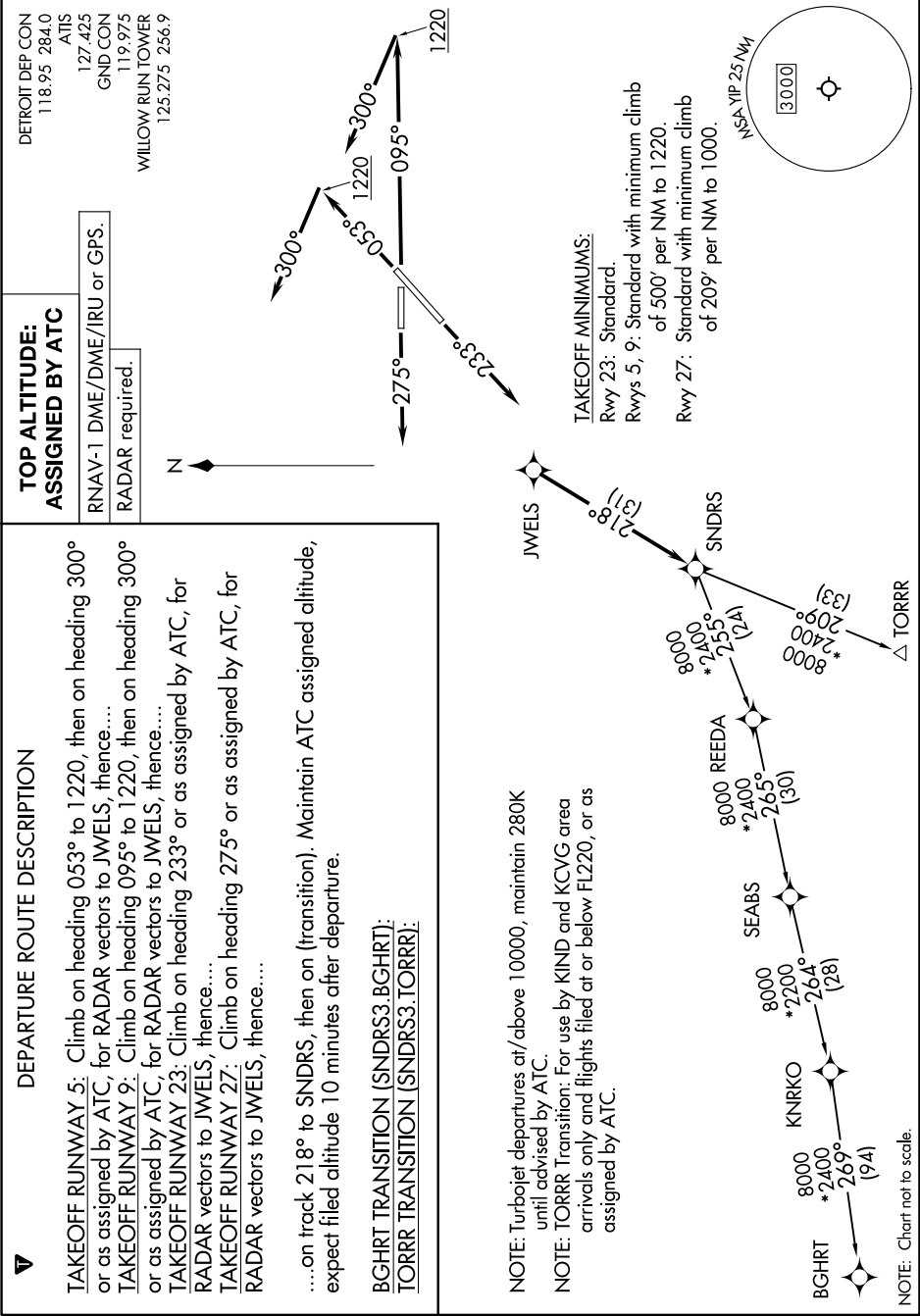
(PAVYL3.PAVYL) 24137

PAVYL THREE DEPARTURE (RNAV)

AL-467 (FAA)

WILLOW RUN (YIP)
DETROIT, MICHIGAN





(TRMML4.TRMML) 24137

TRMML FOUR DEPARTURE (RNAV)

AL-467 (FAA)

WILLOW RUN (YIP)

DETROIT, MICHIGAN

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

DETROIT DEP CON
118.95 284.0
ATIS
127.425
GND CON
119.975
WILLOW RUN TOWER
125.275 256.9

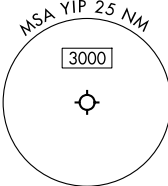
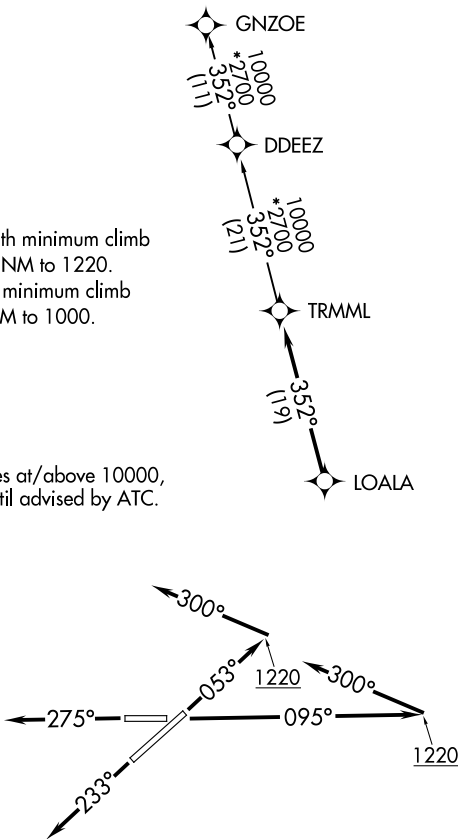
TAKEOFF MINIMUMS:

Rwy 23: Standard.

Rwys 5, 9: Standard with minimum climb
of 500' per NM to 1220.

Rwy 27: Standard with minimum climb
of 209' per NM to 1000.

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to LOALA, thence....

TAKEOFF RUNWAY 9: Climb on heading 095° to 1220, then on heading 300° or as assigned by ATC, for RADAR vectors to LOALA, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° or as assigned by ATC, for RADAR vectors to LOALA, thence....

TAKEOFF RUNWAY 27: Climb on heading 275° or as assigned by ATC, for RADAR vectors to LOALA, thence....

....on track 352° to TRMML, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

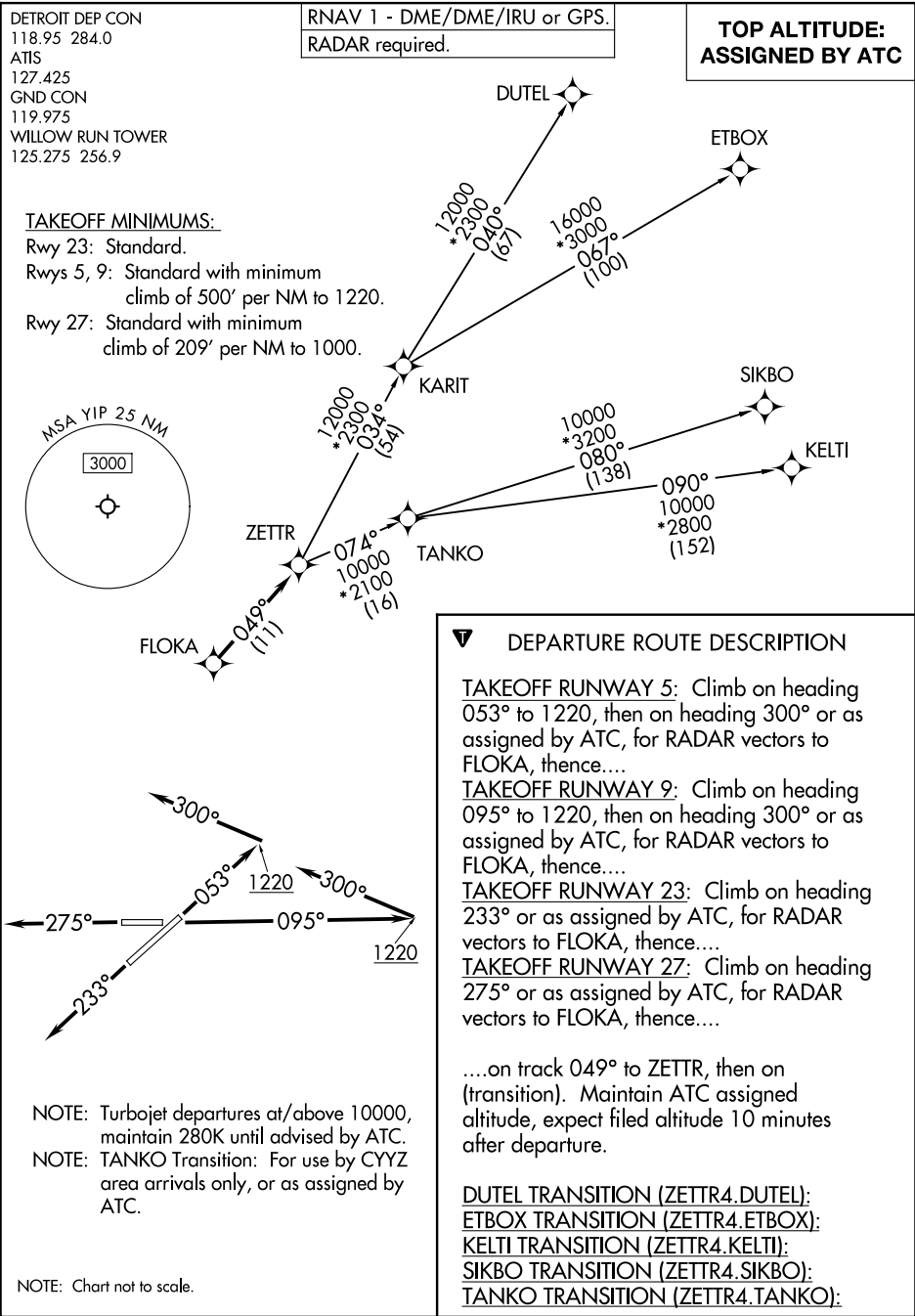
GNZOE TRANSITION (TRMML4.GNZOE):

TRMML FOUR DEPARTURE (RNAV)

(TRMML4.TRMML) 16MAY24

DETROIT, MICHIGAN

WILLOW RUN (YIP)



DETROIT/GROSSE ILE, MICHIGAN

AL-940 (FAA)

26078

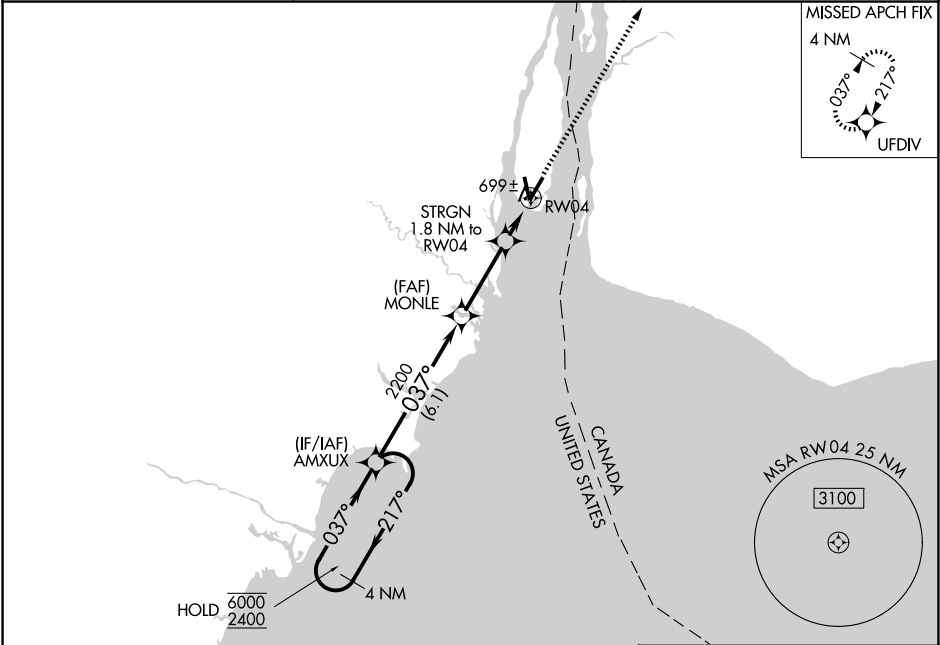
APP CRS	Rwy Ldg	4846
037°	TDZE	588
	Apt Elev	591

RNAV (GPS) RWY 4

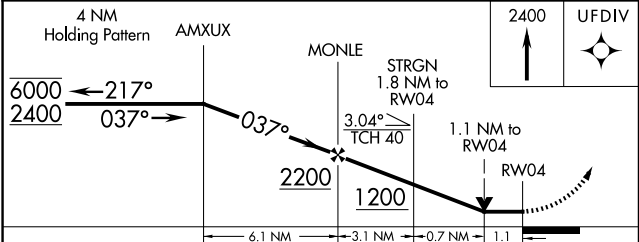
GROSSE ILE MUNI (ONZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct UFDIV and hold.
▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 22 NA at night.	

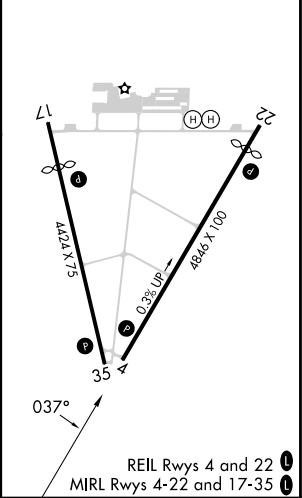
AWOS-3P 119.675	DETROIT APP CON 134.3 284.0	UNICOM 123.0 (CTAF) 0
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ELEV 591	TDZE 588
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CATEGORY	A	B	C	D
LNVA MDA	960-1	372 (400-1)	960-1¼	372 (400-1¼)
CIRCLING	1100-1 509 (600-1)	1220-1 629 (700-1)	1220-1¾ 629 (700-1¾)	1220-2 629 (700-2)



DETROIT/GROSSE ILE, MICHIGAN
Orig-B 02OCT25

42°06'N-83°10'W

GROSSE ILE MUNI (ONZ)

RNAV (GPS) RWY 4

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
217°

Rwy Ldg
TDZE
Apt Elev

4418
591
591

RNAV (GPS) RWY 22

GROSSE ILE MUNI (ONZ)

RNP APCH - GPS.

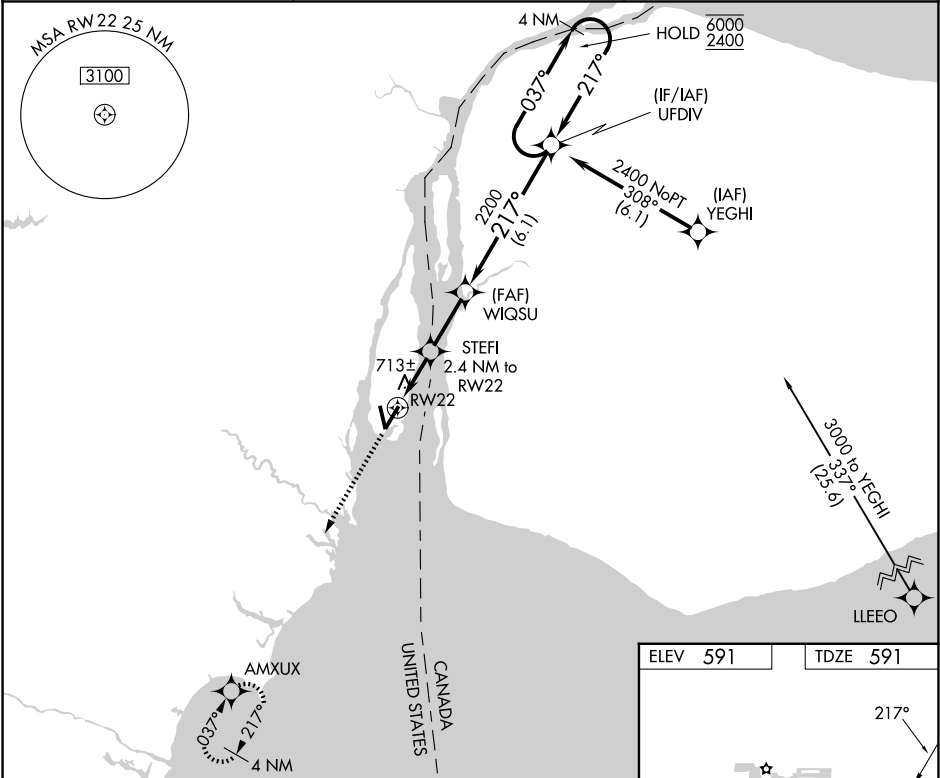
▼ Rwy 22 helicopter visibility reduction below 1 SM NA.
▲ Straight-in and Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 2400 direct AMXUX and hold.

AWOS-3P
119.675

DETROIT APP CON
134.3 284.0

UNICOM
123.0 (CTAF) 0



2400
↑

AMXUX

STEFI
2.4 NM to RW22

WIGSU

UFDIV

4 NM Holding Pattern

217°

037°

6000
2400

1400

2200

2.4 NM

2.5 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	980-1	389 (400-1)	980-1½	389 (400-1½)
CIRCLING	1100-1 509 (600-1)	1220-1 629 (700-1)	1220-1¾ 629 (700-1¾)	1220-2 629 (700-2)

ELEV 591

TDZE 591

217°

424 X 75

0.3% UP

4846 X 100

35

4

2

1

REIL Rwy 4 and 22 0
MIRL Rwy 4-22 and 17-35 0

VOR/DME CRL 115.7 Chan 104	APP CRS 080°	Rwy Ldg TDZE Apt Elev N/A N/A 591
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VOR-A
GROSSE ILE MUNI (ONZ)

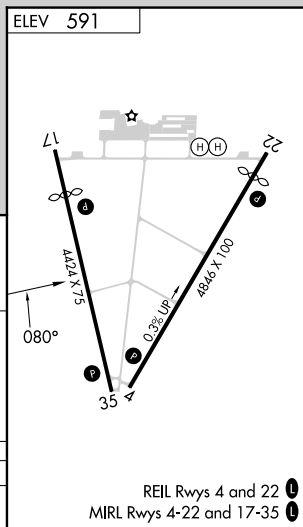
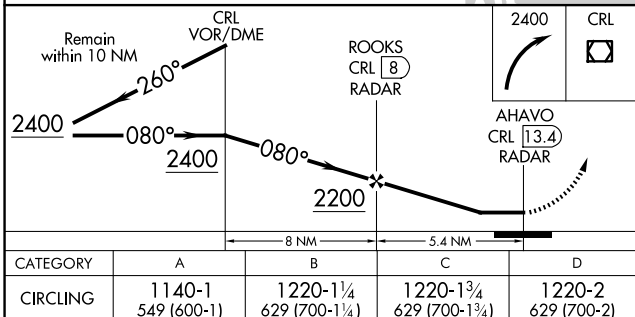
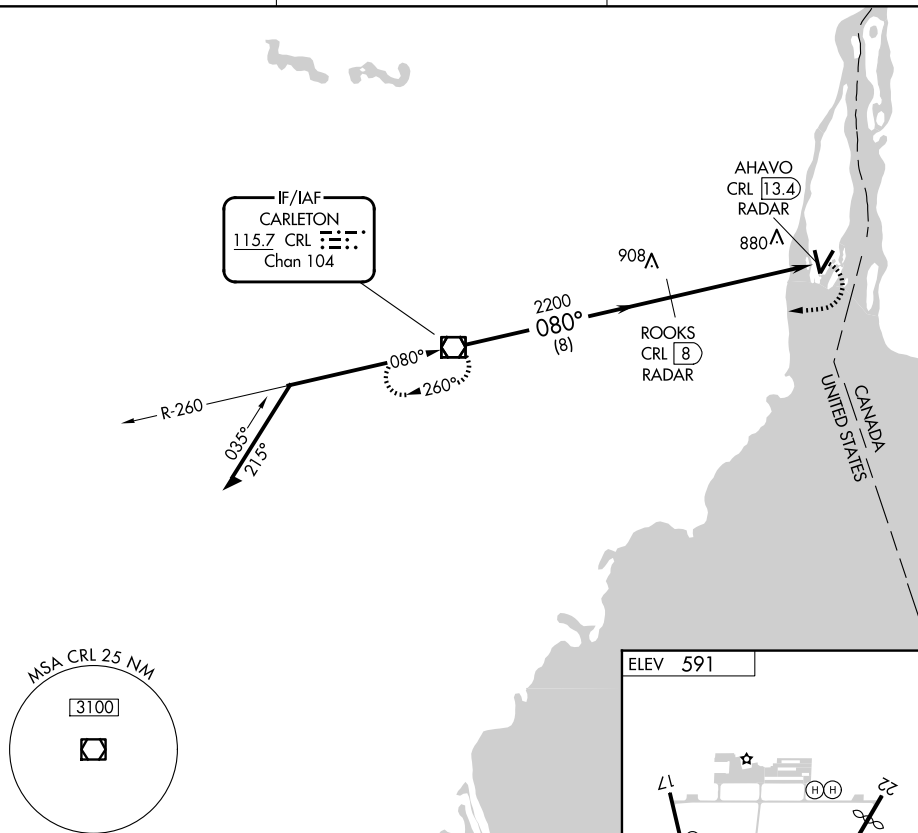
T Circling Rwy 22 NA at night.

MISSED APPROACH: Climbing right turn to 2400 direct CRL VOR/DME and hold.

AWOS-3P
119.675

DETROIT APP CON
134.3 284.0

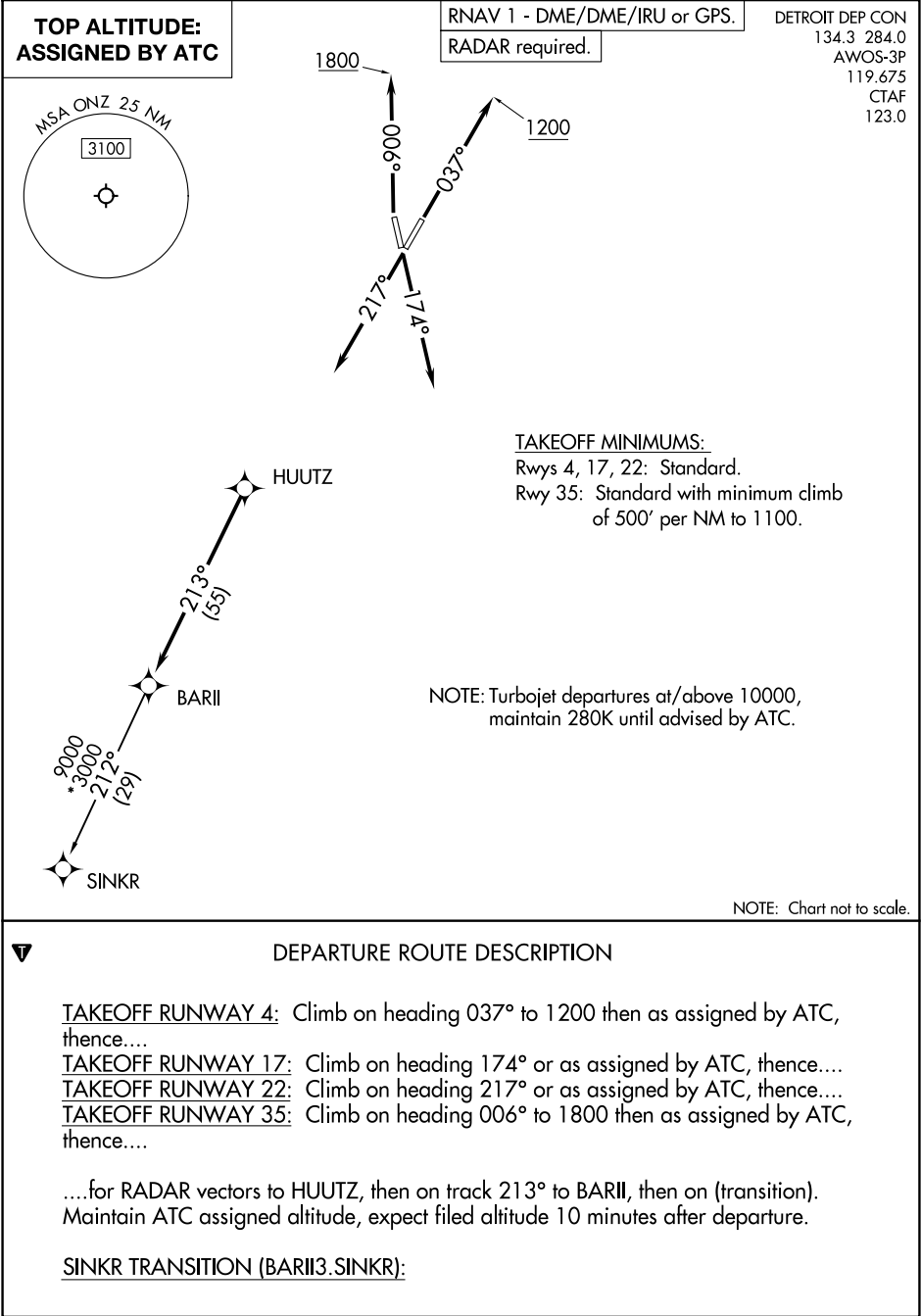
UNICOM
123.0 (CTAF) **L**



DETROIT/GROSSE ILE, MICHIGAN
Amdt 8 02OCT25

GROSSE ILE MUNI (ONZ)
VOR-A

42°06'N-83°10'W



**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

ZEGBI 9000
*2500
278° (31)

CCOBB 279° (10)

BROZZ

NAPOLEON

1800

090°

037°

1200

217°

174°

3100

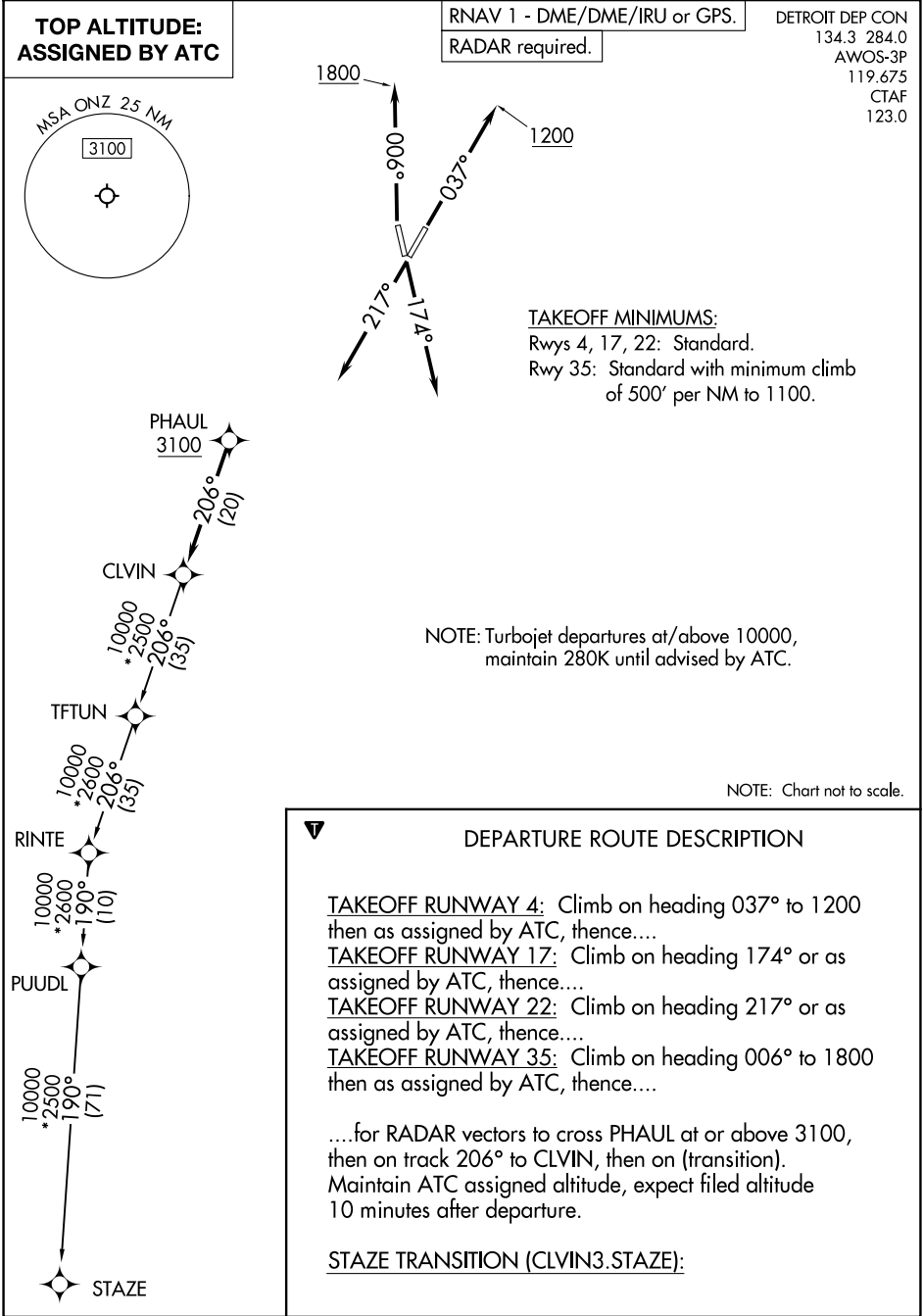
25 NM

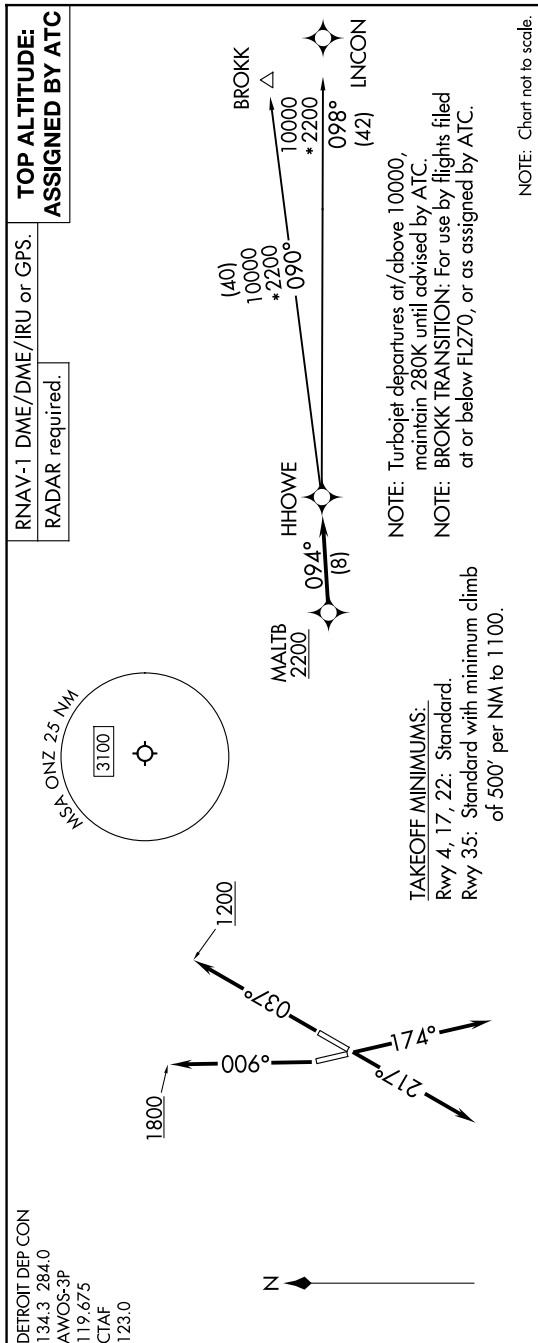
TAKEOFF MINIMUMS:
Rwys 4, 17, 22: Standard.
Rwy 35: Standard with minimum climb of 500' per NM to 1100.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by aircraft filed at or below FL220, or as assigned by ATC.
NOTE: CAUTION: Parachute jumping 6 NM SW of BROZZ, 3 NM radius of Napoleon Airport (3NP) at or below 17999 (SR-SS).

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 4: Climb on heading 037° to 1200 then as assigned by ATC, thence....
TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC, thence....
TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, thence....
TAKEOFF RUNWAY 35: Climb on heading 006° to 1800 then as assigned by ATC, thence....
....for RADAR vectors to BROZZ, then on track 279° to CCOBB, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
<u>ZEGBI TRANSITION (CCOBB3, ZEGBI):</u>

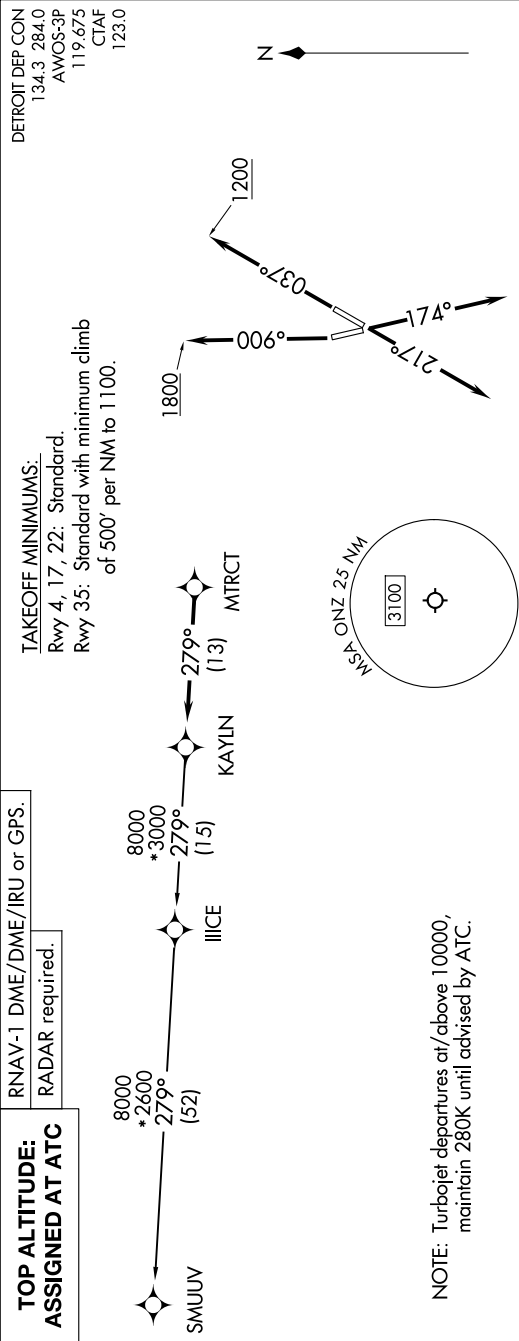




HHOWE FOUR DEPARTURE (RNAV)

(HHOWE4.HHOWE) 16MAY24

DETROIT/GROSSE ILE, MICHIGAN
GROSSE ILE MUNI (ONZ)



**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by Cleveland terminal arrivals only.

TAKEOFF MINIMUMS:

Rwys 4,17,22: Standard.

Rwy 35: Standard with minimum climb of 500' per NM to 1100.

DEPARTURE ROUTE DESCRIPTION

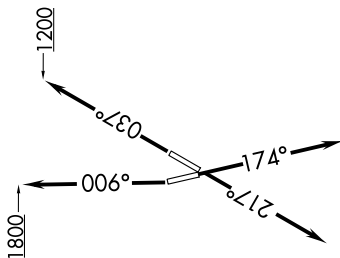
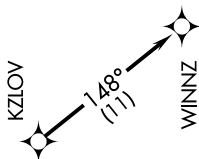
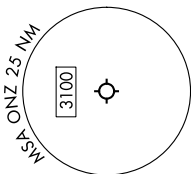
TAKEOFF RUNWAY 4: Climb on heading 037° to 1200 then as assigned by ATC, thence....
TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC, thence....
TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, thence....
TAKEOFF RUNWAY 35: Climb on heading 006° to 1800 then as assigned by ATC, thence....

.....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DETROIT DEP CON
134.3 284.0
AWOS-3P
119.675
CTAF
123.0

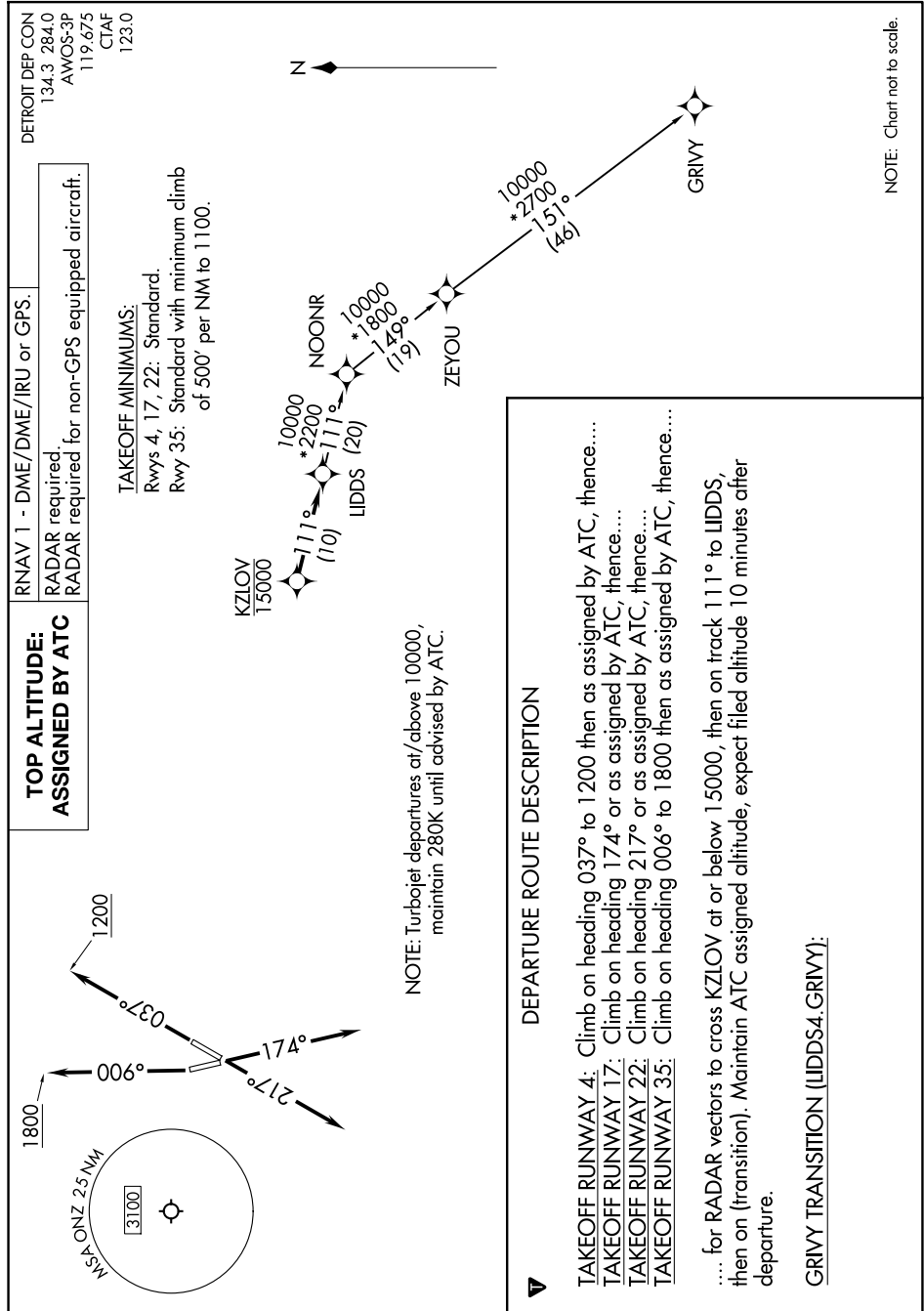
KZLOV TWO DEPARTURE (RNAV)

(KZLOV2.WINNZ) 16MAY24

DETROIT/GROSSE ILE, MICHIGAN
GROSSE ILE MUNI (ONZ)

NOTE: Chart not to scale.





(MIGGY3.MIGGY) 26078

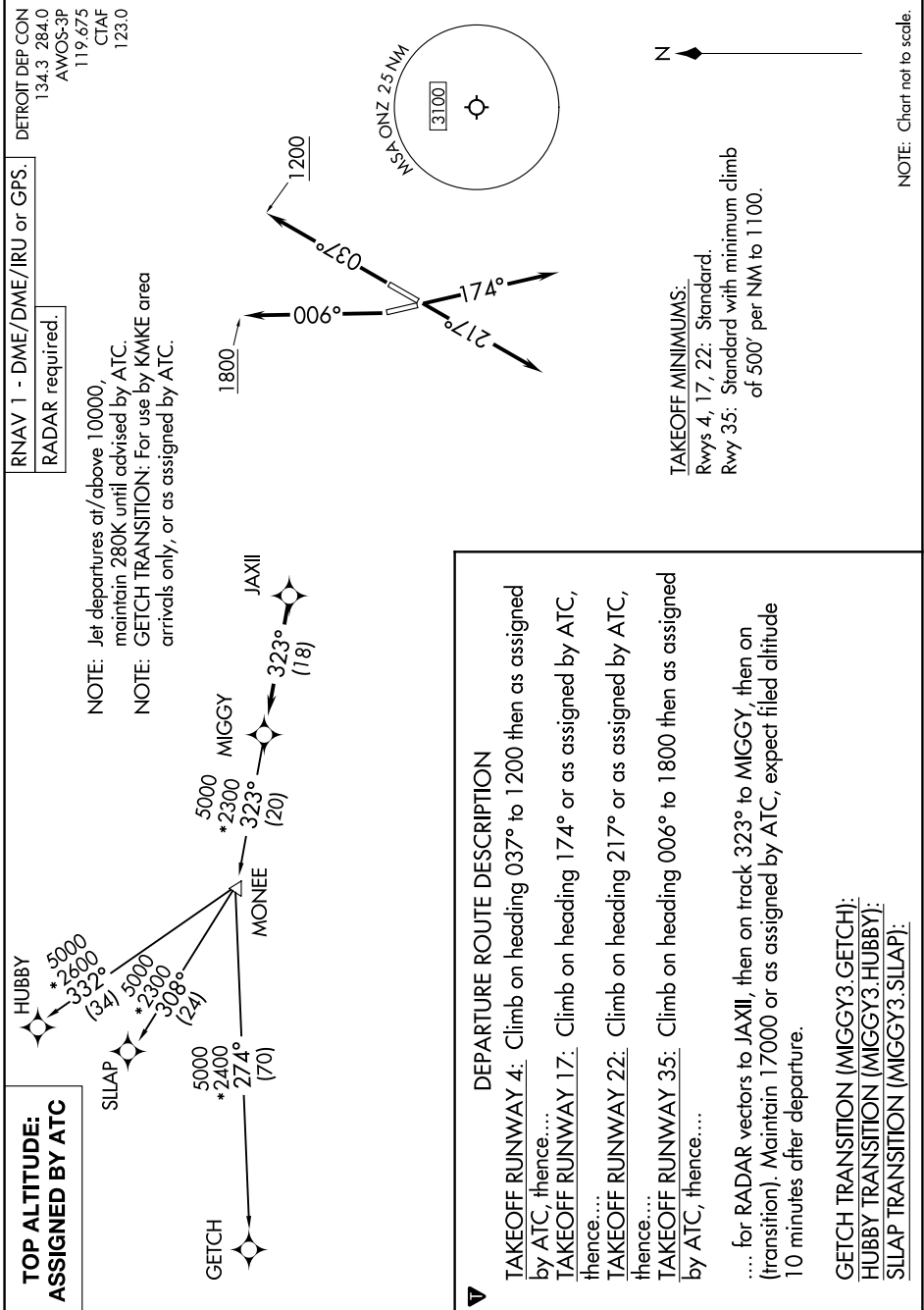
MIGGY THREE DEPARTURE (RNAV)

AL-940 (FAA)

GROSSE ILE MUNI (0N7Z)

DETROIT/GROSSE ILE, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026



TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

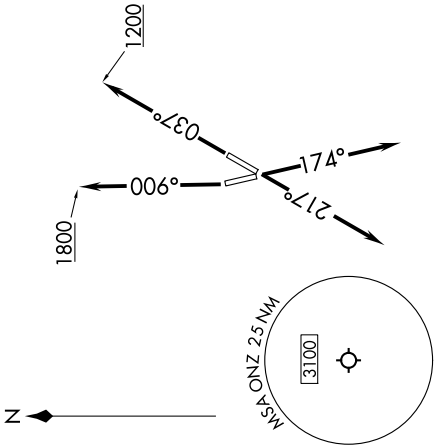
(PAVYL3.PAVYL) 26078

PAVYL THREE DEPARTURE (RNAV)

AL-940 (FAA)

GROSSE ILE MUNI (0N2Z)
DETROIT/GROSSE ILE, MICHIGAN

NOTE: Jet departures at /above 10000,
maintain 280K until advised by ATC.



TAKEOFF MINIMUMS:
Rwys 4, 17, 22: Standard.
Rwy 35: Standard with minimum climb
of 500' per NM to 1100.

DETROIT DEP CON
134.3 284.0
AWOS-3P
119.675
CTAF
123.0

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 4: Climb on heading 037° to 1200 then as assigned by ATC, thence....
- TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC, thence....
- TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, thence....
- TAKEOFF RUNWAY 35: Climb on heading 006° to 1800 then as assigned by ATC, thence....

....for RADAR vectors to SLVVA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3 ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

PAVYL THREE DEPARTURE (RNAV)
(PAVYL3.PAVYL) 16MAY24

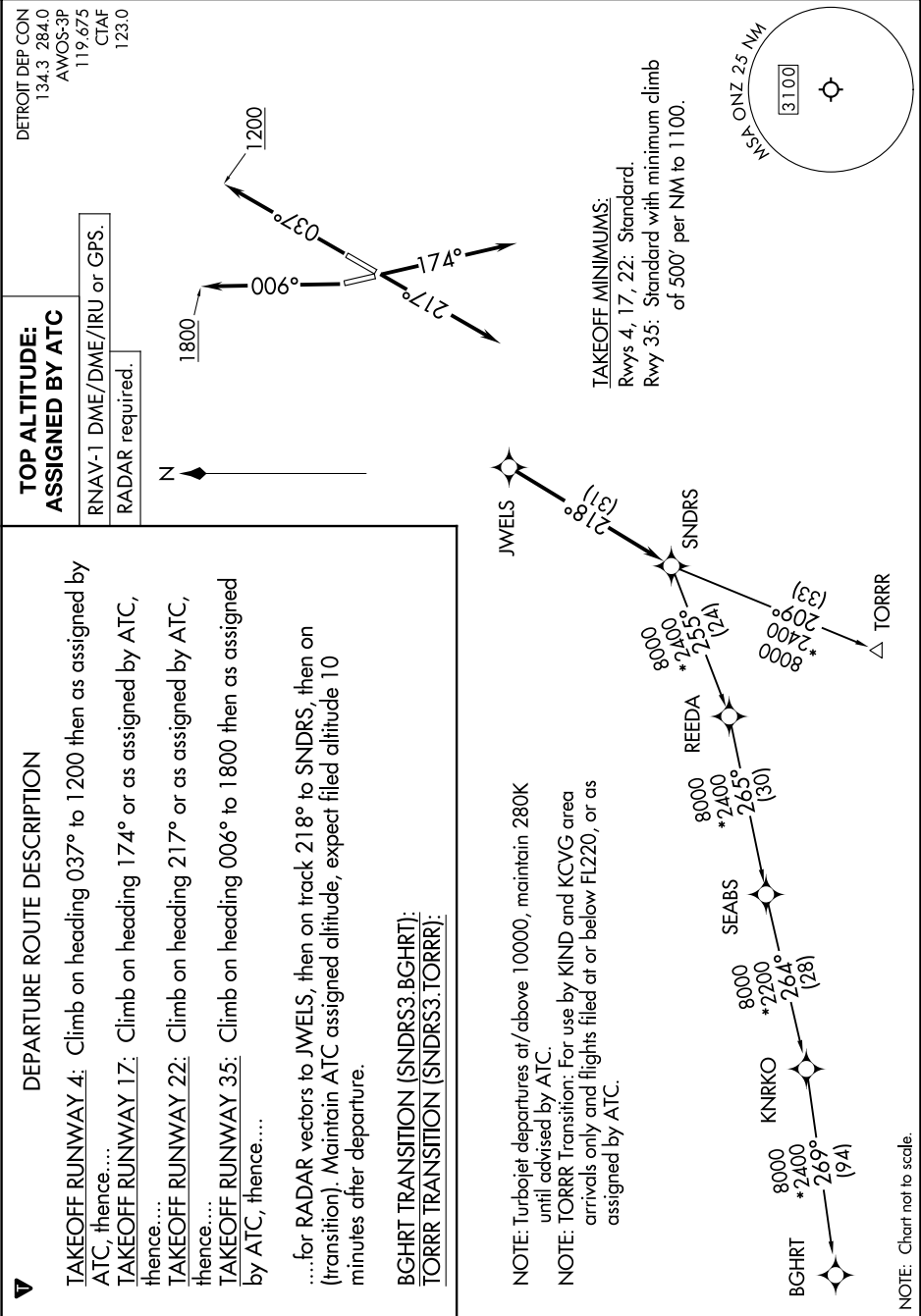
DETROIT/GROSSE ILE, MICHIGAN
GROSSE ILE MUNI (0N2Z)

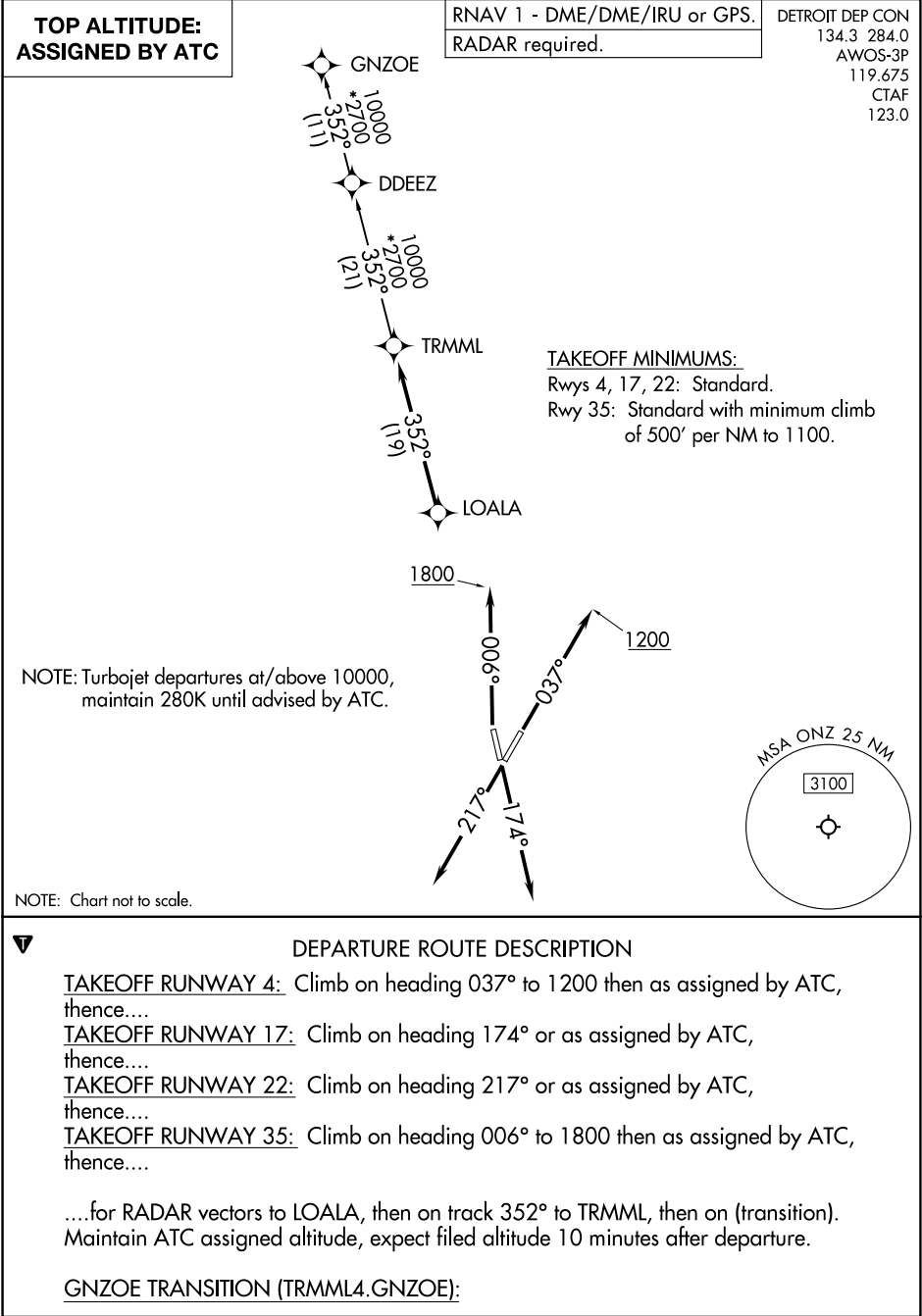
(SNDRS3.SNDRS) 26078

SNDRS THREE DEPARTURE (RNAV)

AL-940 (FAA)

GROSSE ILE MUNI (0NZ)
DETROIT/GROSSE ILE, MICHIGAN





ZETTR FOUR DEPARTURE (RNAV)

AL-940 (FAA)

GROSSE ILE MUNI (ONZ)

DETROIT/GROSSE ILE, MICHIGAN

DETROIT DEP CON

134.3 284.0

AWOS-3

119.675

CTAF

123.0

RNAV 1 - DME/DME/IRU or GPS.

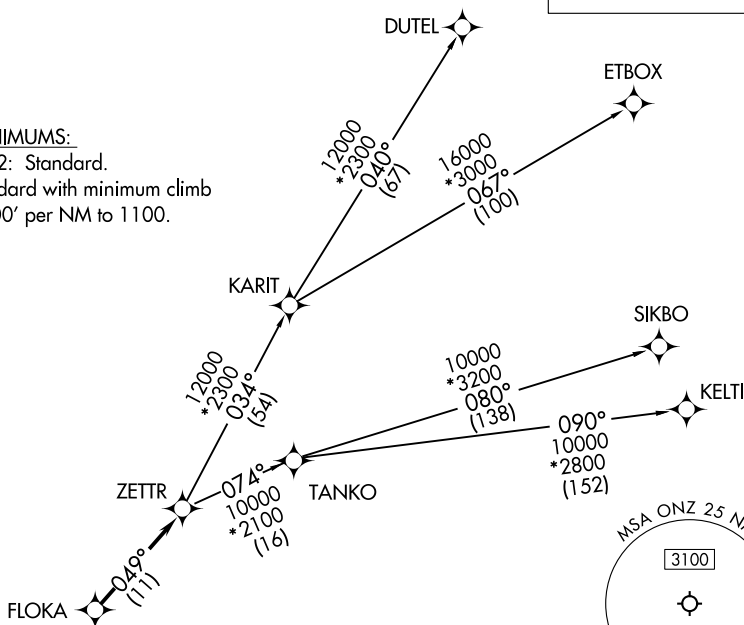
RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 4, 17, 22: Standard.

Rwy 35: Standard with minimum climb
of 500' per NM to 1100.



MSA 0142 25 NM

3100

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 037° to 1200 then as assigned by ATC, thence....

TAKEOFF RUNWAY 17: Climb on heading 174° or as assigned by ATC, thence....

TAKEOFF RUNWAY 22: Climb on heading 217° or as assigned by ATC, thence....

TAKEOFF RUNWAY 35: Climb on heading 006° to 1800 then as assigned by ATC, thence....

...for RADAR vectors to FLOKA, then on track 049° to ZETTR, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

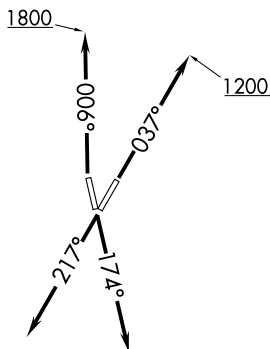
DUTEL TRANSITION (ZETTR4.DUTEL):

ETBOX TRANSITION (ZETTR4.ETBOX):

KELTI TRANSITION (ZETTR4.KELTI):

SIKBO TRANSITION (ZETTR4.SIKBO):

TANKO TRANSITION (ZETTR4.TANKO):



NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC

NOTE: TANKO Transition: For use by CYYZ area arrivals only, or as assigned by ATC.

NOTE: Chart not to scale.

ZETTR FOUR DEPARTURE (RNAV)

(ZETTR4.ZETTR) 16MAY24

DETROIT/GROSSE ILE, MICHIGAN

GROSSE ILE MUNI (ONZ)

APP CRS	Rwy Ldg	4700
095°	TDZE	740
	Apt Elev	747

RNAV (GPS) RWY 9
DOWAGIAC MUNI (C91)

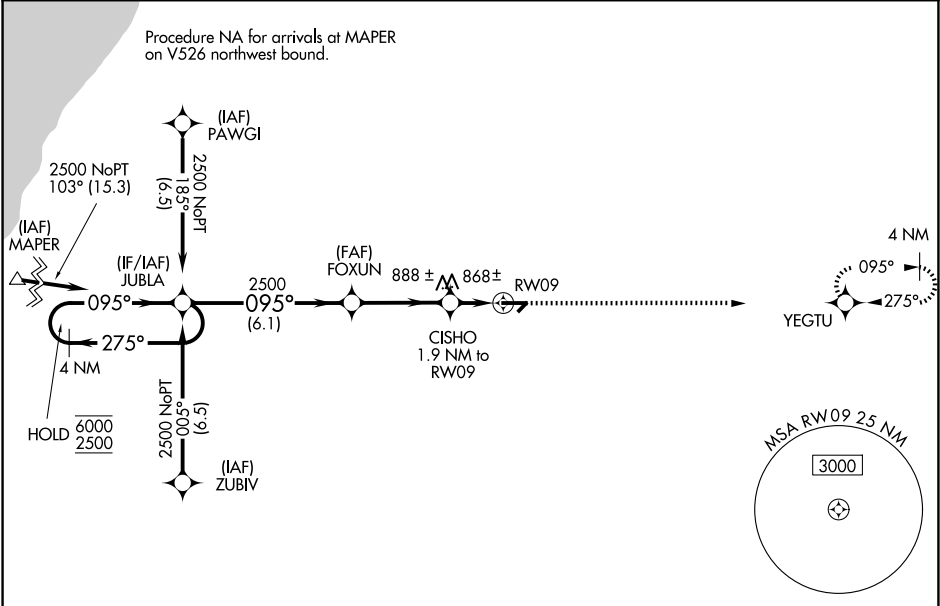
RNP APCH - GPS.

▼ Rwy 9 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 4 and 22.
Obtain local altimeter setting on CTAF, when not recieved, use EKM altimeter setting and increase all MDAs 60 feet, and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ¼ SM. Straight-in and Circling Rwy 9 NA at night.

▲ NA

MISSED APPROACH: Climb to 2700 direct YEGTU and hold.

SOUTH BEND APP CON ★ 118.55 257.8	UNICOM 122.8 (CTAF) 0
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ELEV 747		TDZE 740	
4 NM Holding Pattern		2700 YEGTU	
JUBLA		FOXUN	
6000 2500		2500	
275°		095°	
095°		095°	
3.00° TCH 35		1380	
6.1 NM		3.5 NM	
1.9		RWY09	
CATEGORY	A	B	C
LNAV MDA	1120-1 380 (400-1)		
CIRCLING	1300-1 553 (600-1)	1320-1 573 (600-1)	1320-1½ 573 (600-1½)
			1480-2¼ 733 (800-2¼)
REIL Rwy 9 and 27 0 MIRL Rwy 9-27 0			

DOWAGIAC, MICHIGAN

AL-5321 (FAA)

25331

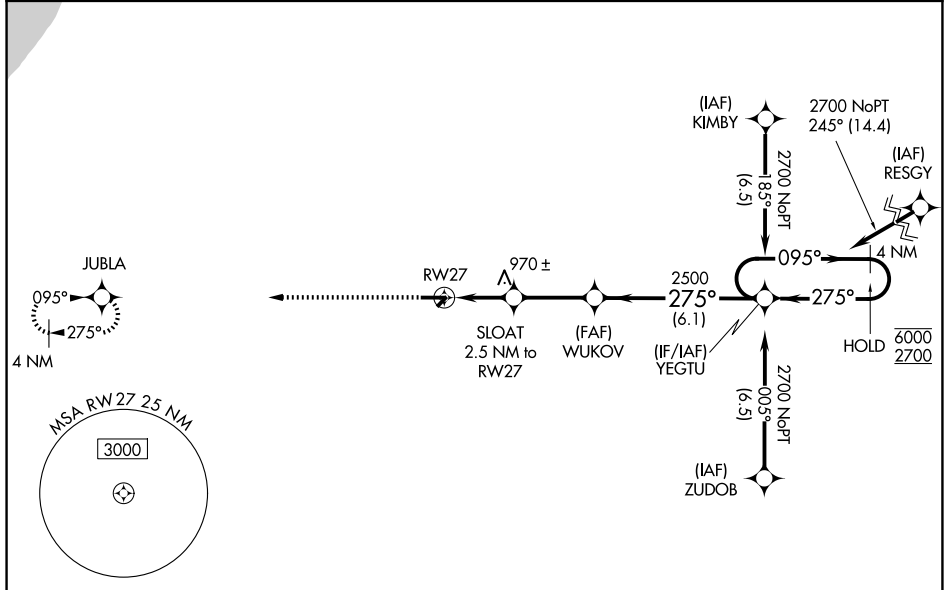
APP CRS	Rwy Ldg	4700
275°	TDZE	747
	Apt Elev	747

RNAV (GPS) RWY 27

DOWAGIAC MUNI (C91)

RNP APCH - GPS.	▼ Rwy 27 helicopter visibility reduction below ¾ SM NA. VDP NA when using EKM altimeter setting. Circling Rwy 9 NA at night. Circling NA to Rwy 4 and 22. Obtain local altimeter setting on CTAF, when not received, use EKM altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and Circling visibility Cats C and D ¼ SM.	MISSED APPROACH: Climb to 2500 direct JUBLA and hold.
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SOUTH BEND APP CON ★ 118.55 257.8	UNICOM 122.8 (CTAF) 0
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ELEV 747	TDZE 747
The inset chart shows the approach path from JUBLA (2500 feet) to RWY 27. It includes a 4 NM holding pattern at 2700 feet. The path turns 095° to 2700 feet, then 275° to the runway at 970 ± feet. Distances are marked as 1.4 NM, 1.1 NM, 2.9 NM, and 6.1 NM. Altitudes are marked as 2500, 2700, and 1580 feet. A 3.00° TCH 35 is also indicated.	
REIL Rwy 9 and 27 0 MIRL Rwy 9-27 0	

DOWAGIAC, MICHIGAN
Amdt 1 27NOV25

42°00'N-86°08'W

RNAV (GPS) RWY 27

EC-1, 03 SEP 2026 to 29 OCT 2026

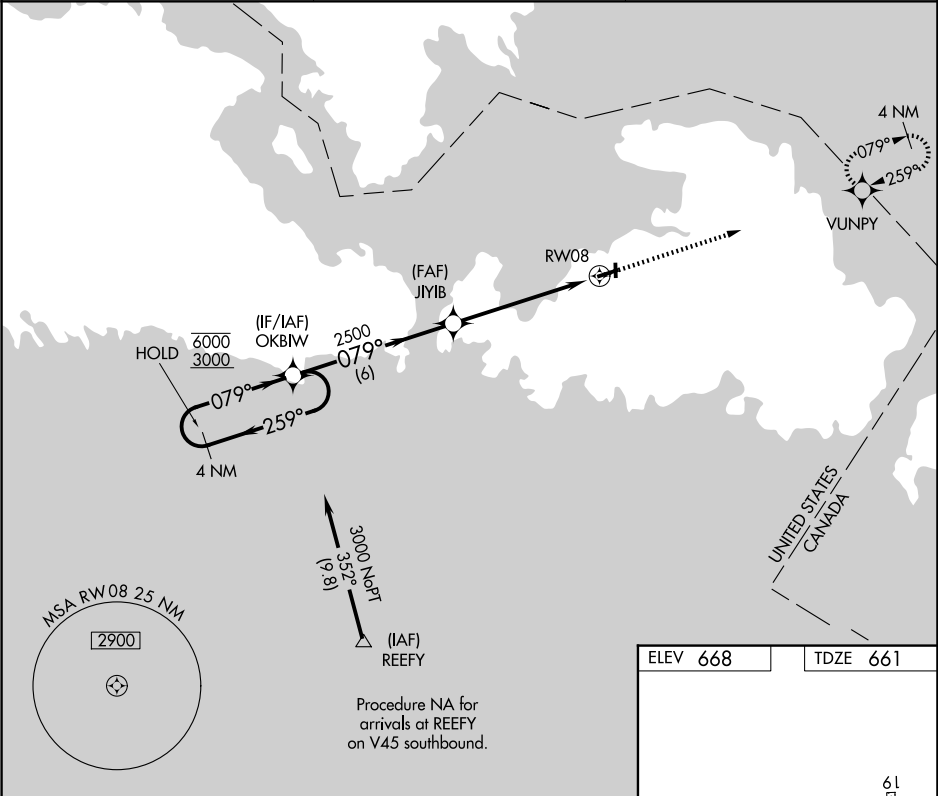
APP CRS 079°	Rwy Ldg TDZE Apt Elev	3350 661 668
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RNAV (GPS) RWY 8

DRUMMOND ISLAND (DRM)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct VUNPY and hold.
▼ Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling to Rwy 1-19 NA.	

AWOS-3P 118.325	TORONTO CENTER 132.65 344.5	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		OKBIW	JIYIB	2500	VUNPY
6000 3000		←259° 079°→	079°	2500	↑
		6 NM	3.05° TCH 35	5.6 NM	↑
CATEGORY	A	B	C	D	
LNAV MDA	1120-1	459 (500-1)	1120-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$)	NA	
CIRCLING	1160-1	492 (500-1)	1240-1 $\frac{1}{2}$ 572 (600-1 $\frac{1}{2}$)	NA	

DRUMMOND ISLAND, MICHIGAN

AL-6718 (FAA)

26078

APP CRS 259°	Rwy Idg TDZE Apt Elev	3830 661 668
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RNAV (GPS) RWY 26

DRUMMOND ISLAND (DRM)

RNP APCH.

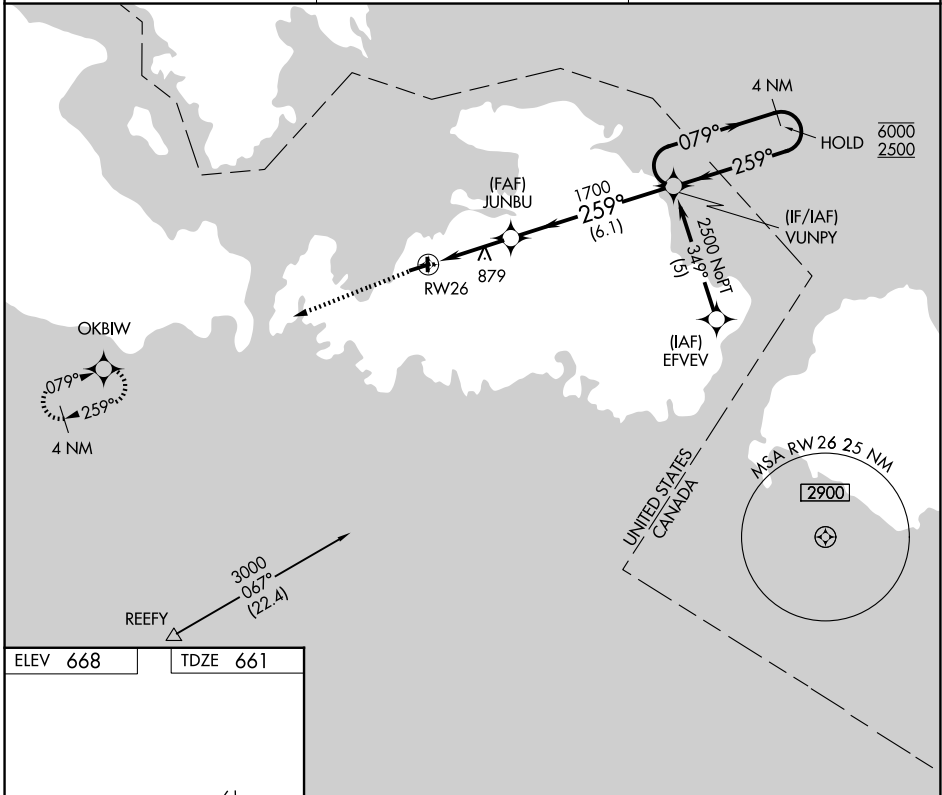
▼ Rwy 26 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Circling to Rwy 1-19 NA.

MISSED APPROACH: Climb to
3000 direct OKBIW and hold.

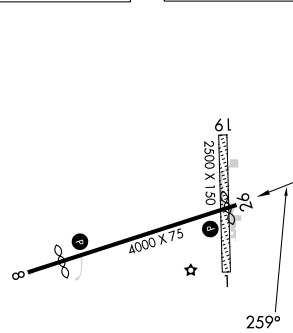
AWOS-3P
118.325

TORONTO CENTER
132.65 344.5

UNICOM
122.8 (CTAF) 0



ELEV 668 TDZE 661



3000

↑

OKBIW

VUNPY

4 NM Holding Pattern

JUNBU

079° → 6000

← 259° 2500

RW26

3.03°

TCH 40

1700

259°

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

3.1 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1180-1	519 (600-1)	1180-1½ 519 (600-1½)	NA
CIRCLING	1180-1	512 (600-1)	1240-1½ 572 (600-1½)	NA

MIRL Rwy 8-26 0

DRUMMOND ISLAND, MICHIGAN
Orig-B 25MAR21

46°01'N - 83°45'W

RNAV (GPS) RWY 26

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
086°

Rwy Ldg **4802**
TDZE **605**
Apt Elev **606**

RNAV (GPS) RWY 8

IOSCO COUNTY (6D9)

▼

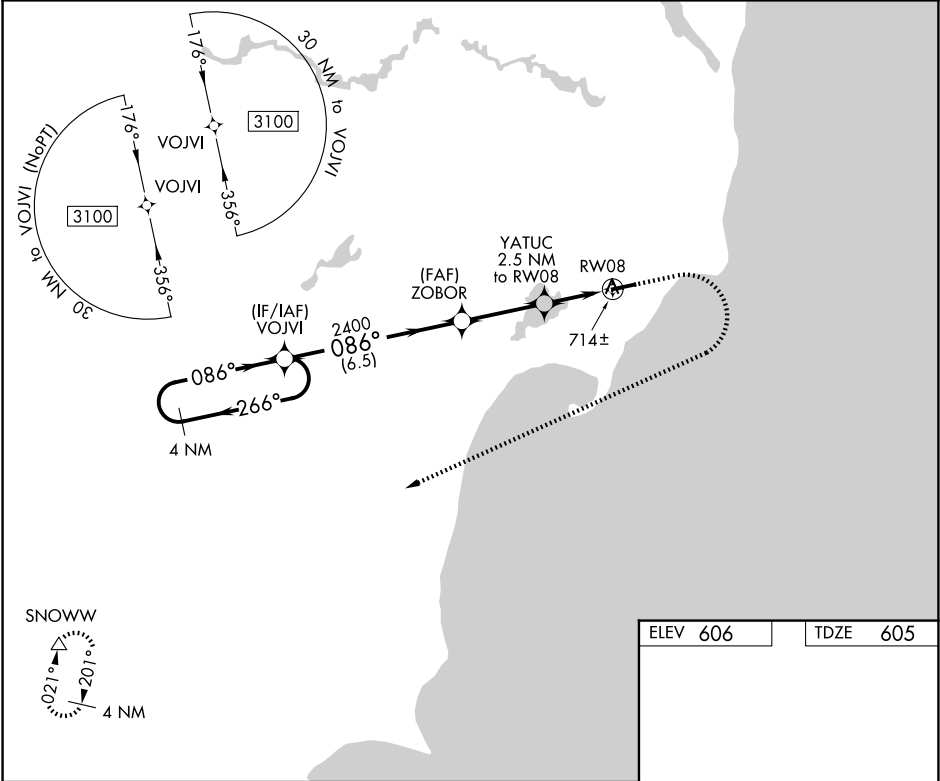
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Oscoda altimeter setting: when not received, use Bad Axe altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D visibilities ¼ mile, increase Circling visibility Cat C ¼ mile.

▲

NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 direct SNOWW and hold.

OSC AWOS-3 118.7	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 122.8 (CTAF)	122.85 0
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Visual Segment - Obstacles.				
CATEGORY	A	B	C	D
LNAV MDA	1000 - 1	395 (400-1)	1000 - 1 1/8	395 (400-1 1/8)
CIRCLING	1120 - 1	514 (600-1)	1120 - 1 1/2	1160 - 2

1100	3500	SNOWW
↑	↗	△

3100	086°	266°	086°	2400	1440	RW08
6.5 NM				3 NM		2.5 NM

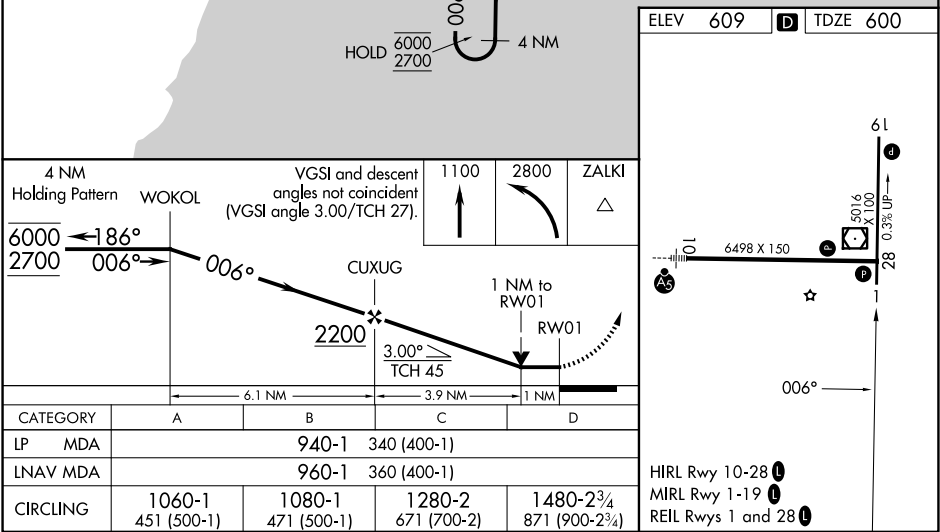
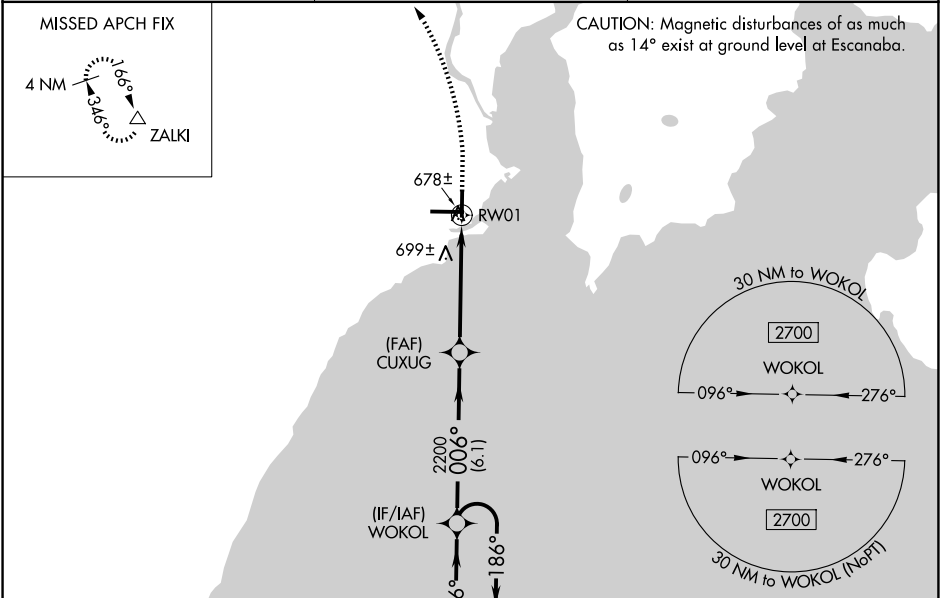
REIL Rwy 8 and 26	0
MIRL Rwy 8-26	0

WAAS CH 69333 W01A	APP CRS 006°	Rwy Ldg TDZE Apt Elev	5015 600 609
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RNAV (GPS) RWY 1
DELTA COUNTY (ESC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1100, then climbing left turn to 2800 direct ZALKI and hold.
 Rwy 1 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3PT 121.425	MINNEAPOLIS CENTER 127.65	UNICOM 122.8 (CTAF) 0
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ESCANABA, MICHIGAN

AL-5123 (FAA)

26190

WAAS CH 70511 W10A	APP CRS 096°	Rwy Ldg 6498 TDZE 609 Apt Elev 609
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RNAV (GPS) RWY 10

DELTA COUNTY (ESC)

RNP APCH - GPS.

▼

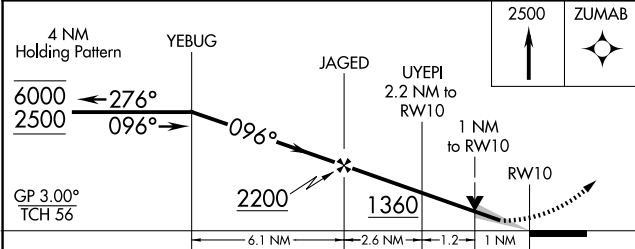
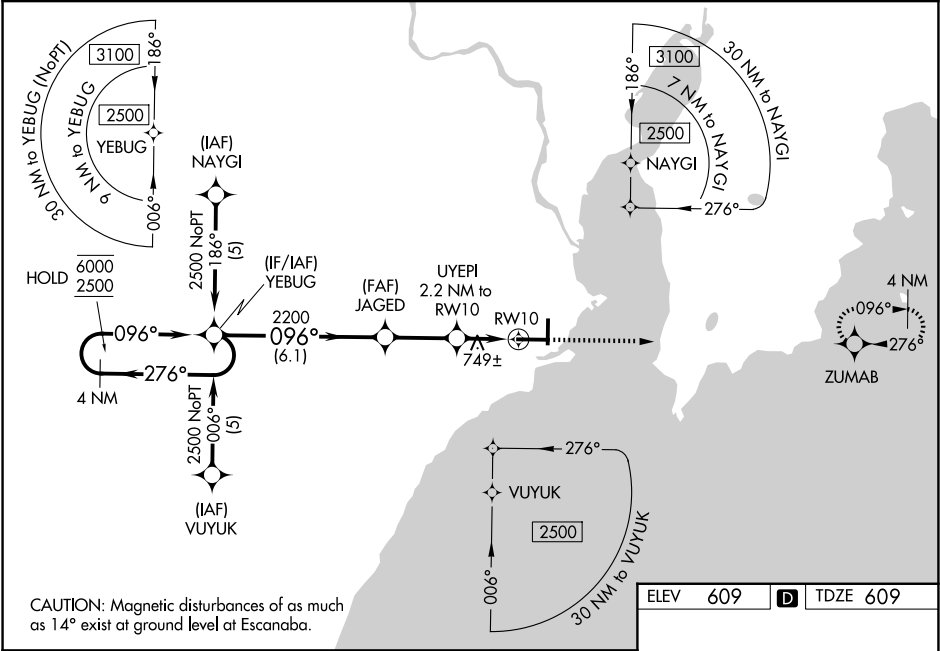
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 2500 direct
ZUMAB and hold.

AWOS-3PT 121.425	MINNEAPOLIS CENTER 127.65	UNICOM 122.8 (CTAF)
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ELEV	609		TDZE	609
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CATEGORY	A	B	C	D
LPV DA		809-1/2	200 (200-1/2)	
LNAV/VNAV DA		967-5/8	358 (400-5/8)	
LNAV MDA	1000-1/2	391 (400-1/2)	1000-5/8	391 (400-5/8)
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2 3/4 871 (900-2 3/4)

HIRL Rwy 10-28

MIRL Rwy 1-19

REIL Rws 1 and 28

ESCANABA, MICHIGAN
Orig-C 03NOV22

45°43'N-87°06'W

DELTA COUNTY (ESC)

RNAV (GPS) RWY 10

EC-1, 03 SEP 2026 to 29 OCT 2026

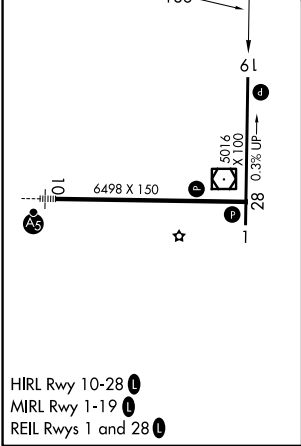
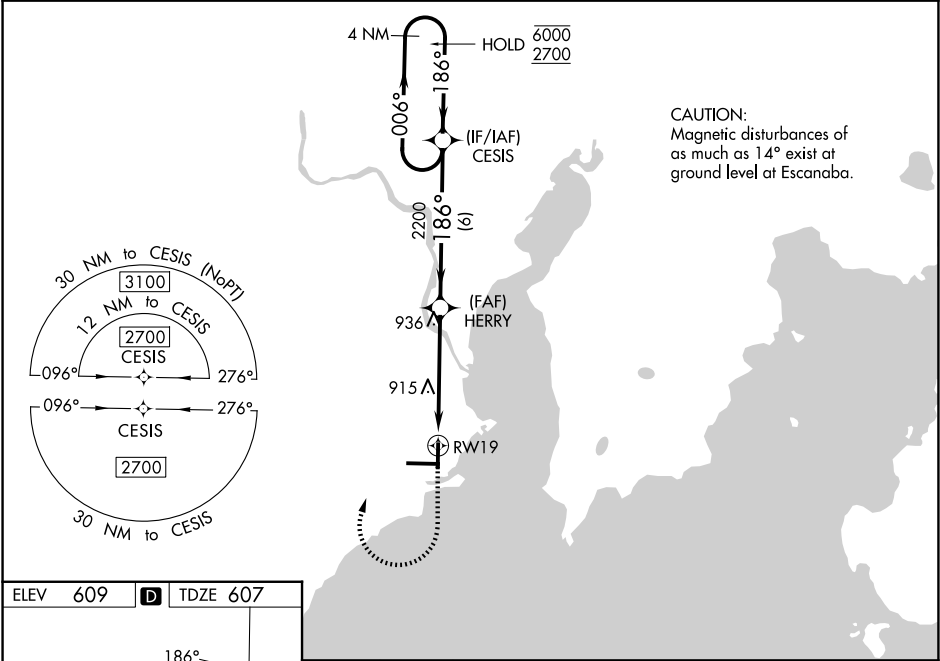
EC-1, 03 SEP 2026 to 29 OCT 2026

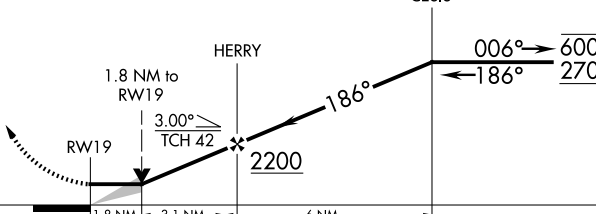
APP CRS	Rwy Ldg	5015
186°	TDZE	607
	Apt Elev	609

RNAV (GPS) RWY 19
DELTA COUNTY (ESC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1100, then climbing right turn to 2700 direct CESIS and hold.
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AWOS-3PT 121.425	MINNEAPOLIS CENTER 127.65	UNICOM 122.8 (CTAF) 0
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1100	2700	CESIS		
				
4 NM Holding Pattern				
				
CATEGORY	A	B	C	D
LNAV MDA	1220-1	613 (700-1)	1220-1¾	613 (700-1¾)
CIRCLING	1220-1	611 (700-1)	1280-1¾ 671 (700-1¾)	1480-2¾ 871 (900-2¾)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63128 W28A	APP CRS 276°	Rwy Ldg 6498 TDZE 596 Apt Elev 609
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RNAV (GPS) RWY 28
DELTA COUNTY (ESC)

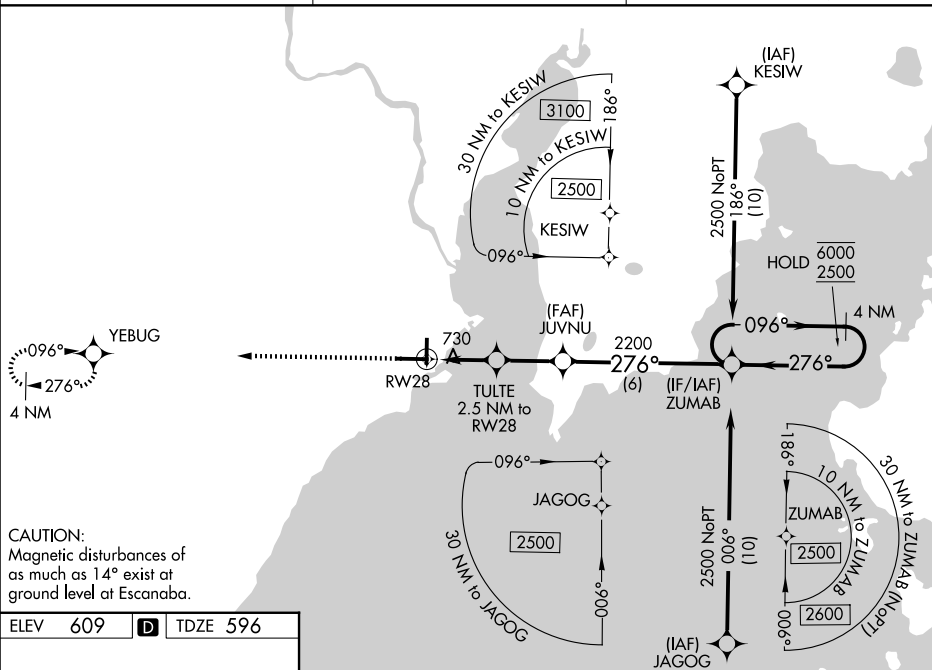
TA

Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 2500 direct
YEBUG and hold.

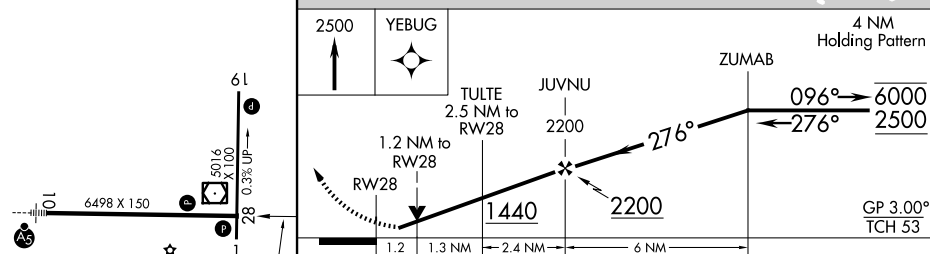
AWOS-3PT
121.425

MINNEAPOLIS CENTER
127.65

UNICOM
122.8 (CTAF) **L**

CAUTION:
Magnetic disturbances of
as much as 14° exist at
ground level at Escanaba.

ELEV	609	D	TDZE	596
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CATEGORY	A	B	C	D
LPV DA	846-1 250 (300-1)			
LNAV/ VNAV DA	1076-1 $\frac{5}{8}$ 480 (500-1 $\frac{5}{8}$)			
LNAV MDA	1040-1 444 (500-1)		1040-1 $\frac{3}{8}$	444 (500-1 $\frac{3}{8}$)
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2 $\frac{3}{4}$ 871 (900-2 $\frac{3}{4}$)

HIRL Rwy 10-28 **L**
MIRL Rwy 1-19 **L**
REIL Rwys 1 and 28 **L**

ESCANABA, MICHIGAN

Amdt 1C 03NOV22

DELTA COUNTY (ESC)

45°43'N-87°06'W

RNAV (GPS) RWY 28

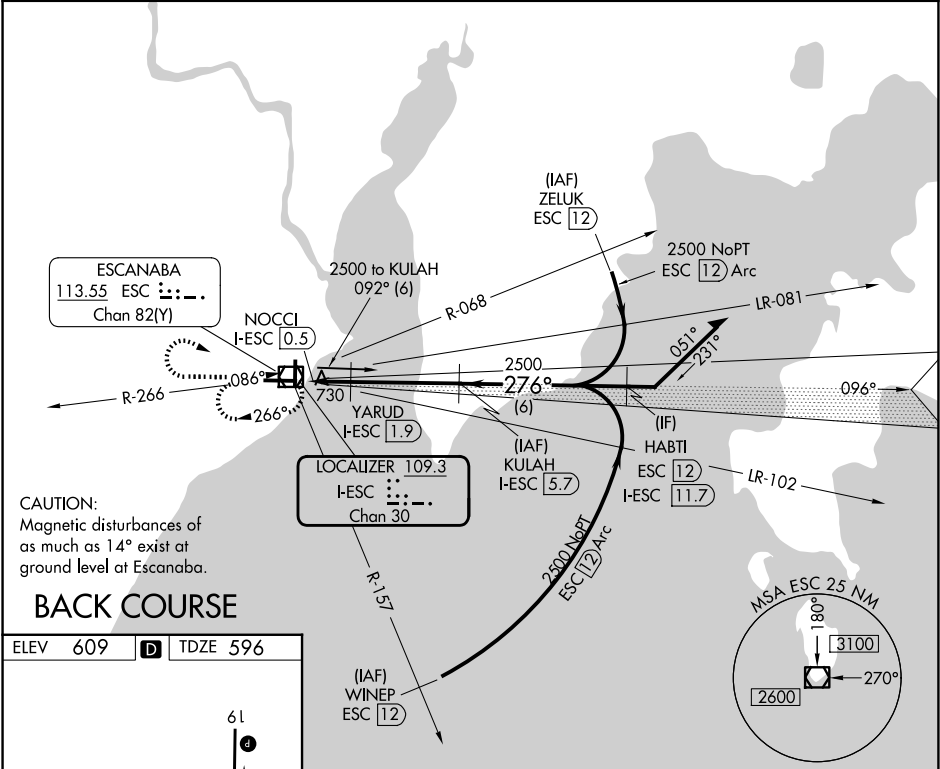
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-ESC 109.3 Chan 30	APP CRS 276°	Rwy Ldg TDZE 596 Apt Elev 609
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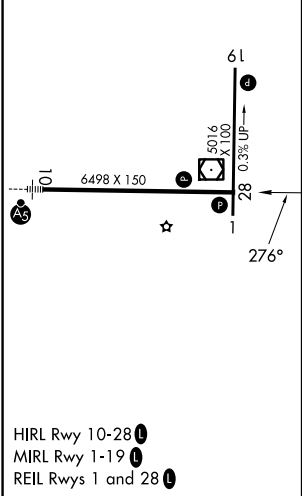
LOC BC RWY 28
DELTA COUNTY (ESC)

DME required.	MISSED APPROACH: Climb to 2500 then right turn direct ESC VOR/DME and hold.
Rwy 28 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 121.425	MINNEAPOLIS CENTER 127.65	UNICOM 122.8 (CTAF) 0
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ELEV 609	D	TDZE 596
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2500	ESC	KULAH I-ESC 5.7	Remain within 10 NM
ESC VOR/DME	YARUD I-ESC 1.9	2500	276°
NOCCI I-ESC 0.5	I-ESC 1.1	2500	276°
I-ESC	1280	2500	276°
Disregard glide slope indications. Use I-ESC DME when on the localizer course.			
CATEGORY	A	B	C
S-28	1040-1	444 (500-1)	1040-1 ¾ 444 (500-1 ¾)
CIRCLING	1060-1	1080-1	1280-2
	451 (500-1)	471 (500-1)	671 (700-2)
			1480-2 ¾ 871 (900-2 ¾)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME ESC 113.55 Chan 82 (Y)	APP CRS 351°	Rwy Idg 5015 TDZE 600 Apt Elev 609
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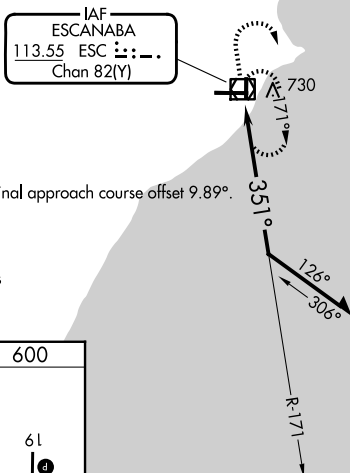
VOR RWY 1
DELTA COUNTY (ESC)

T
A Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

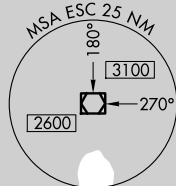
MISSED APPROACH: Climb to 2400 then right turn direct ESC VOR/DME and hold.

AWOS-3PT
121.425

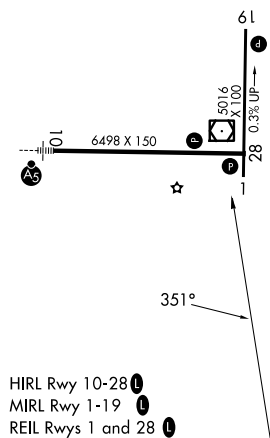
MINNEAPOLIS CENTER
127.65

UNICOM
122.8 (CTAF) 

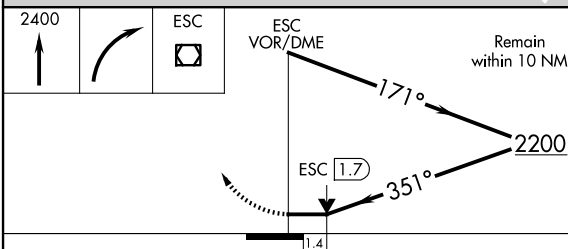
CAUTION:
Magnetic disturbances of as much as 14° exists at ground level at Escanaba.



ELEV	609	D	TDZE	600
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HIRL Rwy 10-28 **L**
MIRL Rwy 1-19 **L**
REIL Rws 1 and 28 **L**



CATEGORY	A	B	C	D
S-1	1080-1 480 (500-1)		1080-1 ³ / ₈	480 (500-1 ³ / ₈)
CIRCLING	1080-1 471 (500-1)		1280-2 671 (700-2)	1480-2 ³ / ₄ 871 (900-2 ³ / ₄)

ESCANABA, MICHIGAN
Orig-E 03NOV22

DELTA COUNTY (ESC)
VOR RWY 1

45°43'N-87°06'W

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

AWOS-3PT
121.425
CTAF/UNICOM
122.8 **L**
D

45°44'N

ELEV
607

JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° W

FIELD
ELEV
609

10

096°→

6498 X 1.50

A2

①

00.

4

□



A1

1

45°43'N

HIRL Rwy 10-28 **L**
MIRL Rwy 1-19 **L**
REIL Rwy 1 and 28 **L**

RWY 01-19
PCR 280 F/C/X/U
S-71, D-103, 2D-169
RWY 10-28
PCR 460 F/C/X/U
S-111, D-170, 2D-251, 2D/2D2-699

87°06'W

87°05'W

AIRPORT DIAGRAM

26246

ESCANABA, MICHIGAN
DELTA COUNTY (ESC)

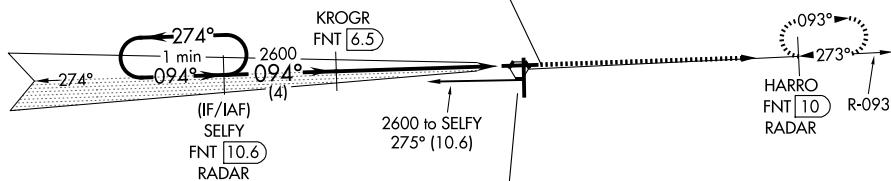
ILS or LOC RWY 9
BISHOP INTL (FNT)

MISSED APPROACH: Climb to 3000 on FNT VORTAC R-093 to HARRO/FNT VORTAC 10 DME/RADAR and hold.

MALSR
A5 T

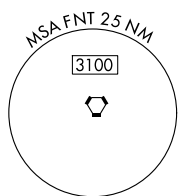
ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 0 257.9	GND CON 121.9	UNICOM 122.95
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LOCALIZER 109.9
I-FNT $\begin{smallmatrix} \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \\ \cdot & \cdot & \cdot \end{smallmatrix} \cdot$



FLINT
116.9 FNT 
Chan 116

Procedure NA for arrival on FNT VORTAC
airway radials 234 CW 286.



EC-1, 03 SEP 2026 to 29 OCT 2026

ELEV 782 **D** TDZE 771

094° TWR 7201 X 150 7852 X 150 36 81 A6 A5 L P ☆

HIRL Rwy 18 and 36

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

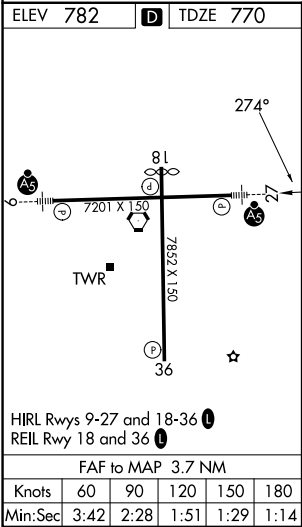
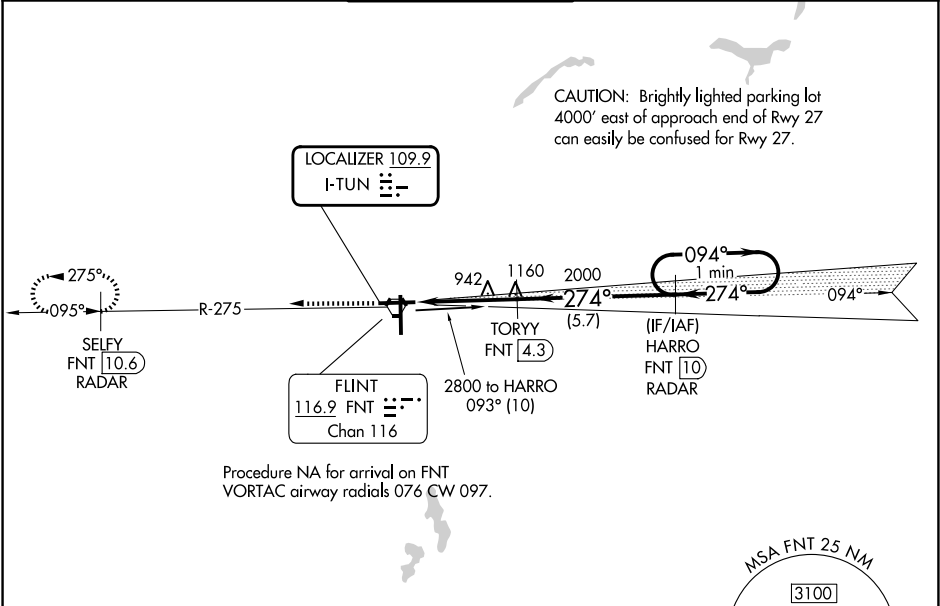
BISHOP INTL (FNT)
ILS or LOC RWY 9

LOC I-TUN 109.9	APP CRS 274°	Rwy Ldg TDZE Apt Elev 7201 770 782
---------------------------	------------------------	--

ILS or LOC RWY 27
BISHOP INTL (F'NT)

DME or RADAR required for procedure entry. DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 2600 on FNT VORTAC R-275 direct SELFY/FNT VORTAC 10.6 DME/RADAR and hold.
 DME from FNT VORTAC. Simultaneous reception of I-TUN and FNT DME required. For inop ALS, increase S-LOC 27 Cat A/B visibility to 1 SM, and Cat C/D visibility to 1½ SM.			

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 257.9	GND CON 121.9	UNICOM 122.95
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ELEV 782 D TDZE 770		2600 FNT R-275		SELFY FNT 10.6 RADAR	TORYY FNT 4.3	HARRO FNT 10 RADAR	One Minute Holding Pattern
*LOC only.		FNT 0.6		*FNT 2	2000 274° 2800 094°		
		1.4 NM		2.3 NM	5.7 NM		
CATEGORY	A		B		C		D
S-ILS 27			970-½		200 (200-½)		
S-LOC 27	1260-½		490 (500-½)		1260-1		490 (500-1)
CIRCLING	1260-1 478 (500-1)		1300-1 518 (600-1)		1300-1½ 518 (600-1½)		1520-2¼ 738 (800-2¼)

RNAV (GPS) RWY 9
BISHOP INTL (FNT)

MISSED APPROACH: Climb to 3000
direct JUBUG and on track 099° to
KATTY and hold.

CAUTION: Brightly lit parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.

Procedure NA for arrival on FNT VORTAC airway radials 234 CW to 286.

MSA RW09 25 NM

3100

EC-1, 03 SEP 2026 to 29 OCT 2026

BISHOP INTL (FNT)
RNAV (GPS) RWY 9

WAAS CH 99514 W18A	APP CRS 185°	Rwy Ldg TDZE 777 Apt Elev 782
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RNAV (GPS) RWY 18

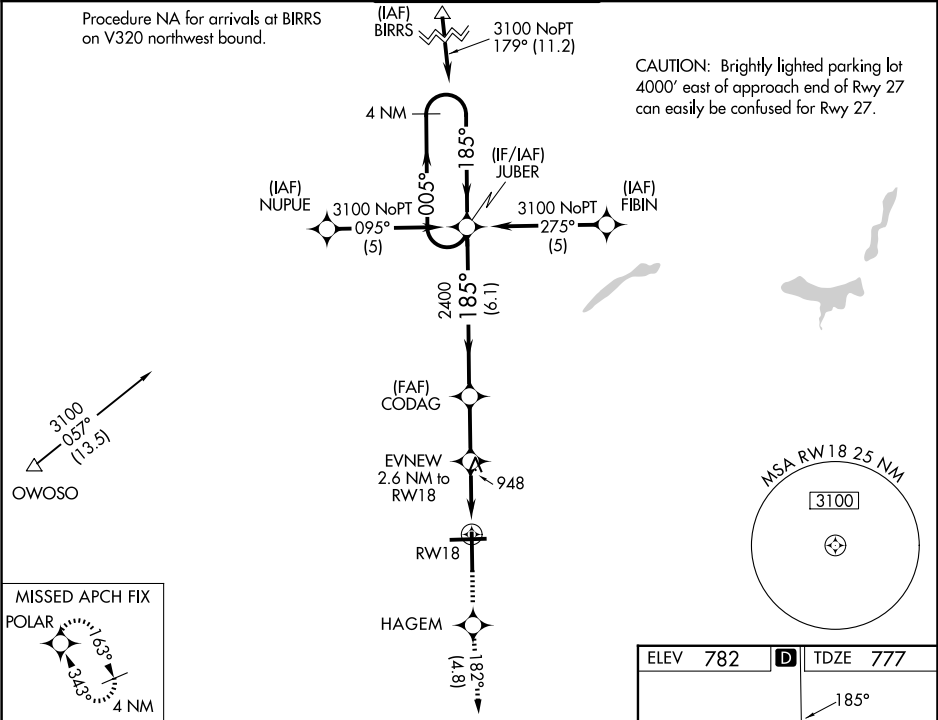
BISHOP INTL (FNT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HAGEM and on track 182° to POLAR and hold.

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 0 257.9	GND CON 121.9	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).
Holding Pattern JUBER

3000

HAGEM

tr 182°

POLAR

3100

005°

185°

185°

2400

2400

*1640

6.1 NM

2.3 NM

1.4

1.2

*LNAV only

EVNEW 2.6 NM to RW18

*1.2 NM to RW18

RW18

CATEGORY	A	B	C	D
LPV DA	1109-1¼ 333 (400-1¼)			
LNAV/VNAV DA	1253-1¾ 477 (500-1¾)			
LNAV MDA	1220-1 443 (500-1)	1220-1¾ 443 (500-1¾)		
CIRCLING	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1520-2¼ 738 (800-2¼)	

ELEV 782 TDZE 777

185°

81

7201 X 150

7852 X 150

TWR

36

☆

HIRL Rwy 9-27 and 18-36

REIL Rwy 18 and 36

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

FLINT, MICHIGAN

AL-618 (FAA)

26022

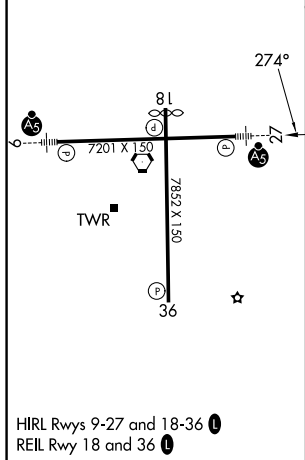
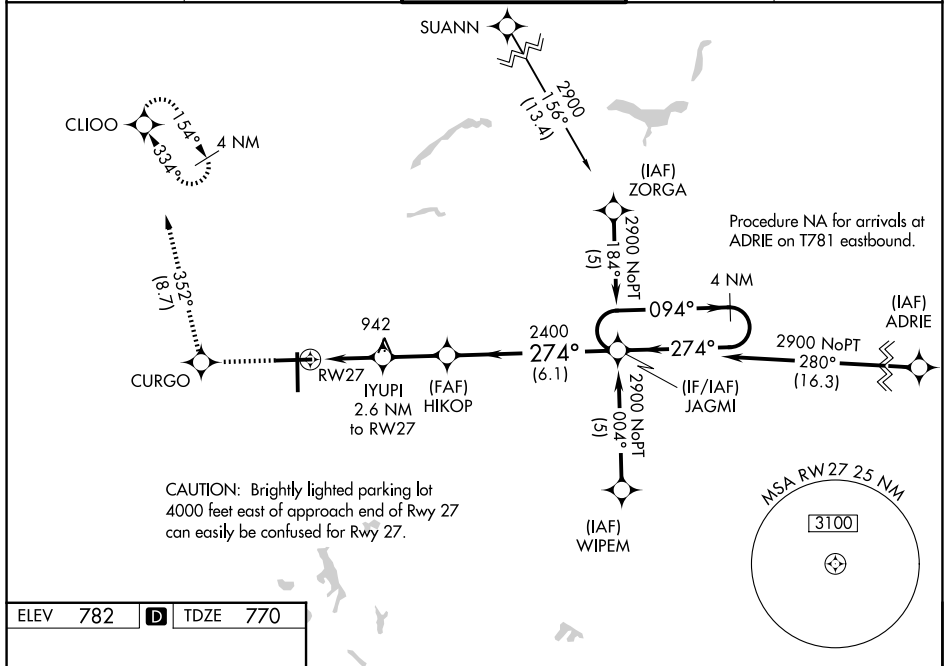
WAAS CH 72810 W27A	APP CRS 274°	Rwy Ldg TDZE 770 Apt Elev 782
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RNAV (GPS) RWY 27

BISHOP INTL (F'NT)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat C/D visibility to 1¾ SM.	MALSR 	MISSED APPROACH: Climb to 3000 direct CURGO and track 352° to CLIOO and hold.
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ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 257.9	GND CON 121.9	UNICOM 122.95
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3000	CURGO	tr 352°	CLIOO	4 NM	JAGMI	Holding Pattern
* LNAV only			IYUPI 2.6 NM to RW27	274°	094°	2900
			* 1.4 NM to RW27	* 1640	274°	GP 3.00° TCH 56
				2400		
				2.3 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1098-¾	328 (400-¾)				
LNAV/VNAV DA	1240-1	470 (500-1)				
LNAV MDA	1260-¾	490 (500-¾)	1260-1	490 (500-1)		
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1520-2½ 738 (800-2½)		

FLINT, MICHIGAN

Amdt 1A 24MAY18

42°58'N-83°45'W

RNAV (GPS) RWY 27

BISHOP INTL (F'NT)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65914 W36A	APP CRS 005°	Rwy Ldg 7652 TDZE 782 Apt Elev 782
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RNAV (GPS) RWY 36

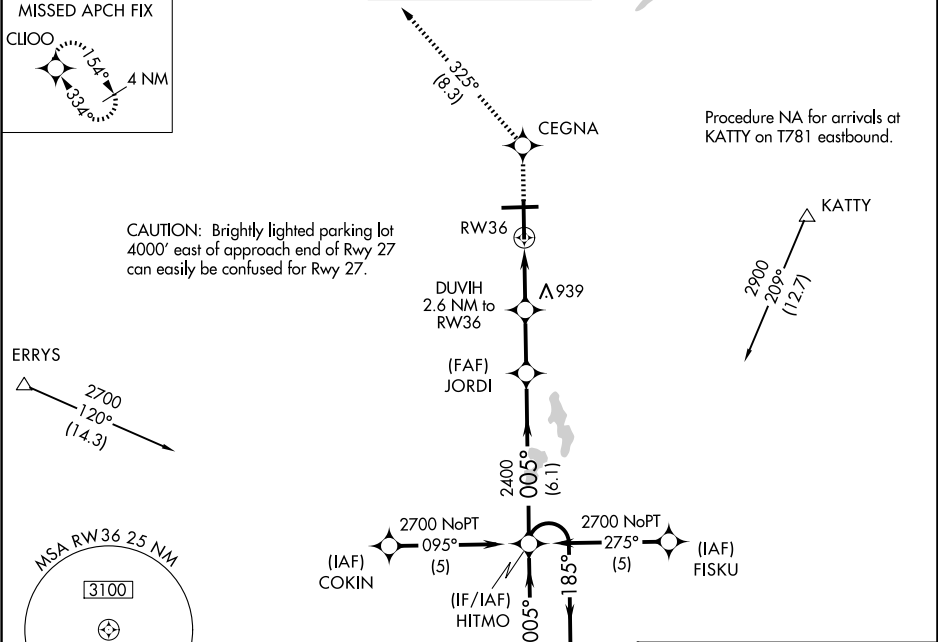
BISHOP INTL (FNT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 direct CEGNA and on track 325° to CLIOO and hold.

ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 0 257.9	GND CON 121.9	UNICOM 122.95
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ELEV 782 D TDZE 782

HIRL Rwys 9-27 and 18-36 I
REIL Rwy 18 and 36 I

4 NM Holding Pattern HITMO

3000 CEGNA CLIOO
JORDI DUVIH 2.6 NM to RW36
RW36
2400 005° 1660
6.1 NM 2.3 NM 2.6 NM

81
7201 X 150
7852 X 150
36
005°

TWR

CATEGORY	A	B	C	D
LPV DA	1123-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1254-1¾ 472 (500-1¾)			
LNAV MDA	1260-1 478 (500-1)	1260-1¾ 478 (500-1½)	1260-1½ 478 (500-1½)	1260-1½ 478 (500-1½)
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1520-2¼ 738 (800-2¼)

FLINT, MICHIGAN
Amdt 1A 24MAY18

42°58'N-83°45'W
229

BISHOP INTL (FNT)

RNAV (GPS) RWY 36

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

FLINT, MICHIGAN

AL-618 (FAA)

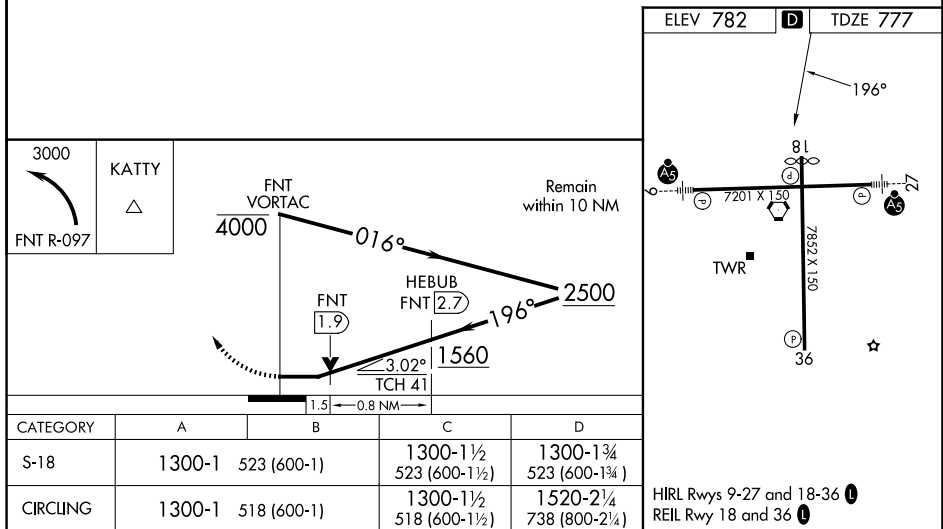
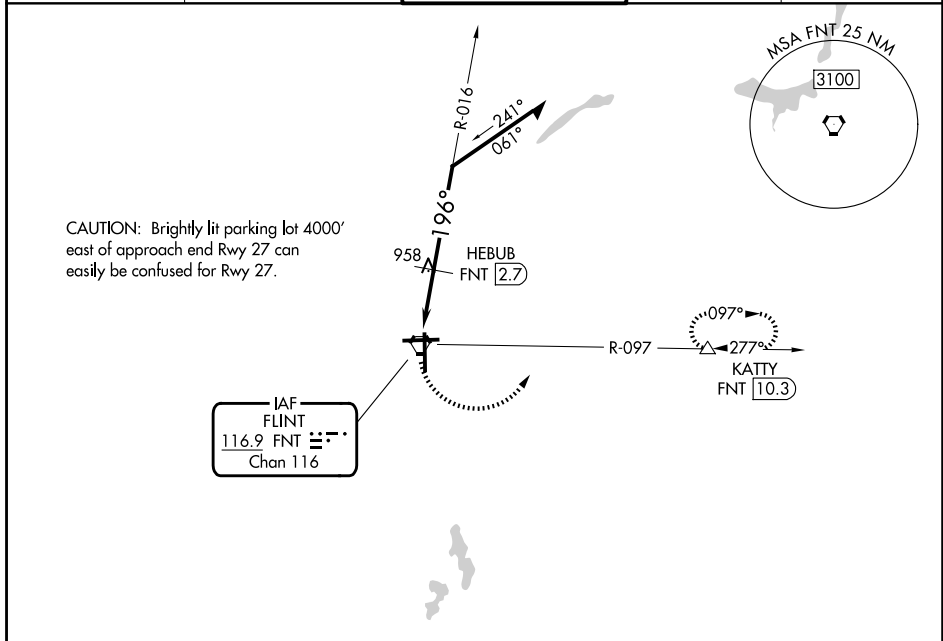
26022

VORTAC FNT 116.9 Chan 116	APP CRS 196°	Rwy Ldg TDZE 777 Apt Elev 782
---	------------------------	---

VOR RWY 18
BISHOP INTL (FNT)

- ⚠** Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ DME required.
- MISSED APPROACH: Climbing left turn to 3000
on FNT VORTAC R-097 to KATY/10.3 DME
and hold.

ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 257.9	GND CON 121.9	UNICOM 122.95
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FLINT, MICHIGAN
Orig-B 24MAY18

42°58'N-83°45'W

BISHOP INTL (FNT)
VOR RWY 18

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

VORTAC FNT 116.9 Chan 116	APP CRS 359°	Rwy Ldg TDZE 782 Apt Elev 782
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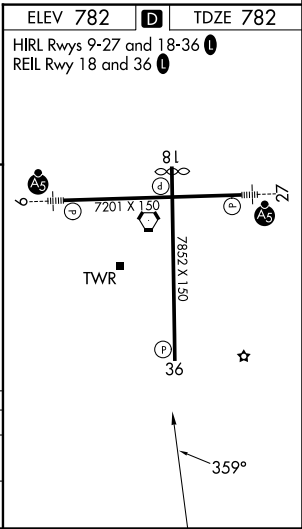
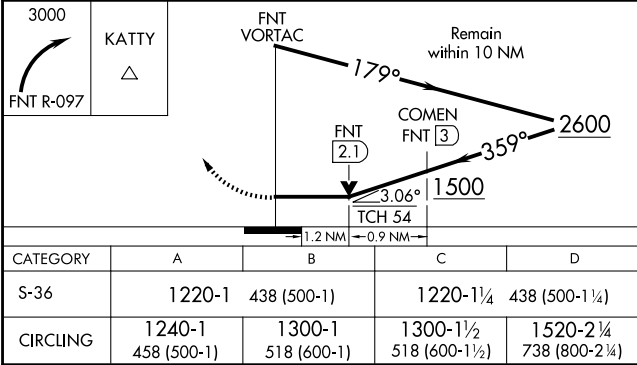
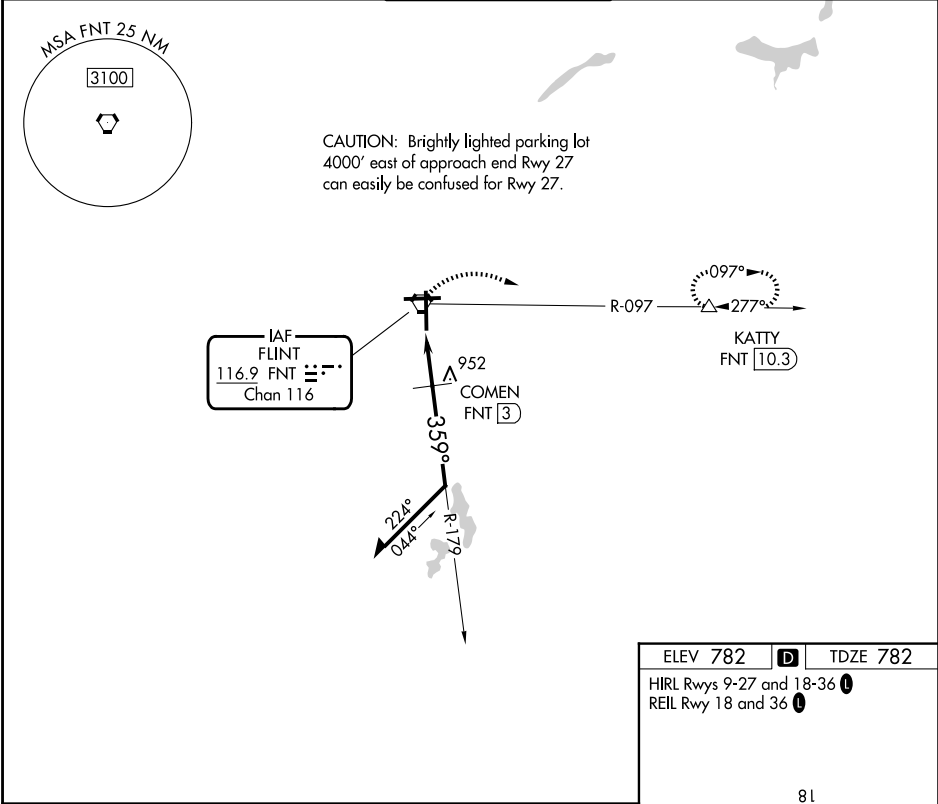
VOR RWY 36
BISHOP INTL (FNT)



Rwy 36 helicopter visibility reduction below ¾ SM NA.
DME required.

MISSED APPROACH: Climbing right turn to 3000
on FNT VORTAC R-097 to KATTY/10.3 DME and hold.

ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 257.9	GND CON 121.9	UNICOM 122.95
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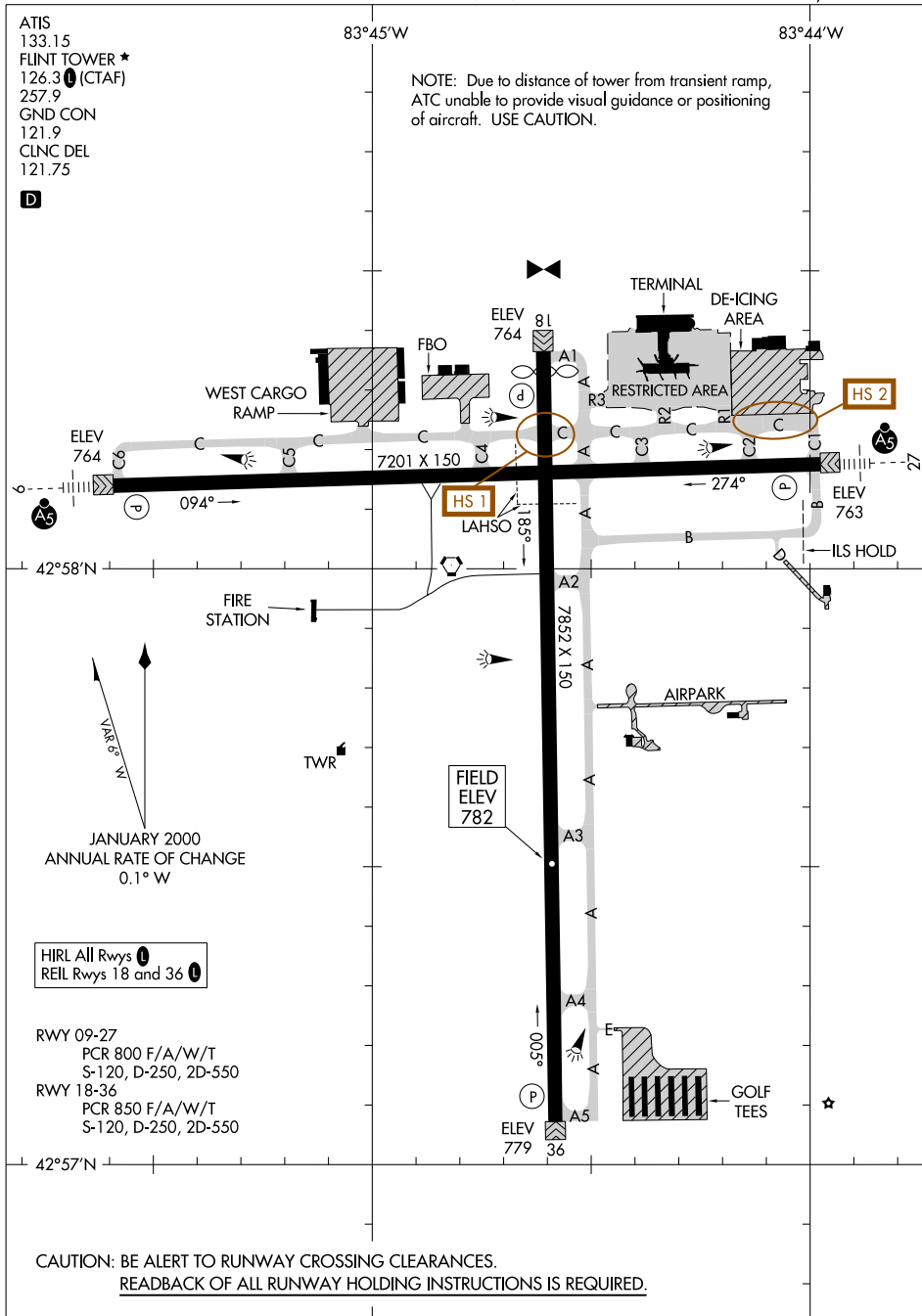
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-618 (FAA)

BISHOP INTL (FNT)
FLINT, MICHIGAN



AIRPORT DIAGRAM

26246

FLINT, MICHIGAN
BISHOP INTL (FNT)

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
128°

Rwy Ldg
TDZE
Apt Elev

2956
623
633

RNAV (GPS) RWY 15

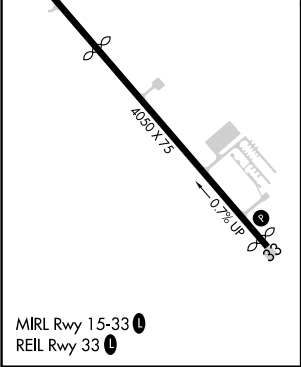
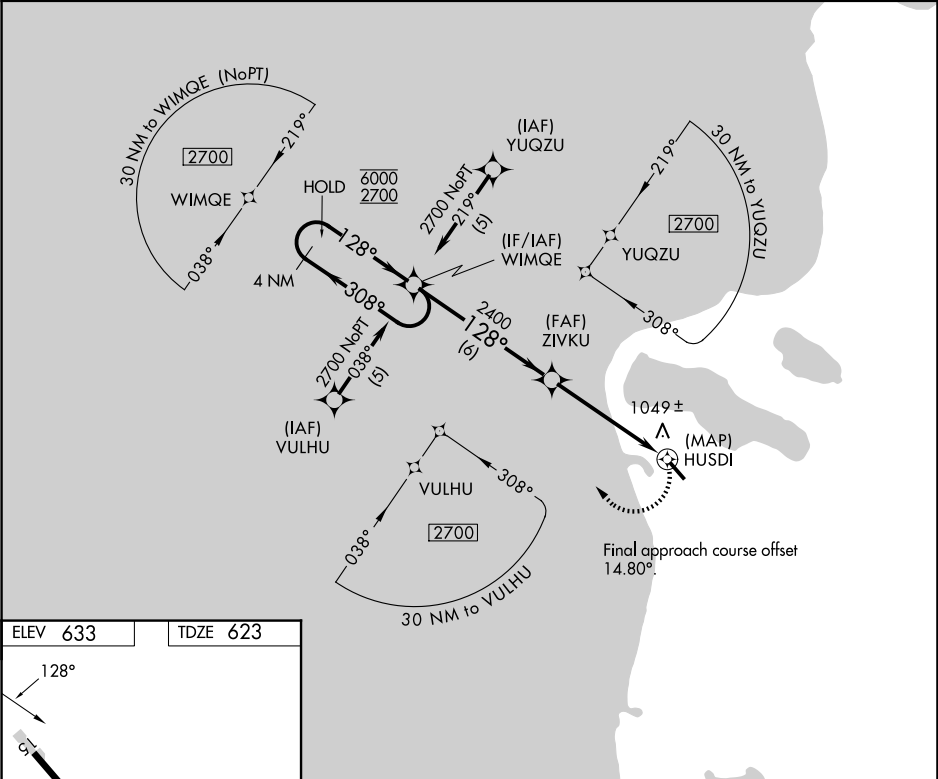
FRANKFORT DOW MEML FLD (F'KS)

RNP APCH - GPS.

Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet and Circling Cat A visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2700 direct WIMQE and hold.

AWOS-3P 118.325	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		2700	WIMQE
6000 2700		308° 128°	128°	ZIVKU 2400	HUSDI
		6 NM	5 NM	0.4	
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	677 (700-1)	1300-1 7/8 677 (700-1 7/8)	NA	
CIRCLING	1400-1 767 (800-1)	1520-1 1/4 887 (900-1 1/4)	1520-2 3/4 887 (900-2 3/4)	NA	

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

FRANKFORT, MICHIGAN

AL-6732 (FAA)

26022

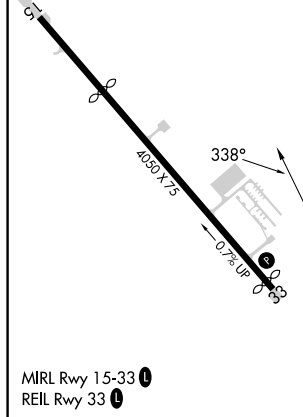
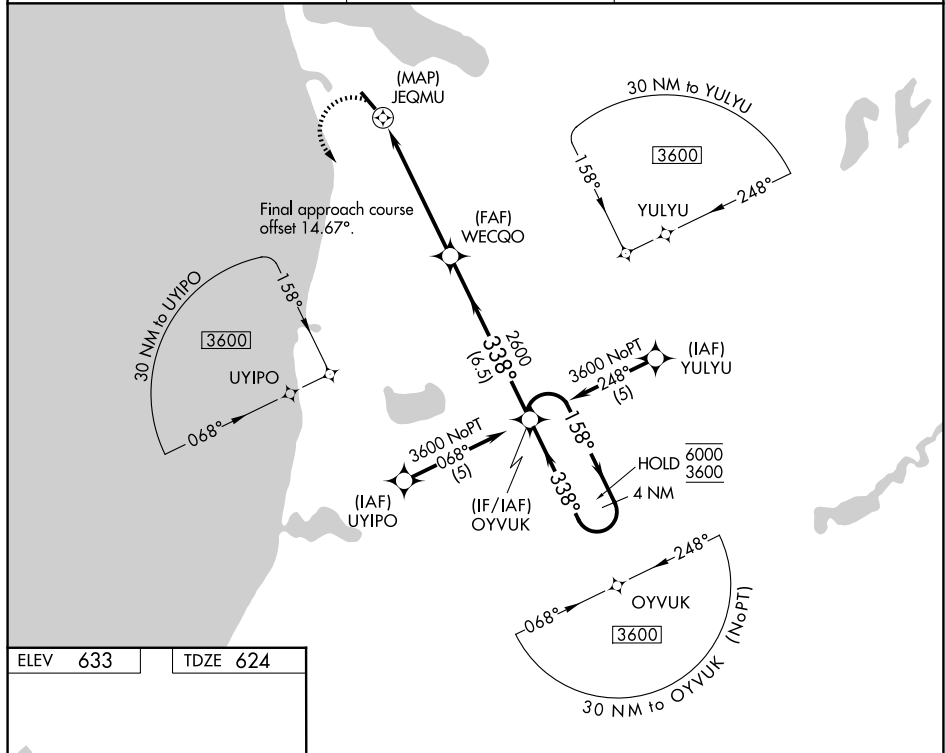
APP CRS	Rwy Ldg	3939
338°	TDZE	624
	Apt Elev	633

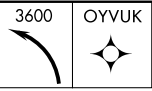
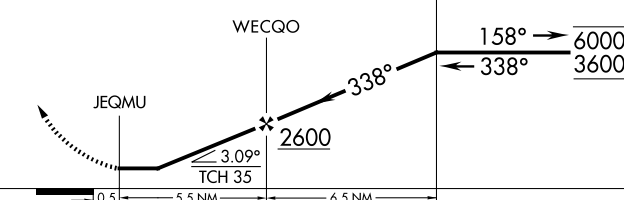
RNAV (GPS) RWY 33

FRANKFORT DOW MEML FLD (F'KS)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3600 direct OYVUK and hold.
 Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 118.325	MINNEAPOLIS CENTER 132.9 338.3	UNICOM 123.05 (CTAF) 
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		4 NM Holding Pattern			
					
0.5		5.5 NM	6.5 NM		
CATEGORY	A		B	C	D
LNNAV MDA	1360-1		736 (800-1)	1360-2 736 (800-2)	NA
CIRCLING	1400-1 767 (800-1)	1520-1¼ 887 (900-1¼)	1520-2¾ 887 (900-2¾)	NA	

FRANKFORT, MICHIGAN
Amdt 1C 11AUG22

44°38'N - 86°12'W

FRANKFORT DOW MEML FLD (F'KS)

RNAV (GPS) RWY 33

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **56505**
W01A

APP CRS
004°

Rwy Ldg
TDZE
Apt Elev

6501
760
772

RNAV (GPS) RWY 1

FREMONT MUNI (F'F'X)

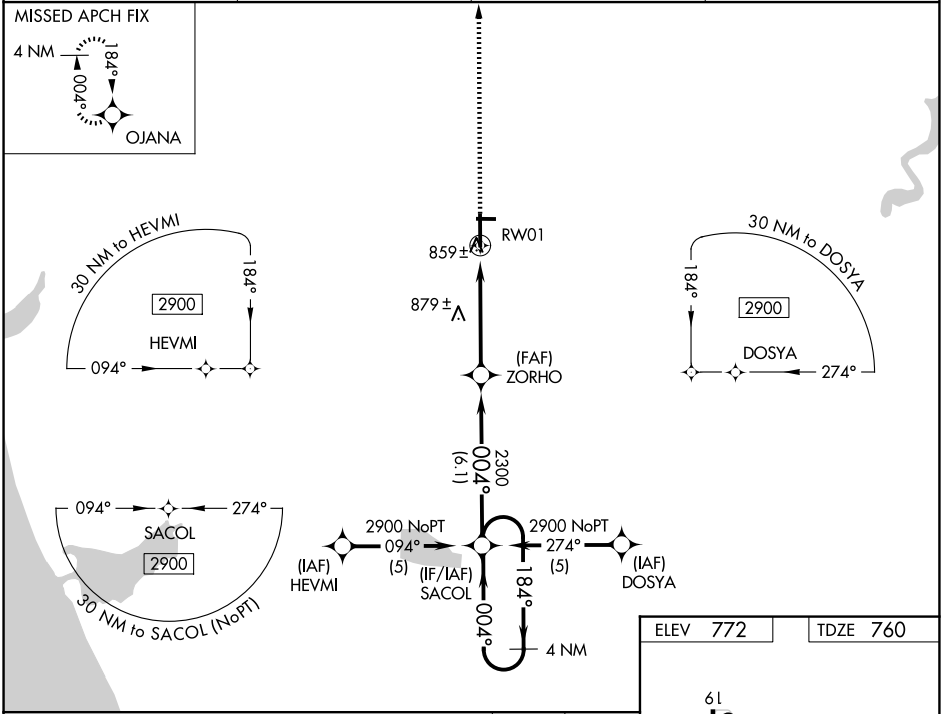
▼

▲

Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Rwy 1 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 65 feet, and all visibilities ¼ mile. Increase all MDA 80 feet, and Cat C/D visibilities ¼ mile. VDP NA when using Muskegon altimeter setting.

MISSED APPROACH:
Climb to 2900 direct OJANA and hold.

AWOS-3P 118.775	GREAT LAKES APP CON ★ 119.8 290.35	CLNC DEL 118.25	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

SACOL

ZORHO

2900

OJANA

2900

GP 3.00°

TCH 45

184°

004°

004°

2300

2300

1.1 NM to RW01

RW01

*1.1 NM to RW01

*LNAV only.

6.1 NM

3.6 NM

1.1

CATEGORY	A	B	C	D
LPV DA	1036-1 276 (300-1)			
LNAV/ VNAV DA	1129-1¼ 369 (400-1¼)			
LNAV MDA	1140-1 380 (400-1)		1140-1¼ 380 (400-1¼)	
CIRCLING	1260-1 488 (500-1)		1460-2 688 (700-2)	1460-2¼ 688 (700-2¼)

ELEV 772

TDZE 760

61

10

650 X 100

3502 X 75

28

004°

REIL Rwy's 1 and 19 0

MIRL Rwy's 1-19 and 10-28 0

FREMONT, MICHIGAN

WAAS CH 82405 W19A	APP CRS 184°	Rwy Ldg 6501 TDZE 769 Apt Elev 772
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RNAV (GPS) RWY 19

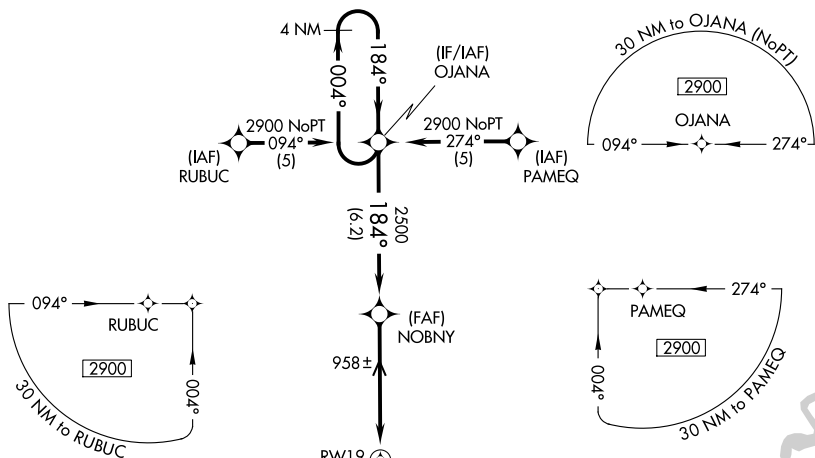
FREMONT MUNI (FFX)

RNP APCH - GPS.

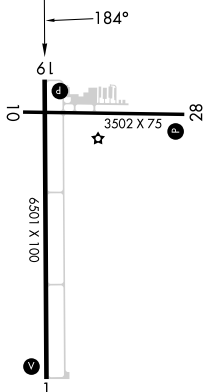
T Baro-VNAV and VDP NA when using MKG altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MKG altimeter setting: increase LPV DA to 1139 feet; increase LNAV/VNAV DA to 1360 feet; increase all MDAs 80 feet and LNAV visibility Cat C ½ SM and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:
Climb to 2900 direct
SACOL and hold.

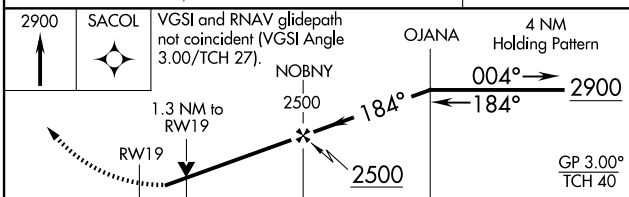
AWOS-3P 118.775	GREAT LAKES APP CON ★ 119.8 290.35	CLNC DEL 118.25	UNICOM 123.0 (CTAF) 0
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ELEV 772		TDZE 769
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REIL Rwy 1 and 19 **L**
MIRL Rwy 1-19 and 10-28 **L**



		1.3	3.9 NM	6.2 NM		
CATEGORY		A		B	C	D
LPV	DA	1074-1 305 (400-1)				
LNAV/ VNAV	DA	1295-2 526 (600-2)				
LNAV	MDA	1220-1	451 (500-1)	1220-1 $\frac{3}{8}$ 451 (500-1 $\frac{3}{8}$)		1220-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$)
CIRCLING		1260-1	488 (500-1)	1460-2 688 (700-2)		1460-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$)

FREMONT, MICHIGAN

Amdt 1F 03SEP26

FREMONT MUNI (FFX)

RNAV (GPS) RWY 19

43°26'N-86°00'W

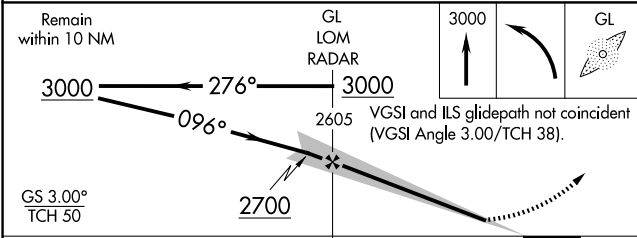
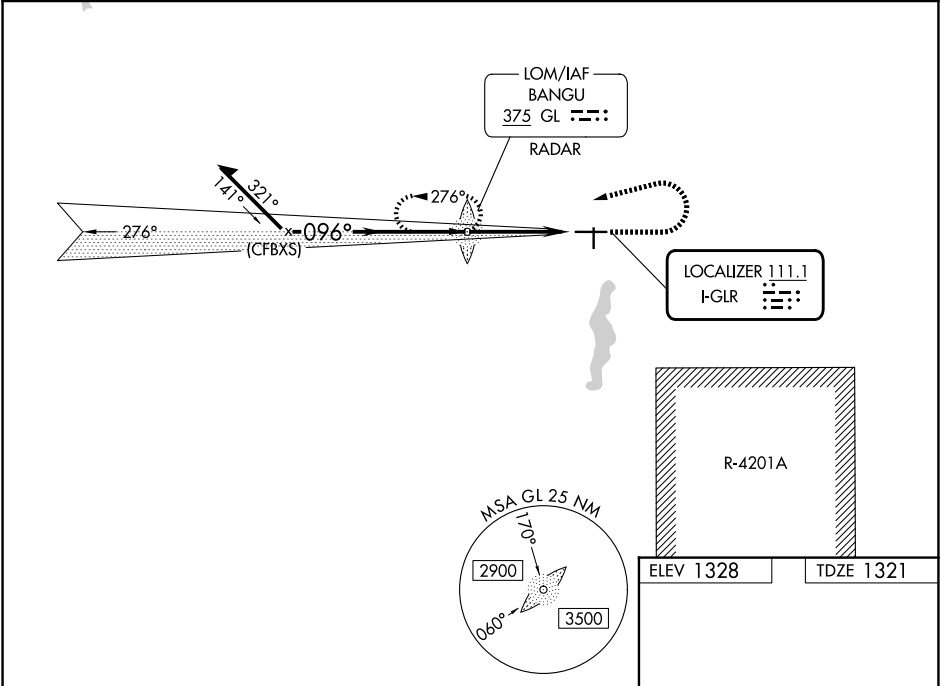
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC I-GLR 111.1	APP CRS 096°	Rwy Ldg TDZE 1321 Apt Elev 1328
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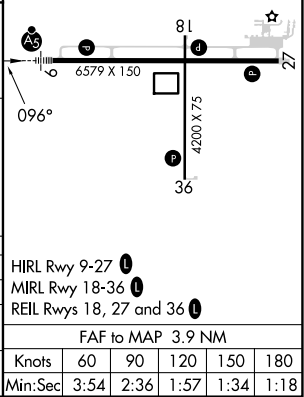
ILS or LOC RWY 9
GAYLORD RGNL (GLR)

ADF required. RADAR required for procedure entry.			MISSED APPROACH: Climb to 3000 then left turn direct BANGU LOM and hold.
	Circling Rwy 18, 36 NA at night. When local altimeter setting not received, use GOV altimeter setting and increase S-ILS 9 DA to 1591 feet; increase all MDAs 80 feet and S-LOC 9 visibility Cat C and D ¾ SM, and Circling visibility Cat C and D ¼ SM. For inop ALS when using GOV altimeter setting, increase S-ILS 9 all Cats visibility to ¾ SM and S-LOC 9 Cats C and D visibility to 1¼ SM. For inop ALS, increase S-LOC 9 Cats C and D visibility ¾ SM.		

ASOS 118.375	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 9	1521-1/2	200 (200-1/2)		
S-LOC 9	1860-1/2	539 (600-1/2)	1860-1	539 (600-1)
CIRCLING	1860-1 532 (600-1)	1940-1 612 (700-1)	2040-2 712 (800-2)	2040-2 1/4 712 (800-2 1/4)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

GAYLORD, MICHIGAN

AL-5373 (FAA)

26134

WAAS CH 97427 W09A	APP CRS 096°	Rwy Ldg TDZE Apt Elev	6579 1321 1328
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RNAV (GPS) RWY 9

GAYLORD RGNL (GLR)

RNP APCH - GPS.

▼

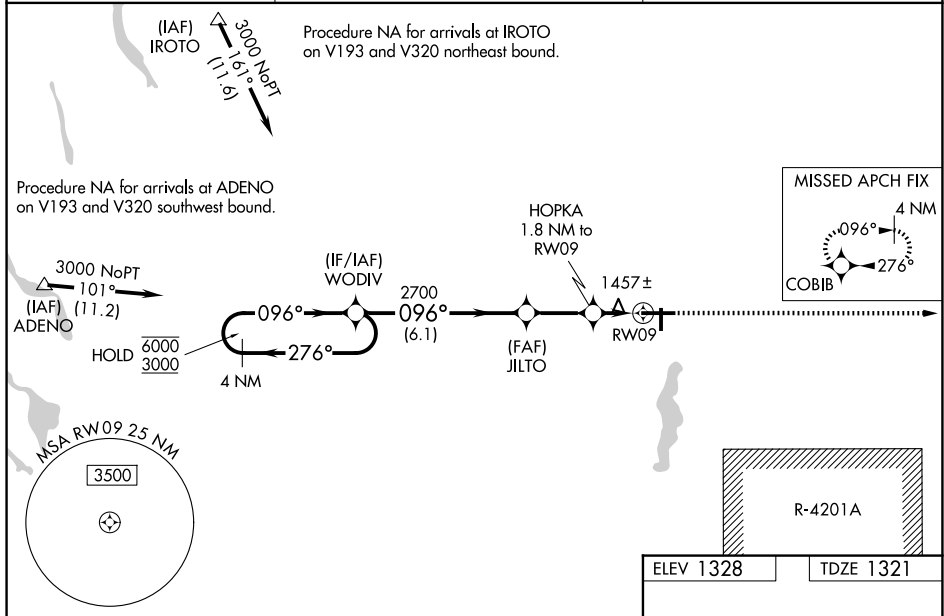
▲

Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using GOV altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21° C or above 54° C. Inoperative table does not apply to LPV. When local altimeter setting not received, use GOV altimeter setting: increase LPV DA to 1591 feet; increase LNAV/VNAV DA to 1790 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV and Circling visibility Cats C and D ¼ SM. For inoperative ALS when using GOV altimeter setting, increase LNAV/VNAV visibility all Cats to 1 ¾ SM and LNAV visibility Cats C and D to 1 ¾ SM.

MALSR

MISSED APPROACH:
Climb to 3100 direct
COBIB and hold.

ASOS 118.375	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).		3100	COBIB
CATEGORY	A	B	C	D	
LPV DA	1521-¾ 200 (200-¾)				
LNAV/VNAV DA	1720-¾ 399 (400-¾)				
LNAV MDA	1720-¾ 399 (400-¾)				
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	2040-2 712 (800-2)	2080-2½ 752 (800-2½)	

ELEV 1328 TDZE 1321

REIL Rwy 18, 27 and 36 0
MIRL Rwy 18-36 0
HIRL Rwy 9-27 0

GAYLORD, MICHIGAN

Amtd 1 26DEC24

45°01'N-84°42'W

RNAV (GPS) RWY 9

GAYLORD RGNL (GLR)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56327 W27A	APP CRS 276°	Rwy Ldg TDZE Apt Elev	6579 1328 1328
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RNAV (GPS) RWY 27

GAYLORD RGNL (GLR)

RNP APCH - GPS.

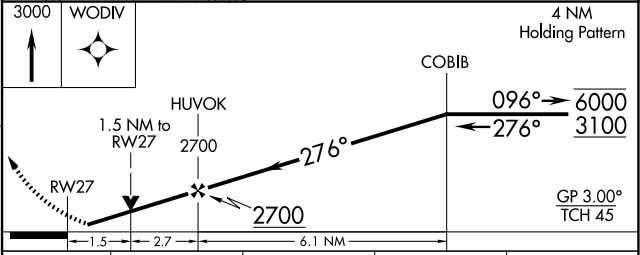
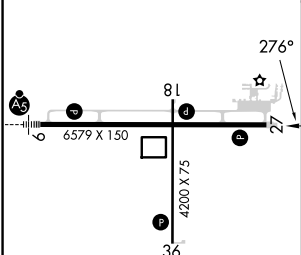
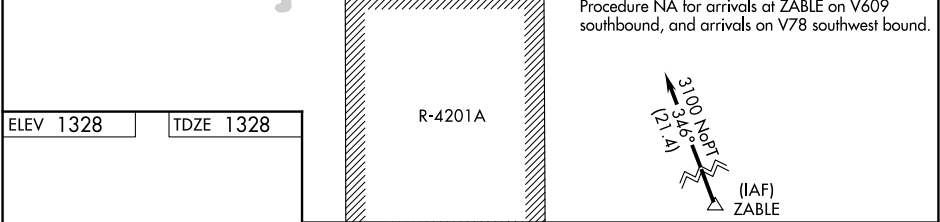
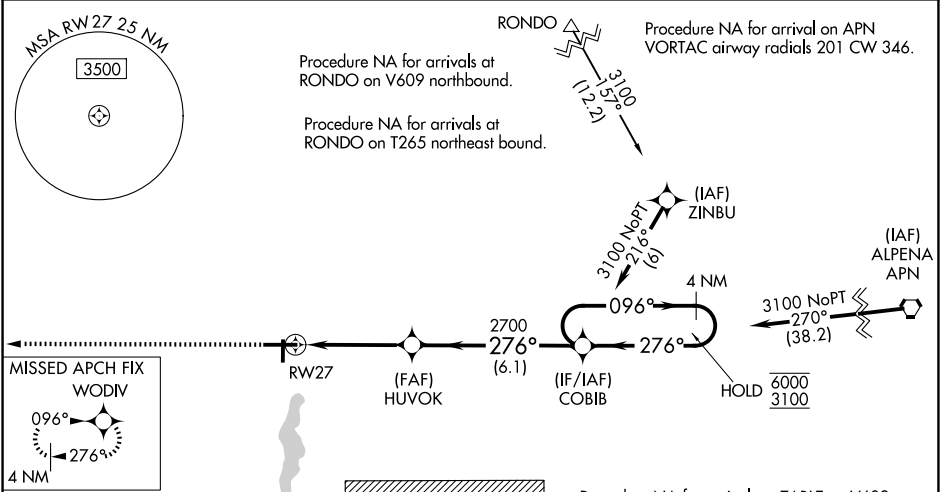
▼

⚠

Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using GOV altimeter setting. When local altimeter setting not received, use GOV altimeter setting; increase LPV DA to 1648 feet; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct WODIV and hold.

ASOS 118.375	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF)
------------------------	---	-------------------------------



CATEGORY	A	B	C	D
LPV DA	1578-1 250 (300-1)			
LNAV MDA	1840-1	512 (600-1)	1840-1 $\frac{3}{8}$	512 (600-1 $\frac{3}{8}$)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	2040-2 712 (800-2)	2080-2 $\frac{1}{2}$ 752 (800-2 $\frac{1}{2}$)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

GLADWIN, MICHIGAN

AL-6672 (FAA)

26190

WAAS CH 48826 W09A	APP CRS 092°	Rwy Ldg TDZE Apt Elev	4699 774 774
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RNAV (GPS) RWY 9

GLADWIN ZETTEL MEML (GDW)

RNP APCH.

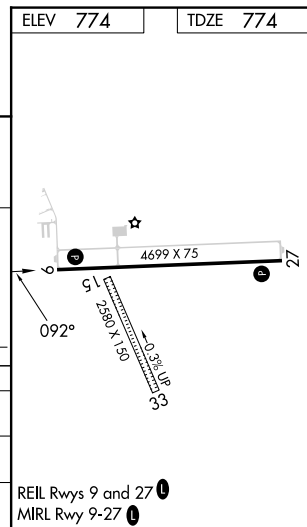
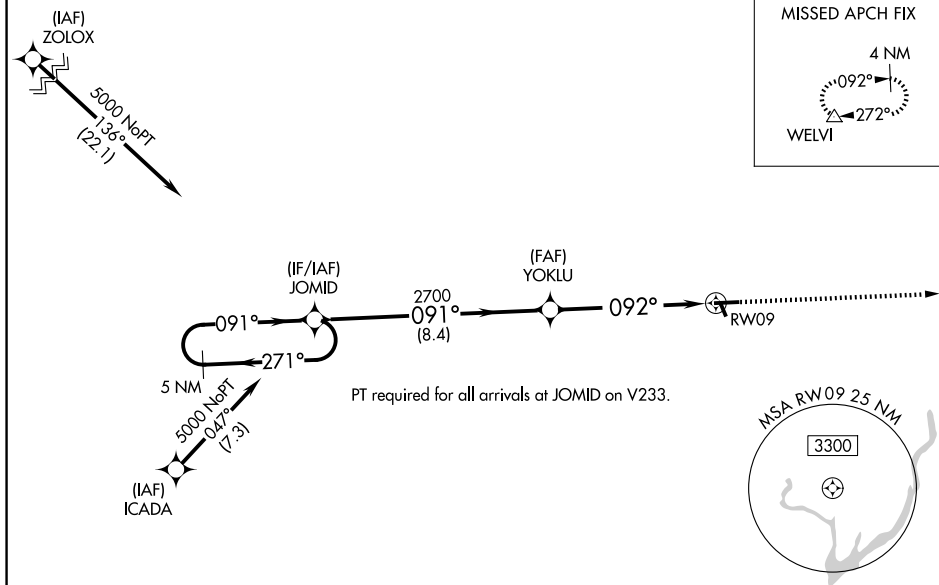
NA Circling NA to Rwy 15 and 33. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Mount Pleasant altimeter setting; when not received, use Midland altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cats C/D visibility $\frac{1}{8}$ SM.

MISSED APPROACH: Climb to 3000 direct WELVI and hold.

AWOS-3PT
118.975

GREAT LAKES APP CON ★
126.45 235.625

UNICOM
122.8 (CTAF) 0



GLADWIN, MICHIGAN

Orig-C 09SEP21

43°58'N-84°29'W

GLADWIN ZETTEL MEML (GDW)
RNAV (GPS) RWY 9

EC-1, 03 SEP 2026 to 29 OCT 2026

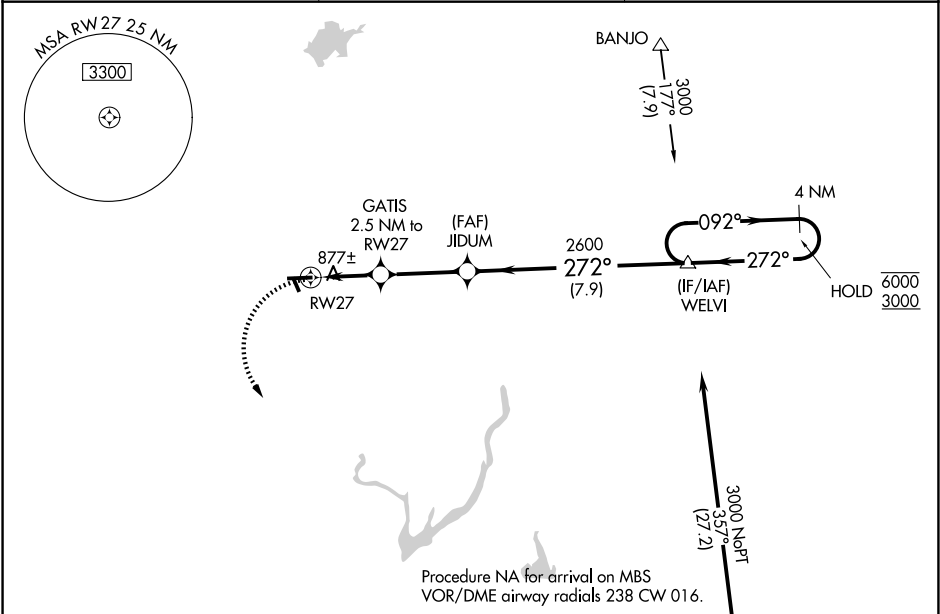
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99326 W27A	APP CRS 272°	Rwy Idg TDZE 773 Apt Elev 774
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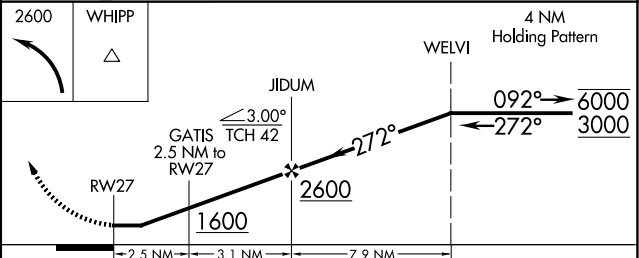
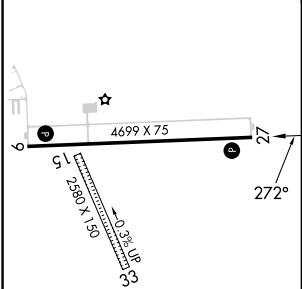
RNAV (GPS) RWY 27
GLADWIN ZETTEL MEML (GDW)

RNP APCH - GPS.	Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 15 and 33. When local altimeter setting not received, use MOP altimeter setting and increase all MDAs 60 feet and LNAV and LP visibility Cat C/D ¼ SM; and Circling visibility Cat C/D ¼ SM.	MISSED APPROACH: Climbing left turn to 2600 direct WHIPP and hold.
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AWOS-3PT 118.975	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
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ELEV 774	TDZE 773
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CATEGORY	A	B	C	D
LP MDA		1140-1	367 (400-1)	
LNAV MDA		1140-1	367 (400-1)	
CIRCLING	1300-1 526 (600-1)	1420-1 646 (700-1)	1500-2 726 (800-2)	1640-2¾ 866 (900-2¾)

GRAND HAVEN, MICHIGAN

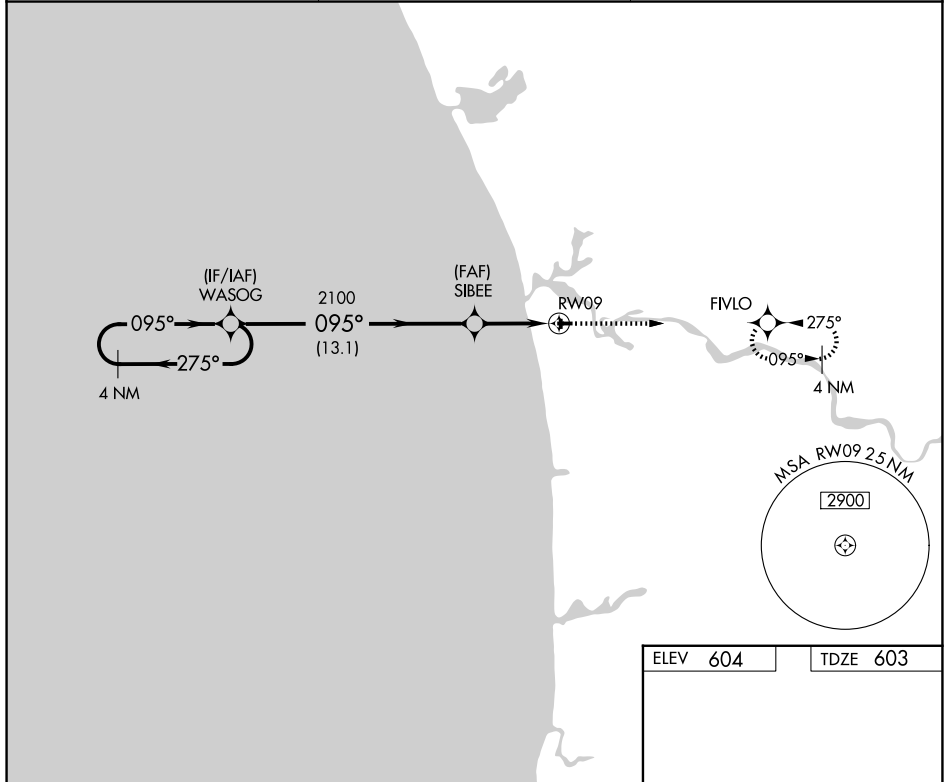
AL-5113 (FAA)

26134

APP CRS	Rwy Ldg	3752
095°	TDZE	603
	Apt Elev	604

RNAV (GPS) RWY 9
GRAND HAVEN MEML AIRPARK (3GM)

RNP APCH. ▼ Use Muskegon altimeter setting. Circling Rwy 18, 36 NA at night. ▲ NA Rwy 9 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2700 direct FIVLO and hold.
MKG ASOS 124.3	GREAT LAKES APP CON★ 133.825 290.35	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern		WASOG	2700	FIVLO
3000		←275°	↑	✧
		095°→		
		095°		
		2100		
		3.04°		
		TCH 35		
		13.1 NM		
		4.5 NM		
CATEGORY	A	B	C	D
LNAV MDA	1140-1	537 (600-1)	1140-1½ 537 (600-1½)	NA
CIRCLING	1240-1	636 (700-1)	1320-2 716 (800-2)	NA

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 and 18-36 0

GRAND HAVEN, MICHIGAN

Orig-B 07OCT21

GRAND HAVEN MEML AIRPARK (3GM)

43°02'N-86°12'W

RNAV (GPS) RWY 9

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
275°

Rwy Ldg
TDZE
Apt Elev

3752
602
604

RNAV (GPS) RWY 27

GRAND HAVEN MEML AIRPARK (3GM)

RNP APCH - GPS.

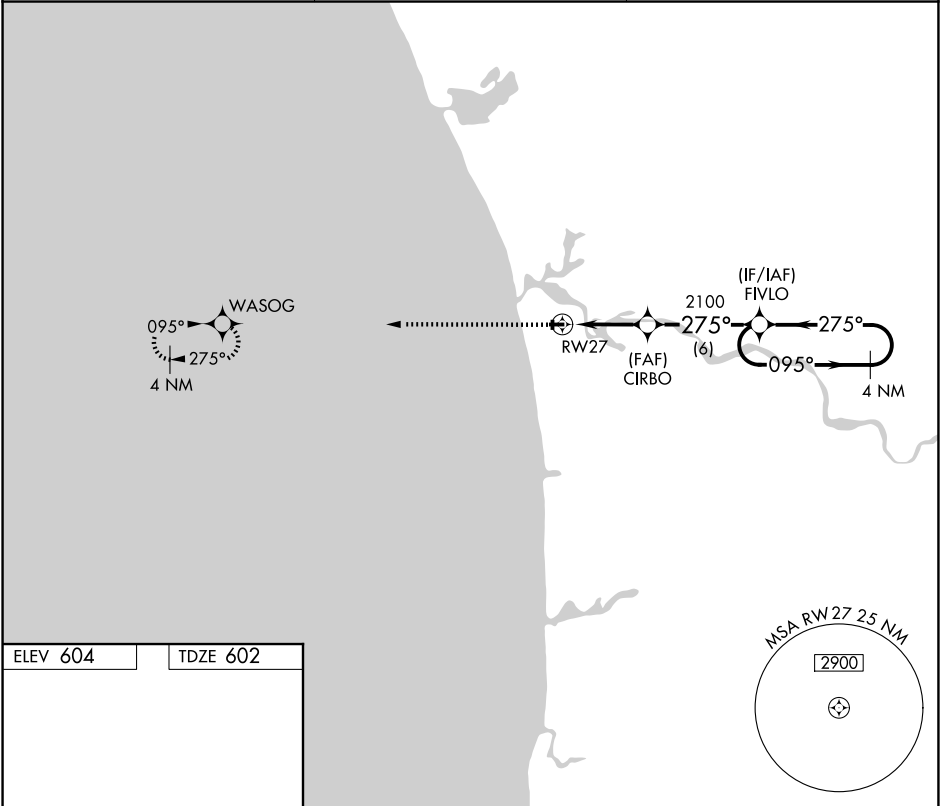
▼
▲ NA

Use MKG altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:

Climb to 3000 direct WASOG and hold.

MKG ASOS 124.3	GREAT LAKES APP CON★ 133.825 290.35	UNICOM 122.7 (CTAF) 0
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ELEV 604

TDZE 602

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 and 18-36 0

3000 WASOG

CIRBO

FIVLO

4 NM Holding Pattern

RW27

2100

2700

095°

275°

275°

095°

2700

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 54).

CATEGORY	A	B	C	D
LNAV MDA	1000-1	398 (400-1)	1000-1½ 398 (400-1½)	NA
CIRCLING	1240-1	636 (700-1)	1320-2 716 (800-2)	NA

GRAND LEDGE, MICHIGAN

AL-6349 (FAA)

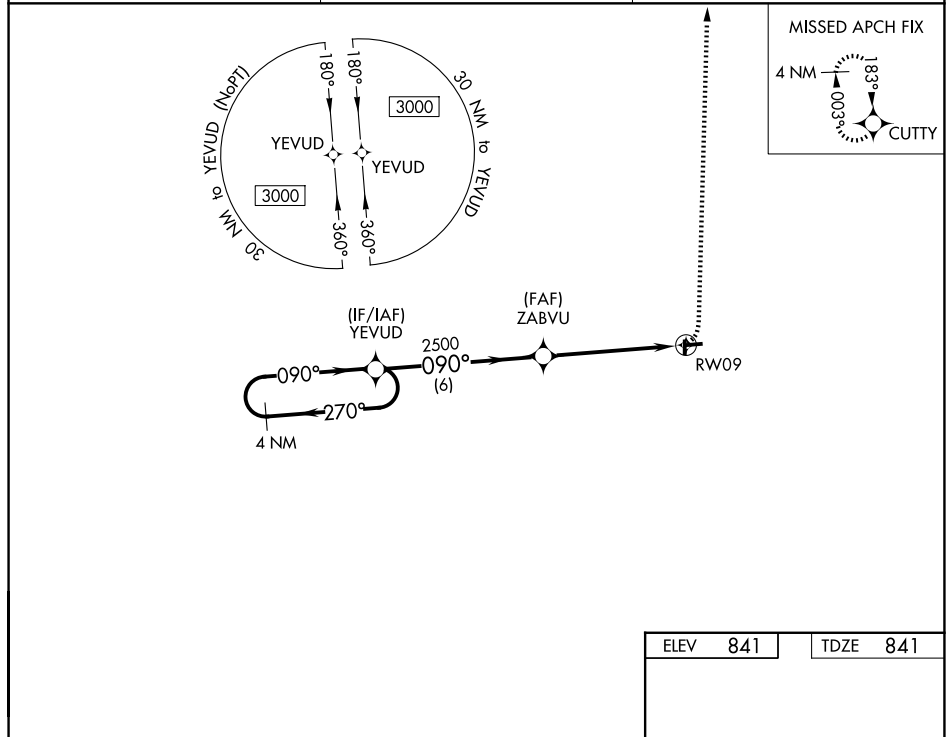
26022

WAAS CH 58334 W09A	APP CRS 090°	Rwy Ldg 3200 TDZE 841 Apt Elev 841
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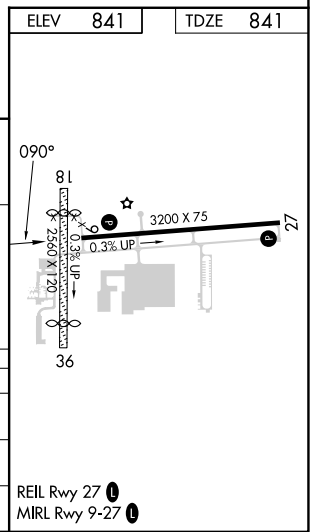
RNAV (GPS) RWY 9

ABRAMS MUNI (4DØ)

 NA	Use Lansing altimeter setting. DME/DME RNP-0.3 NA. Circling NA to Rwy 18 and 36. Helicopter visibility reduction below 3/4 SM NA. Night Landing Rwy 27 NA.	MISSED APPROACH: Climbing left turn 3000 direct CUTTY and hold.
LAN ASOS 119.75	GREAT LAKES APP CON ★ 118.65 226.4	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern				Visual Segment - Obstacles.				3000 		CUTTY 	
3000 ← 270°				090° →				090°		ZABVU	
				6 NM				5.1 NM		RW09 	
CATEGORY				A		B		C		D	
LP MDA				1380-1		539 (600-1)				NA	
LNNAV MDA				1400-1		559 (600-1)				NA	
CIRCLING				1400-1 559 (600-1)		1420-1 579 (600-1)				NA	



GRAND LEDGE, MICHIGAN
Orig-C 17AUG17

42°46'N-84°44'W

RNAV (GPS) RWY 9

ABRAMS MUNI (4DØ)

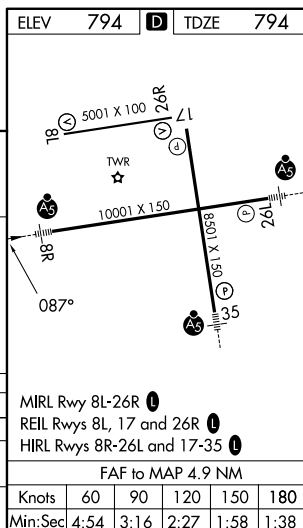
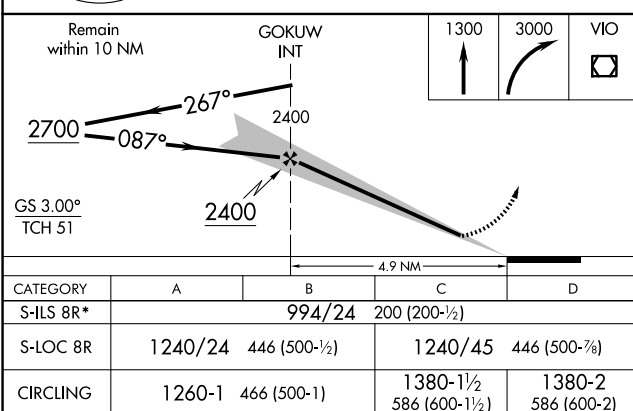
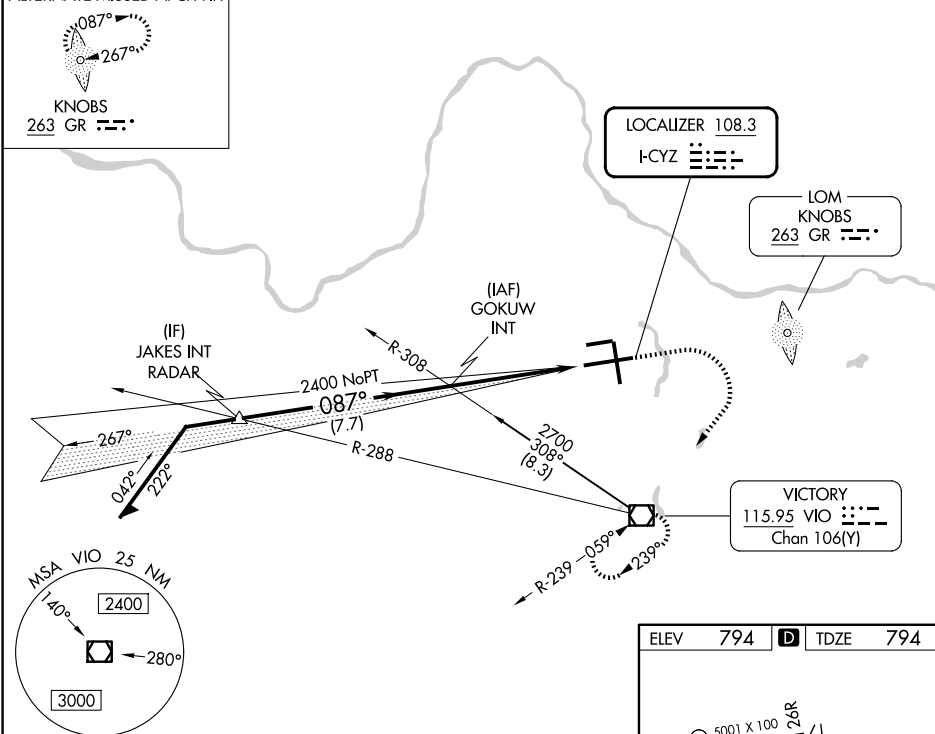
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 8R
GERALD R FORD INTL (GRR)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VIO VOR/DME and hold, continue climb-in-hold to 3000.

A

ALTERNATE MISSED APCH FIX

GRAND RAPIDS, MICHIGAN

AL-5184 (FAA)

25331

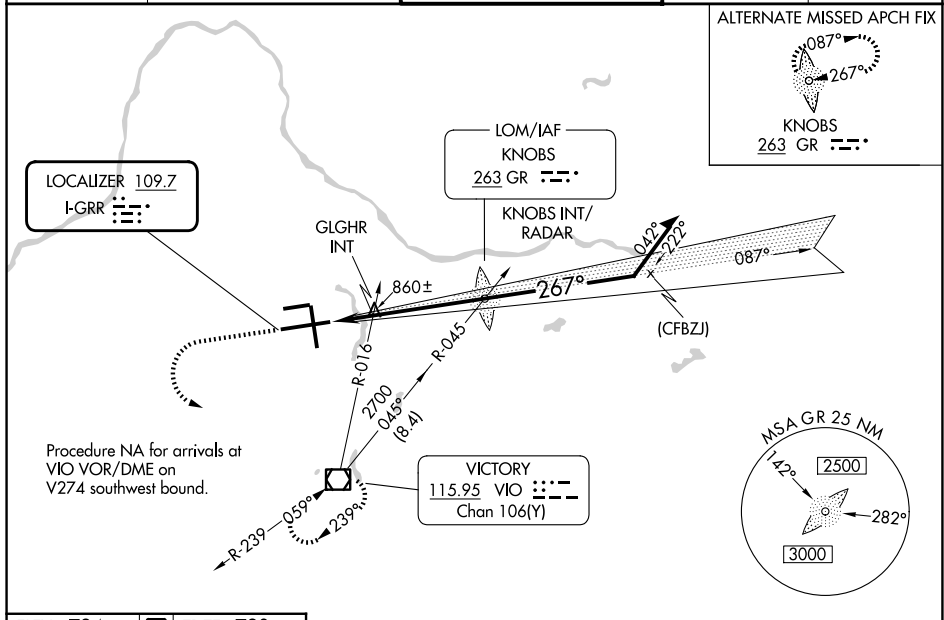
LOC I-GRR 109.7	APP CRS 267°	Rwy Ldg 10001 TDZE 790 Apt Elev 794
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ILS or LOC RWY 26L

GERALD R FORD INTL (GRR)

⚠ ⚠ For inop ALS increase S-LOC 26L Cat C/D visibility to 1½ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct VIO VOR/DME and hold, continue climb in hold to 3000.
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ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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ELEV 794	D	TDZE 790
MIRL Rwy 8L-26R 1 REIL Rwy 8L, 17 and 26R 1 HIRL Rwy 8R-26L and 17-35 1		
FAF to MAP 5.7 NM		
Knots	60	90 120 150 180
Min:Sec	5:42	3:48 2:51 2:17 1:54

1300	3000	VIO
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).		
CATEGORY A B C D		
S-ILS 26L *		
990/24 200 (200-½)		
S-LOC 26L		
1360/24 570 (600-½) 1360-1¼ 570 (600-1¼)		
CIRCLING		
1360-1 566 (600-1) 1360-1½ 566 (600-1½) 1380-2 586 (600-2)		
GLGHR INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED)		
S-LOC 26L		
1120/24 330 (400-½) 1120/26 330 (400-½)		
CIRCLING		
1260-1 466 (500-1) 1340-1½ 546 (600-1½) 1380-2 586 (600-2)		

GRAND RAPIDS, MICHIGAN

Amdt 21C 08SEP22

42°53'N-85°31'W

GERALD R FORD INTL (GRR)

ILS or LOC RWY 26L

LOC I-DVS
111.9

APP CRS
357°

Rwy Ldg
TDZE **8501**
Apt Elev **790**

ILS or LOC RWY 35

GERALD R FORD INTL (G.R.R.)

DME required. DME or RADAR required for procedure entry.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on VIO VOR/DME R-353 to WALKS 13.7 DME and hold.

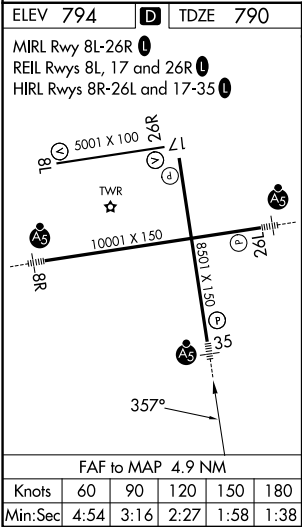
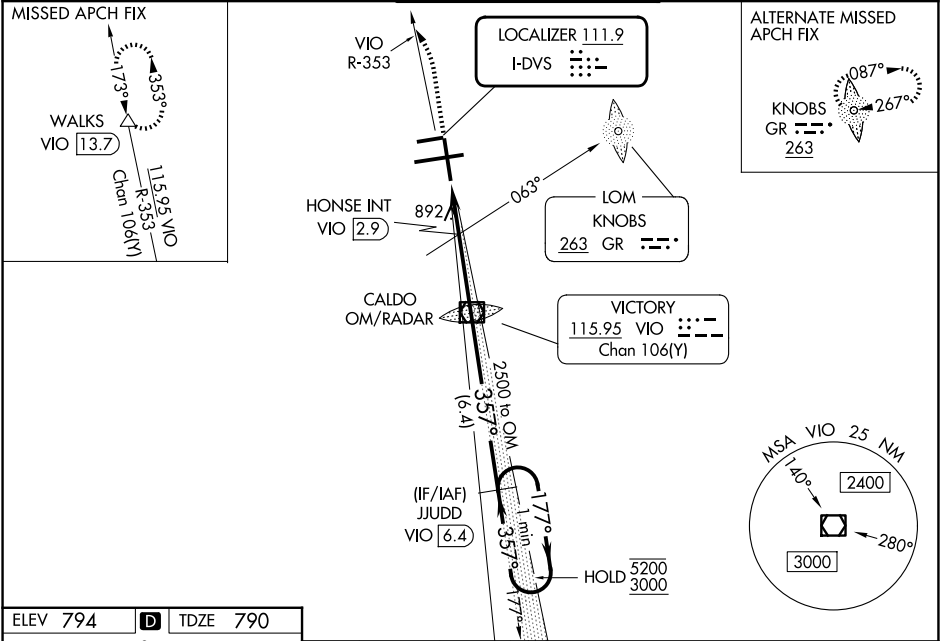
ATIS
118.725

GREAT LAKES APP CON★
128.4 257.6

GRAND RAPIDS TOWER★
135.65 (CTAF) 0 339.8

GND CON
121.8

UNICOM
122.95



1300	3000	WALKS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).		One Minute Holding Pattern	
VIO R-353			VIO VOR/DME	JJUDD		
			CALDO OM/RADAR	VIO 6.4		
*LOC only.	HONSE INT VIO 2.9	2412	177°	5200		
VIO 4.9	*VIO 3.8		357°	3000		
		*1480	2500			
	1.1 NM	0.9 NM	2.9 NM	6.4 NM		
CATEGORY	A	B	C	D		
S-ILS 35**	990/24		200 (200-½)			
S-LOC 35	1480/24	690 (700-½)	1480-1½	690 (700-1½)		
CIRCLING	1480-1	686 (700-1)	1480-2	686 (700-2)	1480-2¼	686 (700-2¼)
HONSE MINIMUMS (ADF OR DME REQUIRED)						
S-LOC 35	1200/24	410 (500-½)	1200/40	410 (500-¾)		
CIRCLING	1260-1	466 (500-1)	1340-1½	546 (600-½)	1360-2	566 (600-2)

GRAND RAPIDS, MICHIGAN

AL-5184 (FAA)

25331

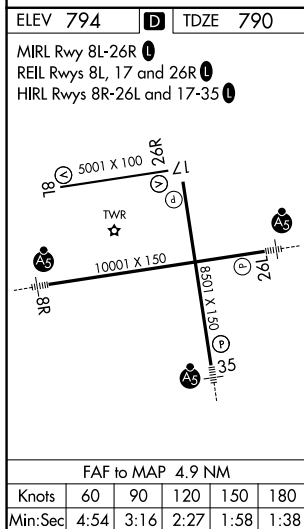
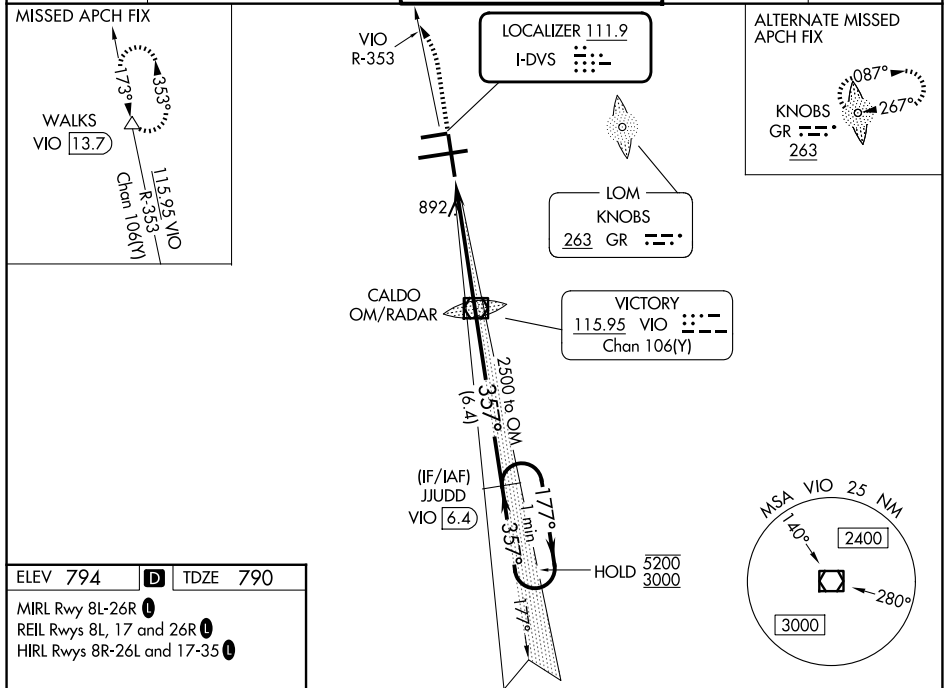
LOC I-DVS 111.9	APP CRS 357°	Rwy Ldg TDZE Apt Elev 8501 790 794
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ILS RWY 35 (SA CAT I & II)

GERALD R FORD INTL (G.R.R)

DME required. DME or RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on VIO VOR/DME R-353 to WALKS 13.7 DME and hold.
▼ ▲ SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.			

ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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1300 ↑	3000 VIO R-353	WALKS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74). VIO VOR/DME CALDO OM/RADAR		JUDD VIO 6.4	One Minute Holding Pattern
VIO 4.9		2412	357°	177° → 5200 ← 357° 3000	GS 3.00° TCH 55	
1049°		4.9 NM	6.4 NM			
CATEGORY	A		B	C	D	
S-ILS 35	SA CAT I		RA 160/14	150	DA 940	
S-ILS 35	SA CAT II		RA 122/12	100	DA 890	
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED						

GRAND RAPIDS, MICHIGAN
Amdt 2B 30JAN20

42°53'N-85°31'W

ILS RWY 35 (SA CAT I & II)

GERALD R FORD INTL (G.R.R)

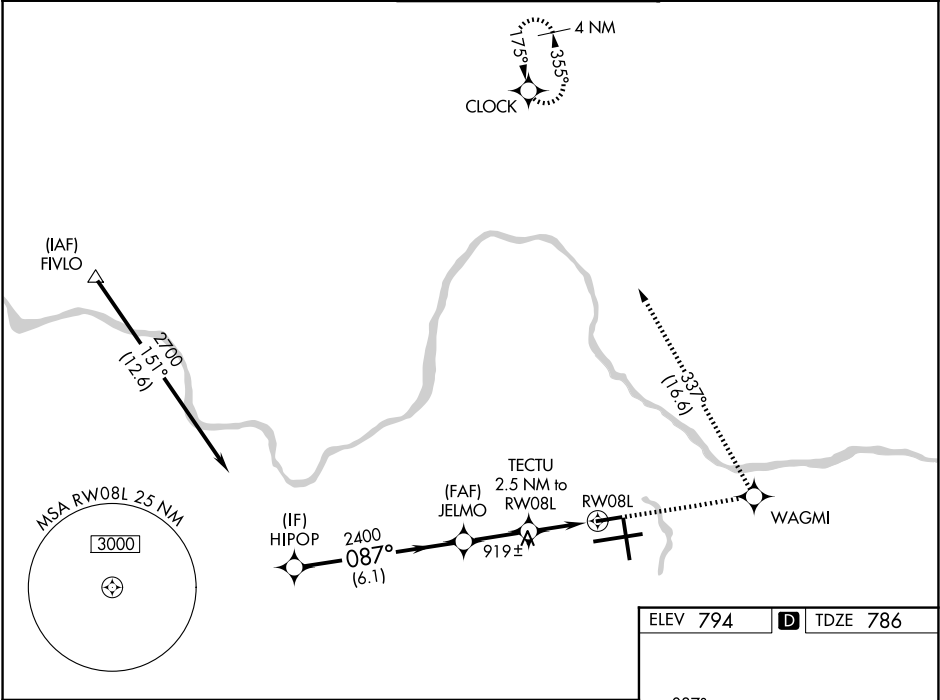
WAAS CH 40213 W08A	APP CRS 087°	Rwy Ldg TDZE 786 Apt Elev 794	5001
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RNAV (GPS) RWY 8L

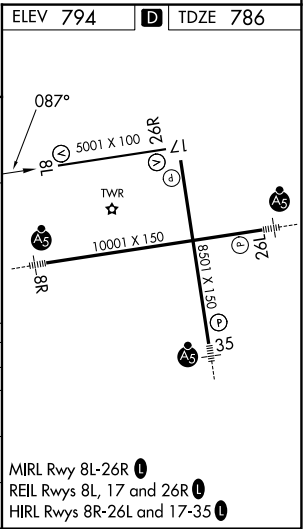
GERALD R FORD INTL (G.R.R.)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct WAGMI and left turn on track 337° to CLOCK and hold.
T A Rwy 8L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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	HIPOP	JELMO	TECTU	WAGMI	
	2700	2400	2400	3000	
	087°	087°	087°	087°	
	6.1 NM	2.4 NM	1.4 NM	1.1 NM	
	GP 3.00°	TCH 45°			
CATEGORY	A	B	C	D	
LPV DA	1036-1 250 (300-1)				
LNAV/VNAV DA	1203-1½ 417 (500-1½)				
LNAV MDA	1180-1 394 (400-1)	1180-1½ 394 (400-1½)	1180-1¼ 394 (400-1¼)		
CIRCLING	1260-1 466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)		



GRAND RAPIDS, MICHIGAN

AL-5184 (FAA)

25331

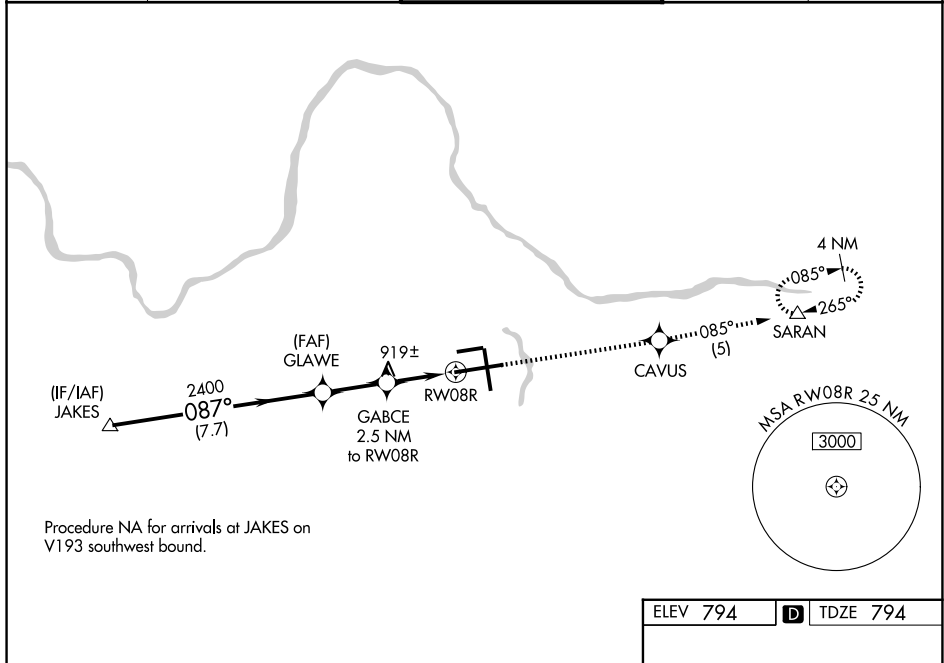
WAAS CH 40113 W08B	APP CRS 087°	Rwy Ldg 10001 TDZE 794 Apt Elev 794
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RNAV (GPS) RWY 8R

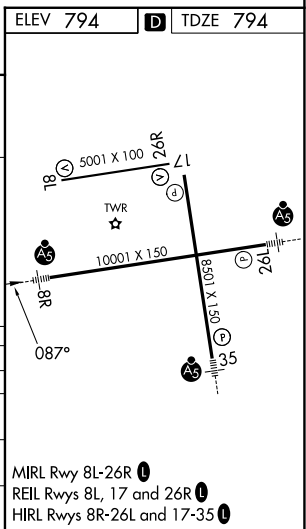
GERALD R FORD INTL (G.R.R.)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2700 direct CAVUS and on track 085° to SARAN and hold.
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ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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	JAKES	GLAWE	GABCE 2.5 NM to RWY 8R	RWY 8R
	2700	2400	*1640	
	GP 3.00° TCH 51			
	7.7 NM	2.3 NM	1.4 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA **	994/24		200 (200-½)	
LNAV/VNAV DA	1297/50		503 (600-1)	
LNAV MDA	1180/24	386 (400-½)	1180/35 386 (400-¾)	1180/50 386 (400-1)
CIRCLING	1260-1	466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)



GRAND RAPIDS, MICHIGAN

Amdt 1C 12SEP19

42°53'N-85°31'W

GERALD R FORD INTL (G.R.R.)

RNAV (GPS) RWY 8R

EC-1, 03 SEP 2026 to 29 OCT 2026

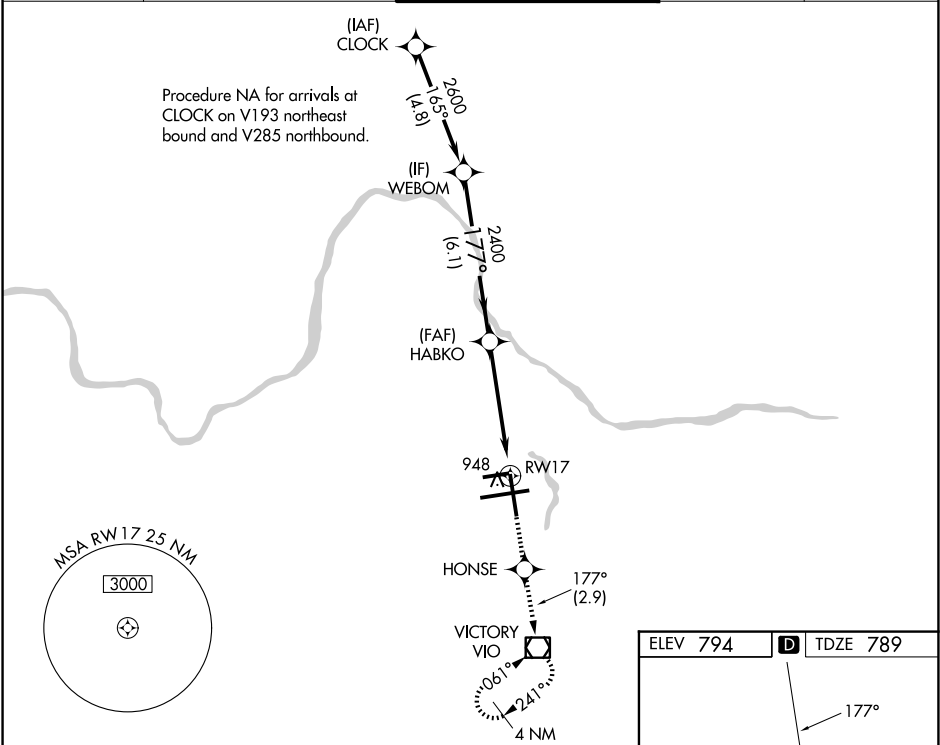
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93912 W17A	APP CRS 177°	Rwy Ldg 8501 TDZE 789 Apt Elev 794
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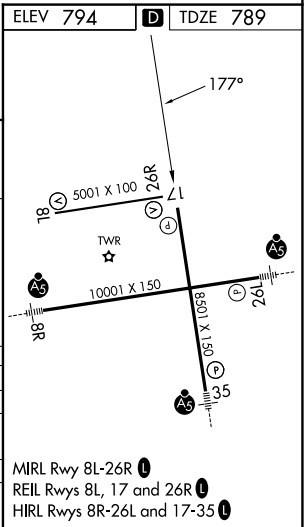
RNAV (GPS) RWY 17
GERALD R FORD INTL (GRR)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HONSE and on track 177° to VJO VOR/DME and hold, continue climb-in-hold to 3000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.	

ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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VGSI and RNAV glidepath not coincident WEBOM (VGSI Angle 3.00/TCH 50).				
2600		HABKO	2400	RWY17
GP 3.00° TCH 50		*1.2 NM to RWY17		
177°		*LNAV only.		
2400		3.7 NM		
6.1 NM		1.2		
CATEGORY	A	B	C	D
LPV DA	1108/50		319 (400-1)	
LNAV/VNAV DA	1259-1¾		470 (500-1¾)	
LNAV MDA	1200/55	411 (500-1)	1200-1¼	411 (500-1¼)
CIRCLING	1260-1	466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)



GRAND RAPIDS, MICHIGAN

AL-5184 (FAA)

26246

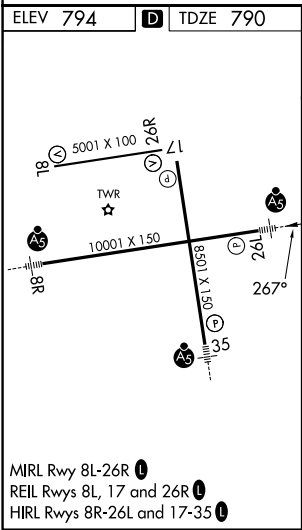
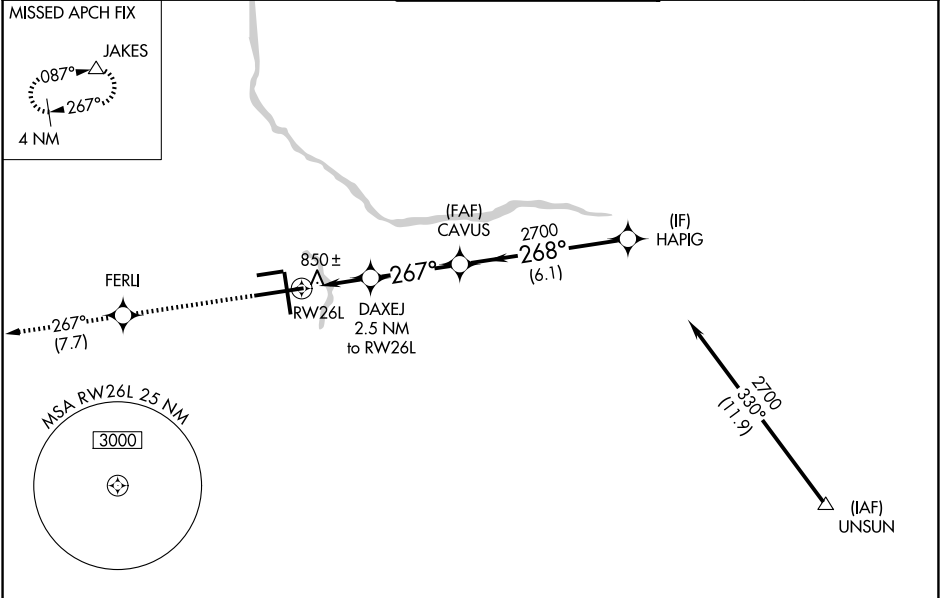
WAAS CH 86713 W26B	APP CRS 267°	Rwy Ldg 10001 TDZE 790 Apt Elev 794
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RNAV (GPS) RWY 26L

GERALD R FORD INTL (G.R.R)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 2700 direct FERLI and track 267° to JAKES and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cats C/D to 1½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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2700	FERLI	tr 267°	JAKES	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).			
				DAXEJ 2.5 NM to RW26L	CAVUS 2700	HAPIG	
				1.3 NM to RW26L	267°	268°	2700
				1.3 NM	1.2 NM	3.2 NM	6.1 NM
CATEGORY		A		B		C	
LPV DA **		990/24		200 (200-½)		D	
LNAV/VNAV DA		1114/26		324 (400-½)		1114/40 324 (400-¾)	
LNAV MDA		1280/24		490 (500-½)		1280/50 490 (500-1)	
CIRCLING		1280-1		486 (500-1)		1340-1½ 546 (600-1½) 1360-2 566 (600-2)	

GRAND RAPIDS, MICHIGAN
Amdt 1D 03SEP26

42°53'N-85°31'W

GERALD R FORD INTL (G.R.R)

RNAV (GPS) RWY 26L

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82413 W26A	APP CRS 267°	Rwy Ldg 5001 TDZE 787 Apt Elev 794
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RNAV (GPS) RWY 26R

GERALD R FORD INTL (GRR)

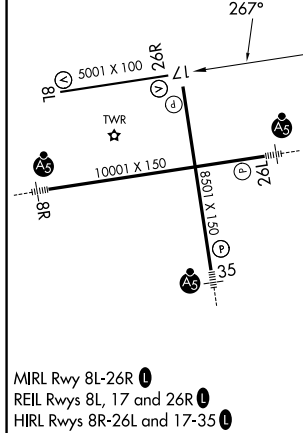
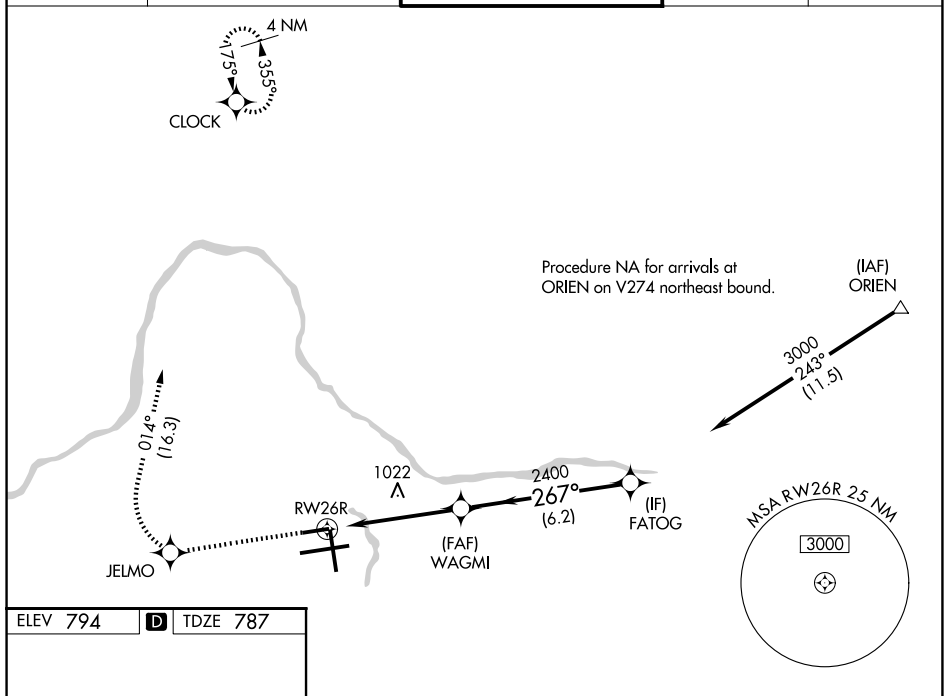
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 26R helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000
direct JELMO and right turn on track
014° to CLOCK and hold.

ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95
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3000

↑

JELMO

⬠

↷

tr

014°

CLOCK

⬠

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 33).

FATOG

3000

WAGMI

2400

267°

2400

RW26R

4.9 NM

6.2 NM

GP 3.00°
TCH 50

CATEGORY	A		B	C	D
LPV DA			1037-1	250 (300-1)	
LNAP/ VNAV			1216-1½	429 (500-1½)	
LNAP MDA	1280-1	493 (500-1)	1280-1⅜ 493 (500-1⅝)	1280-1½ 493 (500-1½)	
CIRCLING	1280-1	486 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	

GRAND RAPIDS, MICHIGAN

Amdt 1B 12SEP19

GERALD R FORD INTL (GRR)

RNAV (GPS) RWY 26R

42°53'N - 85°31'W

253

EC-1, 03 SEP 2026 to 29 OCT 2026

GRAND RAPIDS, MICHIGAN

AL-5184 (FAA)

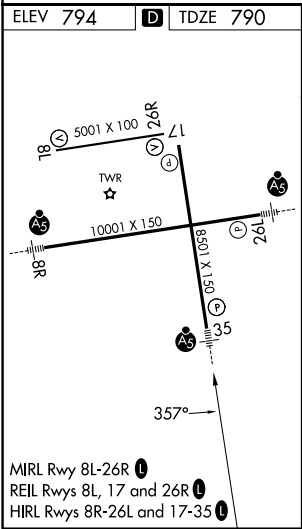
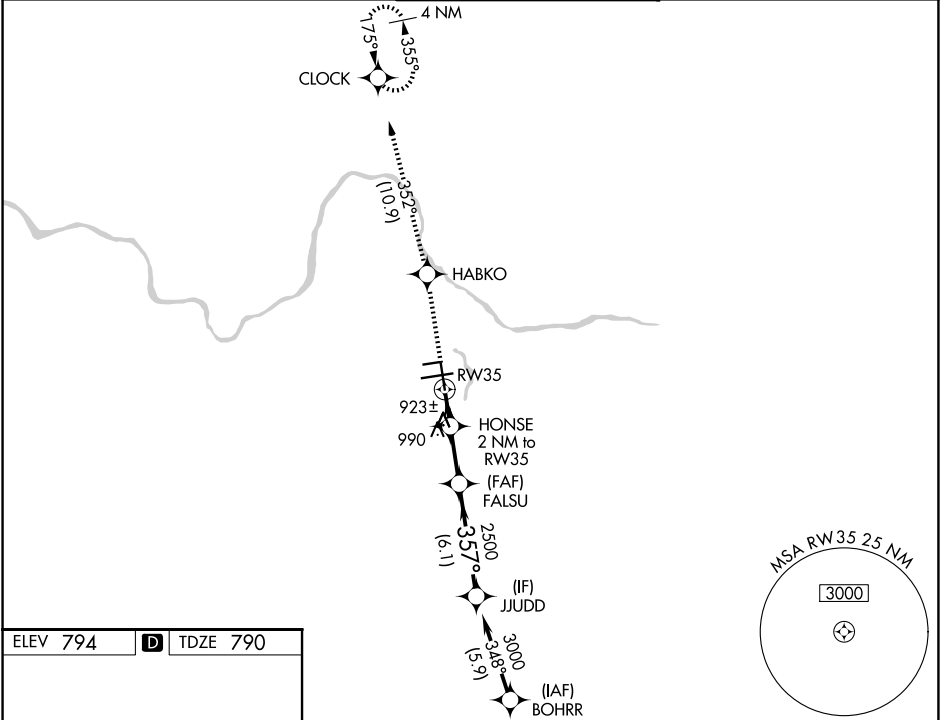
25331

WAAS CH 87112 W35A	APP CRS 357°	Rwy Ldg TDZE 790 Apt Elev 794
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RNAV (GPS) RWY 35

GERALD R FORD INTL (G.R.R.)

RNP APCH - GPS.			MALSR	MISSED APPROACH: Climb to 3000 direct HABKO and on track 352° to CLOCK and hold.
RADAR required for procedure entry.				
A	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.		A5	
ATIS 118.725	GREAT LAKES APP CON★ 128.4 257.6	GRAND RAPIDS TOWER★ 135.65 (CTAF) 0 339.8	GND CON 121.8	UNICOM 122.95



3000	HABKO	CLOCK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	JUDD
↑	★	tr 352°	FALSU	3000
	HONSE 2 NM to RW35		2500	357°
	1 NM to RW35		2500	GP 3.00° TCH 55
	1 NM 1 NM	3.1 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA*	990/24 200 (200-½)			
LNAV/VNAV DA	1236/50 446 (500-1)			
LNAV MDA	1180/24 390 (400-½)	1180/35 390 (400-½)	1180/50 390 (400-1)	
CIRCLING	1260-1 466 (500-1)	1340-1½ 546 (600-1½)	1360-2 566 (600-2)	

GRAND RAPIDS, MICHIGAN
Amdt 1D 28DEC23

42°53'N-85°31'W

GERALD R FORD INTL (G.R.R.)

RNAV (GPS) RWY 35

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 17
GERALD R FORD INTL (GRR)

T When local altimeter setting not received, use Holland altimeter
A setting and increase all MDAs 80 feet and increase S-17 Cat D
visibility ¼ SM. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000
direct VIO VOR/DME and hold.

IF/IAF
TNMAN
VIO 16
RADAR

GRFFN
VIO 11
RADAR

2500
175°
(5)

1400
175°
1 min
355°

949 A

2500
to TNMAN
355° (16)

059°
239°

R-239

VICTORY
115.95 VIO
Chan 106(Y)

ELEV 794 TDZE 788

5001 X 100 26R

18 26R

MSA VIO 25 NM
2400
3000
140° 280°

26246

AIRPORT DIAGRAM

AL-5184 (FAA)

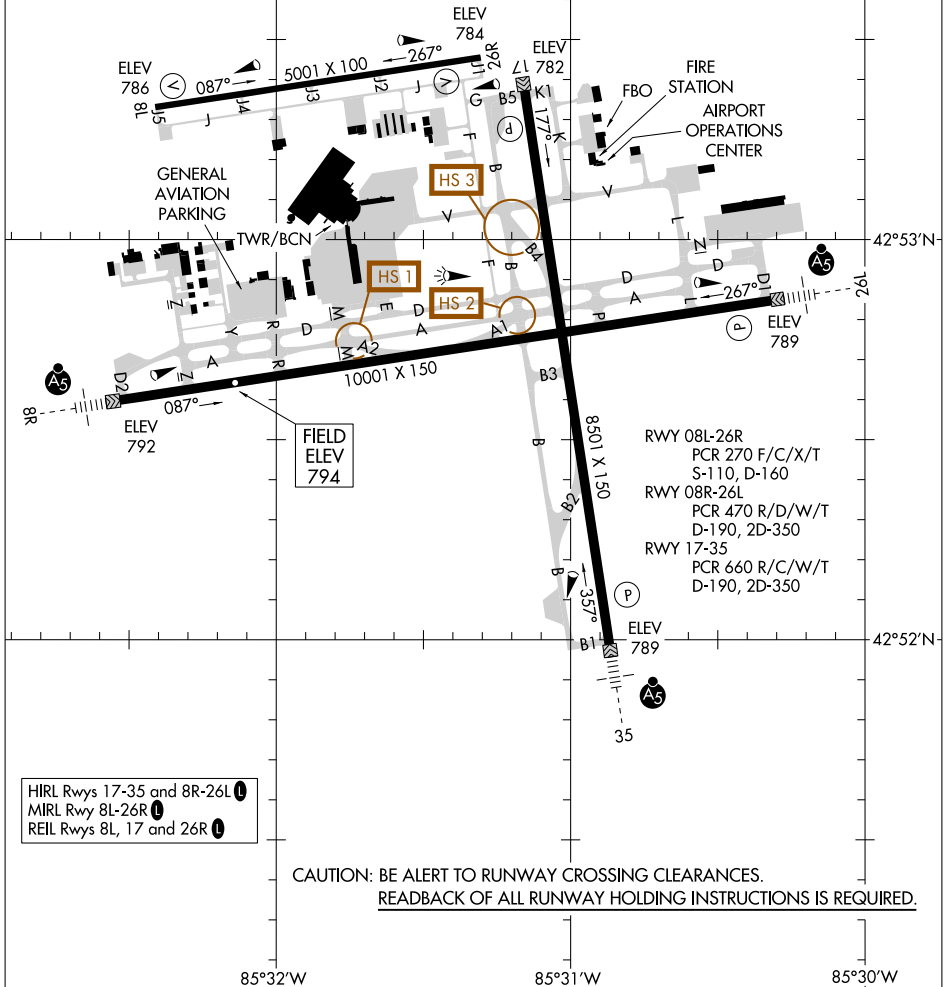
GERALD R FORD INTL (G.R.R.)
GRAND RAPIDS, MICHIGAN

ATIS
118.725
GRAND RAPIDS TOWER ★
135.65 (CTAF) 339.8
GND CON
121.8
CLNC DEL
119.3

D

SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W



AIRPORT DIAGRAM

26246

GRAND RAPIDS, MICHIGAN
GERALD R FORD INTL (G.R.R.)

APP CRS
142°

Rwy Ldg
TDZE
1154

Apt Elev
1158

RNAV (GPS) RWY 14

GRAYLING AAF (GOV)

RNP APCH - GPS.

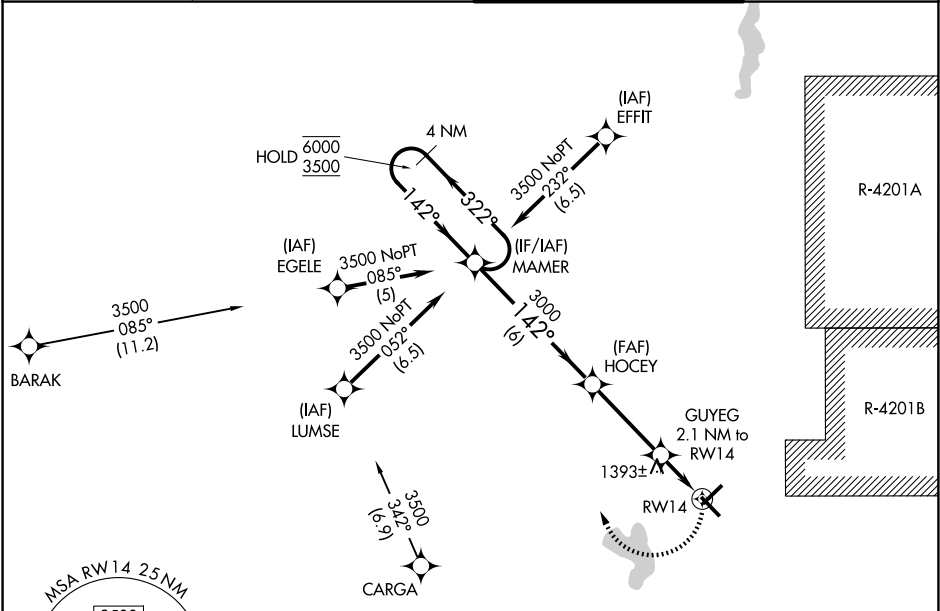
▼

⚠

VDP NA when using HTL altimeter setting. Circling Rwy 5, 23, 32 NA at night.
Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HTL altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C and D ¼ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH: Climbing right turn to 3500 direct MAMER and hold.

ATIS 119.075	MINNEAPOLIS CENTER 125.475 269.45	GRAYLING TOWER ★ 124.65 (CTAF) 0	GND CON 121.9
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ELEV 1158

TDZE 1154

4 NM Holding Pattern	MAMER	3500	MAMER
6000 ← 322°	HOCEY	GUYEG 2.1 NM to RWY14	1.5 NM to RWY14
3500 → 142°	3000	1880	RWY14
	3.00° TCH 45		
	6 NM	3.5 NM	0.7 NM 1.5

CATEGORY	A	B	C	D
LNAV MDA	1660-1	506 (600-1)	1660-1⅓	506 (600-1⅓)
CIRCLING	1660-1 502 (600-1)	1720-1 562 (600-1)	1740-1½ 582 (600-1½)	1960-2½ 802 (900-2½)

REIL Rwys 5, 14, 23, and 32 0

MRL Rwy 5-23 and 14-32 0

GRAYLING, MICHIGAN

AL-5957 (FAA)

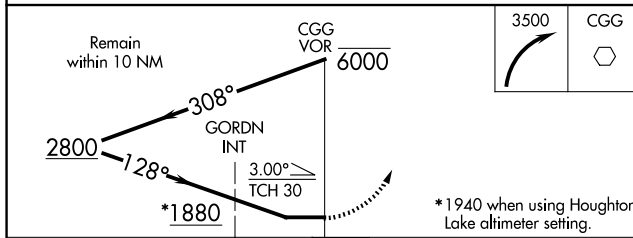
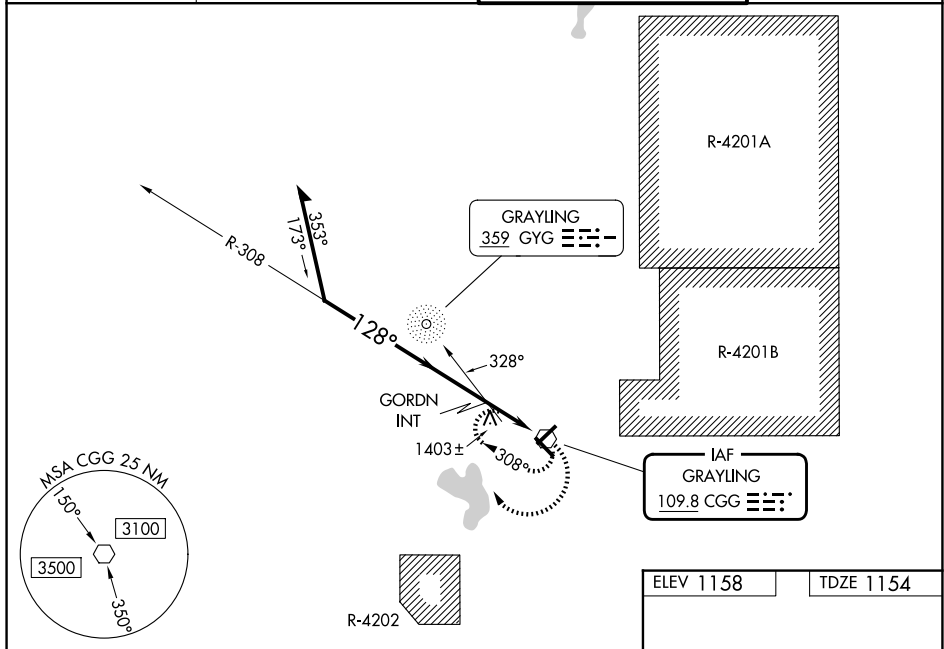
25219

VOR CGG 109.8	APP CRS 128°	Rwy Ldg TDZE Apt Elev	5005 1154 1158
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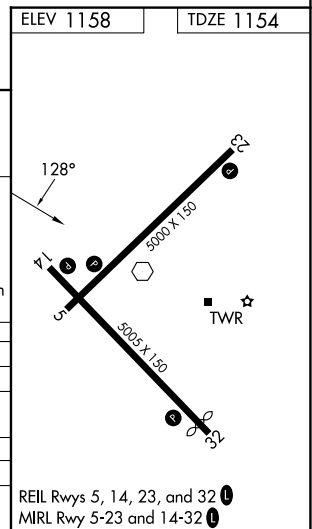
VOR RWY 14

GRAYLING AAF (GOV)

RADAR required for procedure entry.		MISSED APPROACH: Climbing right turn to 3500 in CGG VOR holding pattern.	
V NA		Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Houghton Lake altimeter setting: increase all MDAs 60 feet and S-14 visibility Cat B ¼ SM, Cats C and D ½ SM and Circling Cat B ¼ SM, Cat C ½ SM, Cat D ¼ SM and GORDN fix minimums: S-14 Cats C and D ¼ SM and Circling Cat C and D visibility ¼ SM.	
ATIS 119.075	MINNEAPOLIS CENTER 125.475 269.45	GRAYLING TOWER ★ 124.65 (CTAF) 0	GND CON 121.9



CATEGORY	A	B	C	D
S-14	1880-1	726 (800-1)	1880-2	726 (800-2)
CIRCLING	1880-1	722 (800-1)	1880-2 722 (800-2)	1960-2½ 802 (900-2½)
GORDN FIX MINIMUMS (ADF REQUIRED)				
S-14	1660-1	506 (600-1)	1660-1¾	506 (600-1¾)
CIRCLING	1660-1 502 (600-1)	1720-1 562 (600-1)	1800-1¾ 642 (700-1¾)	1960-2½ 802 (900-2½)



GRAYLING, MICHIGAN
Amdt 3 26DEC24

44°41'N-84°44'W

GRAYLING AAF (GOV)
VOR RWY 14

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

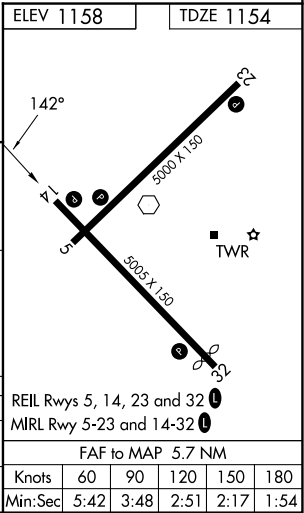
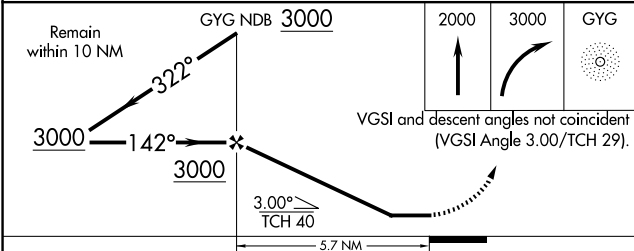
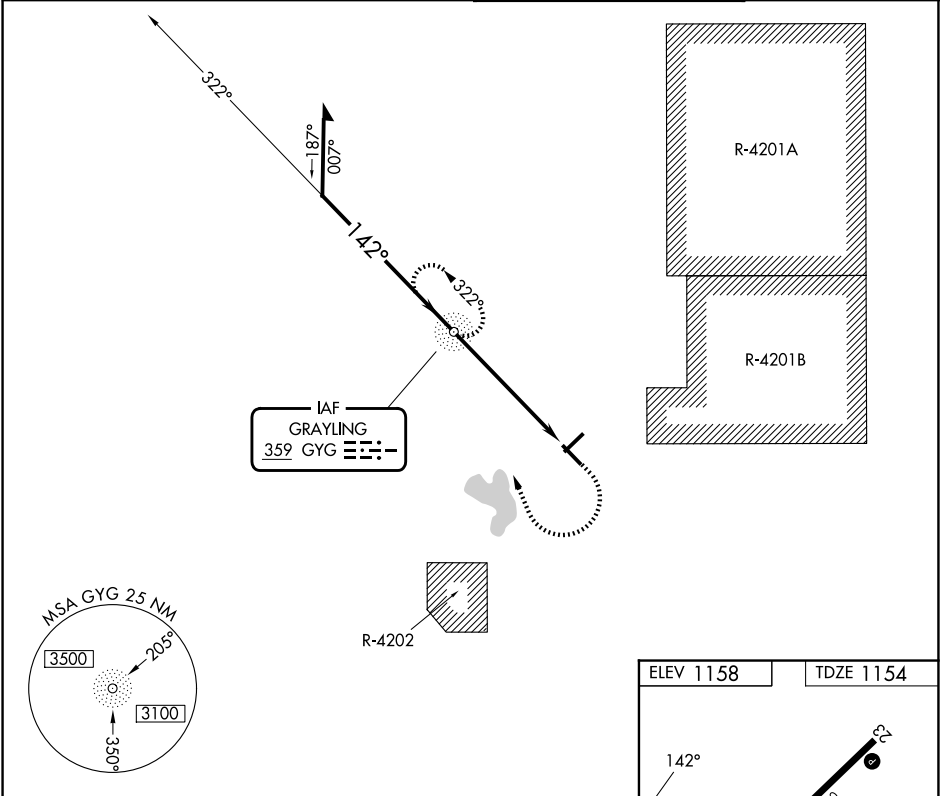
NDB GYG 359	APP CRS 142°	Rwy Ldg 5005 TDZE 1154 Apt Elev 1158
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NDB RWY 14
GRAYLING AAF (GOV)

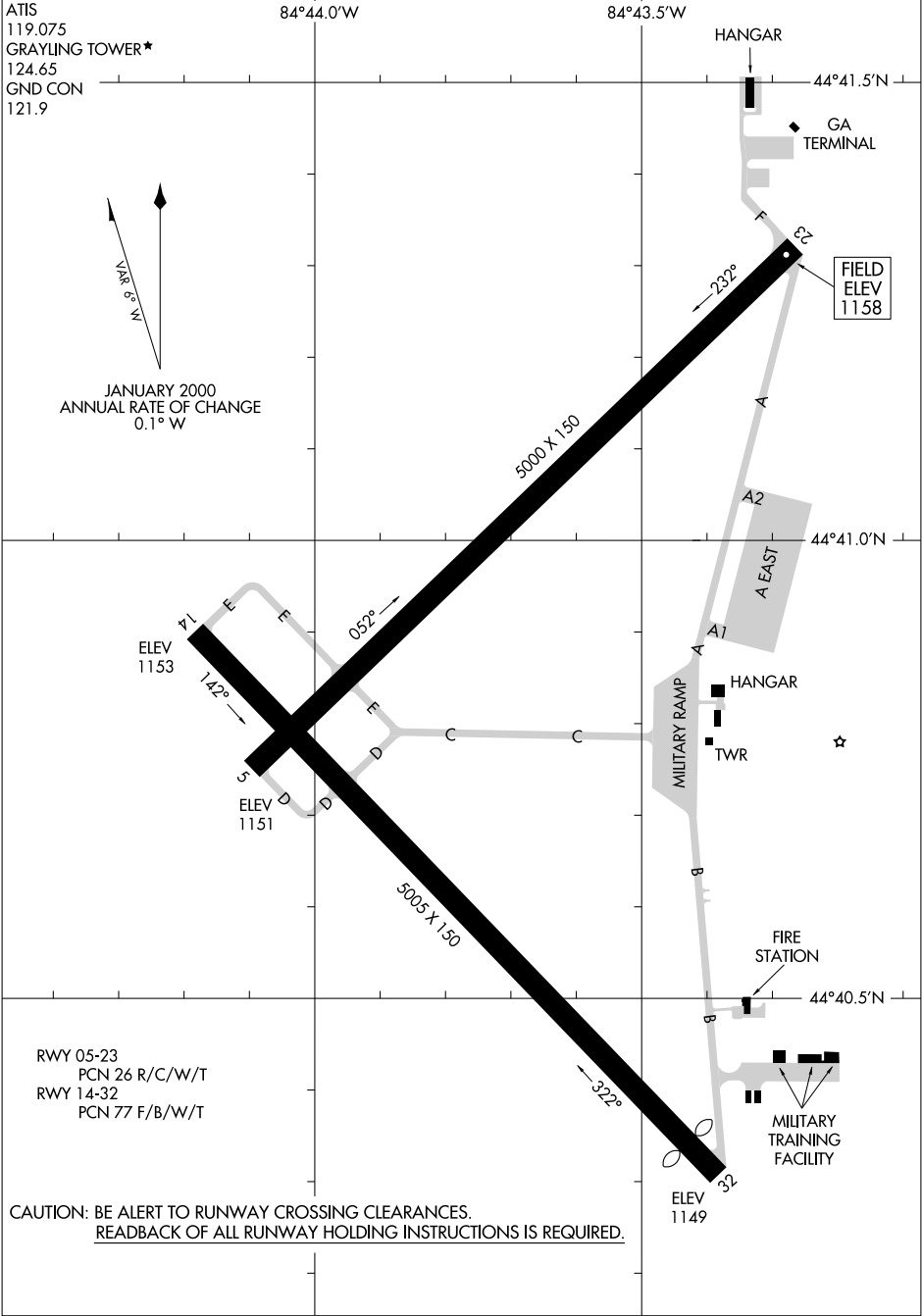
⚠ Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HTL altimeter setting and increase all MDAs 60 feet and S-14 and Circling Cats B/C/D visibilities ½ SM.

MISSED APPROACH:
Climb to 2000 then climbing right turn to 3000 direct GYG NDB and hold.

ATIS 119.075	MINNEAPOLIS CENTER 125.475 269.45	GRAYLING TOWER ★ 124.65 (CTAF) 0	GND CON 121.9
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CATEGORY	A	B	C	D
S-14	1880-1 726 (800-1)	1880-2 726 (800-2)		
CIRCLING	1880-1 722 (800-1)	1880-2 722 (800-2)	1960-2½ 802 (900-2½)	



EC-1, 03 SEP 2026 to 29 OCT 2026

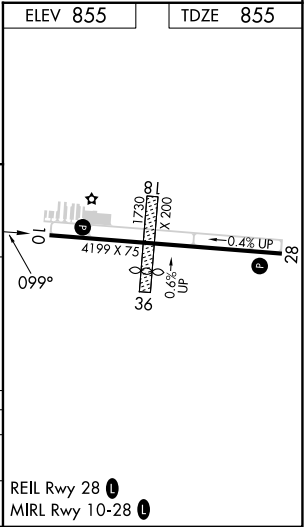
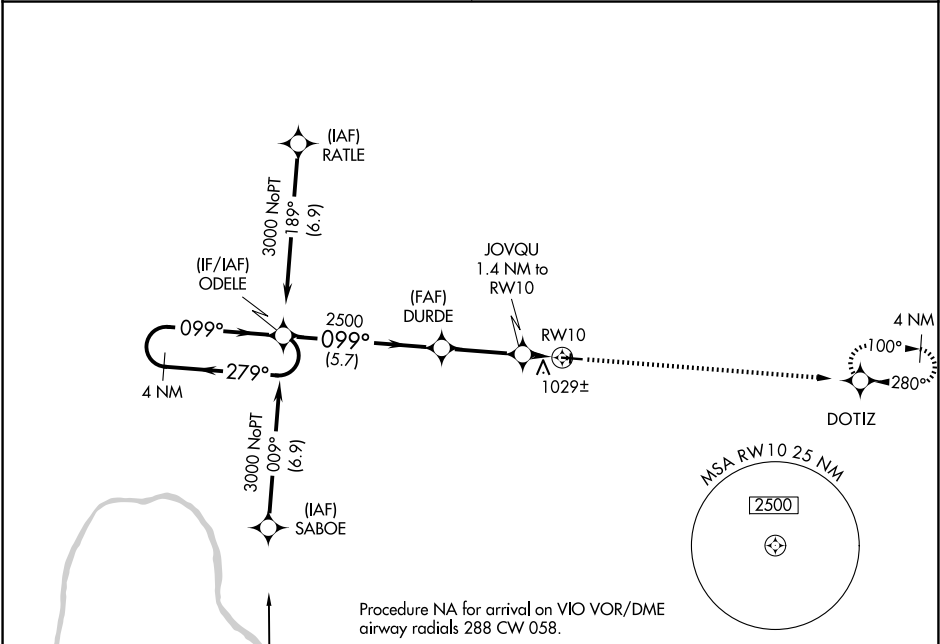
EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4199
099°	TDZE	855
	Apt Elev	855

RNAV (GPS) RWY 10
GREENVILLE MUNI (6D6)

⚠ Circling NA to Rwy 18 and 36. Rwy 10 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in and Circling Rwy 10 NA at night. Use Grand Rapids altimeter setting; when not received, use Ionia altimeter setting.	MISSED APPROACH: Climb to 3000 direct DOTIZ and hold.
--	---

GREAT LAKES APP CON ★ 124.6 257.6	UNICOM 122.8 (CTAF) 0
--	---



4 NM Holding Pattern ODELE DURDE JOVQU 1.4 NM to RW10 3000 DOTIZ				
3000 ←279° 099°→ 099° 2500 3.50° TCH 40 1420 RW10 VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).				
5.7 NM 2.9 NM 1.4				
CATEGORY	A	B	C	D
LNAV MDA	1340-1	485 (500-1)	1340-1 ³ / ₈	485 (500-1 ³ / ₈)
CIRCLING	1400-1 545 (600-1)	1420-1 565 (600-1)	1680-2 ¹ / ₂ 825 (900-2 ¹ / ₂)	1680-2 ³ / ₄ 825 (900-2 ³ / ₄)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, MICHIGAN

AL-6875 (FAA)

25275

APP CRS	Rwy Ldg	4199
280°	TDZE	847
	Apt Elev	855

RNAV (GPS) RWY 28

GREENVILLE MUNI (6D6)

- ⚠** Circling NA to Rwy 18 and 36. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¼ SM NA. Circling Rwy 10 NA at night.

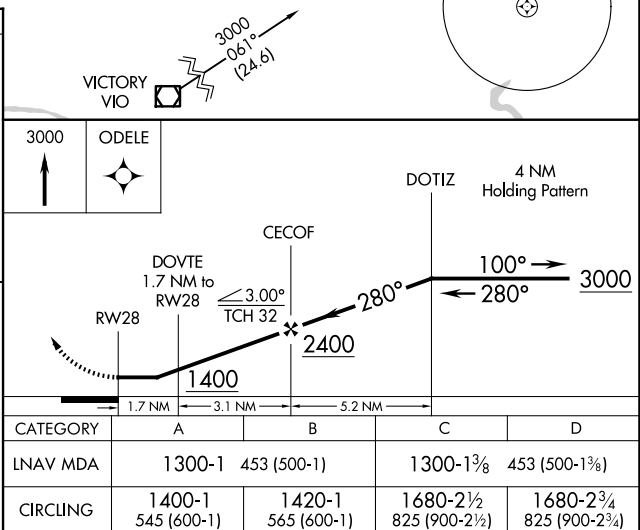
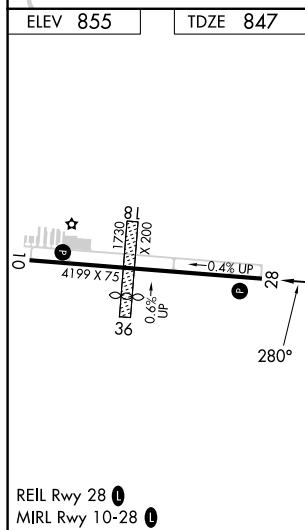
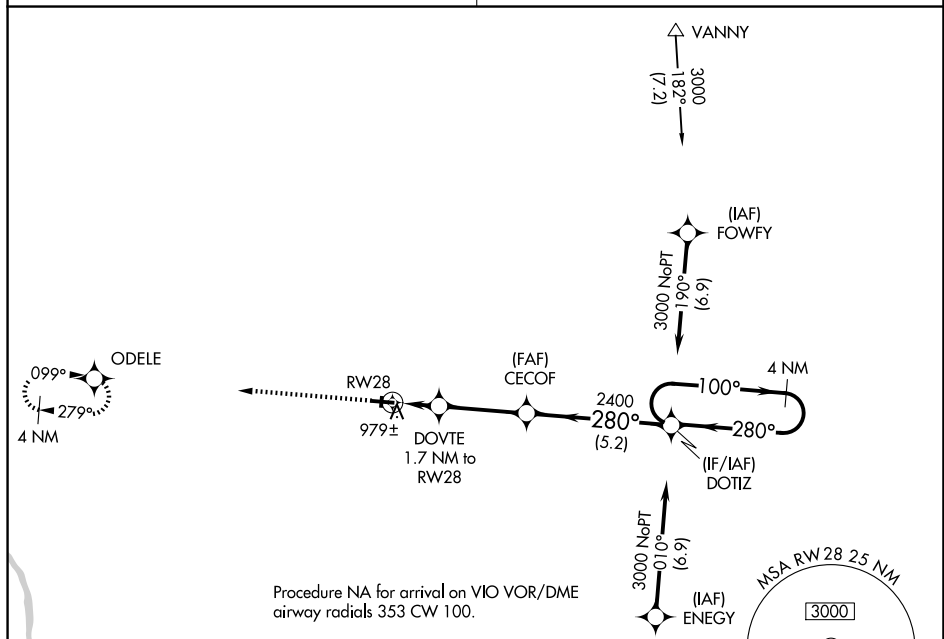
⚠ NA Use Grand Rapids altimeter setting; when not received, use Ionia altimeter setting.
- MISSED APPROACH:** Climb to 3000 direct ODELE and hold.

GREAT LAKES APP CON ★

124.6 257.6

UNICOM

122.8 (CTAF) **0**



GREENVILLE, MICHIGAN

Amtd 1 24MAY18

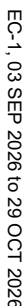
43°09'N-85°15'W

GREENVILLE MUNI (6D6)

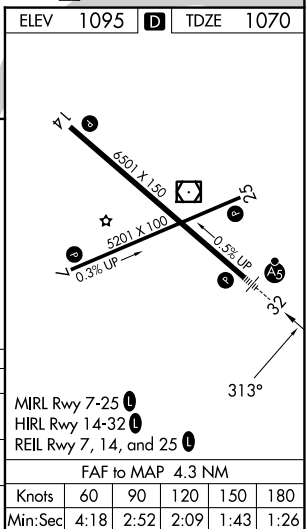
RNAV (GPS) RWY 28

ILS or LOC RWY 32
HOUGHTON COUNTY MEML (CMX)

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct CMX VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

EC-1, 03 SEP 2026 to 29 OCT 2026



HOUGHTON COUNTY MEML (CMX)
ILS or LOC RWY 32

WAAS CH 58233 W07A	APP CRS 069°	Rwy Ldg TDZE 1067 Apt Elev 1095
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RNAV (GPS) RWY 7

HOUGHTON COUNTY MEML (CMX)

RNP APCH.

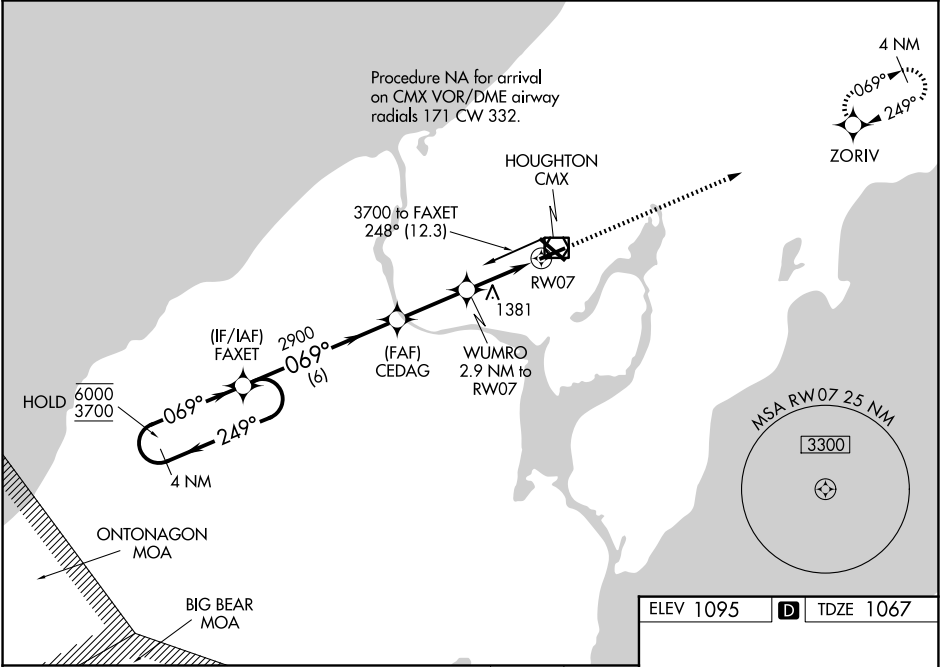
▼

▲

Rwy 7 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C
or above 54°C.

MISSED APPROACH: Climb to
3700 direct ZORIV and hold.

ASOS 125,675	MINNEAPOLIS CENTER 133.55 379.1	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

6000
3700

GP 3.00°
TCH 55

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 30).

FAXET

2900

WUMRO
2.9 NM to
RW07

*2020

*1.7 NM to
RW07

RW07

3700

ZORIV

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1431-1		364 (400-1)	
LNAV/ VNAV DA	1598-1½		531 (600-1½)	
LNAV MDA	1640-1	573 (600-1)	1640-1½	573 (600-1½)
CIRCLING	1640-1	545 (600-1)	1700-1¾ 605 (700-1¾)	1820-2¼ 725 (800-2¼)

ELEV 1095

TDZE 1067

MIRL Rwy 7-25

REIL Rwy 7, 13 and 25

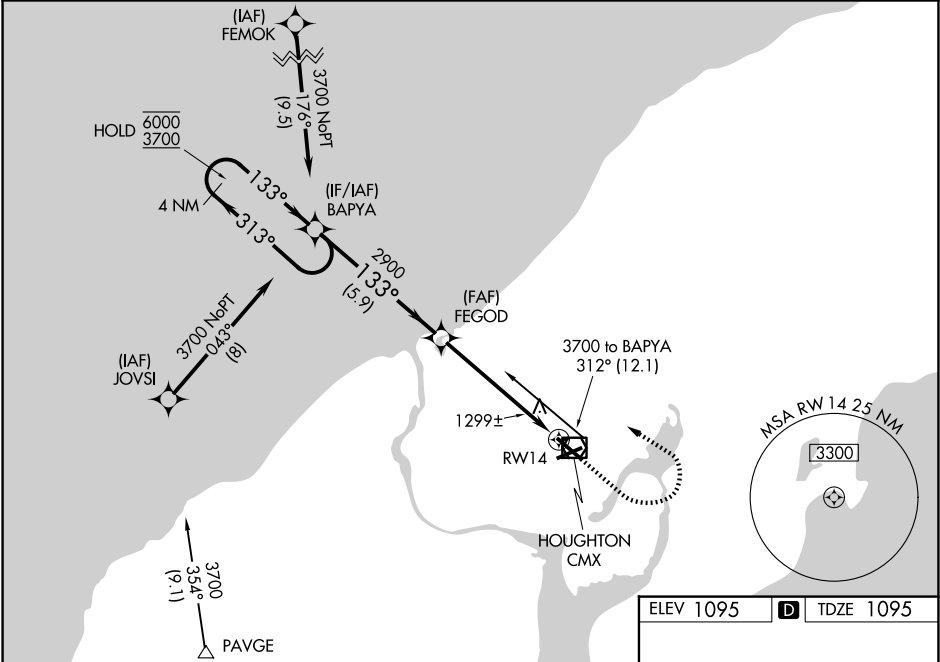
HIRL Rwy 13-31

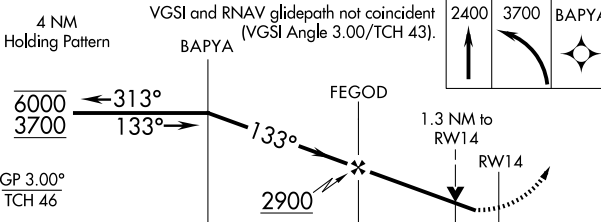
WAAS CH 93533 W14A	APP CRS 133°	Rwy Ldg TDZE Apt Elev	6501 1095 1095
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RNAV (GPS) RWY 14
HOUGHTON COUNTY MEML (CMX)

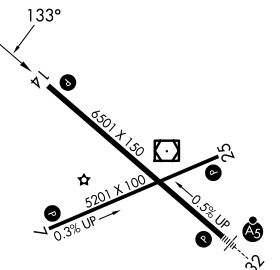
RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3700 direct BAPYA and hold.
 Rwy 14 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.	

ASOS 125.675	MINNEAPOLIS CENTER 133.55 379.1	UNICOM 122.7 (CTAF) 
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				
				
GP 3.00° TCH 46				
CATEGORY	A	B	C	D
LPV DA	1414-7/8 319 (400-7/8)			
LNAV/VNAV DA	1626-1 1/2 531 (600-1 1/2)			
LNAV MDA	1560-1	465 (500-1)	1560-1 3/8	465 (500-1 3/8)
CIRCLING	1620-1 525 (600-1)	1660-1 565 (600-1)	1700-1 3/4 605 (700-1 3/4)	1820-2 1/4 725 (800-2 1/4)

ELEV 1095  TDZE 1095



MIRL Rwy 7-25 
REIL Rwys 7, 14 and 25 
HIRL Rwy 14-32 

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

HANCOCK, MICHIGAN

AL-896 (FAA)

26190

WAAS CH 86634 W25A	APP CRS 249°	Rwy Ldg TDZE Apt Elev	5201 1075 1095
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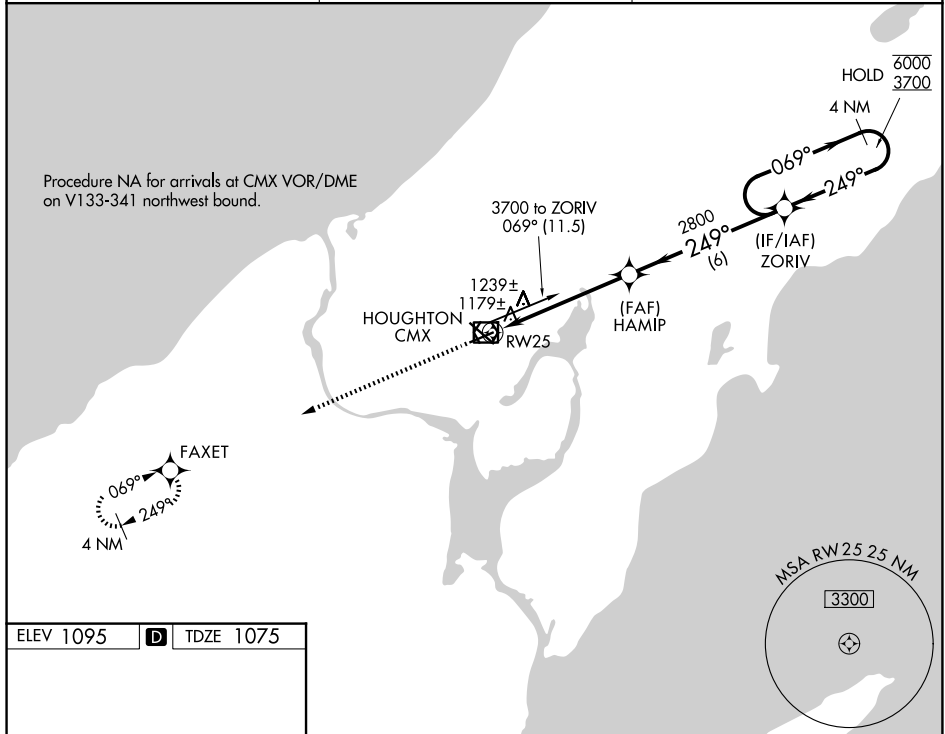
RNAV (GPS) RWY 25

HOUGHTON COUNTY MEML (CMX)

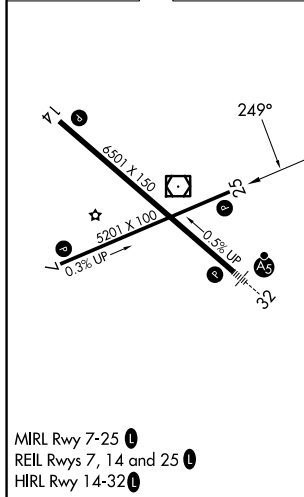
RNP APCH.

▼ ▲ Rwy 25 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3700 direct FAXET and hold.
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ASOS 125.675	MINNEAPOLIS CENTER 133.55 379.1	UNICOM 122.7 (CTAF) 0
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ELEV 1095	D	TDZE 1075
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HANCOCK, MICHIGAN

Amdt 1C 30NOV23

47°10'N-88°29'W

HOUGHTON COUNTY MEML (CMX)

RNAV (GPS) RWY 25

HANCOCK, MICHIGAN

AL-896 (FAA)

26246

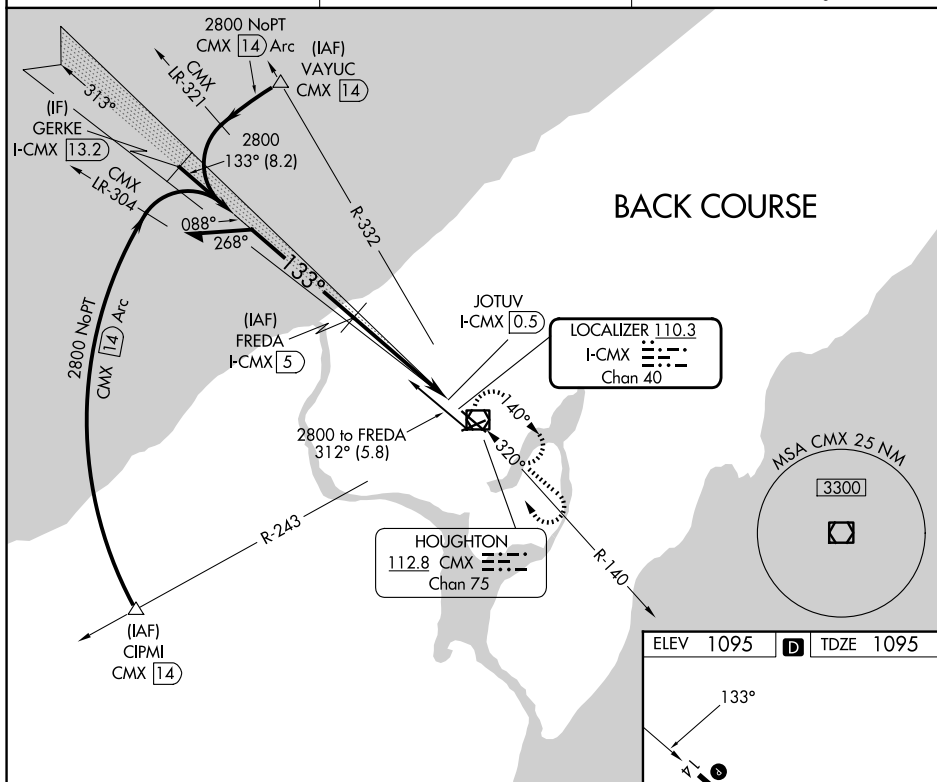
LOC/DME I-CMX 110.3 Chan 40	APP CRS 133°	Rwy Ldg TDZE Apt Elev 6501 1095 1095
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LOC BC RWY 14

HOUGHTON COUNTY MEML (CMX)

DME required.	MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.
 Rwy 14 helicopter visibility reduction below ¾ SM NA. Activate MIRLs Rwy 7-25 - CTAF.	

ASOS 125.675	MINNEAPOLIS CENTER 133.55 379.1	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

2800 133° 313° FREDIA I-CMX 5

3.04° TCH 43

3.9 NM 0.6 0.7

I-CMX 1.1 JOTUV I-CMX 0.5

CMX 3100

Use I-CMX DME when on the localizer course.
Disregard glide slope indications.

CATEGORY	A	B	C	D
S- LOC 14	1540-1	445 (500-1)	1540-1 $\frac{3}{8}$ 445 (500-1 $\frac{3}{8}$)	1540-1 $\frac{1}{2}$ 445 (500-1 $\frac{1}{2}$)
CIRCLING	1620-1 525 (600-1)	1660-1 565 (600-1)	1700-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$)	1820-2 $\frac{1}{4}$ 725 (800-2 $\frac{1}{4}$)

6501 X 150

5201 X 100

0.3% UP 0.5% UP

MIRL Rwy 7-25 0

REIL Rws 7, 14 and 25 0

HIRL Rwy 14-32 0

HANCOCK, MICHIGAN

Amdt 12D 03SEP26

HOUGHTON COUNTY MEML (CMX)

47°10'N-88°29'W

LOC BC RWY 14

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME CMX	APP CRS	Rwy Ldg	5201
112.8	260°	TDZE	1075
Chan 75		Apt Elev	1095

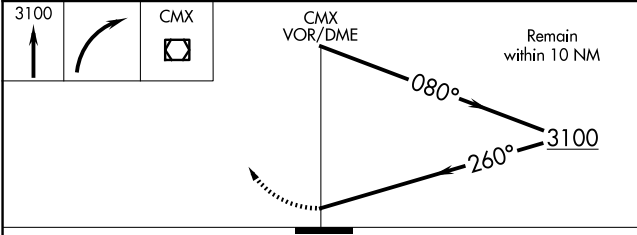
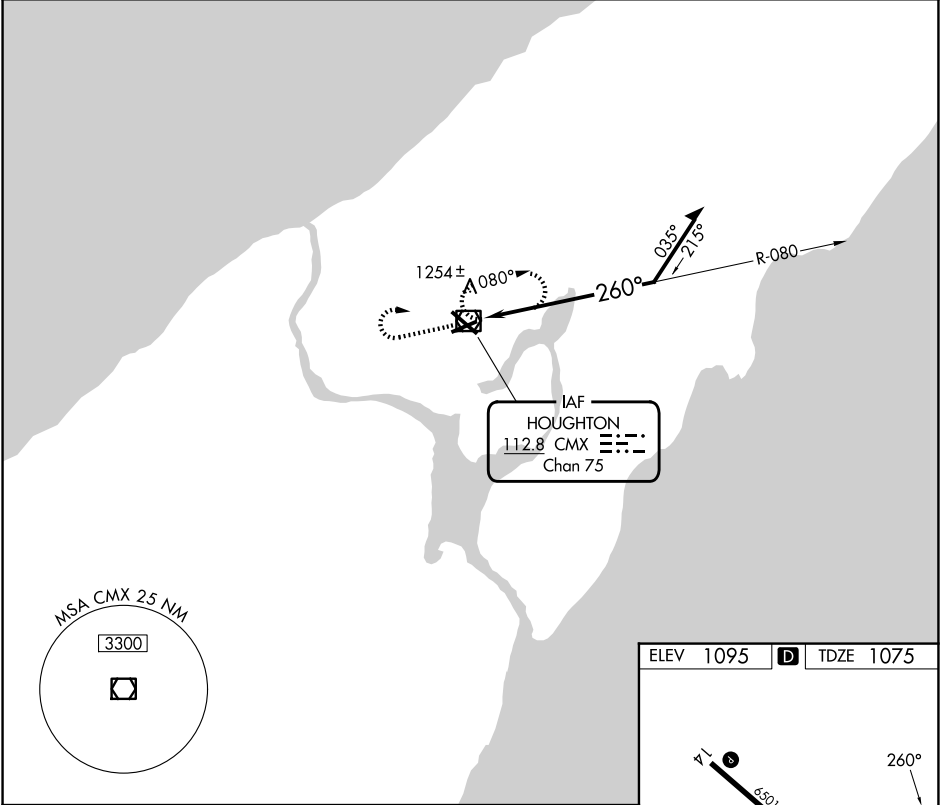
VOR RWY 25
HOUGHTON COUNTY MEML (CMX)



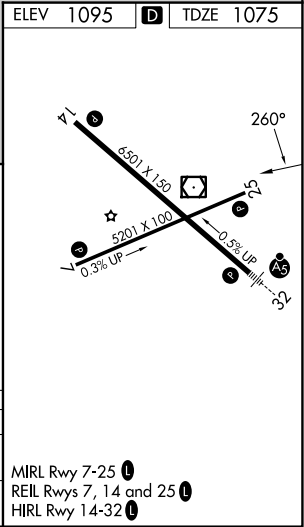
Rwy 25 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.

ASOS 125.675	MINNEAPOLIS CENTER 133.55 379.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-25	1620-1	545 (600-1)	1620-1 5/8 545 (600-1 5/8)	1620 1 3/4 545 (600-1 3/4)
CIRCLING	1620-1 525 (600-1)	1660-1 565 (600-1)	1700-1 3/4 605 (700-1 3/4)	1820-2 1/4 725 (800-2 1/4)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-896 (FAA)

HOUGHTON COUNTY MEML (CMX)
HANCOCK, MICHIGAN

ASOS
125.675
CTAF/UNICOM
122.7 **L**
D

HIRL Rwy 14-32 **L**
MIRL Rwy 7-25 **L**
REIL Rwy 7, 14 and 25 **L**

- 47°11'N

JANUARY 1985
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
1095

TERMINA
FIRE STATION

ELEV
1074

-47°10'N

ELEV
1061

ELEV
1059

RWY 07-25
PCR 390 F/C/X/T
S-98, D-149, 2D-220
RWY 14-32
PCR 470 F/C/X/T
S-144, D-175, 2D-258

88°30'W

88°29'W

AIRPORT DIAGRAM

26190

HANCOCK, MICHIGAN
HOUGHTON COUNTY MEML (CMX)

EC-1, 03 SEP 2026 to 29 OCT 2026

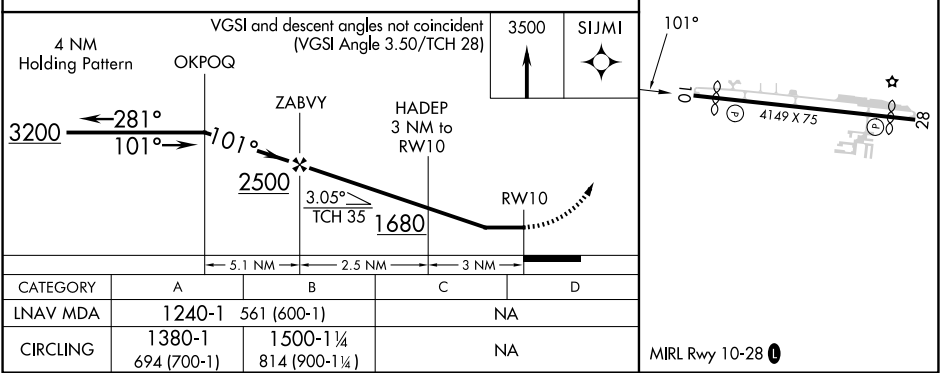
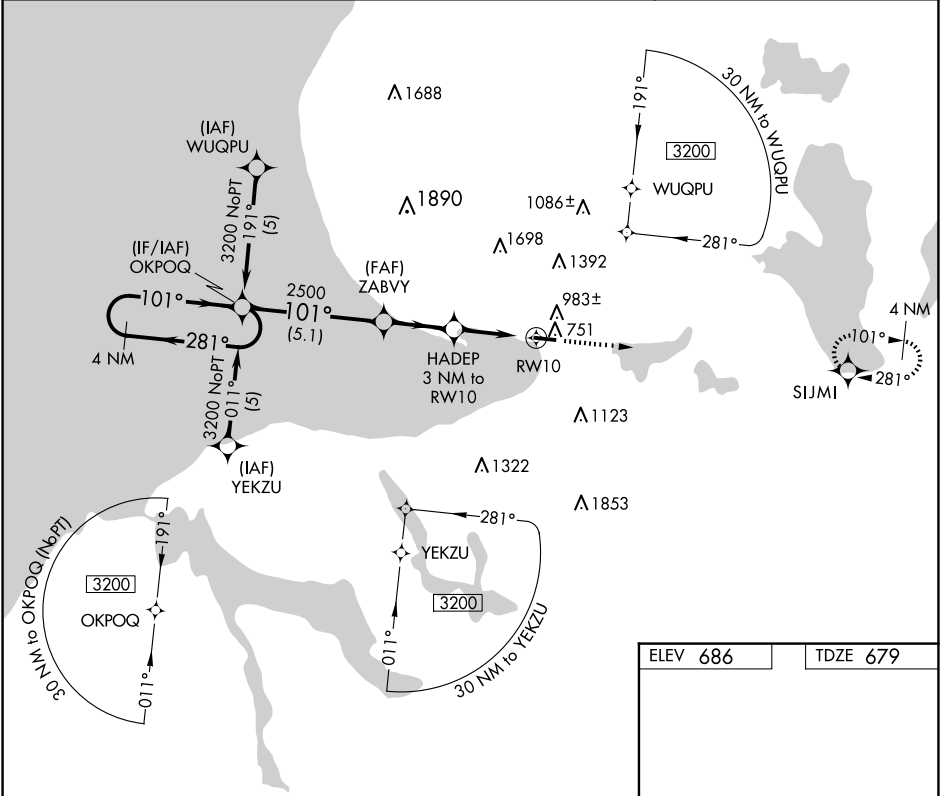
EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS 101°	Rwy Idg	3712
	TDZE	679
	Apt Elev	686

RNAV (GPS) RWY 10
HARBOR SPRINGS (MGN)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3500 direct SIJMI and hold.
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AWOS-3P 119.925	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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HARBOR SPRINGS, MICHIGAN

AL-6985 (FAA)

23166

APP CRS	Rwy Idg	3705
281°	TDZE	686
	Apt Elev	686

RNAV (GPS) RWY 28

HARBOR SPRINGS (MGN)

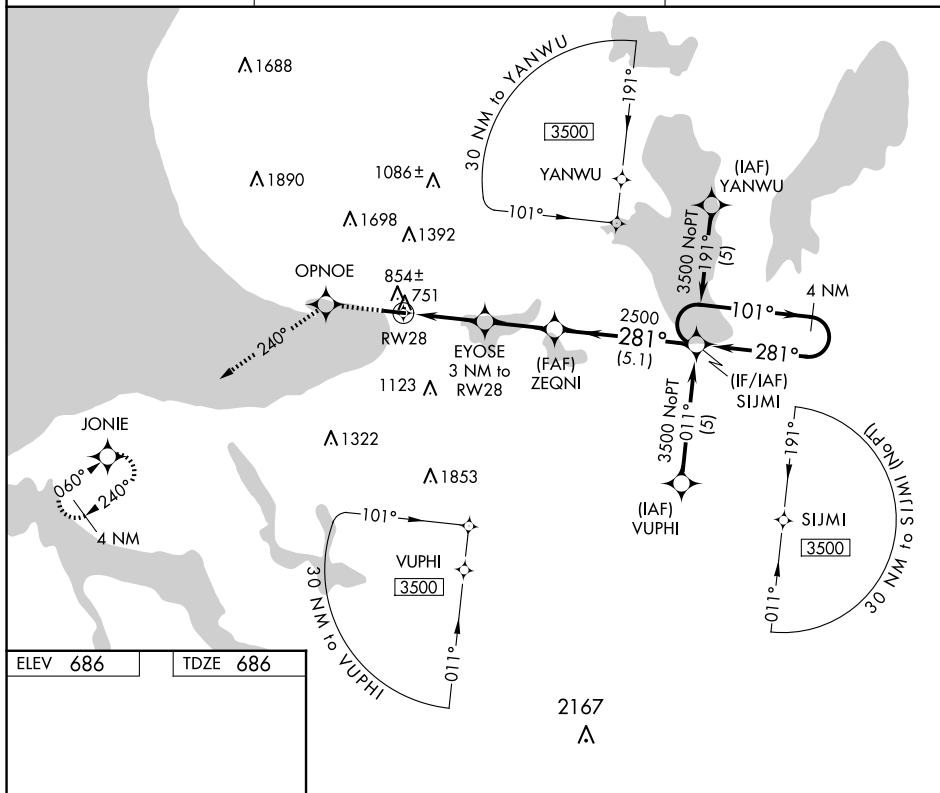
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3400 direct OPNOE and via 240° track to JONIE and hold.

AWOS-3P
119.925

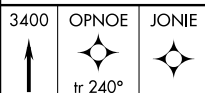
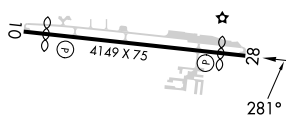
MINNEAPOLIS CENTER
134.6 354.05

UNICOM
122.8 (CTAF) **0**

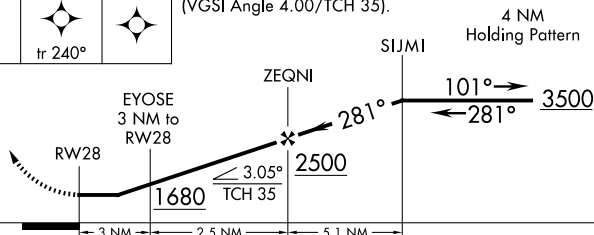


ELEV 686

TDZE 686



VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 35).



CATEGORY	A	B	C	D
LNAV MDA	1120-1	434 (500-1)	NA	
CIRCLING	1380-1 694 (700-1)	1500-1 1/4 814 (900-1 1/4)	NA	

MIRL Rwy 10-28 **0**

HARBOR SPRINGS, MICHIGAN

Amdt 2A 28APR16

45°26'N - 84°55'W

RNAV (GPS) RWY 28

APP CRS
088°

Rwy Ldg	3500
TDZE	916
Apt Elev	916

RNAV (GPS) RWY 9



A NA

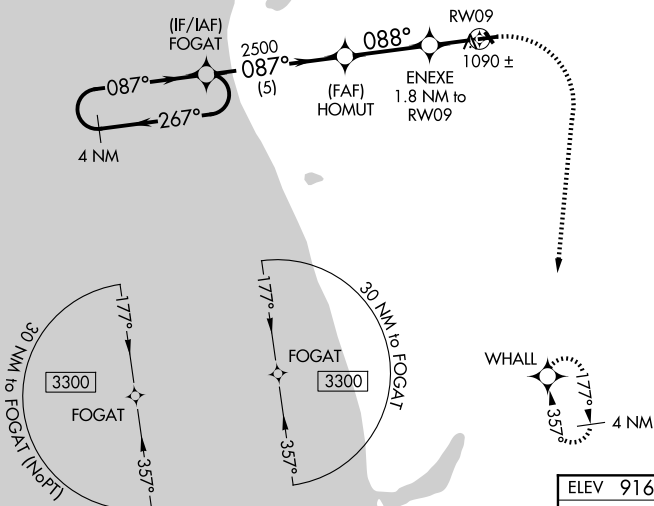
When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 15 and 33.

MISSED APPROACH:
Climbing right turn to 3300
direct WHALL and hold.

AWOS-AV
122.7

GREAT LAKES APP CON★
119.8 290.35

UNICOM
122.7 (CTAF) **L**



VGS1 and descent angles not coincident
(VGS1 Angle 4.00/TCH 25).

3300	WHALL
------	-------

4 NM Holding Pattern

FOGAT

HOMUT

ENEXE 1.8 NM to RW09

3300 ← 267°

087° →

087°

2500

3.00°

TCH 40

088°

1500

RW09

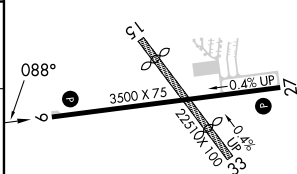
5 NM

3.1 NM

1.8 NM

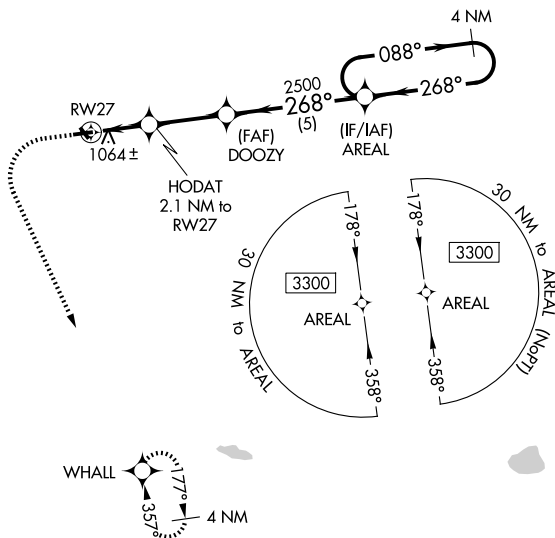
CATEGORY	A	B	C	D
LNAV MDA	1340-1	424 (500-1)	NA	
CIRCLING	1540-1 624 (700-1)	1780-1½ 864 (900-1½)	NA	

ELEV 916		TDZE 916
----------	--	----------

MIRL Rwy 09-27

RNAV (GPS) RWY 27
OCEANA COUNTY (C04)

MISSED APPROACH:
Climb to 1500 then
climbing left turn to
3300 direct WHALL
and hold.

UNICOM
122.7 (CTAF) **L**

VGSI angle and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 25).

* LNAV only

HODA

DOOZY

AREAL 4 NM
Holding Pattern

3300

GP 3.00°
TCH 40

CATEGORY

1254-1 $\frac{1}{8}$	342 (400-1 $\frac{1}{8}$)
----------------------	----------------------------

NA

NA

NA

LNAV/ DA

1236-1½ 324 (400-1½)

N/A

N/A

LNNAV MDA

1340-1 428 (500-1)

NA

NA

CIRCLING

1540-1	1780-1
--------	--------

N/A

N/A

OCEANA COUNTY (C04)

RNAV (GPS) RWY 27

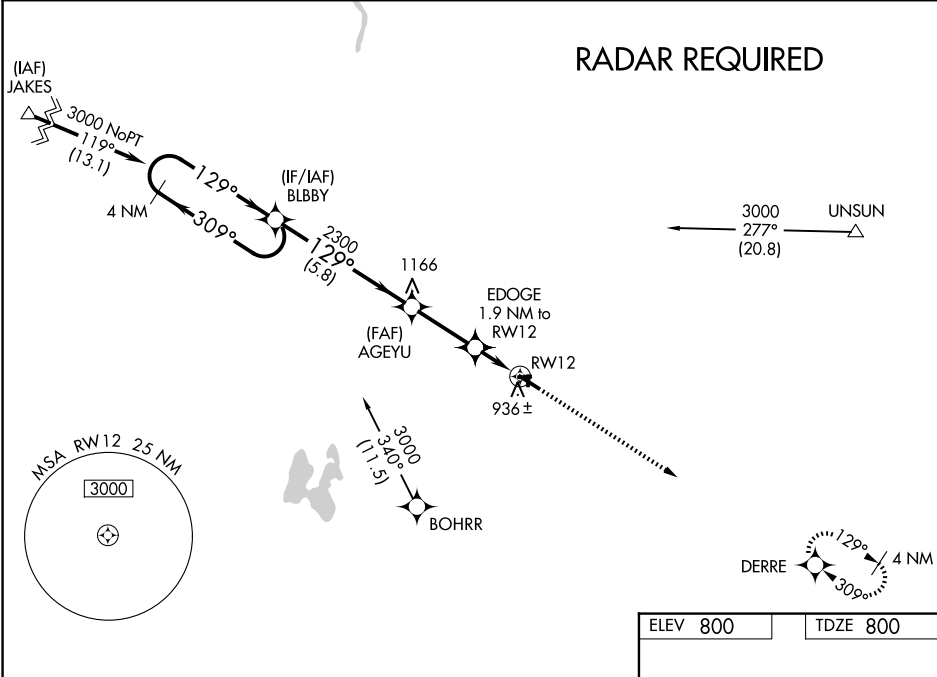
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53326 W12A	APP CRS 129°	Rwy Ldg 4762 TDZE 800 Apt Elev 800
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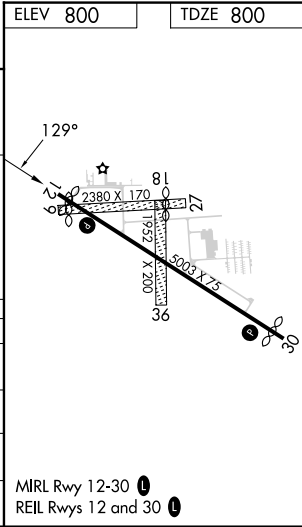
RNAV (GPS) RWY 12
HASTINGS (9D9)

RNP APCH - GPS.	⚠ NA Circling NA to Rwy 9, 18, 27 and 36. Baro-VNAV NA. Use GRR altimeter setting; when not received, use Y70 altimeter setting: increase LPV DA to 1102 feet; increase LNAV/VNAV DA to 1260 feet and all visibilities $\frac{1}{8}$ SM; increase all MDA 20 feet, and LNAV visibility Cat C $\frac{1}{8}$ SM. Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 3000 direct DERRE and hold.
-----------------	--	--

GRR ASOS 118.725	GREAT LAKES APP CON ★ 128.4 257.6	UNICOM 123.075 (CTAF) 0
----------------------------	---	-----------------------------------



4 NM Holding Pattern					VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 34).		3000	DERRE
							↑	✦
							129°	129°
							3000	129°
							2300	129°
							1440	129°
							EDOG	1.9 NM to RWY 12
							RWY 12	
CATEGORY	A	B	C	D				
LPV DA	1087-1		287 (300-1)		NA			
LNAV/VNAV DA	1245-1 $\frac{3}{8}$		445 (500-1 $\frac{3}{8}$)		NA			
LNAV MDA	1240-1		440 (500-1)		1240-1 $\frac{1}{4}$		NA	
					440 (500-1 $\frac{1}{4}$)			
CIRCLING	1380-1		1440-1		1440-1 $\frac{3}{4}$		NA	
	580 (600-1)		640 (700-1)		640 (700-1 $\frac{3}{4}$)			



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

HASTINGS, MICHIGAN

AL-5778 (FAA)

26190

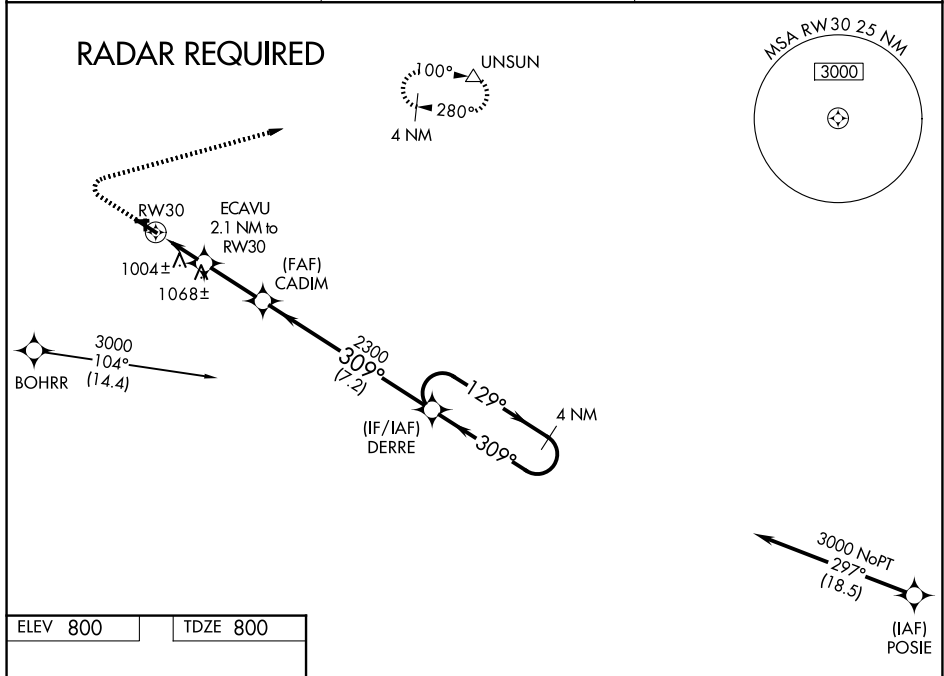
WAAS CH 86326 W30A	APP CRS 309°	Rwy Ldg 4752 TDZE 800 Apt Elev 800
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RNAV (GPS) RWY 30

HASTINGS (9D9)

RNP APCH - GPS. NA Circling NA to Rwy 9, 18, 27 and 36. Baro-VNAV NA. Use GRR altimeter setting; when not received, use Y70 altimeter setting: increase LPV DA to 1131 feet; increase LNAV/VNAV DA to 1377; increase all MDAs 20 feet. Rwy 30 helicopter visibility reduction below 3/4 MSA.	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct UNSUN and hold.
--	---

GRR ASOS 118.725	GREAT LAKES APP CON ★ 128.4 257.6	UNICOM 123.075 (CTAF)
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MIRL Rwy 12-30 **1**
 REIL Rwy 12 and 30 **1**

1400 ↑ 3000 ↘ UNSUB △	4 NM Holding Pattern			
2.1 NM 2.5 NM 7.2 NM				
CATEGORY	A	B	C	D
LPV DA	1116-1 316 (400-1)			NA
LNAV/VNAV DA	1362-1½ 562 (600-1½)			NA
LNAV MDA	1300-1 500 (500-1)		1300-1¾ 500 (500-1¾)	NA
CIRCLING	1380-1 580 (600-1)	1440-1 640 (700-1)	1440-1¾ 640 (700-1¾)	NA

HASTINGS, MICHIGAN
Amdt 2B 17APR25

42°40'N-85°21'W

RNAV (GPS) RWY 30

HASTINGS (9D9)

EC-1, 03 SEP 2026 to 29 OCT 2026

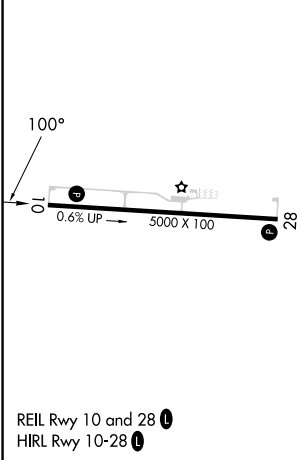
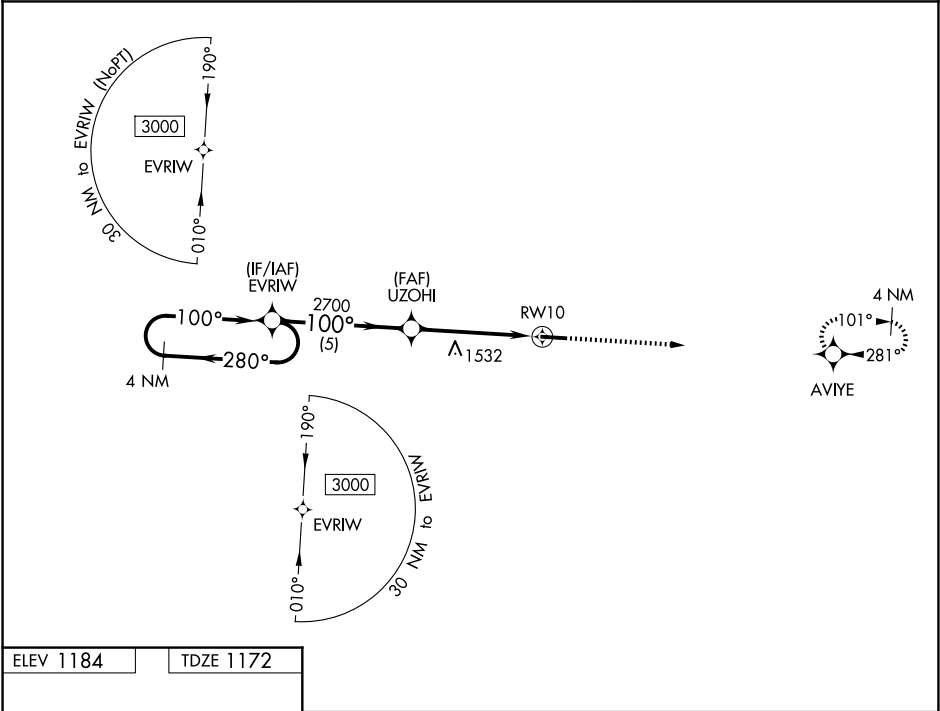
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77534 W10A	APP CRS 100°	Rwy Ldg TDZE 1172 Apt Elev 1184	5000
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RNAV (GPS) RWY 10

HILLSDALE MUNI (JYM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3100 direct AVIYE and hold.
AWOS-3P 121.025	TOLEDO APP CON 134.35 317.55	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		EVRIW	UZOHI	3100	AVIYE
3000		280°	100°	2700	*1.6 NM to RWY10
GP 3.00°		TCH 46	2700	5 NM	3.1 NM
CATEGORY	A	B	C	D	
LPV DA	1441-1	269 (300-1)		NA	
LNAV/VNAV DA	1601-1½	429 (500-1½)		NA	
LNAV MDA	1720-1	548 (600-1)	1720-1½ 548 (600-1½)	NA	
CIRCLING	1720-1	536 (600-1)	1720-1½ 536 (600-1½)	NA	

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

HILLSDALE, MICHIGAN

AL-5484 (FAA)

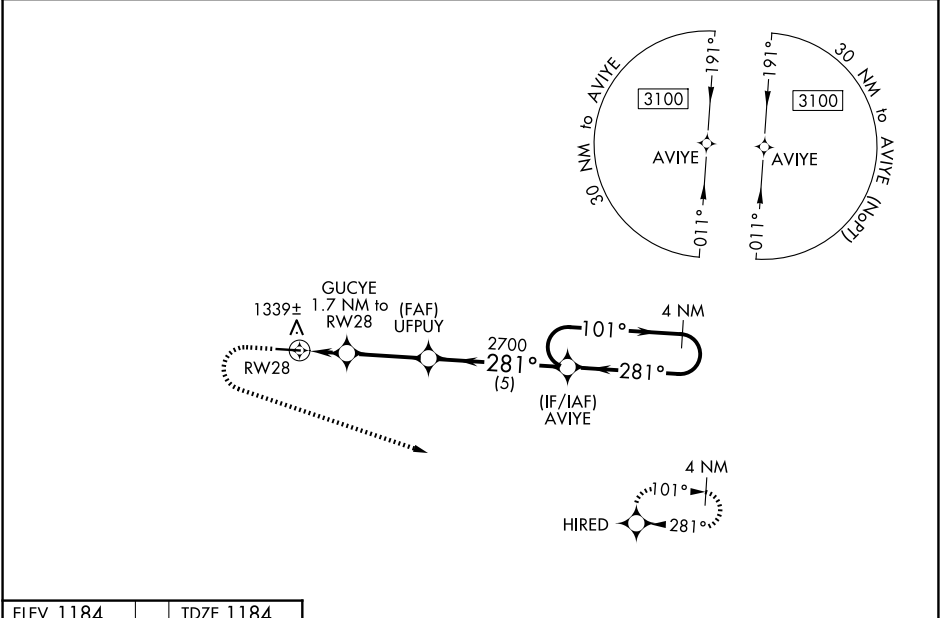
26078

WAAS CH 50134 W28A	APP CRS 281°	Rwy Ldg TDZE Apt Elev	5000 1184 1184
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RNAV (GPS) RWY 28

HILLSDALE MUNI (JYM)

RNP APCH.		MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct HIRED and hold.
T Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		
AWOS-3P 121.025	TOLEDO APP CON 134.35 317.55	UNICOM 122.8 (CTAF) 0



ELEV 1184	TDZE 1184	1700	3100	HIRED				
		↑	↷	✧	UFPUY	AVIYE	4 NM Holding Pattern	
		*LNAV only		GUCYE 1.7 NM to RW28	2700	281°	101°	3100
		RW28		*1.1 NM to RW28	1760*	2700		GP 3.00° TCH 40
		1.1	0.6	2.9 NM	5 NM			
		CATEGORY	A	B	C	D		
		LPV DA	1474-1	290 (300-1)		NA		
		LNAV/VNAV DA	1489-1	305 (400-1)		NA		
		LNAV MDA	1580-1	396 (400-1)	1580-1½ 396 (400-1½)	NA		
		CIRCLING	1640-1 456 (500-1)	1680-1 496 (500-1)	1680-1½ 496 (500-1½)	NA		

REIL Rwy 10 and 28 0
HIRL Rwy 10-28 0

HILLSDALE, MICHIGAN
Amdt 1 24MAY18

41°55'N-84°35'W

HILLSDALE MUNI (JYM)

RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BIV 110.55 Chan 42 (Y)	APP CRS 264°	Rwy Ldg 6002 TDZE 686 Apt Elev 698
--	------------------------	---

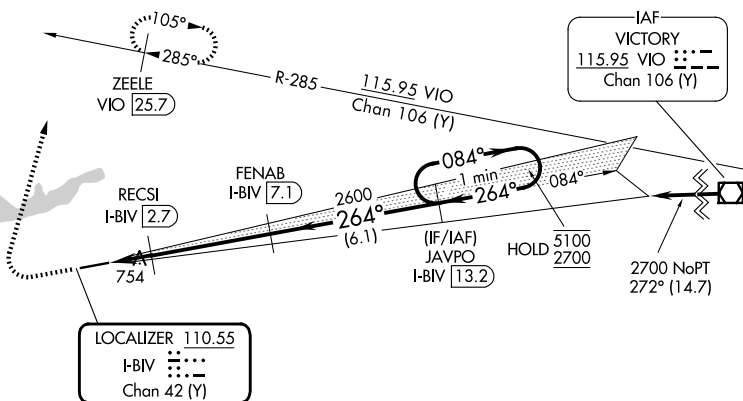
ILS or LOC RWY 26
WEST MICHIGAN RGNL (BIV)

DME required.

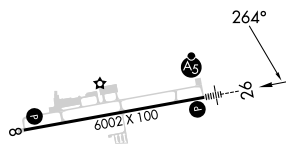


MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 on heading 020° and VIO VOR/DME R-285 to ZEELE/VIO 25.7 DME and hold.

ASOS 119.025	GREAT LAKES APP CON* 133.825 290.35	CLNC DEL 123.95	UNICOM 123.05 (CTAF) 0
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ELEV 698		TDZE 686
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1500 ↑	2600 hdg 020°	VIO R-285	ZEELE VIO 25.7	FENAB I-BIV 7.1	JAVPO I-BIV 13.2	One Minute Holding Pattern
				2600 264° 084° 264° 5100 2700 GS 3.00° TCH 32		
CATEGORY	A		B		C	D
S-ILS 26			886-½		200 (200-½)	
S-LOC 26			1020-½		334 (400-½)	
CIRCLING	1200-1 502 (600-1)	1240-1 542 (600-1)	1240-1½ 542 (600-1½)	1340-2 642 (700-2)		

HOLLAND, MICHIGAN

AL-5652 (FAA)

26078

WAAS CH 49222 W08A	APP CRS 084°	Rwy Ldg TDZE 698 Apt Elev 698
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RNAV (GPS) RWY 8

WEST MICHIGAN RGNL (BIV)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Muskegon altimeter setting: increase LPV DA to 1018 feet, increase LNAV/VNAV DA to 1160 feet, and all visibilities ¼ SM, increase all MDAs 80 feet, and visibility LNAV Cat C/D ¼ SM and Circling Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Muskegon altimeter setting.

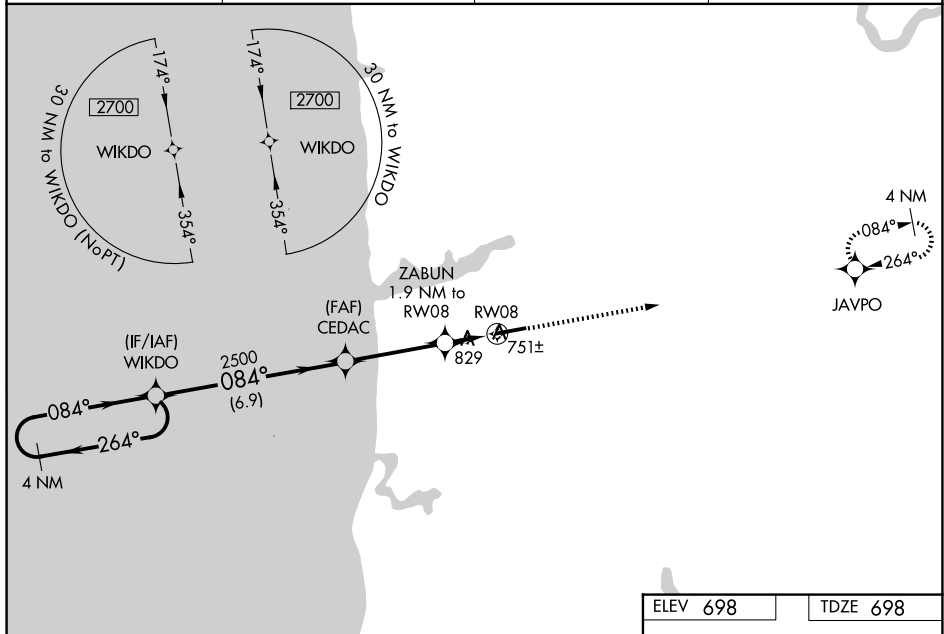
MISSED APPROACH:
Climb to 3000 direct JAVPO and hold.

ASOS
119.025

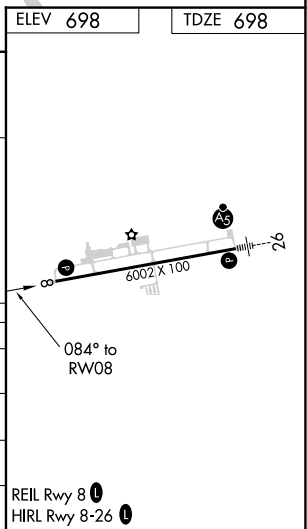
GREAT LAKES APP CON*
133.825 290.35

CLNC DEL
123.95

UNICOM
123.05 (CTAF) 0



4 NM Holding Pattern WIKDO		*LNAV only		3000	JAVPO
2700 ← 264° 084° →		CEDAC 2500		ZABUN 1.9 NM to RWY 08	
GP 3.00° TCH 40		2500		1.1 NM to RWY 08	
		*1340		RWY 08	
		6.9 NM		0.8 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA	948-7/8		250 (300-7/8)		
LNAV/VNAV DA	1080-1 1/8		382 (400-1 1/8)		
LNAV MDA	1080-1	382 (400-1)	1080-1 1/8	382 (400-1 1/8)	
CIRCLING	1200-1 502 (600-1)	1240-1 542 (600-1)	1240-1 1/2 542 (600-1 1/2)	1320-2 622 (700-2)	



HOLLAND, MICHIGAN

Amdt 2E 11AUG22

42°45'N-86°06'W

RNAV (GPS) RWY 8

WEST MICHIGAN RGNL (BIV)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

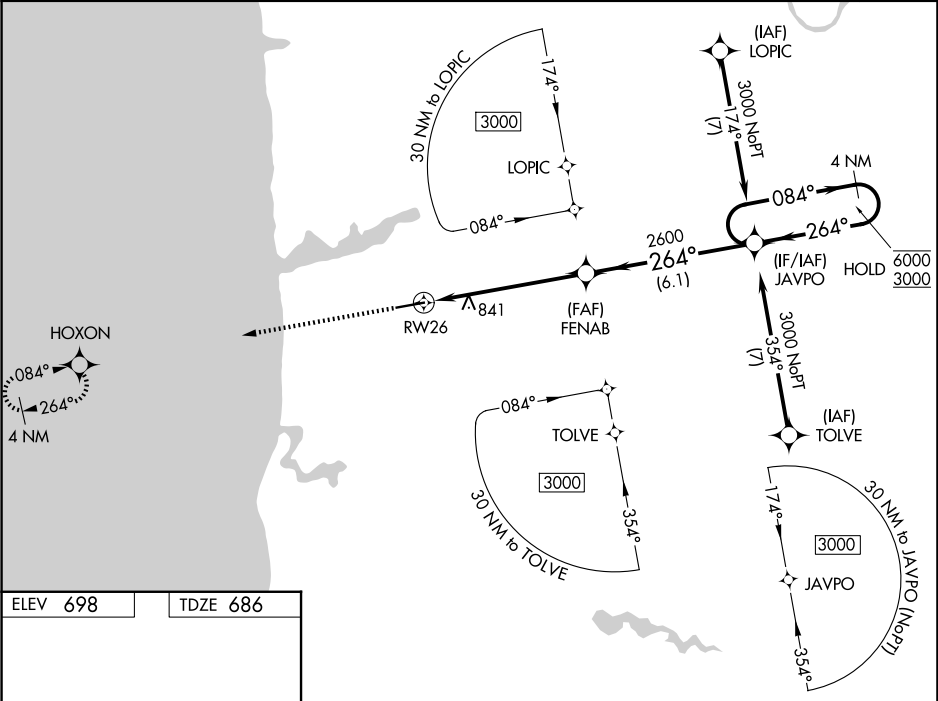
WAAS CH 53402 W26A	APP CRS 264°	Rwy Ldg TDZE 686 Apt Elev 698
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RNAV (GPS) RWY 26

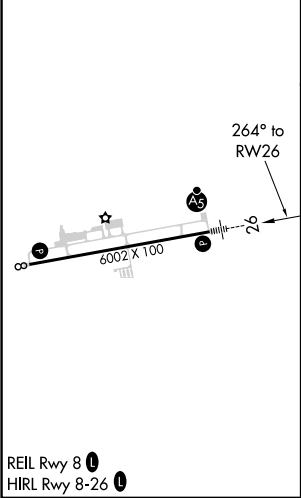
WEST MICHIGAN RGNL (BIV)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1 SM; increase LNAV Cat C visibility to 1 ½ SM.	MALSR AS ⋮	MISSED APPROACH: Climb to 2700 direct HOXON and hold.
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ASOS 119.025	GREAT LAKES APP CON* 133.825 290.35	CLNC DEL 123.95	UNICOM 123.05 (CTAF) 📻
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ELEV 698	TDZE 686
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2700	HOXON	*LNAV only	JAVPO	4 NM Holding Pattern
		*1.2 NM to RW26	FENAB	
			2600	
			2600	
			264°	
			264°	
			084°	
			6000	
			3000	
			GP 3.00°	
			TCH 32	
			1.2	
			4.7 NM	
			6.1 NM	
CATEGORY	A	B	C	D
LPV DA	886-½	200 (200-½)		NA
LNAV/VNAV DA	1040-⅝	354 (400-⅝)		NA
LNAV MDA	1100-½	414 (500-½)	1100-¾ 414 (500-¾)	NA
CIRCLING	1200-1 502 (600-1)	1240-1 542 (600-1)	1240-1½ 542 (600-1½)	NA

WAAS CH 56434 W09A	APP CRS 094°	Rwy Idg TDZE Apt Elev	4000 1148 1150
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RNAV (GPS) RWY 9

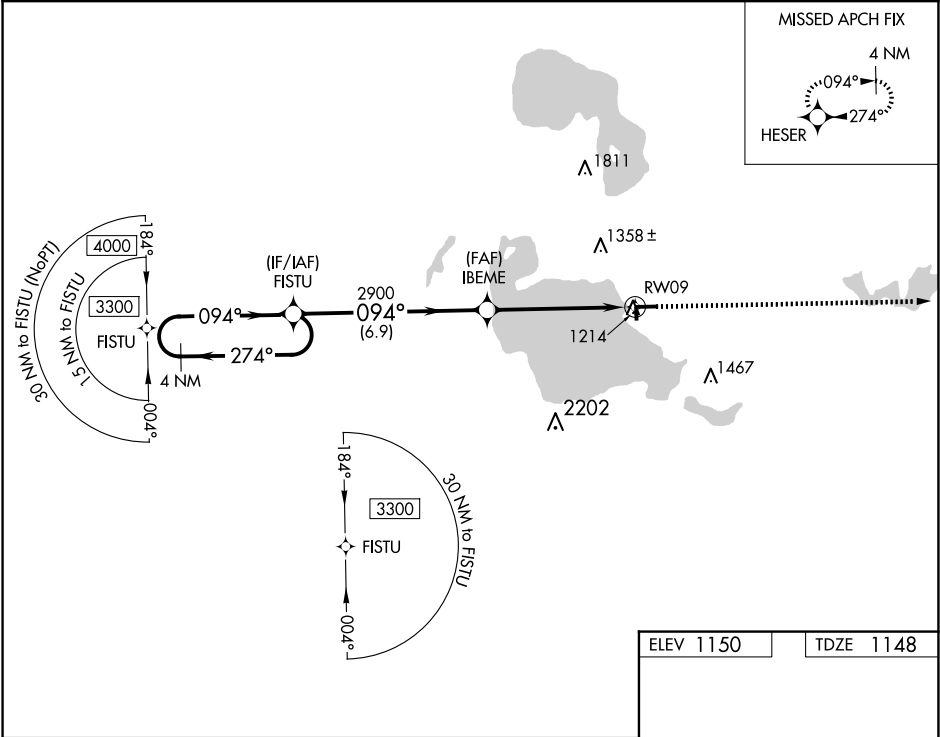
ROSCOMMON COUNTY/BLODGETT MEML (HTL)

⚠

When local altimeter setting not received, use Gaylord altimeter setting and increase all MDAs 120 feet and visibility Cat C/D ½ SM. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 18 and 36.

MISSED APPROACH:
Climb to 3300 direct HESER and hold.

ASOS 118.05	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

Visual Segment - Obstacles

3300

HESER

The Visual Segment - Obstacles diagram shows the final approach path from 3300 feet to RWY 09. It includes the FISTU and IBEME points. The distance from FISTU to IBEME is 6.9 NM, and from IBEME to RWY 09 is 5.4 NM. Obstacles are marked at 2900, 2200, and 36 feet. A diagram on the right shows the 4000 X 75 runway width and the 27 degree heading.

CATEGORY	A	B	C	D
LP MDA	1520-1 372 (400-1)			
LNAV MDA	1580-1	432 (500-1)	1580-1¼	432 (500-1¼)
CIRCLING	1600-1	450 (500-1)	1700-1½ 550 (600-1½)	1820-2 670 (700-2)

ELEV 1150

TDZE 1148

HIRL Rwy 9-27 0

REIL Rws 9 and 27 0

EC-1, 03 SEP 2026 to 29 OCT 2026

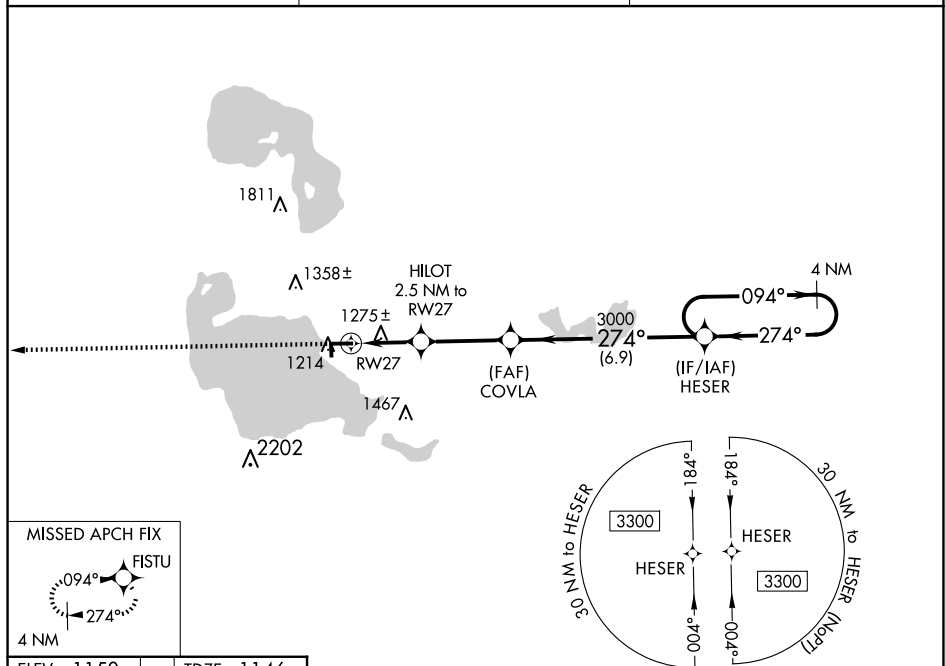
EC-1, 03 SEP 2026 to 29 OCT 2026

23166

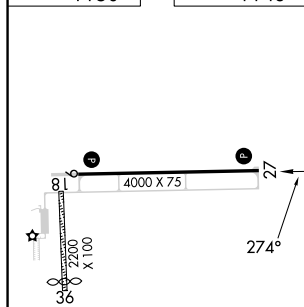
RNAV (GPS) RWY 27
ROSCOMMON COUNTY/BLODGETT MEML (HTL)

MISSED APPROACH:
Climb to 3300 direct
FISTU and hold.

ASOS 118.05	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 122.8 (CTAF) 0
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ELEV	1150	TDZE	1146
------	------	------	------



Visual Segment - Obstacles

3300' FISTU

3300' 4 NM Holding Pattern

094° → 3300'

← 274°

HESER

27°

COVLA 3000'

HILOT 2.5 NM to RW27 1980'

2.5 NM 3.2 NM 6.9 NM

CATEGORY	A	B	C	D
LP MDA	1540-1	394 (400-1)	1540-1¼	394 (400-1¼)
LNAV MDA	1560-1	414 (500-1)	1560-1¼	414 (500-1¼)
CIRCLING	1600-1	450 (500-1)	1700-1½ 550 (600-1½)	1820-2 670 (700-2)

ROSCOMMON COUNTY/BLODGETT MEML (HTL)
44°22'N-84°40'W RNAV (GPS) RWY 27
283

HOWELL, MICHIGAN

AL-5485 (FAA)

26134

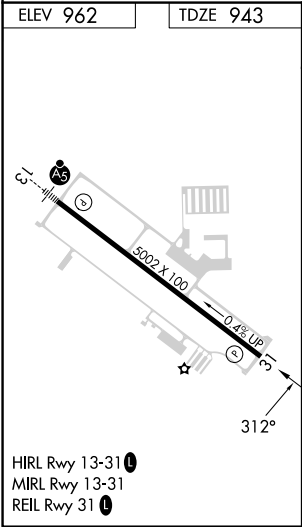
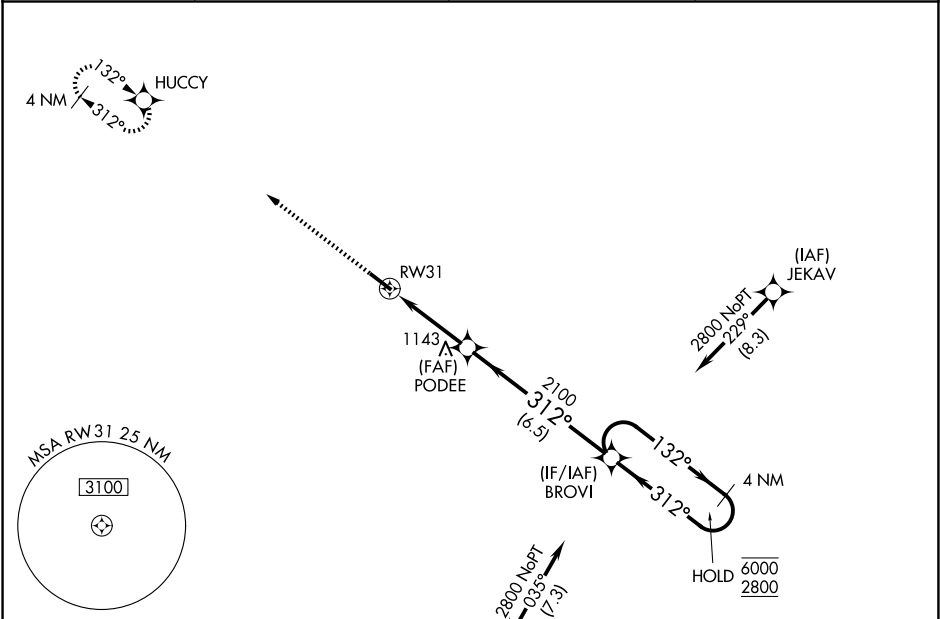
WAAS CH 99722 W31A	APP CRS 312°	Rwy Ldg TDZE 943 Apt Elev 962
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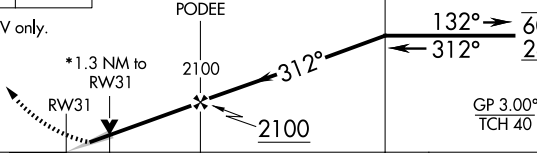
RNAV (GPS) RWY 31

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct HUCCY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		

AWOS-3P 118.875	DETROIT APP CON 132.35 284.0	CLNC DEL 121.725 (GCO)	UNICOM 123.0 (CTAF) 0
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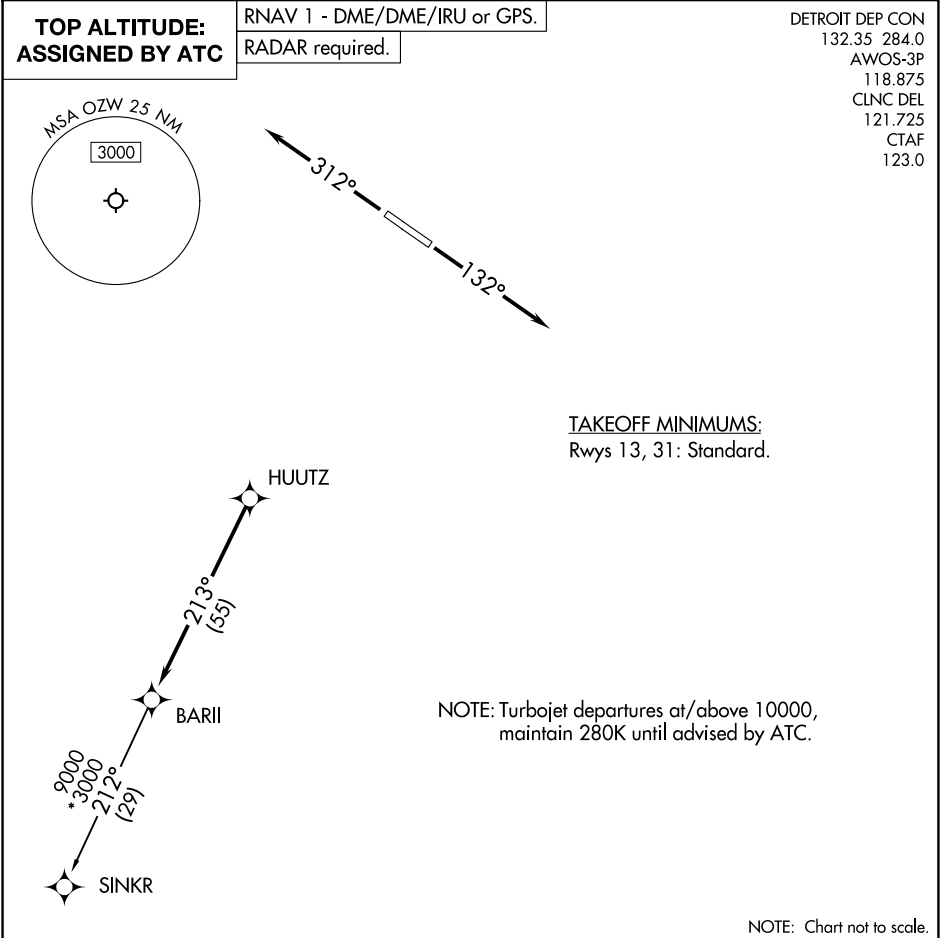
3000	HUCCY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).				4 NM Holding Pattern
						
* LNAV only.						
CATEGORY	A		B		C	D
LPV DA	1143- ³ / ₄ 200 (200- ³ / ₄)					
LNAV/ VNAV	1400-1 ³ / ₈ 457 (500-1 ³ / ₈)					
LNAV MDA	1400-1	457 (500-1)		1400-1 ³ / ₈ 457 (500-1 ³ / ₈)		
CIRCLING	1420-1	458 (500-1)		1600-1 ³ / ₄ 638 (700-1 ³ / ₄)	1600-2 638 (700-2)	

HOWELL, MICHIGAN
Amdt 1D 14MAY26

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)
42°38'N-83°59'W
RNAV (GPS) RWY 31

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....

TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

....for RADAR vectors to HUUTZ, then on track 213° to BARII, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

SINKR TRANSITION (BARI3.SINKR):

EC-1, 03 SEP 2026 to 29 OCT 2026

**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

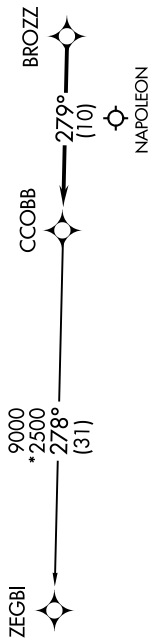
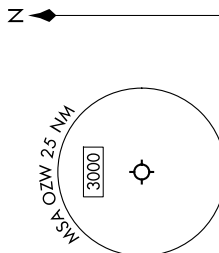
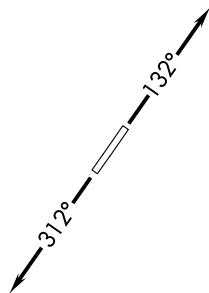
NOTE: For use by aircraft filed at or below FL220, or as assigned by ATC.

NOTE: CAUTION: Parachute jumping 6 NM SW of BROZZ, 3 NM radius of Napoleon Airport (3 at or below 17999 (SR-SS).

TAKEOFF MINIMUMS:
Rwys 13, 31: Standard.

Rwys 13, 31: Standard.

DETROIT DEP CON	
132.35	284.0
AWOS-3P	
118.875	
CLNC DEL	
121.725	
CTAF	
123.0	



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....

TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

.....for RADAR vectors to BROZZ, then on track 279° to CCOBB, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

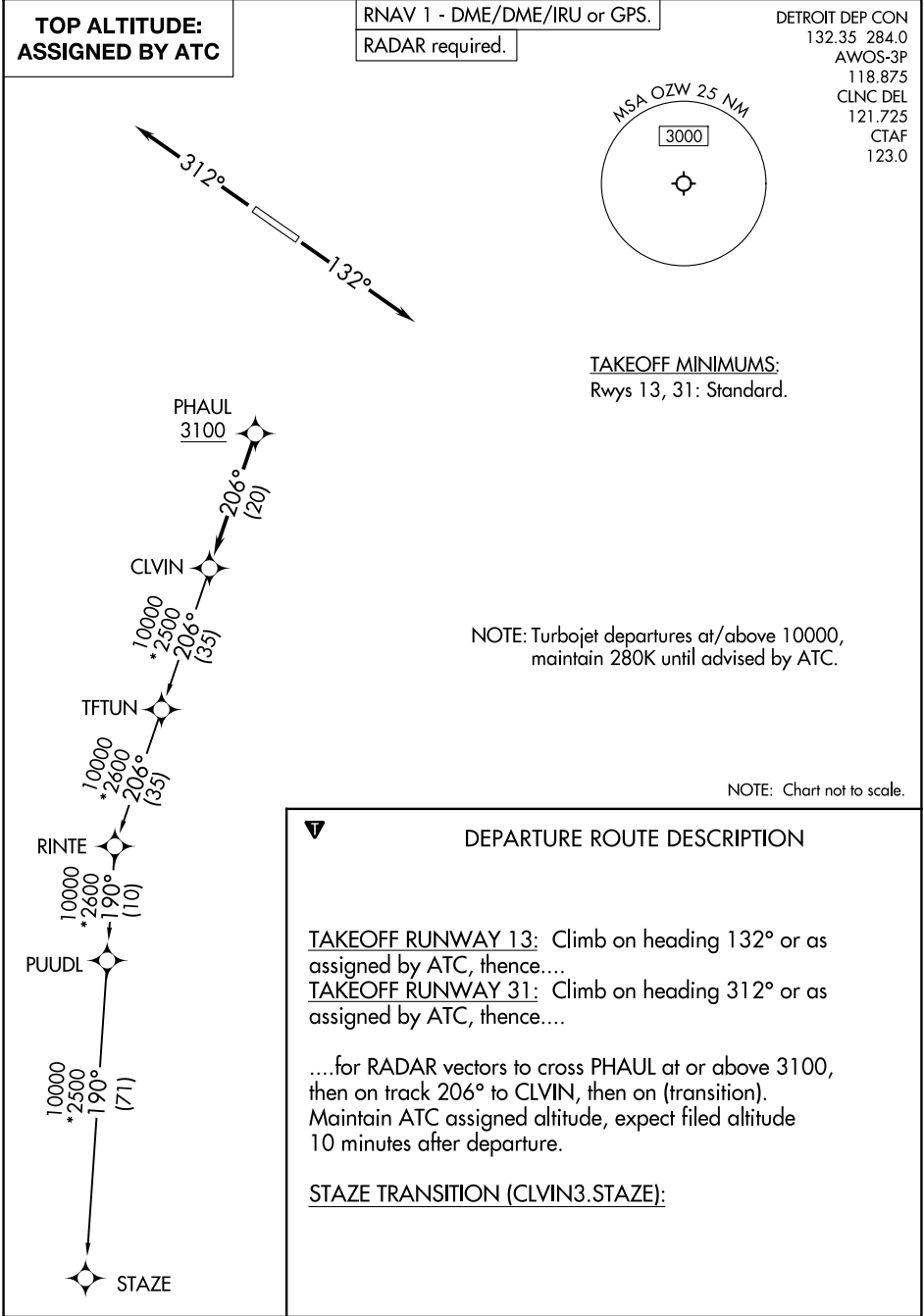
ZEGBI TRANSITION (CCOBB3.ZEGBI):

CCOBB THREE DEPARTURE (RNAV)

(CCOBB3.CCOBB) 16MAY24

HOWELL, MICHIGAN

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)



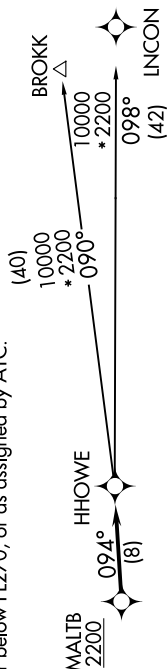
**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV-1 DME/DME/IRU or GPS.

RADAR required.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: BROKK TRANSITION: For use by flights filed at or below FL270, or as assigned by ATC.



TAKEOFF MINIMUMS:

Rwy 13, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....
TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

.....for RADAR vectors to cross MALTB at or above 2200, then on track 094° to HHOWE, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BROKK TRANSITION (HHOWE4.BROKK):
LNCON TRANSITION (HHOWE4.LNCON):

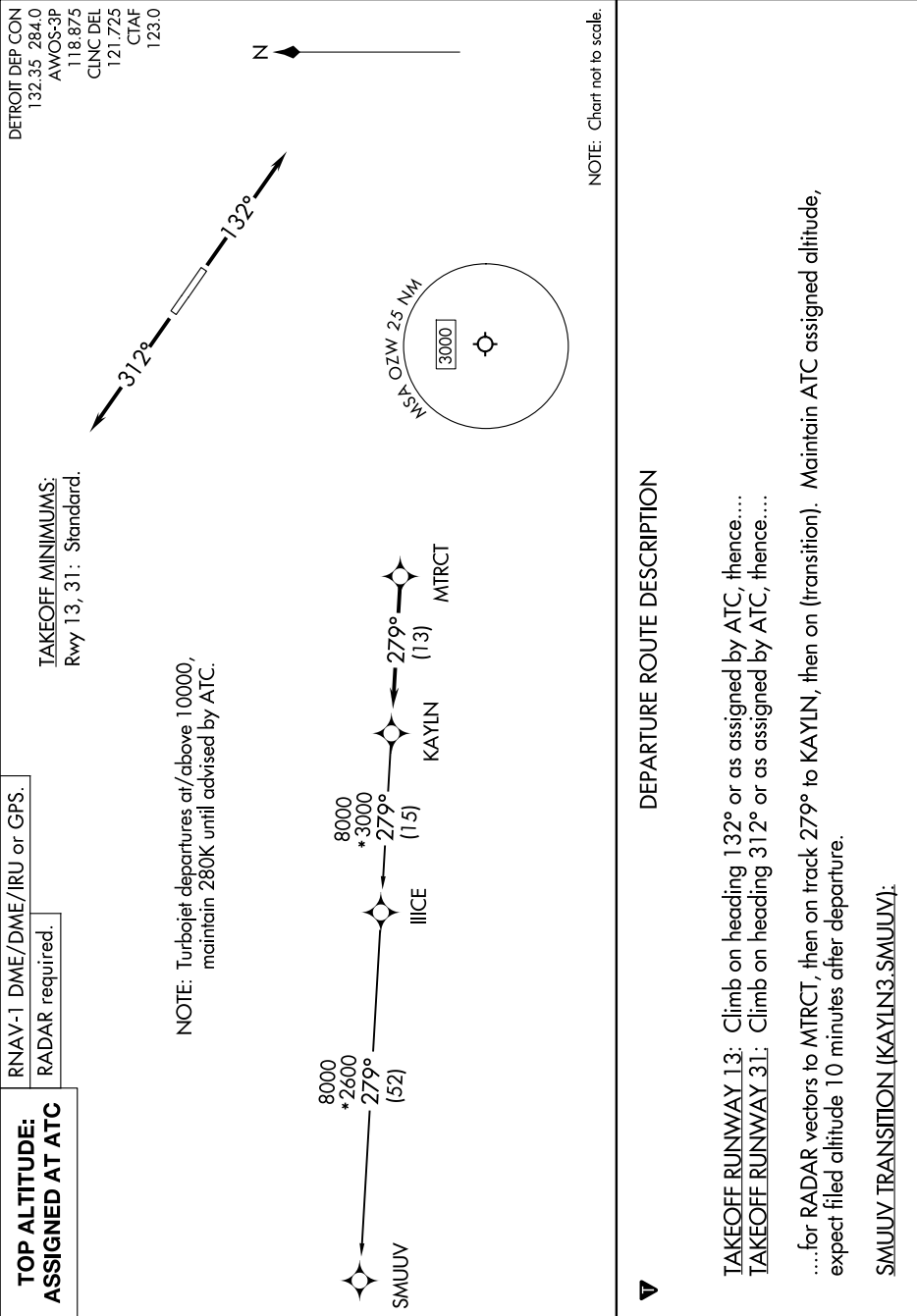
DETROIT DEP CON
132.35 284.0
AWOS-3P
118.875
CLNC DEL
121.725
CTAF
123.0

HHOWE FOUR DEPARTURE (RNAV)

(HHOWE4.HHOWE) 16MAY24

HOWELL, MICHIGAN

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)



(KZLOV2.WINNZ) 26022

KZLOV TWO DEPARTURE (RNAV)

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)
AL-5485 (FAA) HOWELL, MICHIGAN

DETROIT DEP CON
132.35 284.0
AWOS-3P
118.875
CLINC DEL
121.725
CTAF
123.0

KZLOV TWO DEPARTURE (RNAV)

(KZLOV2.WINN2) 16MAY24

RNAV 1 - DME/DME/IRU or GPS.	
	RADAR required.

TAKEOFF MINIMUMS:
Rwy 13, 31: Standard.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: For use by Cleveland terminal arrivals only.

NOTE: Chart not to scale.

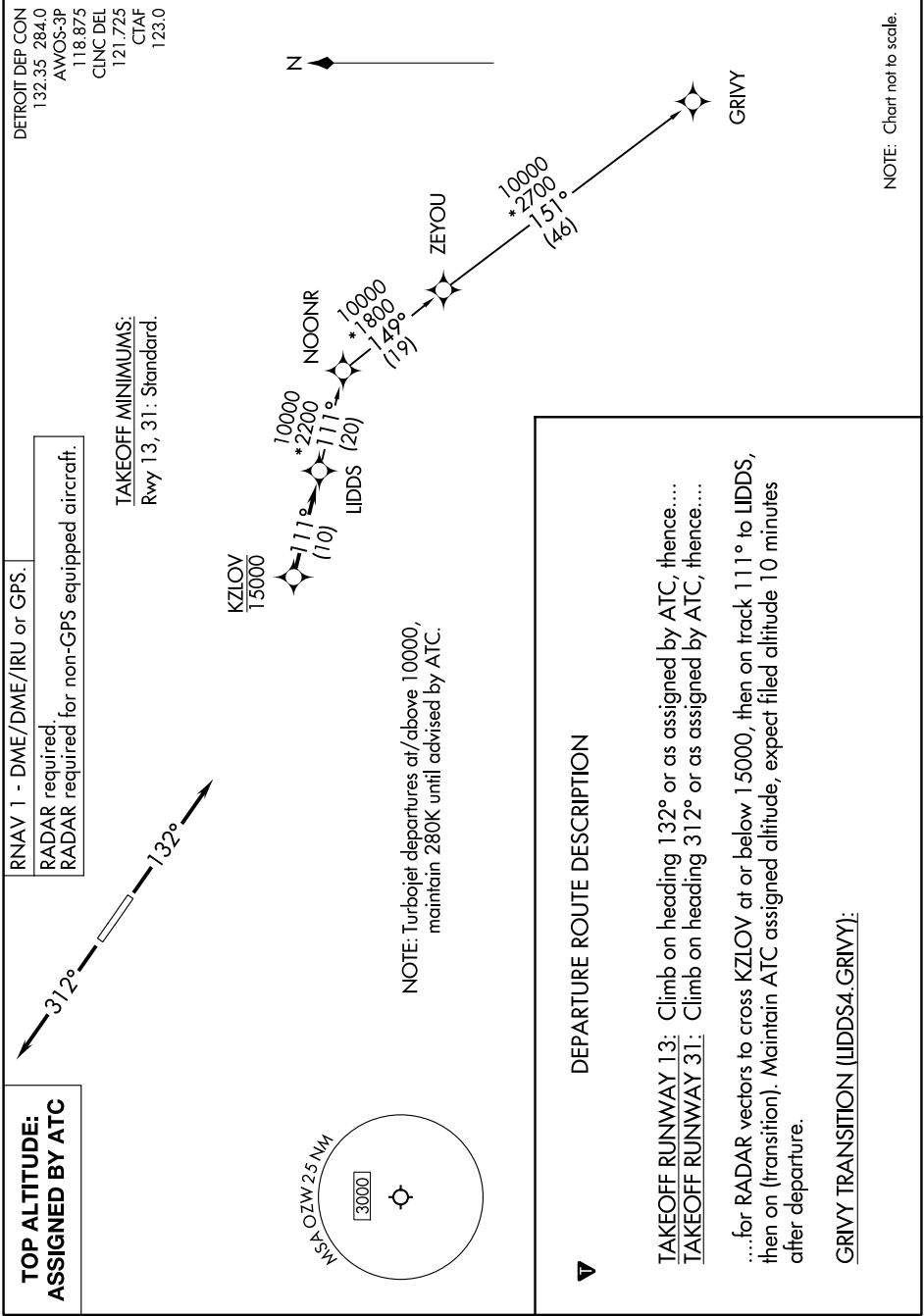
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....
TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

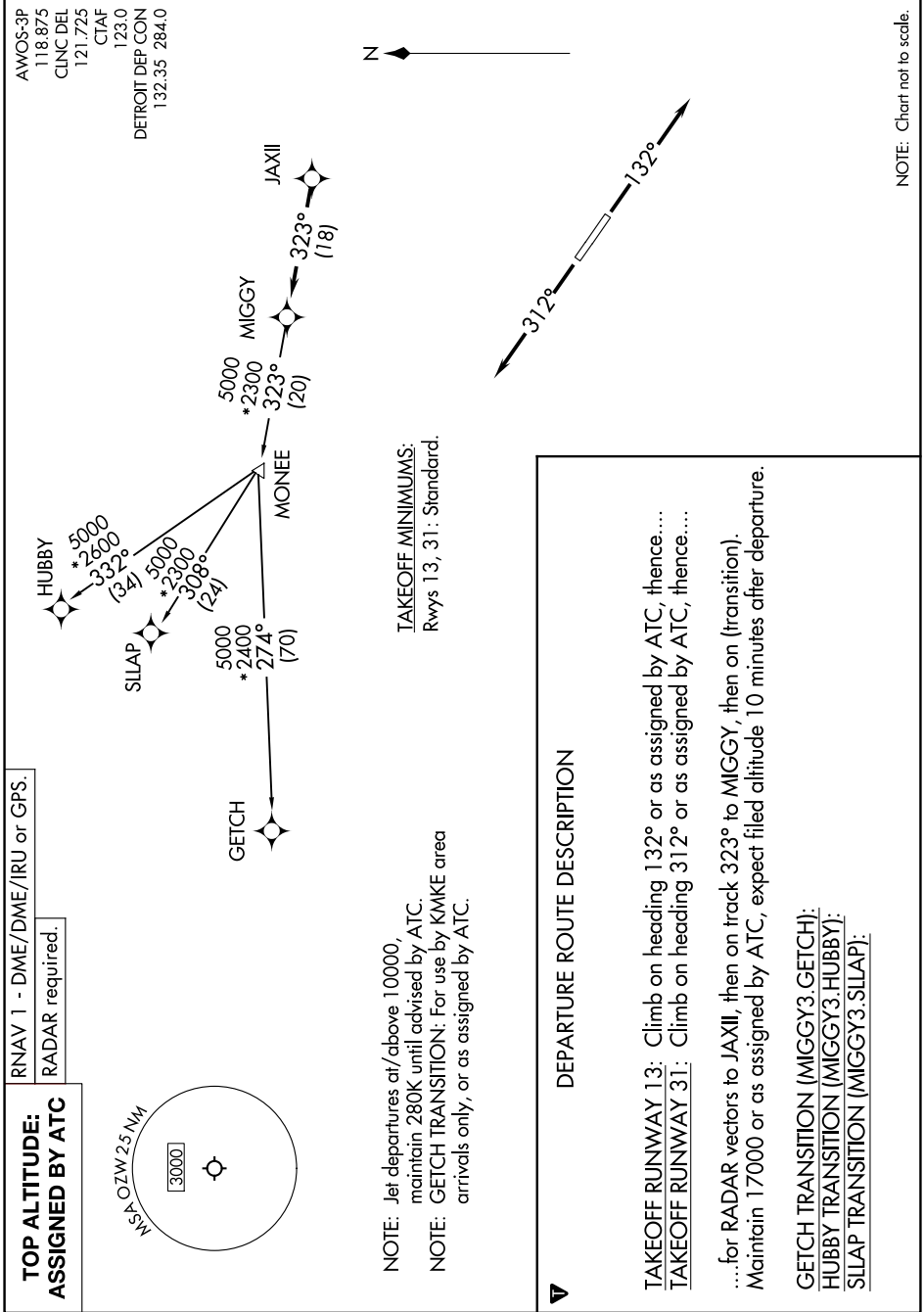
.....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

HOWELL, MICHIGAN

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)



EC-1, 03 SEP 2026 to 29 OCT 2026

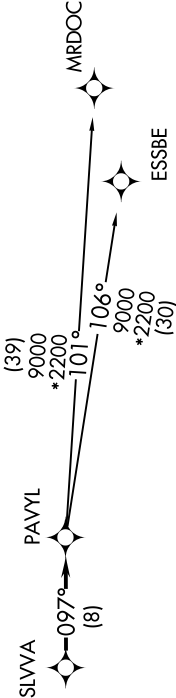
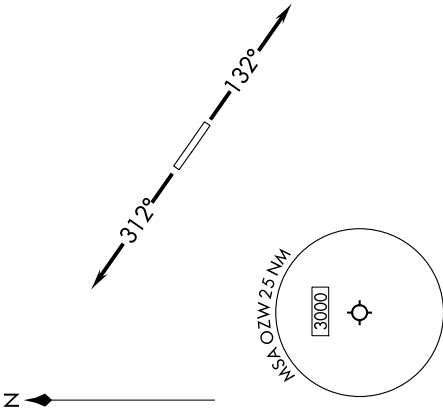


TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

AWOS-3P
118.875
CLNC DEL
121.725
CTAF
123.0
DETROIT DEP CON
132.35 284.0

NOTE: Jet departures at /above 10000,
maintain 280K until advised by ATC.



TAKEOFF MINIMUMS:
Rwys 13, 31: Standard.

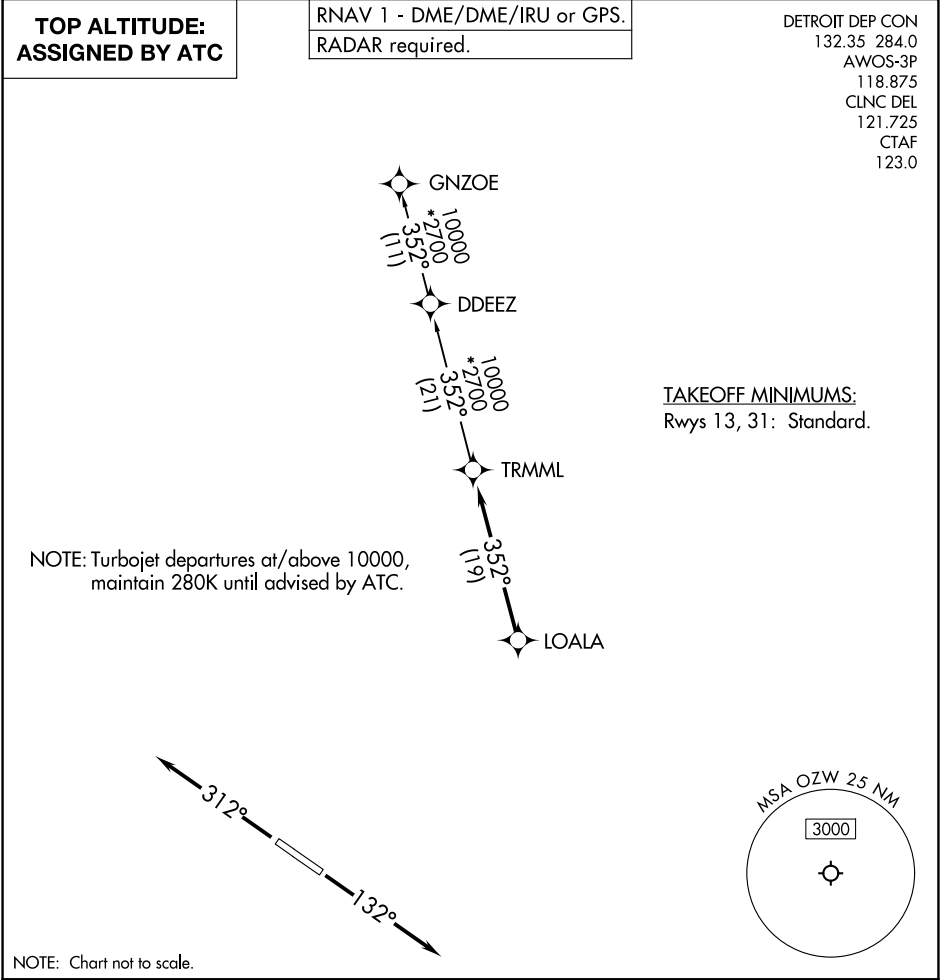
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence...
TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence...

....for RADAR vectors to SLVA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3 ESSBE):
MRDOC TRANSITION (PAVYL3 MRDOC):



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....

TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

....for RADAR vectors to LOALA, then on track 352° to TRMML, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GNZOE TRANSITION (TRMML4.GNZOE):

(ZETTR4.ZETTR) 26022

ZETTR FOUR DEPARTURE (RNAV)

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)

AL-5485 (FAA)

HOWELL, MICHIGAN

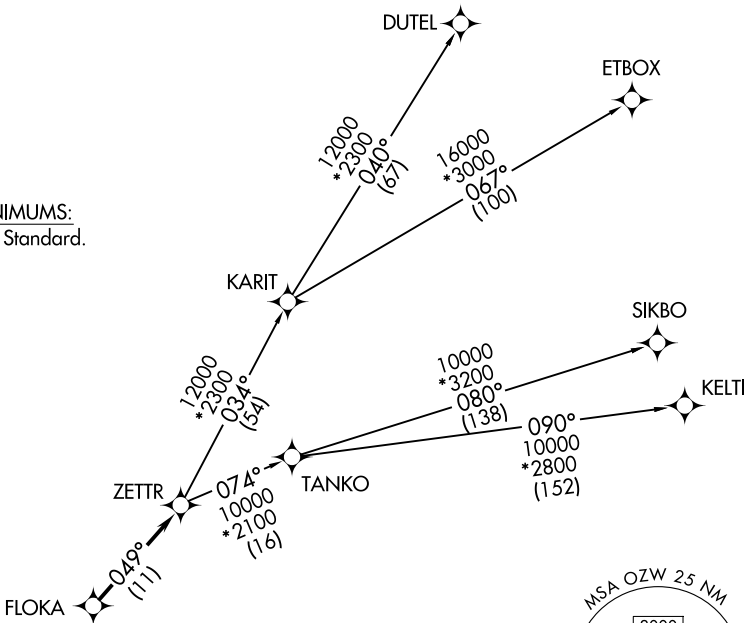
DETROIT DEP CON
132.35 284.0
AWOS-3P
118.875
CLNC DEL
121.725
CTAF
123.0

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 13, 31: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 132° or as assigned by ATC, thence....

TAKEOFF RUNWAY 31: Climb on heading 312° or as assigned by ATC, thence....

....for RADAR vectors to FLOKA, then on track 049° to ZETTR, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

DUTEL TRANSITION (ZETTR4.DUTEL):

ETBOX TRANSITION (ZETTR4.ETBOX):

KELTI TRANSITION (ZETTR4.KELTI):

SIKBO TRANSITION (ZETTR4.SIKBO):

TANKO TRANSITION (ZETTR4.TANKO):

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: TANKO Transition: For use by CYYZ area arrivals only, or as assigned by ATC.

NOTE: Chart not to scale.

ZETTR FOUR DEPARTURE (RNAV)

(ZETTR4.ZETTR) 16MAY24

HOWELL, MICHIGAN

LIVINGSTON COUNTY/SPENCER J HARDY (OZW)

WAAS CH 42544 W10A	APP CRS 096°	Rwy Ldg TDZE 814 Apt Elev 818
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RNAV (GPS) RWY 10
IONIA COUNTY (Y70)

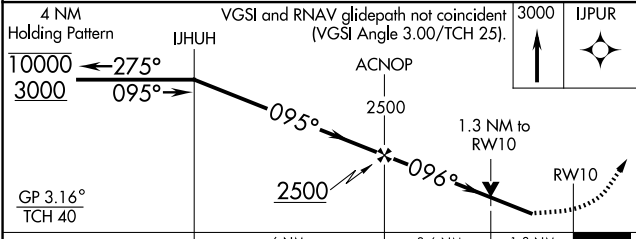
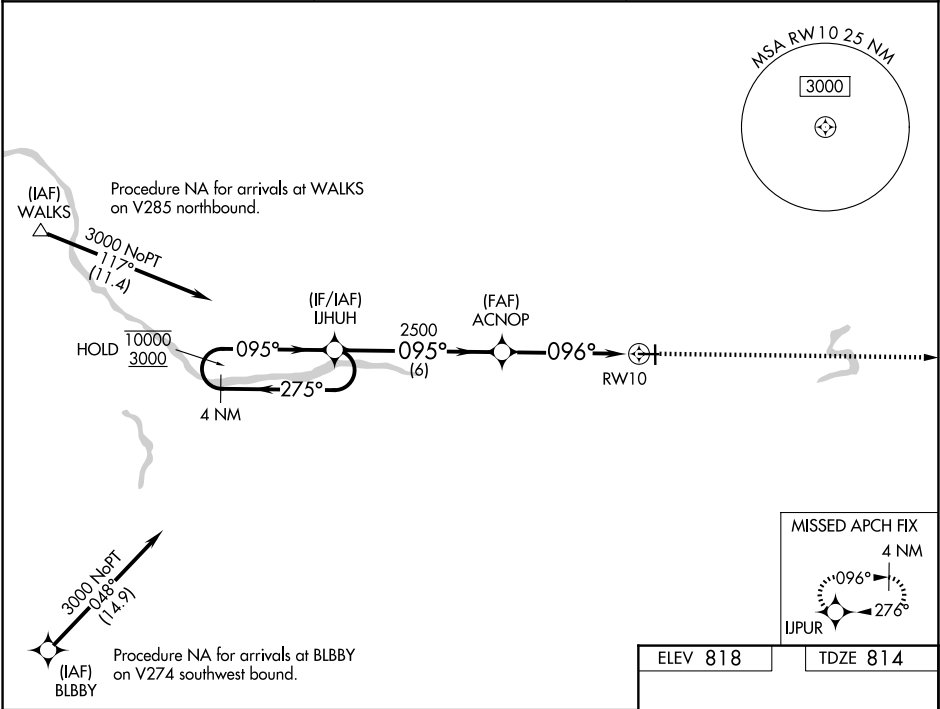
RNP APCH - GPS.

⚠

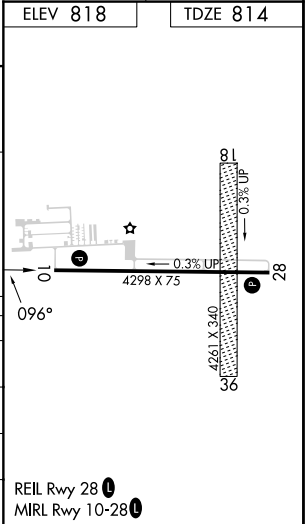
Circling NA to Rws 18 and 36. Rwy 10 helicopter visibility reduction below 3/4 SM NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct IJPUR and hold.

AWOS-3P 118.9	GREAT LAKES APP CON★ 118.65 226.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1064-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	1064-3/4	250 (300-3/4)		NA
LNAV MDA	1260-1	446 (500-1)	1260-1 3/8 446 (500-1 3/8)	NA
CIRCLING	1320-1	502 (600-1)	1340-1 1/2 522 (600-1 1/2)	NA



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

IONIA, MICHIGAN

AL-5486 (FAA)

26078

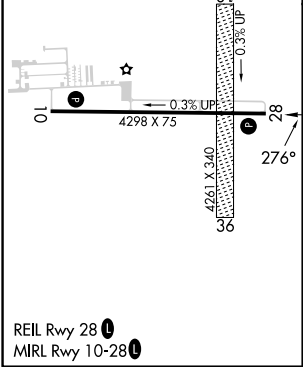
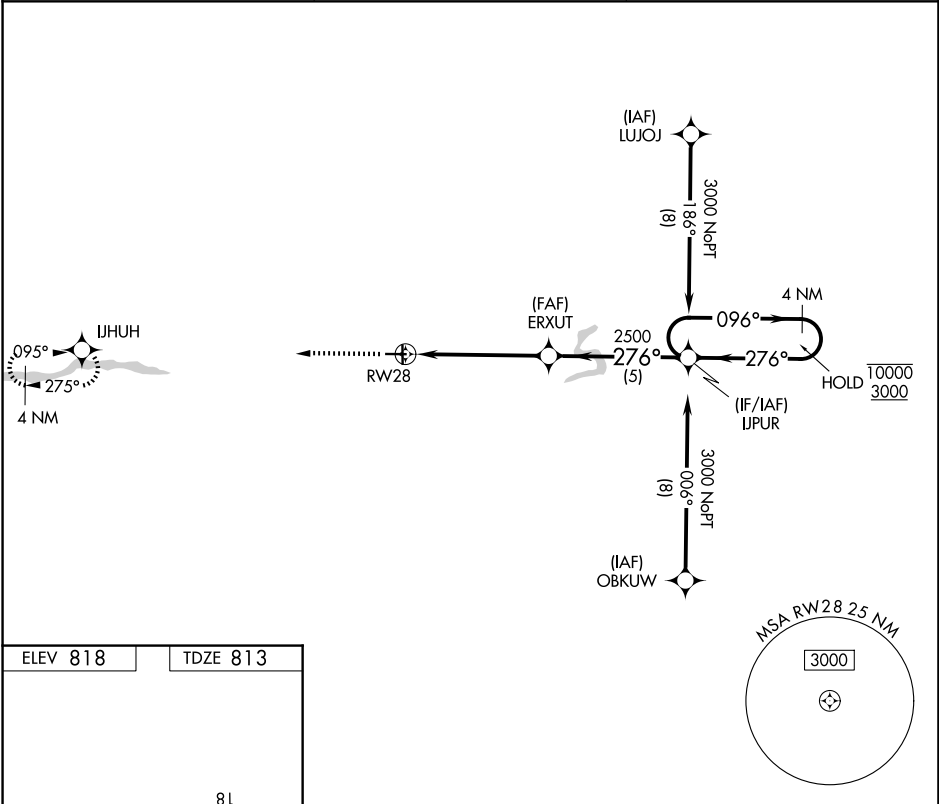
APP CRS 276°	Rwy Ldg TDZE Apt Elev	4298 813 818
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RNAV (GPS) RWY 28

IONIA COUNTY (Y70)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct IJHUH and hold.
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AWOS-3P 118.9	GREAT LAKES APP CON ★ 118.65 226.4	UNICOM 122.8 (CTAF) 0
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3000 ↑		IJHUH 		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).		4 NM Holding Pattern	
		RW28 1.3 NM to RW28		ERXUT 2500 3.05° TCH 40		IJPUR 096° 276° 10000 3000	
1.3		3.8 NM		5 NM			
CATEGORY	A		B		C		D
LNAV MDA	1240-1		427 (500-1)		1240-1¼ 427 (500-1¼)		NA
CIRCLING	1320-1		502 (600-1)		1340-1½ 522 (600-1½)		NA

IONIA, MICHIGAN
Amdt 1 02DEC21

42°56'N-85°04'W

IONIA COUNTY (Y70)

RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC I-IMT 111.5	APP CRS 010°	Rwy Ldg TDZE 1133 Apt Elev 1182
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ILS or LOC RWY 1

FORD (IMT)

DME required. RADAR required for procedure entry.

▼

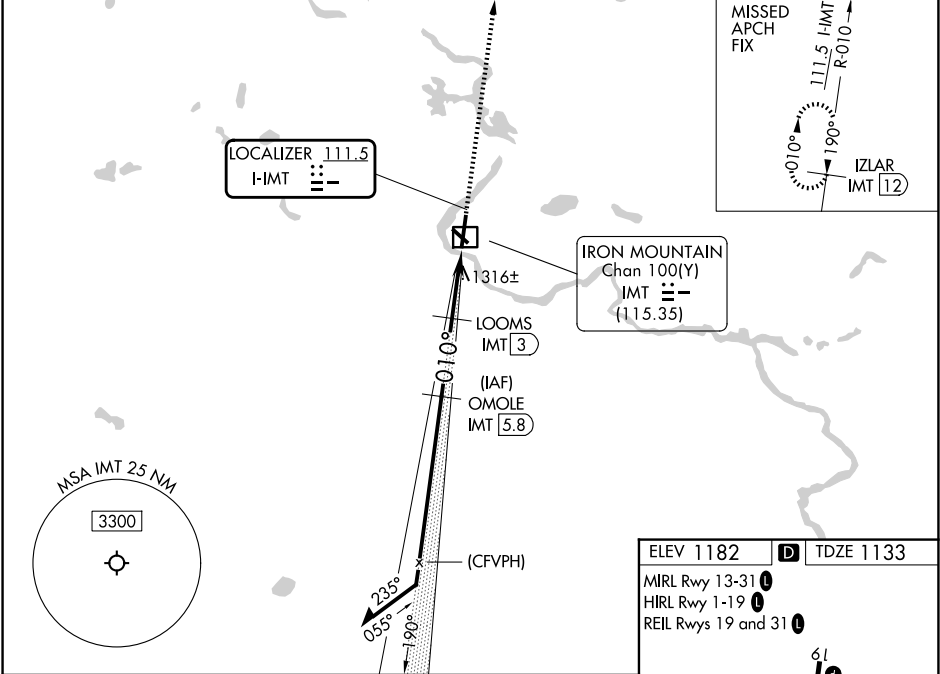
▲ NA

Circling Rwy 13, 31 NA at night. VDP NA when using ESC altimeter setting. Circling NA northeast of Rwy 19 and 31. DME from IMT DME. DME use requires simultaneous reception of I-IMT and IMT DME. When local altimeter setting not received, use ESC altimeter setting: increase S-ILS 1 DA to 1513 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 180 feet and S-LOC 1 visibility Cat C and D $\frac{1}{2}$ SM, and Circling visibility Cat C and D $\frac{3}{4}$ SM. For inop ALS when using ESC altimeter setting, increase S-ILS 1 all Cats visibility to 1 SM and S-LOC 1 Cats C and D visibility to $\frac{1}{4}$ SM.

MALS

MISSED APPROACH: Climb to 3400 on I-IMT LOC course (010°) to IZLAR/IMT 12 DME and hold.

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

OMOLE IMT 5.8

3100

190°

010°

2900

2000

2.8 NM

1.4 NM

1.2 NM

3400

IMT crs (010°)

IZLAR IMT 12

LOOMS IMT 3

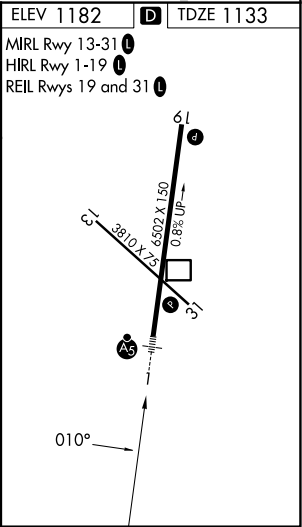
IMT 1.6

IMT 0.4

GS 2.98°

TCH 53

CATEGORY	A	B	C	D
S-ILS 1		1333- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 1	1580- $\frac{1}{2}$	447 (400- $\frac{1}{2}$)	1580- $\frac{7}{8}$	447 (400- $\frac{7}{8}$)
CIRCLING	1660-1 478 (500-1)	1760-1 578 (600-1)	1780-1 $\frac{1}{2}$ 598 (600-1 $\frac{1}{2}$)	1880-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)

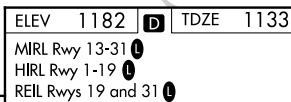
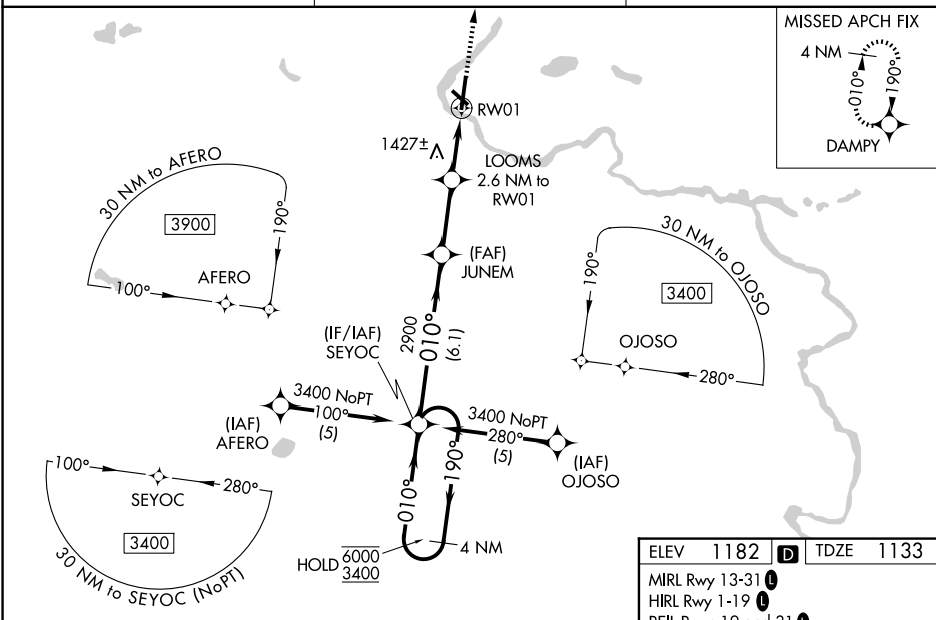


RNAV (GPS) RWY 1
FORD (IMT)

V Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA northeast of Rwy 19 and 31. Baro-VNAV and VDI NA when using ESC altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibilities to 1½ SM and LNAV Cats C and D visibility to 1¾ SM. When using ESC altimeter setting increase LPV all Cats visibilities to 1½ SM and LNAV Cats C and D visibilities to 2½ SM. When local altimeter setting not received, use ESC altimeter setting and increase LPV DA to 1563 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1940 feet and all visibilities ½ SM; increase all MDAs 180 feet and LNAV visibilities Cat B/C/D ½ SM, and Circling visibilities Cat B/C/D ¾ SM.

MISSED APPROACH:
Climb to 3400 direct
DAMPY and hold.

UNICOM
122.8 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	1383-1/2		250 (300-1/2)	
LNAV/ VNAV	DA	1760-13/8		627 (600-13/8)	
LNAV MDA		1760-1/2 627 (600-1/2)		1760-13/8 627 (600-13/8)	
CIRCLING		1760-1 578 (600-1)	1780-1 598 (600-1)	1780-13/4 598 (600-13/4)	1880-21/4 698 (700-21/4)

FORD (IMT)
RNAV (GPS) RWY 1

WAAS CH 58247 W19A	APP CRS 190°	Rwy Ldg TDZE Apt Elev	6376 1182 1182
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RNAV (GPS) RWY 19

FORD (IMT)

RNP APCH - GPS.

⚠

Circle NA northeast of Rws 19 and 31. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

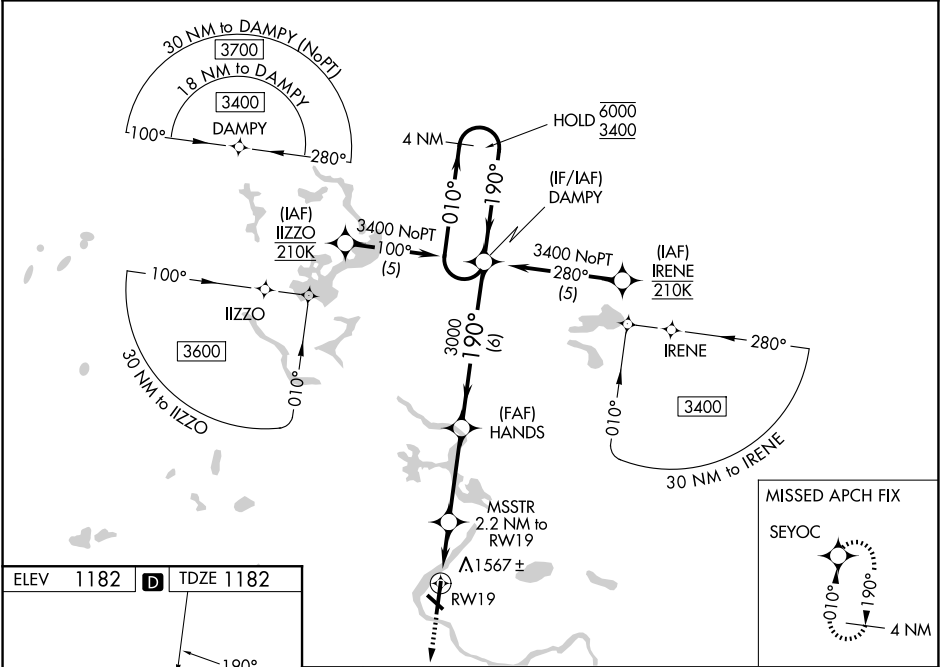
Circle Rwy 13, 31 NA at night. Baro-VNAV and VDP NA when using ESC altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

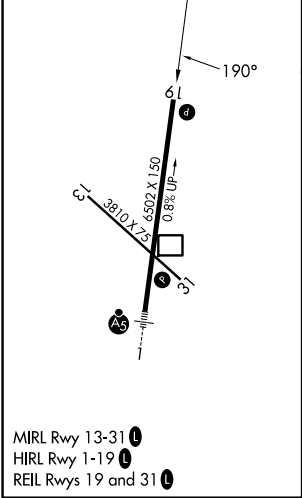
When local altimeter setting not received, use ESC altimeter setting and increase LPV DA to 1645 feet and all visibilities $\frac{3}{4}$ SM; increase LNAV/VNAV DA to 1883 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 180 feet and LNAV visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat C/D $\frac{3}{4}$ SM.

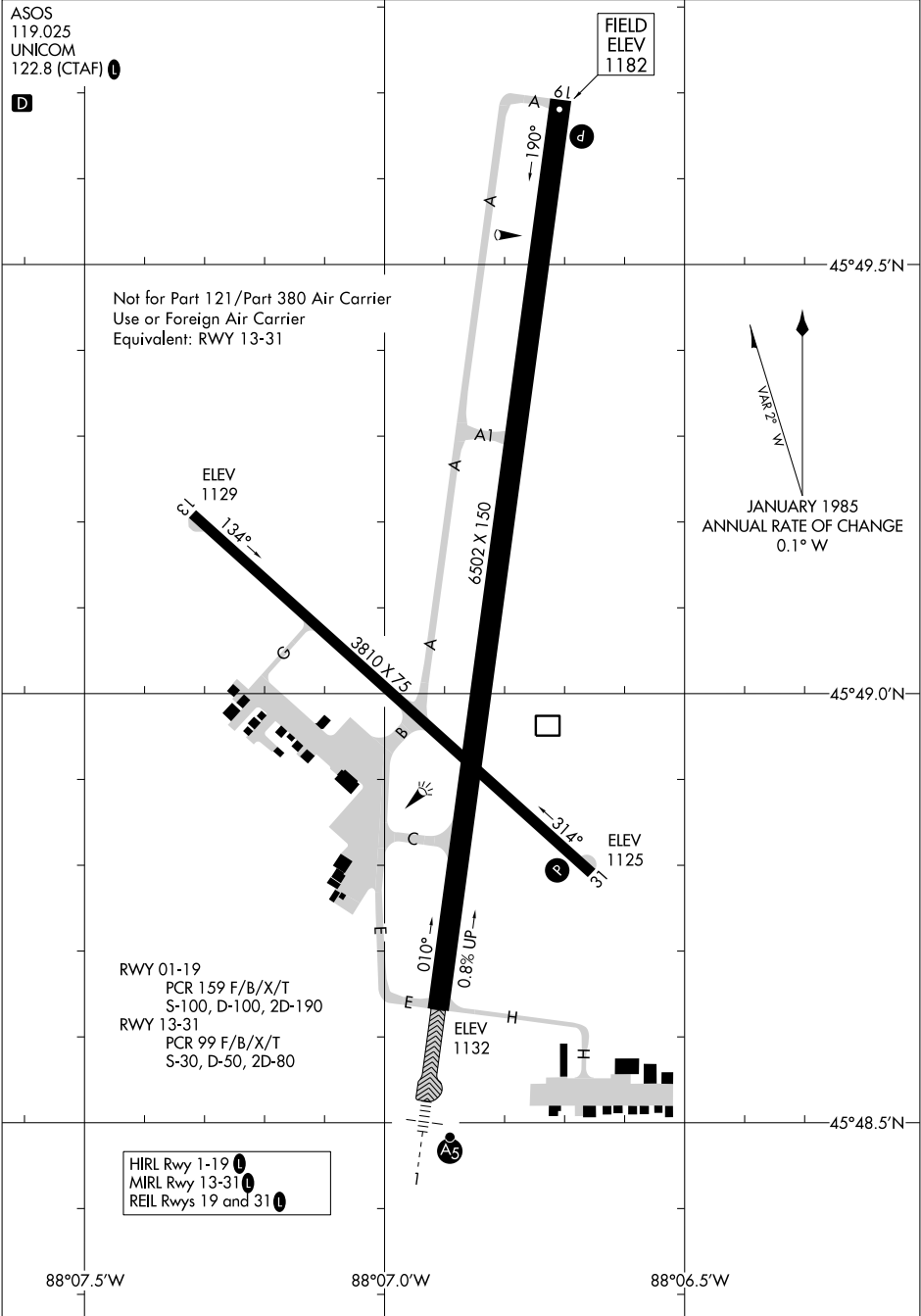
MISSED APPROACH:
Climb to 3400 direct
SEYOC and hold.

ASOS 119.025	MINNEAPOLIS CENTER 121.25 322.5	UNICOM 122.8 (CTAF) 0
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ELEV 1182	D	TDZE 1182
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LOC I-IWD
111.5

APP CRS
270°

Rwy Ldg
TDZE **1230**
Apt Elev **1230**

ILS or LOC RWY 27
GOGEBIC/IRON COUNTY (IWD)

▼

▲ NA

⊞ -26°C

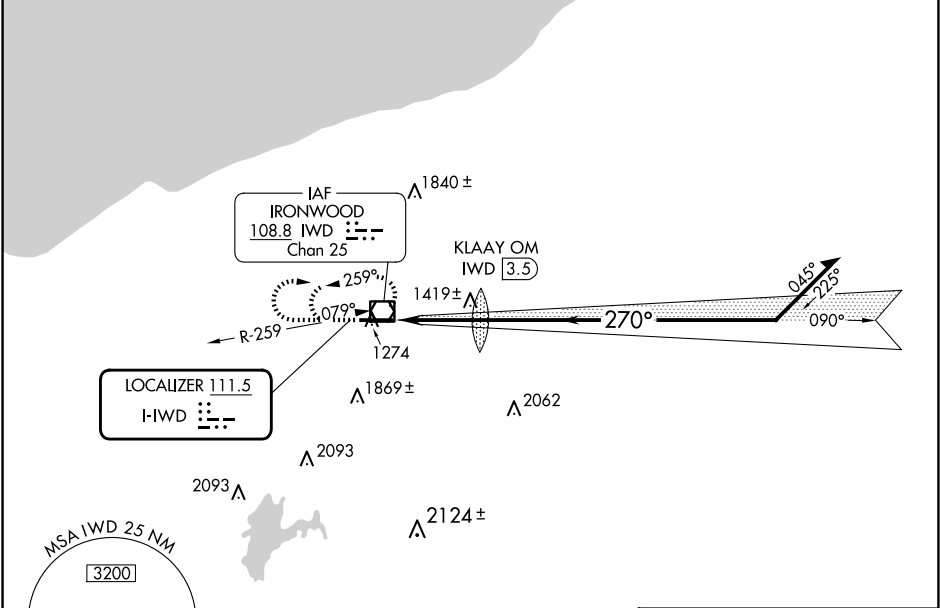
When local altimeter setting not received, use ASX altimeter setting: increase DA to 1562 feet; increase all MDAs 140 feet and S-LOC 27 visibility Cats C and D ½ SM and Circling visibility Cat B ¼ SM. For inop ALS when using ASX altimeter setting, increase S-ILS 27 all Cats visibility to 1 SM.

MALSR

⦿

MISSED APPROACH:
Climb to 3300 then right turn direct IWD VOR/DME and hold.

AWOS-3PT 125.175	MINNEAPOLIS CENTER 133.55	UNICOM 122.8 (CTAF)
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ELEV 1230 TDZE 1230

3300

IWD

↑

↶

⦿

IWD VOR/DME

090°

Remain within 15 NM of IWD VOR/DME

KLAAY OM IWD 3.5

2311

270°

3300

2800

2500*

*LOC only

GS 3.00° TCH 55

3.2 NM

CATEGORY	A	B	C	D
S-ILS 27	1430-½		200 (200-½)	
S-LOC 27	1720-½	490 (500-½)	1720-1	490 (500-1)
CIRCLING	2100-1¼	870 (900-1¼)	2200-3 970 (1000-3)	2220-3 990 (1000-3)

REIL Rwy 9

HIRL Rwy 9-27

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

Diagram showing the runway layout and approach path. Key features include:

- Runway 27 (6502 X 100)
- Altitude 1307
- Angle 270°

EC-1, 03 SEP 2026 to 29 OCT 2026

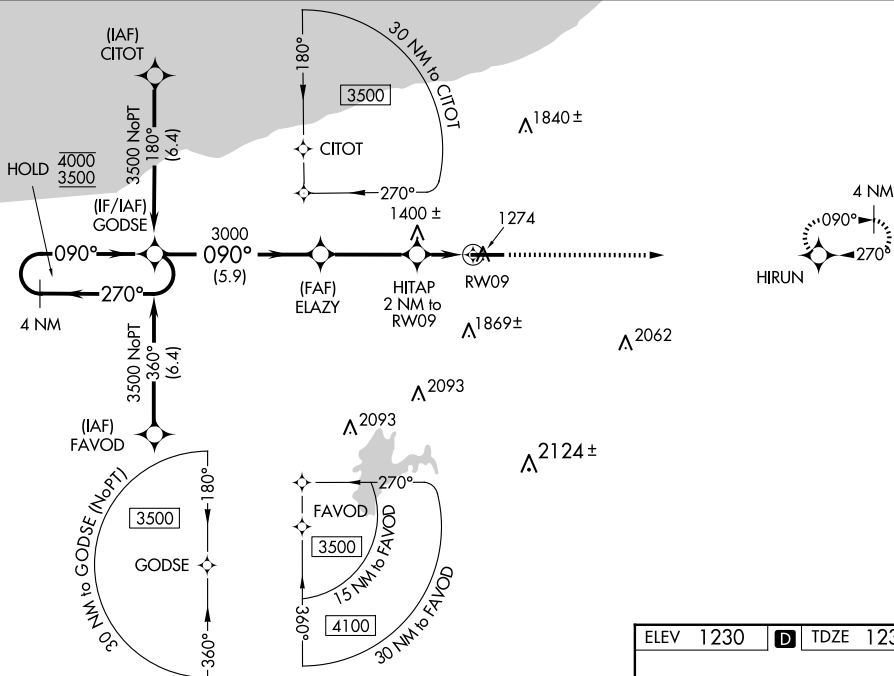
EC-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 9

GOGEBIC/IRON COUNTY (IWD)

 Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:
Climb to 3500 direct
HIRUN and hold.

UNICOM
122.8 (CTAF) **L**

4000
3500

GP 3.00°
TCH 47

ELAZY

UTAD

350
↑

HIRUN

1.2 NM to

RW09

RV

NIM →	12
-------	----

QW	1.2

--	--

4)

141

 $\frac{5}{8}$)

430

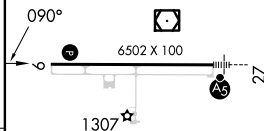
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2

3) 99

20°08'W

ELEV 1230	D	TDZE 1230
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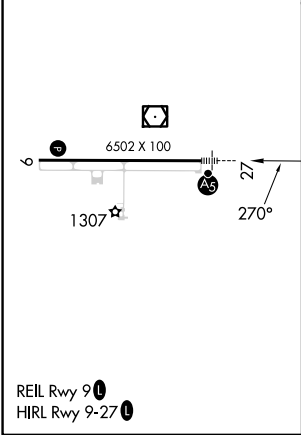
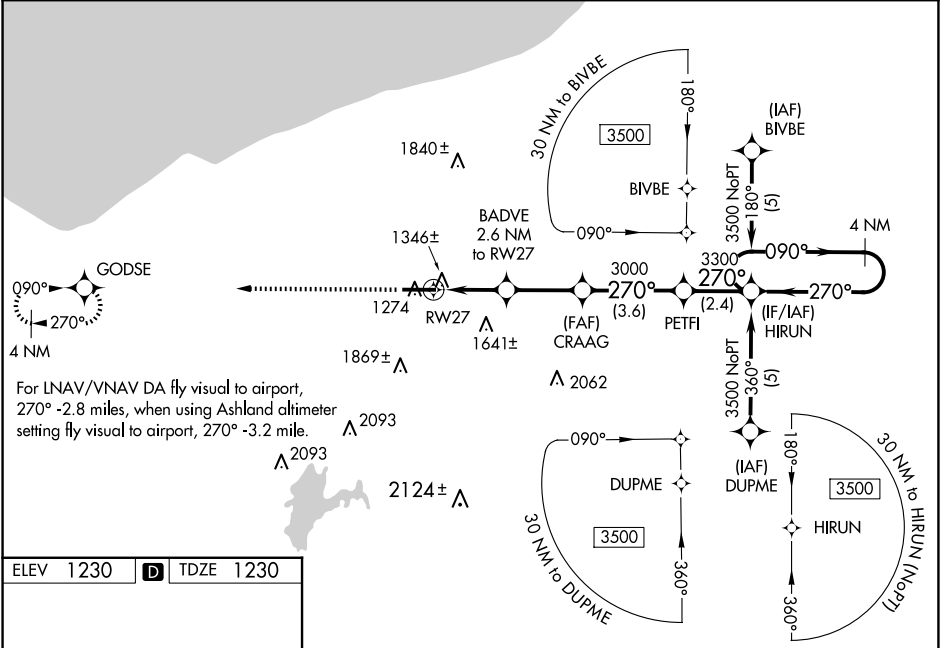
REIL Rwy 9 **L**
HIRL Rwy 9-27 **L**

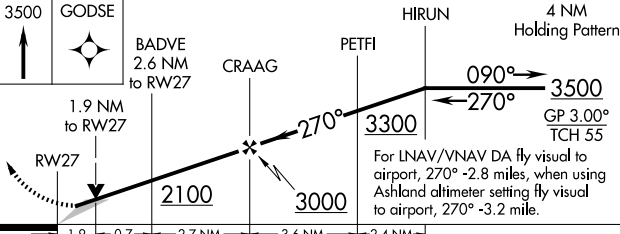
GOGEBIC/IRON COUNTY (IWD)
RNAV (GPS) RWY 9

WAAS CH 50212 W27A	APP CRS 270°	Rwy Ldg TDZE 1230 Apt Elev 1230
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RNAV (GPS) RWY 27
GOGEBIC/IRON COUNTY (IWD)

RNP APCH - GPS.			MALSRR AS	MISSED APPROACH: Climb to 3500 direct GODSE and hold.
Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM. Baro-VNAV and VDP NA when using ASX altimeter setting. When local altimeter setting not received, use ASX altimeter setting: increase LPV DA to 1562 feet; increase LNAV/VNAV DA to 2298 feet; increase all MDAs 140 feet and LNAV visibility Cats C/D ¾ SM and Circling visibility Cat B ¼ SM.				
AWOS-3PT 125.175	MINNEAPOLIS CENTER 133.55	UNICOM 122.8 (CTAF) 1		



3500 ↑	GODSE ✦	 Diagram illustrating the flight path and altitudes for the approach to RW27. The path starts at RW27 (1.9 NM to RW27), passes through BADVE (2.6 NM to RW27), CRAAG, PETFI, and HIRUN, and ends at a 3500 ft Holding Pattern. The path is divided into segments with altitudes of 2100, 3000, and 3500 ft. The final segment is a 4 NM Holding Pattern. The path is labeled with 090° and 270° turns. The final altitude is 3500 ft, GP 3.00°, TCH 55. The path is labeled with 1.9, 0.7, 2.7 NM, 3.6 NM, and 2.4 NM segments.				
CATEGORY		A		B	C	D
LPV DA		1430-1		200 (200-1)		
LNAV/VNAV DA		2166-2	936 (1000-2)	2166-2 ³ / ₄ 936 (1000-2 ³ / ₄)		2166-3 936 (1000-3)
LNAV MDA		1900-1	670 (700-1)	1900-1 ¹ / ₂		670 (700-1 ¹ / ₂)
CIRCLING		2100-1 ¹ / ₄	870 (900-1 ¹ / ₄)	2200-3 970 (1000-3)		2220-3 990 (1000-3)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, MICHIGAN

AL-861 (FAA)

26190

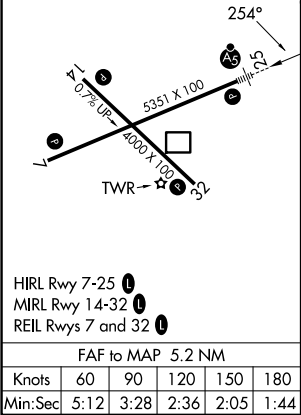
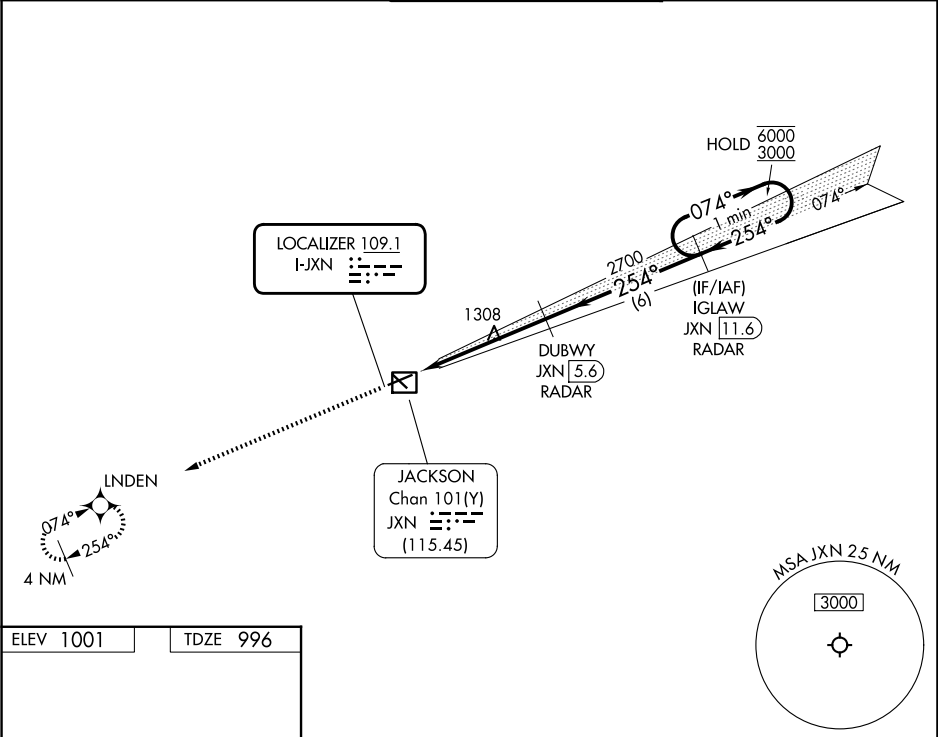
LOC I-JXN 109.1	APP CRS 254°	Rwy Ldg TDZE 5351 996 Apt Elev 1001
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ILS or LOC RWY 25

JACKSON COUNTY/REYNOLDS FLD (JXN)

RNAV-1 GPS required. RADAR required for procedure entry. DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 3000 direct LNDEN and hold.
	For inop ALS, increase S-LOC 25 Cat C/D visibility to 1¾ SM.		

ATIS 125.725	GREAT LAKES APP CON* 127.3 335.575	JACKSON TOWER* 128.475 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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3000		LNDEN		IGLAW JXN 11.6 RADAR		1 Minute Holding Pattern	
							
*LOC only.		*JXN 2.1		DUBWY JXN 5.6 RADAR			
							
JXN 0.4				2700		074° → 6000	
				2700		← 254° 3000	
1.8		3.4 NM		6 NM		GS 3.00° TCH 45	
CATEGORY	A		B		C		D
S-ILS 25	1196-½ 200 (200-½)						
S-LOC 25	1620-½ 624 (700-½)			1620-1¾ 624 (700-1¾)			
CIRCLING	1620-1 619 (700-1)			1660-1¾ 659 (700-1¾)		1660-2 659 (700-2)	

JACKSON, MICHIGAN
Amdt 1 26MAR20

42°16'N-84°28'W

JACKSON COUNTY/REYNOLDS FLD (JXN)
ILS or LOC RWY 25

EC-1, 03 SEP 2026 to 29 OCT 2026

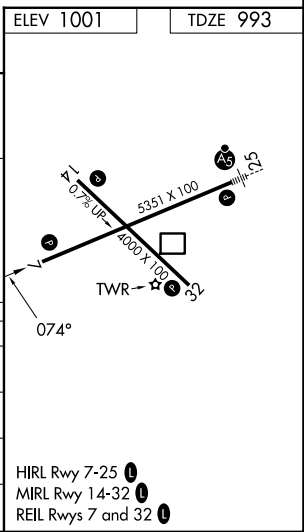
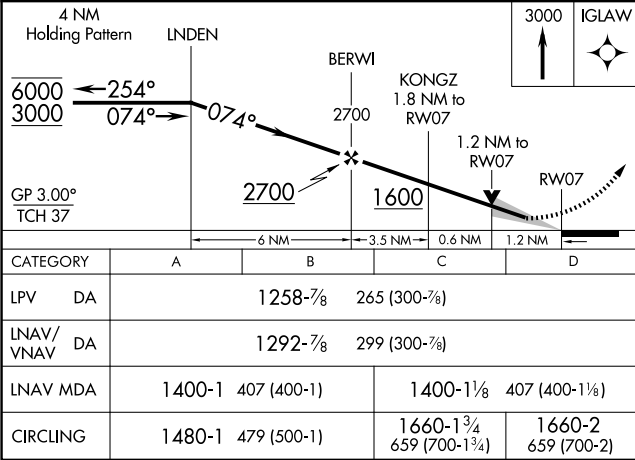
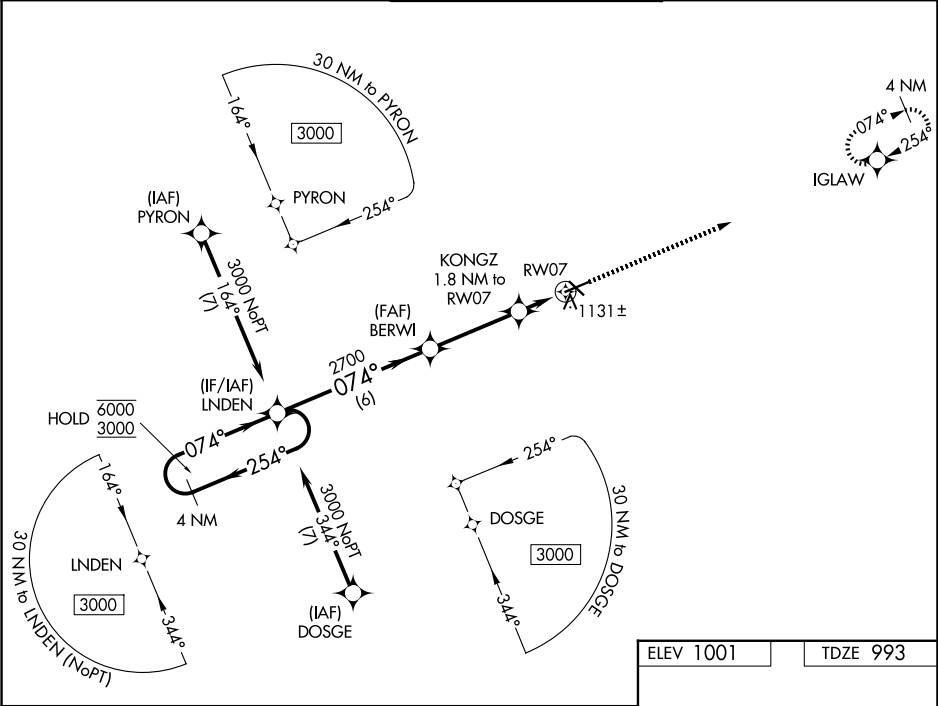
EC-1, 03 SEP 2026 to 29 OCT 2026

RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -23°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct IGLAW and hold.

ATIS 125.725	GREAT LAKES APP CON★ 127.3 335.575	JACKSON TOWER★ 128.475 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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JACKSON, MICHIGAN

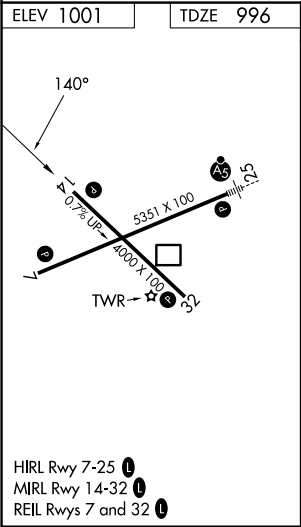
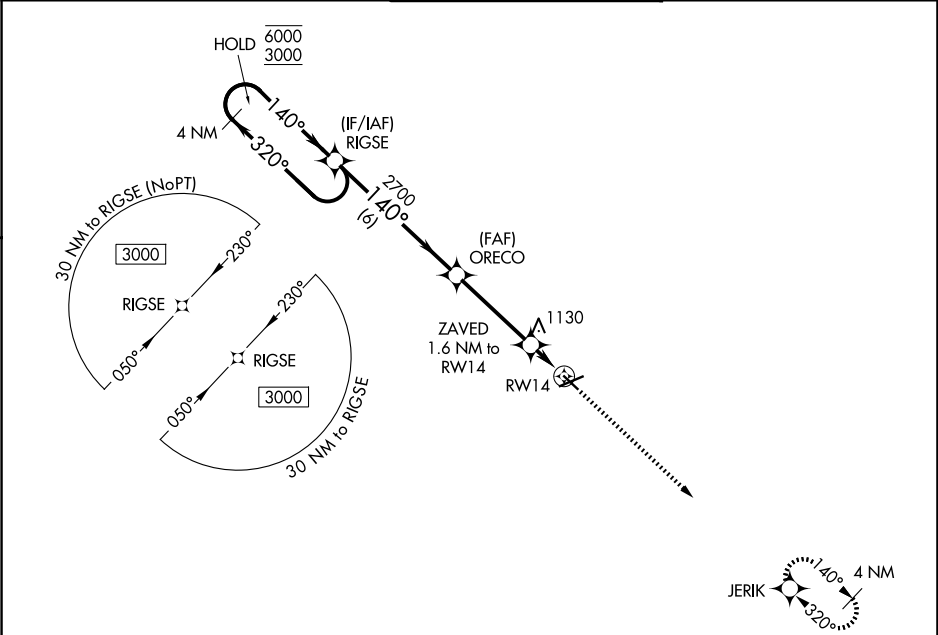
AL-861 (FAA)

26190

WAAS CH 86527 W14A	APP CRS 140°	Rwy Ldg TDZE 996 Apt Elev 1001
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RNAV (GPS) RWY 14
JACKSON COUNTY/REYNOLDS FLD (JXN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JERIK and hold.		
⚠ Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.				
ATIS 125.725	GREAT LAKES APP CON★ 127.3 335.575	JACKSON TOWER★ 128.475 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



ELEV 1001		TDZE 996	
HIRL Rwy 7-25 0		MIRL Rwy 14-32 0	
REIL Rwy 7 and 32 0			
CATEGORY	A	B	C
LPV DA	1345-1	349 (400-1)	
LNAV/VNAV DA	1463-1 3/8	467 (500-1 3/8)	
LNAV MDA	1380-1	384 (400-1)	1380-1 1/8 384 (400-1 1/8)
CIRCLING	1480-1	479 (500-1)	1660-1 3/4 659 (700-1 3/4) 1660-2 659 (700-2)

JACKSON, MICHIGAN
Amdt 2 23FEB23

JACKSON COUNTY/REYNOLDS FLD (JXN)
42°16'N-84°28'W
RNAV (GPS) RWY 14

EC-1, 03 SEP 2026 to 29 OCT 2026

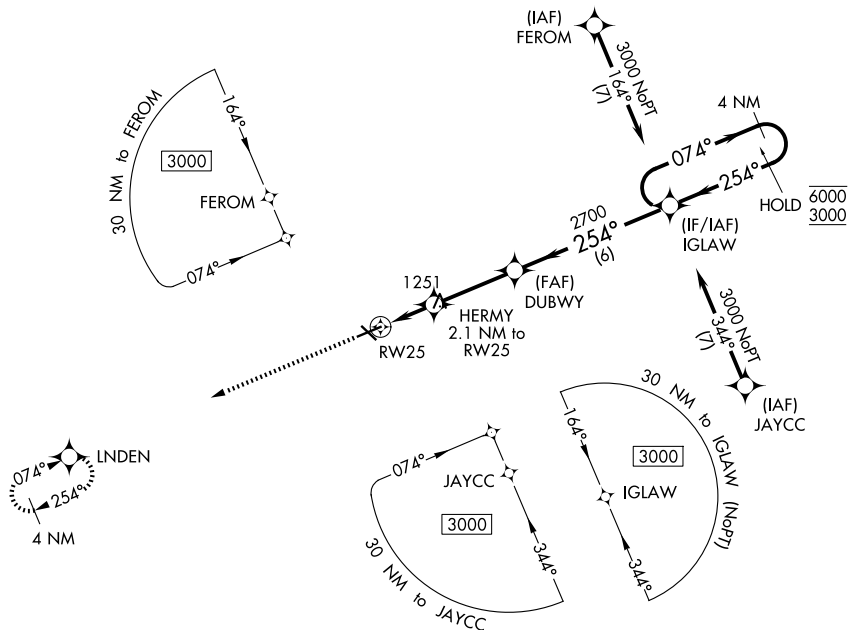
EC-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 25
JACKSON COUNTY/REYNOLDS FLD (JXN)

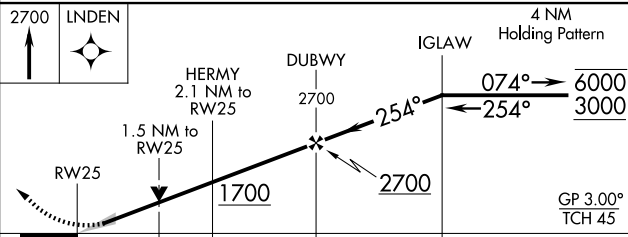
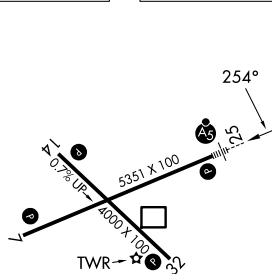
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{7}{8}$ SM.



MISSED APPROACH:
Climb to 2700 direct
LNDEN and hold.

UNICOM
122.95

TDZE 996



CATEGORY	A	B	C	D
LPV DA	1196-1/2 200 (200-1/2)			
RNAV/ VNAV DA	1279-1/2 283 (300-1/2)			
RNAV MDA	1520-1/2 524 (600-1/2)		1520-1 524 (600-1)	
CIRCLING	1520-1 519 (600-1)		1660-13/4 659 (700-13/4)	1660-2 659 (700-2)

JACKSON COUNTY/REYNOLDS FLD (JXN)
42°16'N - 84°28'W
RNAV (GPS) RWY 25

JACKSON, MICHIGAN

AL-861 (FAA)

26190

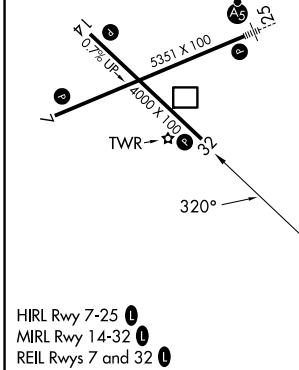
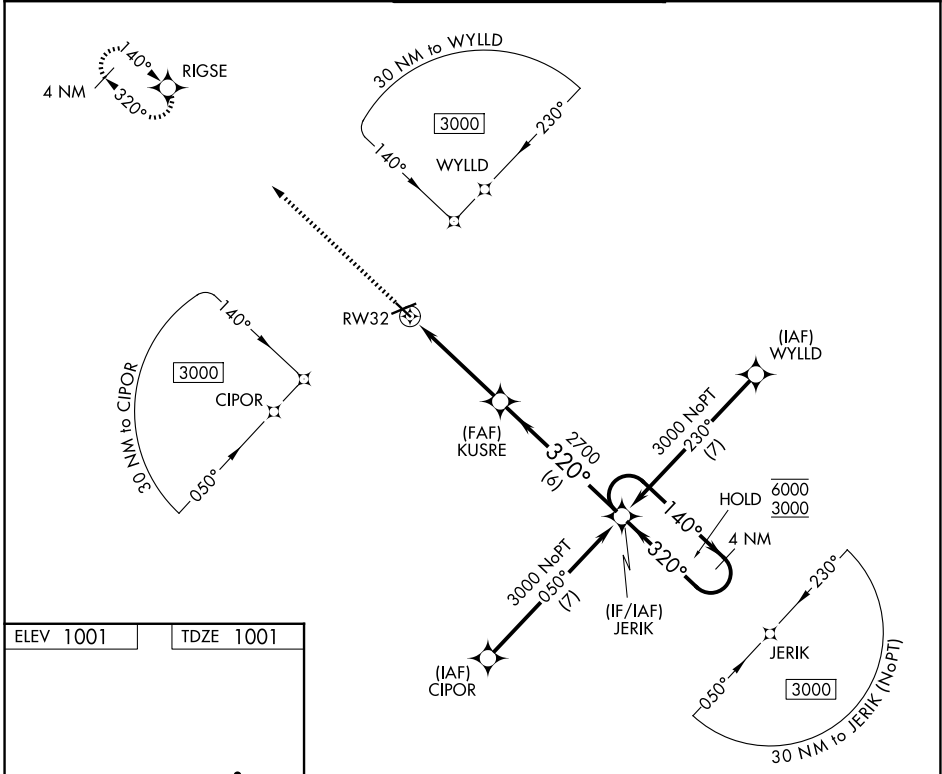
APP CRS	Rwy Ldg	4000
320°	TDZE	1001
	Apt Elev	1001

RNAV (GPS) RWY 32

JACKSON COUNTY/REYNOLDS FLD (JXN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct RIGSE and hold.
▼ ▲	Rwy 32 helicopter visibility reduction below ¾ SM NA.	

ATIS 125.725	GREAT LAKES APP CON★ 127.3 335.575	JACKSON TOWER★ 128.475 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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3000 ↑	RIGSE 	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).		4 NM Holding Pattern				
CATEGORY	A		B		C		D	
LNAV MDA	1560-1		559 (600-1)		1560-1 $\frac{1}{8}$		559 (600-1 $\frac{1}{8}$)	
CIRCLING	1560-1		559 (600-1)		1660-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$)		1660-2 659 (700-2)	

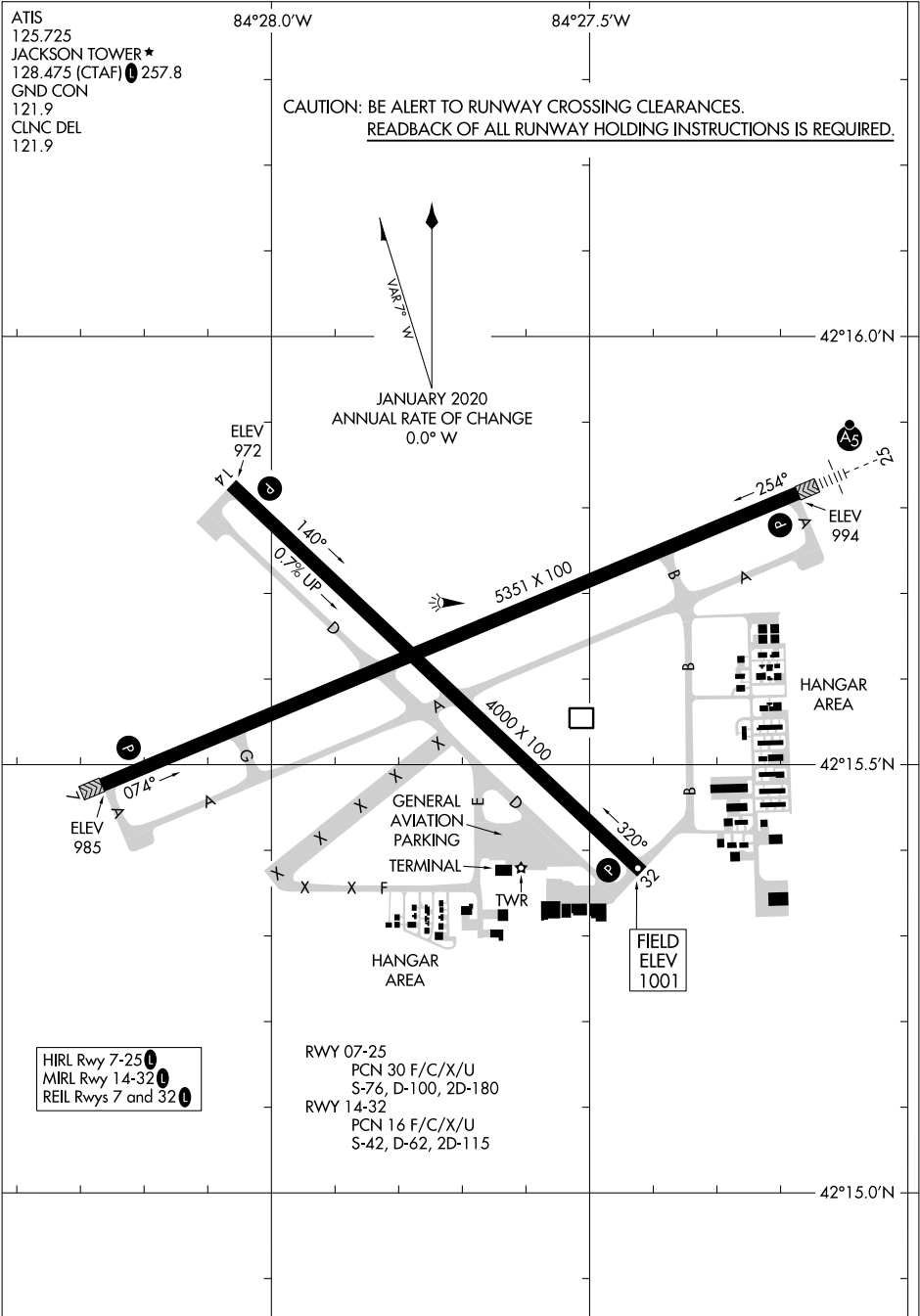
JACKSON, MICHIGAN
Amdt 1 23FEB23

42°16'N-84°28'W

JACKSON COUNTY/REYNOLDS FLD (JXN)
RNAV (GPS) RWY 32

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



KALAMAZOO, MICHIGAN

AL-717 (FAA)

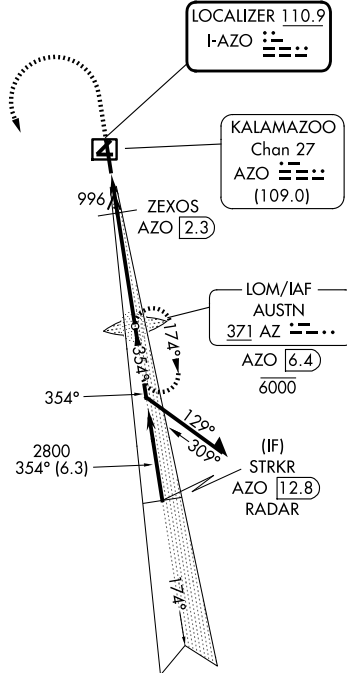
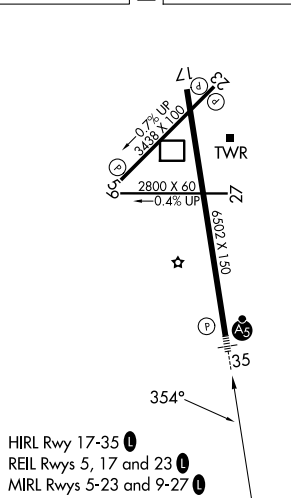
26078

LOC I-AZO 110.9	APP CRS 354°	Rwy Ldg TDZE Apt Elev	6502 868 874
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ILS or LOC RWY 35

KALAMAZOO/BATTLE CREEK INTL (AZO)

ADF required. DME required for LOC only. RADAR required for procedure entry.			MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct AUSTN LOM/AZO 6.4 DME and hold.	
NA DME from AZO DME. DME use requires simultaneous reception of I-AZO and AZO DME. Circling Rwy 5, 9, 23, 27 NA at night. When local altimeter setting not received, use BTL altimeter setting: increase S-ILS 35 DA to 1112 feet; increase all MDAs 60 feet and visibility S-LOC 35 Cats C/D to RVR 4500 and Circling visibility Cats C/D ¼ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Battle Creek altimeter setting).					
ATIS 127.25	GREAT LAKES APP CON ★ 121.2 239.25	KALAMAZOO TOWER ★ 118.3 (CTAF) 0 257.875	GND CON 121.9	UNICOM 122.95	

ELEV 874 **D** TDZE 868

HIRL Rwy 17-35 **1**
REIL Rwy 5, 17 and 23 **1**
MIRL Rwy 5-23 and 9-27 **1**

2000 ↑		2800 ↖	AUSTN LOM AZO [6.4]		AUSTN LOM AZO [6.4] 6000 2710 174° Remain within 10 NM		
↻		ZEXOS AZO [0.8]	ZEXOS AZO [2.3]	1400	2800 354°	2800 GS 3.00° TCH 53	
		1.5 NM		4.1 NM			
CATEGORY	A		B		C	D	
S-ILS 35*	1068/24 200 (200-½)						
S-LOC 35	1260/24 392 (400-½)		1260/35 392 (400-¾)				
CIRCLING	1340-1 466 (500-1)		1560-2 686 (700-2)		1560-2¼ 686 (700-2¼)		

KALAMAZOO, MICHIGAN

Amdt 24A 27NOV25

42°14'N-85°33'W

KALAMAZOO/BATTLE CREEK INTL (AZO)

ILS or LOC RWY 35

WAAS CH 56321 W05A	APP CRS 048°	Rwy Ldg TDZE Apt Elev	3438 874 874
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RNAV (GPS) RWY 5

KALAMAZOO/BATTLE CREEK INTL (AZO)

RNP APCH - GPS.

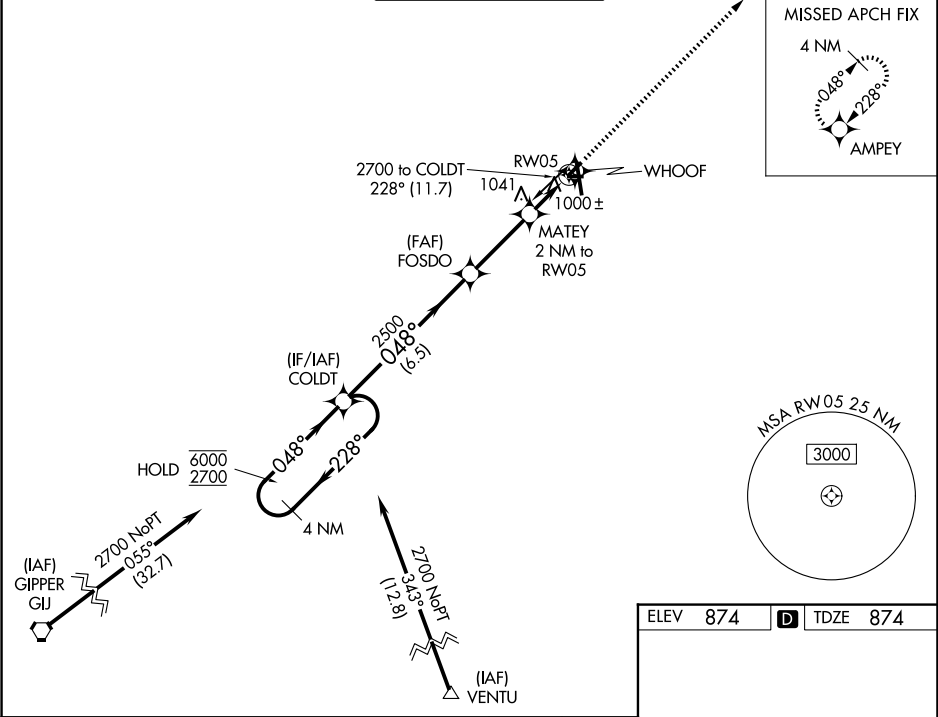
▼

▲

Rwy 5 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 5 NA at night, Circling Rwy 5, 9, 17, 23, 27 NA at night.

MISSED APPROACH: Climb to 3000 direct AMPEY and hold.

ATIS 127.25	GREAT LAKES APP CON ★ 121.2 239.25	KALAMAZOO TOWER ★ 118.3 (CTAF) 0 257.875	GND CON 121.9	UNICOM 122.95
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Visual Segment - Obstacles.				
4 NM Holding Pattern		COLDT	FOSDO	MATEY 2 NM to RW05
6000	2700	228°	048°	2500
		048°		1520
		6.5 NM	3 NM	2 NM
CATEGORY	A	B	C	D
LP MDA	1280-1	406 (500-1)	1280-1 1/8 406 (500-1 1/8)	NA
LNAV MDA	1300-1	426 (500-1)	1300-1 1/4 426 (500-1 1/4)	NA
CIRCLING	1340-1	466 (500-1)	1560-2 686 (700-2)	NA

ELEV 874 TDZE 874

HIRL Rwy 17-35
REIL Rwy 5, 17 and 23
MIRL Rwy 5-23 and 9-27

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

KALAMAZOO, MICHIGAN

AL-717 (FAA)

26190

WAAS CH 57933 W17A	APP CRS 174°	Rwy Ldg TDZE Apt Elev	6502 867 874
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RNAV (GPS) RWY 17

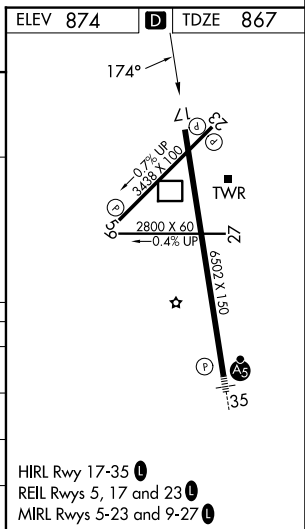
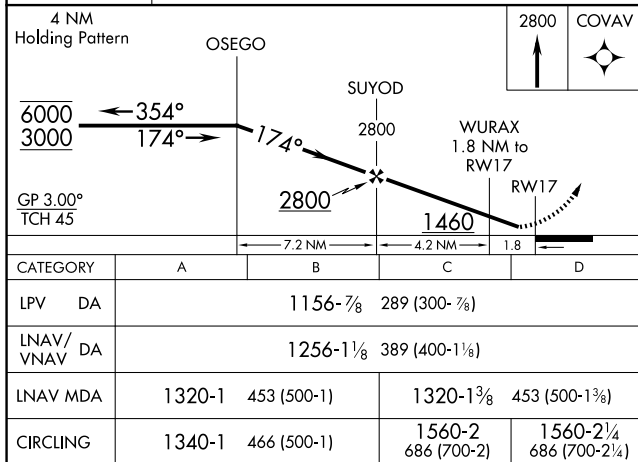
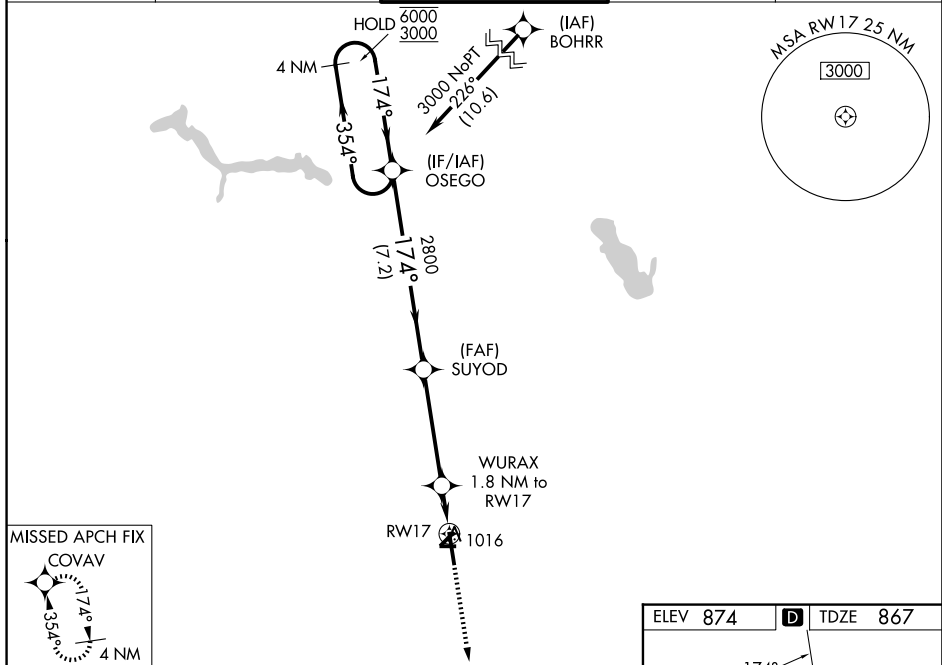
KALAMAZOO/BATTLE CREEK INTL (AZO)

RNP APCH - GPS.

⚠ Baro-VNAV NA when using BTL altimeter setting. Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Circling Rwy 5, 9, 23, 27 NA at night. When local altimeter setting not received, use BTL altimeter setting: increase LPV DA to 1198 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 1298 feet and all visibilities 1/2 SM; increase all MDAs 60 feet and Circling visibility Cat C/D 1/4 SM.

MISSED APPROACH:
Climb to 2800 direct COVAV and hold.

ATIS 127.25	GREAT LAKES APP CON ★ 121.2 239.25	KALAMAZOO TOWER ★ 118.3 (CTAF) 0 257.875	GND CON 121.9	UNICOM 122.95
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KALAMAZOO, MICHIGAN
Amdt 2 09JUL26

42°14'N-85°33'W

KALAMAZOO/BATTLE CREEK INTL (AZO)
RNAV (GPS) RWY 17

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

KALAMAZOO, MICHIGAN

AL-717 (FAA)

26190

WAAS CH 61102 W35A	APP CRS 354°	Rwy Ldg 6502 TDZE 868 Apt Elev 874
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RNAV (GPS) RWY 35
KALAMAZOO/BATTLE CREEK INTL (AZO)

RNP APCH - GPS.

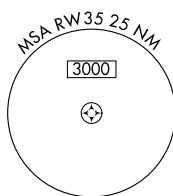
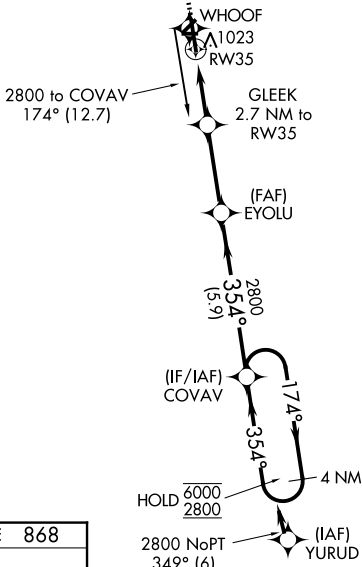
⚠ Circling Rwy 5, 9, 17, 23, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use BTL altimeter setting and increase LPV DA to 1112 feet; increase LNAV/VNAV DA to 1308 and all visibilities to RVR 4000. Increase all MDAs 60 feet and LNAV visibility Cats C and D to RVR 5000 and Circling visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using BTL altimeter setting. For inop ALS when using BTL altimeter setting, increase LNAV Cats C and D visibility to 1 ½ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using BTL altimeter setting).



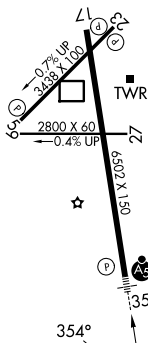
MISSED APPROACH:
Climb to 3000 direct
OSEGO and hold.

ATIS 127.25	GREAT LAKES APP CON * 121.2 239.25	KALAMAZOO TOWER * 118.3 (CTAF) 0 257.875	GND CON 121.9	UNICOM 122.95
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MISSED APCH FIX



ELEV **874** **D** TDZE **868**



HIRL Rwy 17-35 **Ⓛ**
REIL Rwy 5, 17 and 23 **Ⓛ**
MIRL Rwy 5-23 and 9-27 **Ⓛ**

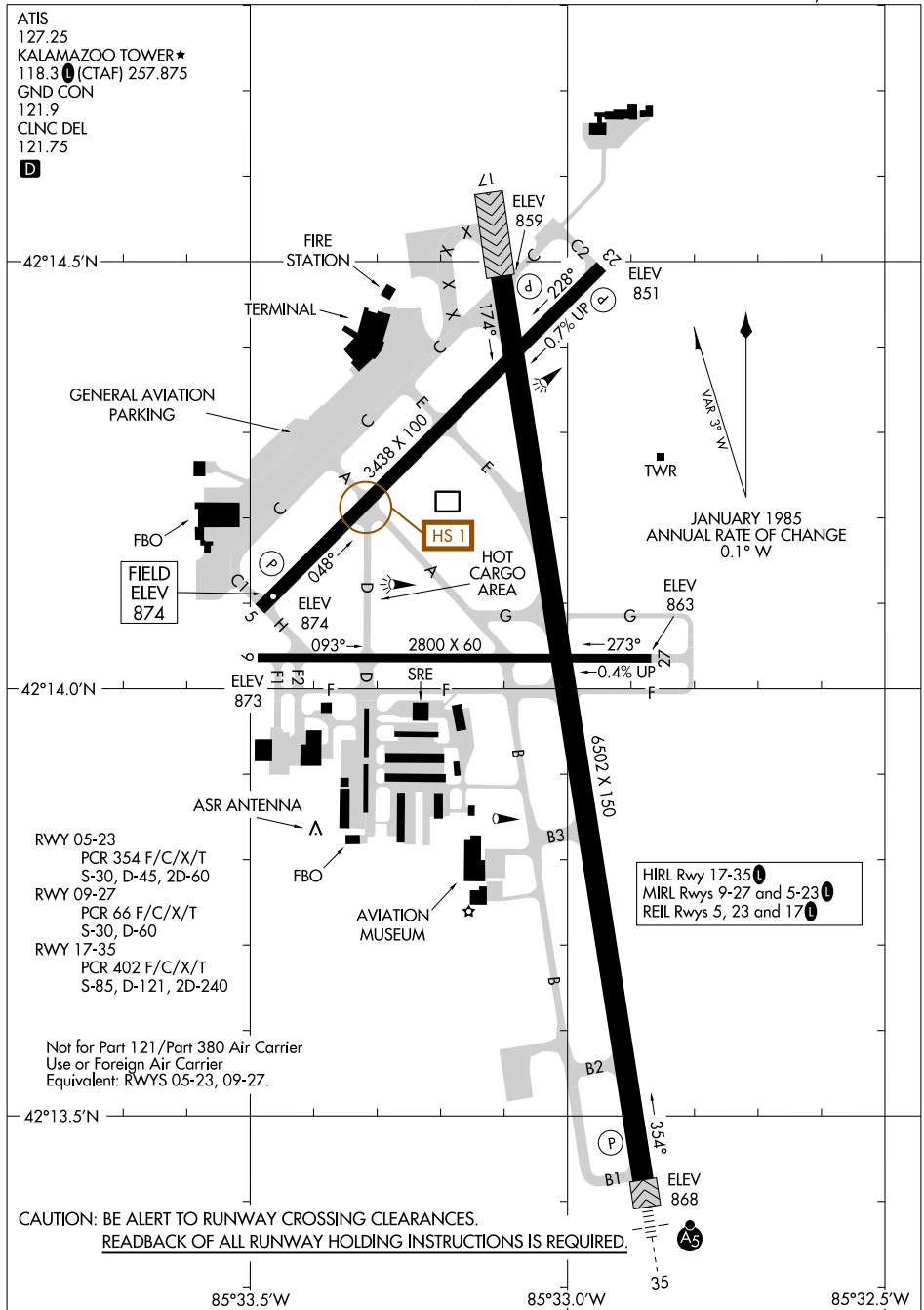
3000	OSEGO	EYOLU	COVAV	4 NM Holding Pattern
GLEEK 2.7 NM to RW35	1.1 NM to RW35	1780	2800	GP 3.00° TCH 53
1.1	1.6 NM	3.2 NM	5.9 NM	
CATEGORY	A	B	C	D
LPV DA *	1068/24		200 (200-½)	
LNAV/VNAV DA	1264/35		396 (400-¾)	
LNAV MDA	1280/24	412 (500-½)	1280/40	412 (500-¾)
CIRCLING	1340-1	466 (500-1)	1560-2 686 (700-2)	1560-2¼ 686 (700-2¼)

KALAMAZOO, MICHIGAN

Amdt 1A 27NOV25

42°14'N-85°33'W

KALAMAZOO/BATTLE CREEK INTL (AZO)
RNAV (GPS) RWY 35

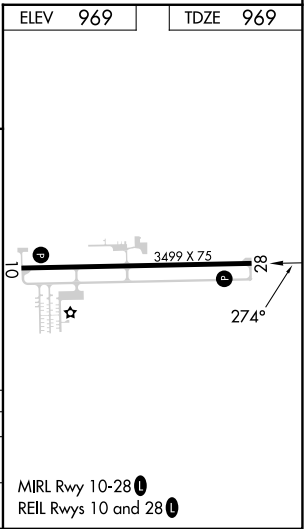
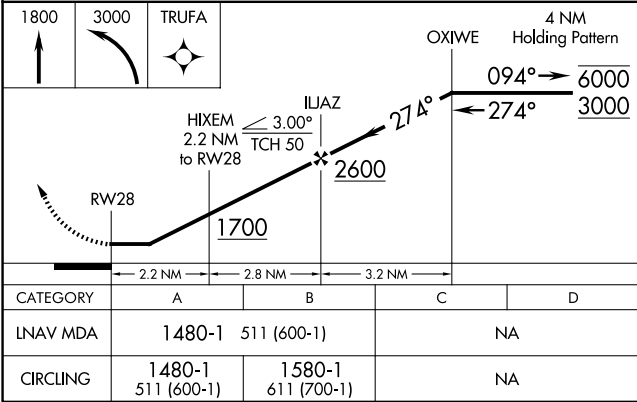
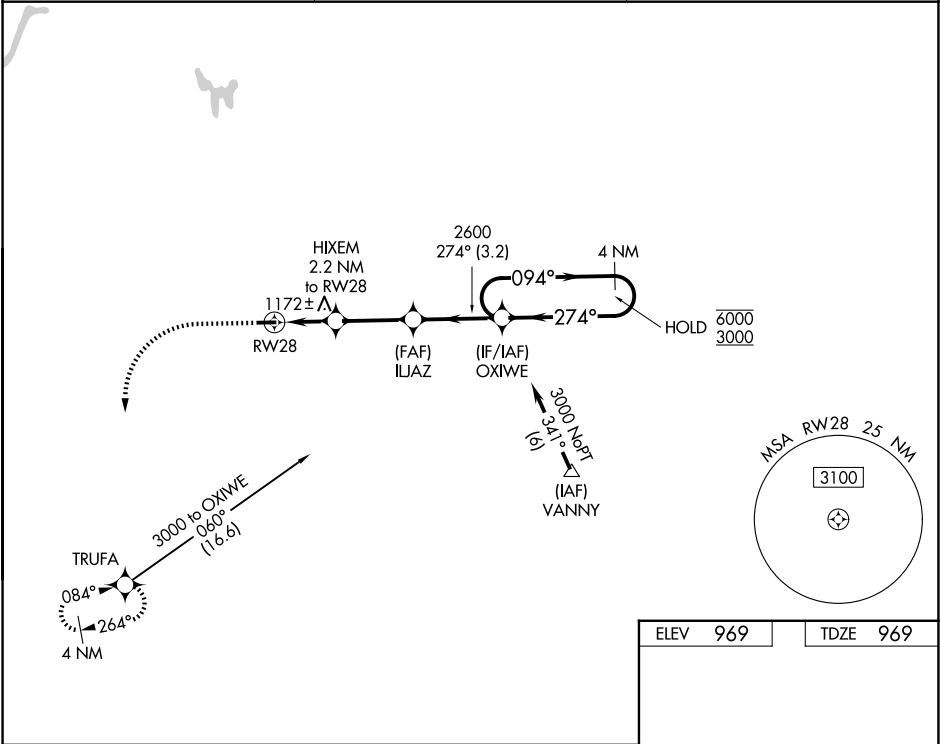


APP CRS	Rwy Ldg	3499
274°	TDZE	969
	Apt Elev	969

RNAV (GPS) RWY 28

LAKEVIEW/GRIFFITH FLD (13C)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct TRUFA and hold.
NA Procedure NA at night. Use Big Rapids altimeter setting; when not received, use Mount Pleasant altimeter setting and increase all MDAs 60 feet. Rwy 28 helicopter visibility reduction below 1 SM NA.	RQB AWOS-3P 125.875	GREAT LAKES APP CON * 124.6 257.6
	UNICOM 122.8 (CTAF) 0	



LAMBERTVILLE, MICHIGAN

AL-5811 (FAA)

26078

APP CRS	Rwy Ldg	N/A
004°	TDZE	N/A
	Apt Elev	671

RNAV (GPS)-A

TOLEDO SUBURBAN (DUH)

RNP APCH.

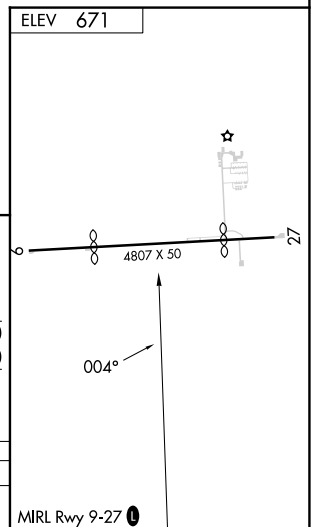
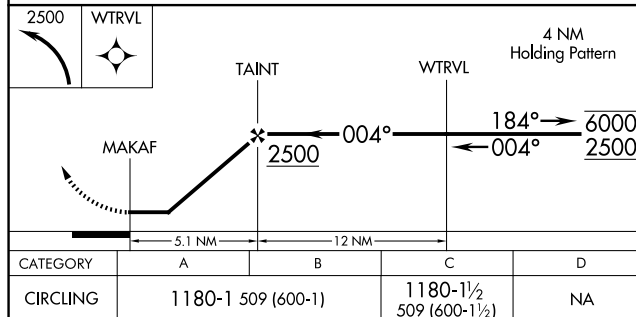
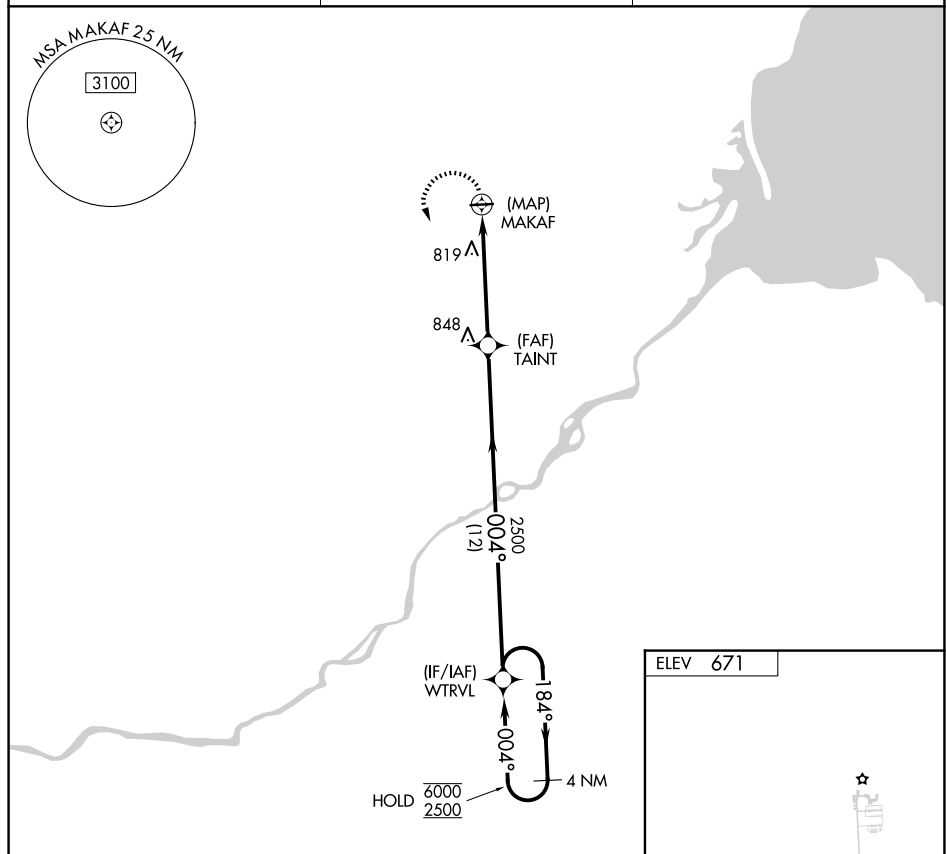
▼ Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct WTRVL and hold.

AWOS-3P
119.175

TOLEDO APP CON
126.1 317.55

UNICOM
122.7 (CTAF) 0



LAMBERTVILLE, MICHIGAN
Orig-A 03JAN19

41°44'N-83°39'W

TOLEDO SUBURBAN (DUH)
RNAV (GPS)-A

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC I-CPQ	APP CRS	Rwy Ldg	8506
<u>111.7</u>	096°	TDZE	861
		Apt Elev	861

ILS or LOC RWY 10R
CAPITAL REGION INTL (LAN)

RADAR required.

T Rwy 10R helicopter visibility reduction below RVR 4000 NA.
A For inop ALS, increase S-ILS 10R all Cats to RVR 4500 and S-LOC 10R Cats A/B to RVR 5500 and Cats C/D to 1 $\frac{3}{4}$ SM.

MALSR

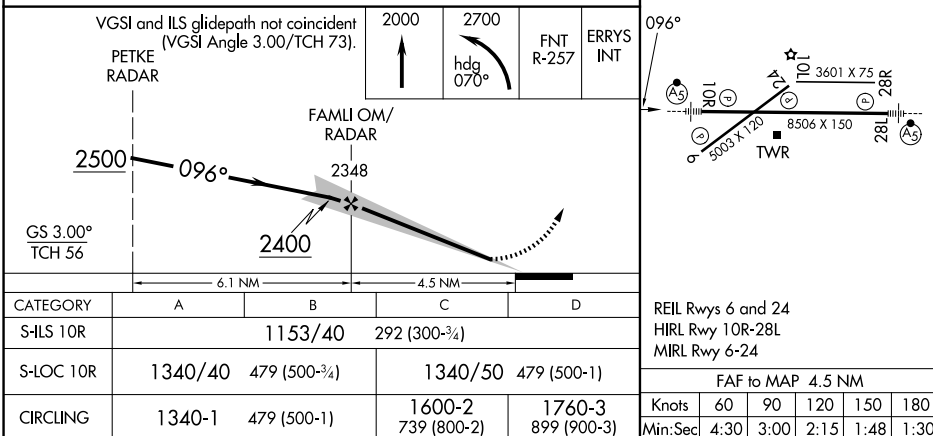
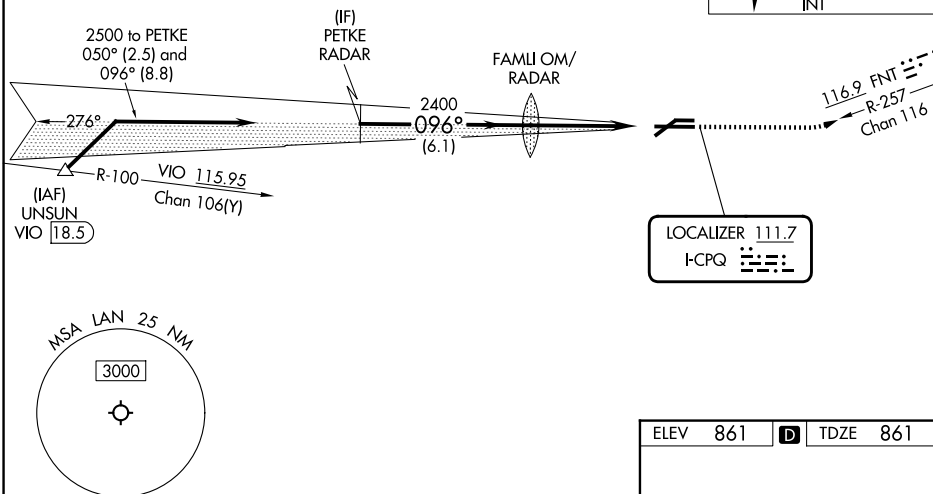
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 on heading 070° and on FNT VORTAC R-257 to ERRYS INT and hold.

ATIS
119.75

GREAT LAKES APP CON ★
118.65 226.4

LANSING TOWER
119.9 240.9

GND CON
121.9



LANSING, MICHIGAN
Amdt 11C 27NOV25

42°47'N-84°35'W

CAPITAL REGION INTL (LAN)
ILS or LOC RWY 10R

WAAS CH 82118 W06A	APP CRS 058°	Rwy Ldg TDZE Apt Elev	5002 859 861
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RNAV (GPS) RWY 6
CAPITAL REGION INTL (LAN)

RNP APCH.

T Circling Rwy 10L, 28R NA at night. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

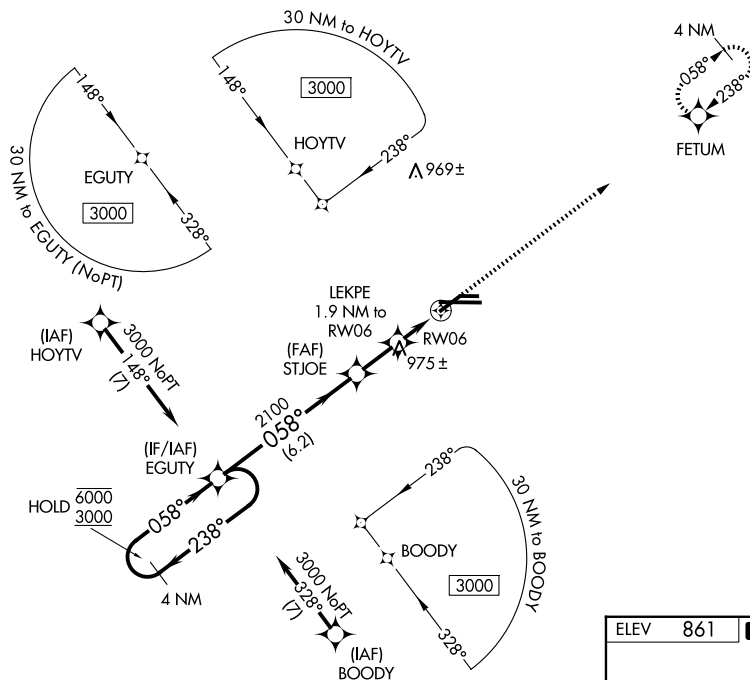
MISSED APPROACH:
Climb to 3000 direct
FETUM and hold.

ATIS
119.75

GREAT LAKES APP CON ★
118.65 226.4

LANSING TOWER
119.9 240.9

GND CON
121.9



4 NM
Holding Pattern

Holding Pattern

EGUTY

6000 ← 238°
3000 → 058°

GP 3.00°
TCH 40

3000 ↑	FETUM 
-----------	--

* LNAV only.

The schematic diagram illustrates the device structure with the following layers and dimensions:

- Top Layer:** 62 NM
- Second Layer:** 18 NM
- Third Layer:** 0.8 NM
- Bottom Layer:** 10

CATEGORY		A	B	C	D
LPV	DA	1109-3 $\frac{3}{4}$		250 (300-3 $\frac{3}{4}$)	
LNAV/ VNAV	DA	1260-1 $\frac{1}{8}$		401 (400-1 $\frac{1}{8}$)	
LNAV MDA		1220-1		361 (400-1)	
CIRCLING		1320-1 459 (500-1)	1380-1 519 (600-1)	1600-2 739 (800-2)	1760-3 899 (900-3)

ELEV	861	D	TDZE	859
------	-----	----------	------	-----

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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☆_

3601 X 75 3R

28 (P) $\frac{p}{p}$ (P) A5

8506 X 150

28 (A5)

[illegible]

058°

333

MIRL Rwy 6-24

HIRL Rwy 10R-28L
DEIL Rwy 10R-28L

LANSING, MICHIGAN

Amdt 1 25FEB21

42°47'N - 84°35'W

CAPITAL REGION INTL (LAN)

RNAV (GPS) RWY 6

LANSING, MICHIGAN

AL-224 (FAA)

25331

WAAS CH 61314 W10A	APP CRS 096°	Rwy Ldg TDZE 861 Apt Elev 861
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RNAV (GPS) RWY 10R
CAPITAL REGION INTL (L.A.N)

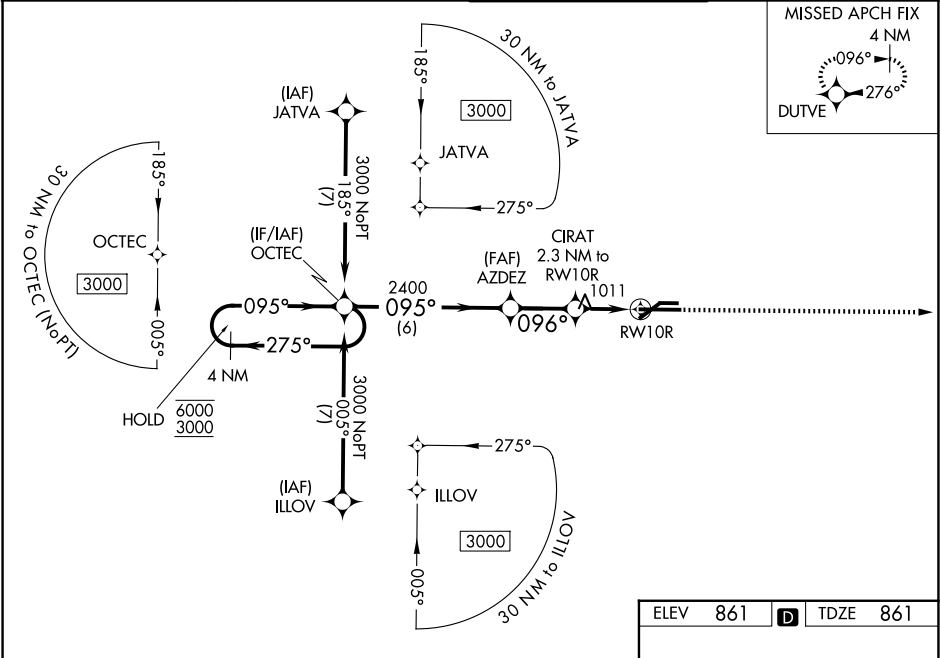
RNP APCH - GPS.

⚠ Circling Rwy 10L, 28R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 10R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cats A/B to RVR 5500 and Cats C/D to RVR 6000.

MALSR

MISSED APPROACH:
Climb to 3000 direct
DUTVE and hold.

ATIS 119.75	GREAT LAKES APP CON ★ 118.65 226.4	LANSING TOWER 119.9 240.9	GND CON 121.9
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		3000	DUTVE
GP 3.00° TCH 56		OCTEC		AZDEZ	CIRAT
6000 ← 275°		2400		2.3 NM to RWY10R	1 NM to RWY10R
3000 → 095°		2400		1640	
		6 NM		2.3 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA		1153/40	292 (300-¾)		
LNAV/VNAV DA		1245/40	384 (400-¾)		
LNAV MDA		1280/40	419 (500-¾)		
CIRCLING	1320-1 459 (500-1)	1340-1 479 (500-1)	1600-2 739 (800-2)	1760-3 899 (900-3)	

LANSING, MICHIGAN
Amdt 1A 27NOV25

42°47'N-84°35'W

CAPITAL REGION INTL (L.A.N)
RNAV (GPS) RWY 10R

MIRL Rwy 6-24
HIRL Rwy 10R-28L
REIL Rwy 6 and 24

EC-1, 03 SEP 2026 to 29 OCT 2026

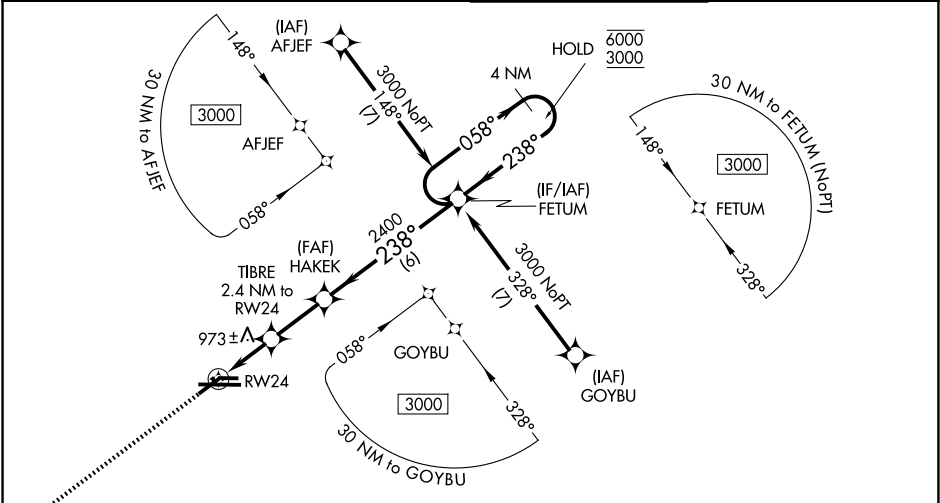
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50413 W24A	APP CRS 238°	Rwy Ldg TDZE Apt Elev	5002 857 861
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RNAV (GPS) RWY 24
CAPITAL REGION INTL (LAN)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct EGUTY and hold.
Circling Rwy 10L, 28R NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.	

ATIS 119.75	GREAT LAKES APP CON ★ 118.65 226.4	LANSING TOWER 119.9 240.9	GND CON 121.9
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ELEV 861 **D** TDZE 857

MISSED APCH FIX
EGUTY
058° 238°
4 NM

3000	EGUTY	4 NM Holding Pattern
*LNAV only		
*1.1 NM to RW24		
TIBRE 2.4 NM to RW24		
HAKEK 2400		
FETUM		
GP 3.00° TCH 42		

CATEGORY	A	B	C	D
LPV DA	1162-7/8 305 (400-7/8)			
LNAV/VNAV DA	1286-1¼ 429 (500-1¼)			
LNAV MDA	1240-1 383 (400-1)		1240-1½ 383 (400-1½)	
CIRCLING	1320-1 459 (500-1)	1380-1 519 (600-1)	1600-2 739 (800-2)	1760-3 899 (900-3)

LANSING, MICHIGAN

AL-224 (FAA)

25331

WAAS CH 40414 W28A	APP CRS 276°	Rwy Ldg TDZE Apt Elev	8506 852 861
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RNAV (GPS) RWY 28L

CAPITAL REGION INTL (L.A.N)

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. Circling Rwy 10L, 28R NA at night.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct OCTEC and hold.

ATIS 119.75	GREAT LAKES APP CON ★ 118.65 226.4	LANSING TOWER 119.9 240.9	GND CON 121.9
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MISSED APCH FIX

095°

275°

OCTEC

4 NM

3000

DUTVE

186°

006°

30 NM to DUTVE

4 NM

096°

276°

(IF/IAF) DUTVE

2400 276° (5.9)

(FAF) BURYE

RW28L

3100

DUTVE

186°

090°

30 NM to DUTVE (If/IAF)

1.5 NM to DUTVE

ELEV 861

D

TDZE 852

3000

OCTEC

276°

3601 X 75

28R

10R

5003 X 120

TWR

8506 X 150

28L

1.3

3.4 NM

5.9 NM

3000

DUTVE

4 NM Holding Pattern

096°

276°

3000

GP 3.00° TCH 53

* LNAV only.

* 1.3 NM to RW28L

BURYE

2400

RW28L

CATEGORY	A	B	C	D
LPV DA #	1052/24 200 (200-½)			
LNAV/VNAV DA	1174/28 322 (400-⅝)			
LNAV MDA	1300/24	448 (500-½)	1300/45	448 (500-⅞)
CIRCLING	1380-1	519 (600-1)	1600-2 739 (800-2)	1760-3 899 (900-3)

REIL Rwys 6 and 24

HIRL Rwy 10R-28L

MIRL Rwy 6-24

LANSING, MICHIGAN
Amdt 1A 07DEC17

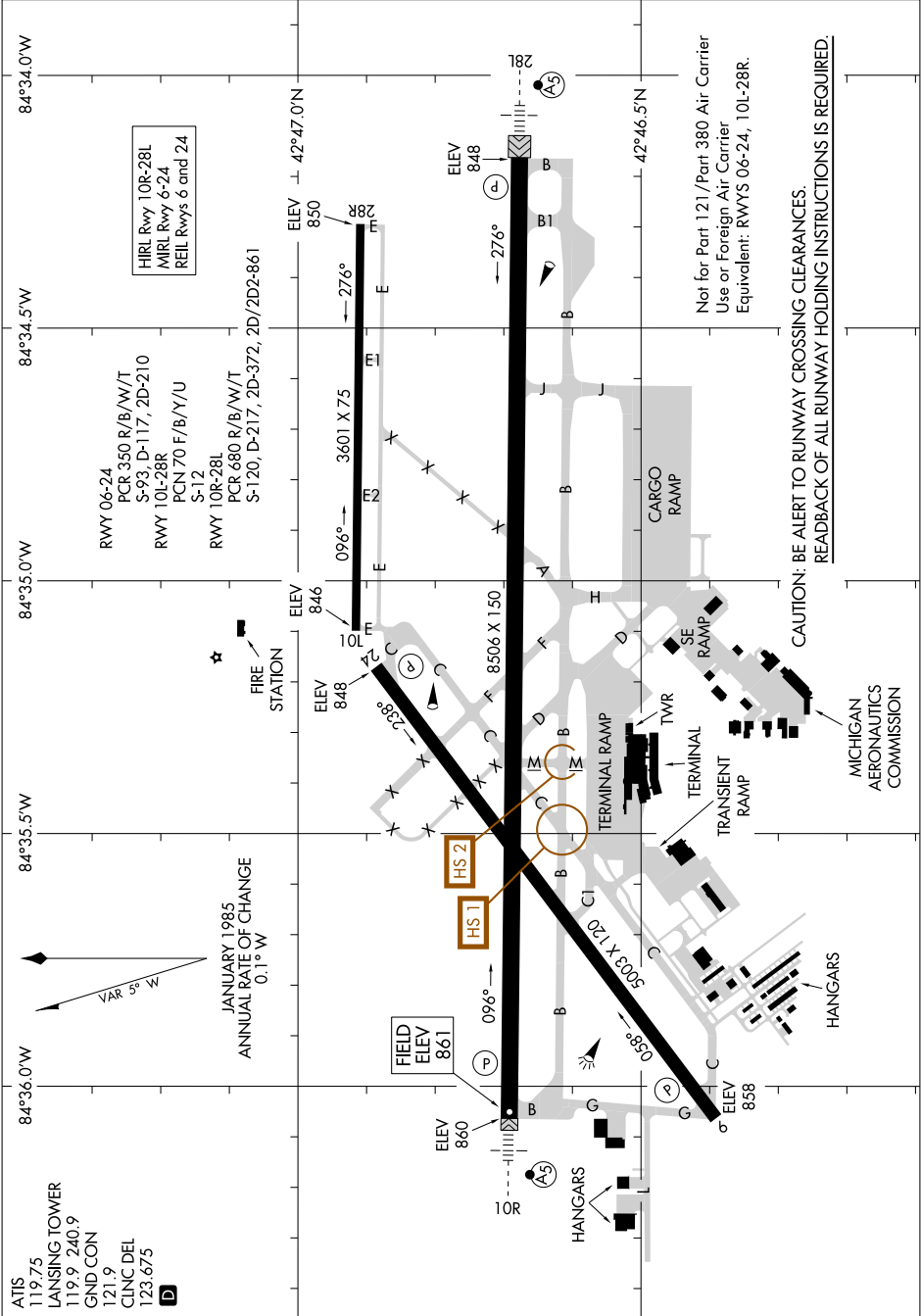
42°47'N - 84°35'W

CAPITAL REGION INTL (L.A.N)

RNAV (GPS) RWY 28L

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



LAPEER, MICHIGAN

AL-5446 (FAA)

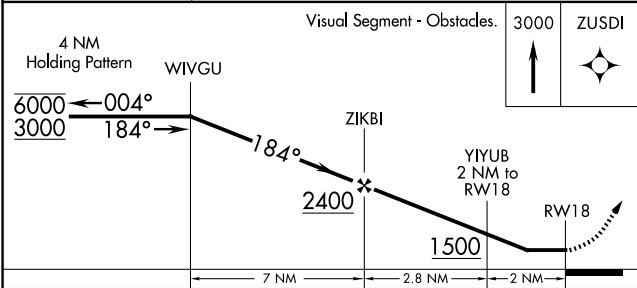
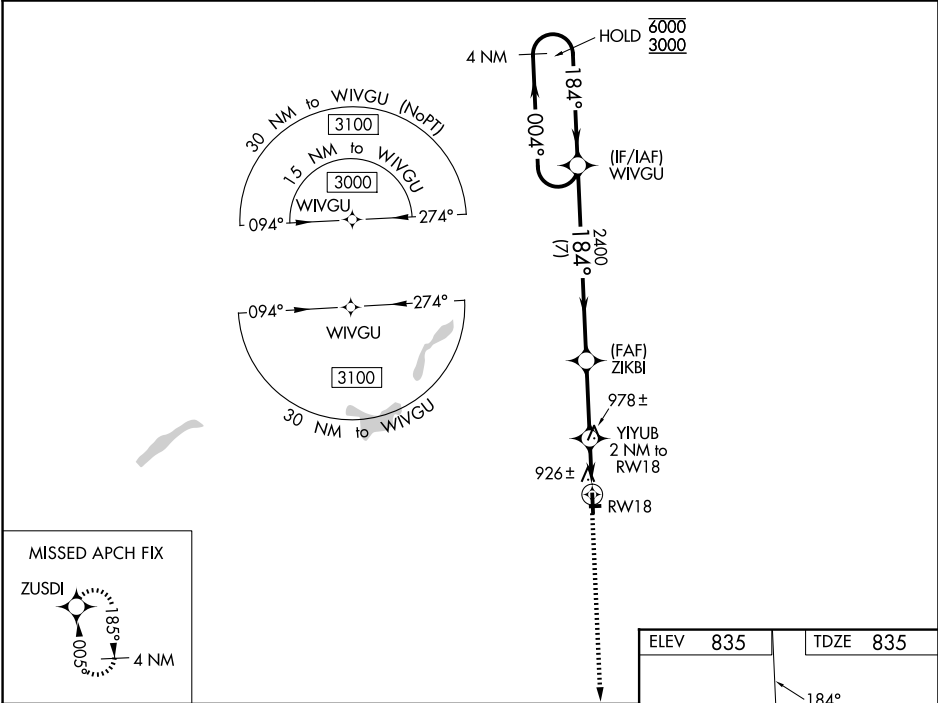
26078

WAAS CH 56234 W18A	APP CRS 184°	Rwy Ldg TDZE 835 Apt Elev 835
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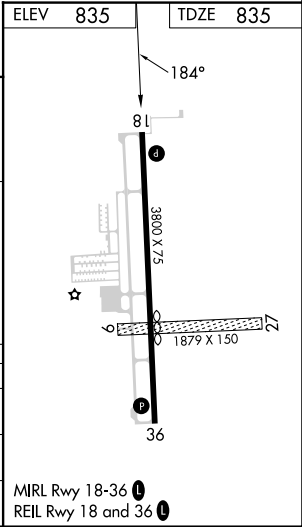
RNAV (GPS) RWY 18
DUPONT/LAPEER (D95)

RNP APCH - GPS. ▼ Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rws 9 and 27. ▲ When local altimeter setting not received, use FNT altimeter setting and increase all MDAs 60 feet and increase LP Cat C visibility ½ SM, LNAV Cat C and Circling Cat C visibility ¼ SM.	MISSED APPROACH: Climb to 3000 direct ZUSDI and hold.
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AWOS-3P 134.05	GREAT LAKES APP CON ★ 118.8 257.9	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1180-1 345 (400-1)			NA
LNAV MDA	1240-1	405 (500-1)	1240-1½ 405 (500-1½)	NA
CIRCLING	1300-1 465 (500-1)	1380-1 545 (600-1)	1460-1¾ 625 (700-1¾)	NA



LAPEER, MICHIGAN
Orig-C 12JUN25

43°04'N-83°16'W

DUPONT/LAPEER (D95)
RNAV (GPS) RWY 18

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 60934 W36A	APP CRS 004°	Rwy Ldg TDZE Apt Elev	3800 832 835
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RNAV (GPS) RWY 36

DUPONT/LAPEER (D95)

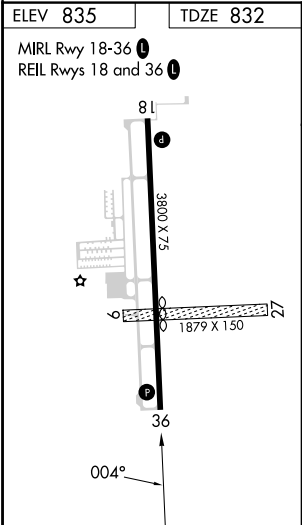
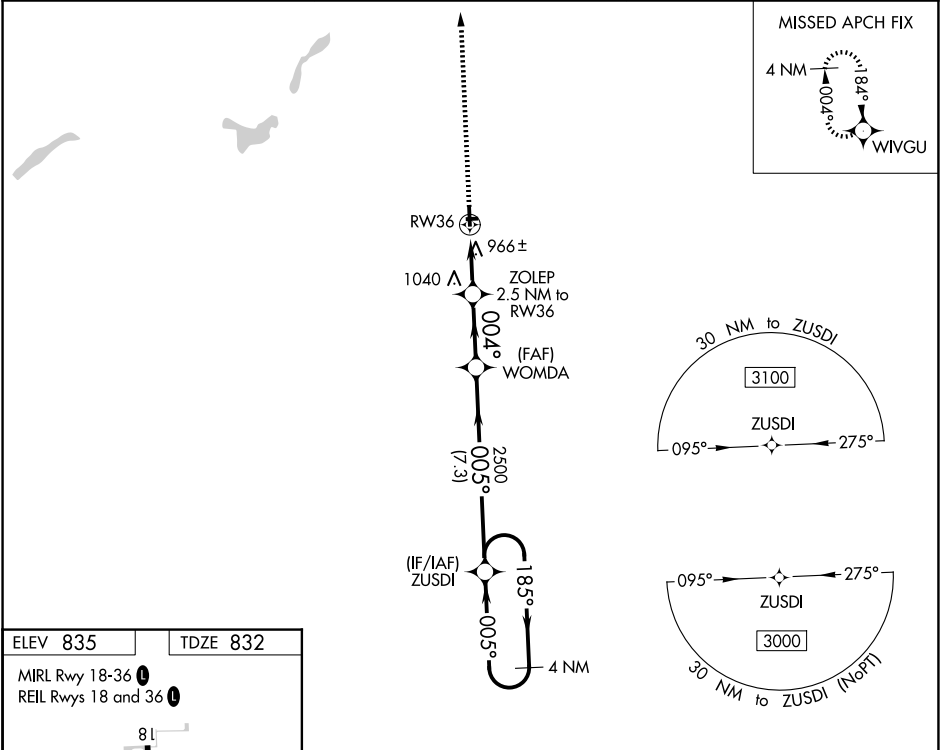
▼

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ⅛ mile and LP Cat C and Circling Cat C visibility ¼ mile. Circling NA to Rwy 9 and 27.

MISSED APPROACH:
Climb to 3000 direct WIVGU and hold.

AWOS-3P 134.050	GREAT LAKES APP CON ★ 118.8 257.9	UNICOM 123.0 (CTAF) 0
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3000	WIVGU	Descent angle NA.	ZUSDI	4 NM Holding Pattern
		ZOLEP 2.5 NM to RW36	WOMDA	
		1660	2500	185° → 3000
		004°	005°	← 005°
		2.5 NM	2.6 NM	7.3 NM
CATEGORY	A	B	C	D
LP MDA	1220-1	388 (400-1)	1220-1⅛ 388 (400-1⅛)	NA
LNAV MDA	1260-1	428 (500-1)	1260-1¼ 428 (500-1¼)	NA
CIRCLING	1300-1 465 (500-1)	1380-1 545 (600-1)	1460-1¾ 625 (700-1¾)	NA

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LAPEER, MICHIGAN

AL-5446 (FAA)

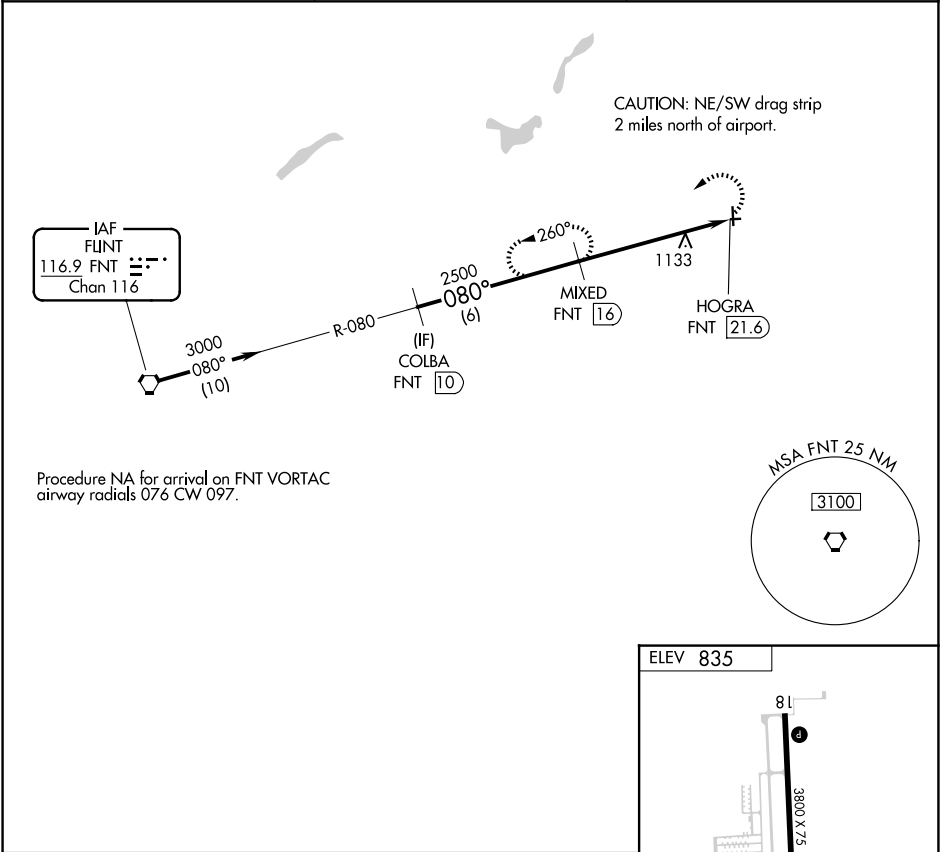
26078

VORTAC FNT 116.9 Chan 116	APP CRS 080°	Rwy Ldg TDZE Apt Elev N/A N/A 835
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VOR-A
DUPONT/LAPEER (D95)

DME required.	MISSED APPROACH: Climbing left turn to 2500 on FNT VORTAC R-080 to MIXED 16 DME and hold.
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AWOS-3P 134.050	GREAT LAKES APP CON ★ 118.8 257.9	UNICOM 123.0 (CTAF) 0
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COLBA FNT 10				2500	FNT R-080	MIXED FNT 16
3000				HOGRA FNT 21.6		
6 NM				5.6 NM		
CATEGORY	A	B	C	D	FAF to MAP 5.6 NM	
CIRCLING	1400-1	565 (600-1)	1460-1¾ 625 (700-1¾)	NA	Knots	60 90 120 150 180
					Min:Sec	5:36 3:44 2:48 2:14 1:52

LAPEER, MICHIGAN
Amdt 1 13SEP18

43°04'N-83°16'W

DUPONT/LAPEER (D95)
VOR-A

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

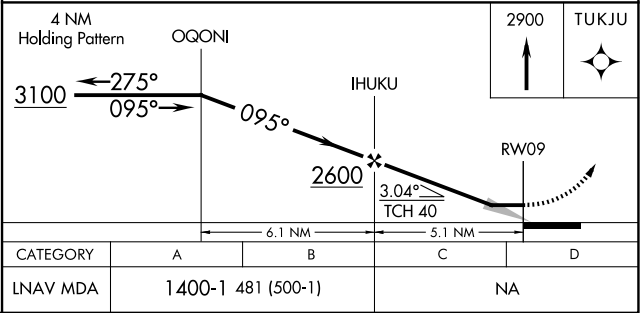
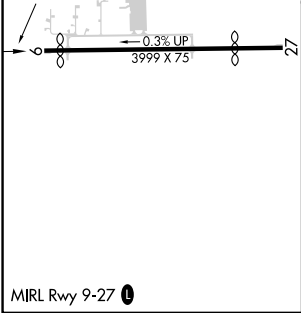
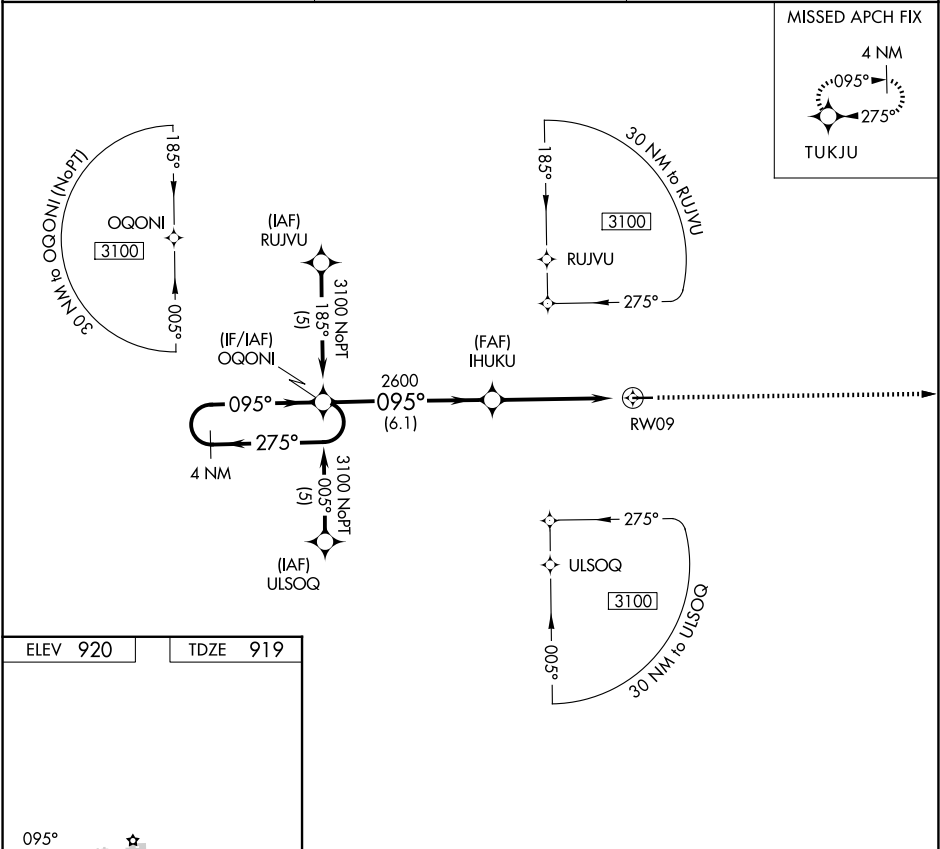
APP CRS	Rwy Ldg	3732
095°	TDZE	919
	Apt Elev	920

RNAV (GPS) RWY 9

PRICES (9G2)

RNP APCH.	Use Flnt altimeter setting; when not received, use Howell altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2900 direct TUKJU and hold.
NA		

FNT ASOS 133.15	GREAT LAKES APP CON ★ 128.55 257.9	UNICOM 123.0 (CTAF) 0
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

LINDEN, MICHIGAN

AL-6232 (FAA)

26078

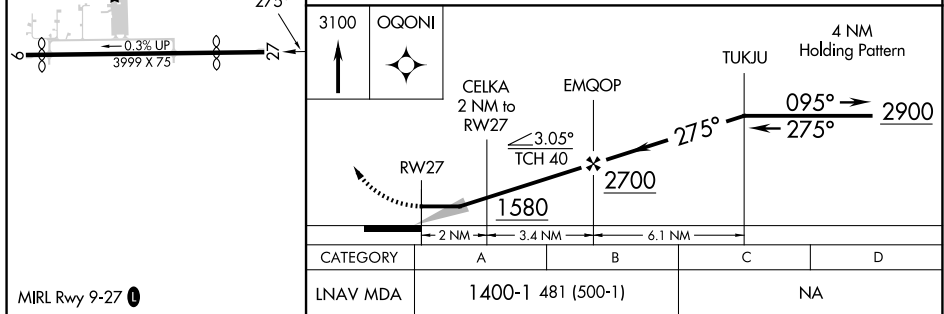
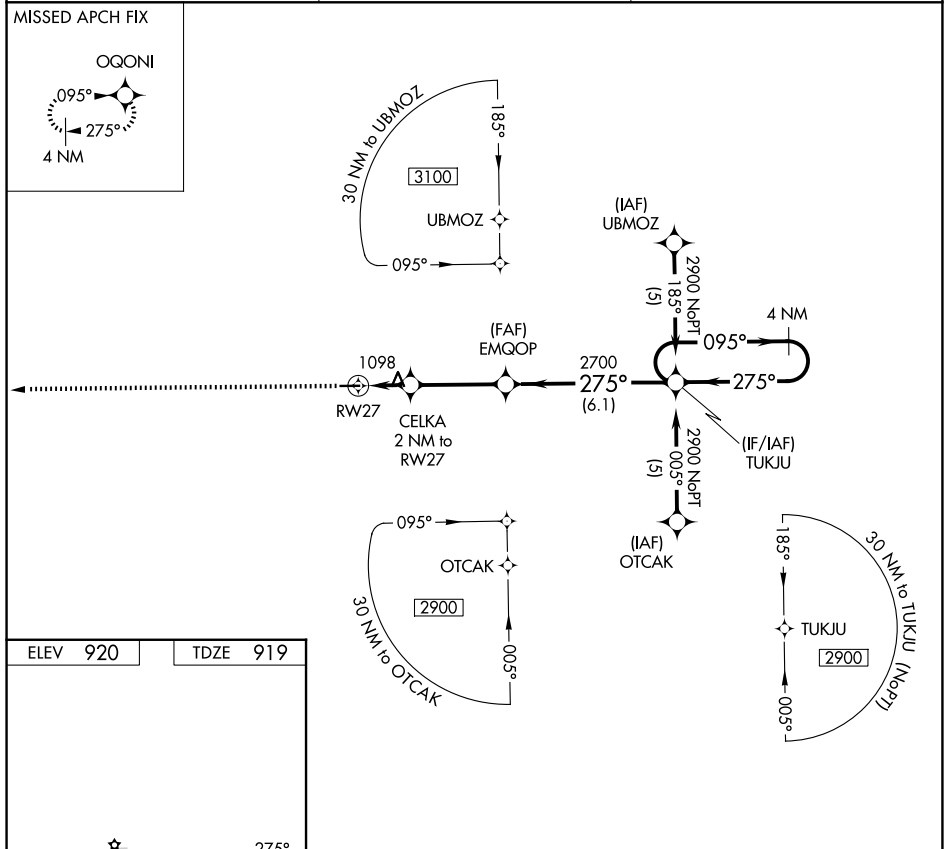
APP CRS	Rwy Ldg	3199
275°	TDZE	919
	Apt Elev	920

RNAV (GPS) RWY 27

PRICES (9G2)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct OQONI and hold.
▼ ▲ NA	Use Flint altimeter setting; when not received, use Howell altimeter setting. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

FNT ASOS 133.15	GREAT LAKES APP CON ★ 128.55 257.9	UNICOM 123.0 (CTAF) 0
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LINDEN, MICHIGAN

Amdt 1B 18JUL19

42°48'N-83°46'W

RNAV (GPS) RWY 27

PRICES (9G2)

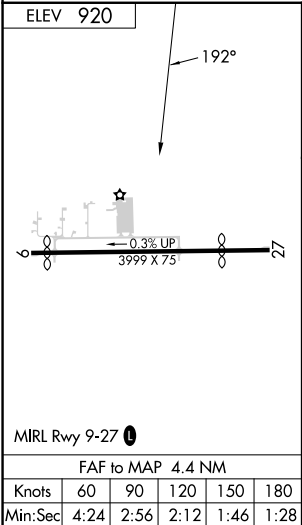
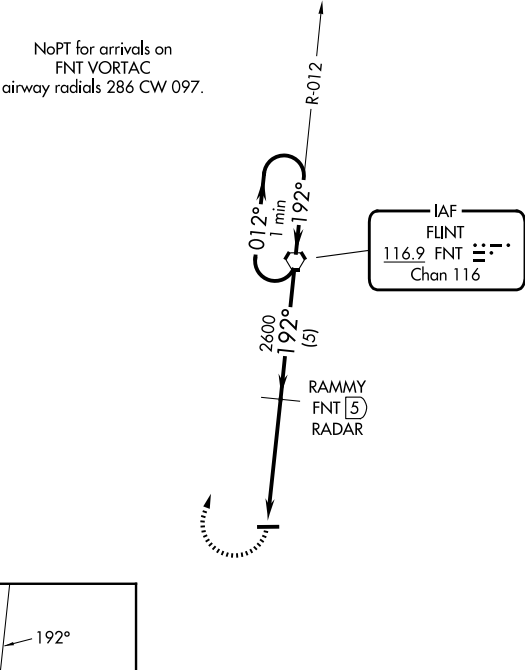
EC-1, 03 SEP 2026 to 29 OCT 2026

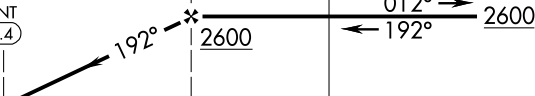
VORTAC FNT 116.9 Chan 116	APP CRS 192°	Rwy Ldg TDZE Apt Elev N/A N/A 920
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VOR-A
PRICES (9G2)

DME or RADAR required. ▼ Use Flint altimeter setting; when not received, use Howell altimeter setting. ▲ NA Procedure NA at night.		MISSED APPROACH: Climbing right turn to 2600 direct FNT VORTAC and hold.
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FNT ASOS 133.15	GREAT LAKES APP CON ★ 128.55 257.9	UNICOM 123.0 (CTAF) 0
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2600 		FNT 		FNT VORTAC	
		RAMMY FNT 5 RADAR		One Minute Holding Pattern	
FNT 9.4 		192° 		012° → ← 192° 2600	
		4.4 NM		5 NM	
CATEGORY	A	B	C	D	
CIRCLING	1460-1 540 (600-1)			NA	

LUDINGTON, MICHIGAN

AL-5618 (FAA)

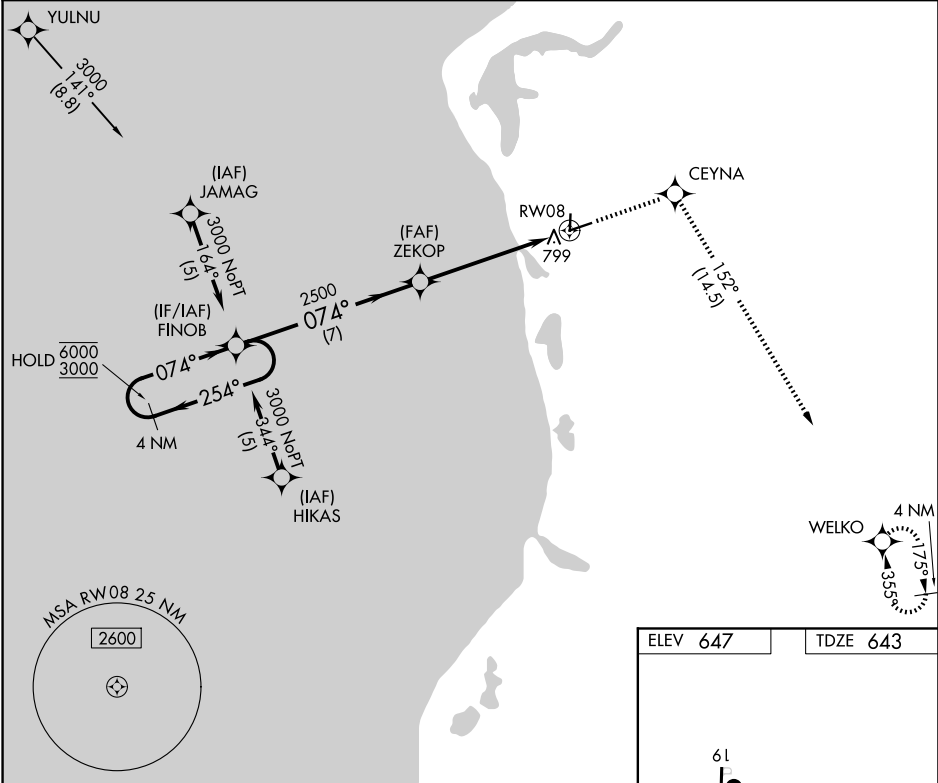
26078

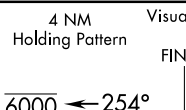
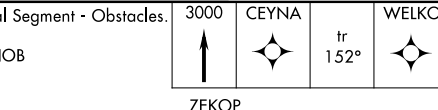
APP CRS	Rwy Ldg	5003
074°	TDZE	643
	Apt Elev	647

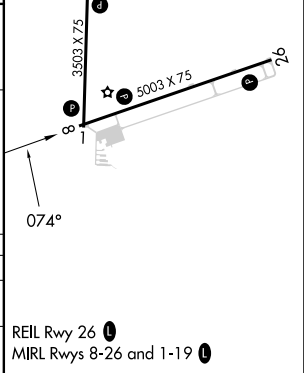
RNAV (GPS) RWY 8
MASON COUNTY (LDM)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct CEYNA and on track 152° to WELKO and hold.
▼ ▲ Circling Rwy 1, 19 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 119.925	MINNEAPOLIS CENTER 120.85 322.35	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		3000	CEYNA	tr 152°	WELKO
		FINOB					
6000 ← 254°				ZEKOP			
3000 → 074°		074°		1.5 NM to RW08			
				RW08			
		7 NM		4.2 NM		1.5	
CATEGORY	A		B		C		D
LNAV MDA	1140-1		497 (500-1)		1140-1⅓		497 (500-1⅓)
CIRCLING	1160-1 513 (600-1)		1200-1 553 (600-1)		1260-1¾ 613 (700-1¾)		1460-2¾ 813 (900-2¾)



LUDINGTON, MICHIGAN
Orig-F 03NOV22

43°58'N - 86°24'W

MASON COUNTY (LDM)
RNAV (GPS) RWY 8

EC-1, 03 SEP 2026 to 29 OCT 2026

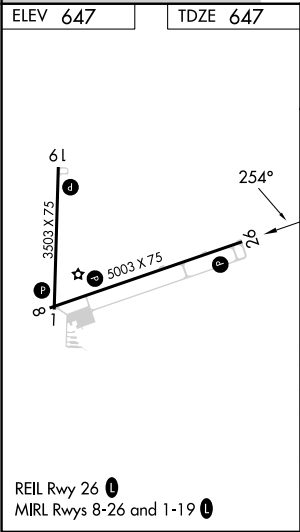
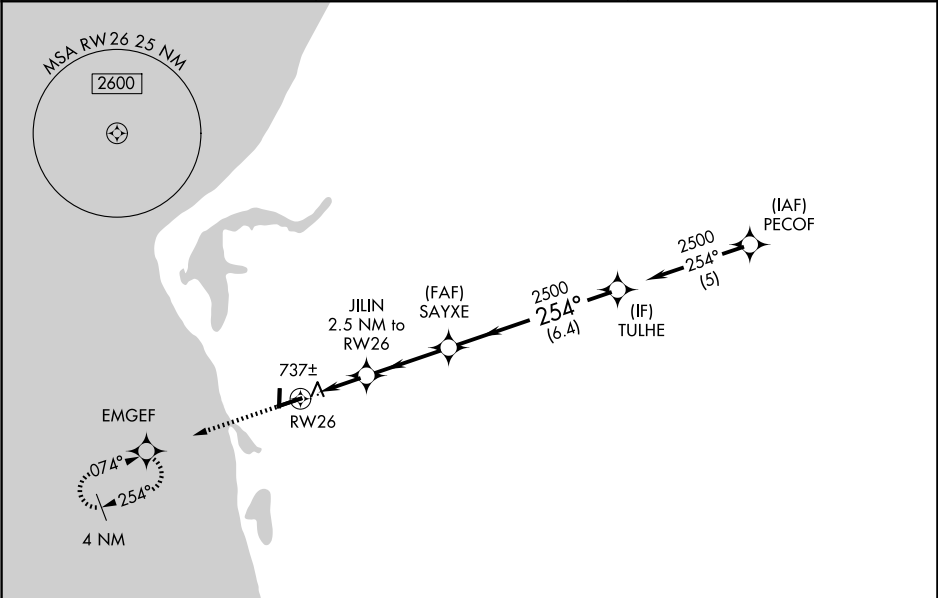
EC-1, 03 SEP 2026 to 29 OCT 2026

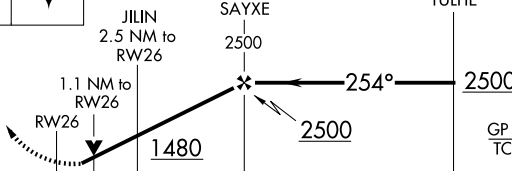
WAAS CH 49206 W26A	APP CRS 254°	Rwy Ldg TDZE 647 Apt Elev 647	5003
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RNAV (GPS) RWY 26
MASON COUNTY (LDM)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2500 direct EMGEF and hold.
Circling Rwy 1, 19 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		

AWOS-3P 119.925	MINNEAPOLIS CENTER 120.85 322.35	UNICOM 123.0 (CTAF) 0
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2500		EMGEF		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).							
						JILIN 2.5 NM to RW26		SAYXE 2500	TULHE		
				1.1 NM to RW26		254°		2500		GP 3.00° TCH 40	
				1480							
				1.1		1.4 NM		3.1 NM		6.4 NM	
CATEGORY		A		B		C		D			
LPV DA				975-1		328 (400-1)					
LNAV/ VNAV DA				1020-1		373 (400-1)					
LNAV MDA				1020-1		373 (400-1)					
CIRCLING		1160-1 513 (600-1)		1200-1 553 (600-1)		1260-1¾ 613 (700-1¾)		1460-2¾ 813 (900-2¾)			

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63129 W08A	APP CRS 082°	Rwy Ldg 3501 TDZE 739 Apt Elev 741
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RNAV (GPS) RWY 8

MACKINAC ISLAND (MCD)

RNP APCH.

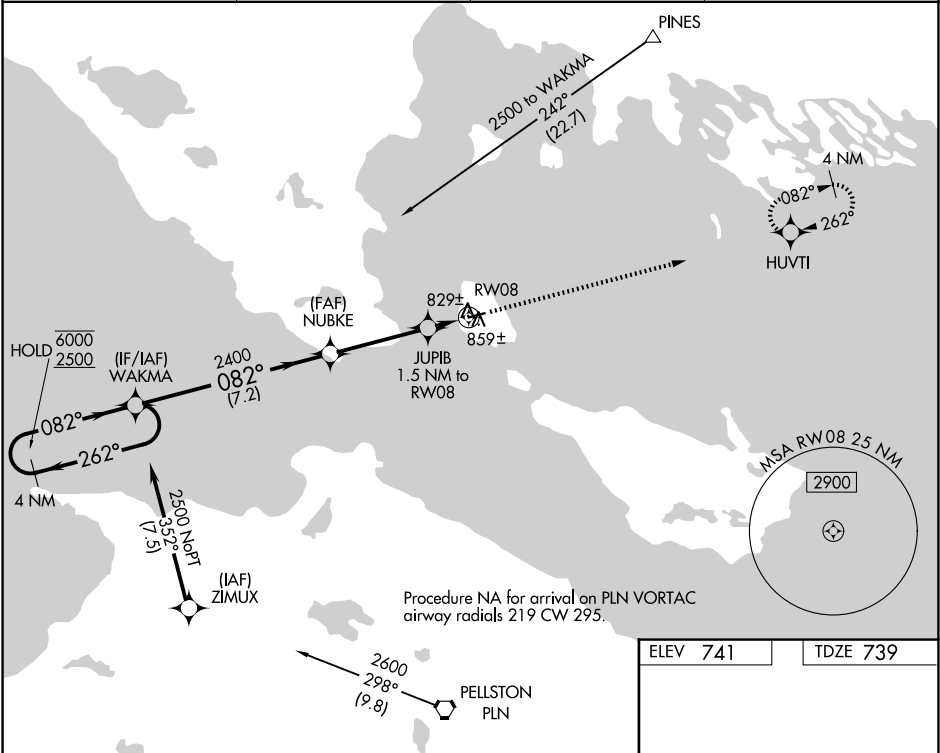
▼

⚠

Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDA 60 feet, increase LP and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Straight-in and Circling Rwy 8 NA at night.

MISSED APPROACH:
Climb to 2500 direct
HUVTI and hold.

AWOS-3P 118.275	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.7 (CTAF)	122.8
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4 NM Holding Pattern		Visual Segment - Obstacles.		2500	HUVTI
		7.2 NM		3.6 NM	1.5
CATEGORY	A	B	C	D	
LP MDA	1080-1 341 (400-1)				NA
LNAV MDA	1120-1	381 (400-1)	1120-1½ 381 (400-1½)	NA	
CIRCLING	1320-1	579 (600-1)	1320-1½ 579 (600-1½)	NA	

ELEV 741 TDZE 739

MIRL Rwy 8-26
REIL Rwy 8 and 26

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99529 W26A	APP CRS 262°	Rwy Ldg TDZE Apt Elev 3501 741 741
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RNAV (GPS) RWY 26

MACKINAC ISLAND (MCD)

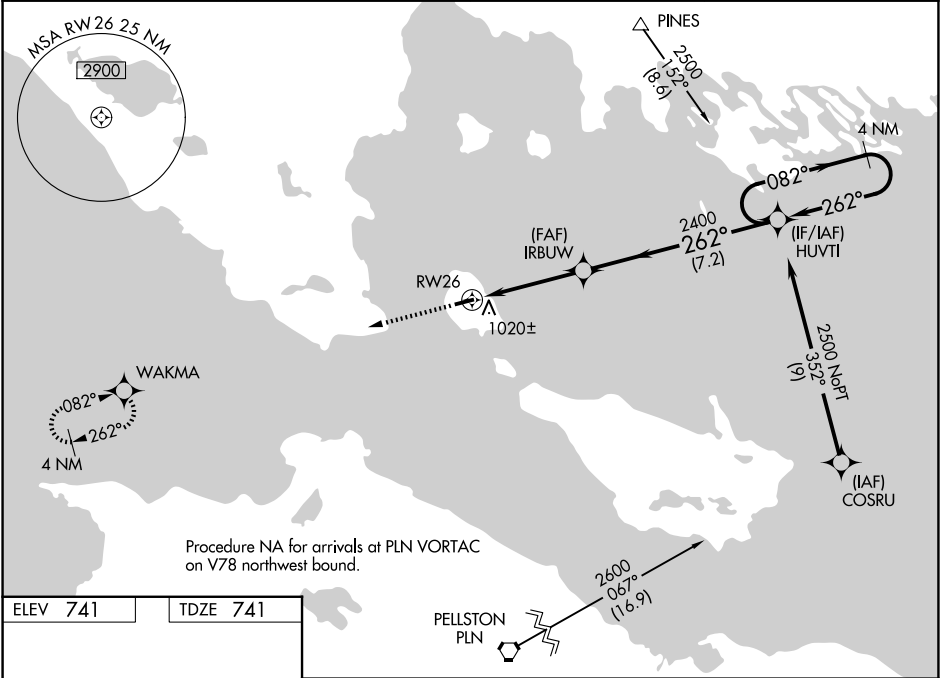
▼

▲

Baro-VNAV NA when using Pellston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Pellston altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 8 NA.

MISSED APPROACH:
Climb to 2500 direct WAKMA and hold.

AWOS-3P 118.275	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.7 (CTAF)	122.80
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ELEV 741

TDZE 741

2500

WAKMA

262°

3501 X 75

0.4% UP

26

IRBUW

2400

262°

2400

4.1 NM

7.2 NM

HUVTI

082°

262°

2500

GP 3.70°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1058-1	317 (400-1)	NA	
LNAV/VNAV DA	1182-1⅓	441 (500-1⅓)	NA	
LNAV MDA	1280-1	539 (600-1)	1280-1½ 539 (600-1½)	NA
CIRCLING	1320-1	579 (600-1)	1320-1½ 579 (600-1½)	NA

MIRL Rwy 8-26

REIL Rws 8 and 26

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

MANISTEE, MICHIGAN

AL-5257 (FAA)

25275

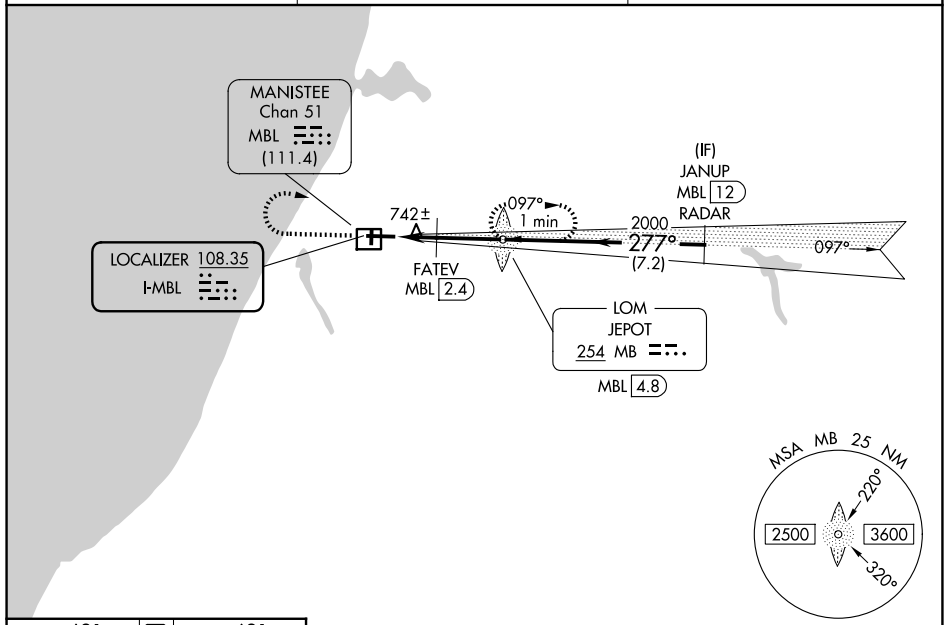
LOC I-MBL 108.35	APP CRS 277°	Rwy Ldg TDZE Apt Elev	5501 621 621
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ILS or LOC RWY 28

MANISTEE COUNTY/BLACKER (MBL)

ADF required for missed approach. RADAR required for procedure entry. DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct JEPOT LOM/MBL 4.8 DME and hold.
 Circling Rwy 1, 19 NA at night. For inop ALS, increase FATEV fix minimums S-LOC 28 Cat C and D visibility to 1 SM. DME from MBL DME. DME use requires simultaneous reception of I-MBL and MBL DME.		

AWOS-3PT 118.825	MINNEAPOLIS CENTER 120.85 322.35	UNICOM 122.8 (CTAF) 0
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ELEV 621	D	TDZE 621
HIRL Rwys 10-28 0 MIRL Rwys 1-19 0 REIL Rwy 10 0		
FAF to MAP 3.9 NM		
Knots	60	90 120 150 180
Min:Sec	3:54	2:36 1:57 1:34 1:18

2000	2500	MB LOM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).	JANUP MBL 12 RADAR
			MB LOM JEPOT MBL 4.8	
GS 3.00° TCH 50				
1 NM 0.5 NM 2.4 NM 7.2 NM				
CATEGORY	A	B	C	D
S-ILS 28	821-1/2 200 (200-1/2)			
S-LOC 28	1160-1/2	539 (600-1/2)	1160-1	539 (600-1)
CIRCLING	1160-1 539 (600-1)	1220-1 599 (600-1)	1400-2 1/4 779 (800-2 1/4)	1520-3 899 (900-3)
FATEV FIX MINIMUMS				
S-LOC 28	1000-1/2	379 (400-1/2)	1000-5/8	379 (400-5/8)
CIRCLING	1160-1 539 (600-1)	1220-1 599 (600-1)	1400-2 1/4 779 (800-2 1/4)	1520-3 899 (900-3)

MANISTEE, MICHIGAN

Amdt 2 02DEC21

44°16'N-86°15'W

ILS or LOC RWY 28

MANISTEE COUNTY/BLACKER (MBL)

WAAS CH 60933 W10A	APP CRS 097°	Rwy Ldg 5501 TDZE 621 Apt Elev 621
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RNAV (GPS) RWY 10

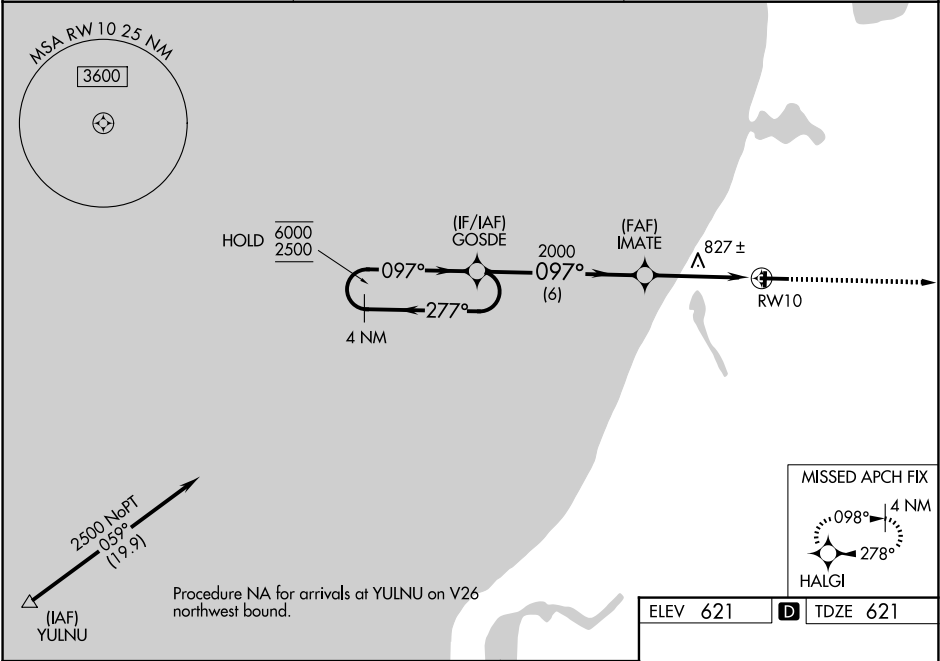
MANISTEE COUNTY/BLACKER (MBL)

RNP APCH - GPS.

Circling Rwy 1, 19 NA at night. Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
HALGI and hold.

AWOS-3PT 118.825	MINNEAPOLIS CENTER 120.85 322.35	UNICOM 122.8 (CTAF) 1
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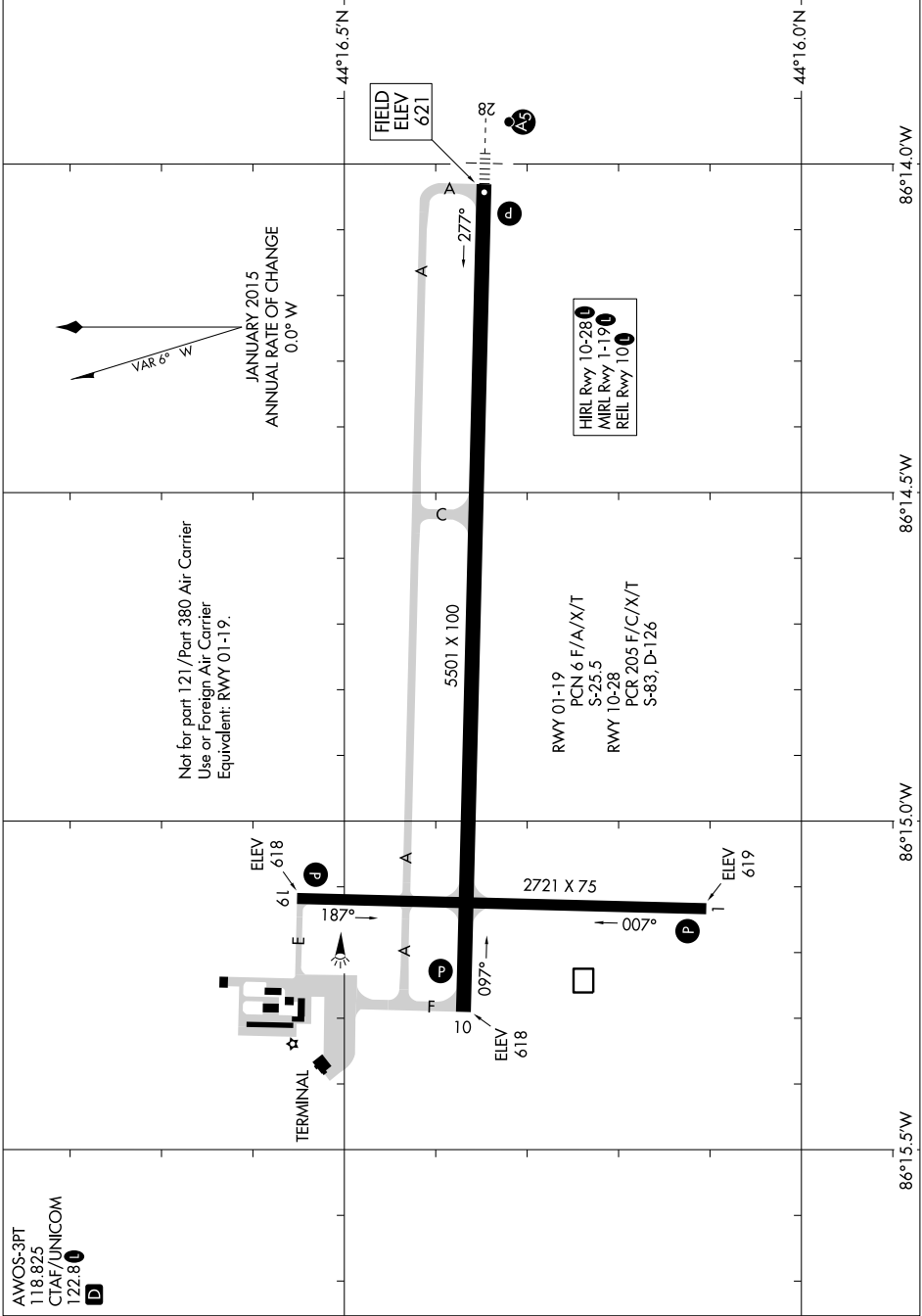
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		3000	HALGI
6000 2500		GOSDE		IMATE	2000
GP 3.00° TCH 53		2000		1.4 NM to RW10	RW10
		6 NM		2.8 NM	1.4 NM
CATEGORY	A	B	C	D	
LPV DA	890- $\frac{7}{8}$		269 (300- $\frac{7}{8}$)		
LNAV/VNAV DA	1091-1 $\frac{3}{8}$		470 (500-1 $\frac{3}{8}$)		
LNAV MDA	1080-1	459 (500-1)	1080-1 $\frac{3}{8}$	459 (500-1 $\frac{3}{8}$)	
CIRCLING	1160-1 539 (600-1)	1220-1 599 (600-1)	1400-2 $\frac{1}{4}$ 779 (800-2 $\frac{1}{4}$)	1500-2 $\frac{3}{4}$ 879 (900-2 $\frac{3}{4}$)	

ELEV 621 **D** TDZE 621

61
0
2721
X 75
5501 X 100
28

097°

HIRL Rwy 10-28 1
MIRL Rwy 1-19 1
REIL Rwy 10 1



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

MANISTIQUE, MICHIGAN

AL-5616 (FAA)

26078

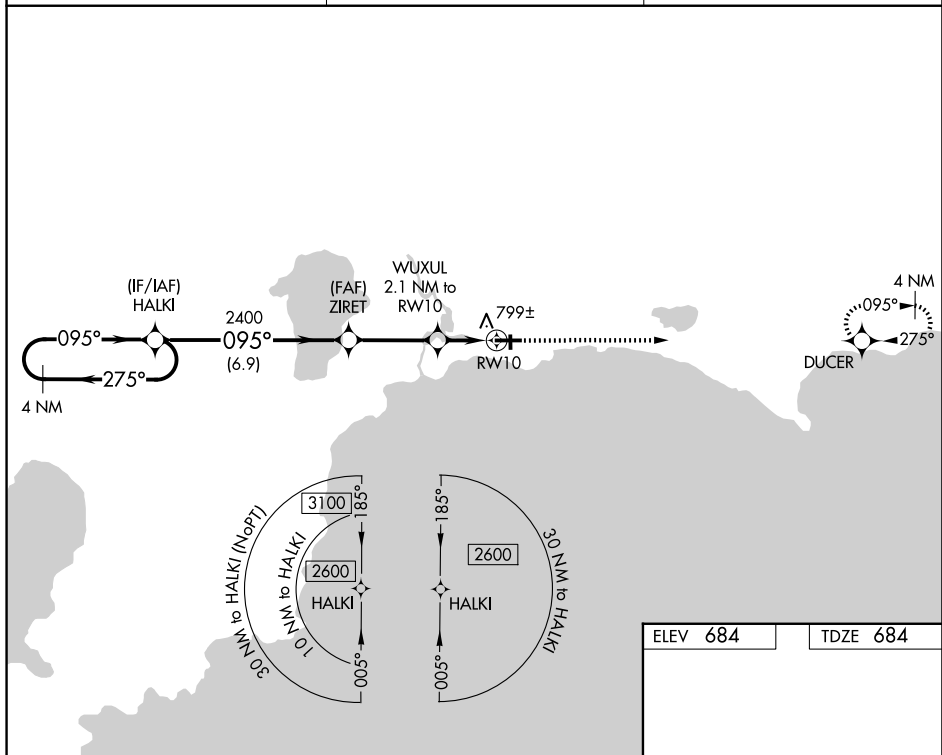
APP CRS	Rwy Ldg	5001
095°	TDZE	684
	Apt Elev	684

RNAV (GPS) RWY 10

SCHOOLCRAFT COUNTY (ISQ)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Beaver Island altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility $\frac{3}{8}$ SM, Circling Cat C visibility $\frac{1}{2}$ SM and Circling Cat D visibility $\frac{1}{4}$ SM. When VGSI inop, Straight-In/Circling Rwy 10 procedure NA at night. When VGSI inop, Circling Rwy 28 NA at night. Night landing: Rwy 1, 19 NA.	MISSED APPROACH: Climb to 2600 direct DUCER and hold.
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AWOS-3P 118.775	MINNEAPOLIS APP CON 134.6 354.05	UNICOM 122.8 (CTAF) ①
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4 NM Holding Pattern		2600 DUCER	
2600 ← 275°		095° →	
HALKI		ZIRET	
2400		WUXUL 2.1 NM to RWY 10	
6.9 NM		3.2 NM	
1380		RWY 10	
CATEGORY	A	B	C
LNAV MDA	1060-1	376 (400-1)	
CIRCLING	1120-1 436 (500-1)	1140-1 456 (500-1)	1280-1½ 596 (600-1½)
			1300-2 616 (700-2)
REIL Rwy 28 ①		MIRL Rwy 10-28 ①	

MANISTIQUE, MICHIGAN

Orig-B 25MAR21

45°58'N-86°10'W

SCHOOLCRAFT COUNTY (ISQ)

RNAV (GPS) RWY 10

EC-1, 03 SEP 2026 to 29 OCT 2026

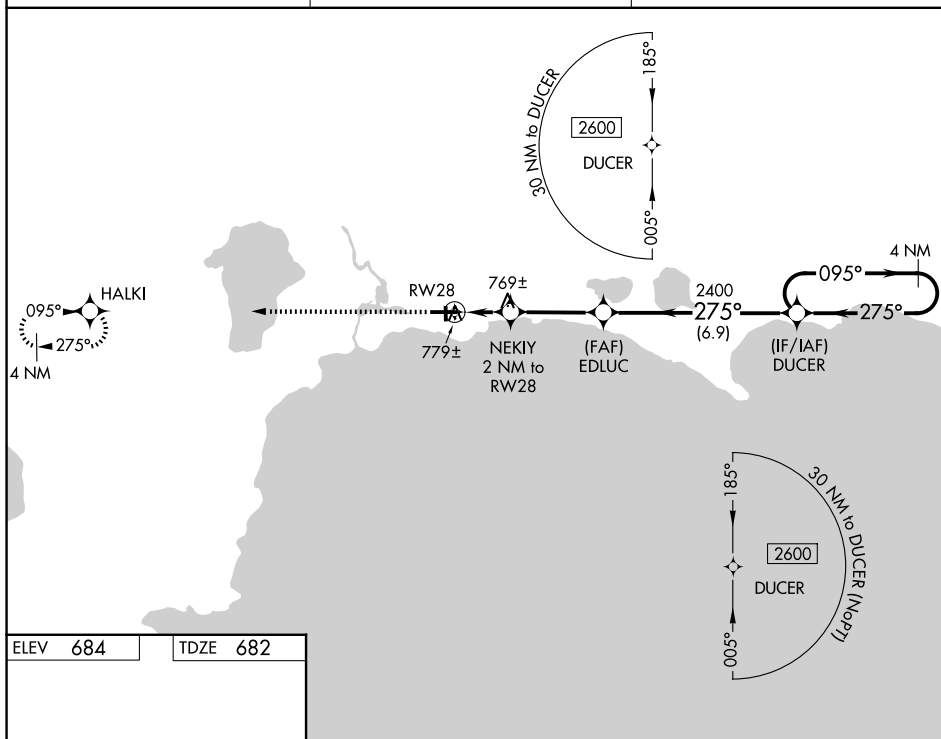
EC-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 28

SCHOOLCRAFT COUNTY (ISQ)

MISSED APPROACH:
Climb to 2600 direct
HALKJ and hold.

UNICOM
122.8 (CTAF) **L**



REIL Rwy 28 **L**
MIRL Rwy 10-28 **L**

	2 NM	3.3 NM	6.9 NM	
CATEGORY	A	B	C	D
LP MDA	1020-1 338 (400-1)			
LNAV MDA	1040-1 358 (400-1)			
CIRCLING	1120-1 436 (500-1)	1140-1 456 (500-1)	1280-1½ 596 (600-1½)	1300-2 616 (700-2)

MARLETTE, MICHIGAN

AL-6266 (FAA)

26078

APP CRS
097°

Rwy Ldg **3795**
TDZE **881**
Apt Elev **895**

RNAV (GPS) RWY 10

MARLETTE TOWNSHIP (77G)

RNP APCH - GPS.

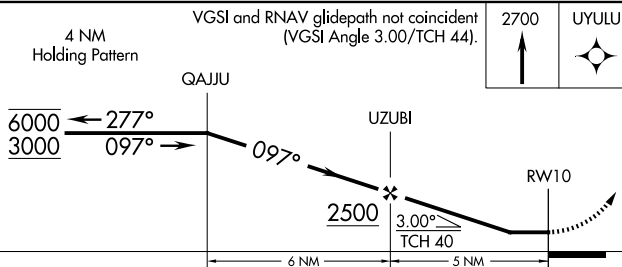
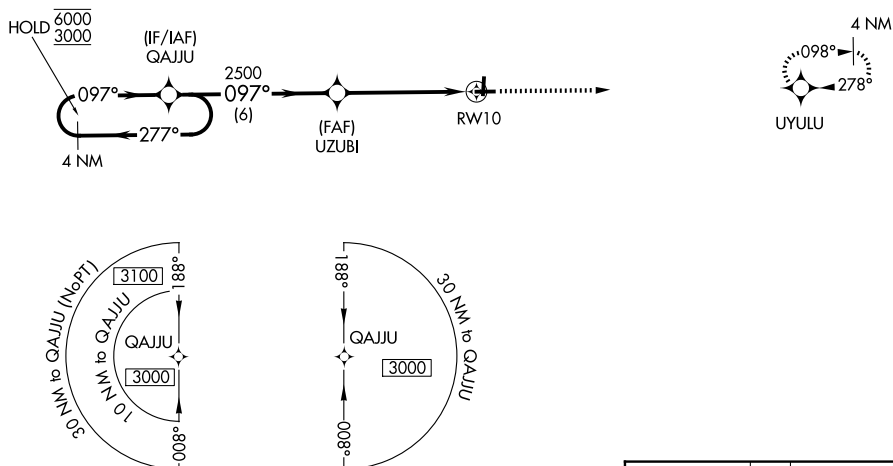
NA Rwy 10 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night. Use Caro altimeter setting, when not received, use Bad Axe altimeter setting and increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH:
Climb to 2700 direct UYULU and hold.

CFS AWOS-3P
119.275

CLEVELAND CENTER
127.7 290.425

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1420-1	539 (600-1)	1420-1½	539 (600-1½)
CIRCLING	1460-1	565 (600-1)	1460-1½	1560-2
			565 (600-1½)	665 (700-2)

MIRL Rwy 1-19 and 10-28 0

MARLETTE, MICHIGAN
Amdt 1D 24MAR22

43°19'N-83°05'W

MARLETTE TOWNSHIP (77G)

RNAV (GPS) RWY 10

WAAS CH 70421 W19A	APP CRS 192°	Rwy Ldg TDZE Apt Elev	3500 895 895
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RNAV (GPS) RWY 19

MARLETTE TOWNSHIP (77G)

RNP APCH.

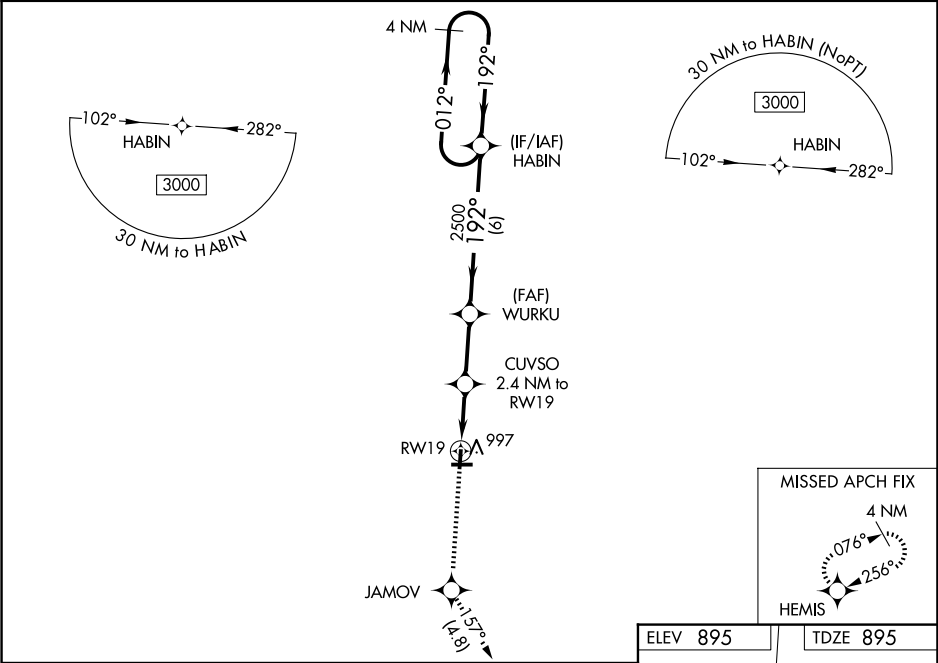
▼

▲ NA

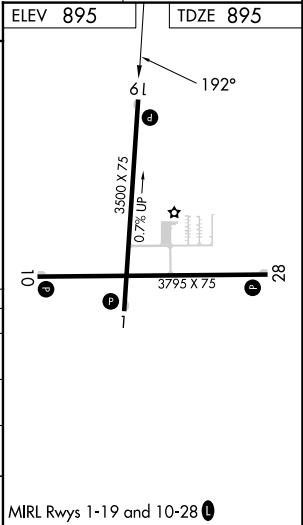
Baro-VNAV NA. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Caro alimeter setting; when not received use Bad Axe alimeter setting and increase LPV DA to 1230 feet; increase LNAV/VNAV DA to 1280 feet; increase all MDA 20 feet and Circling Cat D visibility ¼ SM. Straight-in Rwy 19 NA at night, Circling Rwy 10, 19 NA at night.

MISSED APPROACH:
Climb to 3000 direct
JAMOV and on track
157° to HEMIS and hold.

CFS AWOS-3P 119.275	CLEVELAND CENTER 127.7 290.425	UNICOM 122.8 (CTAF) ❶
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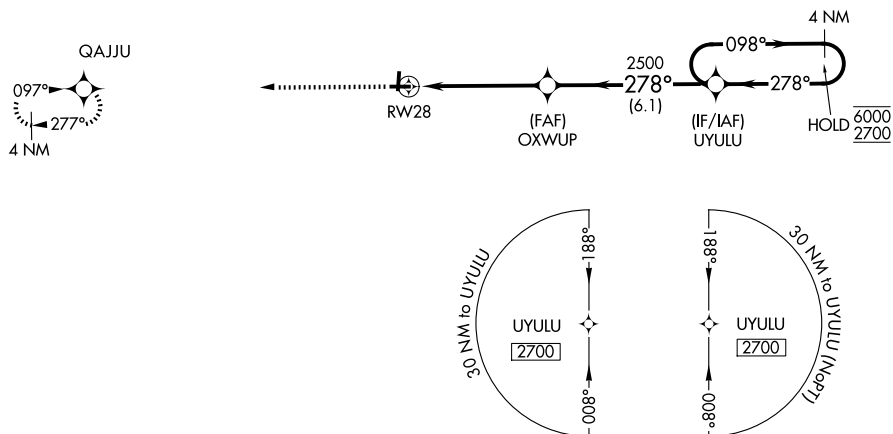


3000	JAMOV	HEMIS	4 NM Holding Pattern	
↑	✧	tr 157° ✧		
* LNAV only				
RWY 19 CUVSO 2.4 NM to RWY 19 WURKU 2500 HABIN 1680* 2500 3000 GP 3.00° TCH 40 ← 2.4 NM → 2.5 NM → 6 NM → 012° → ← 192°				
CATEGORY	A	B	C	D
LPV DA	1214-1½		319 (400-1½)	
LNAV/VNAV DA	1264-1¼		369 (400-1¼)	
LNAV MDA	1340-1	445 (500-1)	1340-1¾	445 (500-1¾)
CIRCLING	1460-1	565 (600-1)	1460-1½ 565 (600-1½)	1560-2 665 (700-2)

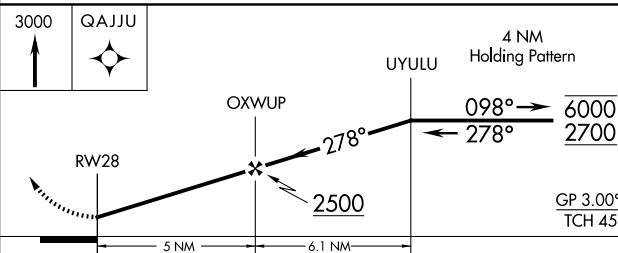
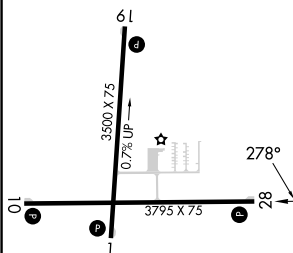


RNAV (GPS) RWY 28

MISSED APPROACH:
Climb to 3000 direct
QAJJU and hold.

UNICOM
122.8 (CTAF) **L**

TDZE 881



CATEGORY	A	B	C	D
LPV DA	1199-1 318 (400-1)			
LNAV/ VNAV DA	1262-1 $\frac{1}{8}$ 381 (400-1 $\frac{1}{8}$)			
LNAV MDA	1340-1 459 (500-1)		1340-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$)	
CIRCLING	1420-1 525 (600-1)		1420-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$)	1560-2 665 (700-2)

MARLETTE TOWNSHIP (77G)
RNAV (GPS) RWY 28

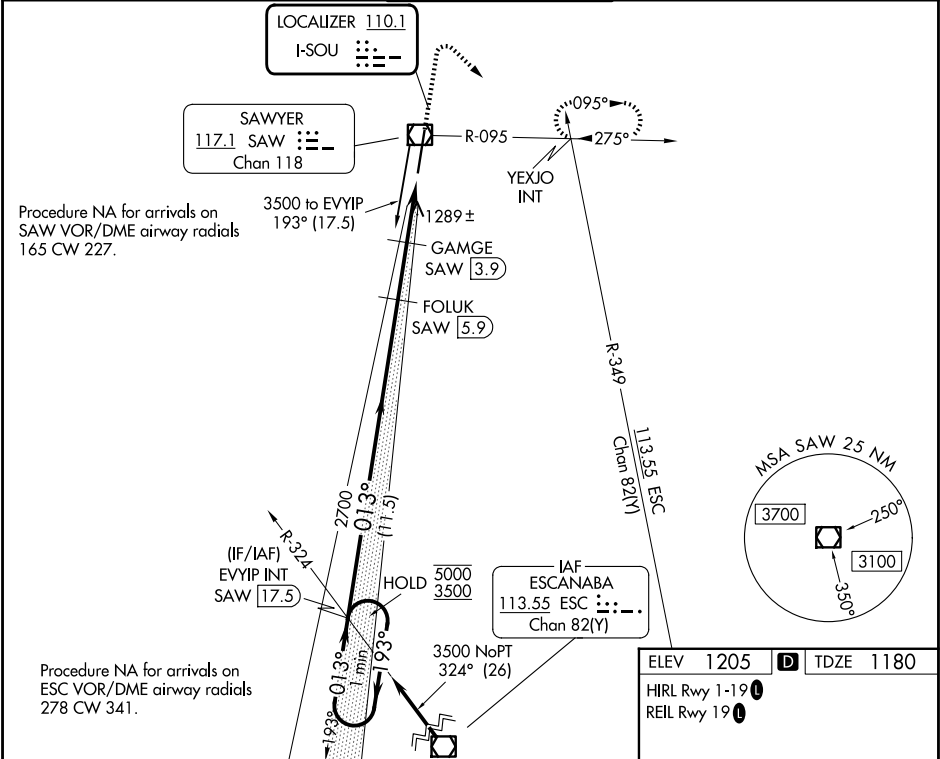
LOC I-SOU 110.1	APP CRS 013°	Rwy Ldg TDZE Apt Elev	9072 1180 1205
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ILS or LOC RWY 1

MARQUETTE/SAWYER RGNL (SAW)

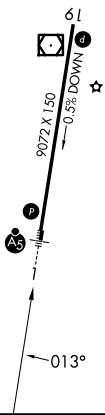
DME required for LOC only.	MALSR	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 on heading 138° and on SAW VOR/DME R-095 to YEXJO INT and hold, continue climb-in-hold to 3000.
NA Autopilot coupled approach NA below 1360 MSL.	AS	

AWOS-3PT 118.375	MINNEAPOLIS CENTER 119.1 290.2	SAWYER TOWER ★ 119.975 (CTAF) 0	GND CON 121.65	UNICOM 122.7
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One Minute Holding Pattern		EVYIP INT SAW [17.5]		FOLUK SAW [5.9]		1700 ↑	3000 hdg 138°	SAW R-095	YEXJO INT
5000 ← 193° 3500 ← 013°		013°		2700	GAMGE SAW [3.9]	2040	SAW [2.4]	SAW [1.3]	
GS 3.00° TCH 50				2700	2040				
		11.5 NM		2.1 NM	1.5 NM	1.1 NM			
CATEGORY	A	B	C	D					
S-ILS 1	1380-½		200 (200-½)						
S-LOC 1	1580-½	400 (400-½)	1580-⅝		400 (400-⅝)				
CIRCLING	1680-1	475 (500-1)	1820-1¾ 615 (700-1¾)		1820-2 615 (700-2)				

ELEV 1205	D	TDZE 1180
HIRL Rwy 1-19		
REIL Rwy 19		



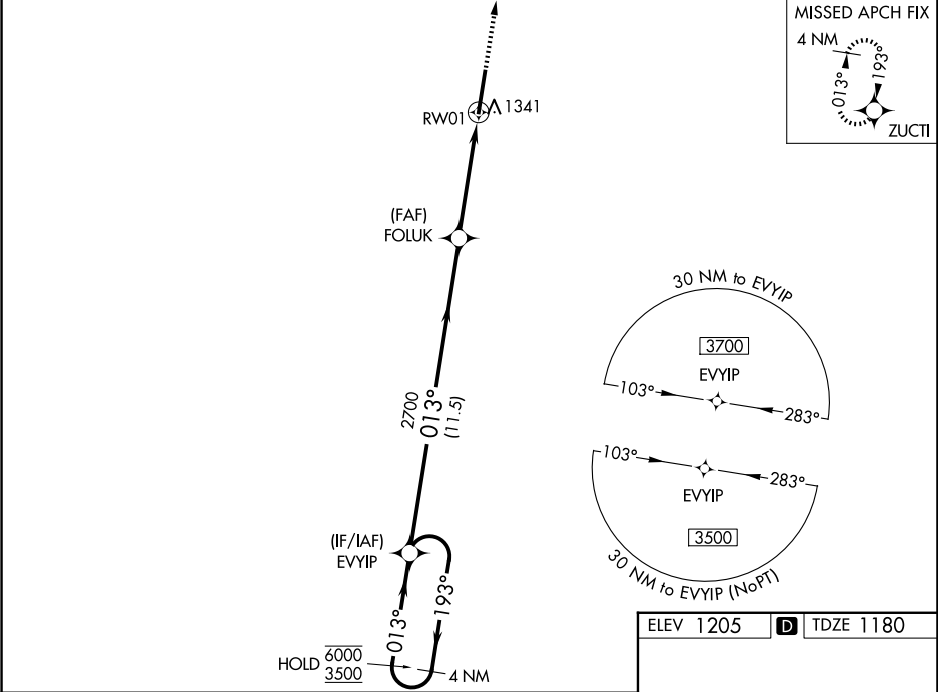
ILS or LOC RWY 1

WAAS CH 97431 W01A	APP CRS 013°	Rwy Ldg TDZE 1180 Apt Elev 1205
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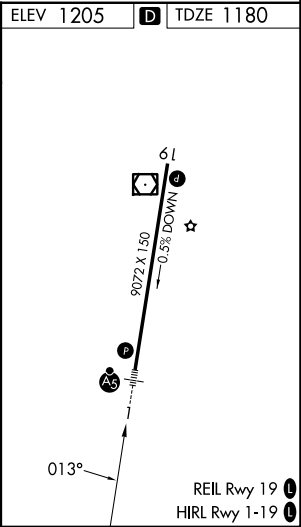
RNAV (GPS) RWY 1
MARQUETTE/SAWYER RGNL (SAW)

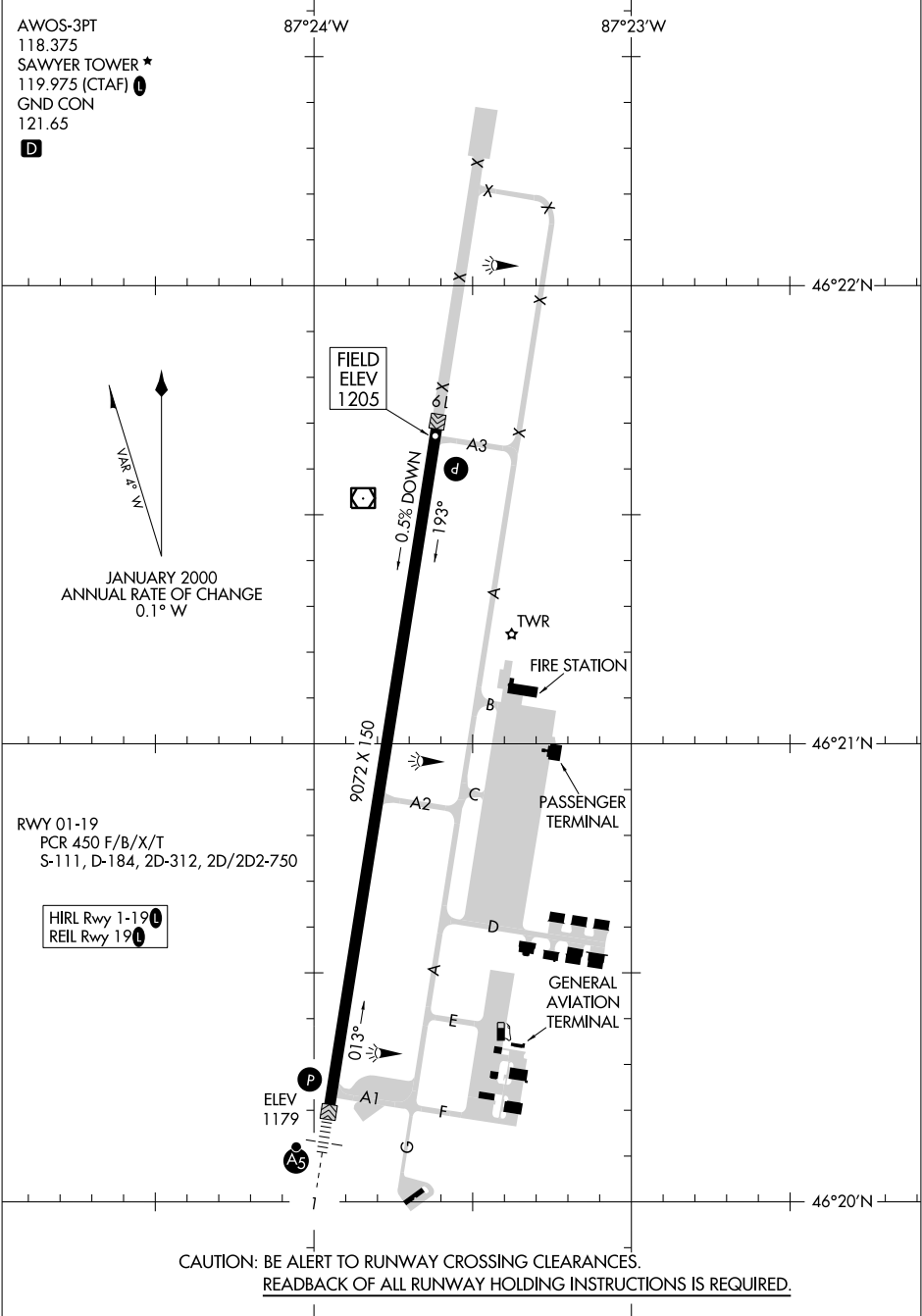
RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 3500 direct ZUCTI and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.		

AWOS-3PT 118.375	MINNEAPOLIS CENTER 119.1 290.2	SAWYER TOWER ★ 119.975 (CTAF) 0	GND CON 121.65	UNICOM 122.7
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4 NM Holding Pattern		3500 ZUCTI		
GP 3.00° TCH 50				
11.5 NM		3.5 NM		
1.2 NM				
CATEGORY	A	B	C	D
LPV DA	1380-½		200 (200-½)	
LNAV/ VNAV DA	1503-½		323 (300-½)	
LNAV MDA	1600-½	420 (400-½)	1600-¾	420 (400-¾)
CIRCLING	1680-1	475 (500-1)	1820-1¾ 615 (700-1¾)	1820-2 615 (700-2)





EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45533 W28A	APP CRS 282°	Rwy Ldg TDZE Apt Elev	3501 941 941
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RNAV (GPS) RWY 28

BROOKS FLD (RMY)

RNP APCH - GPS.

▼

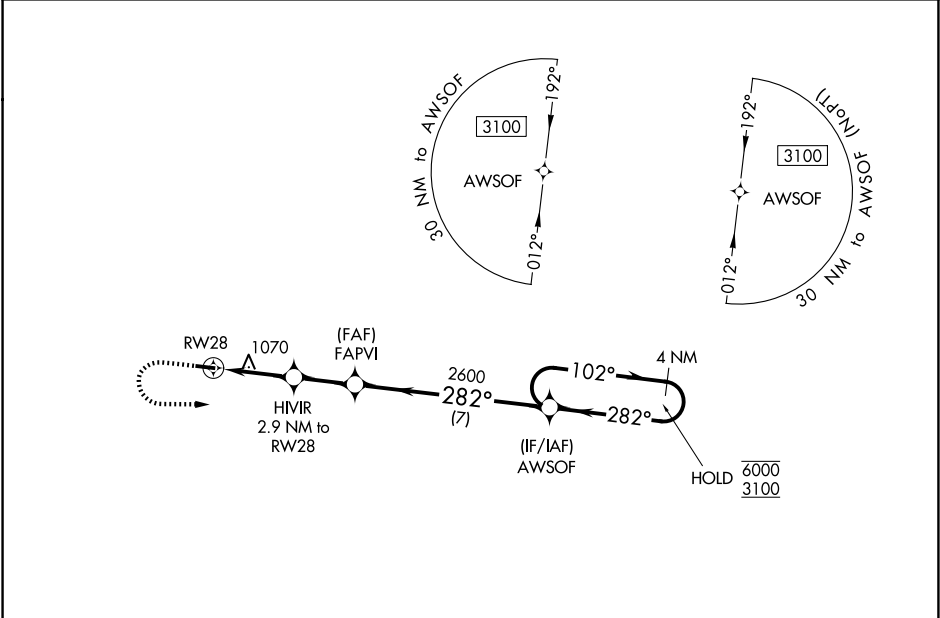
Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10 NA at night.

▲

When local altimeter setting not received, use BTL altimeter setting: increase all MDAs 40 feet and increase LP and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. VDP NA with BTL altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 direct AWSOF and hold.

AWOS-3P 120.025	GREAT LAKES APP CON ★ 121.2 239.25	UNICOM 122.8 (CTAF) 0
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ELEV 941	TDZE 941
-----------------	-----------------

1500

3100

AWSOF

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 37).

4 NM Holding Pattern

HIVIR 2.9 NM to RW28

FAPVI

102°

282°

6000

3100

0.8 NM to RW28

3.00° TCH 40

2600

1900

0.8

2.1

2.2 NM

7 NM

CATEGORY	A	B	C	D
LP MDA	1320-1	379 (400-1)		NA
LNAV MDA	1320-1	379 (400-1)		NA
CIRCLING	1440-1	499 (500-1)	1660-2 719 (800-2)	NA

MIRL Rwy 10-28 0

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

MASON, MICHIGAN

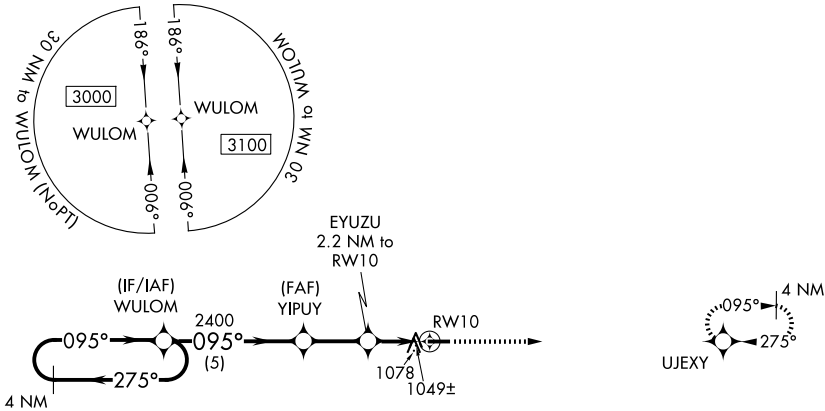
AL-6487 (FAA)

26190

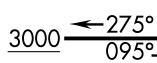
WAAS CH 61134 W10A	APP CRS 095°	Rwy Ldg TDZE Apt Elev	4002 920 920
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RNAV (GPS) RWY 10
MASON JEWETT FLD (TEW)

RNP APCH. ▼ Rwy 10 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night. ▲		MISSED APPROACH: Climb to 3000 direct UJEXY and hold.
AWOS-3P 119.425	GREAT LAKES APP CON ★ 118.65 226.4	UNICOM 122.7 (CTAF) 0



ELEV 920	TDZE 920
 01 4002 X 75 28	
095° to RW10	
MIRL Rwy 10-28 0 REIL Rwy 10 and 28 0	

4 NM Holding Pattern		Visual Segment - Obstacles.		3000	UJEXY
		WULOM	YIPUY	EYUZU 2.2 NM to RW10	
3000		2400	1660	RW10	
5 NM		2.3 NM	2.2 NM		
CATEGORY	A	B	C	D	
LP MDA	1300-1	380 (400-1)	NA		
LNNAV MDA	1380-1	460 (500-1)	NA		
CIRCLING	1500-1	580 (600-1)	NA		

MASON, MICHIGAN
Orig-D 28FEB19

42°34'N-84°25'W

MASON JEWETT FLD (TEW)
RNAV (GPS) RWY 10

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

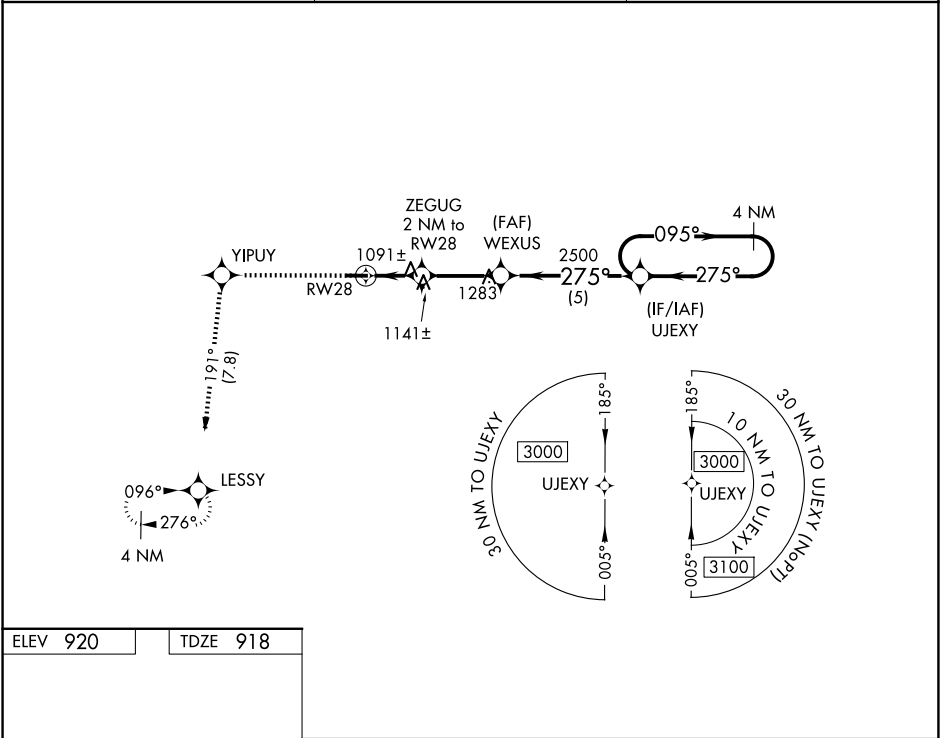
WAAS CH 53534 W28A	APP CRS 275°	Rwy Ldg TDZE Apt Elev	4002 918 920
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RNAV (GPS) RWY 28

MASON JEWETT FLD (TEW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct YIPUY and on track 191° direct LESSY and hold.
Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10 NA at night.	

AWOS-3P 119.425	GREAT LAKES APP CON ★ 118.65 226.4	UNICOM 122.7 (CTAF) 1
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ELEV 920	TDZE 918	3000	YIPUY	tr 191°	LESSY	Visual Segment - Obstacles.	4 NM Holding Pattern
The visual segment diagram shows the approach path from YIPUY to LESSY. It includes the ZEGUG fix (2 NM to RW28) at 1580 feet, the WEXUS fix at 2500 feet, and the UJEXY fix at 3000 feet. The path is defined by a 275° heading for 5 NM from UJEXY to WEXUS, and a 191° heading from WEXUS to YIPUY. The distance from YIPUY to LESSY is 4 NM.							
CATEGORY	A	B	C	D			
LP MDA	1360-1	440 (500-1)					NA
LNAV MDA	1400-1	480 (500-1)					NA
CIRCLING	1500-1	580 (600-1)					NA

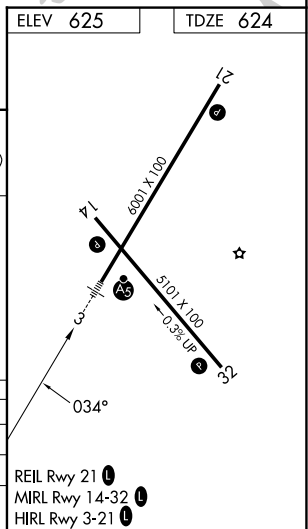
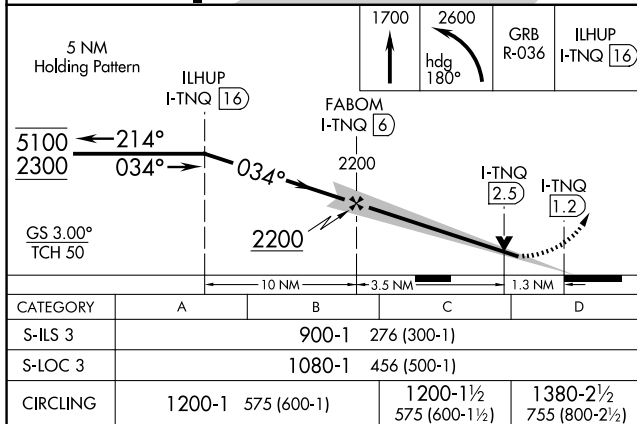
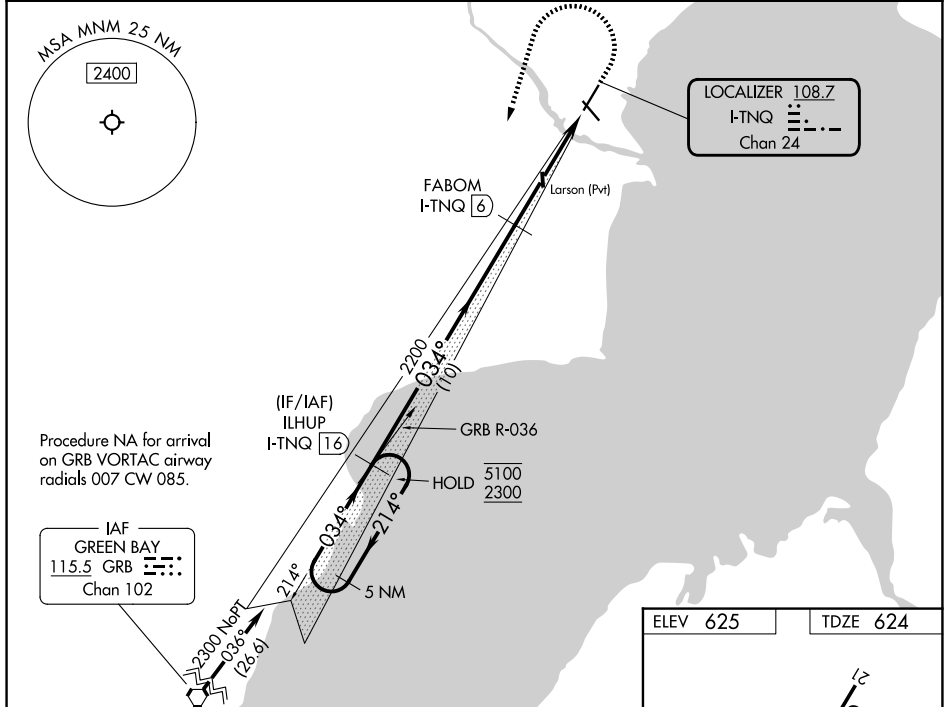
LOC/DME I-TNQ 108.7 Chan 24	APP CRS 034°	Rwy Ldg TDZE Apt Elev 6001 624 625
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ILS or LOC RWY 3

MENOMINEE RGNL (MNM)

DME required.	MALSR	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 on heading 180° and GRB R-036 to ILHUP/I-TNQ 16 DME and hold.
Autopilot coupled approach NA below 1830. Circling Rwy 14, 32 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 3 all Cats and S-LOC 3 Cats A and B. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 ⅞ SM.		

AWOS-3PT 121.45	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
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WAAS CH 73014 W03A	APP CRS 034°	Rwy Ldg TDZE Apt Elev	6001 624 625
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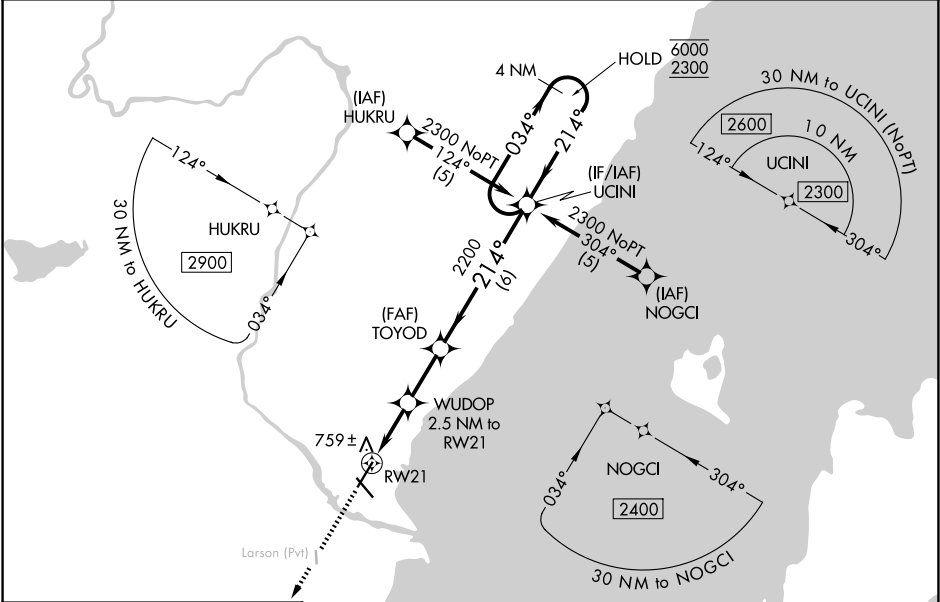
RNAV (GPS) RWY 3
MENOMINEE RGNL (MNM)

APP CRS	Rwy Ldg	6001
214°	TDZE	625
	Apt Elev	625

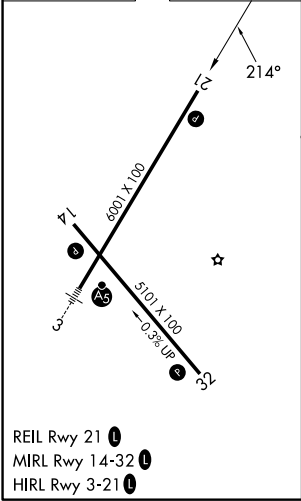
RNAV (GPS) RWY 21
MENOMINEE RGNL (MNM)

RNP APCH.		MISSED APPROACH: Climb to 2200 direct OMUPE and hold.
Circling Rwy 14, 32 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. VDP NA when using Sturgeon Bay altimeter setting. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.		

AWOS-3PT 121.45	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
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ELEV 625	TDZE 625
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MISSED APCH FIX OMUPE			
2200 OMUPE			
4 NM Holding Pattern			
RWY 21			
WUDOP 2.5 NM to RWY 21			
TOYOD			
UCINI			
034° → 6000 ← 214° 2300			
1.1 NM to RWY 21			
1.4			
2.3 NM			
6 NM			
CATEGORY	A	B	C
LNAV MDA	1020-1 395 (400-1)	1020-1½ 395 (400-1½)	1200-1½ 1380-2½
CIRCLING	1200-1 575 (600-1)	575 (600-1½)	755 (800-2½)

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

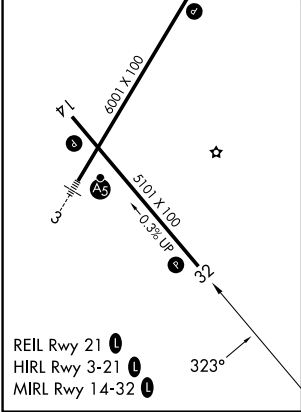
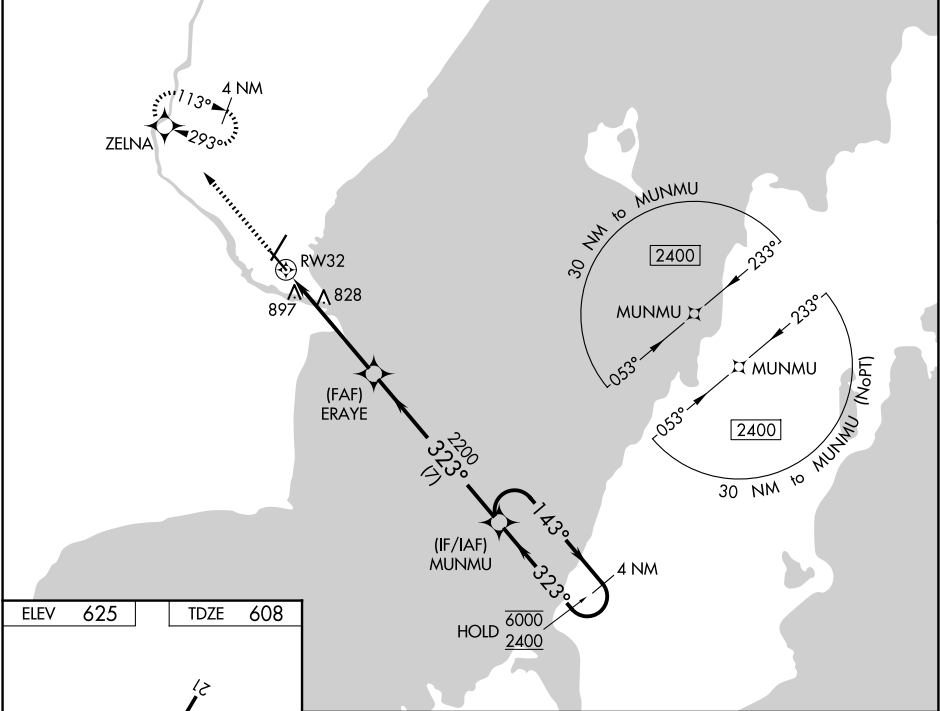
WAAS CH 56333 W32A	APP CRS 323°	Rwy Ldg TDZE Apt Elev	5101 608 625
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RNAV (GPS) RWY 32

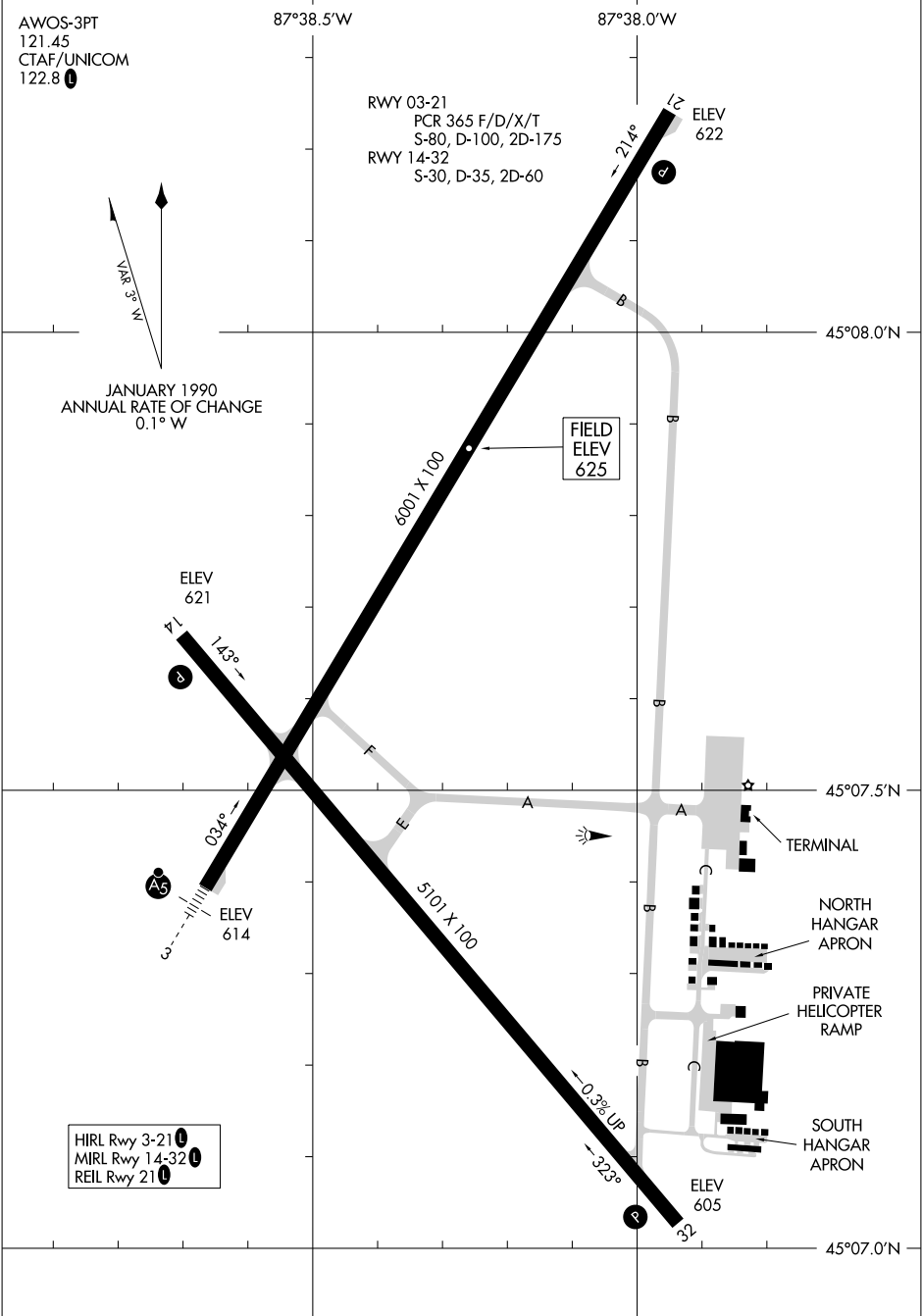
MENOMINEE RGNL (MNM)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct ZELNA and hold, continue climb-in-hold to 4000.
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 14, 32 NA at night.	

AWOS-3PT 121.45	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
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4000	ZELNA	Visual Segment - Obstacles.				4 NM Holding Pattern
		ERAYE		MUNMU		
		RW32		143° → 6000		
		2200		← 323° 2400		
		4.9 NM		7 NM		
CATEGORY	A	B	C	D		
LP MDA	1140-1	532 (600-1)	1140-1½	532 (600-1½)		
LNAV MDA	1160-1	552 (600-1)	1160-1⅝	552 (600-1⅝)		
CIRCLING	1200-1	575 (600-1)	1200-1⅝ 575 (600-1⅝)	1380-2½ 755 (800-2½)		



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3801
066°	TDZE	628
	Apt Elev	635

RNAV (GPS) RWY 6

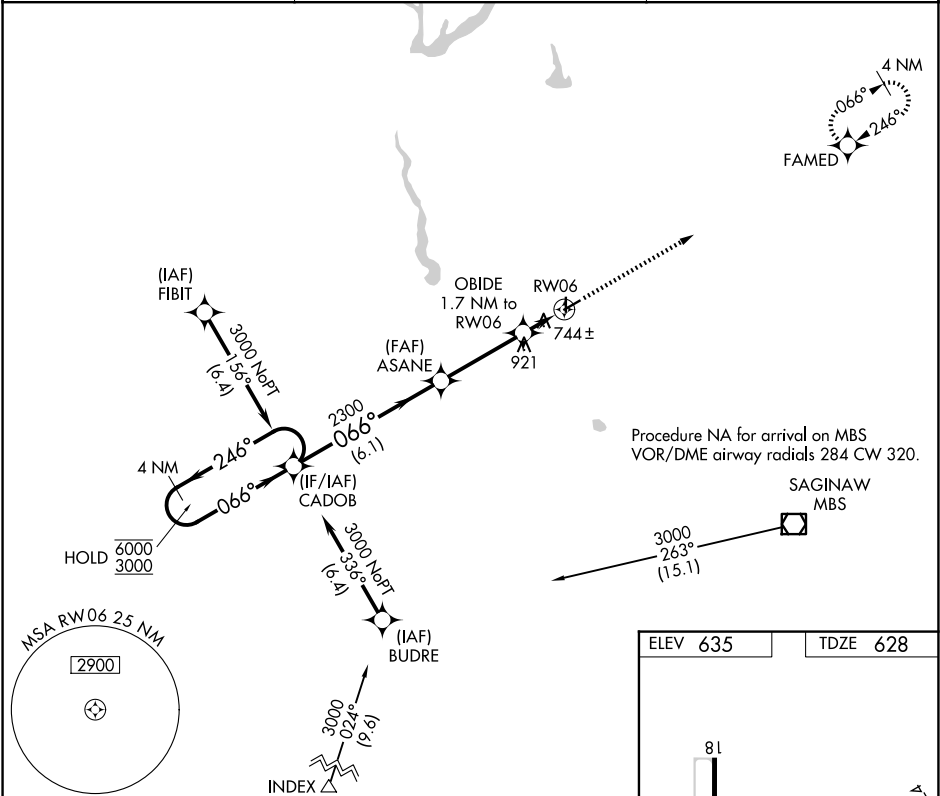
JACK BARSTOW (IKW)

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.
VDP NA when using MBS altimeter setting. When local altimeter setting not received, use MBS altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3000 direct FAMED and hold.

AWOS-3P 119.525	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

CADOB

ASANE

OBIDE

RW06

6000 ← 246°

3000 → 066°

2300

1240

3.25° TCH 32

6.1 NM

3.4 NM

0.6 NM

1.1 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).

3000 FAMED

CATEGORY	A	B	C	D
LNAV MDA	1000-1	372 (400-1)		NA
CIRCLING	1080-1 445 (500-1)	1100-1 465 (500-1)	1240-1¾ 605 (700-1¾)	NA

ELEV 635

TDZE 628

81

3001 X 75

3801 X 75

0.6° UP

36

066°

REIL Rwy 6, 18, 24, and 36 0

MIRL Rwy 6-24 and 18-36 0

MIDLAND, MICHIGAN

AL-5476 (FAA)

26190

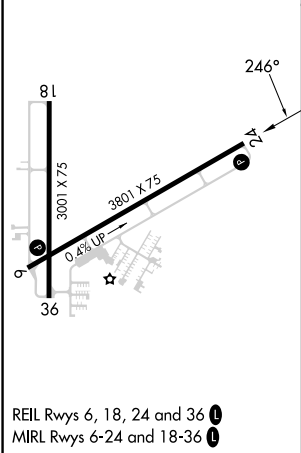
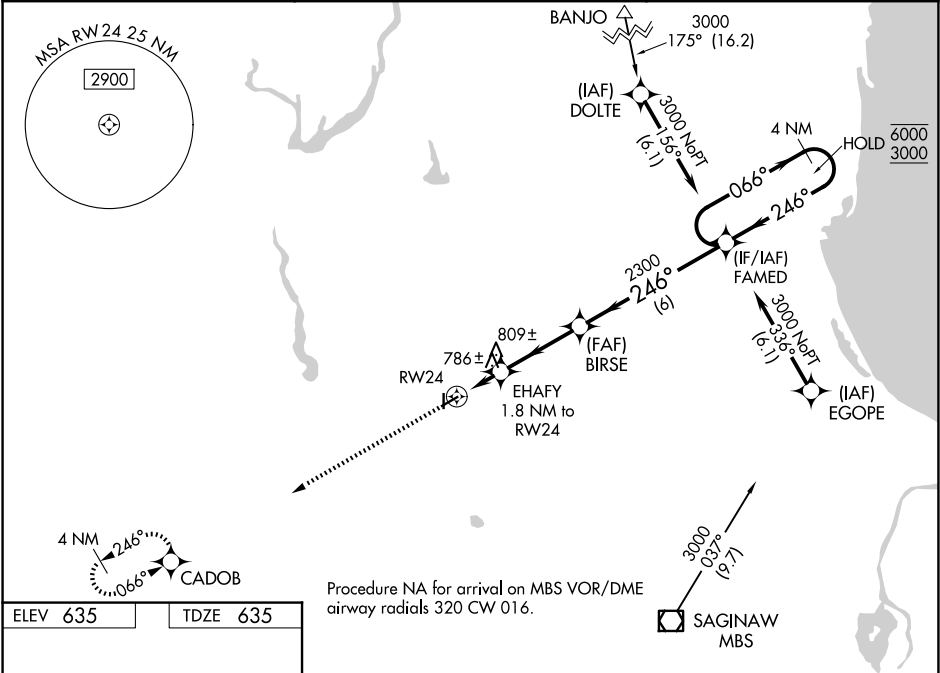
WAAS CH 72912 W24A	APP CRS 246°	Rwy Ldg TDZE Apt Elev	3801 635 635
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RNAV (GPS) RWY 24

JACK BARSTOW (IKW)

RNP APCH - GPS.	Baro-VNAV and VDP NA when using MBS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 18, 36 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MBS altimeter setting and increase LPV DA to 944 feet; increase LNAV/VNAV DA to 1070 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C ¼ SM.	MISSED APPROACH: Climb to 3000 direct CADOB and hold.
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AWOS-3P 119.525	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
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3000 ↑ CADOB		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).		4 NM Holding Pattern	

MIDLAND, MICHIGAN
Amdt 2 09JUL26

43°40'N-84°16'W

RNAV (GPS) RWY 24

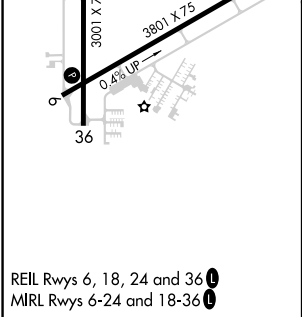
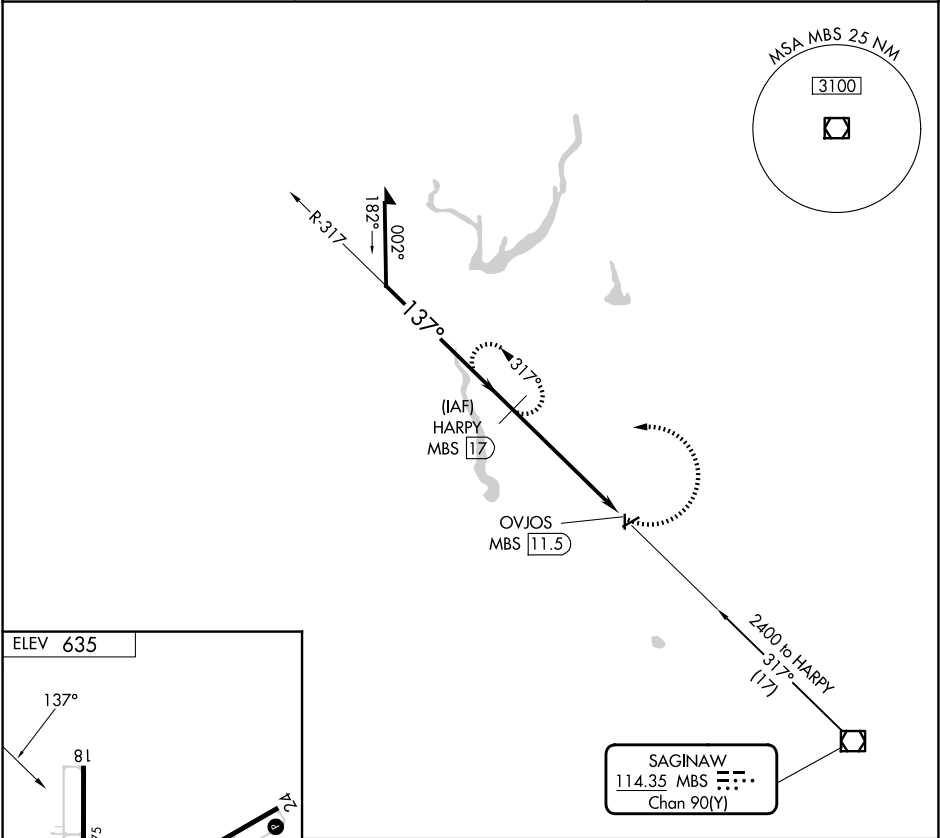
EC-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME MBS 114.35 Chan 90 (Y)	APP CRS 137°	Rwy Idg TDZE Apt Elev 635	N/A N/A 635
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VOR-A
JACK BARSTOW (IKW)

DME required.	MISSED APPROACH: Climbing left turn to 2500 on heading 272° and MBS VOR/DME R-317 to HARPY/MBS 17 DME and hold, continue climb-in-hold to 2500.
When local altimeter setting not received, use MBS altimeter setting and increase all MDAs 40 feet. Rwy 18, 36 helicopter visibility reduction below 1 SM NA. Circling Rwy 18/36 NA at night.	

AWOS-3P 119.525	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
---------------------------	--	--



Remain within 10 NM	HARPY MBS 17	2500 hdg 272°	MBS R-317	HARPY MBS 17
2400	137°	2400	OVJOS MBS 11.5	
5.5 NM				
CATEGORY	A	B	C	D
CIRCLING	1140-1	505 (600-1)	1240-1¾ 605 (700-1¾)	NA

MONROE, MICHIGAN

AL-5642 (FAA)

26078

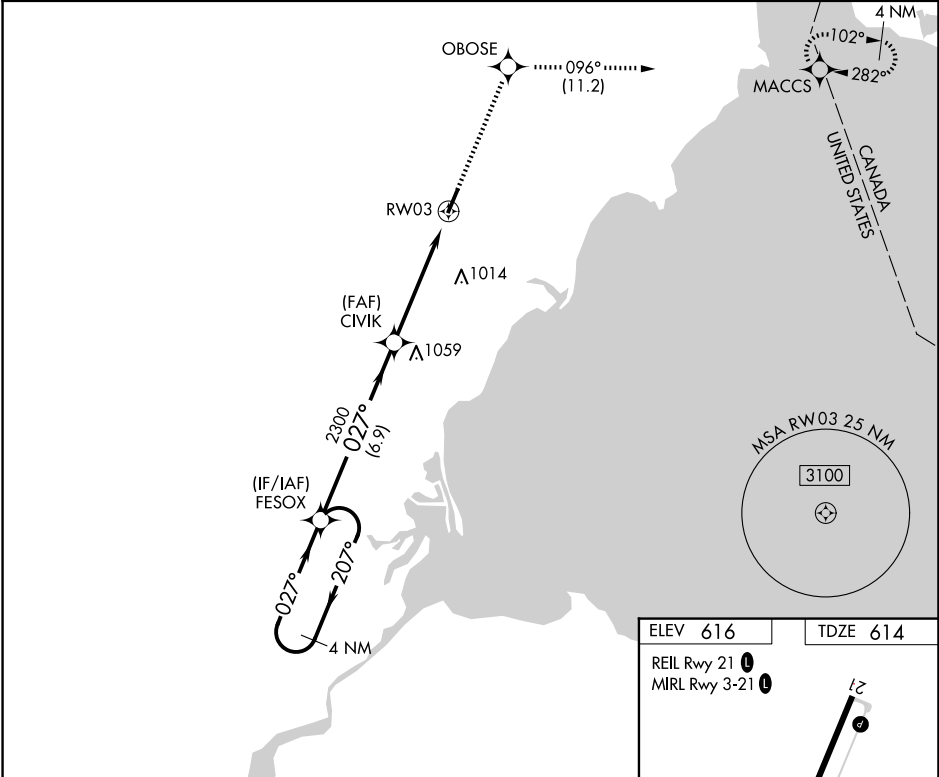
APP CRS	Rwy Ldg	4997
027°	TDZE	614
	Apt Elev	616

RNAV (GPS) RWY 3

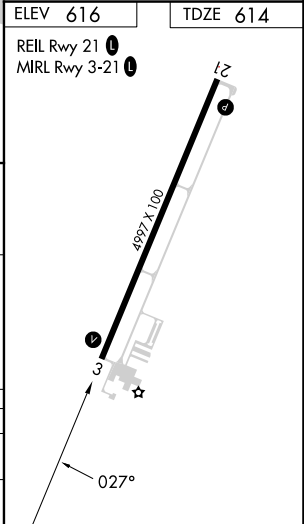
CUSTER (TTF)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct OBOSE and on track 096° to MACCS and hold.
When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.		

AWOS-3P 119.075	DETROIT APP CON 134.3 363.2	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		FESOX	3000	OBOSE	MACCS
3000		027°	027°	tr 096°	
VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 58).		2300	CIVIK	RW03	
		3.04°	TCH 40		
		6.9 NM	5.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1100-1	486 (500-1)	1100-1½ 486 (500-1½)	1100-1½ 486 (500-1½)	
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1380-2½ 764 (800-2½)	1380-2½ 764 (800-2½)	



MONROE, MICHIGAN
Orig-B 06OCT22

41°56'N-83°26'W

RNAV (GPS) RWY 3

CUSTER (TTF)

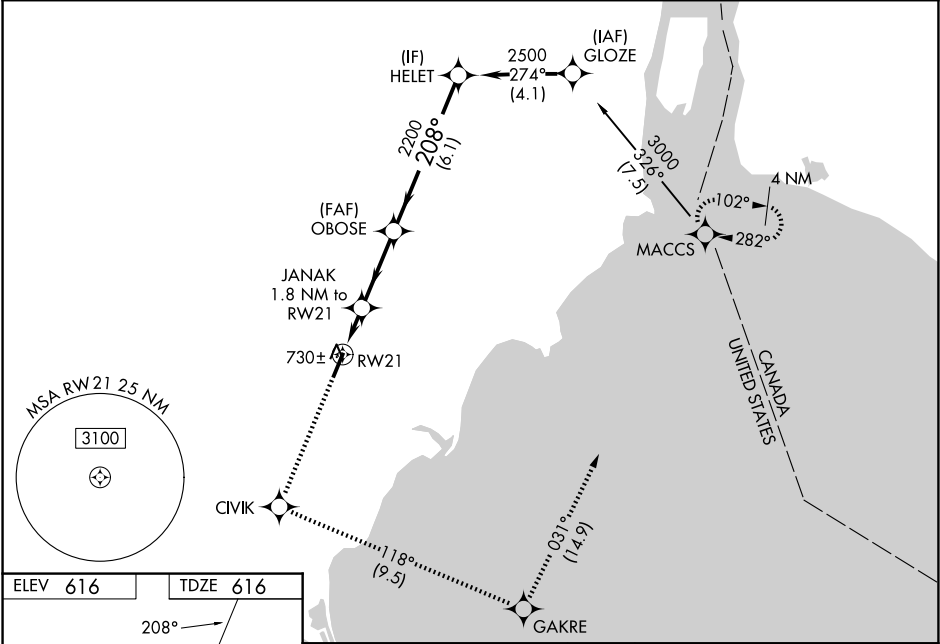
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86707 W21A	APP CRS 208°	Rwy Ldg TDZE 616 Apt Elev 616
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RNAV (GPS) RWY 21
CUSTER (TTF)

RNP APCH - GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting: increase LPV DA to 1011 feet; increase LNAV/VNAV DA 1054 feet; increase all MDAs 60 feet and visibility LNAV Cat C and Circling Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Detroit Metro Wayne County altimeter setting. Circling to Rwy 3 NA at night.			MISSED APPROACH: Climb to 3000 direct CIVIK and on track 118° to GAKRE and on track 031° to MACCS and hold.
AWOS-3P 119.075	DETROIT APP CON 134.3 363.2		UNICOM 122.7 (CTAF) 0



REIL Rwy 21 0 MIRL Rwy 3-21 0	3000	CIVIK	↑	tr 118°	GAKRE	↑	tr 031°	MACCS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50°/TCH 49°).		HELET
	* LNAV only.		JANAK 1.8 NM to RW21		* 1220		OBOSE		2200		2500
	RW21		* 0.9 NM to RW21		0.9 NM		3 NM		6.1 NM		GP 3.00° TCH 42
	CATEGORY		A		B		C		D		
	LPV DA		966-1¼		350 (400-1¼)						
LNAV/VNAV DA		1009-1½		393 (400-1½)							
LNAV MDA		980-1		364 (400-1)				980-1¼		364 (400-1¼)	
CIRCLING		1120-1 504 (600-1)		1180-1 564 (600-1)		1380-2¼ 764 (800-2¼)		1380-2½ 764 (800-2½)			

EC-1, 03 SEP 2026 to 29 OCT 2026

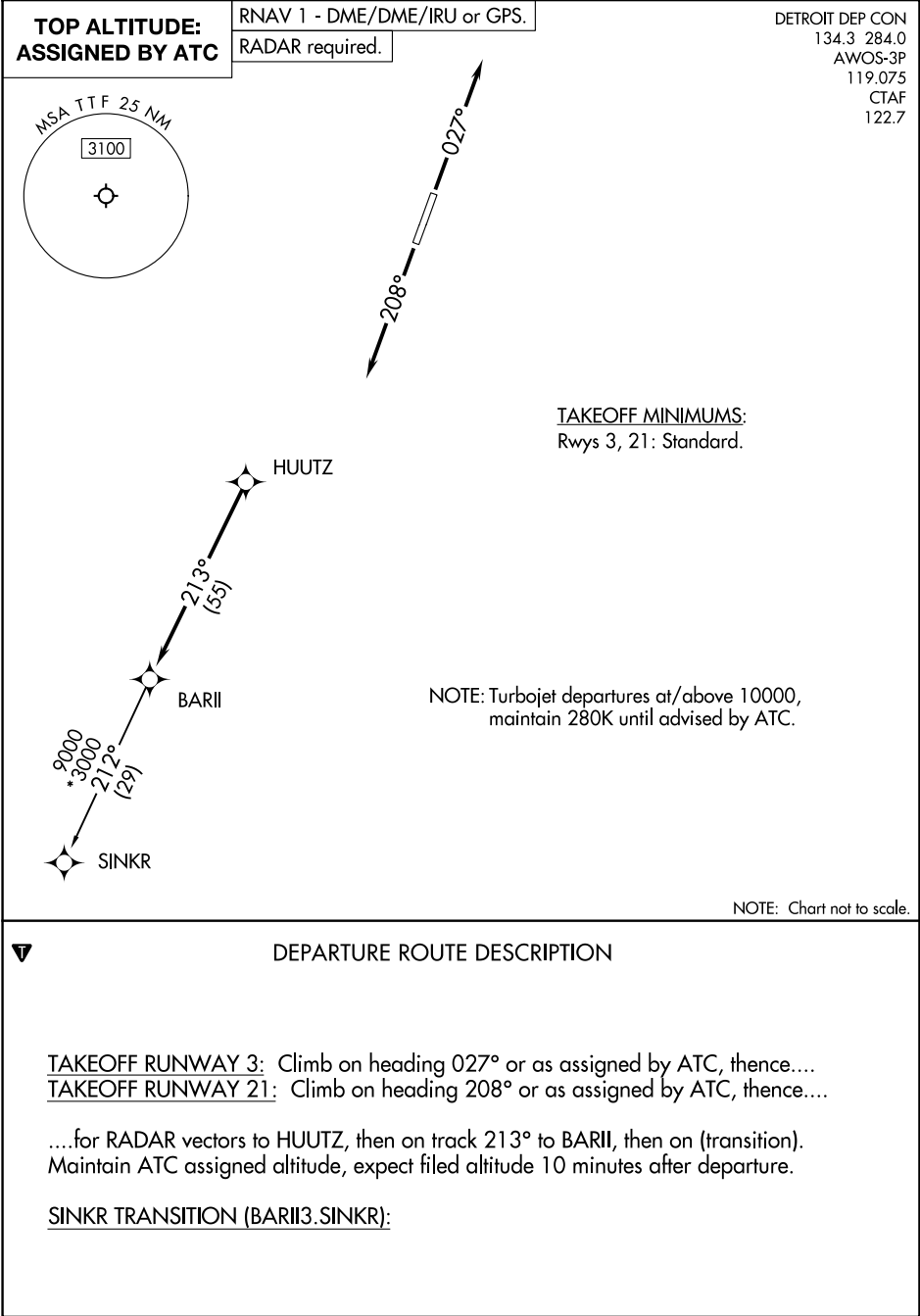
EC-1, 03 SEP 2026 to 29 OCT 2026

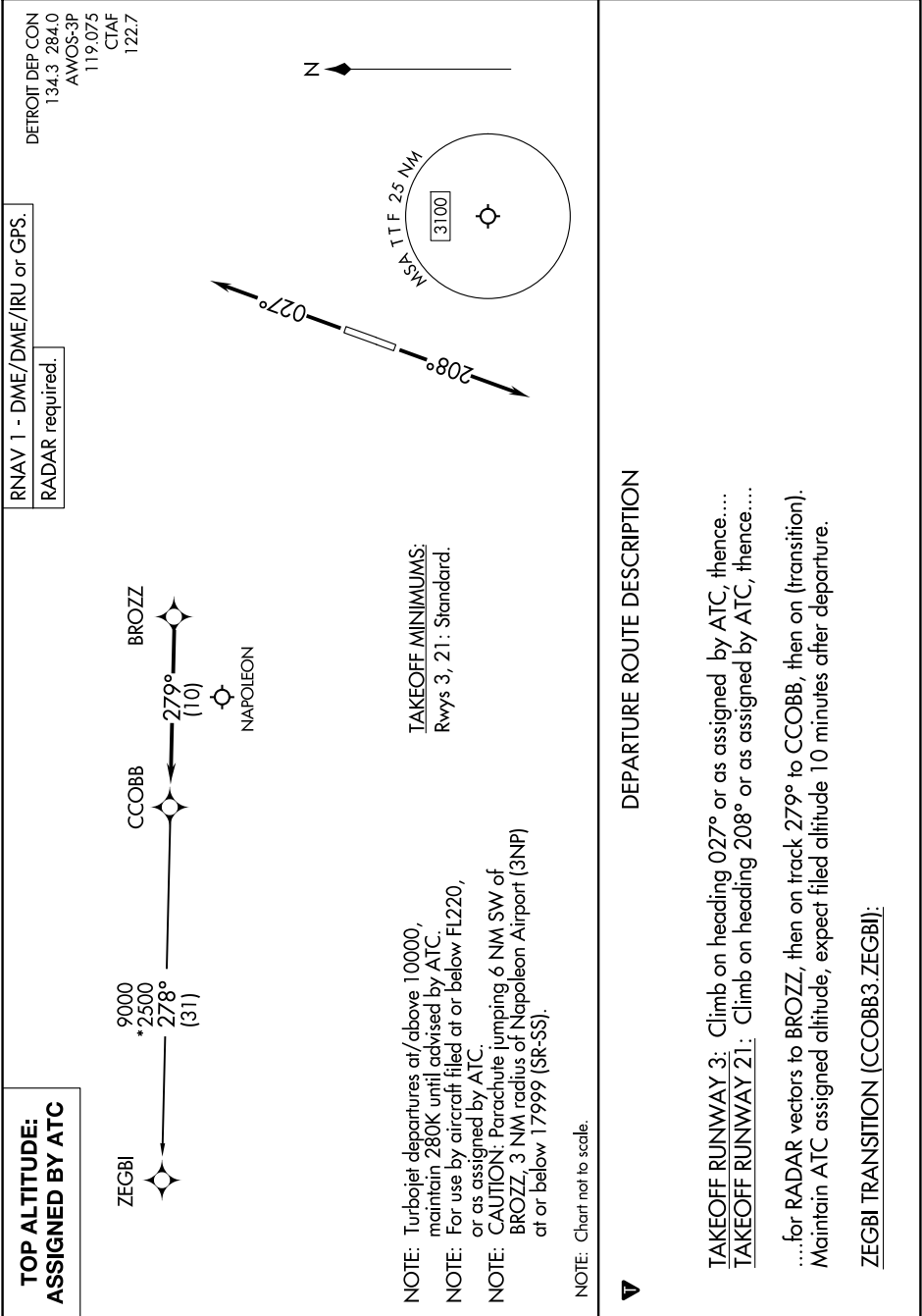
(BARII3.BARII) 26078

BARII THREE DEPARTURE (RNAV)

AL-5642 (FAA)

CUSTER (TTF)
MONROE, MICHIGAN



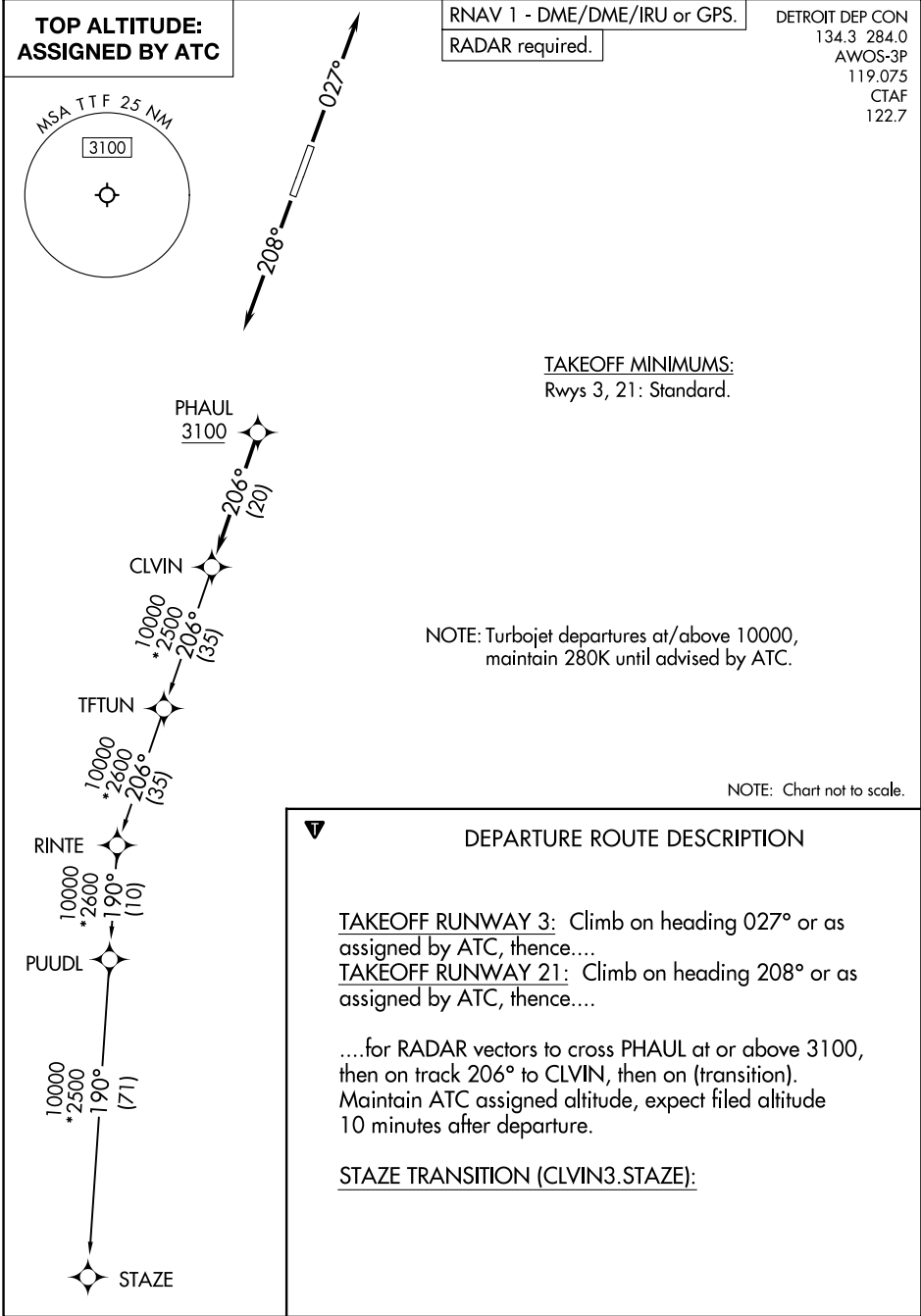


(CLVIN3.CLVIN) 26078

CLVIN THREE DEPARTURE (RNAV)

AL-5642 (FAA)

CUSTER (TTF)
MONROE, MICHIGAN



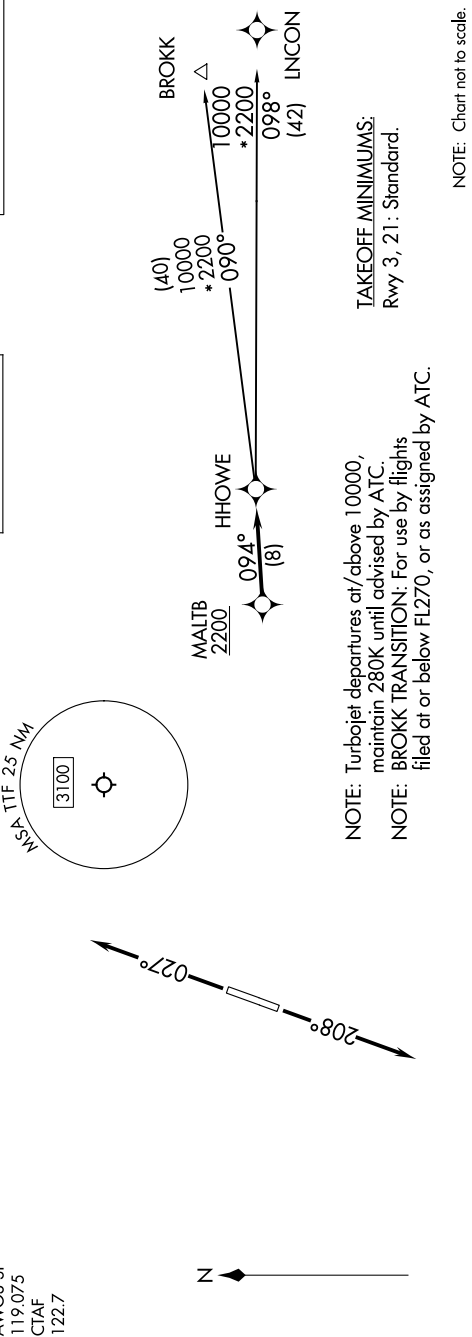
DETROIT DEP CON
134.3 284.0
AWOS-3P
119.075
CTAF
122.7

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

HHOWE FOUR DEPARTURE (RNAV) AL-5642 (FAA)

CUSTER (TTF')
MONROE, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 027° or as assigned by ATC, thence....
TAKEOFF RUNWAY 21: Climb on heading 208° or as assigned by ATC, thence....
....for RADAR vectors to cross MALT B at or above 2200, then on track 094° to HHOWE, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
BROKK TRANSITION (HHOWE4,BROKK):
LINCON TRANSITION (HHOWE4,LINCON):

HHOWE FOUR DEPARTURE (RNAV)
(HHOWE4.HHOWE) 16MAY24

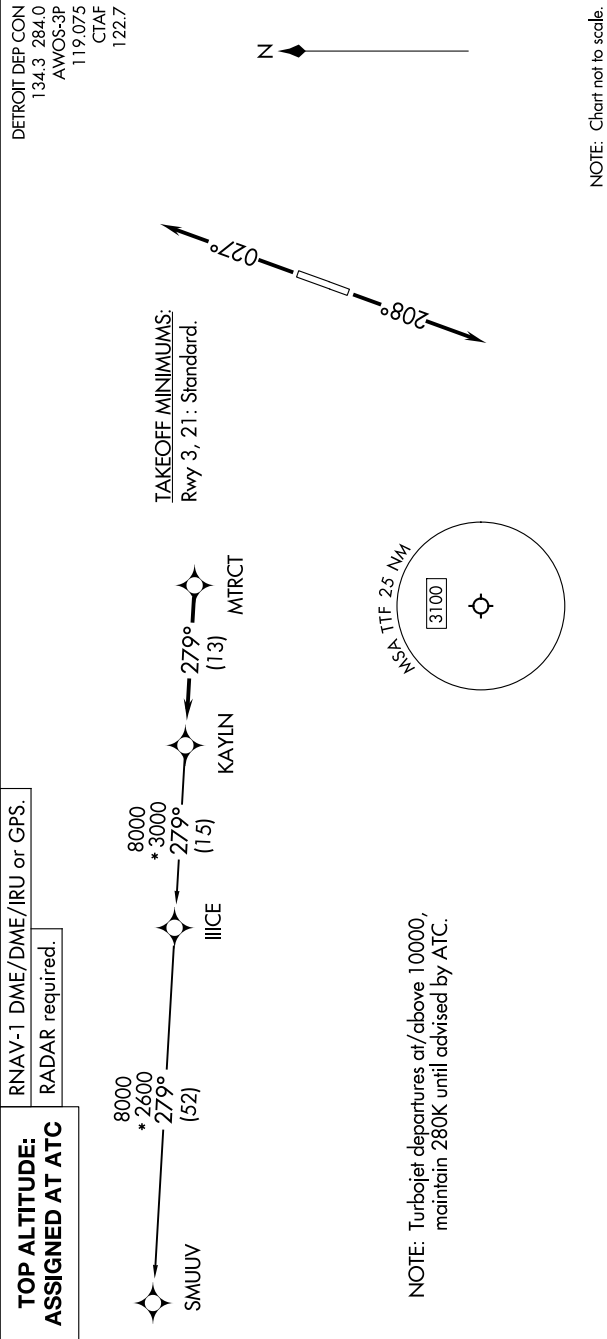
MONROE, MICHIGAN
CUSTER (TTF')

(KAYLN3.KAYLN) 26078

KAYLN THREE DEPARTURE (RNAV)

AL-5642 (FAA)

CUSTER (TTF')
MONROE, MICHIGAN



DETROIT DEP CON
134.3 284.0
AWOS-3P
119.075
CTAF
122.7

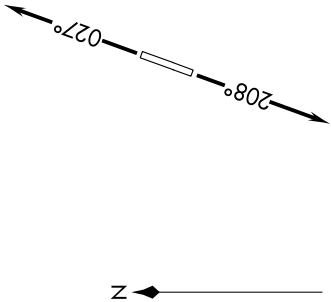
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

(KZLOV2.WINNZ) 26078
KZLOV TWO DEPARTURE (RNAV)

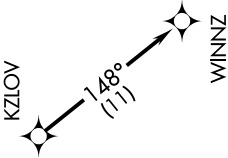
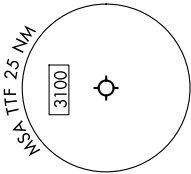
AL-5642 (FAA)

CUSTER (TTF')
MONROE, MICHIGAN



TAKEOFF MINIMUMS:
Rwy 3, 21: Standard.

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.
NOTE: For use by Cleveland terminal arrivals only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 027° or as assigned by ATC, thence....
TAKEOFF RUNWAY 21: Climb on heading 208° or as assigned by ATC, thence....
....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude,
expect filed altitude ten minutes after departure.

(LIDDS4.LIDDS) 26078

LIDDS FOUR DEPARTURE (RNAV)

AL-5642 (FAA)

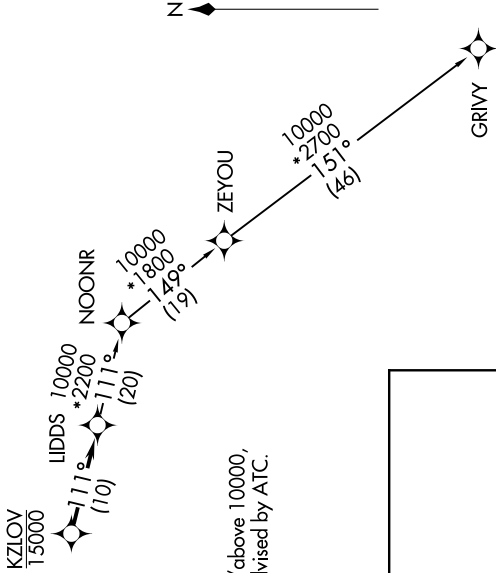
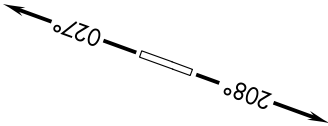
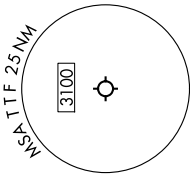
CUSTER (TTF)
MONROE, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT DEP CON
134.3 284.0
AWOS-3P
119.075
CTAF
122.7

RNAV 1 - DME/DME/IRU or GPS.
RADAR required
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 027° or as assigned by ATC, thence....
TAKEOFF RUNWAY 21: Climb on heading 208° or as assigned by ATC, thence....
....for RADAR vectors to cross KZLOV at or below 15000, then on track 111° to LIDDS,
then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes
after departure.

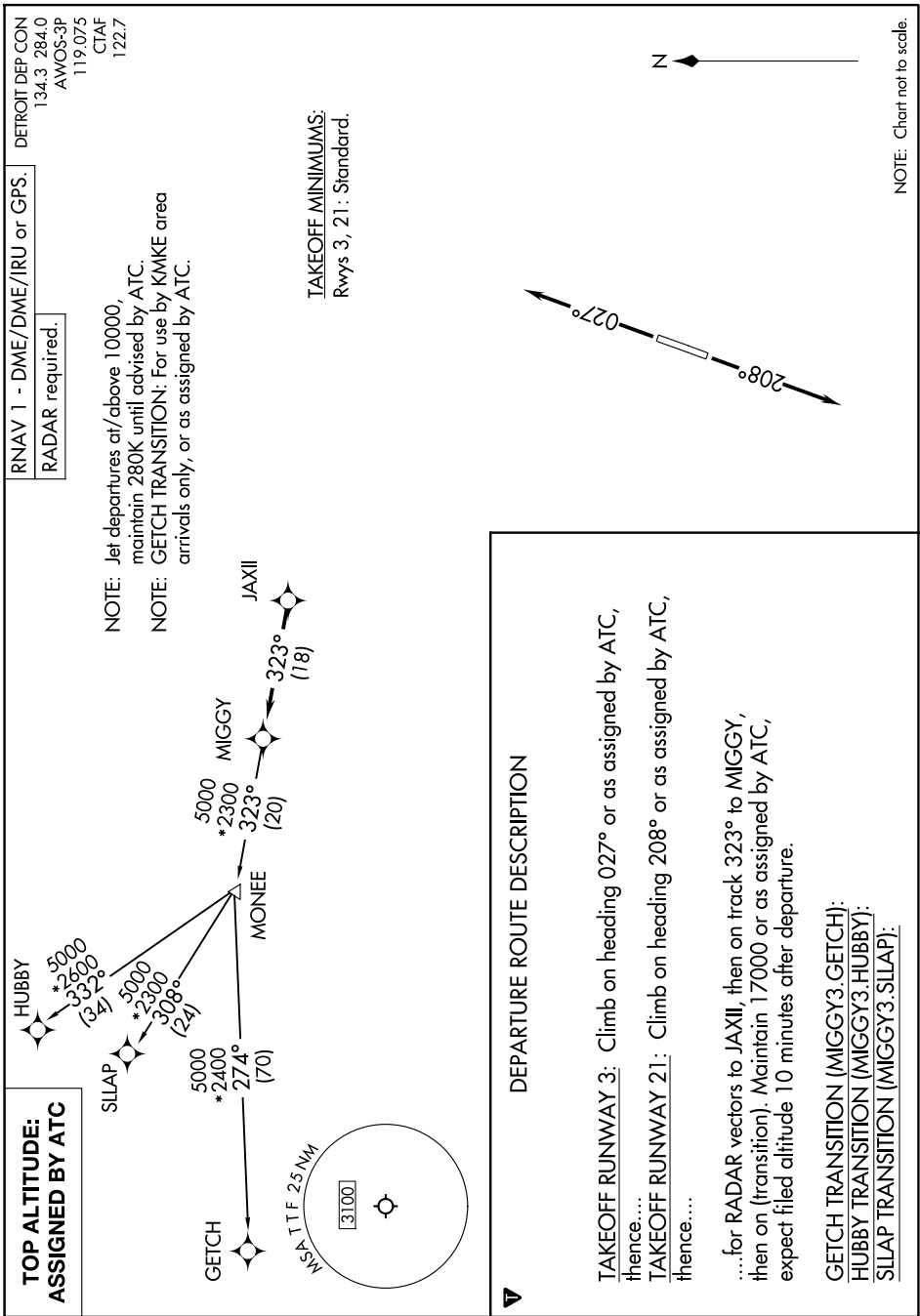
GRIVY TRANSITION (LIDDS4.GRIVY):

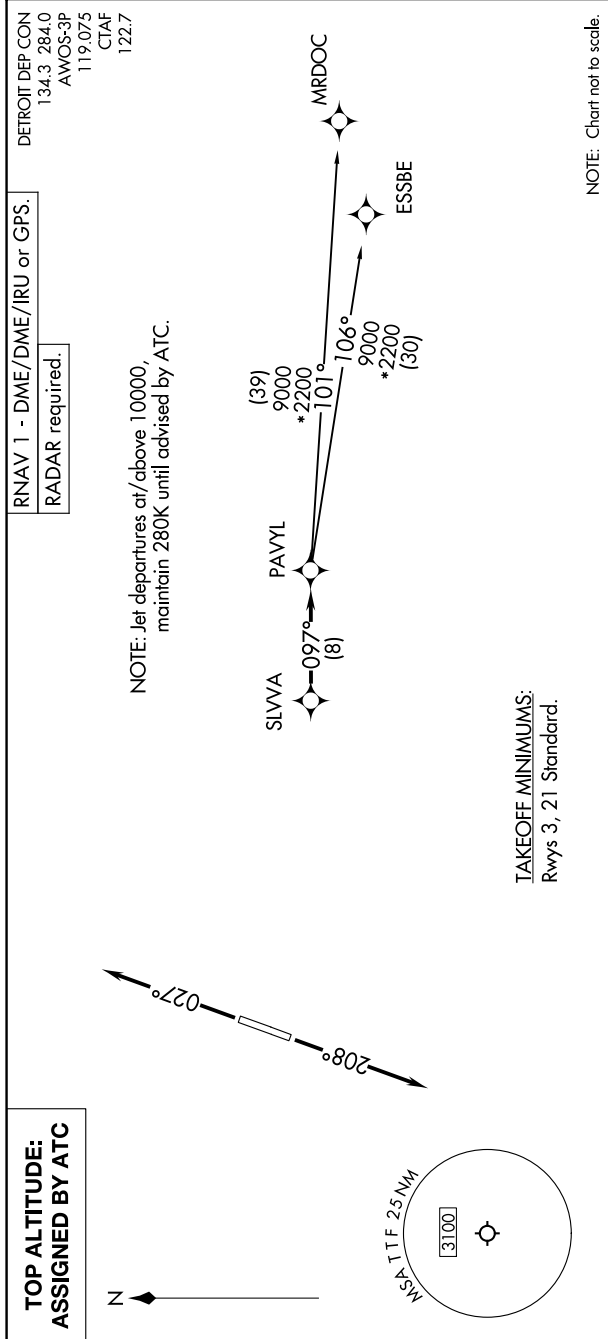
NOTE: Chart not to scale.

LIDDS FOUR DEPARTURE (RNAV)
(LIDDS4.LIDDS) 17APR25

MONROE, MICHIGAN
CUSTER (TTF)

EC-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 027° or as assigned by ATC, thence....
TAKEOFF RUNWAY 21: Climb on heading 208° or as assigned by ATC, thence....

.....for RADAR vectors to SLWA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

NOTE: Chart not to scale.

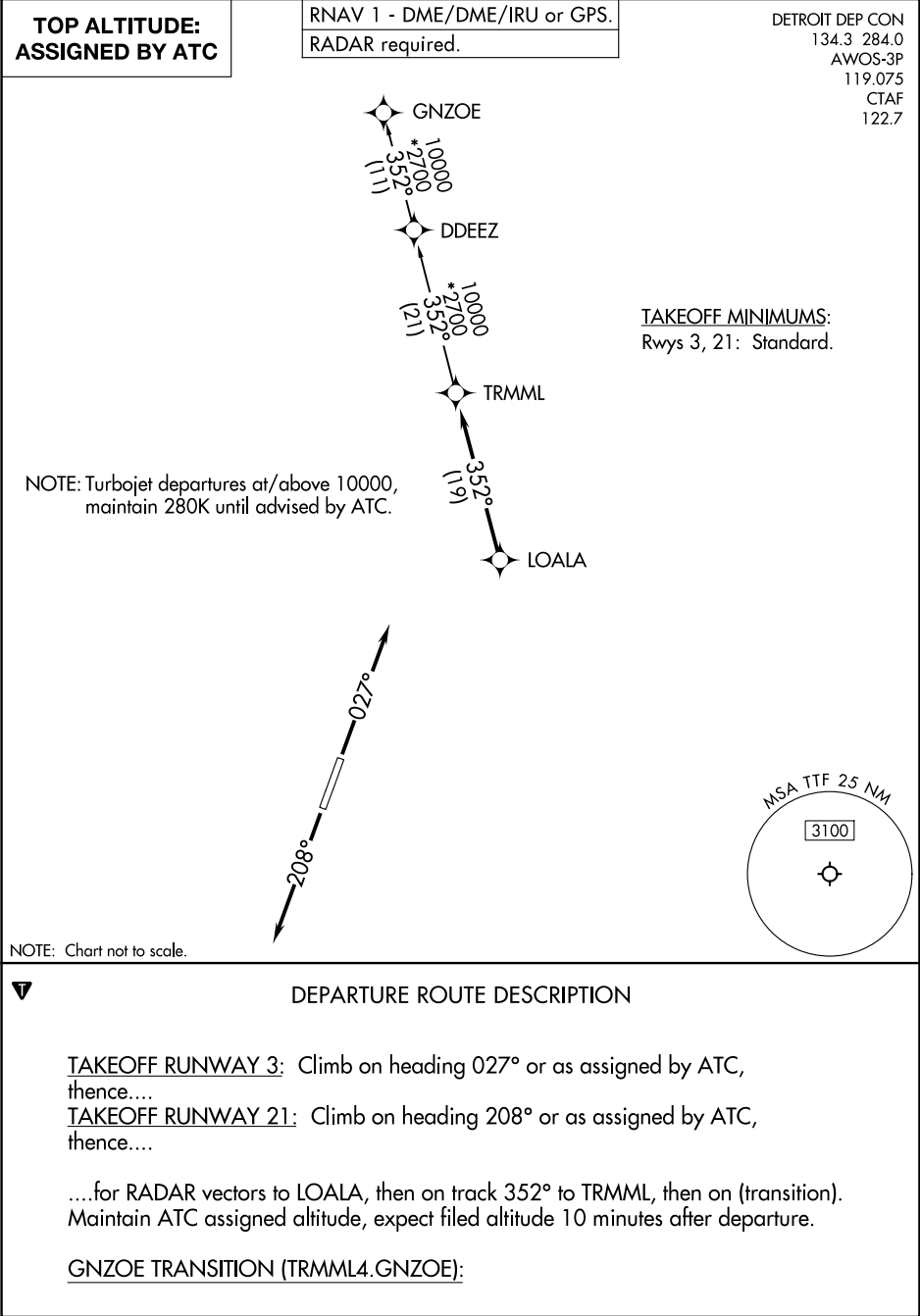
[illegible]

(TRMML4.TRMML) 26078

TRMML FOUR DEPARTURE (RNAV)

AL-5642 (FAA)

CUSTER (TTF)
MONROE, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

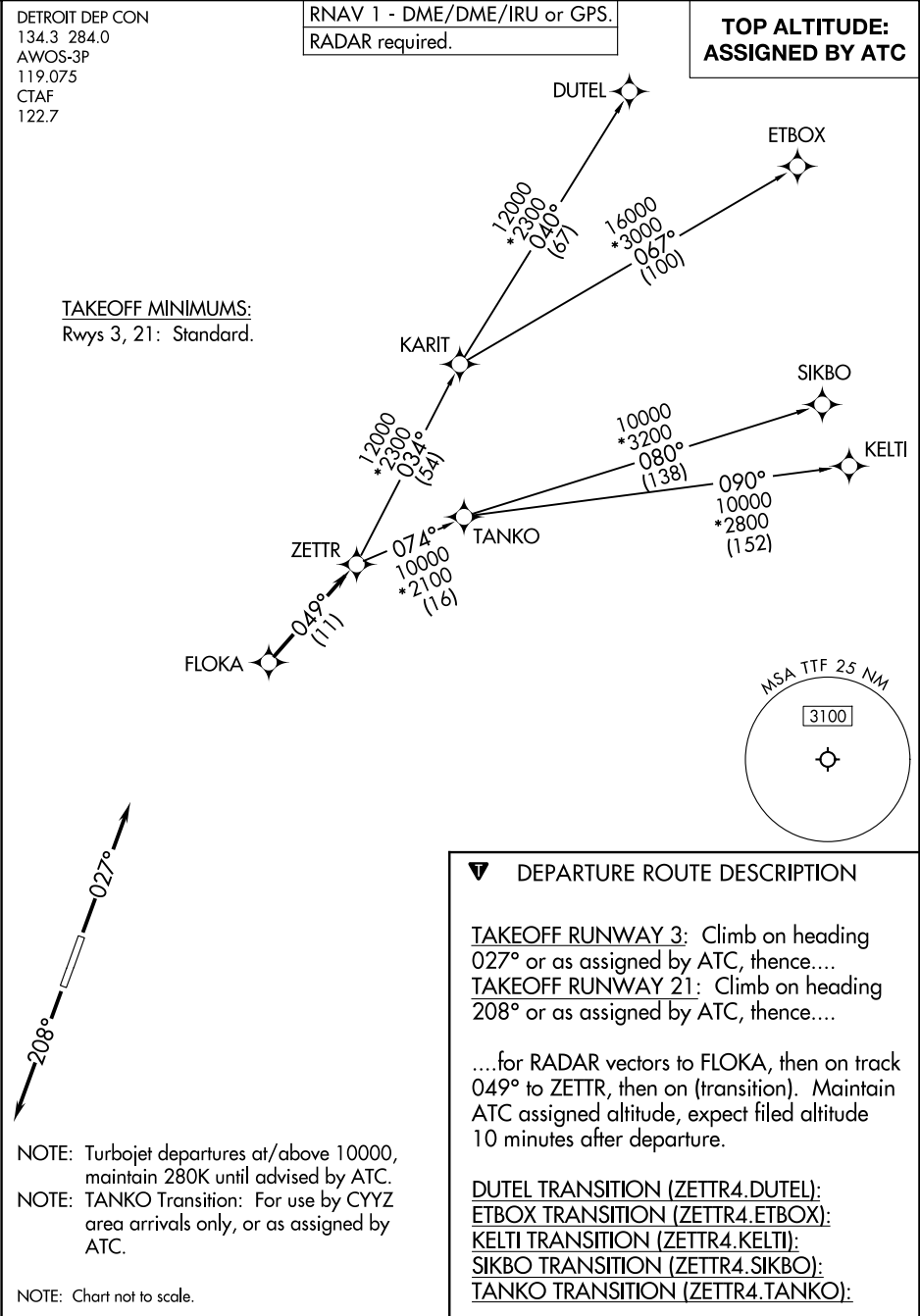
TAKEOFF RUNWAY 3: Climb on heading 027° or as assigned by ATC, thence....

TAKEOFF RUNWAY 21: Climb on heading 208° or as assigned by ATC, thence....

....for RADAR vectors to LOALA, then on track 352° to TRMML, then on (transition).

Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GNZOE TRANSITION (TRMML4.GNZOE):



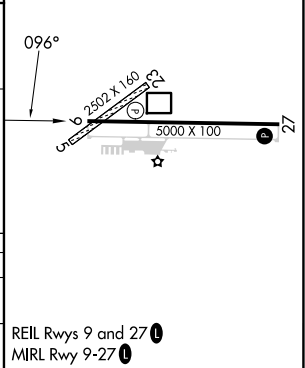
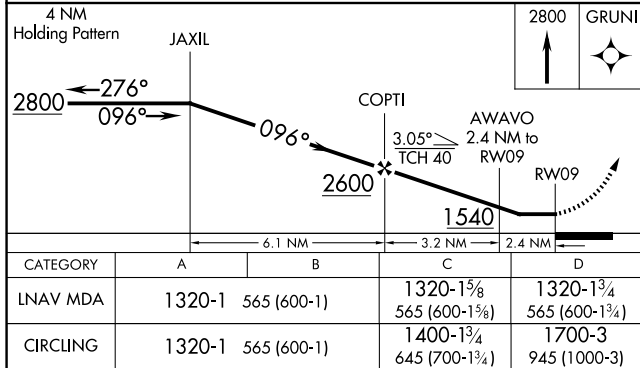
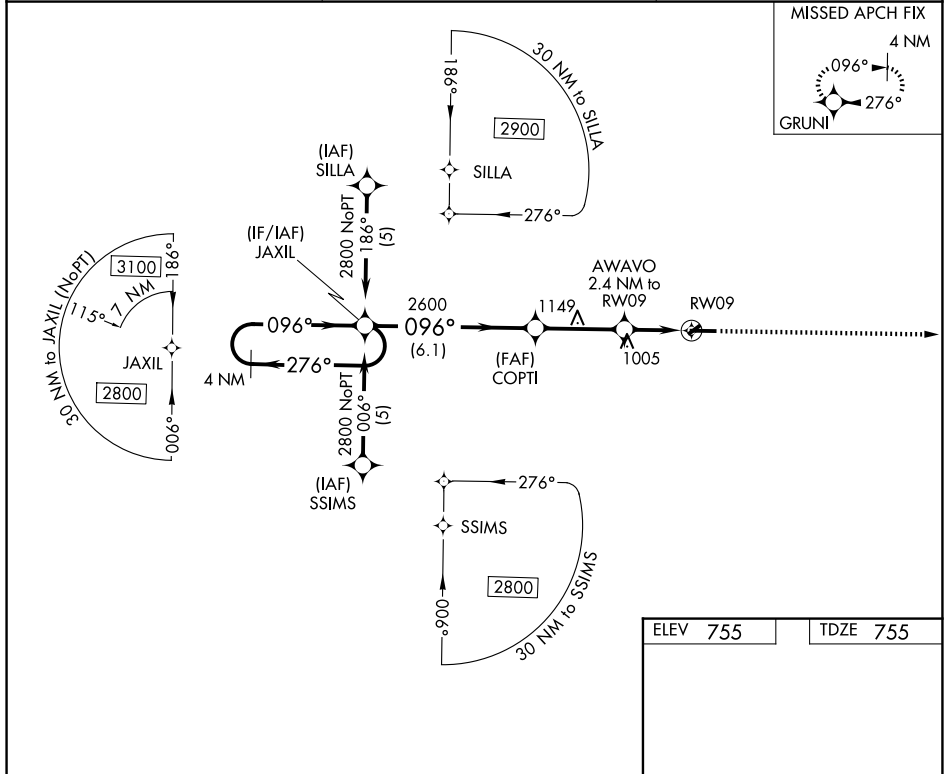
APP CRS	Rwy Ldg	5000
096°	TDZE	755
	Apt Elev	755

RNAV (GPS) RWY 9

MOUNT PLEASANT MUNI (MOP)

RNP APCH - GPS.	T When local altimeter setting not received, use AMN altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C $\frac{1}{8}$ SM and Circling visibility Cat C $\frac{1}{4}$ SM. Circling NA to Rwy 5 and 23. Rwy 9 helicopter visibility reduction below $\frac{1}{4}$ SM NA. A	MISSED APPROACH: Climb to 2800 direct GRUNI and hold.
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AWOS-3P 133.025	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 123.0 (CTAF) 0
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WAAS CH 82613 W27A	APP CRS 276°	Rwy Ldg TDZE 753 Apt Elev 755
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RNAV (GPS) RWY 27

MOUNT PLEASANT MUNI (MOP)

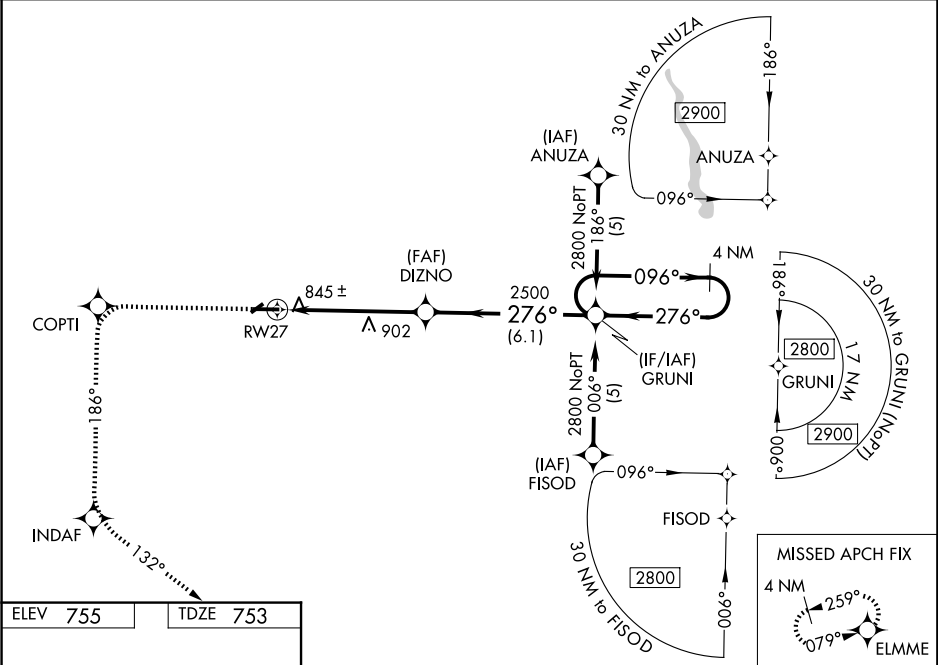
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Alma altimeter setting. Circling NA to Rwy's 5 and 23.

MISSED APPROACH: Climb to 3000 direct COPTI and via 186° track direct INDAF and via 132° track to ELMME and hold.

AWOS-3P 133.025	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 123.0 (CTAF) 0
---------------------------	--	---------------------------------



ELEV 755	TDZE 753
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3000		COPTI	tr 186°	INDAF	tr 132°	ELMME	GRUNI	4 NM Holding Pattern
*LNAV only		DIZNO						GP 3.00° TCH 37
RW27		276°						2800
1.2 NM		4.1 NM		6.1 NM				
CATEGORY		A		B		C		D
LPV DA		1099-1¼			346 (400-1¼)			
LNAV/VNAV DA		1201-1½			448 (500-1½)			
LNAV MDA		1160-1	407 (500-1)		1160-1¼	407 (500-1¼)		
CIRCLING		1240-1	485 (500-1)		1400-1¾	945 (1000-3)		

REIL Rwy's 9 and 27 0
MIRL Rwy 9-27 0

MUSKEGON, MICHIGAN

AL-278 (FAA)

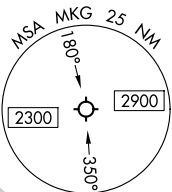
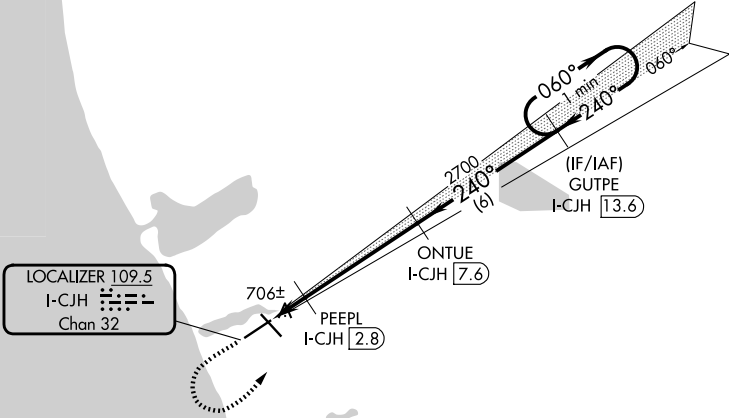
25275

LOC/DME I-CJH 109.5 Chan 32	APP CRS 240°	Rwy Ldg TDZE 627 Apt Elev 629
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ILS or LOC RWY 24
MUSKEGON COUNTY (MKG)

⚠ DME required. RADAR required. RNAV 1-GPS required.		MALSR 	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct GUTPE and hold.	
ATIS 124.3	GREAT LAKES APP CON ★ 119.8 290.35 (N) 133.825 290.35 (S)	MUSKEGON TOWER ★ 126.25 (CTAF) 0 343.725		GND CON 121.6
				UNICOM 122.95

RADAR REQUIRED



ELEV 629	D	TDZE 627
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REIL Rwy 6
REIL Rwy 14
HIRL Rwy 6-24
HIRL Rwy 14-32

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

2500 ↑	3000 ↙	* LOC only		One Minute Holding Pattern	
GUTPE I-CJH 13.6		ONTUE I-CJH 7.6		GUTPE I-CJH 13.6	
PEEPL I-CJH 2.8		2700		2700	
I-CJH 1.3		* I-CJH 2.1		* 1160	
0.9		0.6		4.8 NM	
				6 NM	
CATEGORY		A		B	
S-ILS 24				827-½	
S-LOC 24				960-½	
CIRCLING		1080-1 451 (500-1)		1180-1 551 (600-1)	
				1200-1½ 571 (600-1½)	
				1200-2 571 (600-2)	

MUSKEGON, MICHIGAN
Amdt 6 24MAY18

43°10'N-86°14'W

MUSKEGON COUNTY (MKG)
ILS or LOC RWY 24

EC-1, 03 SEP 2026 to 29 OCT 2026

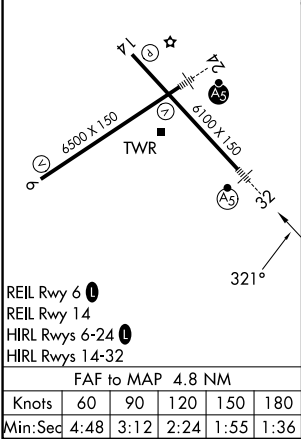
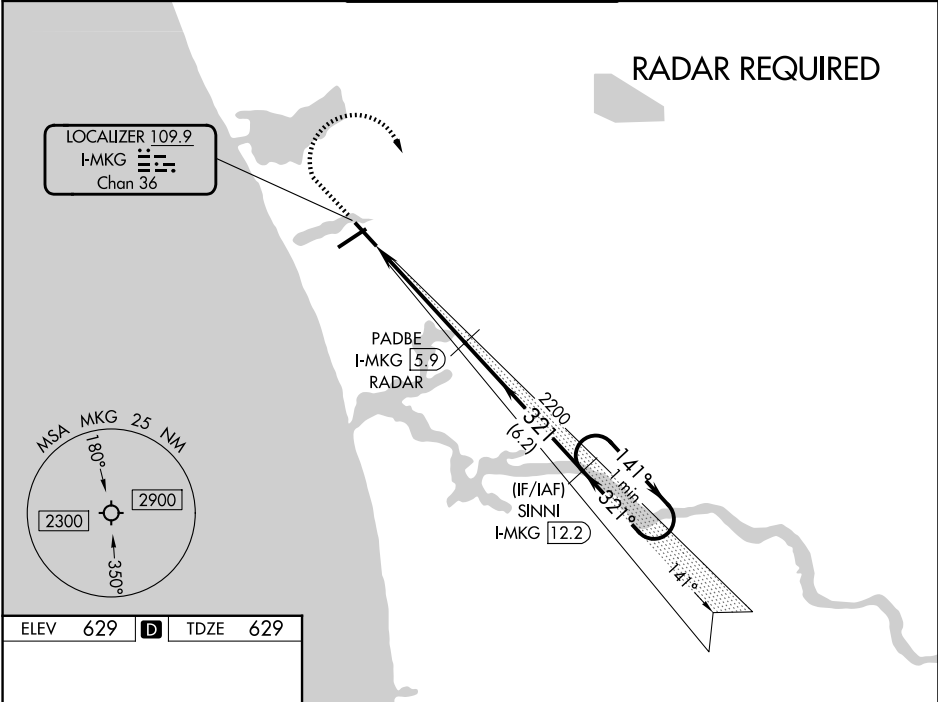
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MKG	APP CRS	Rwy Ldg	6100
109.9	321°	TDZE	629
Chan 36		Apt Elev	629

ILS or LOC RWY 32
MUSKEGON COUNTY (MKG)

DME or RADAR required. RNAV 1-GPS required.	MALSR	MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SINNI and hold.
For inop ALS, increase S-LOC Cat C/D visibility to 1 3/8 SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS	GREAT LAKES APP CON ★	MUSKEGON TOWER★	GND CON	UNICOM
124.3	119.8 290.35 (N) 133.825 290.35 (S)	126.25 (CTAF) 343.725	121.6	122.95



ELEV 629	TDZE 629
2500	3000
SINNI I-MKG 12.2	SINNI I-MKG 12.2
*LOC only	*I-MKG 2.5
I-MKG 1.2	PADBE I-MKG 5.9 RADAR
2200	2200
1.4 NM	3.4 NM
6.2 NM	
One Minute Holding Pattern	
GS 3.00°	TCH 50
321°	141°
3000	3000
321°	321°
2200	2200
1.4 NM	3.4 NM
6.2 NM	
CATEGORY	A
S-ILS 32**	829/24 200 (200-1/2)
S-LOC 32	1120/24 491 (500-1/2)
CIRCLING	1120-1 491 (500-1)
	1180-1 551 (600-1)
	1200-1 571 (600-1 1/2)
	1200-2 571 (600-2)

MUSKEGON, MICHIGAN

AL-278 (FAA)

26190

WAAS CH 56618 W06A	APP CRS 060°	Rwy Ldg TDZE 623 Apt Elev 629
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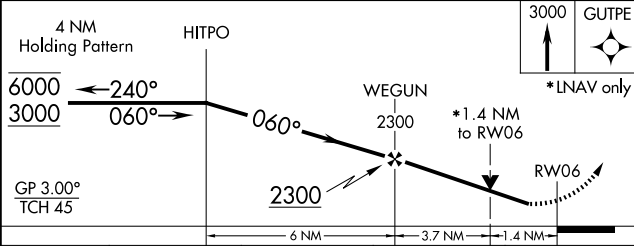
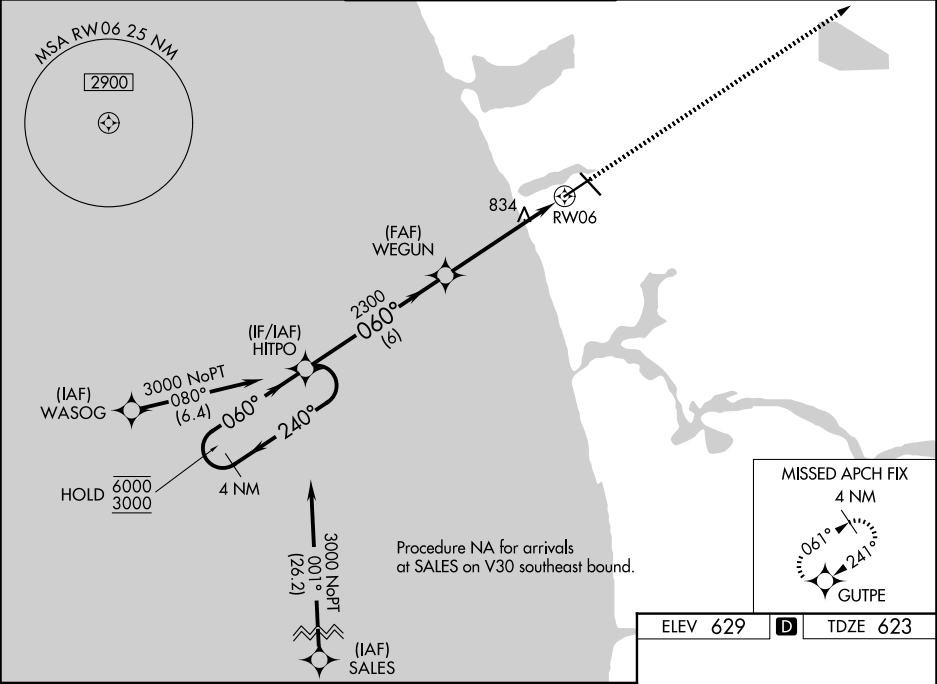
RNAV (GPS) RWY 6
MUSKEGON COUNTY (MKG)

RNP APCH.

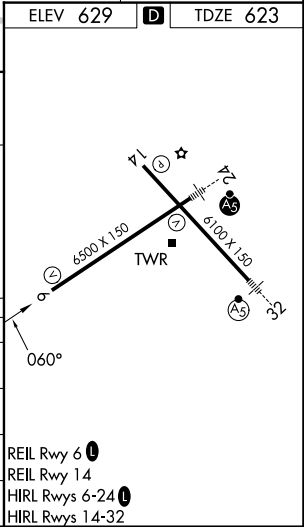
⚠ Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct GUTPE and hold.

ATIS 124.3	GREAT LAKES APP CON★ 119.8 290.35 (N) 133.825 290.35 (S)	MUSKEGON TOWER★ 126.25 (CTAF) 0 343.725	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	928-7/8 305 (300-7/8)			
LNAV/VNAV DA	975-1 352 (400-1)			
LNAV MDA	1100-1 477 (500-1)	1100-1 3/8 477 (500-1 3/8)		
CIRCLING	1100-1 471 (500-1)	1180-1 551 (600-1)	1200-1 1/2 571 (600-1 1/2)	1200-2 571 (600-2)



MUSKEGON, MICHIGAN
Amdt 2A 05NOV20

43°10'N-86°14'W

MUSKEGON COUNTY (MKG)
RNAV (GPS) RWY 6

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

25275

RNAV (GPS) RWY 14

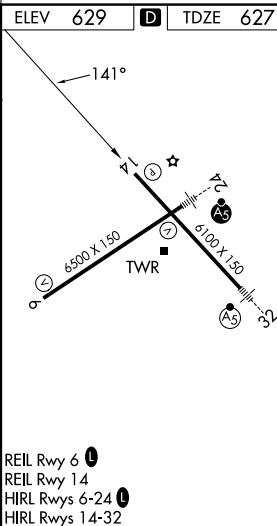
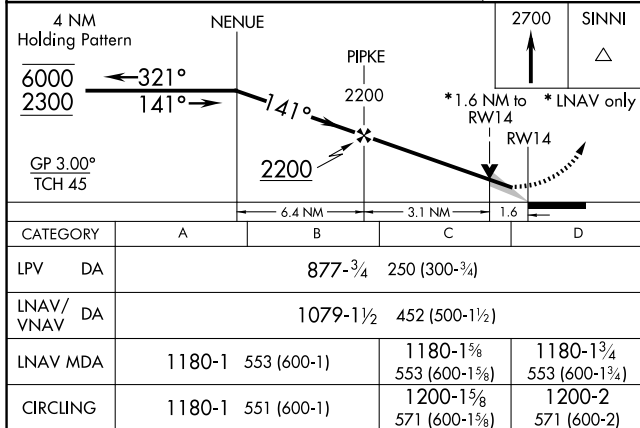
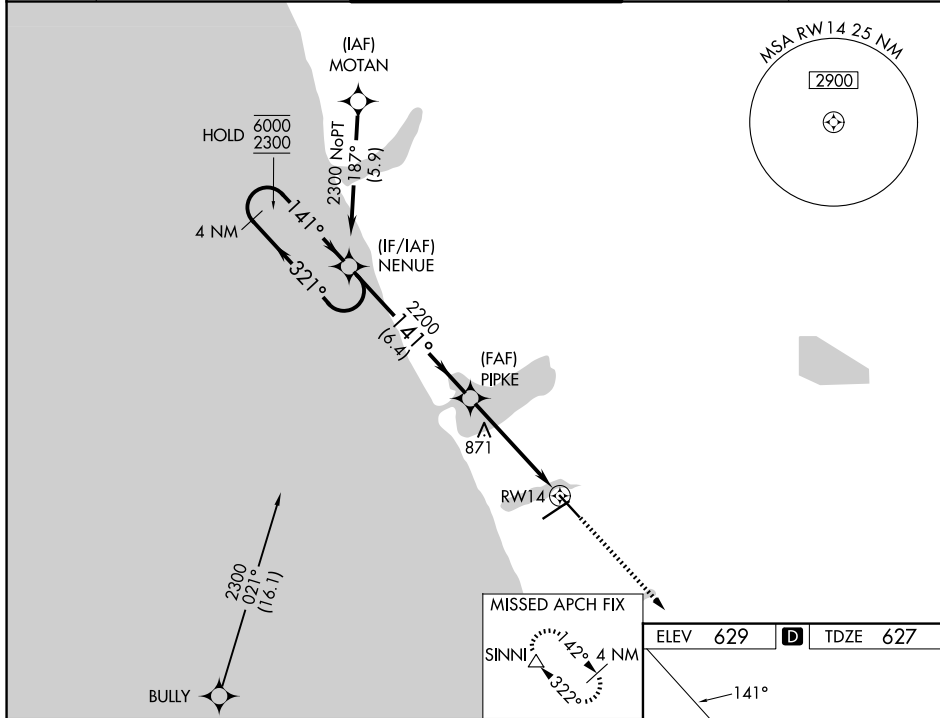
MUSKEGON COUNTY (MKG)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or
A above 54°C.

MISSED APPROACH:
Climb to 2700 direct
SINNI and hold

MUSKEGON TOWER★
126.25 (CTAF) 343.725

GND CON
121.6

UNICOM
122.95

43°10'N-86°14'W
383

MUSKEGON COUNTY (MKG)
RNAV (GPS) RWY 14

EC-1, 03 SEP 2026 to 29 OCT 2026

MUSKEGON, MICHIGAN

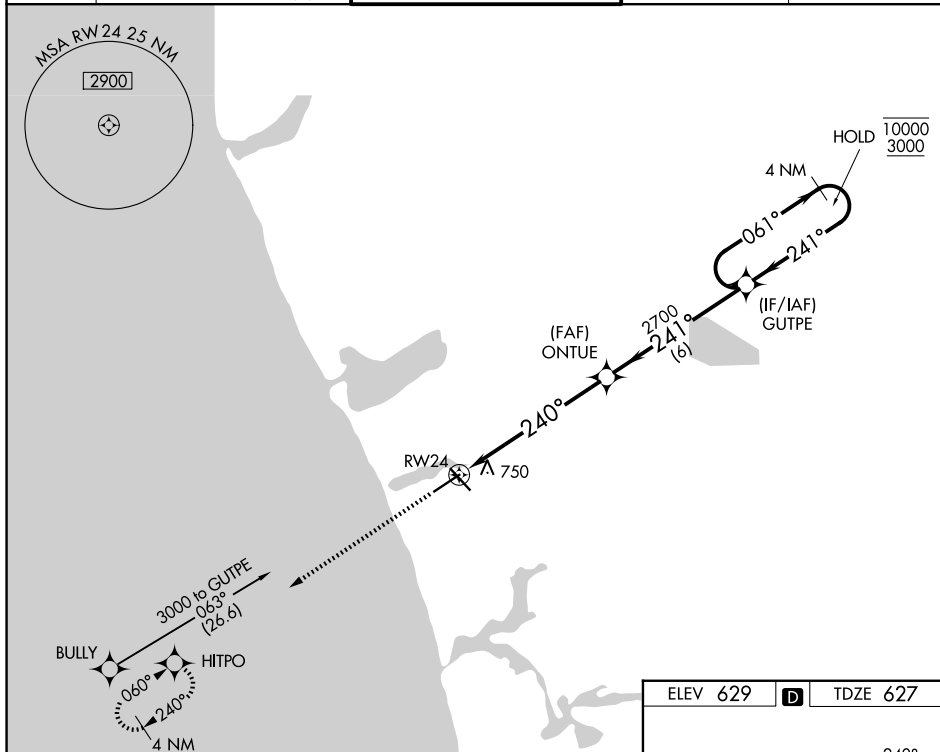
AL-278 (FAA)

25275

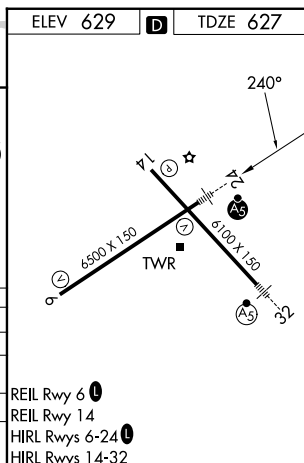
WAAS CH 42918 W24A	APP CRS 240°	Rwy Ldg TDZE Apt Elev	6500 627 629
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RNAV (GPS) RWY 24 MUSKEGON COUNTY (MKG)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 3000 direct HITPO and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LPV visibility all Cats to ¾ SM, LNAV/VNAV visibility all Cats to 1¾ SM, LNAV Cats A/B to 1 SM and LNAV Cats C/D to 1¾ SM.				
ATIS 124.3	GREAT LAKES APP CON* 119.8 290.35 (N) 133.825 290.35 (S)	MUSKEGON TOWER* 126.25 (CTAF) 0 343.725	GND CON 121.6	UNICOM 122.95



3000	HITPO	*LNAV only	ONTUE	GUTPE	4 NM Holding Pattern
↑			2700	241°	10000 3000
		* 1.2 NM to RW24		240°	GP 3.00° TCH 56
		RW24		2700	
		1.2	5.1 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA		827-½	200 (200-½)		
LNAV/VNAV DA		1092-1	465 (500-1)		
LNAV MDA	1080-½	453 (500-½)	1080-¾	453 (500-¾)	
CIRCLING	1080-1	1180-1	1200-1½	1200-2	
	451 (500-1)	551 (600-1)	571 (600-1½)	571 (600-2)	



MUSKEGON, MICHIGAN

Amdt 2A 05NOV20

43°10'N-86°14'W

MUSKEGON COUNTY (MKG) **RNAV (GPS) RWY 24**

RNAV (GPS) RWY 32

MUSKEGON COUNTY (MKG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C or above 54°C.
⚠ For inop ALS, increase LPV visibility all Cats to RVR 4000, LNAV/VNAV visibility all Cats to RVR 450, and LNAV visibility Cats A/B to RVR 5500 and Cats C/D to 1½ SM.
 ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Fremont altimeter setting.

MISSED APPROACH:
Climb to 2300 direct
NENUE and hold.

* LNAV only

RW32

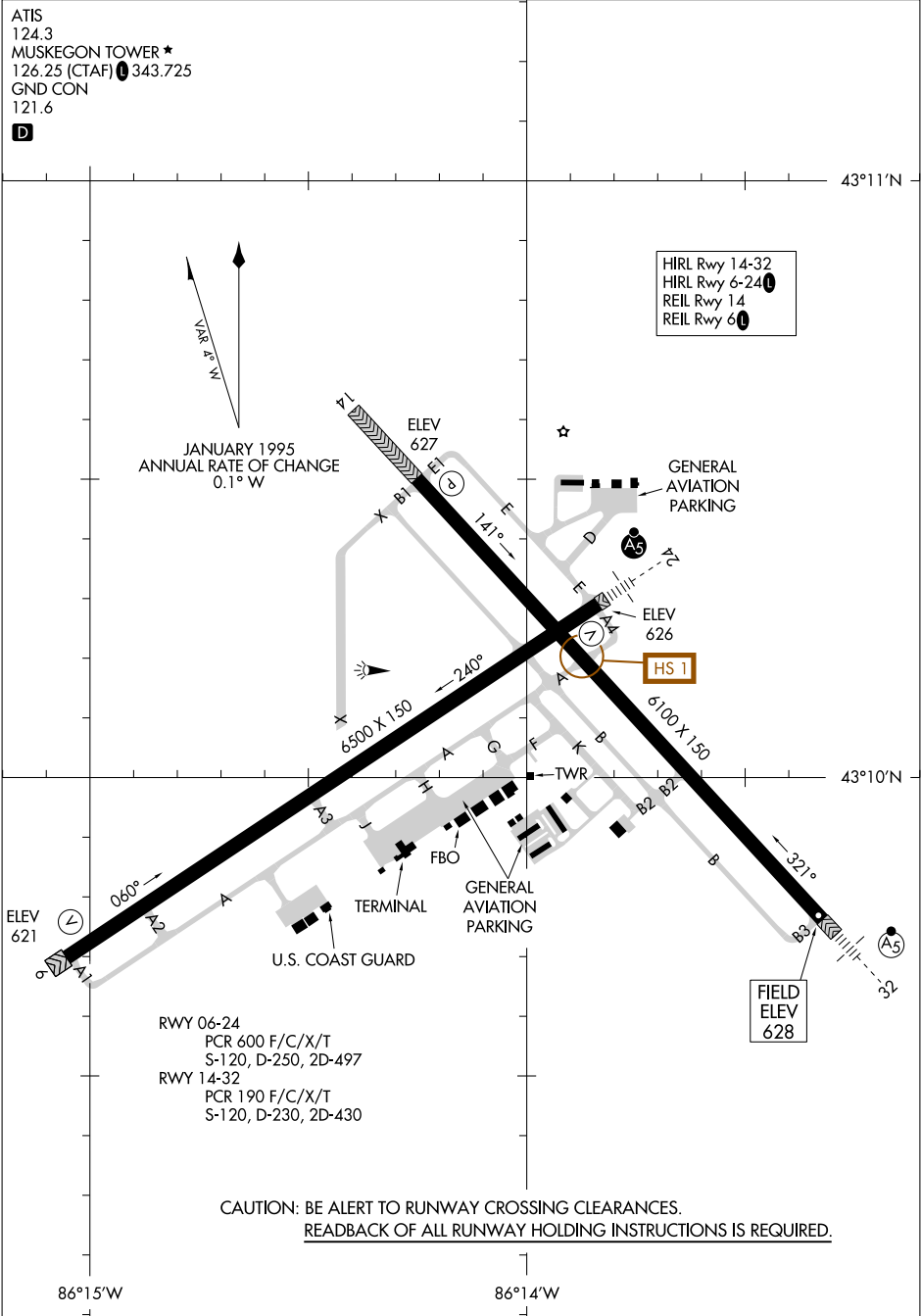
PADBE 2200

SNNI 4 NM Holding Pattern

142° → 6000
← 322° 2700

GP 3.00°
TCH 50

CATEGORY	A	B	C	D
LPV DA**		829/24	200 (200-½)	
LNAV/VNAV DA		915/24	286 (300-½)	
LNAV MDA	1080/24	451 (500-½)	1080/45	451 (500-¾)
CIRCLING	1080-1 451 (500-1)	1180-1 551 (600-1)	1200-1½ 571 (600-1½)	1200-2 571 (600-2)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

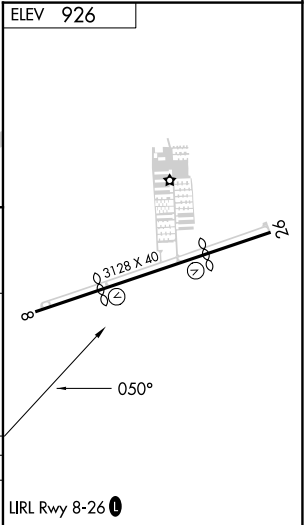
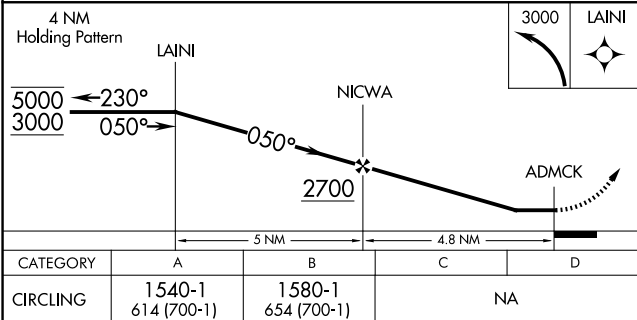
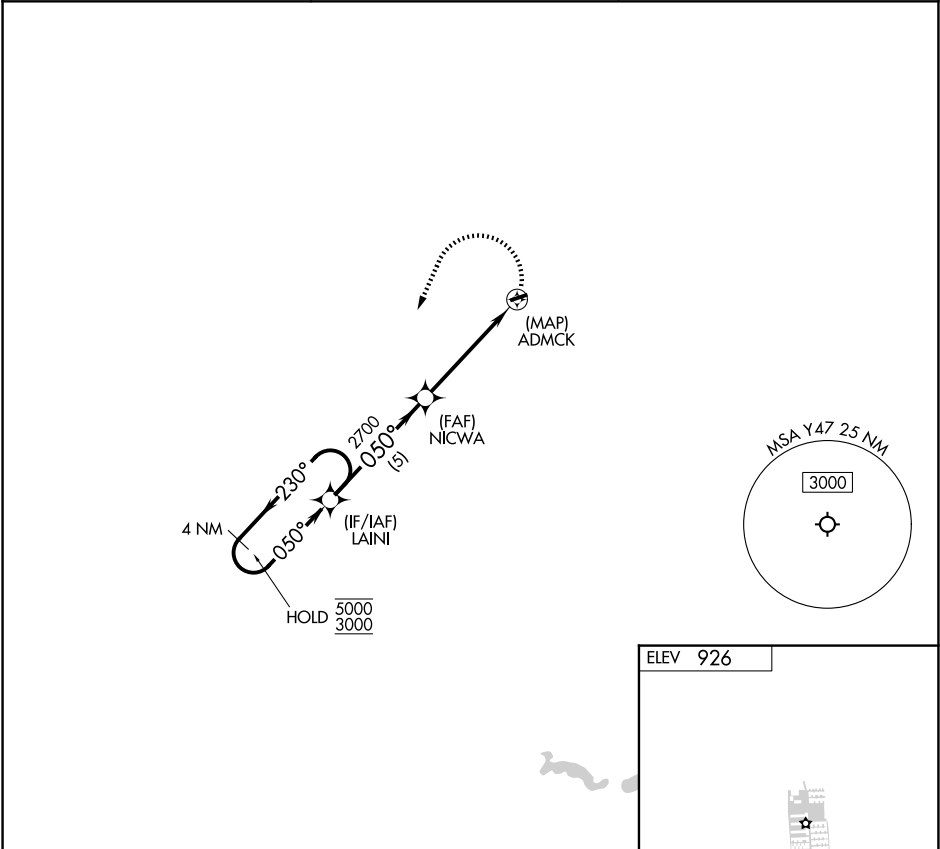
APP CRS	Rwy Ldg	N/A
050°	TDZE	N/A
	Apt Elev	926

RNAV (GPS)-A

OAKLAND SOUTHWEST (Y47)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3000 direct LAINI and hold.
	Procedure NA at night. Rwy 8 and 26 helicopter visibility reduction below 1 SM NA. Use Detroit Willow Run altimeter setting.	

YIP ASOS 127.425	DETROIT APP CON 132.35 284.0	UNICOM 122.7 (CTAF) 0
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NEWBERRY, MICHIGAN

AL-5836 (FAA)

26246

APP CRS	Rwy Ldg	4304
116°	TDZE	869
	Apt Elev	869

RNAV (GPS) RWY 11

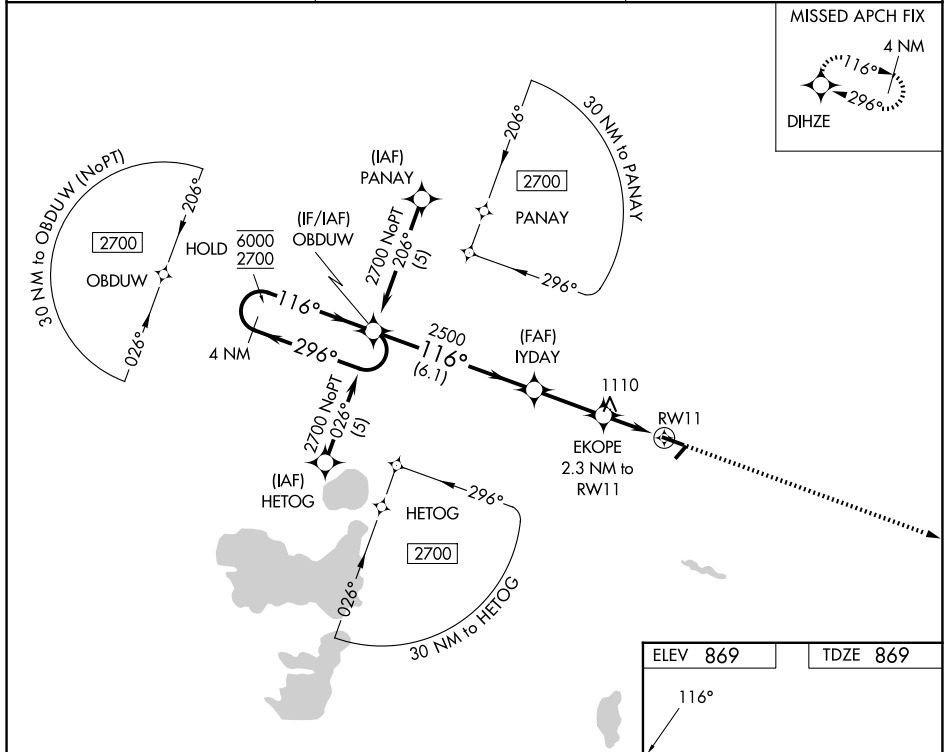
LUCE COUNTY (ERY)

RNP APCH - GPS.

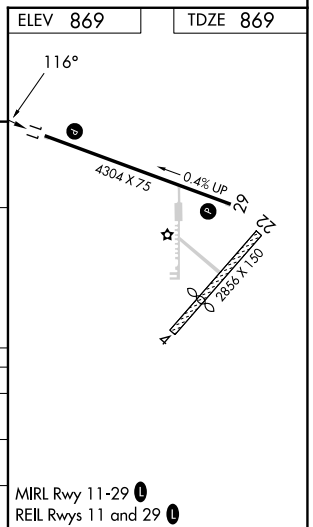
⚠ Circling NA to Rwys 4 and 22. Rwy 11 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 2700 direct
DIHZE and hold.

AWOS-3P 119.525	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		2700 DIHZE	
OBDUW		↑	
6000	←296°	2500	116°
2700	→116°	2500	116°
GP 3.00° TCH 40		2500	116°
6.1 NM		2.6 NM	0.7 NM
A		B	C
LNAV/DA		1259-1 $\frac{1}{8}$	390 (400-1 $\frac{1}{8}$)
LNAV MDA		1420-1 551 (600-1)	1420-1 $\frac{5}{8}$ 551 (600-1 $\frac{5}{8}$)
CIRCLING		1420-1 551 (600-1)	1460-1 $\frac{5}{8}$ 591 (600-1 $\frac{5}{8}$) 1560-2 $\frac{1}{4}$ 691 (700-2 $\frac{1}{4}$)



NEWBERRY, MICHIGAN
Orig-D 21MAR24

46°19'N - 85°27'W

RNAV (GPS) RWY 11

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 4041B	APP CRS 296°	Rwy Ldg TDZE 867	4304
W29A		Apt Elev 869	

RNAV (GPS) RWY 29

LUCE COUNTY (ERY)

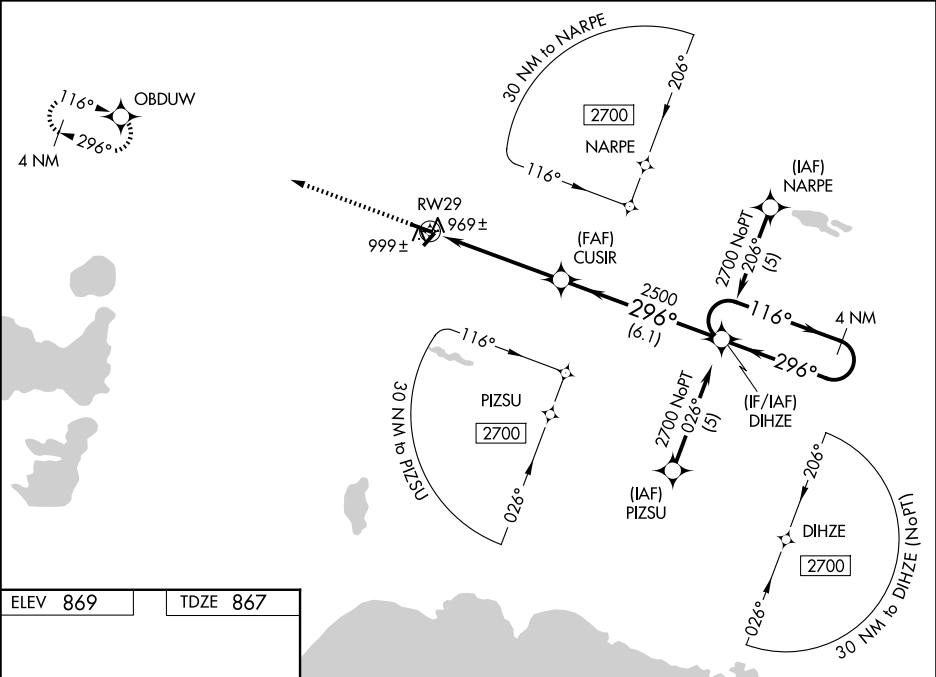
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use CIU altimeter setting: increase LPV DA to 1222 feet; increase LNAV/VNAV DA to 1344 feet; increase all MDAs 120 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ½ SM, and Circling visibility Cats C/D ½ SM. Baro-VNAV NA when using CIU altimeter setting. Circling NA to Rwy's 4 and 22. Rwy 29 helicopter visibility reduction below ¾ NA.

MISSED APPROACH:
Climb to 2700 direct
OBDUW and hold.

AWOS-3P 119.525	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 122.8 (CTAF) 0
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ELEV 869 TDZE 867

MIRL Rwy 11-29 0
REIL Rwy's 11 and 29 0

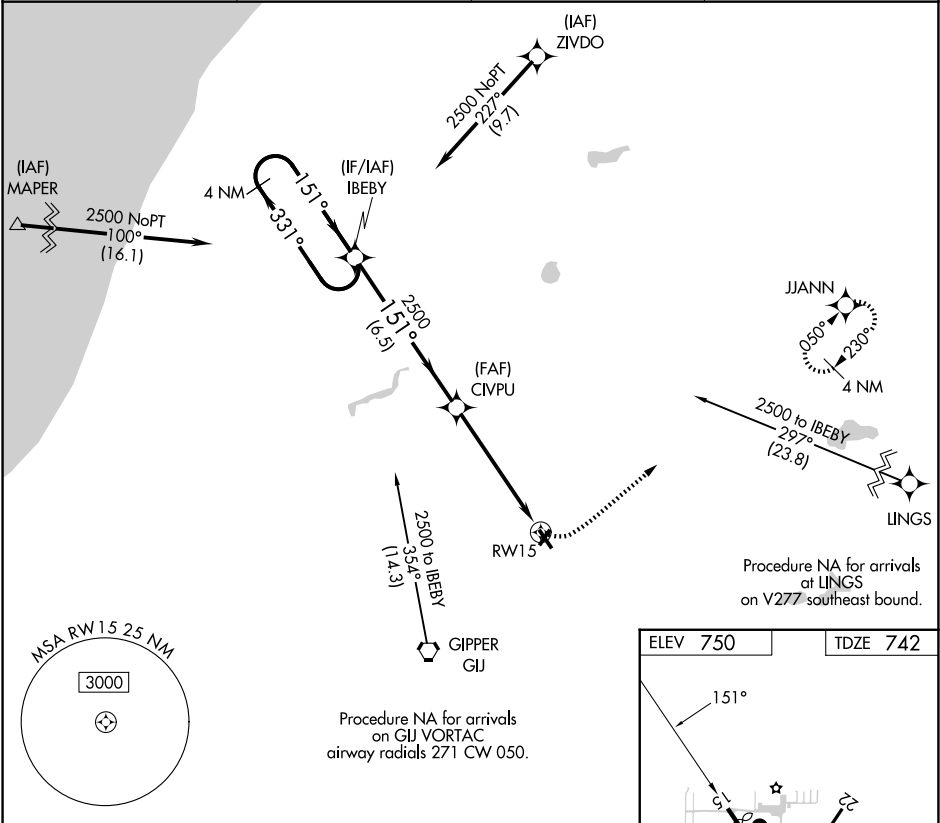
3700	2700	OBDUW	DIHZE	4 NM Holding Pattern
		CUSIR		
		2500		
		2500		
		296°		
		116°		
		2700		
		5 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1117-1	250 (300-1)		
LNAV/VNAV DA	1239-1½	372 (400-1½)		
LNAV MDA	1260-1	393 (400-1)	1260-1¼ 393 (400-1¼)	1260-1¼ 393 (400-1¼)
CIRCLING	1300-1 431 (500-1)	1380-1 511 (600-1)	1460-1½ 591 (600-1½)	1560-2¼ 691 (700-2¼)

APP CRS	Rwy Ldg	3800
151°	TDZE	742
	Apt Elev	750

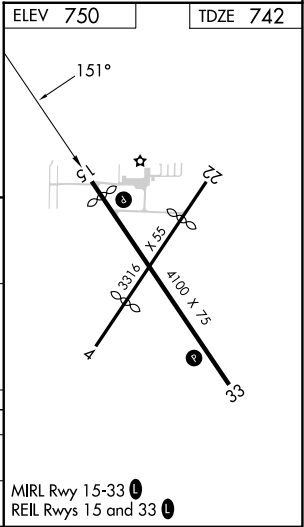
RNAV (GPS) RWY 15
JERRY TYLER MEML (3TR)

NA Use South Bend altimeter setting; when not received use Elkhart altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 3000 direct JJANN and hold.
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SBN ASOS 120.675	SOUTH BEND APP CON ★ 118.55 257.8	GCO 121.725	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				
CATEGORY	A	B	C	D
LNAB MDA	1460-1	718 (800-1)	1460-2 718 (800-2)	NA
CIRCLING	1460-1	710 (800-1)	1460-2 710 (800-2)	NA



EC-1, 03 SEP 2026 to 29 OCT 2026

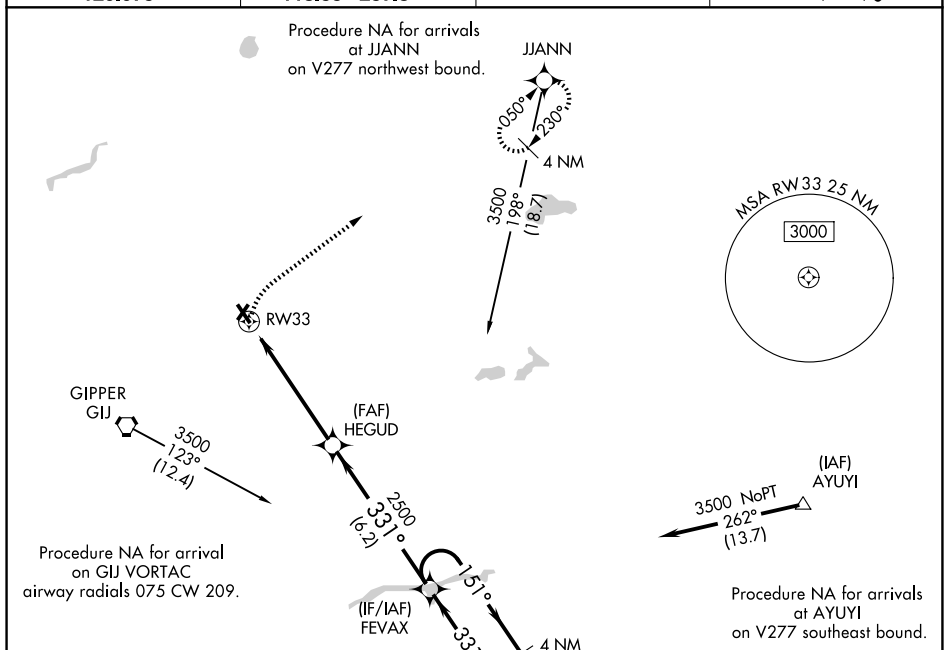
EC-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

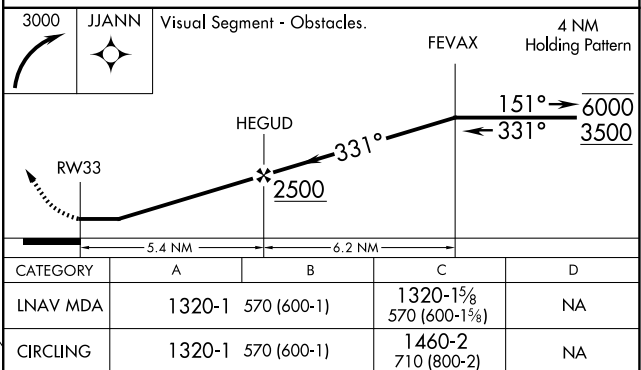
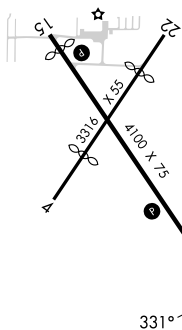
JERRY TYLER MEML (3TR)

T Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.
A NA Use South Bend altimeter setting; when not received, use Elkhart altimeter setting; increase all MDA 20 feet and LNAV Cat C visibility $\frac{1}{8}$ SM.

MISSED APPROACH: Climbing right turn to 3000 direct JJANN and hold.

UNICOM
122.8 (CTAF) **L**

ELEV 750	TDZE 750
MIRL Rwy 15-33 ^L	
REIL Rwy 15 and 33 ^L	



ONTONAGON, MICHIGAN

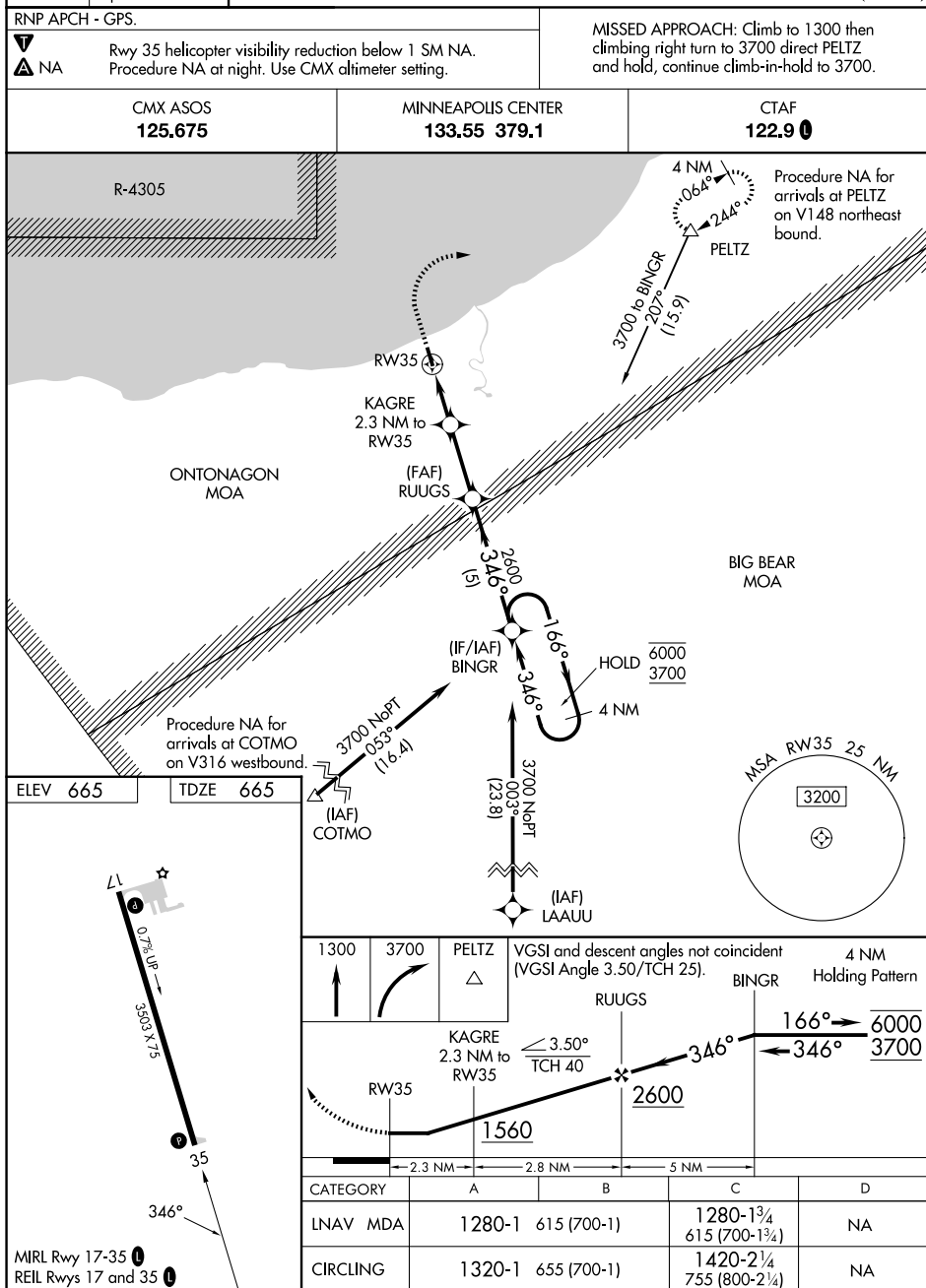
AL-5919 (FAA)

26022

APP CRS	Rwy Ldg	3503
346°	TDZE	665
	Apt Elev	665

RNAV (GPS) RWY 35

ONTONAGON COUNTY/SCHUSTER FLD (OGM)



EC-1, 03 SEP 2026 to 29 OCT 2026

ONTONAGON, MICHIGAN

Orig-A 26DEC24

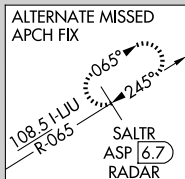
ONTONAGON COUNTY/SCHUSTER FLD (OGM)

46°51'N-89°22'W

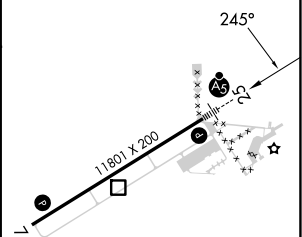
RNAV (GPS) RWY 35

ILS or LOC RWY 25
OSCODA/WURTSMITH (OSC)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on heading 030° and on APN VORTAC R-175 to LEGOR/APN 15 DME and hold.

UNICOM
123.0 (CTAF) 

ELEV	633		TDZE	624
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REIL Rwy 7 **L**
HIRL Rwy 7-25 **L**

EC-1, 03 SEP 2026 to 29 OCT 2026

OSCODA, MICHIGAN

AL-32 (FAA)

25331

WAAS CH 97417 W07A	APP CRS 065°	Rwy Ldg 11801 TDZE 633 Apt Elev 633
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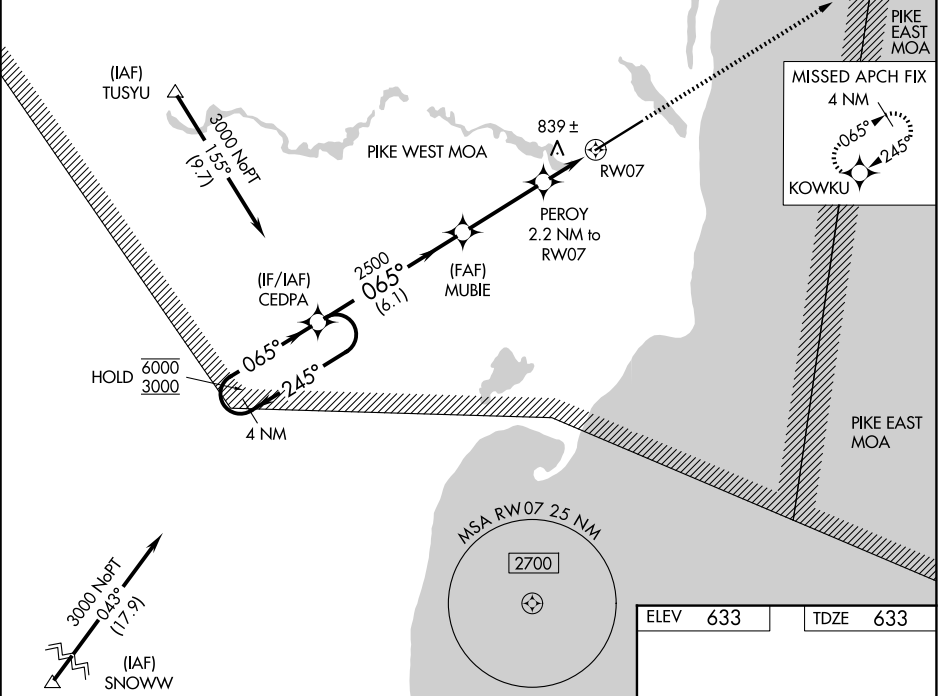
RNAV (GPS) RWY 7
OSCODA/WURTSMITH (OSC)

RNP APCH:

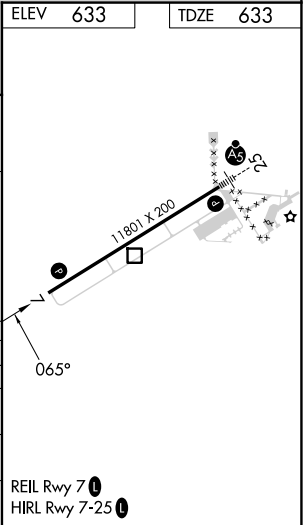
▼ Circling NA southeast of Rwy 7-25. Baro-VNAV and VDP NA when using Alpena altimeter setting. Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet. Increase LPV all Cats and LNAV Cat C and D visibility $\frac{1}{4}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM and Cat D visibility $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2500 direct
KOWKU and hold.

AWOS-3P 118.7	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		2500	KOWKU
CEDPA		MUBIE	PEROY	*LNAV only.	
6000 ← 245°		2500	2.2 NM to RW07	*1.2 NM to RW07	
3000 → 065°		*1380			
GP 3.00 TCH 55		6.1 NM	3.4 NM	1 NM	1.2
CATEGORY	A	B	C	D	
LPV DA	892- $\frac{3}{4}$		259 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	1148-1 $\frac{3}{4}$		515 (600-1 $\frac{3}{4}$)		
LNAV MDA	1080-1	447 (500-1)	1080-1 $\frac{3}{8}$ 447 (500-1 $\frac{3}{8}$)	1080-1 $\frac{1}{2}$ 447 (500-1 $\frac{1}{2}$)	
CIRCLING	1140-1	507 (600-1)	1160-1 $\frac{1}{2}$ 527 (600-1 $\frac{1}{2}$)	1300-2 667 (700-2)	



OSCODA, MICHIGAN
Amdt 1A 08NOV18

44°27'N-83°24'W

OSCODA/WURTSMITH (OSC)
RNAV (GPS) RWY 7

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82317 W25A	APP CRS 245°	Rwy Ldg 11801 TDZE 624 Apt Elev 633
--	------------------------	--

RNAV (GPS) RWY 25

OSCODA/WURTSMITH (OSC)

RNP APCH.

▼ Circling RNA southeast of Rwy 7-25. Baro-VNAV and VDP NA when using Alpena altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Alpena altimeter setting and increase all DA 96 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats and LNAV and Circling Cat C visibility ¼ SM, and Circling Cat D visibility ½ SM. For inop ALS, increase LNAV Cats C and D visibility to 1 SM. For inop ALS when using Alpena altimeter setting, increase LPV all Cats visibility to ¾ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
CEDPA and hold.

AWOS-3P
118.7

MINNEAPOLIS CENTER
125.475 269.45

UNICOM
123.0 (CTAF) 0

3000

CEDPA

↑

3.00°

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

*LNAV only.

RW25

0.9 NM to RW25

SALTR

2500

KOWKU

2500

0.9 NM

4.7 NM

6.1 NM

GP 3.00°
TCH 56

CATEGORY	A	B	C	D
LPV DA	824-½ 200 (200-½)			
LNAV/VNAV DA	1004-¾ 380 (400-¾)			
LNAV MDA	980-½ 356 (400-½)	980-⅝ 356 (400-⅝)	980-1 356 (400-1)	
CIRCLING	1140-1 507 (600-1)	1160-1½ 527 (600-1½)	1300-2 667 (700-2)	

REIL Rwy 7 0

HIRL Rwy 7-25 0

245°

11801 X 200

OWOSSO, MICHIGAN

AL-5312 (FAA)

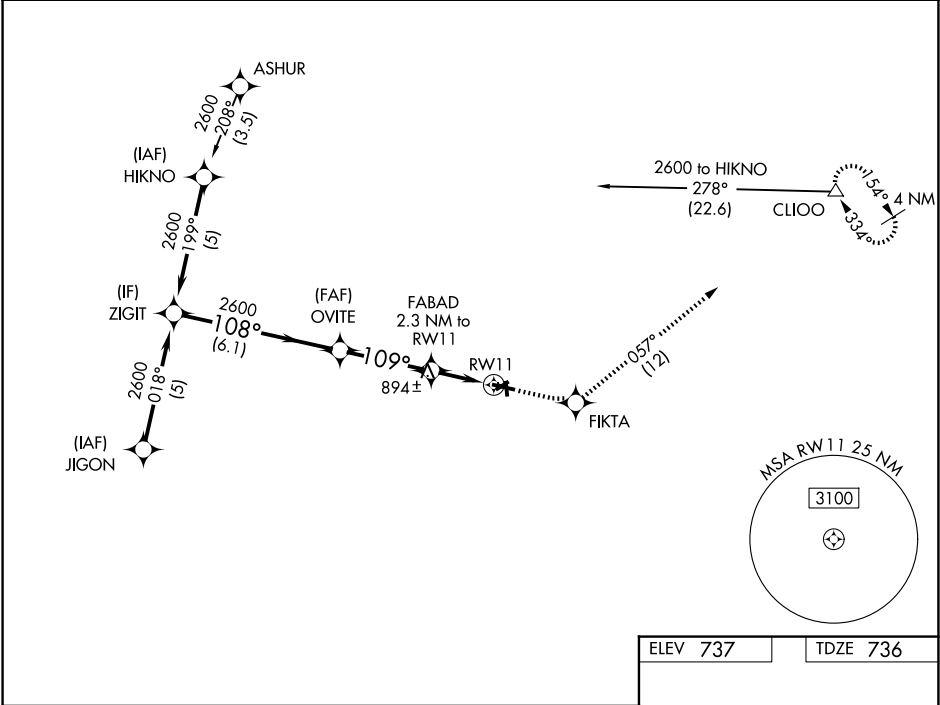
26246

WAAS CH 50209 W11A	APP CRS 109°	Rwy Ldg TDZE Apt Elev	4300 736 737
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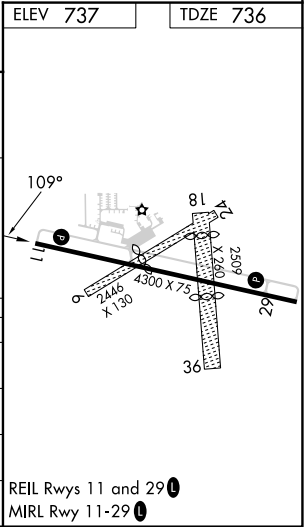
RNAV (GPS) RWY 11
OWOSSO COMMUNITY (RNP)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct FIKTA and on track 057° to CLIOO and hold.
Circling NA to Rwy 6, 18, 24, and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 11 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 118.025	GREAT LAKES APP CON * 128.55 257.9	UNICOM 123.0 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				
ZIGIT OVITE FABAD 2.3 NM to RW11 RW11 CLIOO				
GP 3.00° TCH 40 2600 2600 1500 6.1 NM 3.4 NM 1 NM 1.3 NM				
CATEGORY	A	B	C	D
LPV DA	1079-1¼	343 (400-1¼)		NA
LNAV/VNAV DA	1258-2	522 (600-2)		NA
LNAV MDA	1180-1	444 (500-1)	1180-1⅜ 444 (500-1⅜)	NA
CIRCLING	1220-1 483 (500-1)	1320-1 583 (600-1)	1400-1¾ 663 (700-1¾)	NA



OWOSSO, MICHIGAN
Amdt 1G 03SEP26

43°00'N-84°08'W

OWOSSO COMMUNITY (RNP)
RNAV (GPS) RWY 11

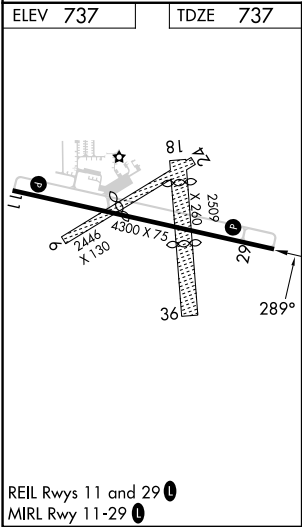
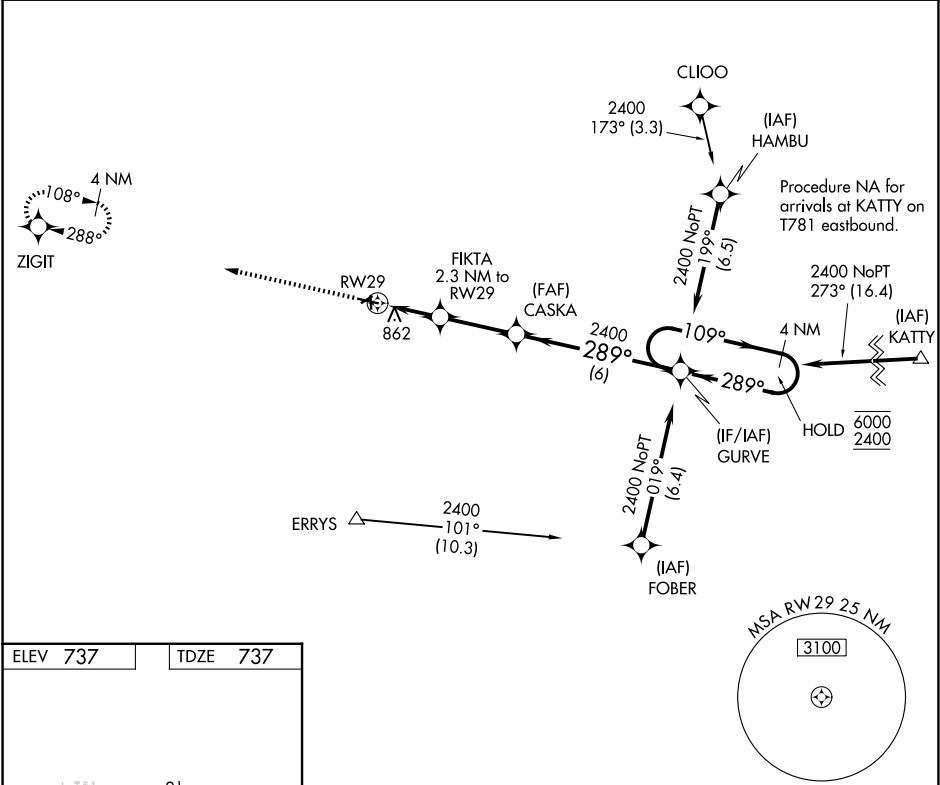
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4300
289°	TDZE	737
	Apt Elev	737

RNAV (GPS) RWY 29
OWOSSO COMMUNITY (RNP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2600 direct ZIGIT and hold.
AWOS-3P 118.025	GREAT LAKES APP CON ★ 128.55 257.9	UNICOM 123.0 (CTAF) 0



2600 ↑		ZIGIT 		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		4 NM Holding Pattern	
CATEGORY	A		B		C		D
LNAV MDA	1120-1 383 (400-1)		1120-1 $\frac{1}{8}$ 383 (400-1 $\frac{1}{8}$)				NA
CIRCLING	1220-1 483 (500-1)		1320-1 583 (600-1)		1400-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$)		NA

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

OWOSSO, MICHIGAN

VORTAC FNT 116.9 Chan 116	APP CRS 281°	Rwy Ldg 4300 TDZE 736 Apt Elev 736
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VOR/DME RWY 29
OWOSSO COMMUNITY (RNP)

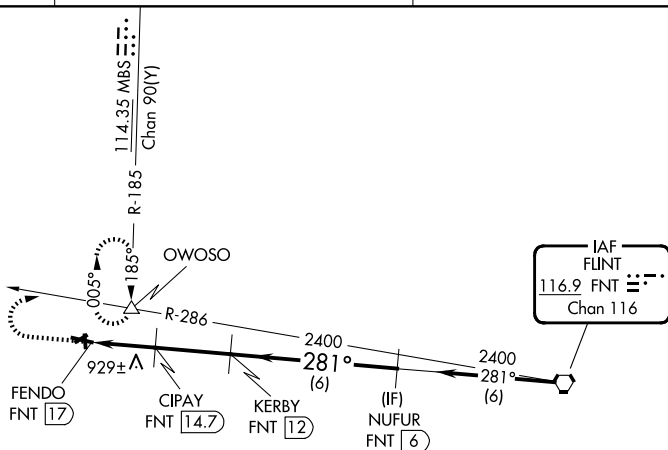


Circling NA to Rwy 6, 18, 24 and 36.
Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via FNT VORTAC R-286 to OWOSO INT and hold.

AWOS-3P
118.025

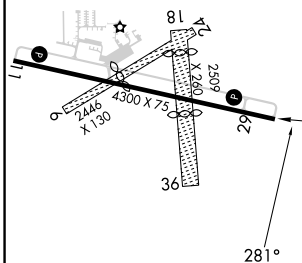
GREAT LAKES APP CON ★
128.55 257.9

UNICOM
123.0 (CTAF) **L**

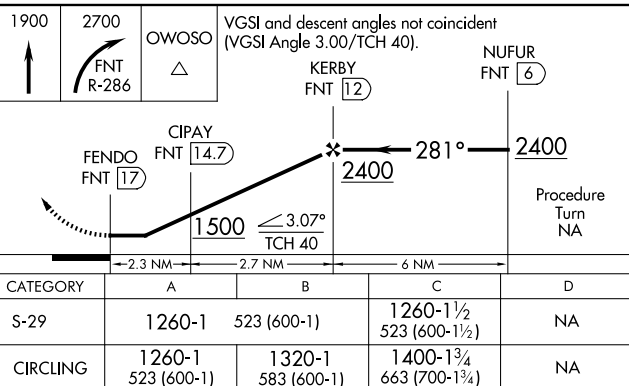
MSA FNI 25 NM

3100

ELEV	736		TDZE	736
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REIL Rwy 11 and 29 **L**

MIRL Rwy 11-29



OWOSSO, MICHIGAN

Amdt 1F 03SEP26

43°00'N-84°08'W

OWOSSO COMMUNITY (RNP)

VOR/DME RWY 29

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PLN	APP CRS	Rwy Ldg
111.3	321°	6513
Chan 50		712
		Apt Elev 721

ILS or LOC RWY 32

PELLSTON RGNL/EMMET COUNTY (PLN)

DME required.

⚠

Circling Rwy 5, 14 NA at night. Autopilot coupled approach NA below 1868 feet.

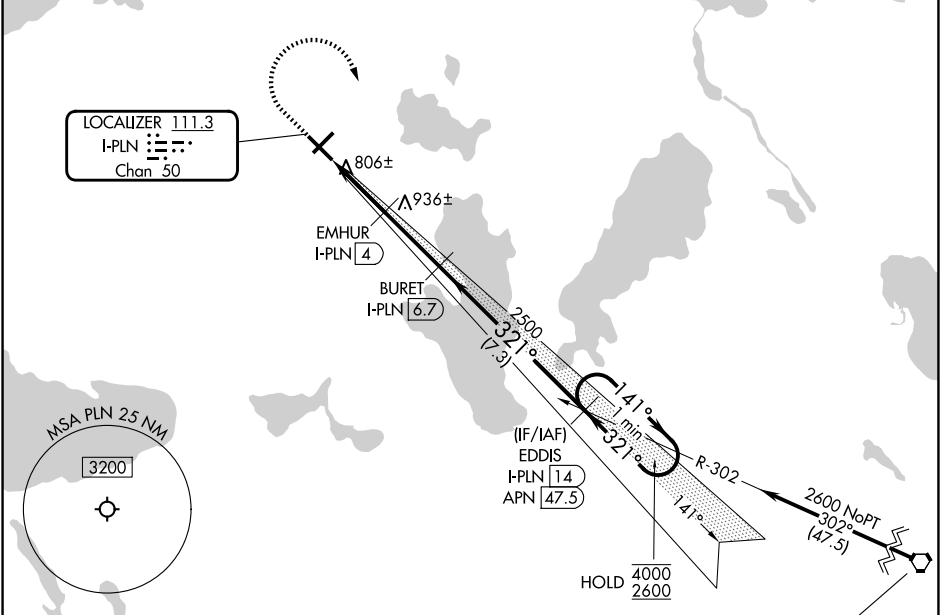
⚠

When local altimeter setting not received, use MGN altimeter setting and increase S-ILS 32 DA to 942 feet. Increase all MDAs 40 feet. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1 SM. VDP NA when using MGN altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on heading 160° and APN VORTAC R-302 to EDDIS/ I-PLN 14 DME and hold.

ASOS 119.025	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 123.0 (CTAF) 0
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ELEV 721 **D** TDZE 712

HIRL Rwy 14-32 **0**
MIRL Rwy 5-23 **0**
REIL Rwy 5, 14, and 23 **0**

1400	2600	APN R-302	EDDIS I-PLN 14	BURET I-PLN 6.7	EDDIS I-PLN 14 APN 47.5	One Minute Holding Pattern
						</

PELLSTON, MICHIGAN

AL-647 (FAA)

25331

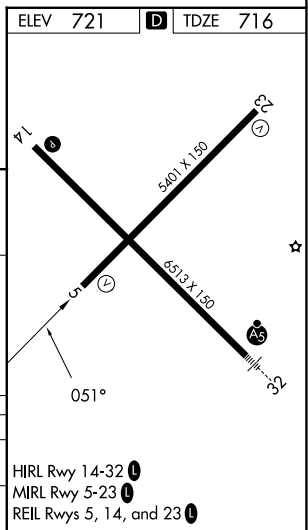
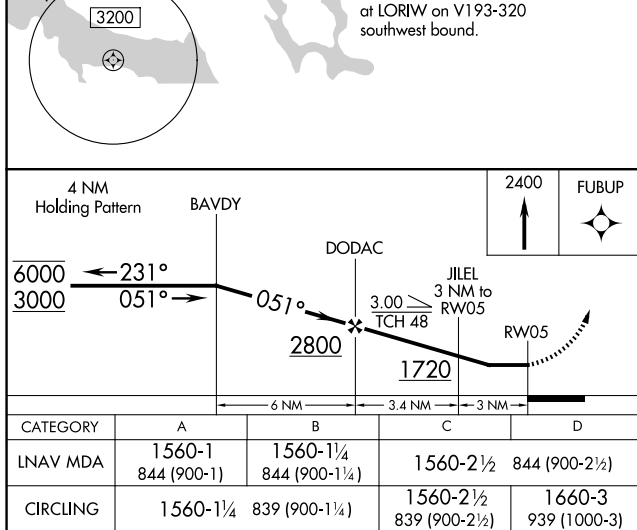
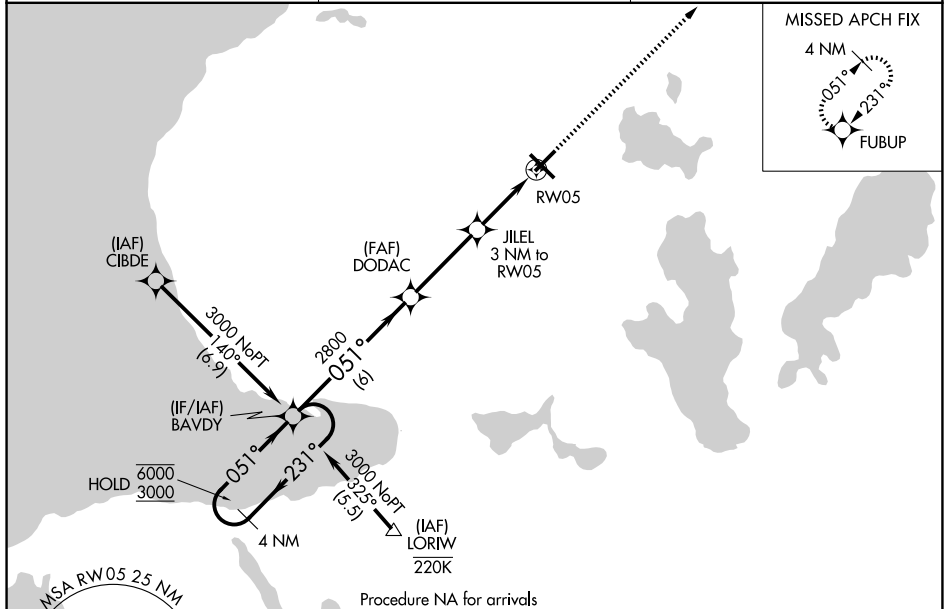
APP CRS	Rwy Ldg	5395
051°	TDZE	716
	Apt Elev	721

RNAV (GPS) RWY 5

PELLSTON RGNL/EMMET COUNTY (PLN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct FUBUP and hold.
▼ Rwy 5 helicopter visibility reduction below 1 SM NA. ▲ When local altimeter setting not received, use MGN altimeter setting and increase all MDAs 40 feet, and LNAV visibility Cat A ¼ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 14 NA at night.		

ASOS 119.025	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 123.0 (CTAF) 0
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PELLSTON, MICHIGAN
Amdt 1 26DEC24

45°34'N-84°48'W

PELLSTON RGNL/EMMET COUNTY (PLN)
RNAV (GPS) RWY 5

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81915 W23A	APP CRS 231°	Rwy Ldg 5395 TDZE 721 Apt Elev 721
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RNAV (GPS) RWY 23

PELLSTON RGNL/EMMET COUNTY (PLN)

Baro-VNAV NA when using Harbor Springs altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Harbor Springs altimeter setting; increase LPV DA to 1087 feet, LNAV/VNAV DA to 1139 feet and all visibilities $\frac{1}{4}$ SM; increase all MDA 40 feet. Circling Rwy 5, 14, 23 NA at night.

MISSED APPROACH:
Climb to 3000 direct
BAVDY and hold.

ASOS 119.025	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 123.0 (CTAF) 0
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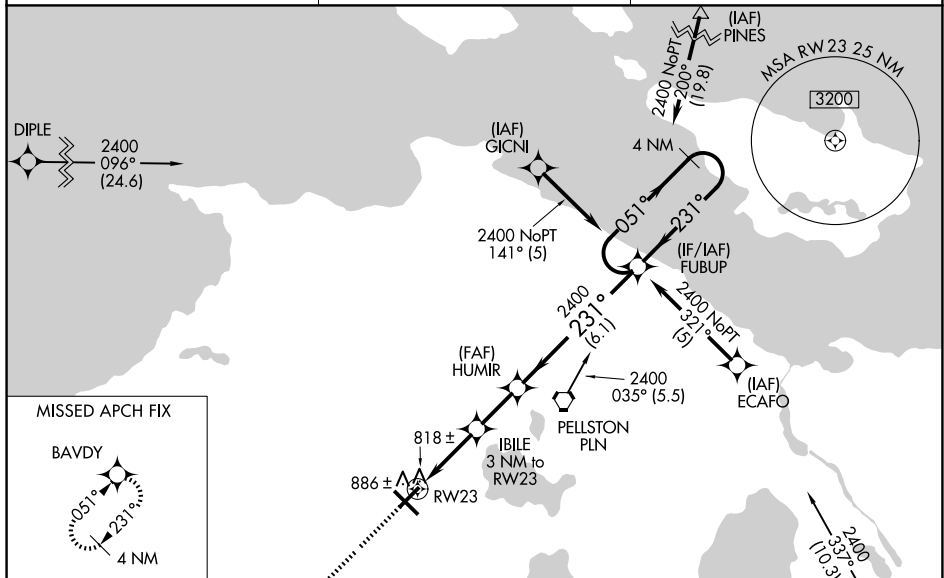


Diagram illustrating a 4 NM Holding Pattern around the FUBUP fix. The pattern is defined by a 4 NM circle. The inbound leg is 2.1 NM from FUBUP to the RW23 fix, with a heading of 231°. The outbound leg is 3 NM from RW23 to the HUMIR fix, with a heading of 051°. The holding pattern is labeled "4 NM Holding Pattern".

Diagram also shows the HIRL Rwy 14-32, MRL Rwy 5-23, and REIL Rws 5, 14, and 23.

PELLSTON, MICHIGAN

AL-647 (FAA)

25331

WAAS CH 77813 W32A	APP CRS 321°	Rwy Ldg 6513 TDZE 712 Apt Elev 721
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RNAV (GPS) RWY 32

PELLSTON RGNL/EMMET COUNTY (PLN)

RNP APCH - GPS.

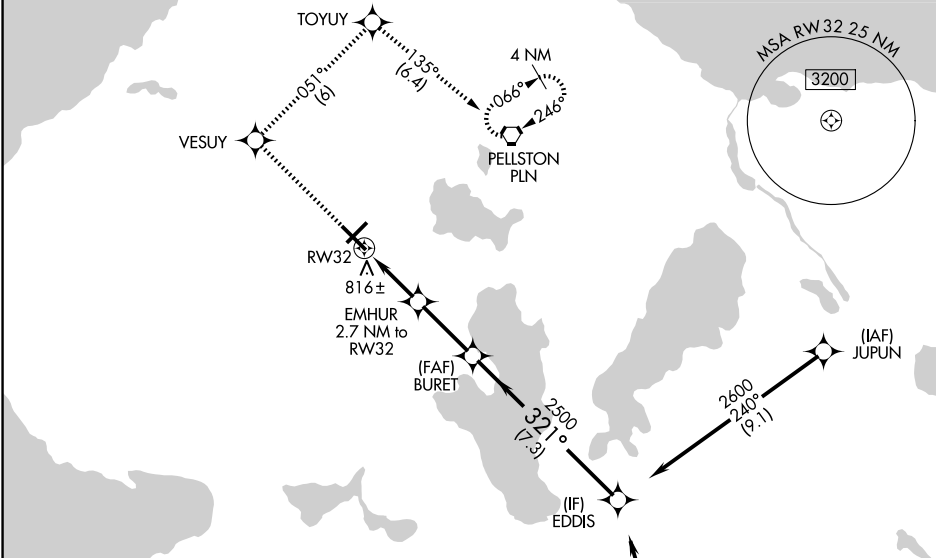
⚠ Circling Rwy 5, 14 NA at night. Baro-VNAV and VDP NA when using MGN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM. For inop ALS when using MGN altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cat C/D visibility to 1½ SM. When local altimeter setting not received, use MGN altimeter setting and increase LPV DA to 942 feet; increase LNAV/VNAV DA to 1086 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM.

MALS

AS

MISSED APPROACH:
Climb to 2600 direct VESUY and on track 051° to TOYUY and on track 135° to PLN VORTAC and hold. (Do not exceed 200K until TOYUY).

ASOS 119.025	MINNEAPOLIS CENTER 134.6 354.05	UNICOM 123.0 (CTAF) 0
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ELEV 721 **D** TDZE 712

HIRL Rwy 14-32 **0**

MIRL Rwy 5-23 **0**

REIL Rwy 5, 14, and 23 **0**

Procedure NA for arrivals at RONDO
on V609 southbound.

2600 ↑	VESUY ✧	tr 051° ✧	TOYUY ✧	tr 135° ◐	PLN	BURET ✕	EDDIS
CATEGORY	A	B	C	D			
LPV DA	912-½	200 (200-½)					
LNAV/VNAV DA	1056-⅝	344 (400-⅝)					
LNAV MDA	1080-½ 368 (400-½)	1080-⅝ 368 (400-⅝)					
CIRCLING	1280-1 559 (600-1)	1320-1 599 (600-1)	1560-2½ 839 (900-2½)	1660-3 939 (1000-3)			

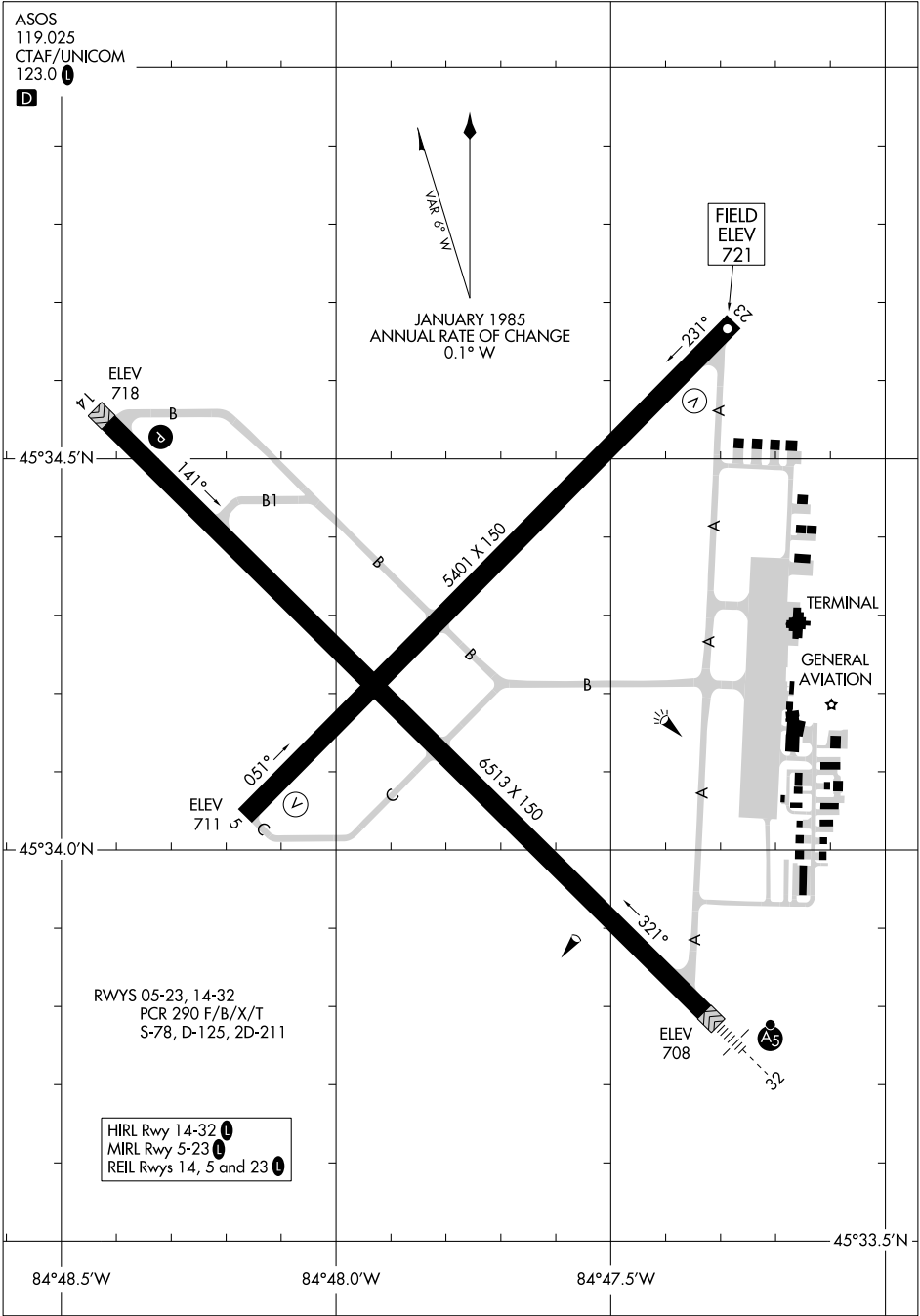
PELLSTON, MICHIGAN
Amdt 1 05SEP24

45°34'N-84°48'W

RNAV (GPS) RWY 32

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



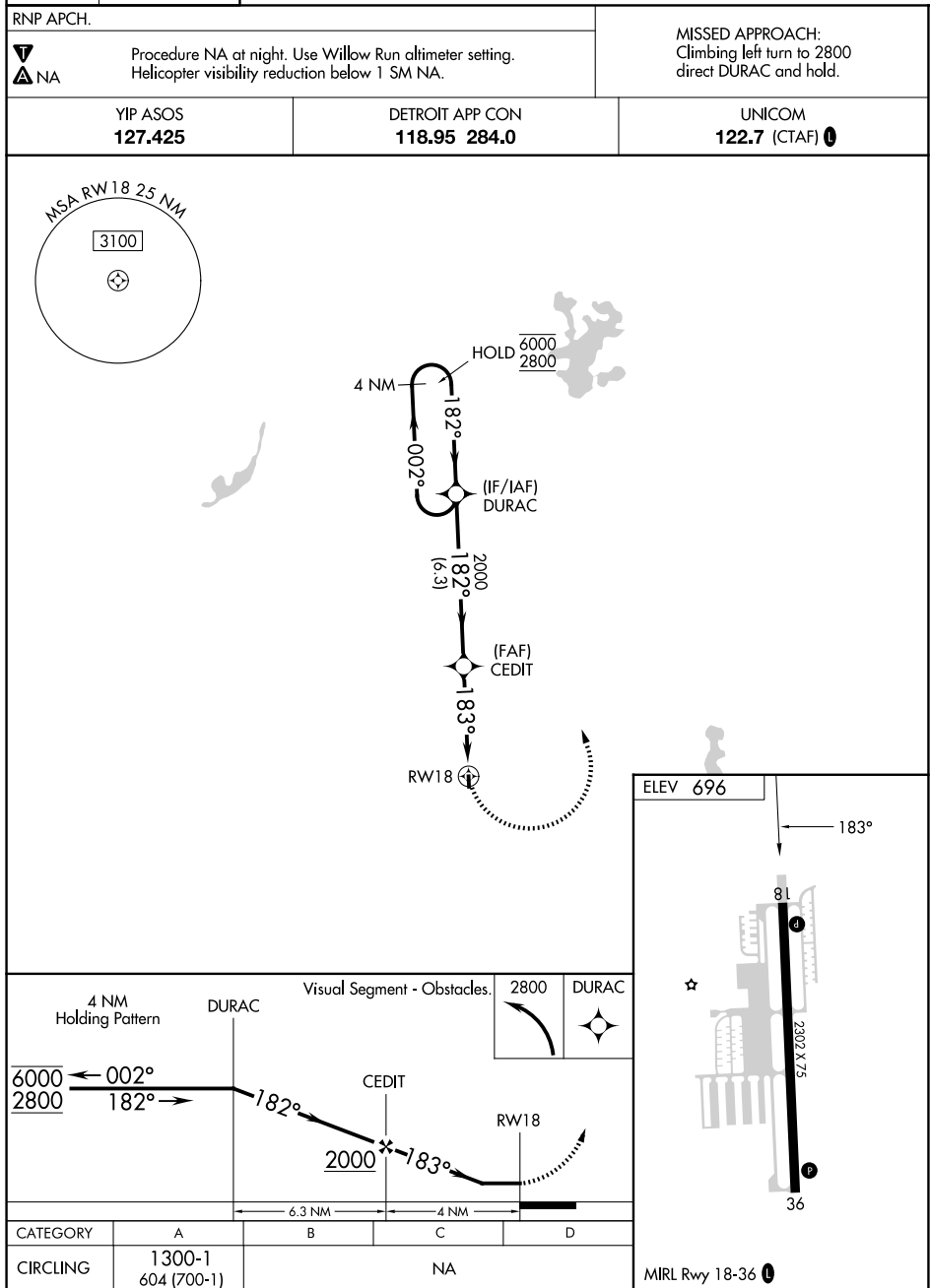
PLYMOUTH, MICHIGAN

AL-5508 (FAA)

26078

APP CRS 183°	Rwy Ldg TDZE Apt Elev	2302 N/A 696
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RNAV (GPS)-B CANTON-PLYMOUTH-METTETAL (1D2)



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

PLYMOUTH, MICHIGAN

Orig-A 19JUL18

42°21'N-83°27'W

CANTON-PLYMOUTH-METTETAL (1D2)

RNAV (GPS)-B

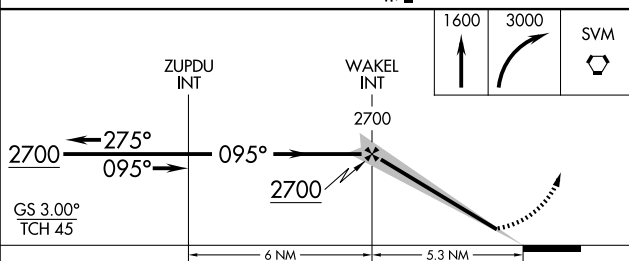
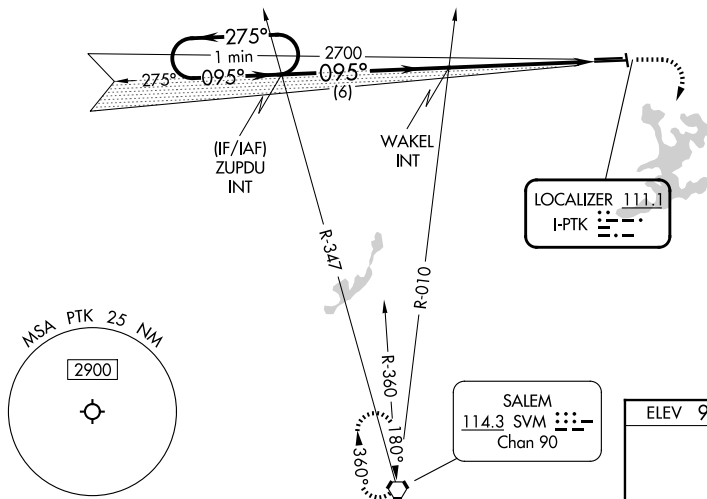
ILS or LOC RWY 9R
OAKLAND COUNTY INTL (PTK)

▼ Circling Rwy 9L, 36 NA at night. When local altimeter setting not received: see Coleman A Young Muni altimeter setting and increase DA to 1286 feet and all MDA 120 feet, increase S-LOC 9R Cat B visibility to RVR 4000, Cat C/D visibility $\frac{3}{8}$ SM, and Circling Cat B/C/D visibility $\frac{1}{2}$ SM. For inop MALSR, increase S-LOC 9R Cat C/D visibility to $\frac{1}{4}$ SM. For inop MALSR, when using Coleman A Young altimeter, increase S-HS 9R all Cats visibility to RVR 4500, and increase S-LOC 9R Cat C/D visibility to 2 SM. **RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Coleman A Young Muni altimeter setting.



MISSED APPROACH:
Climb to 1 600 then
climbing right turn
to 3 000 direct SVM
VORTAC and hold.

ATIS 125.025	DETROIT APP CON 132.35 284.0	PONTIAC TOWER ★ 120.5 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 9R	**1181/24		200 (200-½)	
S-LOC 9R	1620/24	639 (700-½)	1620-1⅔	639 (700-⅓)
CIRCLING	1620-1	639 (700-1)	1640-1¼ 659 (700-¼)	1640-2 659 (700-2)

OAKLAND COUNTY INTL (PTK)
ILS or LOC RWY 9R

PONTIAC, MICHIGAN

AL-5052 (FAA)

26162

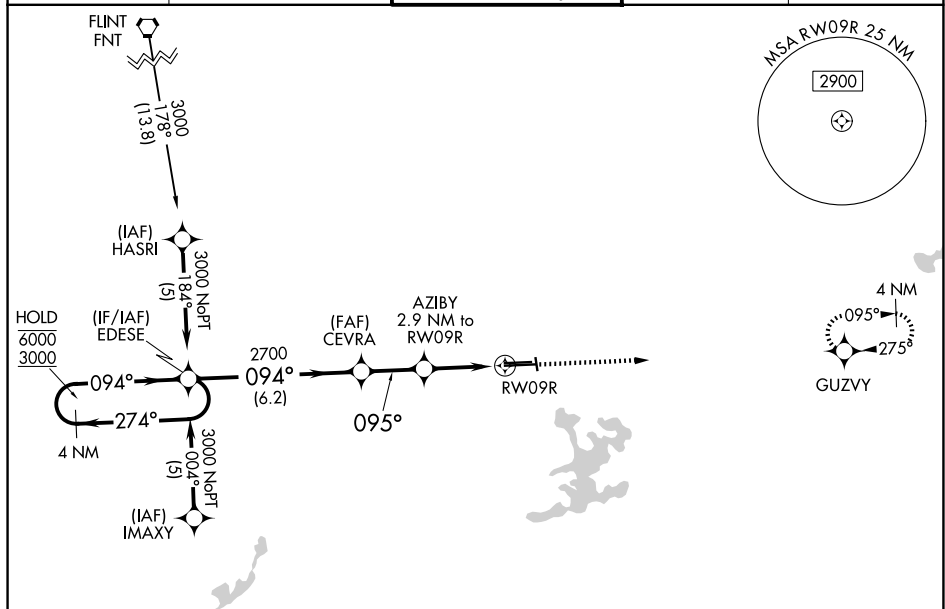
WAAS CH 90415 W09A	APP CRS 095°	Rwy Ldg TDZE 981 Apt Elev 981
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RNAV (GPS) RWY 9R

OAKLAND COUNTY INTL (PTK)

RNP APCH - GPS	MALSR 	MISSED APPROACH: Climb to 3000 direct GUZVY and hold.
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ATIS 125.025	DETROIT APP CON 132.35 284.0	PONTIAC TOWER ★ 120.5 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		3000 GUZVY
GP 3.00° TCH 55		2700 1960		1.2 NM to RWY 9R
6.2 NM		2.3 NM		1.7 NM
CATEGORY	A	B	C	D
LPV DA*	1181/24 200 (200-½)			
LNAV/DA	1420/40 439 (500-¾)			
LNAV MDA	1420/24 439 (500-½)	1420/40 439 (500-¾)		
CIRCLING	1540-1 559 (600-1)	1560-1 579 (600-1)	1640-1¾ 659 (700-1¾)	1640-2 659 (700-2)

HIRL Rwy 9R-27L 

MIRL Rwy 9L-27R

REIL Rwy 27L 

REIL Rwy 9L and 27R

PONTIAC, MICHIGAN
Orig-C 11JUN26

42°40'N-83°25'W

OAKLAND COUNTY INTL (PTK)

RNAV (GPS) RWY 9R

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70615 W27A	APP CRS 275°	Rwy Ldg TDZE Apt Elev	6520 974 981
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RNAV (GPS) RWY 27L

OAKLAND COUNTY INTL (PTK)

RNP APCH - GPS.

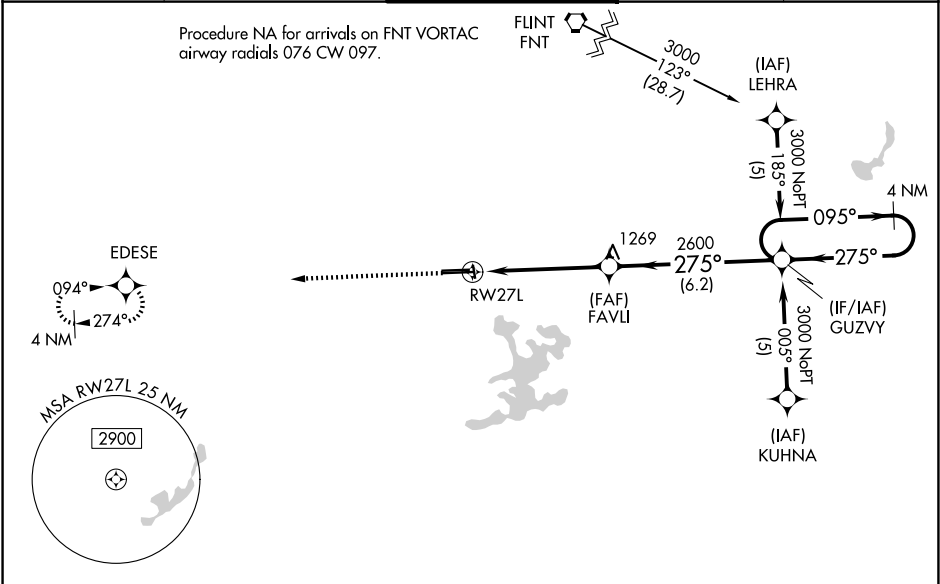
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using DET altimeter setting. Circling Rwy 9L, 36 NA at night. When local altimeter setting not received, use DET altimeter setting: increase LPV DA to 1280 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1566 feet; increase all MDAs 120 feet and LNAV visibility Cat C ¾ SM, LNAV visibility Cat D ¼ SM, and Circling visibility Cats C/D ½ SM.

MISSED APPROACH:
Climb to 3000 direct
EDESE and hold.

ATIS 125.025	DETROIT APP CON 132.35 284.0	PONTIAC TOWER ★ 120.5 (CTAF) 0	GND CON 121.9	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



ELEV 981

D

TDZE 974

3000

EDESE

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 42).

4 NM Holding Pattern

275°

FAVLI

2600

275°

3000

GP 3.00° TCH 47

1.4 NM to RWY 27L

1.4

3.5 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	1174-3⁄4 200 (200-3⁄4)			
LNAV/VNAV DA	1460-13⁄4 486 (500-13⁄4)			
LNAV MDA	1460-1	486 (500-1)	1460-13⁄8 486 (500-13⁄8)	1460-11⁄2 486 (500-11⁄2)
CIRCLING	1500-1 519 (600-1)	1540-1 559 (600-1)	1640-13⁄4 659 (700-13⁄4)	1640-2 659 (700-2)

HIRL Rwy 9R-27L 0

MIRL Rwy 9L-27R

REIL Rwy 27L 0

REIL Rwy 9L and 27R

PONTIAC, MICHIGAN

AL-5052 (FAA)

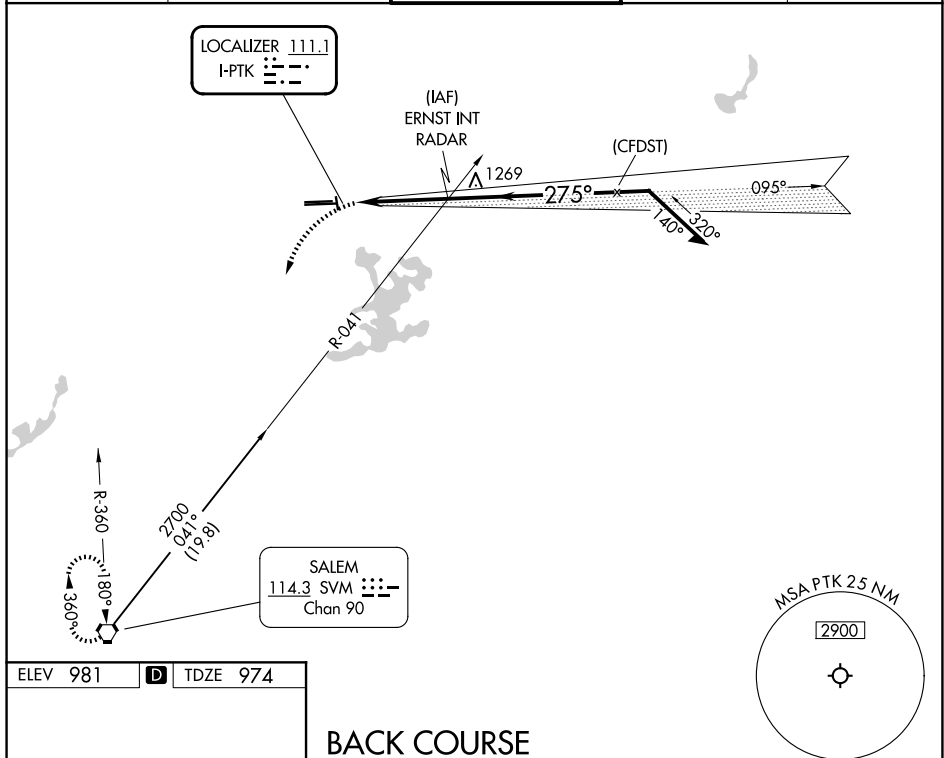
25275

LOC I-PTK 111.1	APP CRS 275°	Rwy Ldg 6520 TDZE 974 Apt Elev 981
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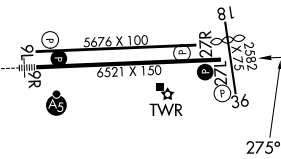
LOC BC RWY 27L
OAKLAND COUNTY INTL (PTK)

 Circling Rwy 9L, 36 NA at night. When local altimeter setting not received, use DET altimeter setting and increase all MDAs 120 feet, increase S-LOC BC 27L visibility Cats C and D ¾ SM, and Circling visibility Cats C and D ½ SM.	MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.
---	--

ATIS 125.025	DETROIT APP CON 132.35 284.0	PONTIAC TOWER ★ 120.5 (CTAF) 0	GND CON 121.9	UNICOM 122.95
------------------------	--	---	-------------------------	-------------------------



ELEV 981 **D** TDZE 974



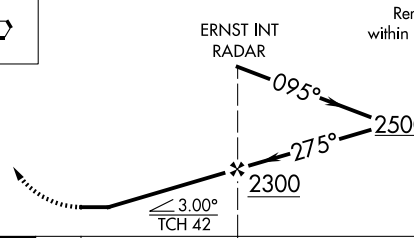
HIRL Rwy 9R-27L **1**
MIRL Rwy 9L-27R
REIL Rwy 27L **0**
REIL Rwys 9L and 27R

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

BACK COURSE

3000 SVM Disregard GS indications.



ERNST INT RADAR

Remain within 10 NM

CATEGORY	A	B	C	D
S-LOC 27L	1 440-1	466 (500-1)	1 440-1¾	466 (500-1¾)
CIRCLING	1 500-1 519 (600-1)	1 540-1 559 (600-1)	1 640-1¾ 659 (700-1¾)	1 640-2 659 (700-2)

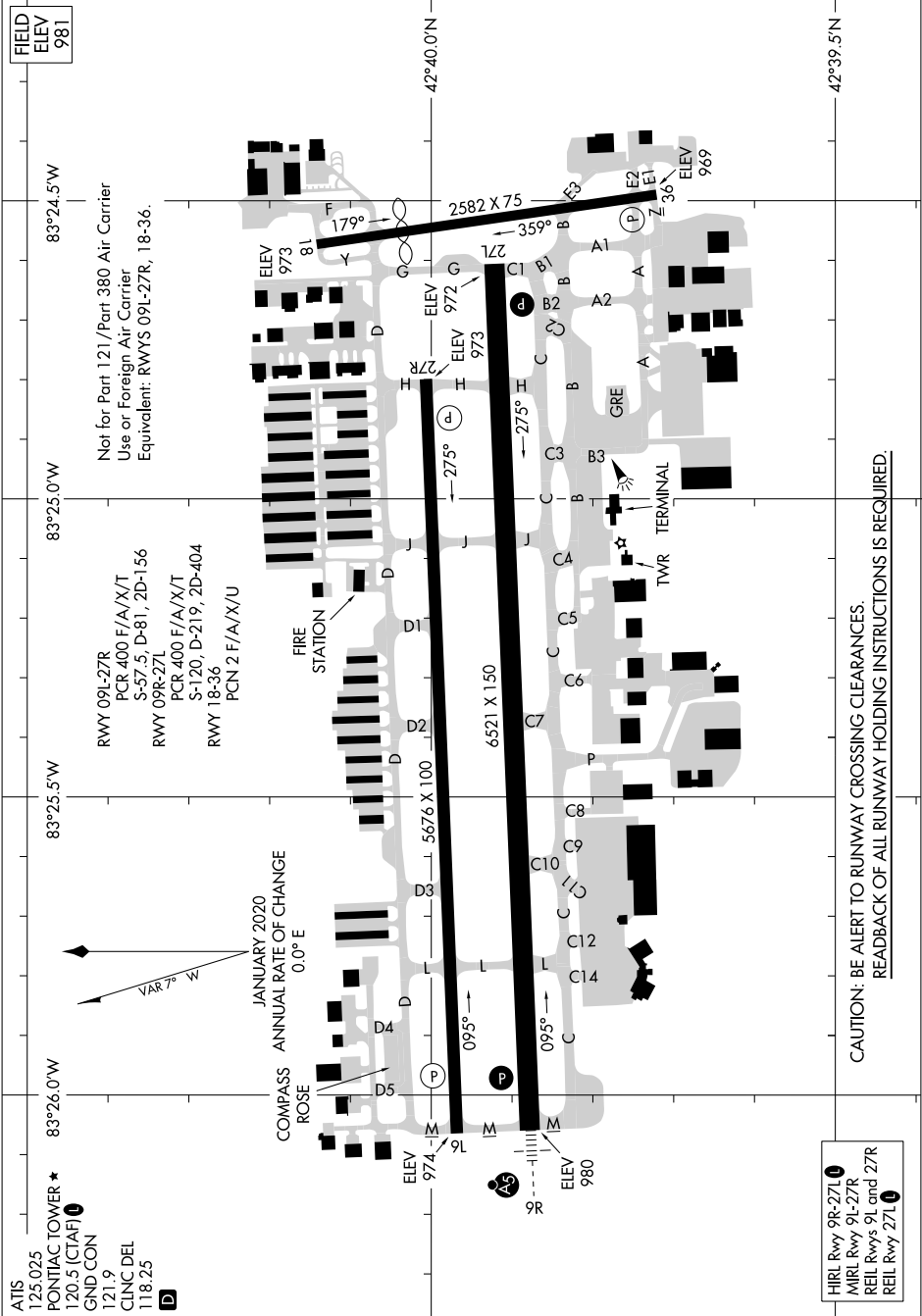
PONTIAC, MICHIGAN
Amdt 2A 02OCT25

42°40'N-83°25'W

OAKLAND COUNTY INTL (PTK)
LOC BC RWY 27L

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



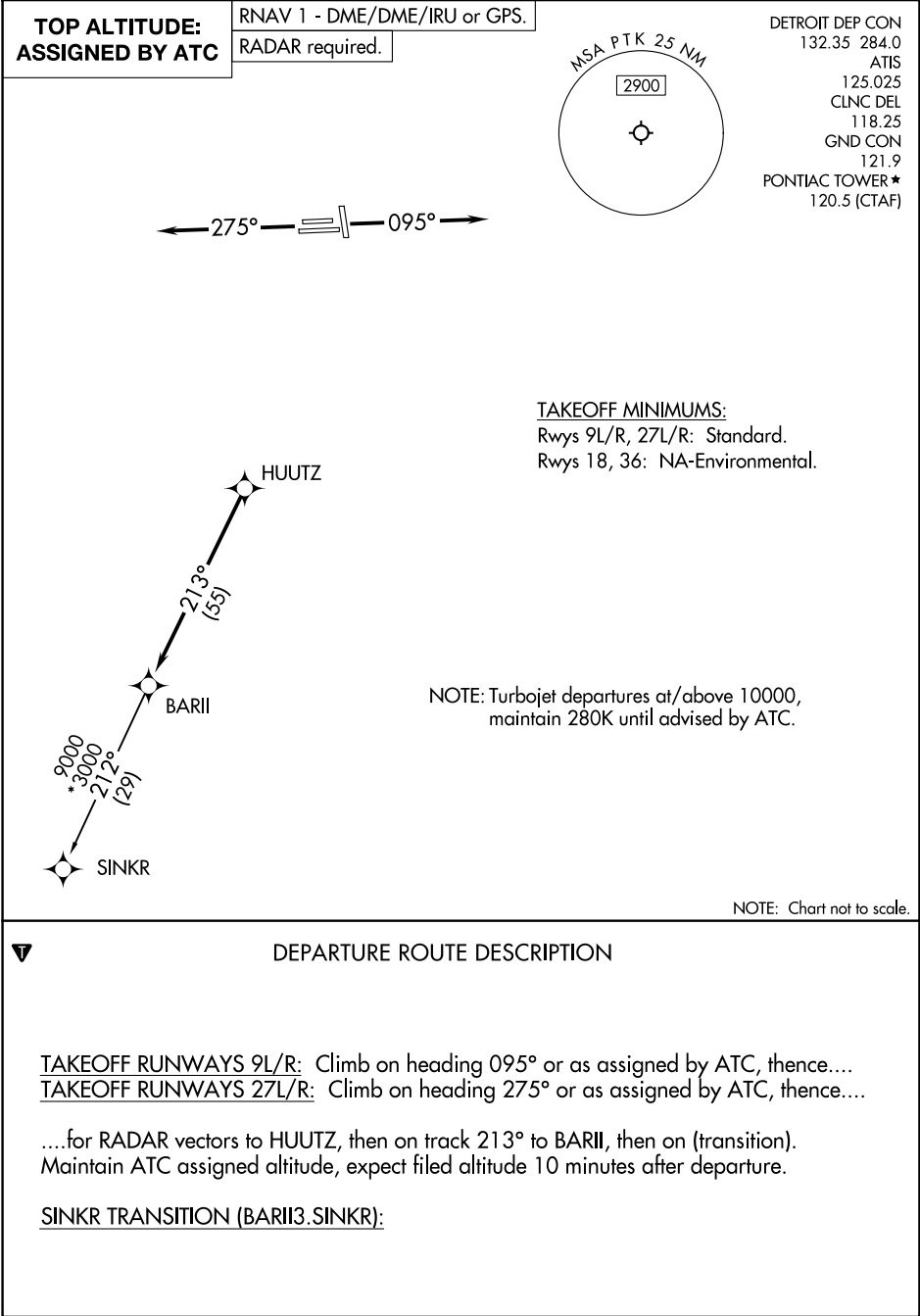
EC-1, 03 SEP 2026 to 29 OCT 2026

(BARI3.BARII) 24137

BARII THREE DEPARTURE (RNAV)

AL-5052 (FAA)

OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN



TOP ALTITUDE:
ASSIGNED BY ATC

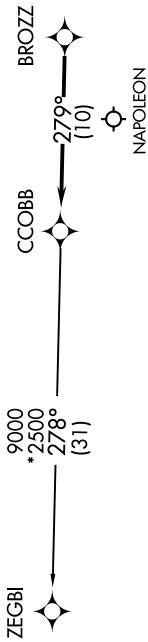
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

CCOBB THREE DEPARTURE (RNAV) AL-5052 (FAA)

OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

TAKEOFF MINIMUMS:
Rwys 9L/R, 27L/R: Standard.
Rwys 18, 36: NA-Environmental.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by aircraft filed at or below FL220, or as assigned by ATC.
NOTE: CAUTION: Parachute jumping 6 NM SW of BROZZ, 3 NM radius of Napoleon Airport (3NP) at or below 17999 (SR-SS).



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

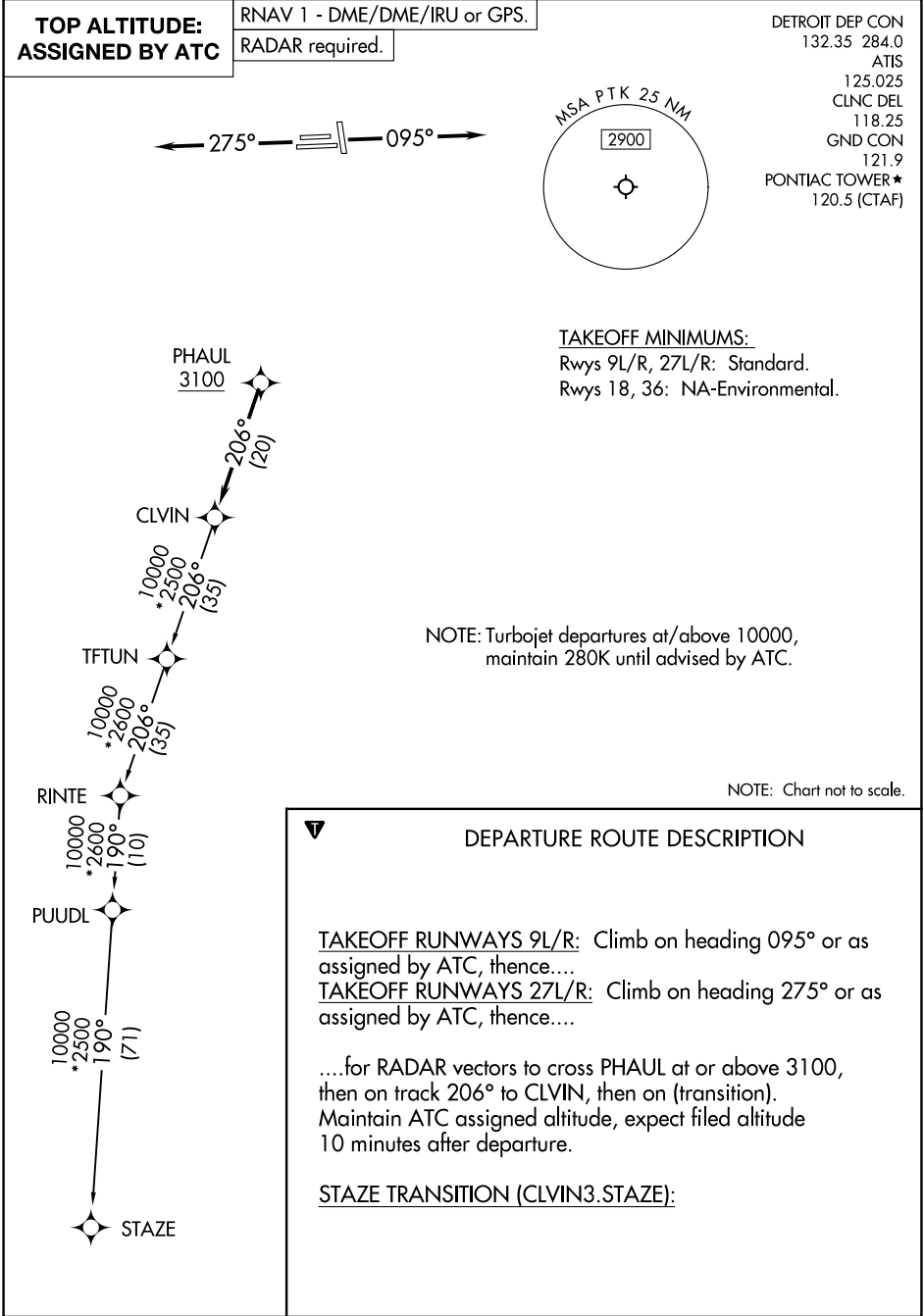
TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, thence....
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, thence....

....for RADAR vectors to BROZZ, then on track 279° to CCOBB, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

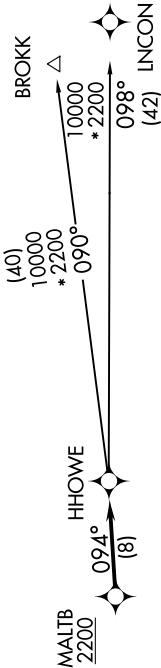
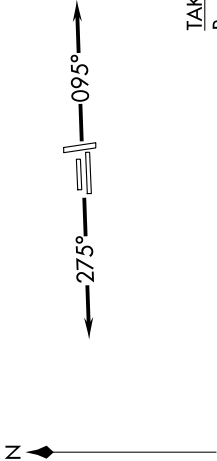
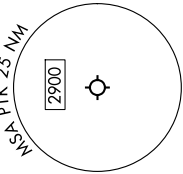
ZEGBI TRANSITION (CCOBB3.ZEGBI):

CCOBB THREE DEPARTURE (RNAV) (CCOBB3.CCOBB) 16MAY24

PONTIAC, MICHIGAN
OAKLAND COUNTY INTL (PTK)



DETROIT DEP CON
132.35 284.0
ATIS
125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)



NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: BROKK TRANSITION: For use by flights filed at or below FL270, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwy 9L/R, 27L/R: Standard.
Rwy 18, 36: NA-Environmental.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, thence....
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, thence....
....for RADAR vectors to cross MALTB at or above 2200, then on track 094° to HHOWE, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
BROKK TRANSITION (HHOWE4.BROKK).
LINCON TRANSITION (HHOWE4.LINCON).

HHOWE FOUR DEPARTURE (RNAV)

OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

HHOWE FOUR DEPARTURE (RNAV)

PONTIAC, MICHIGAN
OAKLAND COUNTY INTL (PTK)

(KAYLN3.KAYLN) 24137

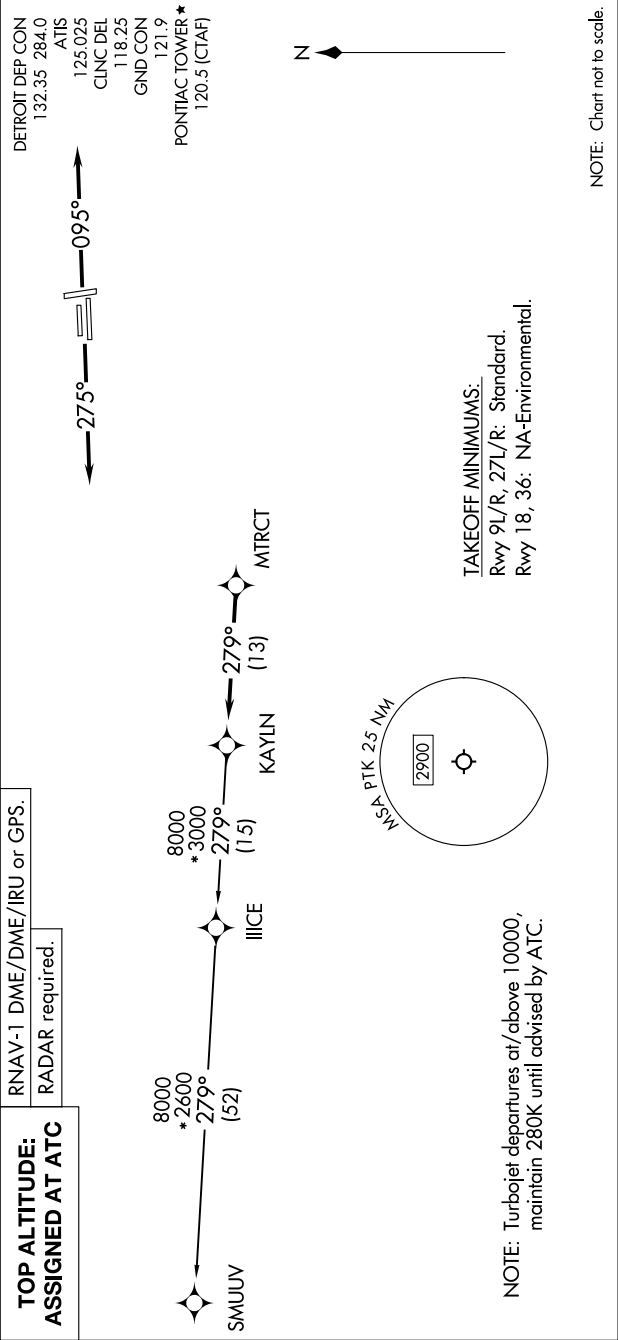
KAYLN THREE DEPARTURE (RNAV)

AL-5052 (FAA)

OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, thence....
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, thence....

....for RADAR vectors to MTRCT, then on track 279° to KAYLN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

SMUUV TRANSITION (KAYLN3.SMUUV):

KAYLN THREE DEPARTURE (RNAV)

(KAYLN3.KAYLN) 16MAY24

PONTIAC, MICHIGAN

OAKLAND COUNTY INTL (PTK)

EC-1, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

DETROIT DEP CON
132.35 284.0
ATIS
125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)

← 275° —  — 095° →

TAKEOFF MINIMUMS:
Rwy 9L/R, 27L/R: Standard.
Rwy 18, 36: NA - Environmental.

MSA PTK 25 NM

2900



NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.

NOTE: For use by Cleveland terminal arrivals only.

KZLOV


148°

WINNZ

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, thence....

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, thence....

....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

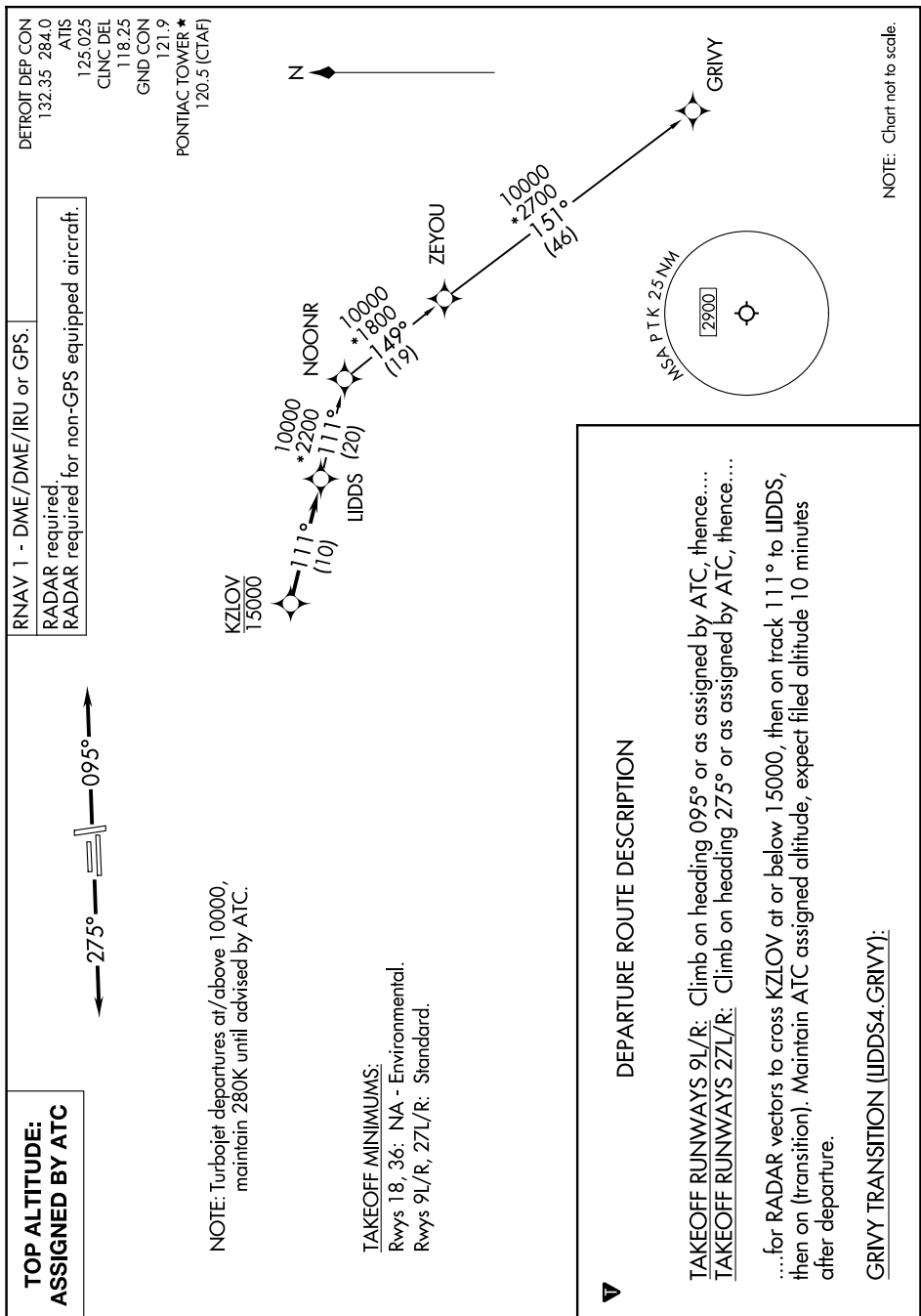
KZLOV TWO DEPARTURE (RNAV)

(KZLOV2.WINNZ) 16MAY24

PONTIAC, MICHIGAN

OAKLAND COUNTY INTL (PTK)

415



ATIS 125.025
CLNC DEL 118
GND CON 12
PONTIAC TOW
120.5 (CTAF)

TAKEOFF MINIMUMS

Rwys 18, 36: NA - Environmental.
Rwys 9L/R, 27L/R: Standard.

RADAR required. DME required.

TOP ALTITUDE:
3000

NOTE: For use by non-RNAV equipped aircraft only.

NOTE: When using this departure, file the appropriate depicted departure fix and route. Aircraft over HARWL must file FL220 and below. Aircraft land Cleveland (CLE) must file MAARS transition.

Turbojet departures at/above 10000, maintain 280K until advised by ATC. If unable, advise ATC prior to departure.

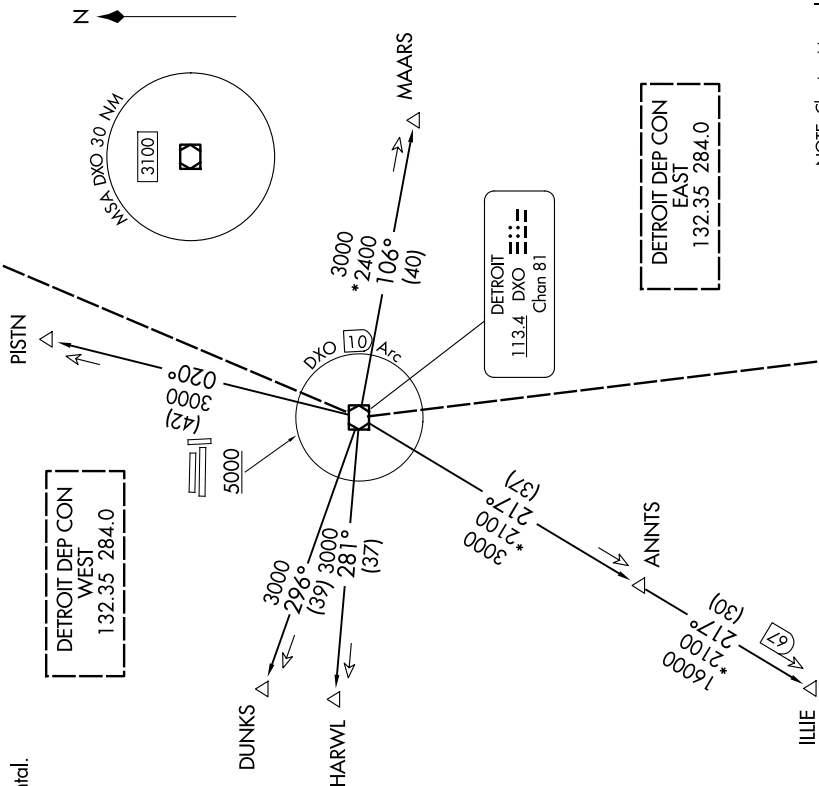
SPECIAL INSTRUCTIONS:

For appropriate departure control frequency, see graphic.
Use frequency depicted within the sector where first
manaid/fix for your route is located (sectors indicated by
dashed lines; frequencies in dashed box within)

(CONTINUED ON FOLLOWING PAGE)

EC-1, 03 SEP 2026 to 29 OCT 2026

NOTE: Chart not to scale.



METRO FOUR DEPARTURE

(METRO4.DXO) 05SEP24

PONTIAC, MICHIGAN

OAKLAND COUNTY INTL (PTK)

METRO FOUR DEPARTURE

AL-5052 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R and 27L/R: Climb on assigned heading. Maintain ATC assigned altitude for RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. When ATC assigned altitude is at or above 5000, cross DXO 10 DME Arc at or above 5000 for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

DUNKS TRANSITION (METRO4.DUNKS): From over DXO VOR/DME on DXO R-296 to DUNKS.

HARWL TRANSITION (METRO4.HARWL): From over DXO VOR/DME on DXO R-281 to HARWL.

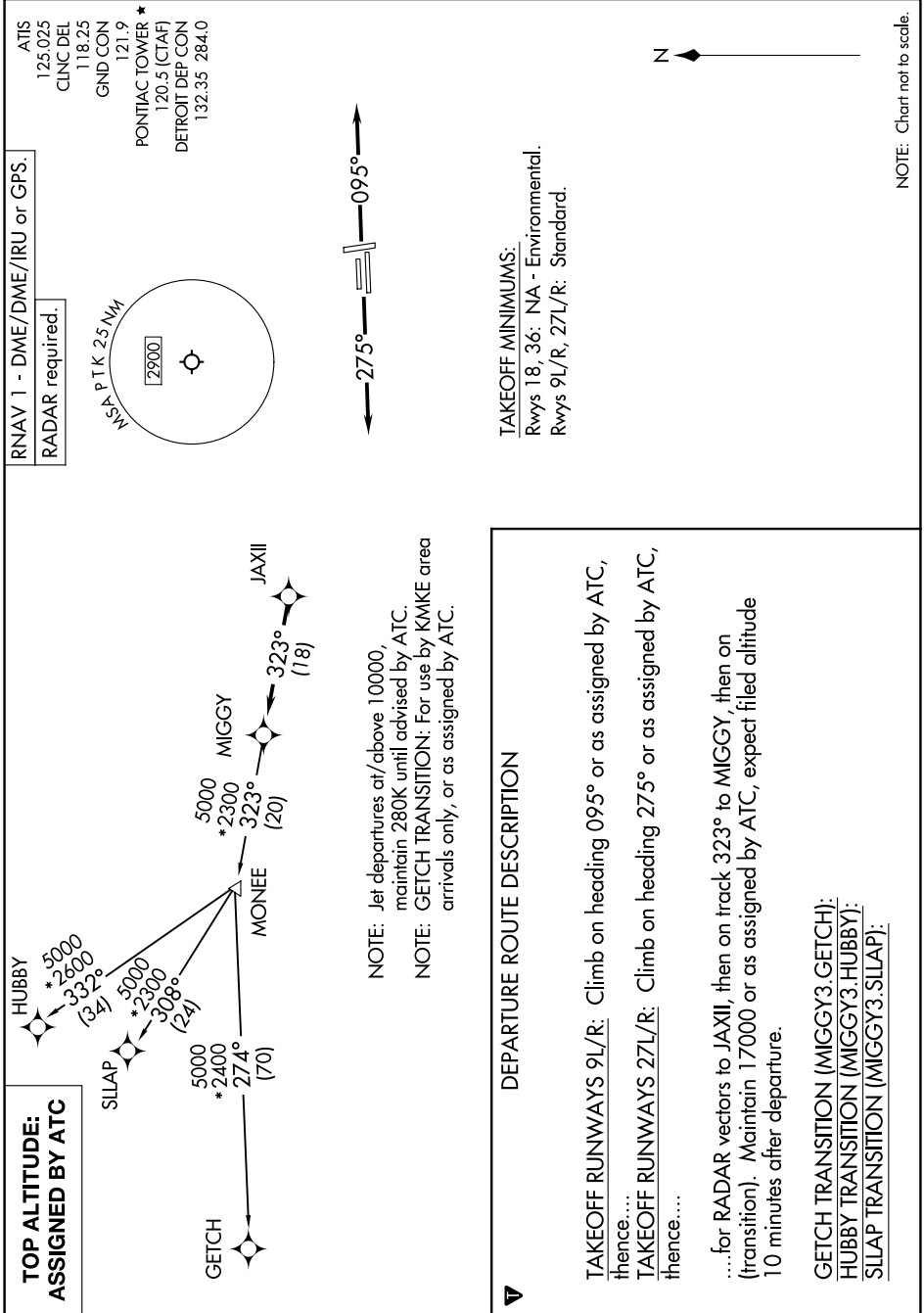
ILLIE TRANSITION (METRO4.ILLIE): From over DXO VOR/DME on DXO R-217 to ILLIE.

MAARS TRANSITION (METRO4.MAARS): From over DXO VOR/DME on DXO R-106 to MAARS.

PISTN TRANSITION (METRO4.PISTN): From over DXO VOR/DME on DXO R-020 to PISTN.

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

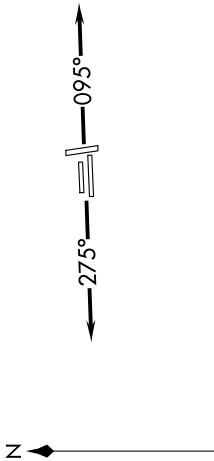


EC-1, 03 SEP 2026 to 29 OCT 2026

**TOP ALTITUDE:
ASSIGNED BY ATC**

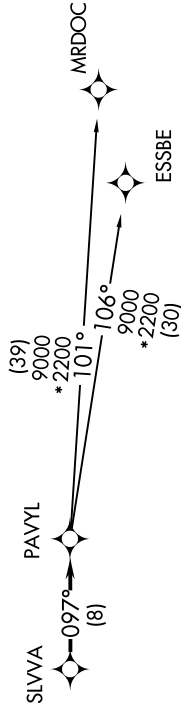
RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Jet departures at/above 10000, maintain 280K until advised by ATC.

ATIS	125.025
CLNC DEL	118.25
GND CON	121.9
PONTIAC TOWER	120.5 (CTAF)
DETROIT DEP CON	132.35 284.0



TAKEOFF MINIMUMS:

Rwys 18.36: NA - Environmental.

Rwys 9L/R, 27L/R: Standard.

MSA PIR 25 NM

2900

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, thence....
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, thence....

.....for RADAR vectors to SLWA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

PAVYL THREE DEPARTURE (RNAV)

(PAVYL3.PAVYL) 16MAY24

PONTIAC, MICHIGAN

OAKLAND COUNTY INTL (PTK)

EC-1, 03 SEP 2026 to 29 OCT 2026

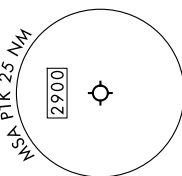
DEPARTURE ROUTE DESCRIPTION	TOP ALTITUDE: ASSIGNED BY ATC
TAKEOFF RUNWAYS 9L/R: Climb on heading 095° or as assigned by ATC, then....	DETROIT DEP CON 132.35 284.0 ATIS 125.025 CINC DEL 118.25 GND CON 121.9 PONTIAC TOWER ★ 120.5 (CTAF)
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° or as assigned by ATC, then....	RNAV-1 DME/DME/IRU or GPS. RADAR required.
....for RADAR vectors to JWELS, then on track 218° to SNDRS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.	N ↗
BGHRT TRANSITION (SNDRS3.BGHRT):	↖ 275° ——— 095°
TORRR TRANSITION (SNDRS3.TORRR):	



TAKEOFF MINIMUMS:

Rwys 18, 36: NA - Environmental.

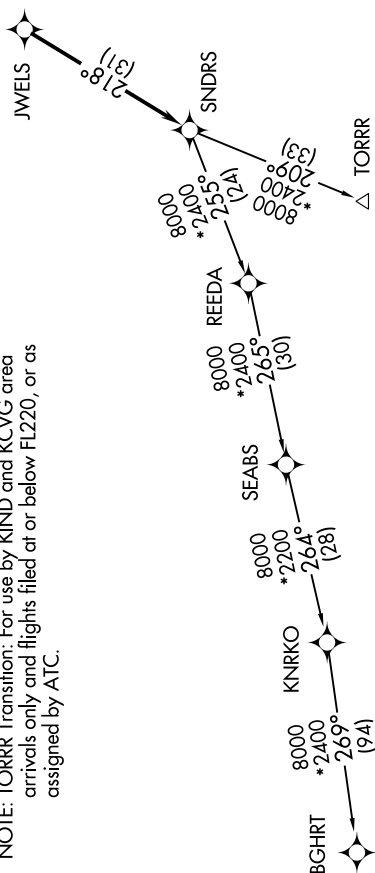
Rwys 9L/R, 27L/R: Standard.



NOTE: Chart not to scale.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.

NOTE: TORRR Transition: For use by KIND and KCVG area arrivals only and flights filed at or below FL220, or as assigned by ATC.



SNDRS THREE DEPARTURE (RNAV)

(SNDRS3.SNDRS) 16MAY24

PONTIAC, MICHIGAN

OAKLAND COUNTY INTL (PTK)

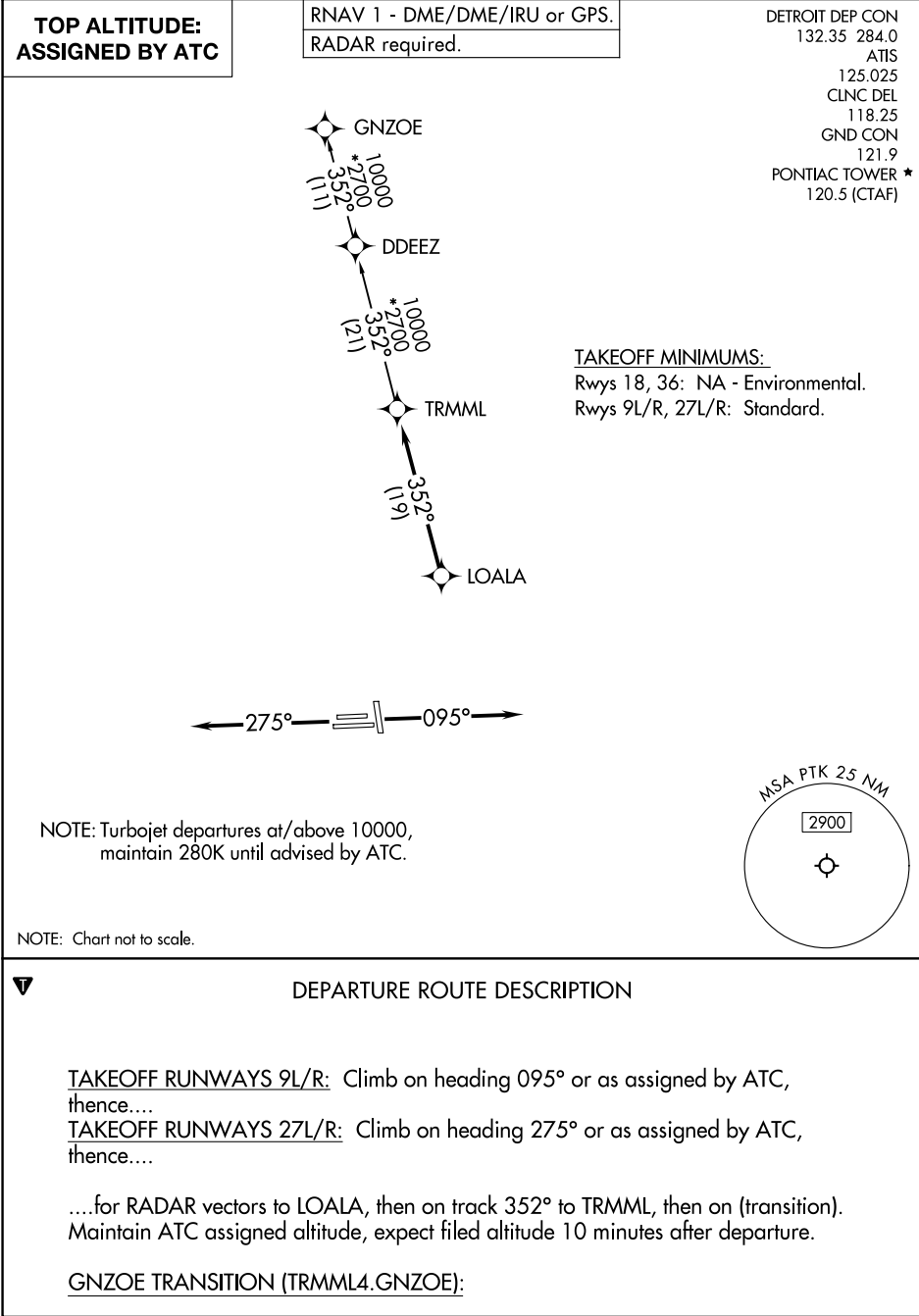
(TRMML4.TRMML) 24137

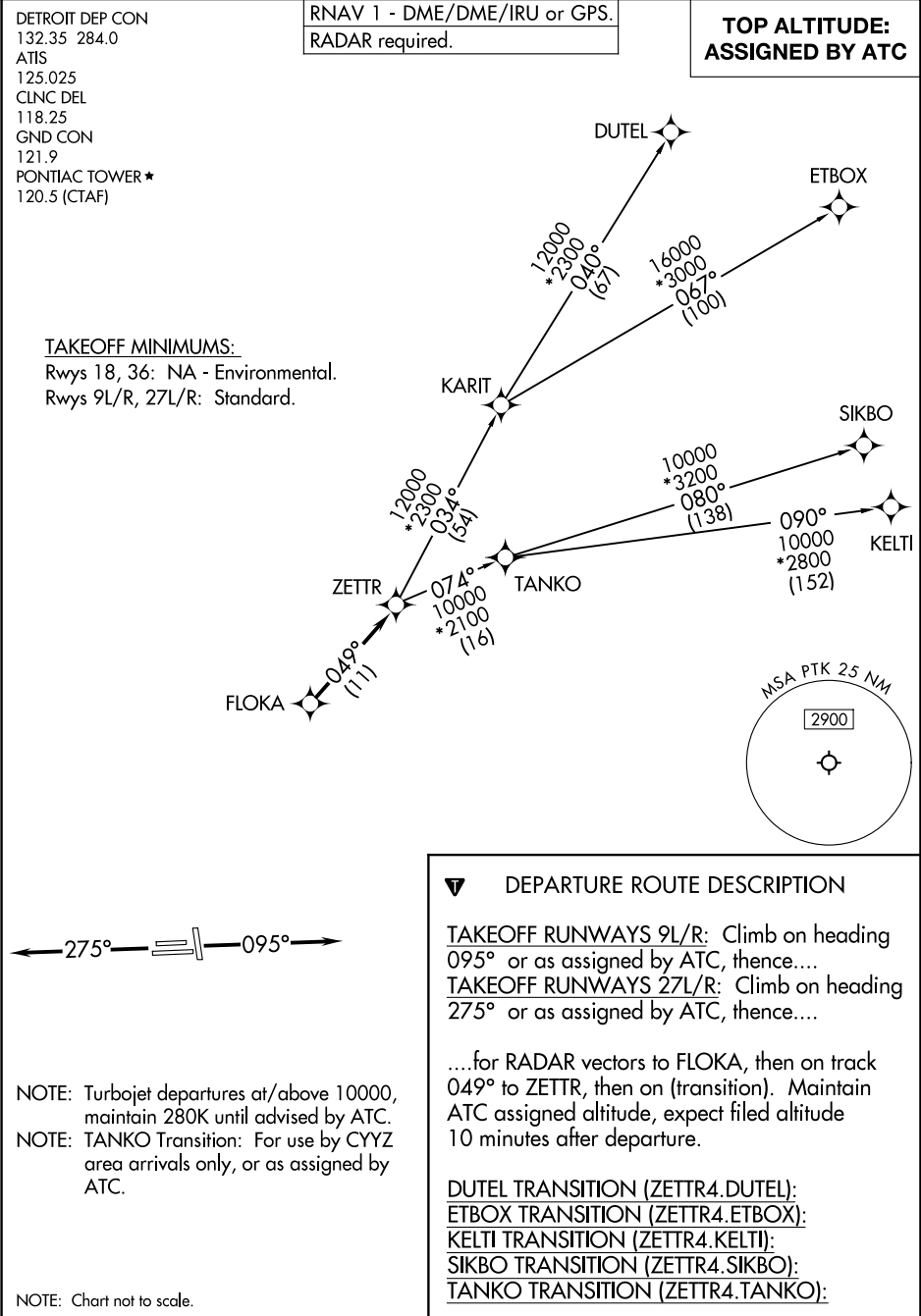
TRMML FOUR DEPARTURE (RNAV)

AL-5052 (FAA)

OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN





LOC I-PHN <u>110.9</u>	APP CRS 043°	Rwy Ldg 5104 TDZE 647 Apt Elev 650
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ILS or LOC RWY 4
ST CLAIR COUNTY INTL (PHN)

NA ADF required. When local altimeter setting not received, use Troy altimeter setting and increase all DA 95 feet and all MDA 100 feet; increase S-LOC 4 Cats C and D and Circling Cats C and D visibility $\frac{1}{4}$ mile. For inop MALSR when using Troy altimeter setting, increase S-ILS 4 all Cats visibility to $\frac{3}{8}$ mile. Night landing: Rwy 10, 22, 28 NA.

MALSR



MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct PHURN LOM and hold, continue climb-in-hold to 4000.

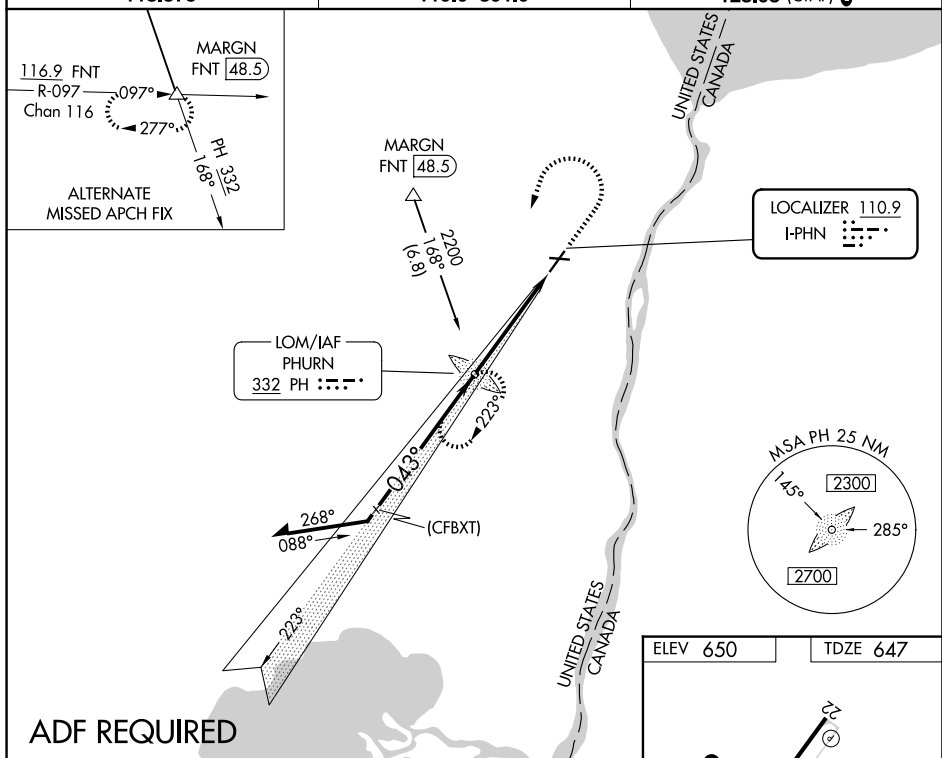
AWOS-3P

118.375

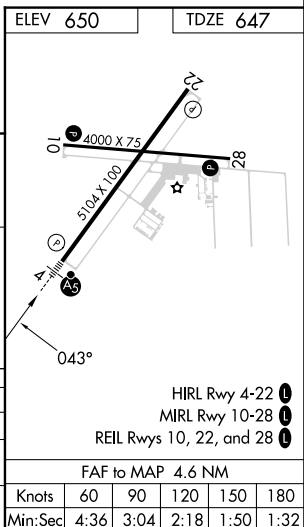
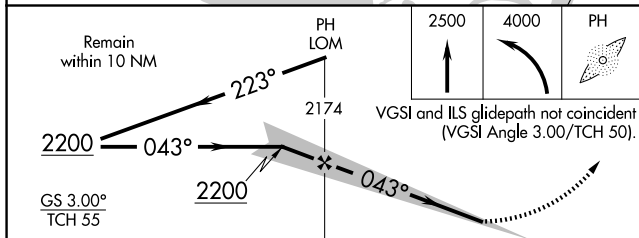
SELFRIDGE APP CON ★

119.6 391.9

UN|COM

123.05 (CTAF) **L**

ADF REQUIRED



Amdt 4 18SEP14

42°55'N-82°32'W

ST CLAIR COUNTY INTL (PHN)

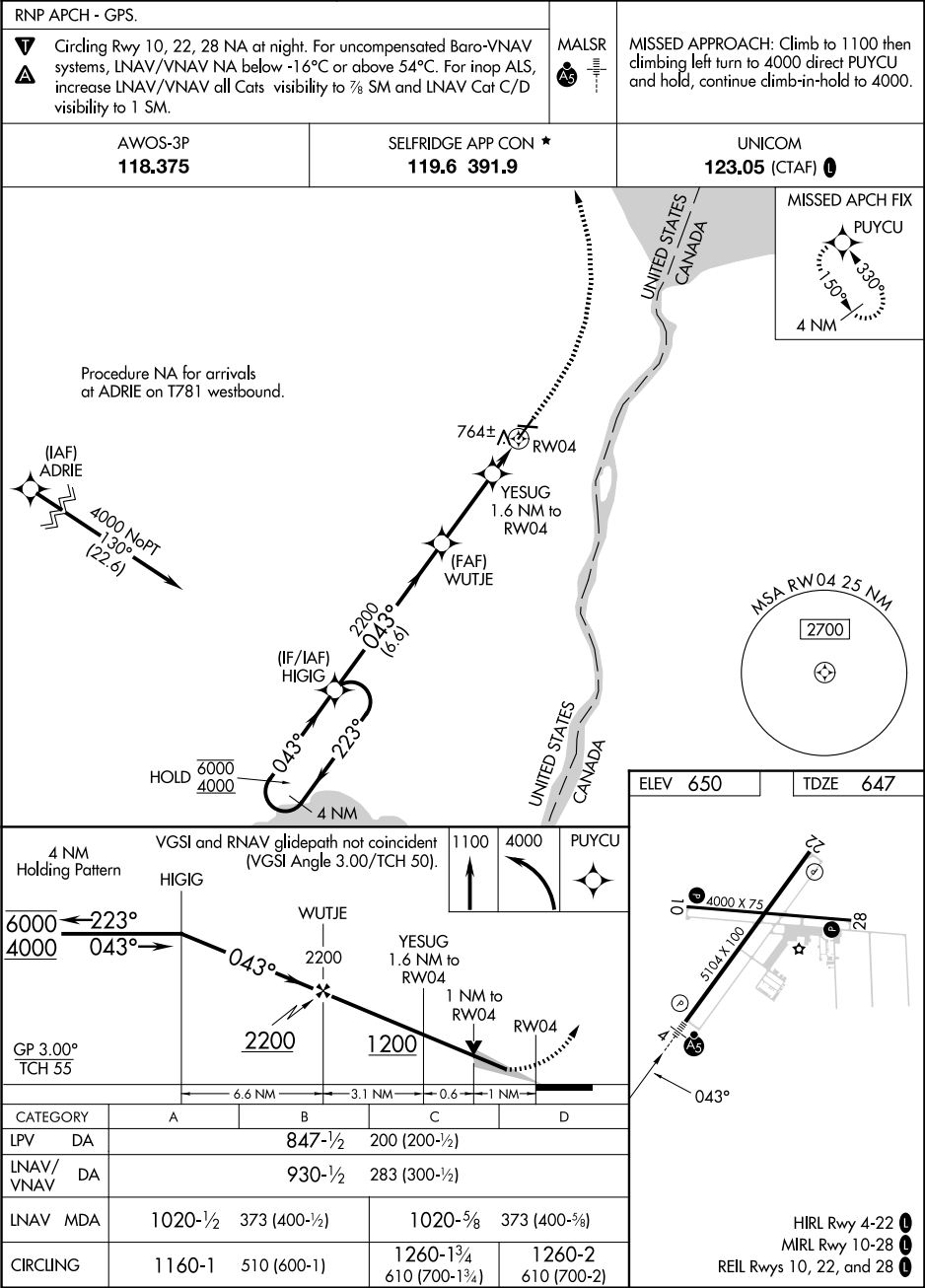
ILS or LOC RWY 4

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53523 W04A	APP CRS 043°	Rwy Ldg TDZE 647 Apt Elev 650
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RNAV (GPS) RWY 4

ST CLAIR COUNTY INTL (PHN)



PORT HURON, MICHIGAN

AL-5445 (FAA)

26078

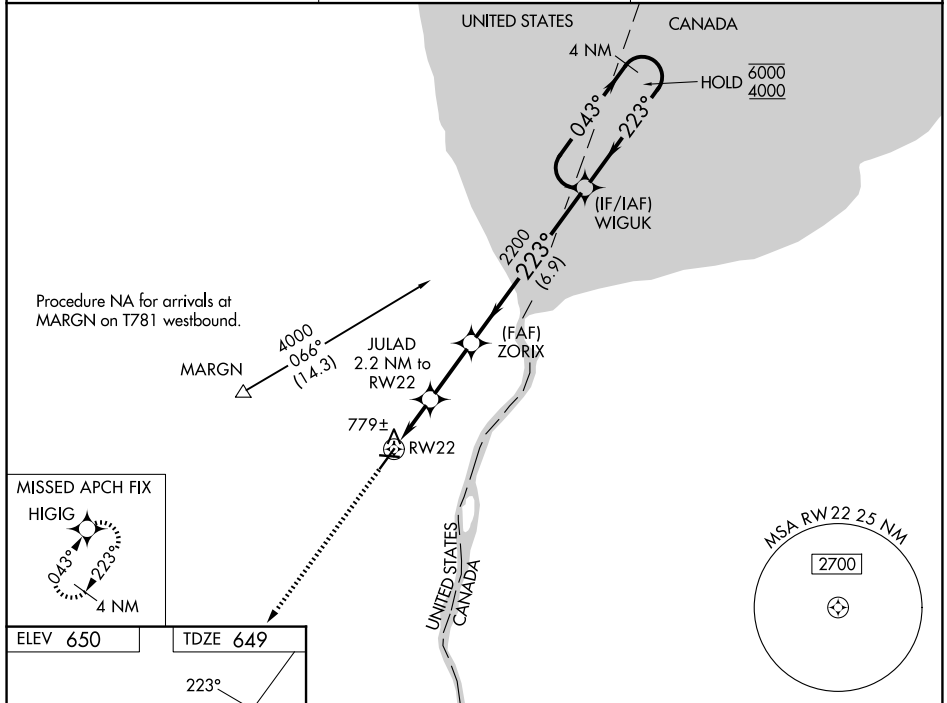
WAAS CH 97723 W22A	APP CRS 223°	Rwy Ldg 5104 TDZE 649 Apt Elev 650
--	------------------------	---

RNAV (GPS) RWY 22

ST CLAIR COUNTY INTL (PHN)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct HIGIG and hold, continue climb-in-hold to 4000.
 Rwy 22 helicopter visibility reduction below 1 SM NA.  Straight-in Rwy 22 NA at night, Circling Rwy 10, 22, 28 NA at night.	

AWOS-3P 118.375	SELFDRGE APP CON ★ 119.6 391.9	UNICOM 123.05 (CTAF) 0
---------------------------	--	----------------------------------



HIRL Rwy 4-22 
 MIRL Rwy 10-28 
 REIL Rws 10, 22, and 28 

 		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).		4 NM Holding Pattern	
CATEGORY	A	B	C	D	
LP MDA	1020-1 371 (400-1)				
LNAV MDA	1040-1 391 (400-1)		1040-1 $\frac{1}{8}$ 391 (400-1 $\frac{1}{8}$)		
CIRCLING	1160-1 510 (600-1)		1260-1 $\frac{3}{4}$ 610 (700-1 $\frac{3}{4}$)		1260-2 610 (700-2)

PORT HURON, MICHIGAN

Amdt 1A 31DEC20

42°55'N-82°32'W

ST CLAIR COUNTY INTL (PHN)

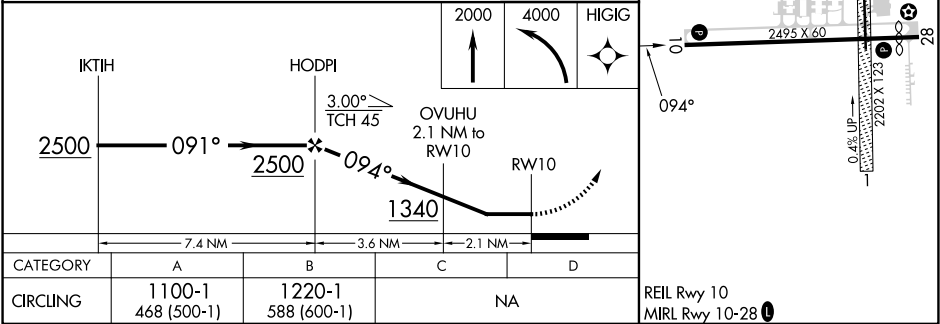
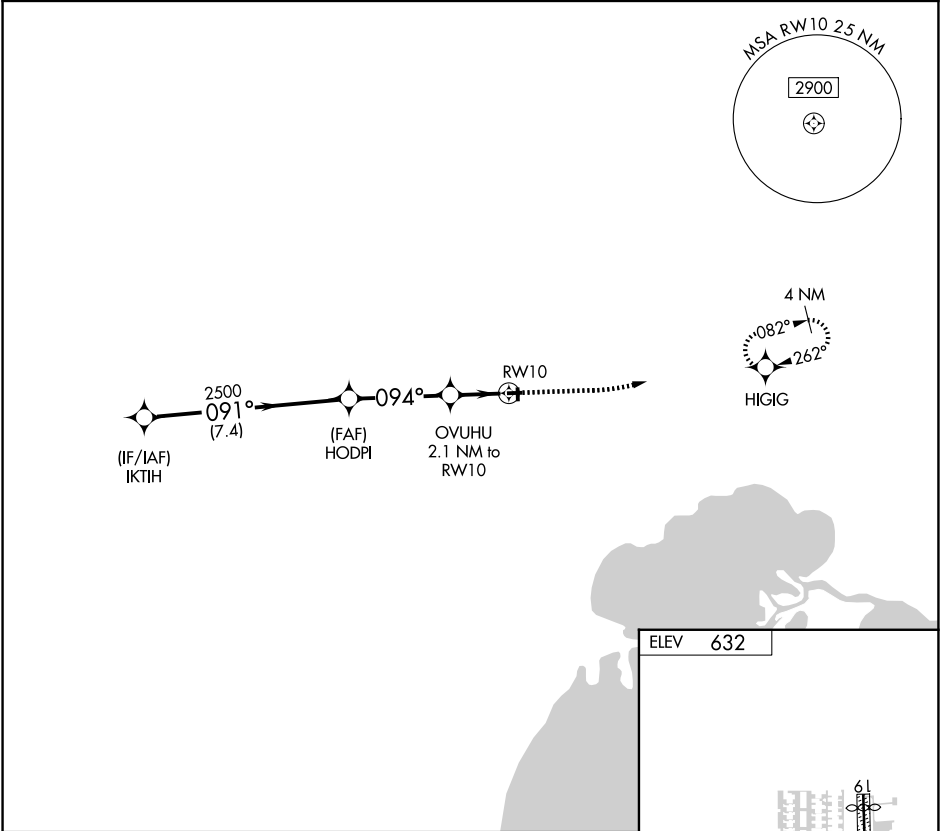
RNAV (GPS) RWY 22

APP CRS	Rwy Ldg	N/A
094°	TDZE	N/A
	Apt Elev	632

RNAV (GPS)-A

RAY COMMUNITY (57D)

RNP APCH.		
Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. Use Troy altimeter setting. When not received use Pontiac altimeter setting and increase all MDAs 60 feet. MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct HIGIG and hold, continue climb-in-hold to 4000.		
VLL AWOS-3P 119.475	SELFDRIDGE APP CON ★ 119.6 391.9	UNICOM 122.7 (CTAF) 1



ROGERS CITY, MICHIGAN

AL-6561 (FAA)

26078

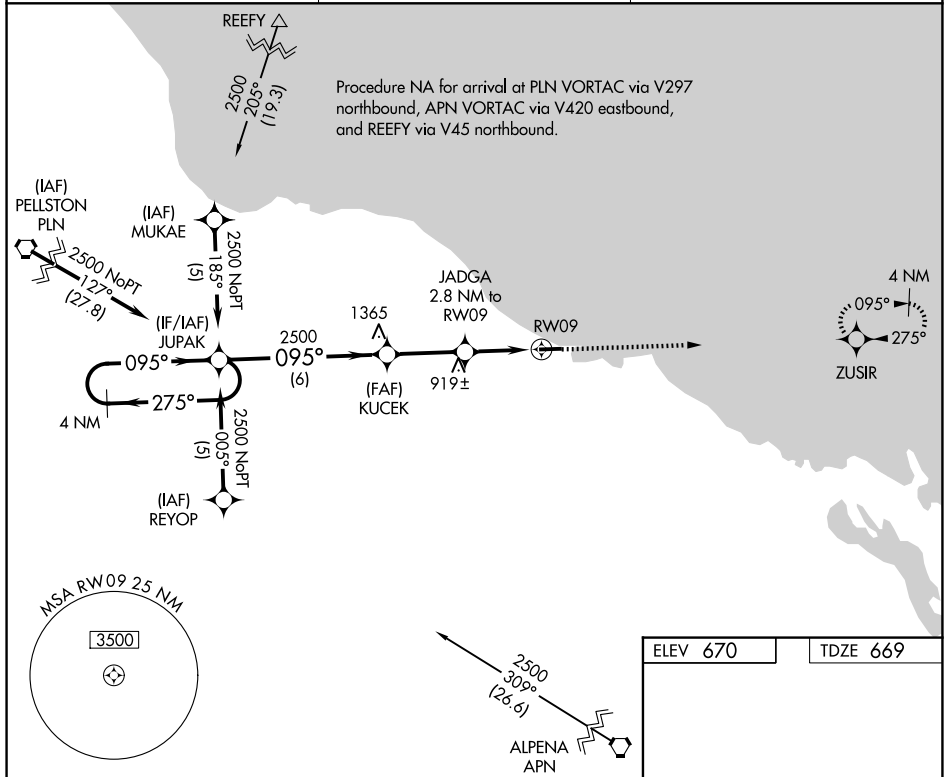
APP CRS	Rwy Ldg	3886
095°	TDZE	669
	Apt Elev	670

RNAV (GPS) RWY 9

PRESQUE ISLE COUNTY (PZQ)

RNP APCH.	If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet. Straight-in/Circling Rwy 9 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2300 direct ZUSIR and hold.
NA		

AWOS-3P 118.125	ALPENA APP CON ★ 128.425 379.3	CTAF 122.9 0
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4 NM Holding Pattern		JUPAK	KUCEK	JADGA 2.8 NM to RW09	RW09
2500 ← 275°		2500	1600	4106 X 75	
095° →		095°	3.05° TCH 35		
6 NM		2.8 NM	2.8		
CATEGORY	A	B	C	D	
RNAV MDA	1120-1	451 (500-1)	1120-1¼ 451 (500-1¼)	NA	
CIRCLING	1200-1 530 (600-1)	1240-1 570 (600-1)	1260-1½ 590 (600-1½)	NA	

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

ROGERS CITY, MICHIGAN

Orig-B 11AUG22

45°24'N-83°49'W

PRESQUE ISLE COUNTY (PZQ)

RNAV (GPS) RWY 9

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
275°

Rwy Ldg
TDZE
Apt Elev

3727
670
670

RNAV (GPS) RWY 27

PRESQUE ISLE COUNTY (PZQ)

▼

▲ NA

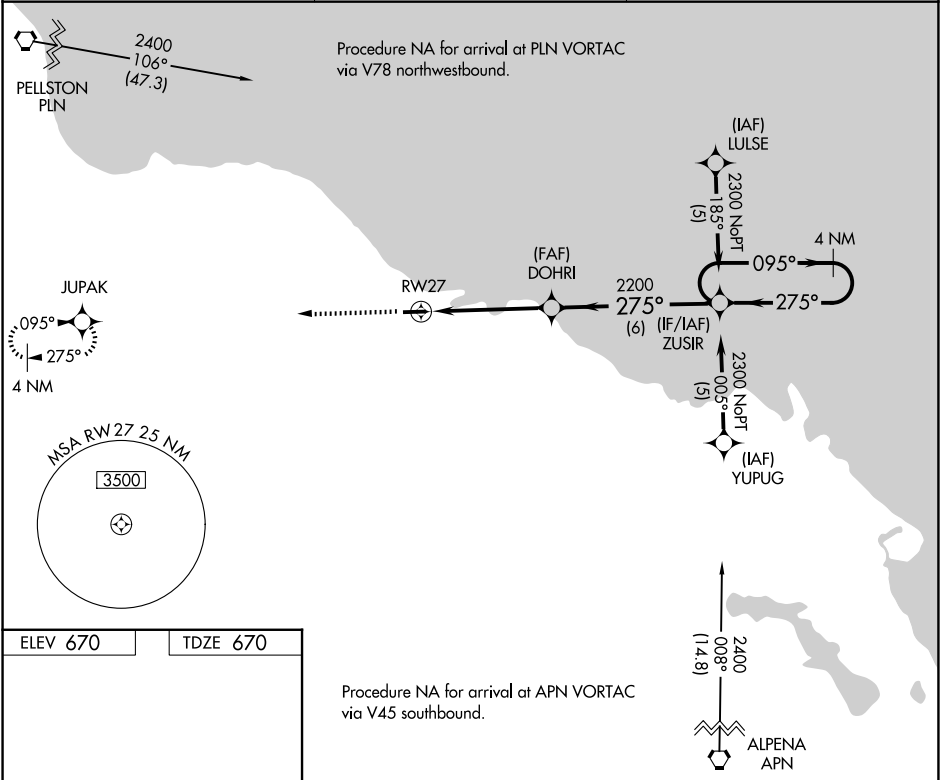
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 9.
If local altimeter setting not received, use Alpena County
Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Alpena County Rgnl altimeter setting.

MISSED APPROACH: Climb to
2500 direct JUPAK and hold.

AWOS-3P
118.125

ALPENA APP CON ★
128.425 379.3

CTAF
122.9 0



ELEV 670

TDZE 670

275°

2500 JUPAK

4106 X 75

27

1.2 NM to RWY 27

DOHRI

2200

095°

275°

2300

3.04° TCH 34

1.2

3.4 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1100-1	430 (500-1)	1100-1¼ 430 (500-1¼)	NA
CIRCLING	1200-1 530 (600-1)	1240-1 570 (600-1)	1260-1½ 590 (600-1½)	NA

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ROMEO, MICHIGAN

AL-6112 (FAA)

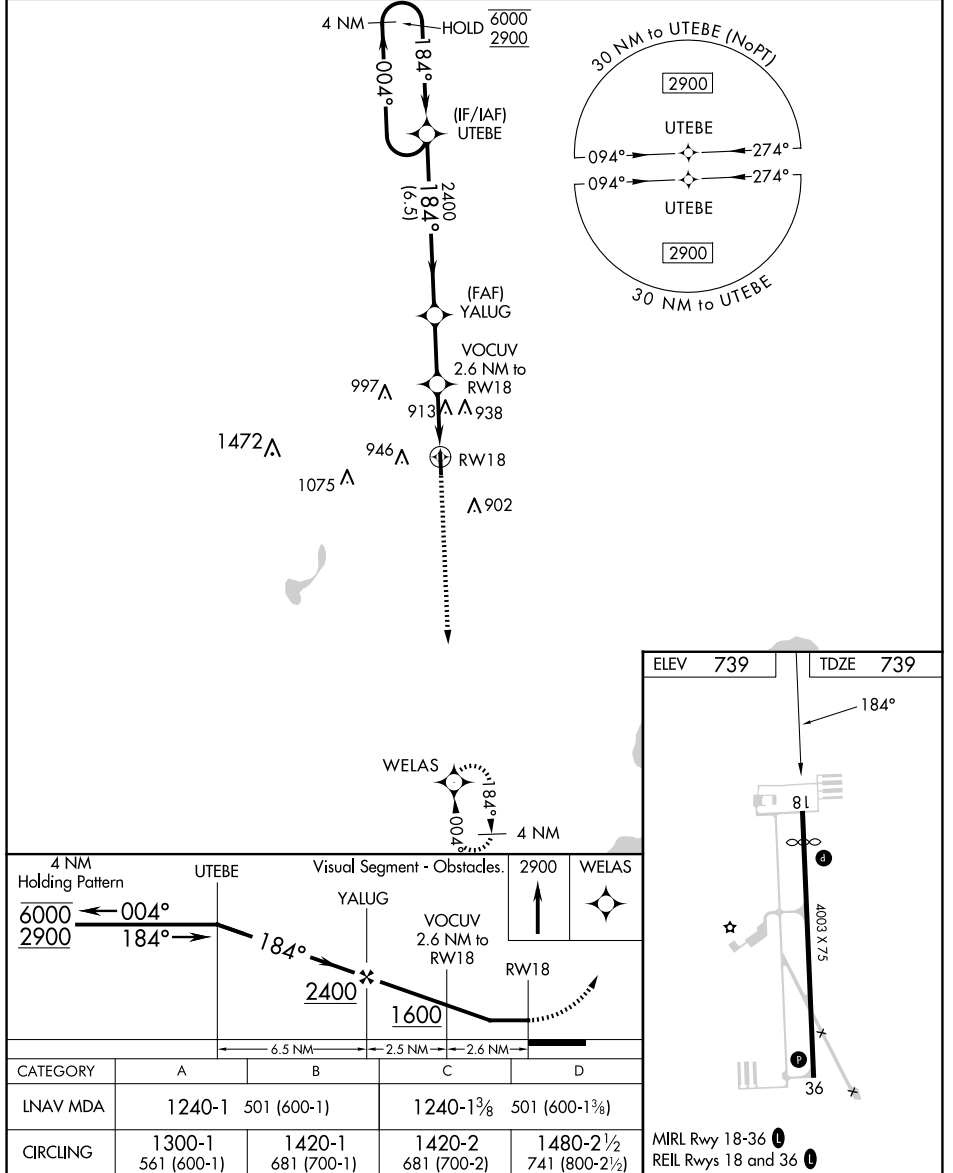
23054

APP CRS	Rwy Idg	3534
184°	TDZE	739
	Apt Elev	739

RNAV (GPS) RWY 18

ROMEO STATE (D98)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2900 direct WELAS and hold.
Rwy 18 helicopter visibility reduction below 1 SM NA. Use Coleman A Young Muni altimeter setting. Straight-in and Circling Rwy 18 NA at night.		
DET ASOS 124.875	SELFDRIDGE APP CON★ 119.6 391.9	UNICOM 122.8 (CTAF) 0



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ROMEO, MICHIGAN

Amdt 1D 08SEP22

42°48'N-82°58'W

RNAV (GPS) RWY 18

ROMEO STATE (D98)

SAGINAW, MICHIGAN

AL-648 (FAA)

26078

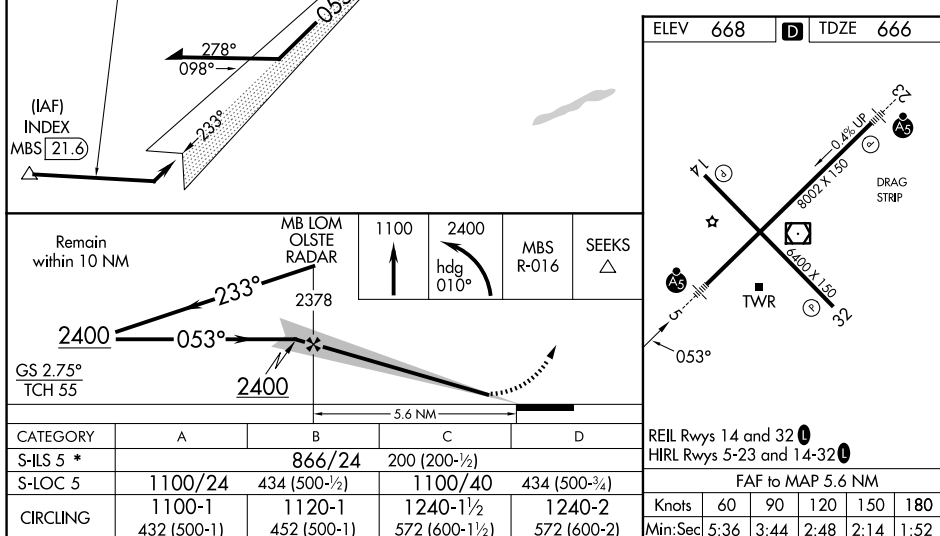
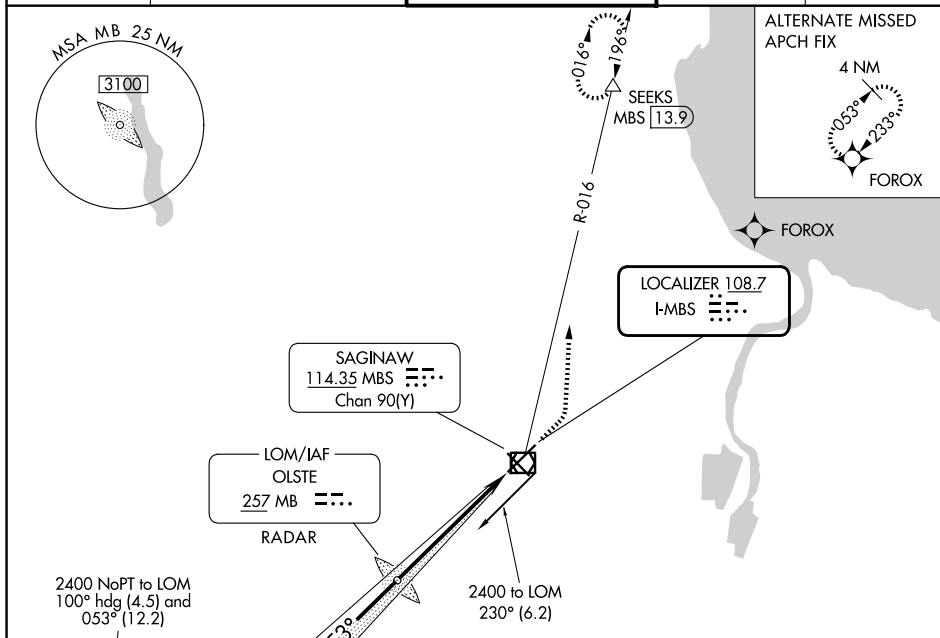
LOC I-MBS 108.7	APP CRS 053°	Rwy Ldg TDZE Apt Elev	8002 666 668
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ILS or LOC RWY 5

MBS INTL (MBS)

DME required.	MALSR	MISSED APPROACH: Climb to 1100 then climbing left turn to 2400 on heading 010° and MBS VOR/DME R-016 to SEEKS/MBS 13.9 DME and hold.
* RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95
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SAGINAW, MICHIGAN

Amdt 11B 31OCT24

43°32'N-84°05'W

MBS INTL (MBS)

ILS or LOC RWY 5

EC-1, 03 SEP 2026 to 29 OCT 2026

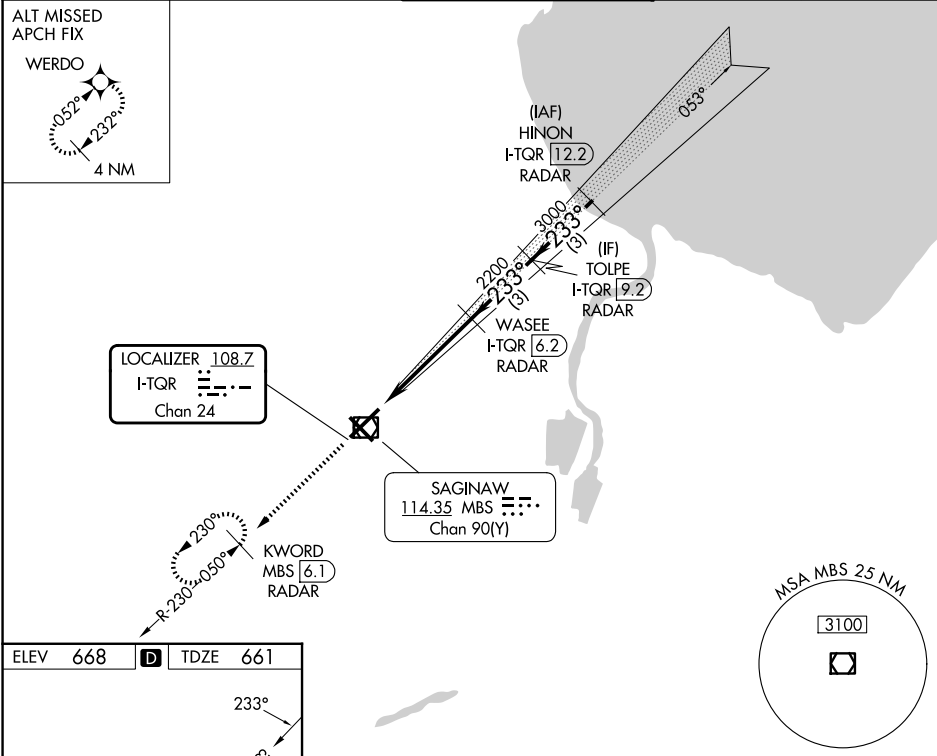
EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-TQR 108.7 Chan 24	APP CRS 233°	Rwy Ldg TDZE Apt Elev	8002 661 668
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ILS or LOC RWY 23
MBS INTL (MBS)

DME or RADAR required. RADAR required for procedure entry.	MALSR	MISSED APPROACH: Climb to 2500 on MBS VOR/DME R-230 to KWORD/MBS 6.1 DME/RADAR and hold.
*RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95
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ELEV 668	D	TDZE 661
REIL Rwy 14 and 32		
HIRL Rwy 5-23 and 14-32		
FAF to MAP 4.7 NM		
Knots	60	90 120 150 180
Min:Sec	4:42	3:08 2:21 1:53 1:34

2500	MBS R-230	KWORD MBS 6.1 RADAR	WASEE I-TQR 6.2 RADAR	TOLPE I-TQR 9.2 RADAR
CATEGORY	A	B	C	D
S-ILS 23 *	861/24 200 (200-½)			
S-LOC 23	1060/24 399 (400-½)		1060/35 399 (400-¾)	
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1½ 572 (600-1½)	1240-2 572 (600-2)

SAGINAW, MICHIGAN

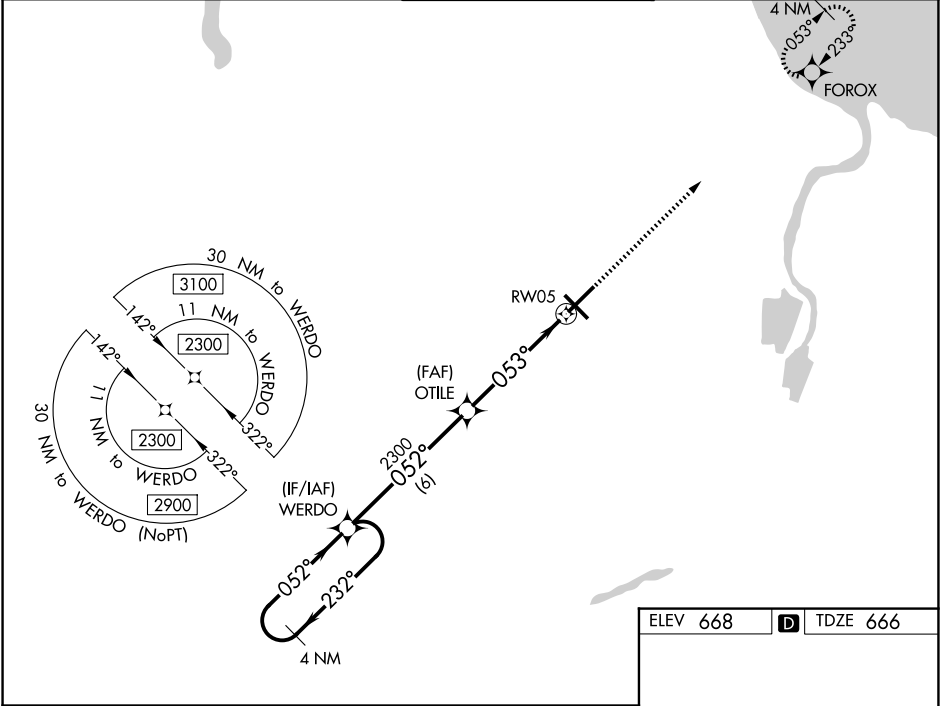
AL-648 (FAA)

26078

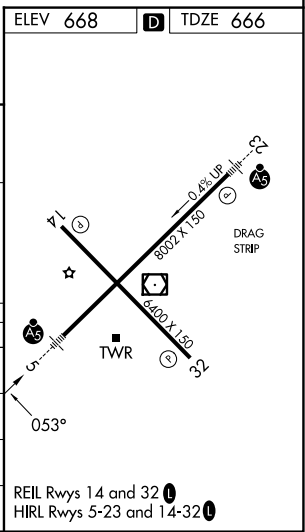
WAAS CH 82010 W05A	APP CRS 053°	Rwy Ldg TDZE Apt Elev	8002 666 668
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RNAV (GPS) RWY 5
MBS INTL (MBS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR 	MISSED APPROACH: Climb to 2300 direct FOROX and hold.
ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95



4 NM Holding Pattern					2300	FOROX
2300 ← 232° → 052° → 052° → 2300					2300	
GP 3.00° TCH 50					2300	
6 NM 3.9 NM 1.1 NM					2300	
CATEGORY	A	B	C	D		
LPV DA**		866/24	200 (200-½)			
LNAV/ VNAV DA		955/24	289 (300-½)			
LNAV MDA	1080/24	414 (500-½)	1080/40	414 (500-¾)		
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1½ 572 (600-1½)	1240-2 572 (600-2)		



SAGINAW, MICHIGAN
Amdt 2 01FEB18

43°32'N - 84°05'W

MBS INTL (MBS)
RNAV (GPS) RWY 5

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

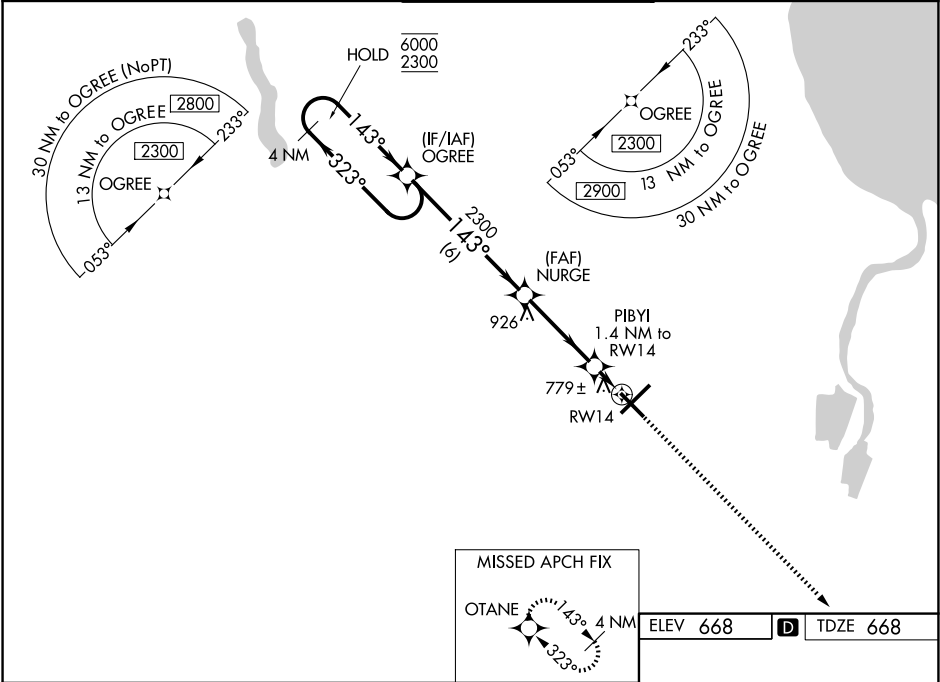
WAAS CH 69211 W14A	APP CRS 143°	Rwy Ldg TDZE Apt Elev 668 668
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RNAV (GPS) RWY 14

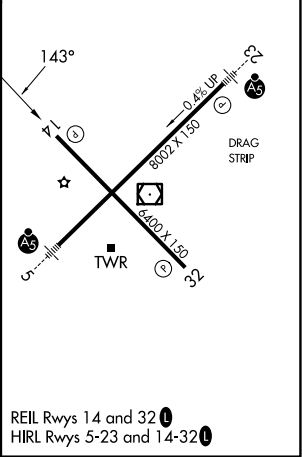
MBS INTL (MBS)

RNP APCH.	MISSED APPROACH: Climb to 2700 direct OTANE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C .	

ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern		OGREE	NURGE	PIBYI 1.4 NM to RW14	RW14
6000 2300		2300	2300	1160*	
GP 3.00° TCH 45					
		6 NM	3.6 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA		868-¾	200 (200-¾)		
LNAV/VNAV DA		960-⅞	292 (300-⅞)		
LNAV MDA		1040-1	372 (400-1)		
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1½ 572 (600-1½)	1240-2 572 (600-2)	



SAGINAW, MICHIGAN

AL-648 (FAA)

26078

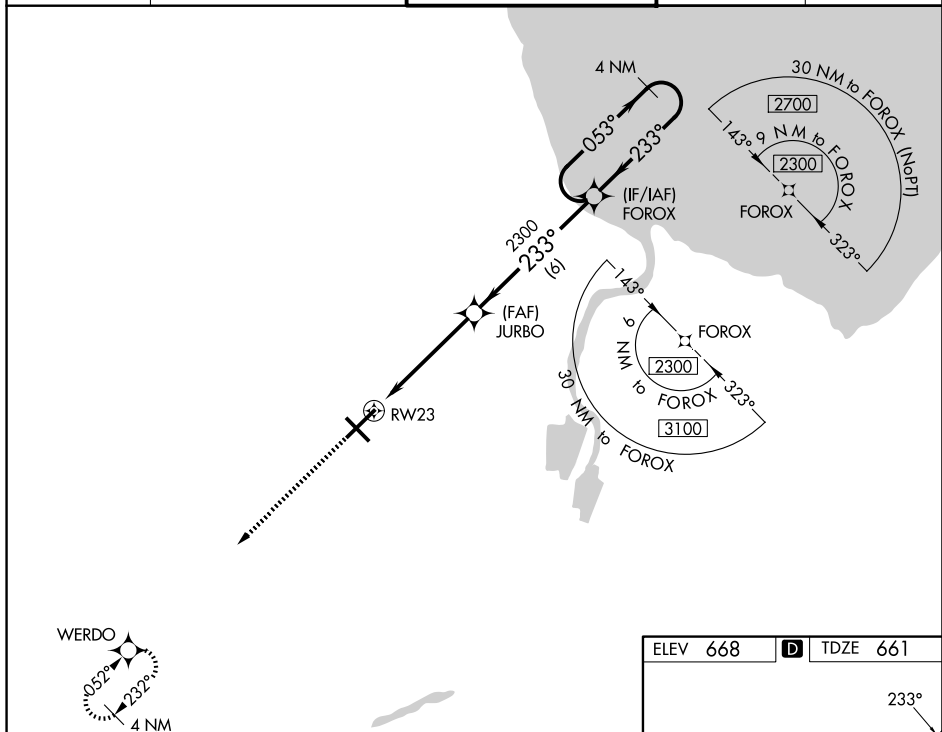
WAAS CH 49010 W23A	APP CRS 233°	Rwy Ldg TDZE Apt Elev 8002 661 668
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RNAV (GPS) RWY 23

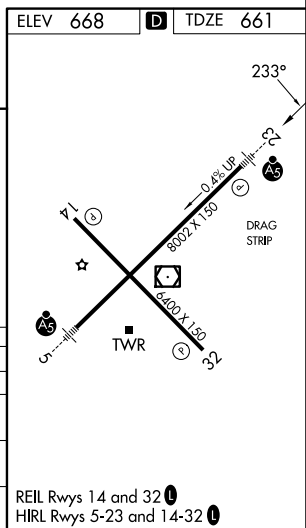
MBS INTL (MBS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2300 direct WERDO and hold.
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ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95
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2300	WERDO	JURBO	FOROX	4 NM Holding Pattern
*LNAV only	*1.1 NM to RWY 23	2300	233°	053°
RWY 23	1.1	3.9 NM	6 NM	GP 3.00° TCH 54
CATEGORY	A	B	C	D
LPV DA #		861/24	200 (200-½)	
LNAV/VNAV DA		940/24	279 (300-½)	
LNAV MDA	1060/24	399 (400-½)	1060/35	399 (400-¾)
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1½ 572 (600-1½)	1240-2 572 (600-2)



SAGINAW, MICHIGAN

Amdt 2 01FEB18

43°32'N - 84°05'W

MBS INTL (MBS)

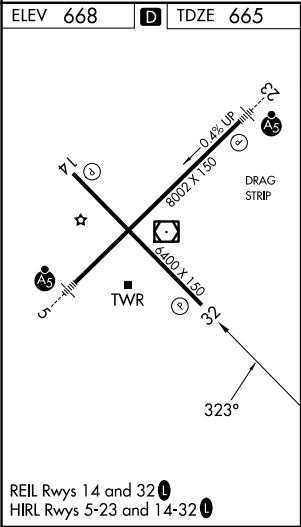
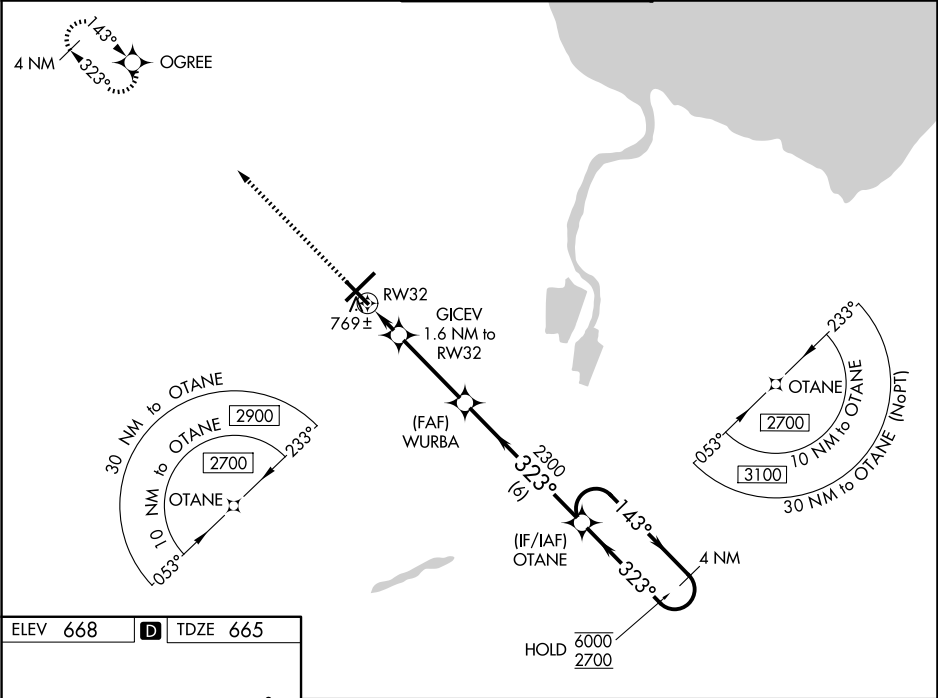
RNAV (GPS) RWY 23

WAAS CH 78011 W32A	APP CRS 323°	Rwy Ldg TDZE Apt Elev	6400 665 668
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RNAV (GPS) RWY 32

MBS INTL (MBS)

RNP APCH.			MISSED APPROACH: Climb to 2300 direct OGRE and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C .				
ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95



2300 OGRE		4 NM Holding Pattern			
*LNAV only.		GICEV 1.6 NM to RW32	WURBA 2300	OTANE 143° 6000	323° 2700
RW32		*1 NM to RW32	*1220	2300	GP 3.00° TCH 50
1 NM		0.6 NM	3.4 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	865-¾ 200 (200-¾)				
LNAV/VNAV DA	950-¾ 285 (300-¾)				
LNAV MDA	1020-1 355 (400-1)				
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1½ 572 (600-1½)	1240-2 572 (600-2)	

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

SAGINAW, MICHIGAN

AL-648 (FAA)

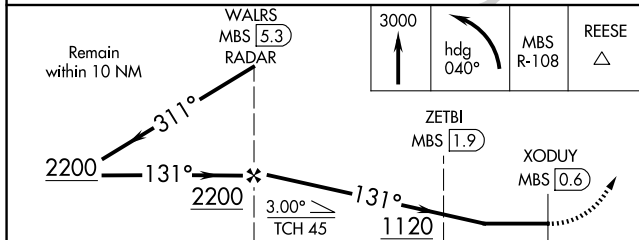
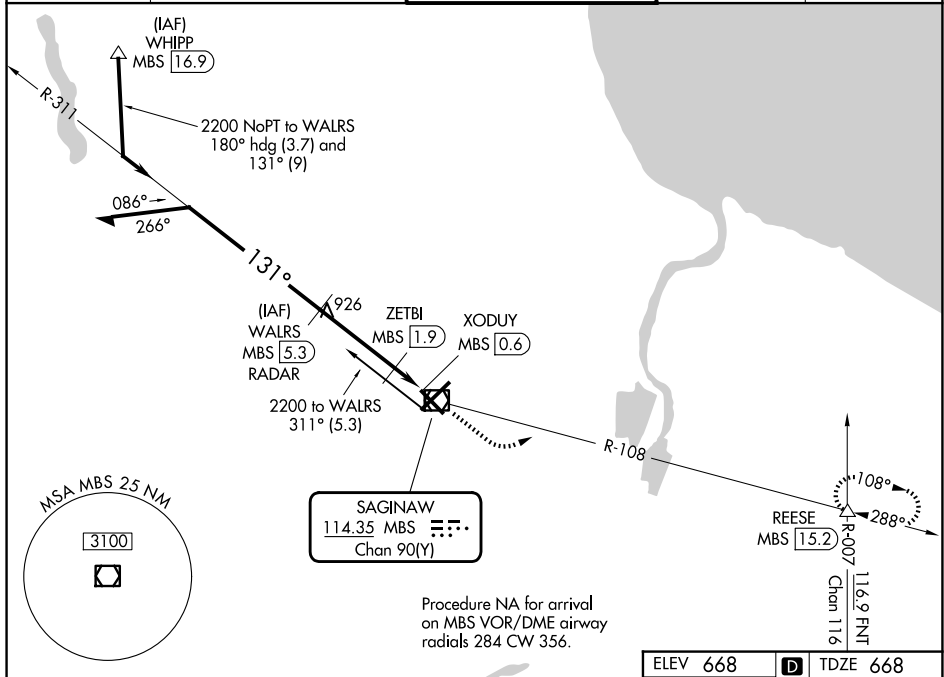
26078

VOR/DME MBS 114.35 Chan 90 (Y)	APP CRS 131°	Rwy Ldg TDZE 668 Apt Elev 668
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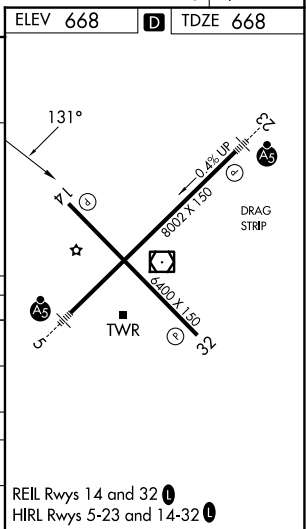
VOR RWY 14
MBS INTL (MBS)

DME or RADAR required.	MISSED APPROACH: Climb to 3000 then left turn on heading 040° and MBS R-108 to REESE INT/15.2 DME and hold.
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ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1 (CTAF) 0 257.7	GND CON 121.7	UNICOM 122.95
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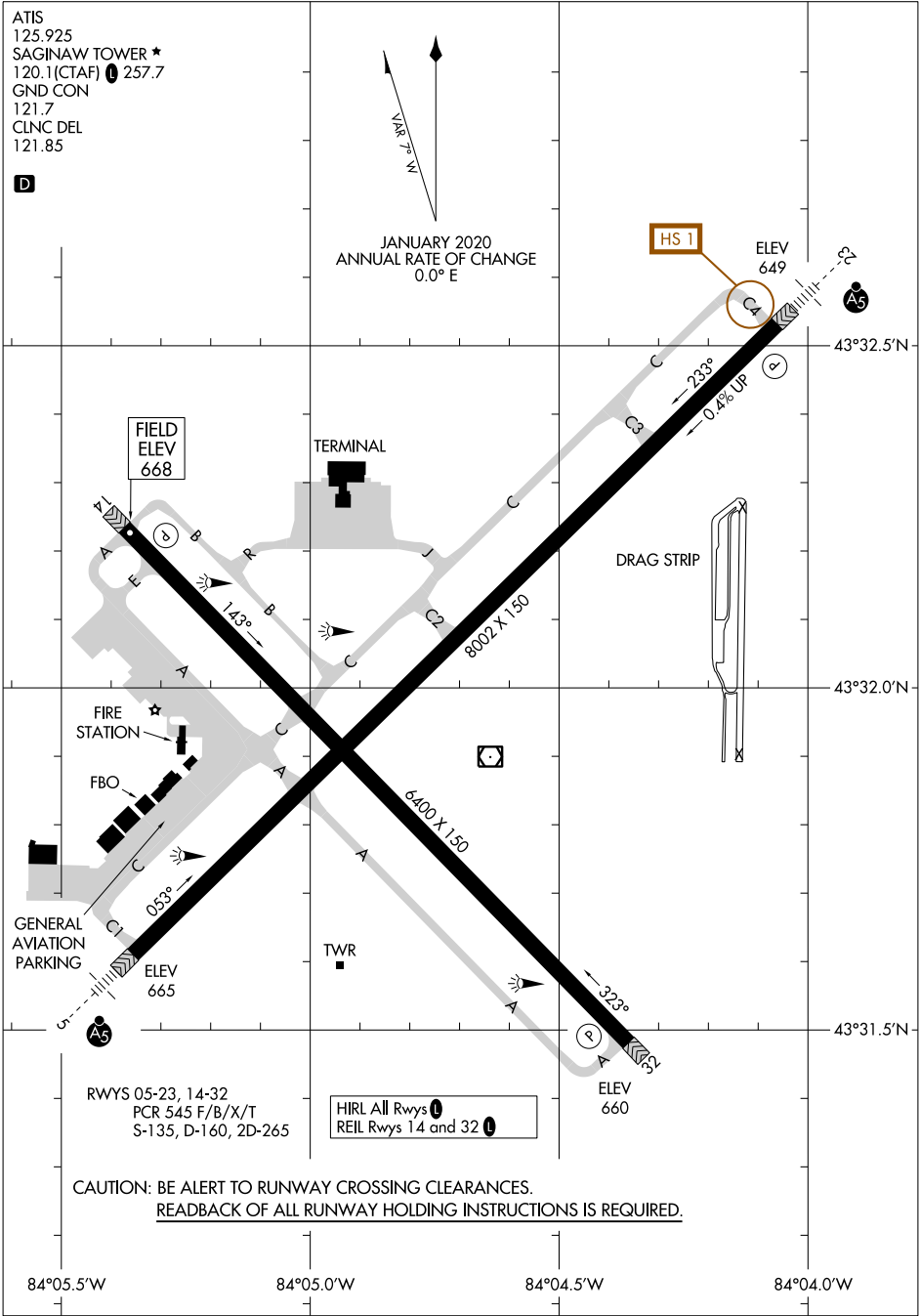
CATEGORY	A	B	C	D
S-14	1120-1	452 (500-1)	1120-1 $\frac{3}{8}$	452 (500-1 $\frac{3}{8}$)
CIRCLING	1120-1	452 (500-1)	1240-1 $\frac{1}{2}$ 572 (600-1 $\frac{1}{2}$)	1240-2 572 (600-2)
ZETBI FIX MINIMUMS (DME REQUIRED)				
S-14	1040-1	372 (400-1)	1040-1 $\frac{3}{8}$	372 (400-1 $\frac{3}{8}$)
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1 $\frac{1}{2}$ 572 (600-1 $\frac{1}{2}$)	1240-2 572 (600-2)



SAGINAW, MICHIGAN
Amdt 14A 25JAN24

43°32'N-84°05'W

MBS INTL (MBS)
VOR RWY 14



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

SAGINAW, MICHIGAN

AL-6474 (FAA)

26078

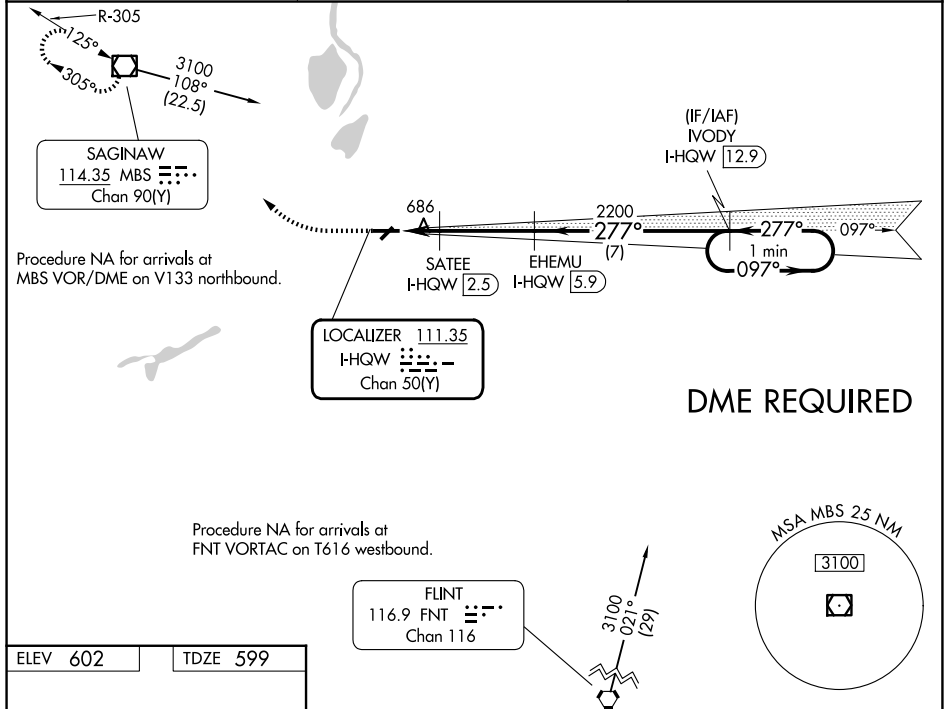
LOC/DME I-HQW 111.35 Chan 50 (Y)	APP CRS 277°	Rwy Ldg TDZE Apt Elev	5002 599 602
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ILS or LOC RWY 28

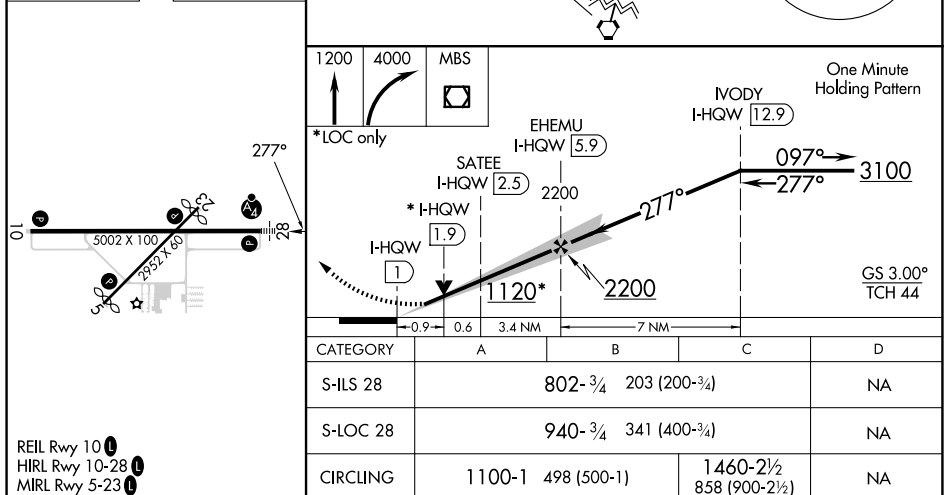
SAGINAW COUNTY/H W BROWNE (HYX)

NA	Inoperative table does not apply to S-ILS 28. DME required. Circling Rwy 5, 23 NA at night. Circling NA for Cat C north of Rwy 10-28.	MALSF 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct MBS VOR/DME and hold, continue climb-in-hold to 4000.
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AWOS-3P 118.325	GREAT LAKES APP CON ★ 120.95 235.625	UNICOM 122.8 (CTAF) 0
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ELEV 602	TDZE 599
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SAGINAW, MICHIGAN

Amtd 1b 24MAR22

SAGINAW COUNTY/H W BROWNE (HYX)

43°26'N-83°52'W

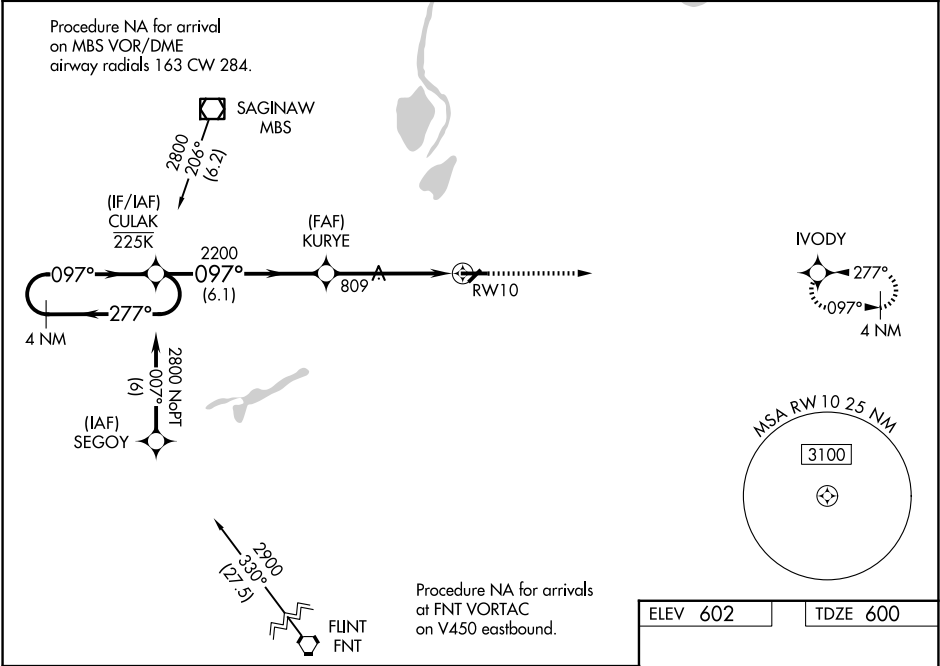
ILS or LOC RWY 28

WAAS CH 50200 W10A	APP CRS 097°	Rwy Ldg TDZE Apt Elev	5002 600 602
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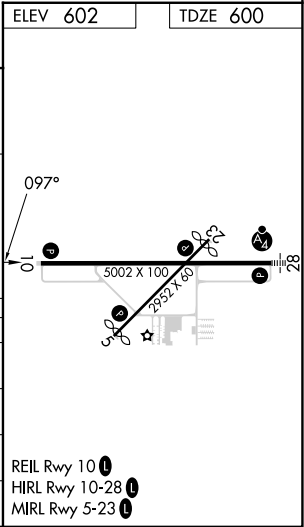
RNAV (GPS) RWY 10

SAGINAW COUNTY/H W BROWNE (HYX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct IVODY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling NA for Cat C north of Rwy 10-28. Circling Rwy 5, 23 NA at night.		
AWOS-3P 118.325	GREAT LAKES APP CON ★ 120.95 235.625	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		2700	IVODY
GP 3.00° TCH 45		* LNAV only			
CULAK		KURYE			
2800		2200		1.4 NM to RWY 10	
6.1 NM		3.5 NM			
CATEGORY	A	B	C	D	
LPV DA	800-3/4		200 (200-3/4)	NA	
LNAV/VNAV DA	1018-13/8		418 (500-13/8)	NA	
LNAV MDA	1060-1	460 (500-1)	1060-13/8 460 (500-13/8)	NA	
CIRCLING	1100-1	498 (500-1)	1460-21/2 858 (900-21/2)	NA	



EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

SAGINAW, MICHIGAN

AL-6474 (FAA)

26078

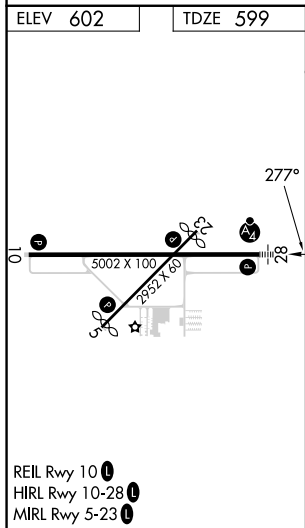
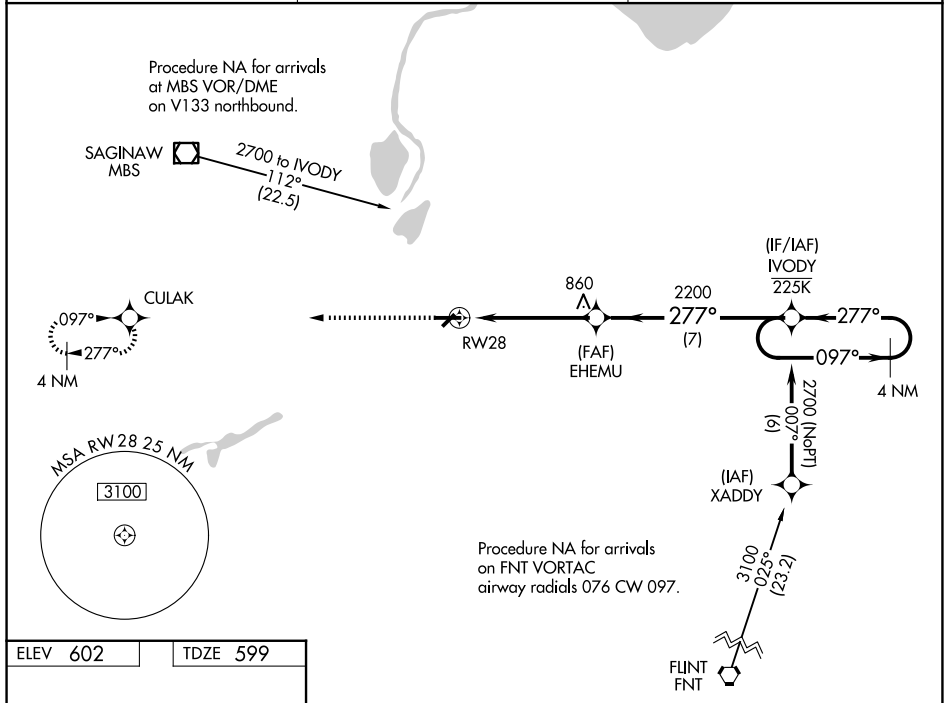
WAAS CH 90200 W28A	APP CRS 277°	Rwy Ldg TDZE Apt Elev	5002 599 602
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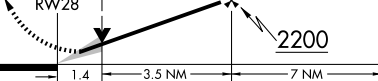
RNAV (GPS) RWY 28

SAGINAW COUNTY/H W BROWNE (HYX)

 Inop table does not apply to LPV DA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA for Cat C north of Rwy 10-28. Circling Rwy 5, 23 NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM.	MALSF 	MISSED APPROACH: Climb to 2800 direct CULAK and hold.
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AWOS-3P 118.325	GREAT LAKES APP CON★ 120.95 235.625	UNICOM 122.8 (CTAF) 0
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2800 ↑ CULAK ✦		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).		4 NM Holding Pattern	
*LNAV only		*1.4 NM to RW28		EHEMU 2200 IVODY 2700	
		2200		097° → 2700 ← 277°	
RW28		1.4		3.5 NM	
		7 NM		GP 3.00° TCH 44	
CATEGORY	A	B	C	D	
LPV DA	804-¾	205 (300-¾)		NA	
LNAV/ VNAV	849-¾	250 (300-¾)		NA	
LNAV MDA	1080-¾	481 (500-¾)	1080-1⅞ 481 (500-1⅞)	NA	
CIRCLING	1100-1	498 (500-1)	1460-2½ 858 (900-2½)	NA	

SAGINAW, MICHIGAN
Amtd 2 07DEC17

SAGINAW COUNTY/H W BROWNE (HYX)

43°26'N-83°52'W

RNAV (GPS) RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

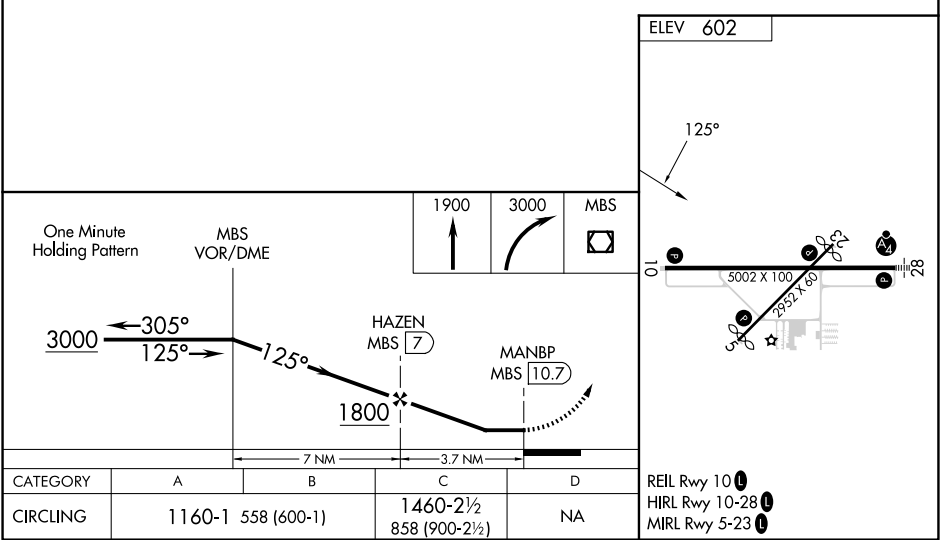
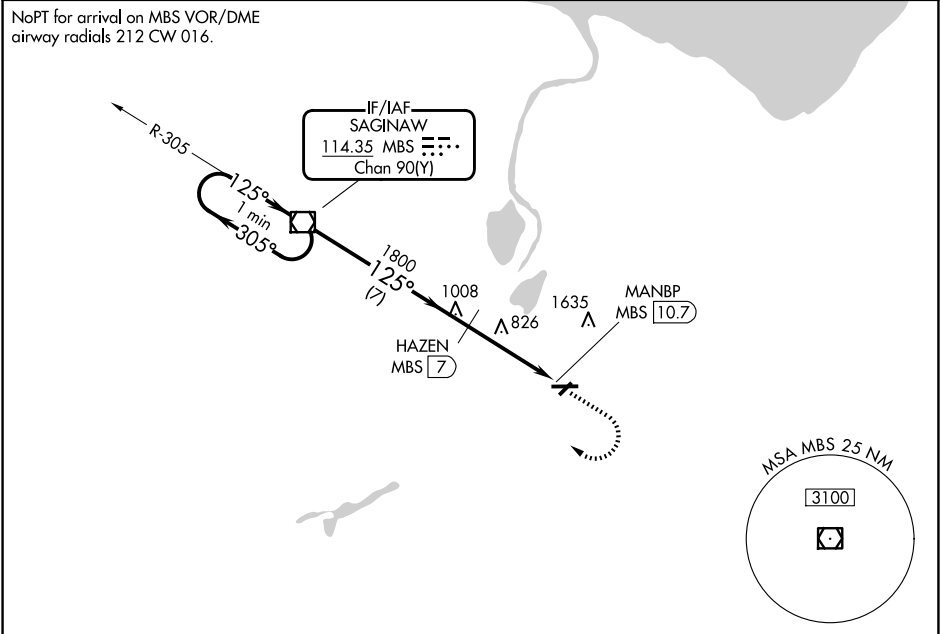
VOR/DME MBS 114.35 Chan 90 (Y)	APP CRS 125°	Rwy Ldg TDZE Apt Elev 602	N/A N/A
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VOR/DME-A

SAGINAW COUNTY/H W BROWNE (HYX)

⚠ Circling to Rwy 5/23 NA at night. When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all MDA 40 feet and increase Circling Cat C visibility ¼ SM. Circling NA for Cat C north of Rwy 10-28.	MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct MBS VOR/DME and hold.
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AWOS-3P 118,325	GREAT LAKES APP CON ★ 120,95 235,625	UNICOM 122.8 (CTAF) 0
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VOR/DME-A

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ST IGNACE, MICHIGAN

AL-10180 (FAA)

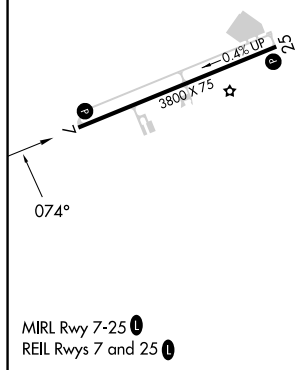
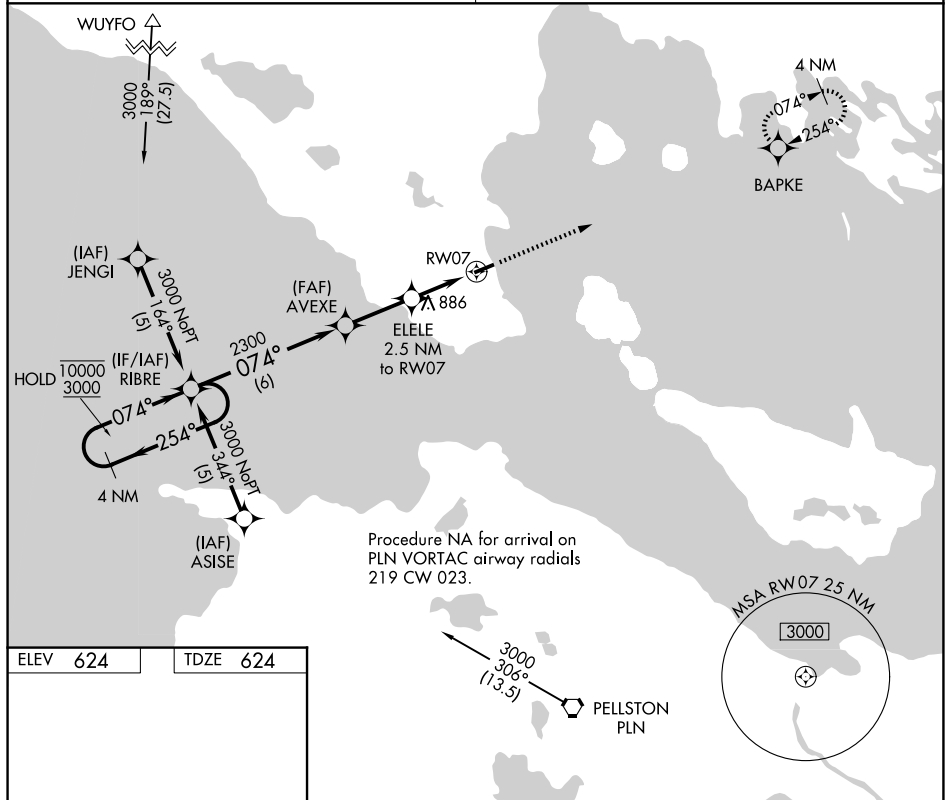
26190

APP CRS	Rwy Ldg	3800
074°	TDZE	624
	Apt Elev	624

RNAV (GPS) RWY 7

MACKINAC COUNTY (83D)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct BAPKE and hold.
Straight-in Rwy 07 NA at night, Circling Rwy 07 NA at night. Rwy 07 helicopter visibility reduction below 1 SM NA. Circling NA at night south of Rwy 07-25.		
MINNEAPOLIS CENTER 134.6 354.05		UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	BAPKE
10000 3000		254° 074°		AVEXE	ELELE 2.5 NM to RW07
		2300		1460	RW07
		6 NM		2.6 NM	2.5 NM
CATEGORY	A	B	C	D	
LNAV MDA	1200-1	576 (600-1)	1200-1½ 576 (600-1½)	NA	
CIRCLING	1260-1	636 (700-1)	1300-2 676 (700-2)	NA	

ST IGNACE, MICHIGAN
Orig-C 11AUG22

45°53'N-84°44'W

MACKINAC COUNTY (83D)

RNAV (GPS) RWY 7

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

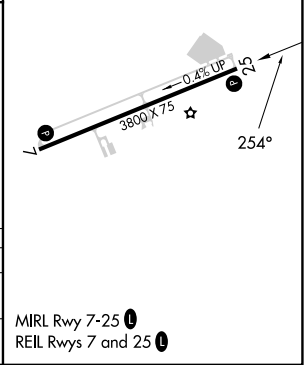
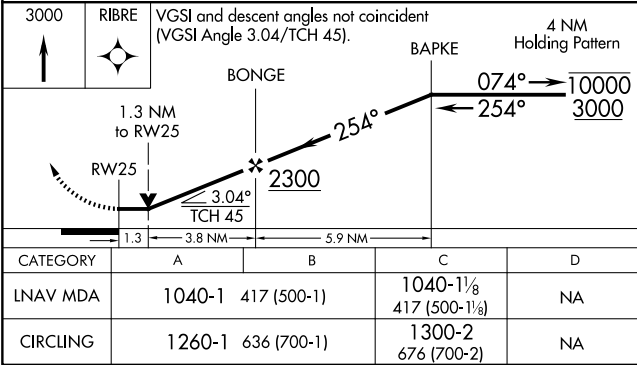
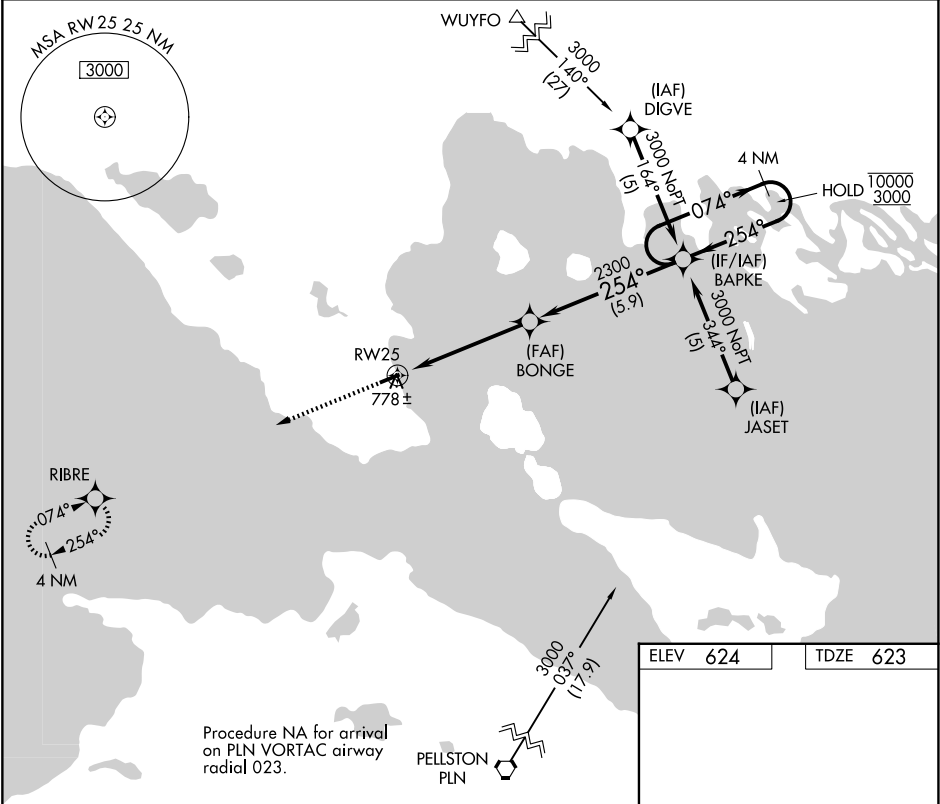
APP CRS	Rwy Ldg	3800
254°	TDZE	623
	Apt Elev	624

RNAV (GPS) RWY 25

MACKINAC COUNTY (83D)

RNP APCH.	Circling Rwy 7 NA at night. Circling NA at night south of Rwy 7-25. Rwy 25 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3000 direct RIBRE and hold.
⚠ NA		

MINNEAPOLIS CENTER	UNICOM
134.6 354.05	122.7 (CTAF) 0



SANDUSKY, MICHIGAN

AL-10457 (FAA)

26078

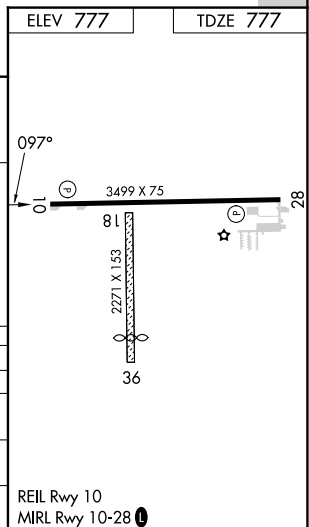
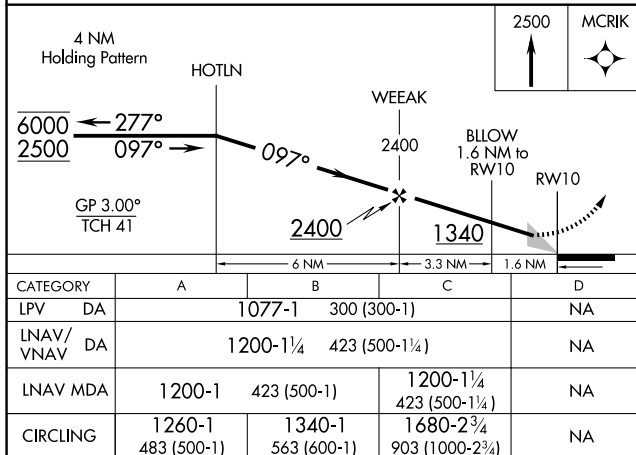
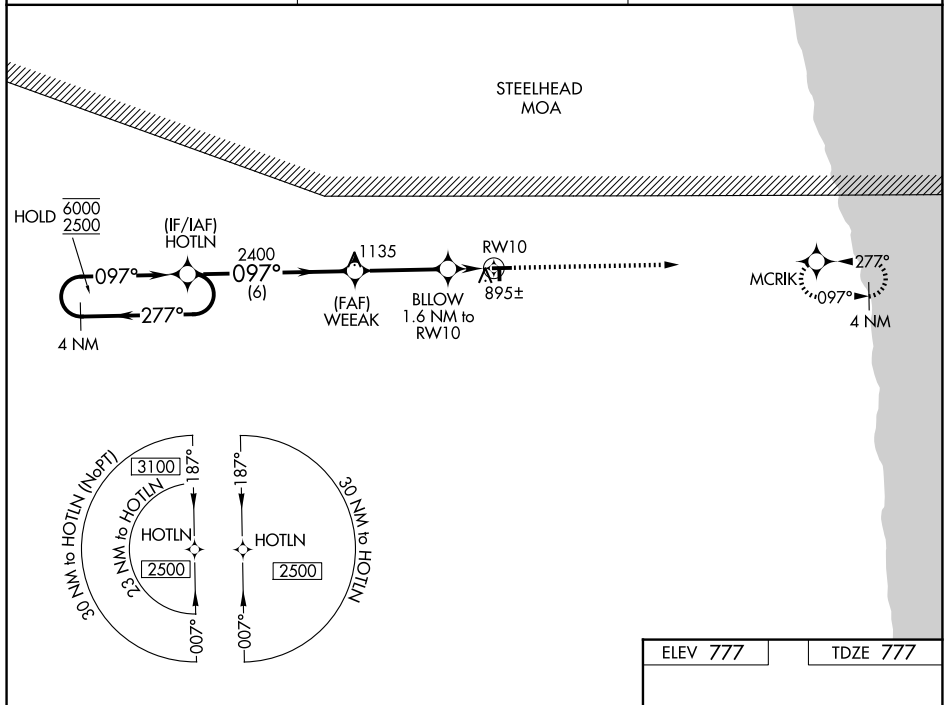
WAAS CH 49244 W10A	APP CRS 097°	Rwy Ldg TDZE 777 Apt Elev 777
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RNAV (GPS) RWY 10

SANDUSKY CITY (Y83)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct MCRK and hold.
-----------------	--

BAX AWOS-3P 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 122.8 (CTAF) 1
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SANDUSKY, MICHIGAN

Orig 05OCT23

43°27'N-82°51'W

RNAV (GPS) RWY 10

SANDUSKY CITY (Y83)

EC-1, 03 SEP 2026 to 29 OCT 2026

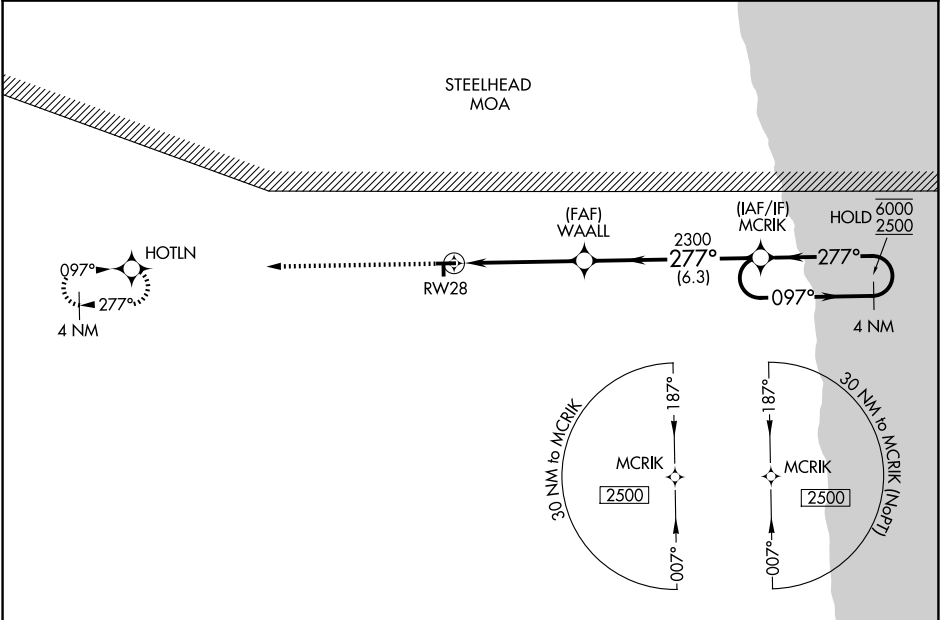
EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93944 W28A	APP CRS 277°	Rwy Ldg TDZE Apt Elev	3499 777 777
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RNAV (GPS) RWY 28
SANDUSKY CITY (Y83)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct HOTLN and hold.
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BAX AWOS-3P 118.6	CLEVELAND CENTER 127.7 290.425	UNICOM 122.8 (CTAF) 0
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ELEV 777		TDZE 777		
2500 HOTLN				
RW28 4.7 NM WAALL 2300 MCRIK 6.3 NM		4 NM Holding Pattern 097° → 6000 ← 277° 2500 GP 3.00° TCH 39		
CATEGORY	A	B	C	D
LPV DA	1077-1 300 (300-1)		NA	
RNAV/VNAV DA	1077-1 300 (300-1)		NA	
RNAV MDA	1260-1 483 (500-1)	1260-1 3/8 483 (500-1 3/8)		NA
CIRCLING	1260-1 483 (500-1)	1340-1 563 (600-1)	1680-2 3/4 903 (1000-2 3/4)	NA
SANDUSKY, MICHIGAN		SANDUSKY CITY (Y83)		
Orig 05OCT23		43°27'N-82°51'W		
		447		

10

3499 X 75

277°

28

81

2271 X 153

36

☆

⊖

REIL Rwy 10

MIRL Rwy 10-28

RNAV (GPS) RWY 28

LOC I-CIU <u>110.3</u>	APP CRS 157°	Rwy Ldg TDZE Apt Elev	7203 799 799
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ILS or LOC RWY 16

T Autopilot coupled approach NA below 1380.
A For inop ALS, increase S-ILS 16 visibility to $\frac{7}{8}$ SM.
 NA all Cats and S-LOC 16 Cat C/D/E to 1 SM.

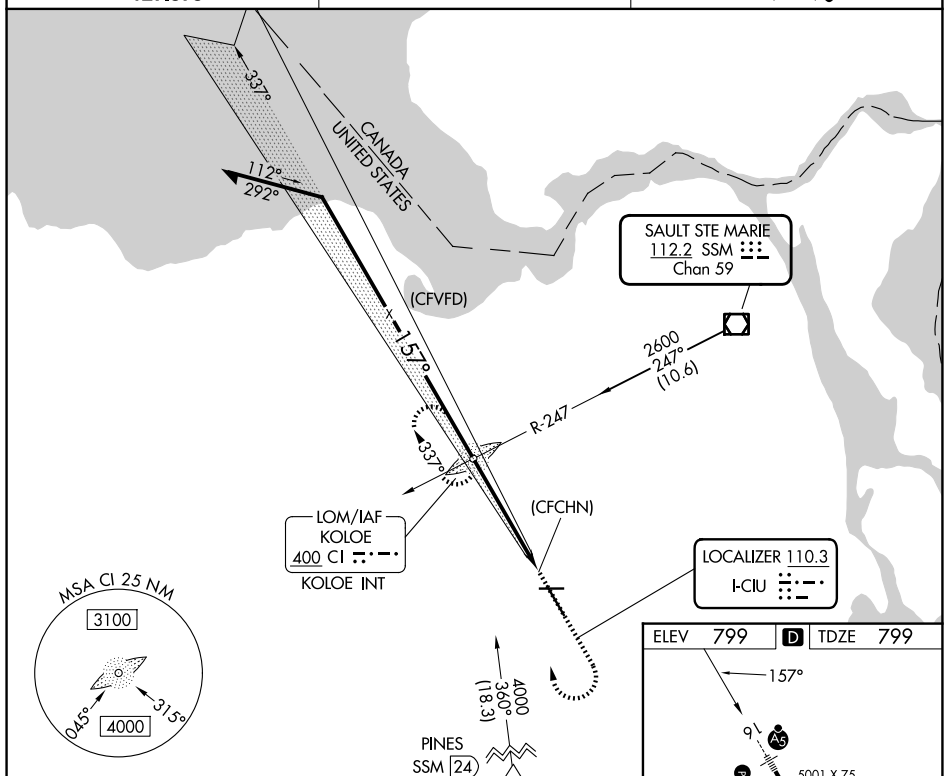


MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 direct KOLOE LOM/INT and hold, continue climb-in-hold to 2600.

AWOS-3PT
127.575

TORONTO CENTER
132.65 344.5

UNICOM
123.0 (CTAF) **L**



Remain
within 15 NM

GS 3.00
TCH 58

CI LOM
KOLOE INT

GS 3.00°
TCH 58

2600

337°

157°

2563

LOC unusable from 0.6 NM inbound.
Glideslope unusable below 1090 feet.

PINES SSM	(24)	
1500	↑	260

(CFC)

LOCALIZER 110.3

LCU $\frac{1}{2} \cdot \frac{1}{2} \cdot \frac{1}{2}$

ELEV	799	D	TDZE	799
------	-----	----------	------	-----

A triangle with interior angles labeled 157° , 100° , and 103° .



91



5001 X 75

A horizontal number line is shown with tick marks at 0 and 2. Point P is located at the tick mark for 1. Point Q is located halfway between the tick marks for 1 and 2.

☆

7203

15

50

10/10/2014

9

34

PEL Pages 10, 28 and 34.

MIRL Rwy 10-28 L

HIRL Rwy 16-34 **L**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
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Min:Sec	4:42	3:08	2:21	1:53	1
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CLIPPERMAN COUNTY/INTEL (CI

SAULT STE MARIE, MICHIGAN

Amdt 8G 15JUN23

46°15'N-84°28'W

CHIPPEWA COUNTY INTL (CIU)

ILS or LOC RWY 16

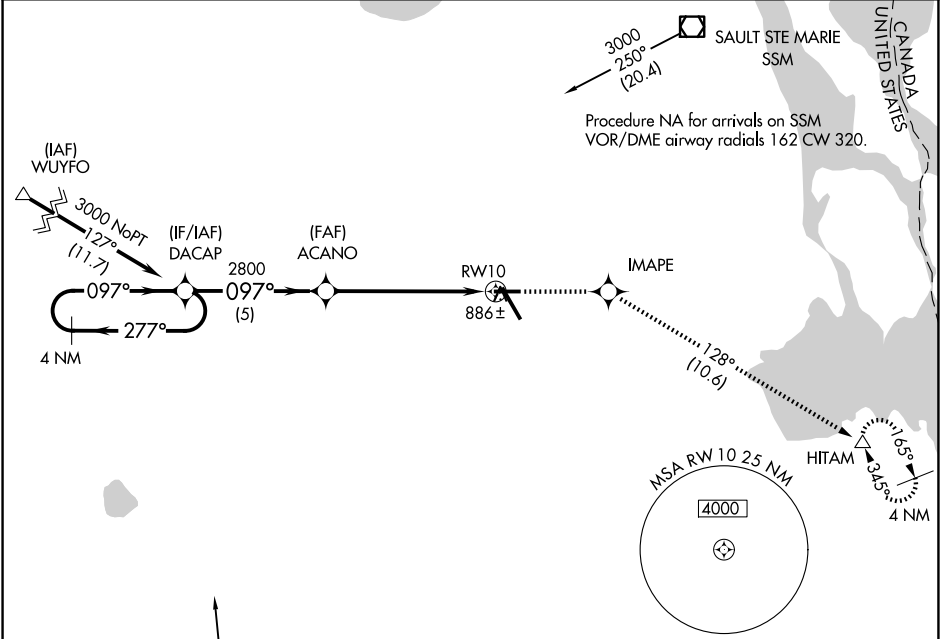
EC-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5000
097°	TDZE	799
	Apt Elev	799

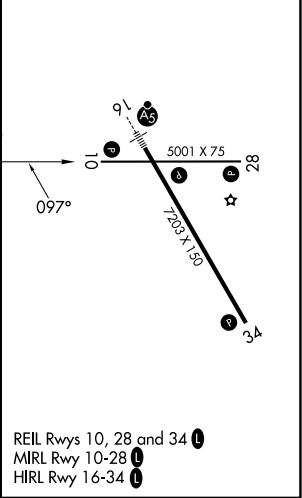
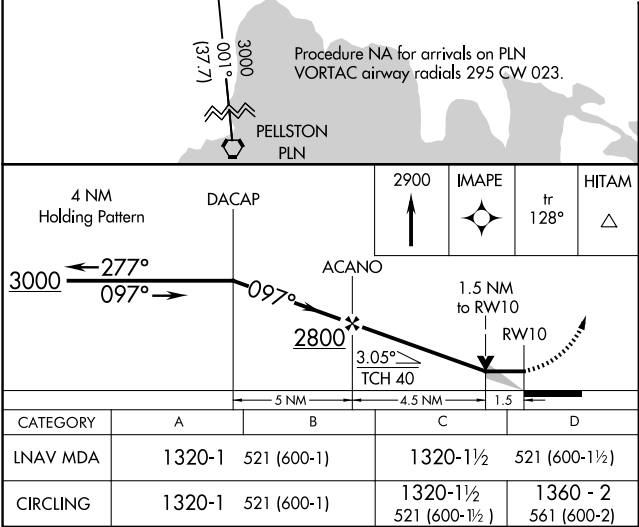
RNAV (GPS) RWY 10
CHIPPEWA COUNTY INTL (CIU)

RNP APCH.	MISSED APPROACH: Climb to 2900 direct IMAPE and track 128° to HITAM and hold.
VDP NA with Sault Ste Marie altimeter setting. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Fld altimeter setting; increase all MDA 60 feet, increase LNAV visibility Cat C/D and Circling Cat C ¼ SM.	

AWOS-3PT 127.575	TORONTO CENTER 132.65 344.5	UNICOM 123.0 (CTAF) 0
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ELEV 799	TDZE 799
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69215 W16A	APP CRS 157°	Rwy Ldg TDZE 799 Apt Elev 799
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RNAV (GPS) RWY 16

CHIPPEWA COUNTY INTL (CIU)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
⚠ For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM.

MALSR

⚠ MISSED APPROACH: Climb to 3000 direct CAKRU and on track 209° to PINES and hold.

AWOS-3PT 127.575	TORONTO CENTER 132.65 344.5	UNICOM 123.0 (CTAF) 1
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MISSED APCH FIX

PINES

024°

204°

4 NM

JENOT		MAGTL		3000	CAKRU	tr 209°	PINES
3000		2600		1.1 NM to RW16		RW16	
GP 3.00° TCH 58		5.2 NM		4.3 NM		1.1	
CATEGORY	A	B	C	D			
LPV DA	999-1/2			200 (200-1/2)			
LNAV/VNAV DA	1140-5/8			341 (400-5/8)			
LNAV MDA	1220-1/2 421 (500-1/2)		1220-3/4 421 (500-3/4)				
CIRCLING	1260-1 461 (500-1)		1260-1 1/2 461 (500-1 1/2)		1360-2 561 (600-2)		

ELEV 799

D TDZE 799

157°

91

5001 X 75

28

7203 X 50

34

REIL Rwy 10, 28 and 34 1

MIRL Rwy 10-28 1

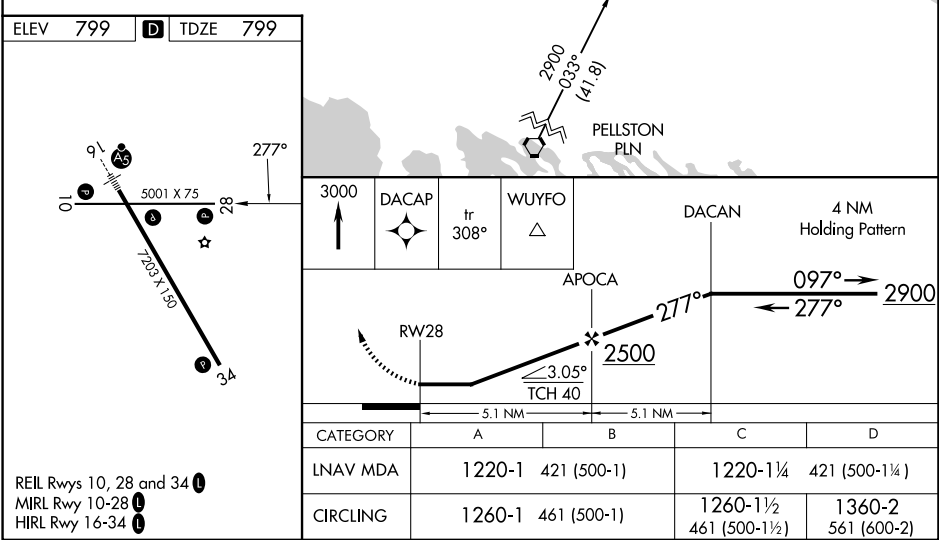
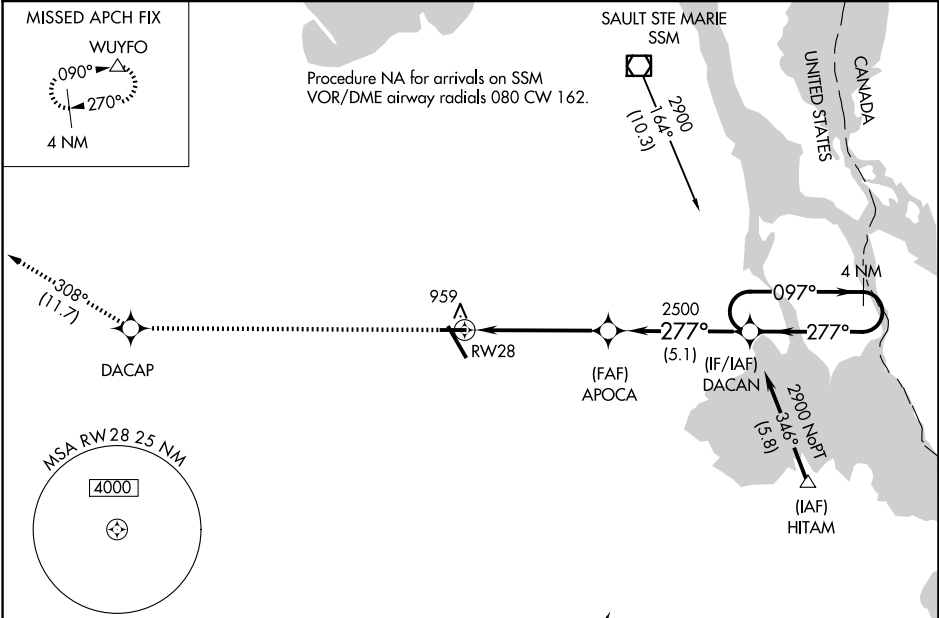
HIRL Rwy 16-34 1

APP CRS	Rwy Ldg	5000
277°	TDZE	799
	Apt Elev	799

RNAV (GPS) RWY 28
CHIPPEWA COUNTY INTL (CIU)

RNP APCH. Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Fld altimeter setting; increase all MDA 60 feet, increase LNAV and Circling visibility Cat C/D ¼ SM. Straight-in and Circling Rwy 28 NA at night.	MISSED APPROACH: Climb to 3000 direct DACAP and track 308° to WUYFO and hold.
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AWOS-3PT 127.575	TORONTO CENTER 132.65 344.5	UNICOM 123.0 (CTAF) 0
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

SAULT STE MARIE, MICHIGAN

AL-810 (FAA)

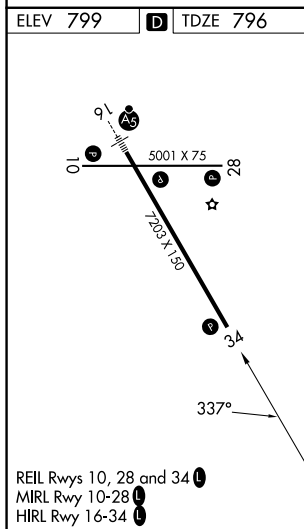
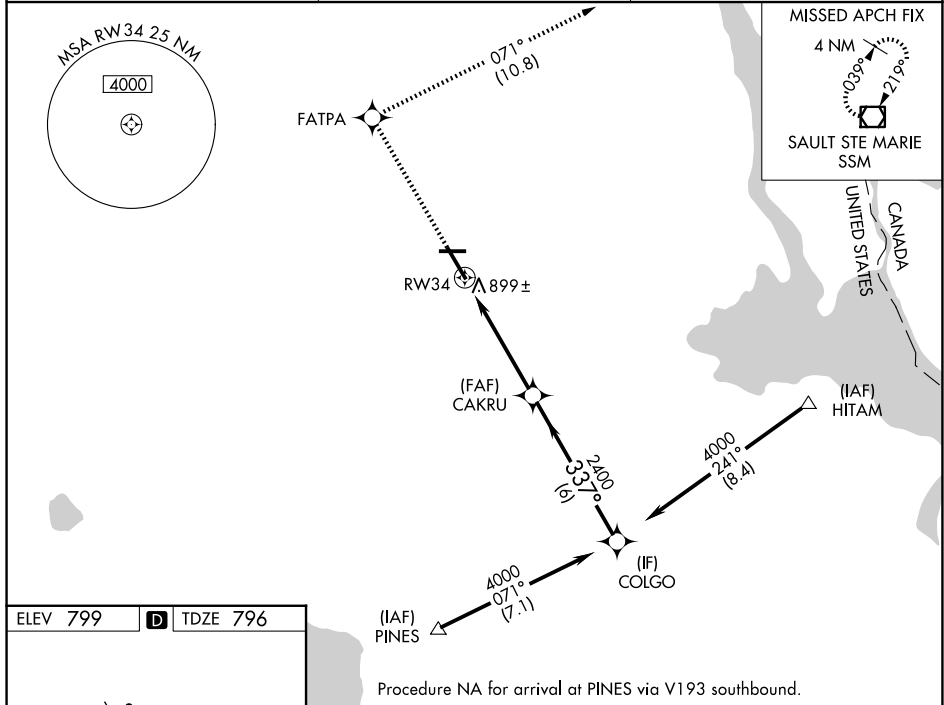
26190

WAAS CH 56315 W34A	APP CRS 337°	Rwy Ldg TDZE Apt Elev	7203 796 799
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RNAV (GPS) RWY 34

CHIPPEWA COUNTY INTL (CIU)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. ▲ When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Fld altimeter setting; increase LPV DA to 1091 feet, LNAV/VNAV DA to 1243 feet and all MDA 60 feet; increase LNAV Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Sault Ste Marie Muni/Sanderson Fld altimeter setting.		MISSED APPROACH: Climb to 3000 direct FATPA and track 071° to SSM VOR/DME and hold.
AWOS-3PT 127.575	TORONTO CENTER 132.65 344.5	UNICOM 123.0 (CTAF) 0



Procedure NA for arrival at PINES via V193 southbound.			
CATEGORY	A	B	C
LPV DA	1046-1		250 (300-1)
LNAV/DA	1198-1½		402 (400-1½)
LNAV MDA	1200-1	404 (500-1)	1200-1¼ 404 (500-1¼)
CIRCLING	1260-1	461 (500-1)	1260-1½ 461 (500-1½) 1360-2 561 (600-2)

SAULT STE MARIE, MICHIGAN
Amdt 1B 08OCT20

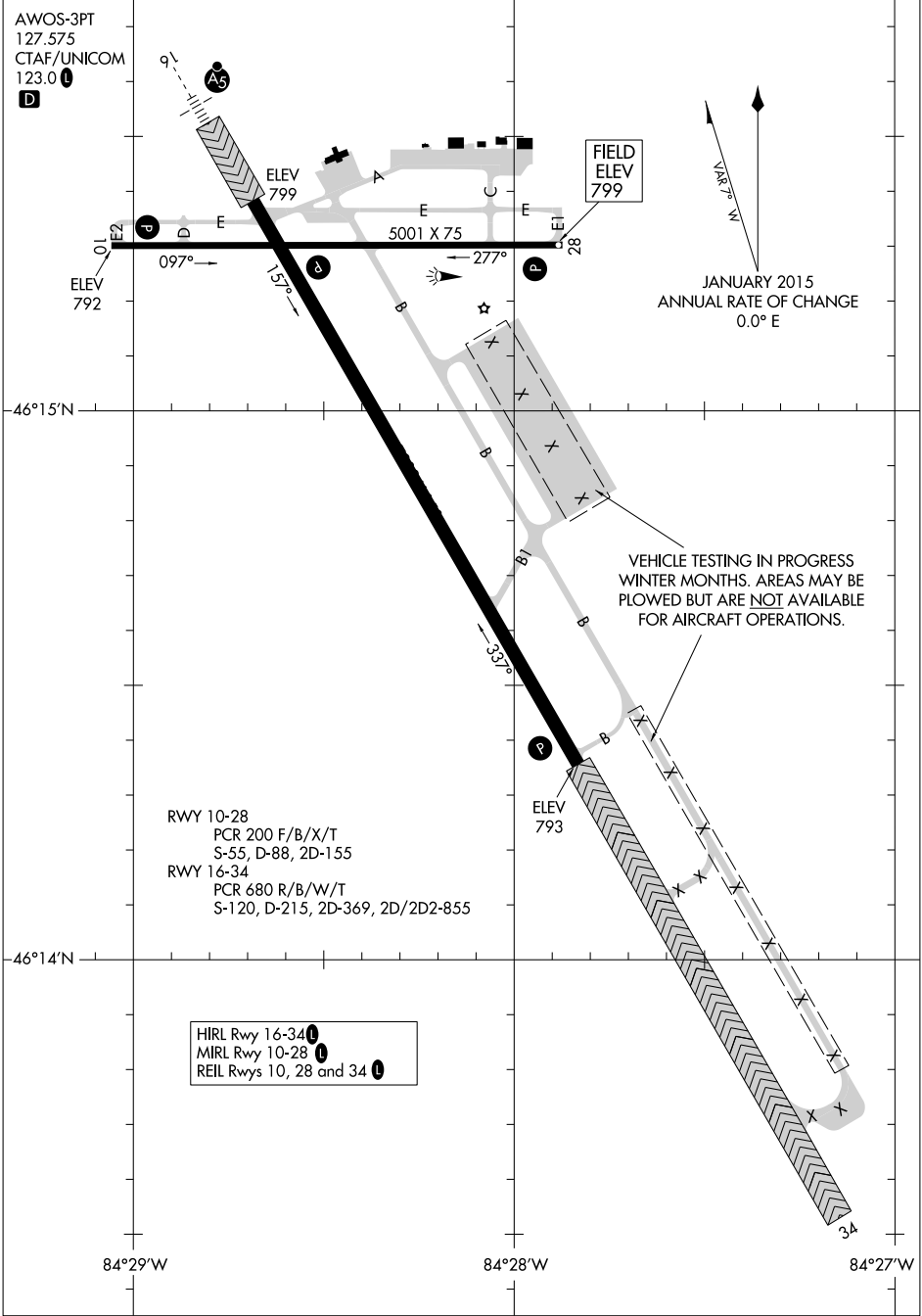
46°15'N-84°28'W

CHIPPEWA COUNTY INTL (CIU)

RNAV (GPS) RWY 34

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026



SAULT STE MARIE, MICHIGAN

AL-503 (FAA)

24249

WAAS CH 70622 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	5054 712 716
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RNAV (GPS) RWY 14

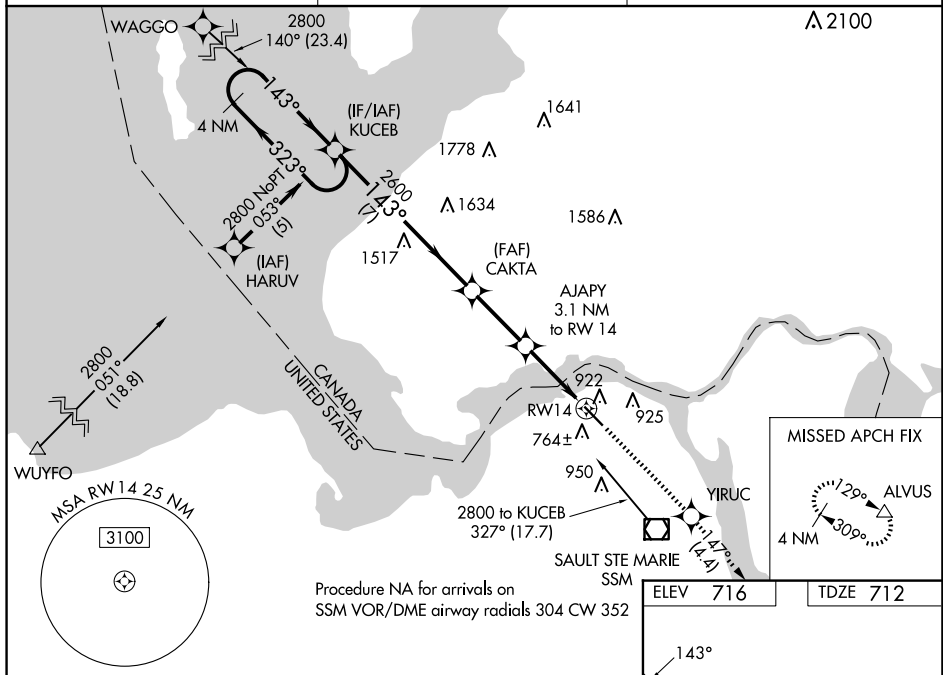
SAULT STE MARIE MUNI/SANDERSON FLD (A.NJ)

RNP APCH.

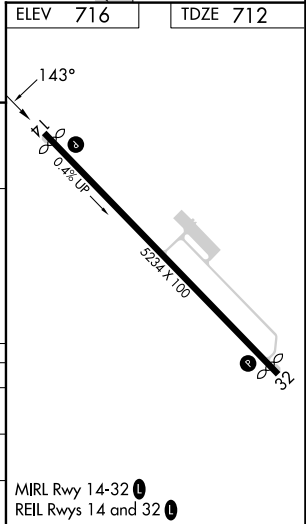
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
▲ Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chippewa County Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibilities to 1¼ mile and LNAV Cat C visibility to 1½ mile.

MISSED APPROACH:
Climb to 3000 direct YIRUC and on track 147° to ALVUS and hold.

ASOS 118.375	TORONTO CENTER 132.65 344.5	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern KUCEB		3000	YIRUC	tr 147°	ALVUS
2800 ← 323° 143° →		CAKTA 2600	AJAPY 3.1 NM to RW14	*LNAV only	
GP 3.00° TCH 46		2600	1720	RW14	
7 NM		2.7 NM	3.1 NM		
CATEGORY	A	B	C	D	
LPV DA	962-1		250 (300-1)	NA	
LNAV/VNAV DA	1137-1¾		425 (500-1¾)	NA	
LNAV MDA	1240-1	528 (600-1)	1240-1¾ 528 (600-1¾)	NA	



SAULT STE MARIE, MICHIGAN
Orig-C 18JUL19

SAULT STE MARIE MUNI/SANDERSON FLD (A.NJ)
46°29'N-84°22'W
RNAV (GPS) RWY 14

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49122 W32A	APP CRS 323°	Rwy Idg TDZE 5056 716 Apt Elev 716
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RNAV (GPS) RWY 32

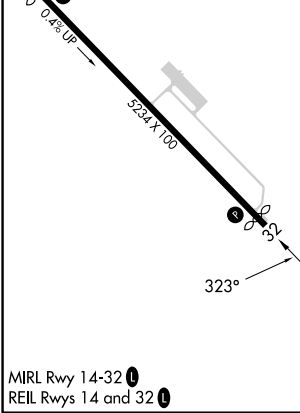
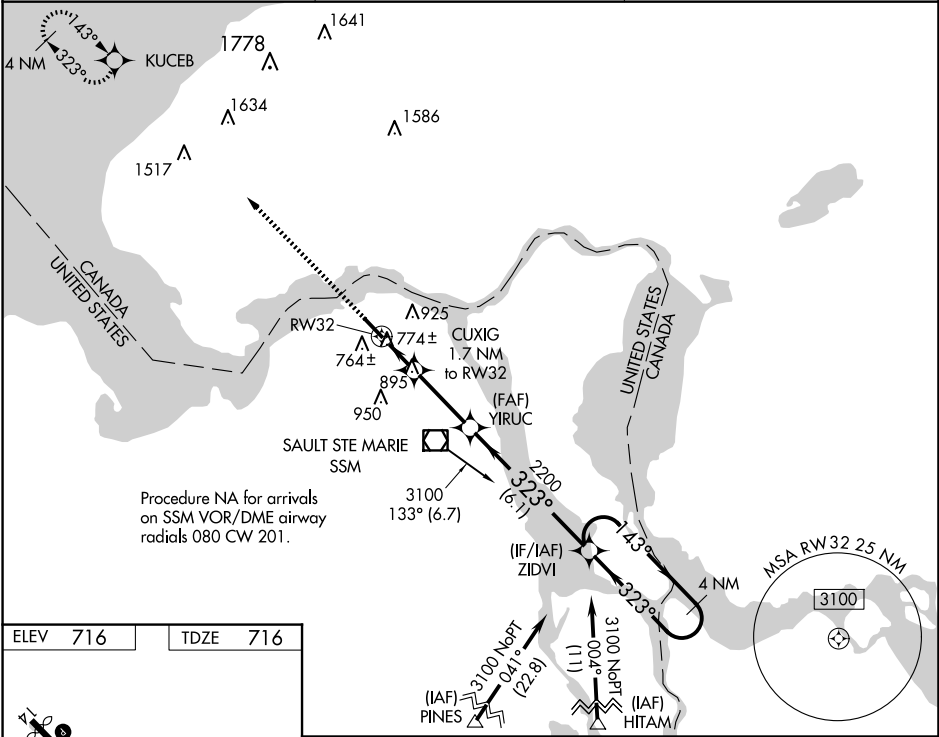
SAULT STE MARIE MUNI/SANDERSON FLD (A.NJ)

RNP APCH.

Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chippewa County Intl altimeter setting and increase all MDA 60 feet, and increase LP Cat C visibility ⅛ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct KUCEB and hold.

ASOS 118.375	TORONTO CENTER 132.65 344.5	UNICOM 122.7 (CTAF) 0
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2800	KUCEB	YIRUC	ZIDVI	4 NM Holding Pattern
↑	✧			
		CUXIG 1.7 NM to RW32		
		3.00° TCH 30		
		1280	2200	3100
		1.7 NM	2.9 NM	6.1 NM
CATEGORY	A	B	C	D
LP MDA	1040-1	324 (400-1)		NA
LNAV MDA	1200-1	484 (500-1)	1200-1⅜ 484 (500-1⅜)	NA
CIRCLING	1280-1	564 (600-1)	1320-1¾ 604 (700-1¾)	NA

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

SAULT STE MARIE, MICHIGAN

AL-503 (FAA)

26246

VOR/DME SSM	APP CRS	Rwy Ldg	5056
112.2	337°	TDZE	716
Chan 59		Apt Elev	716

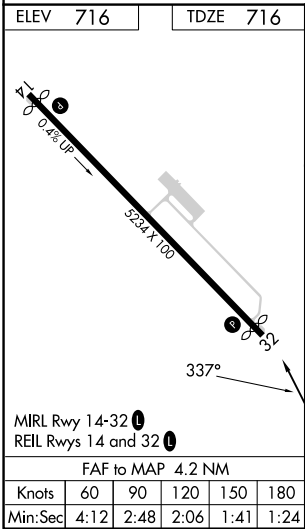
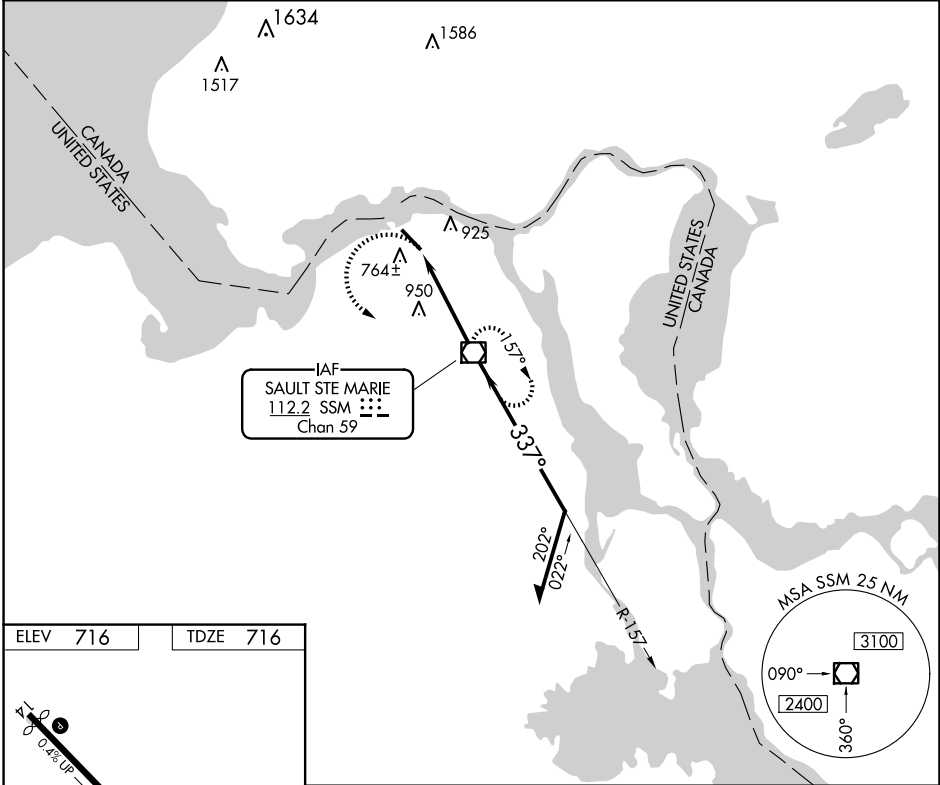
VOR RWY 32

SAULT STE MARIE MUNI/SANDERSON FLD (A.NJ)

When local altimeter setting not received, use Chippewa County Intl altimeter setting and increase all MDA 60 feet and increase S-32 Cat C visibility to 1¾ mile.
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climbing left turn to 2400
direct SSM VOR/DME and hold.

ASOS 118,375	TORONTO CENTER 132.65 344.5	UNICOM 122.7 (CTAF) 0
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2400

SSM

SSM

4.2

SSM

VOR/DME

6000

157°

2400

337°

2000

2.81°

TCH 30

4.2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-32	1260-1	544 (600-1)	1260-1 ⁵ / ₈ 544 (600-1 ⁵ / ₈)	NA
CIRCLING	1280-1	564 (600-1)	1320-1 ³ / ₄ 604 (700-1 ³ / ₄)	NA

SAULT STE MARIE MUNI/SANDERSON FLD (A.NJ)

46°29'N-84°22'W

VOR RWY 32

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC Z RWY 1

LOC I-RFB

110.1

APCH CRS

007°

Rwy Idg

9001

TDZE

580

Arpt Elev

580

[USAF]

SELFREDGE ANGB (KMTC)

▽

* When ALS inop, increase RVR to 45, vis to 7/8 mile.

** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

*** Circling not authorized W of Rwy 01-19.

SALS

A2

MISSED APPROACH: Climbing right turn to 4000, intercept MTC R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS

125.325 270.1

APP CON ★

119.6 391.9

TOWER ★

120.15 (CTAF) 225.4

GND CON

128.3 275.8

LOCALIZER 110.1

I-RFB

SELFREDGE

Chan 64 MTC

Λ 779

Λ 760

735

732

734

732

734

LAJOY MTC 5.6

2200

007°

904

(IF)

CERUS MTC 10

187°

LR-177

ASAKE MTC 10

Λ 850

Λ 774

096°

276°

4000 (IAF)

SQYRS MTC 12

276°

HOLD 5000

4000

UNITED STATES

CANADA

2700

MTC 10

Arc

MSA MTC 2.5 NM

2800

CAUTION: 5 NM Intermediate Segment Length. Recommend Early Configuration.

EMERG SAFE ALT 100 NM 3100

4000

MTC R-096

SQYRS

MTC 12

CERUS MTC 10

2700

007°

2200

GS 3.00°

TCH 52

LAJOY MTC 5.6

2700

007°

2200

MTC 1.9

2700

007°

2200

CUBEN MTC 0.7

2700

007°

2200

4.9 NM

CATEGORY

A

B

C

D

E

S-ILS 01*

873/40

293

(300-3/4)

S-LOC 01**

1000/40 420 (500-3/4)

1000/50 420 (500-1)

CIRCLING ***

1040-1 460 (500-1)

1040-1 1/2 460 (500-1 1/2)

1140-2 560 (600-2)

ELEV 580

TDZE 580

61

100/10 x 150

TWR

01

007°

HIRL Rwy 01-19

REIL Rwy 19

FAF to MAP 4.9 NM

Knots

60

90

120

150

180

Min:Sec

4:54

3:16

2:27

1:58

1:38

MT. CLEMENS, MICHIGAN

42° 37' N-82° 50' W

SELFREDGE ANGB (KMTC)

Amtd 4 26DEC24

ILS or LOC Z RWY 1

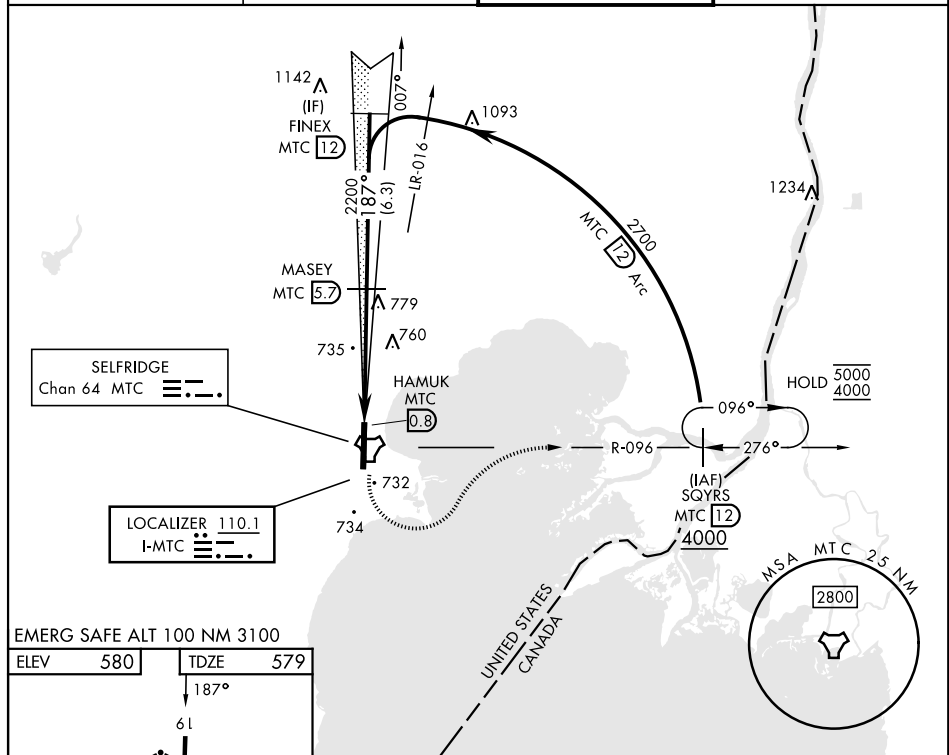
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

457

ILS or LOC Z RWY 19

ATIS 125.325 270.1	APP CON ★ 119.6 391.9	SELFRIDGE TOWER ★ 120.15 (CTAF) 0 225.4	GND CON 128.3 275.8
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SELFRIDGE ANGB (KMTC)

ILS or LOC Z RWY 19

EC-1, 03 SEP 2026 to 29 OCT 2026

MT. CLEMENS, MICHIGAN

RNAV (GPS) RWY 1

APCH CRS 007°	Rwy Idg TDZE Arpt Elev	9001 580 580
------------------	------------------------------	--------------------

(USAF)

SELFRIIDGE ANGB (KMTC)

T * When ALS inop increase RVR to 60, vis to 1 1/8 miles.
 ** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT
 CDE RVR to 60, vis to 1 1/8 miles.
 *** Circling not authorized W of Rwy 01-19.

SALS

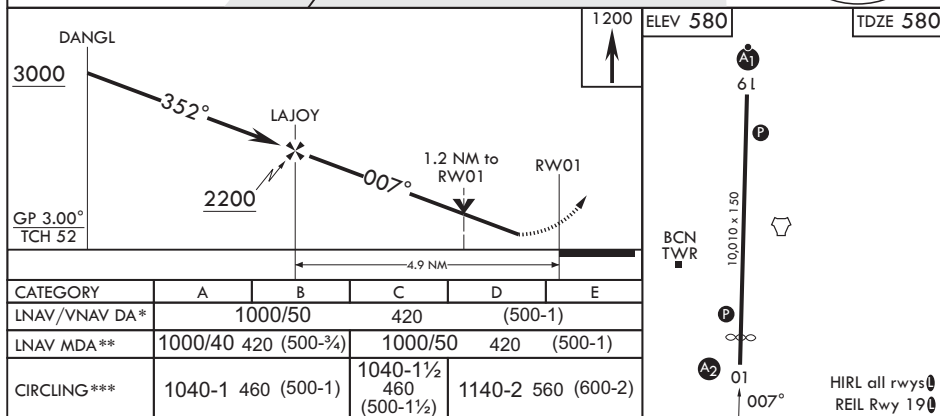
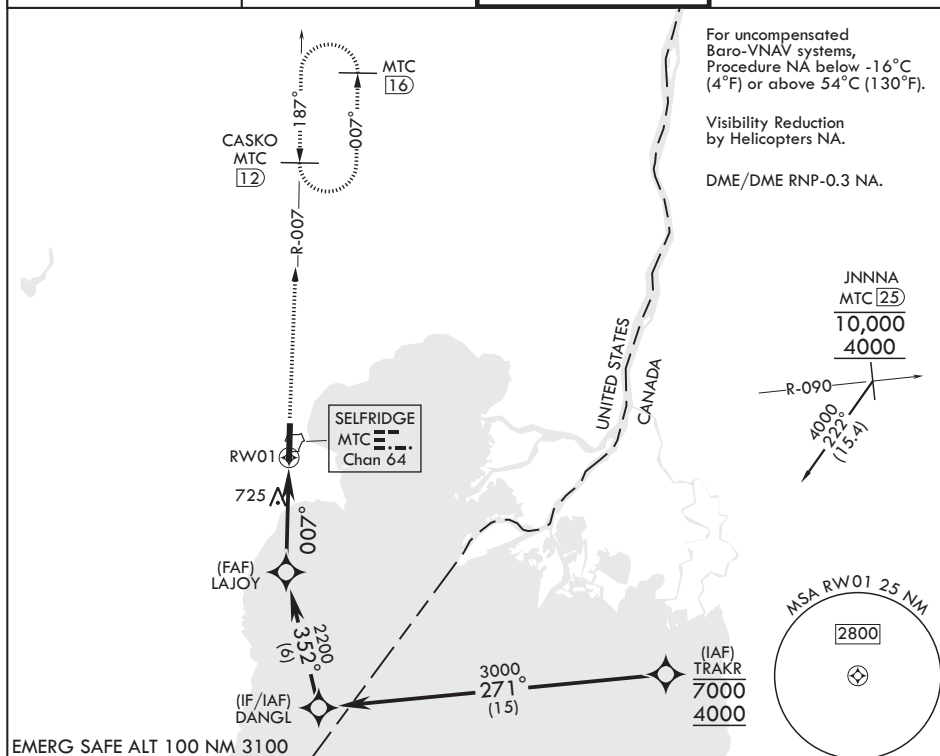
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct CASKO (MTC TACAN R-007/12 DME) and hold, continue climb-in-hold to 4000.

ATIS
125.325 270.1

APP CON/DEP CON★
119.6 391.9

TOWER★
120.15 (CTAF) 0 225.4

GND CON
128.3 275.8



MT. CLEMENS, MICHIGAN

42°37'N - 82°50'W

SELFRIIDGE ANGB (KMTC)

RNAV (GPS) RWY 1

Orig 20MAY21

RNAV (GPS) RWY 19

APCH CRS
187°
APCH Idg 10,010
THRE 579
Arpt Elev 580

[USAF]

SELFDRIDGE ANGB (KMTCT)

DME/DME RNP-0.3 NA.
When ALS inop, increase vis to 1 1/4 miles.

ATIS 125.325 270.1
APP CON ★ 119.6 391.9
SELFDRIDGE TOWER ★ 120.15 (CTAF) 225.4
GND CON 128.3 275.8

**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 1/4 miles.**
***** Circling not authorized W of Rwy 01-19.**

For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 54°C (130°F).

EMERG SAFE ALT 100 NM 3100

ELEV	580	THRE	579
61	187°		
10,010 x 150			
TWR			
REIL Rwy 19			
01			

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	1000/40	421	(500-3/4)		
LNAV MDA**	1000/24	421 (500-1/2)	1000/40	421 (500-3/4)	
CIRCLING***	1040-1	460 (500-1)	1040-1 1/2 460 (500-1 1/2)	1140-2	560 (600-2)

SELFRIDGE ANGB (KMTC)

RNAV (GPS) RWY 19

EC-1, 03 SEP 2026 to 29 OCT 2026

TACAN Z RWY 1

TACAN MTC Chan 64	APCH CRS 018°	Rwy Idg TDZE Arpt Elev 9001 580 580	[USAF]	SELFREDGE ANGB (KMTCT)
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*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.**
**** Circling not authorized W of Rwy 01-19.**

ATIS 125.325 270.1	APP CON ★ 119.6 391.9	TOWER ★ 120.15 (CTAF) 0 225.4	GND CON 128.3 275.8
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*** 1024**
CAUTION: 5 NM Intermediate Segment Length. Recommend Early Configuration.
Visibility reduction by helicopters not authorized.

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 3100

CATEGORY	A	B	C	D	E
S-01*	1040/40	460 (500-¾)	1040/55	460	(500-1)
CIRCLING **	1040-1	460 (500-1)	1040-1½ 460 (500-1½)	1140-2	560 (600-2)

FASLA MTC [10] 2700 → 018° → JAXUP MTC [5] 2000 → 3.01° TCH 51 → WOBOK MTC [0.8] → TACAN

→ 4.2 NM →

4000 SQYRS MTC [12]
MTC R-096

HIREL Rwy 01-19 0
REIL Rwy 19 0

018°

MT. CLEMENS, MICHIGAN

TACAN Z RWY 19

TACAN MTC

Chan 64

APCH CRS

177°

Rwy Idg

10,010

TDZE

579

Arpt Elev

580

[USAF]

SELFIDGE ANGB (KMTC)

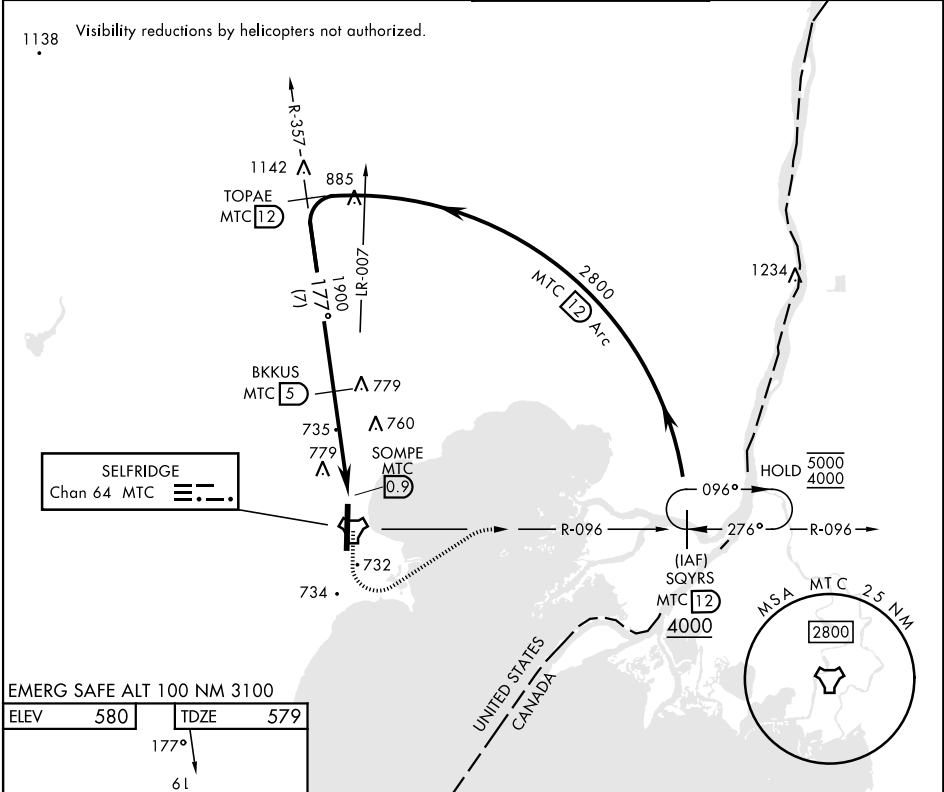
✚

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized W of Rwy 01-19.

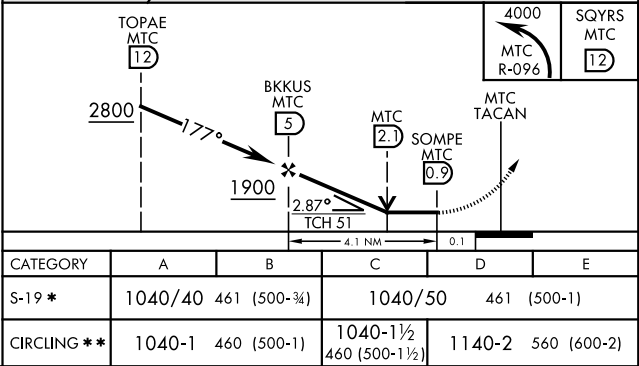
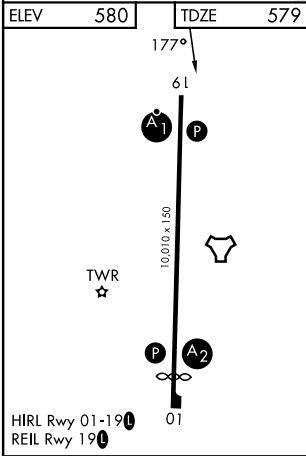
ALSF-1

MISSED APPROACH: Climbing left turn to 4000, intercept MTC R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS 125.325 270.1	APP CON ★ 119.6 391.9	SELFIDGE TOWER ★ 120.15 (CTAF) 225.4	GND CON 128.3 275.8
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EMERG SAFE ALT 100 NM 3100



MT. CLEMENS, MICHIGAN

42°37'N-82°50'W

SELFIDGE ANGB (KMTC)

Amtd 4 26DEC24

TACAN Z RWY 19

EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

ATIS
 125.325 270.1
 TOWER ★
 120.15 (CTAF) **L** 225.4
 GND CON
 128.3 275.8
 CLNC DEL
 128.3 275.8

FIELD
ELEV
580

675

FEBRUARY 2026
ANNUAL RATE OF CHANGE
0.0°E

TWR
101' AGL

TANKS

 FIRE STATION

BASE OPS

TRANSIE
RAMP

HIRL Rwy 01-19 **L**
REIL Rwy 19 **L**

Rwy 01-19
PCN 59 R/B/W/T

MT. CLEMENS, MICHIGAN

SELFRRIDGE ANGB (KMTTC)

AIRPORT DIAGRAM

463

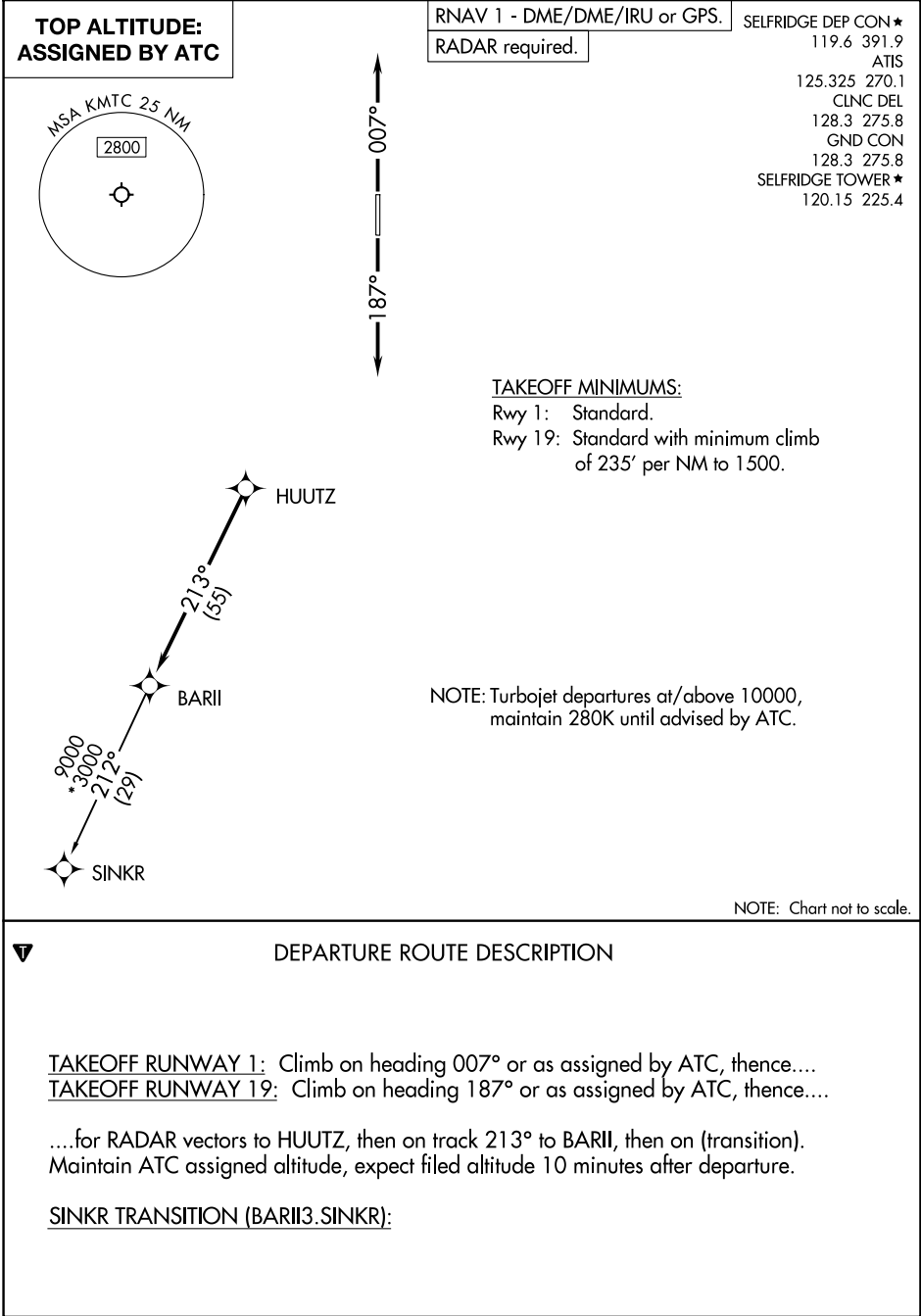
EC-1, 03 SEP 2026 to 29 OCT 2026

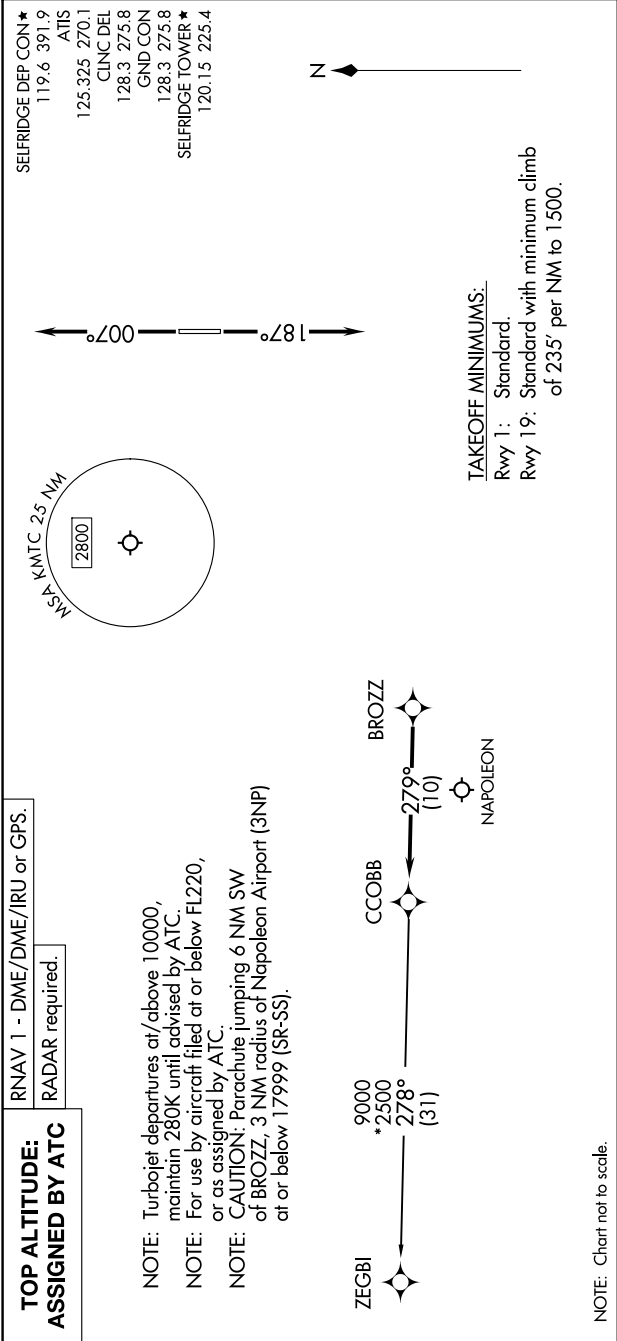
(BARI3.BARII) 25219

BARII THREE DEPARTURE (RNAV)

AL-276 (FAA)

SELFRIDGE ANGB (KMTC)
MOUNT CLEMENS, MICHIGAN



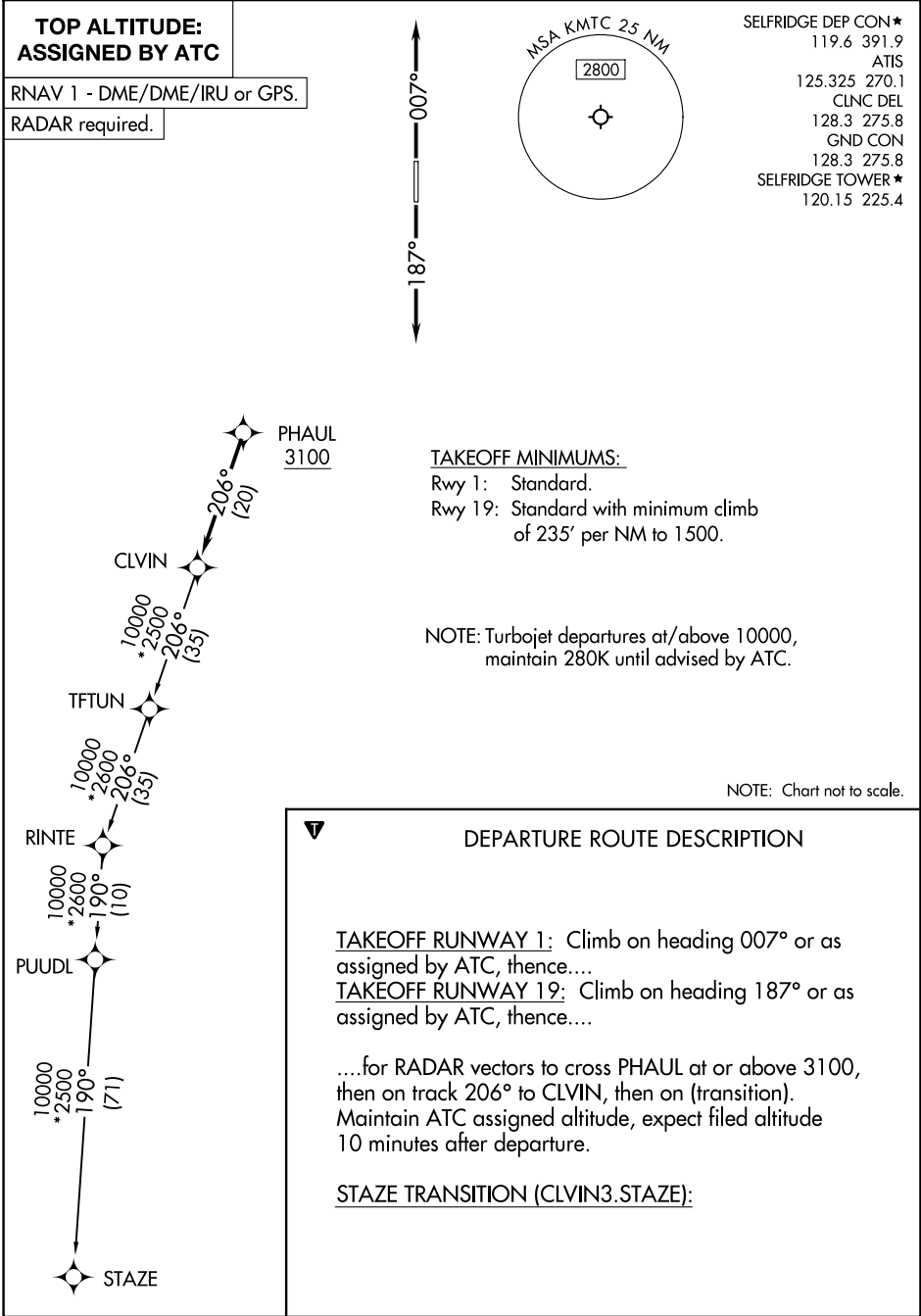


(CLVIN3.CLVIN) 25219

CLVIN THREE DEPARTURE (RNAV)

AL-276 (FAA)

SELFRIIDGE ANGB (KMTC)
MOUNT CLEMENS, MICHIGAN



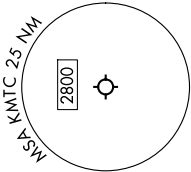
EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

CLVIN THREE DEPARTURE (RNAV)
(CLVIN3.CLVIN) 16MAY24

MOUNT CLEMENS, MICHIGAN
SELFRIIDGE ANGB (KMTC)

SELFRIDGE DEP CON ★
119.6 391.9
ATIS
125.325 270.1
CLNC DEL
128.3 275.8
GND CON
128.3 275.8
SELFRIDGE TOWER ★
120.15 225.4



TOP ALTITUDE:
ASSIGNED BY ATC

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

HHOWE FOUR DEPARTURE (RNAV)
(HHOWE4.HHOWE) 16MAY24

SELFRIDGE ANGB (K MTC)
MOUNT CLEMENS, MICHIGAN

NOTE: Turbojet departures at /above 10000,
maintain 280K until advised by ATC.
NOTE: BROKK TRANSITION: For use by flights filed
at or below FL270, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwy 1: Standard.
Rwy 19: Standard with minimum climb
of 235' per NM to 1500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° or as assigned by ATC, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° or as assigned by ATC, thence....
....for RADAR vectors to cross MALT B at or above 2200, then on track 094° to HHOWE, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
BROKK TRANSITION (HHOWE4.BROKK):
LINCON TRANSITION (HHOWE4.LINCON):

MOUNT CLEMENS, MICHIGAN
SELFRIDGE ANGB (K MTC)

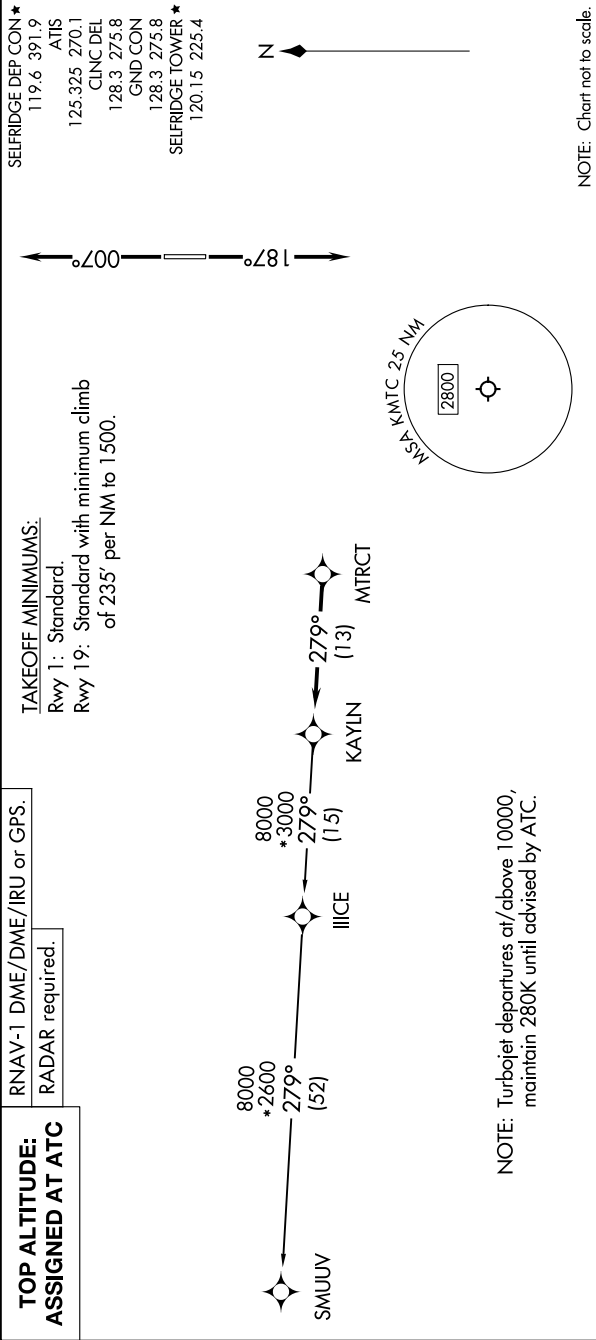
EC-1, 03 SEP 2026 to 29 OCT 2026

(KAYLN3.KAYLN) 25219

KAYLN THREE DEPARTURE (RNAV)

AL-276 (FAA)

SELF RIDGE ANGB (KMTC)
MOUNT CLEMENS, MICHIGAN



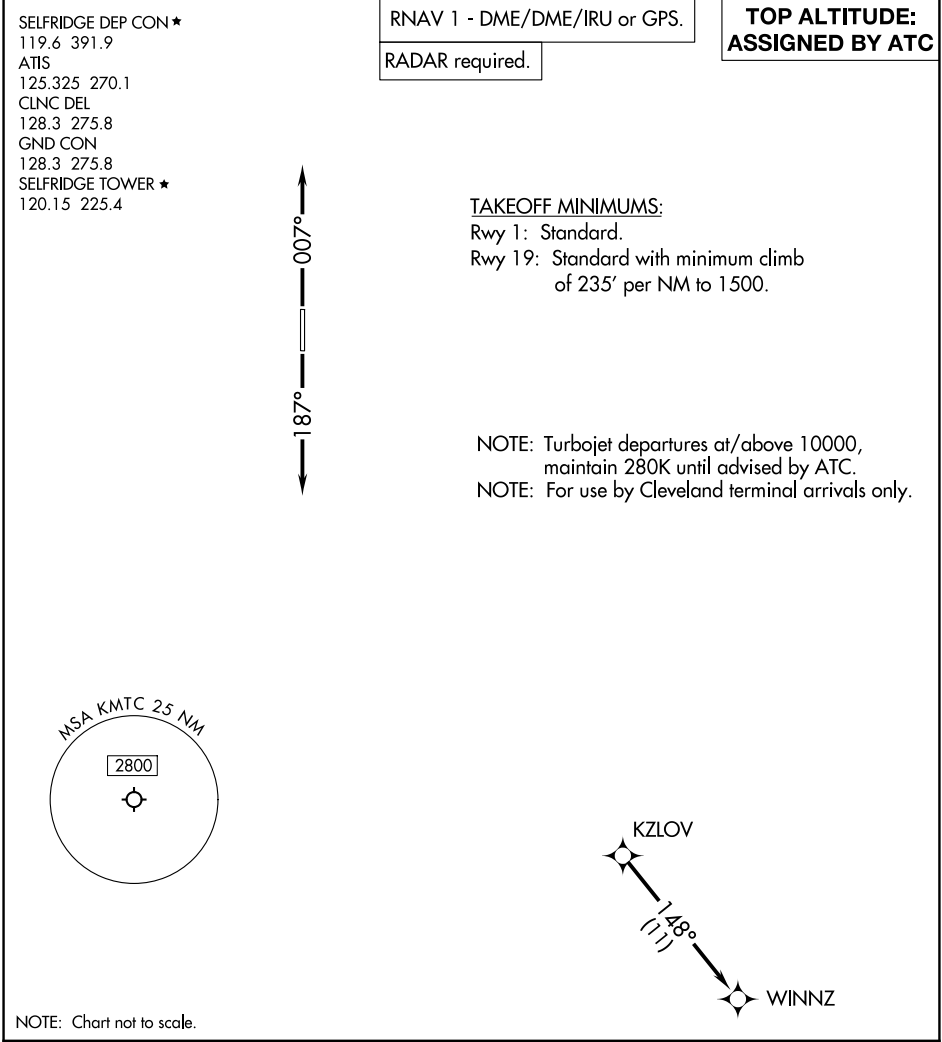
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° or as assigned by ATC, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° or as assigned by ATC, thence....
....for RADAR vectors to MTRCT, then on track 279° to KAYLN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.
SMUUV TRANSITION (KAYLN3.SMUUV):

KAYLN THREE DEPARTURE (RNAV)
(KAYLN3.KAYLN) 16MAY24

MOUNT CLEMENS, MICHIGAN
SELF RIDGE ANGB (KMTC)

EC-1, 03 SEP 2026 to 29 OCT 2026



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° or as assigned by ATC, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° or as assigned by ATC, thence....

....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

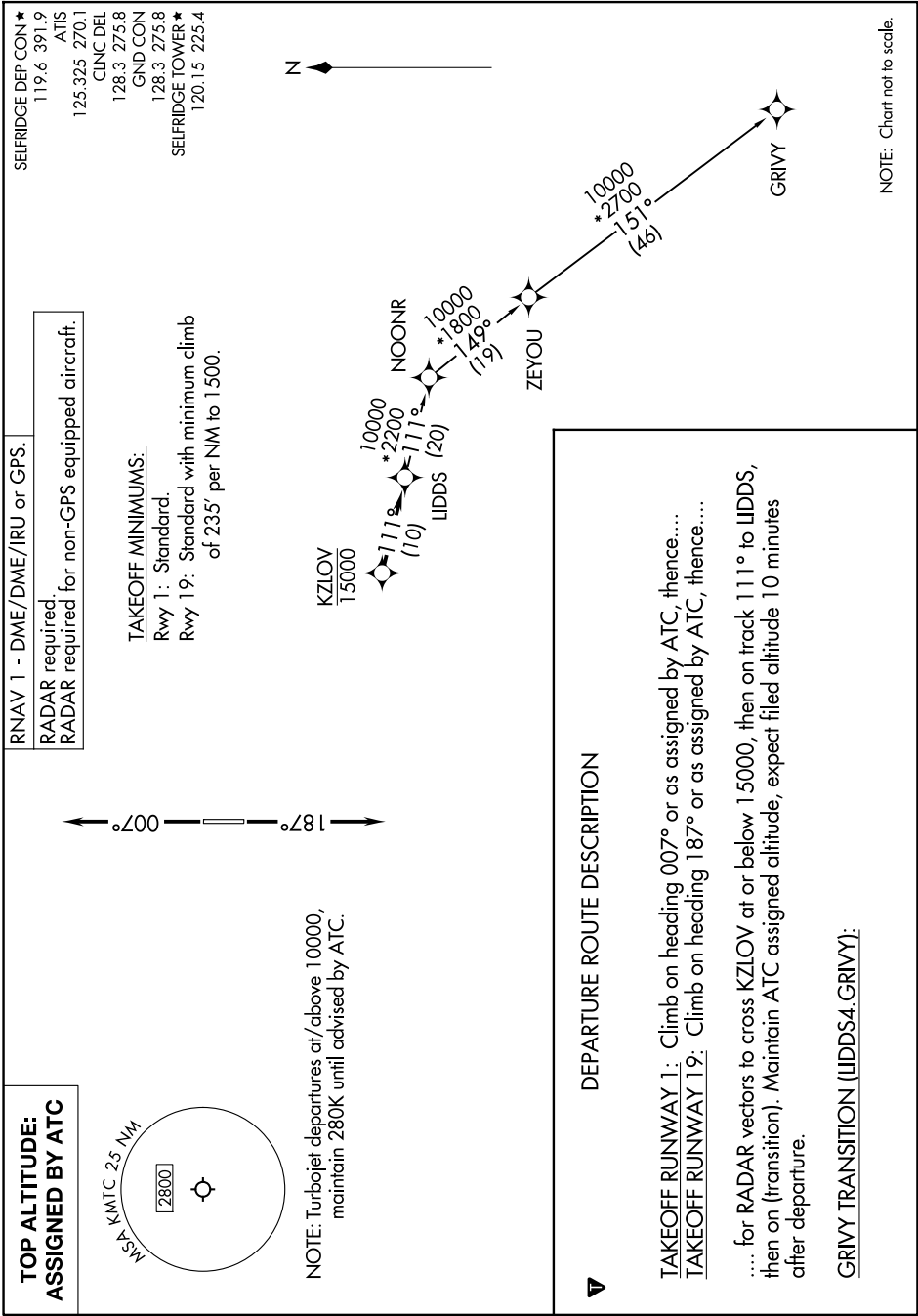
(LIDDS4.LIDDS) 25219

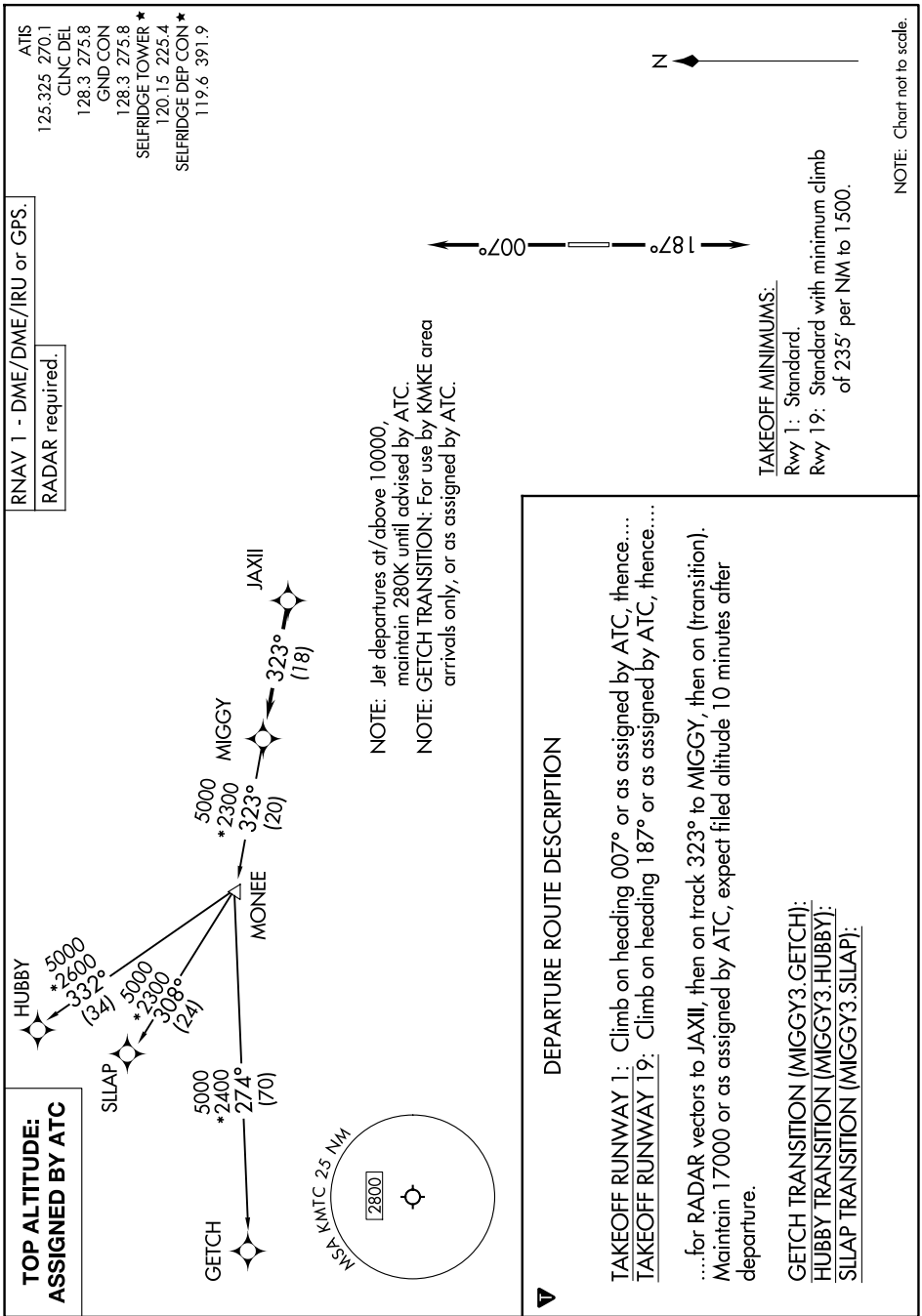
LIDDS FOUR DEPARTURE (RNAV)

AL-276 (FAA)

SELFPRIDGE ANGB (KMTC)
MOUNT CLEMENS, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026

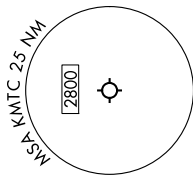




**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Jet departures at/above 10000, maintain 280K until advised by ATC.

TAKEOFF MINIMUMS:

Rwy 1: Standard.

Rwy 19: Standard with minimum climb of 235' per NM to 1500.

ATIS	125.325	270.1
CLINC DEL	128.3	275.8
GND CON	128.3	275.8
SELFRIAGE TOWER	120.15	225.4
SELFRIAGE DEP CON	119.6	391.9

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° or as assigned by ATC, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° or as assigned by ATC, thence....

.....for RADAR vectors to SLVA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

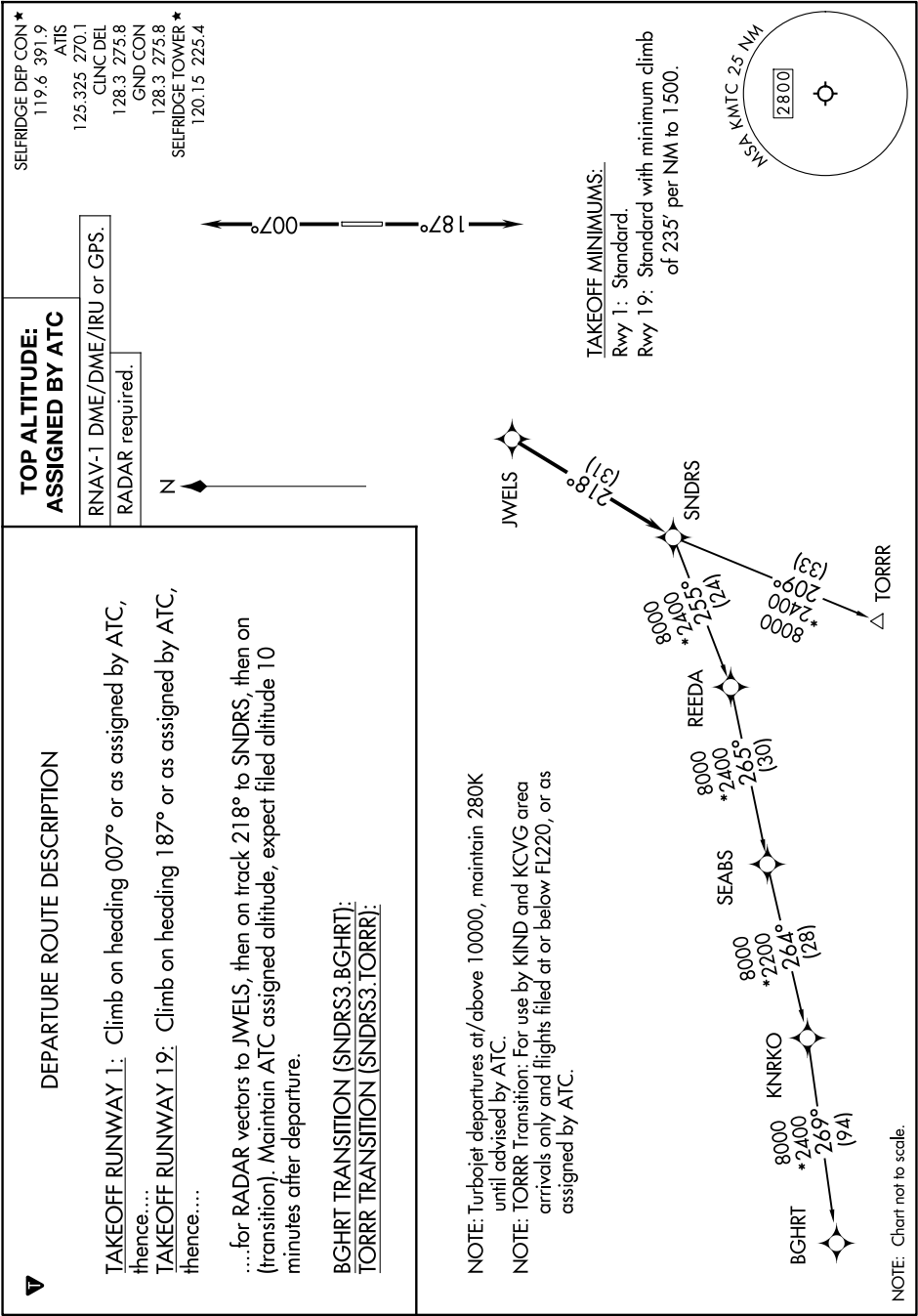
ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

PAVYL THREE DEPARTURE (RNAV)

(PAVYL3.PAVYL) 16MAY24

MOUNT CLEMENS, MICHIGAN

SELFRIDGE ANGB (KMTC)

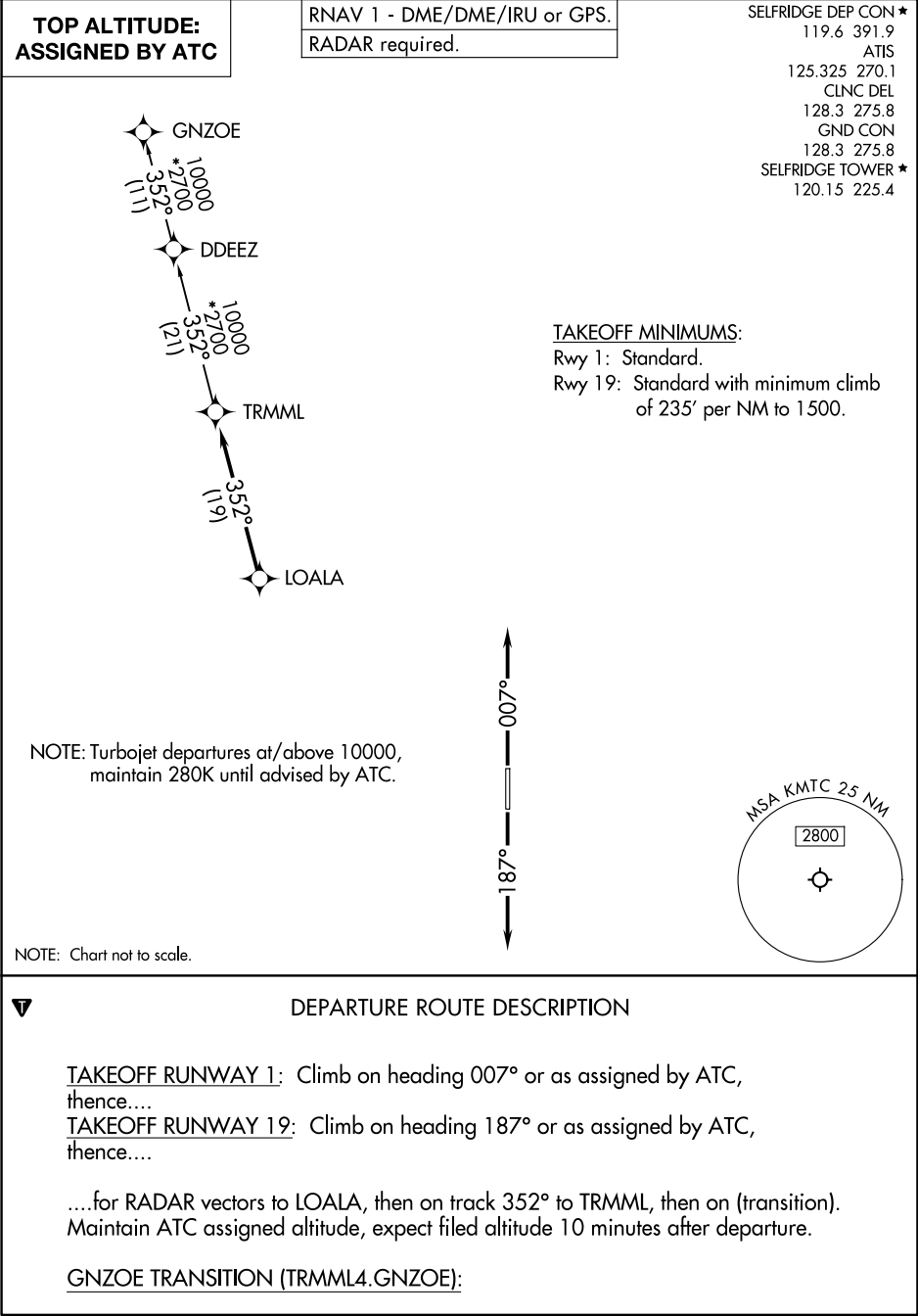


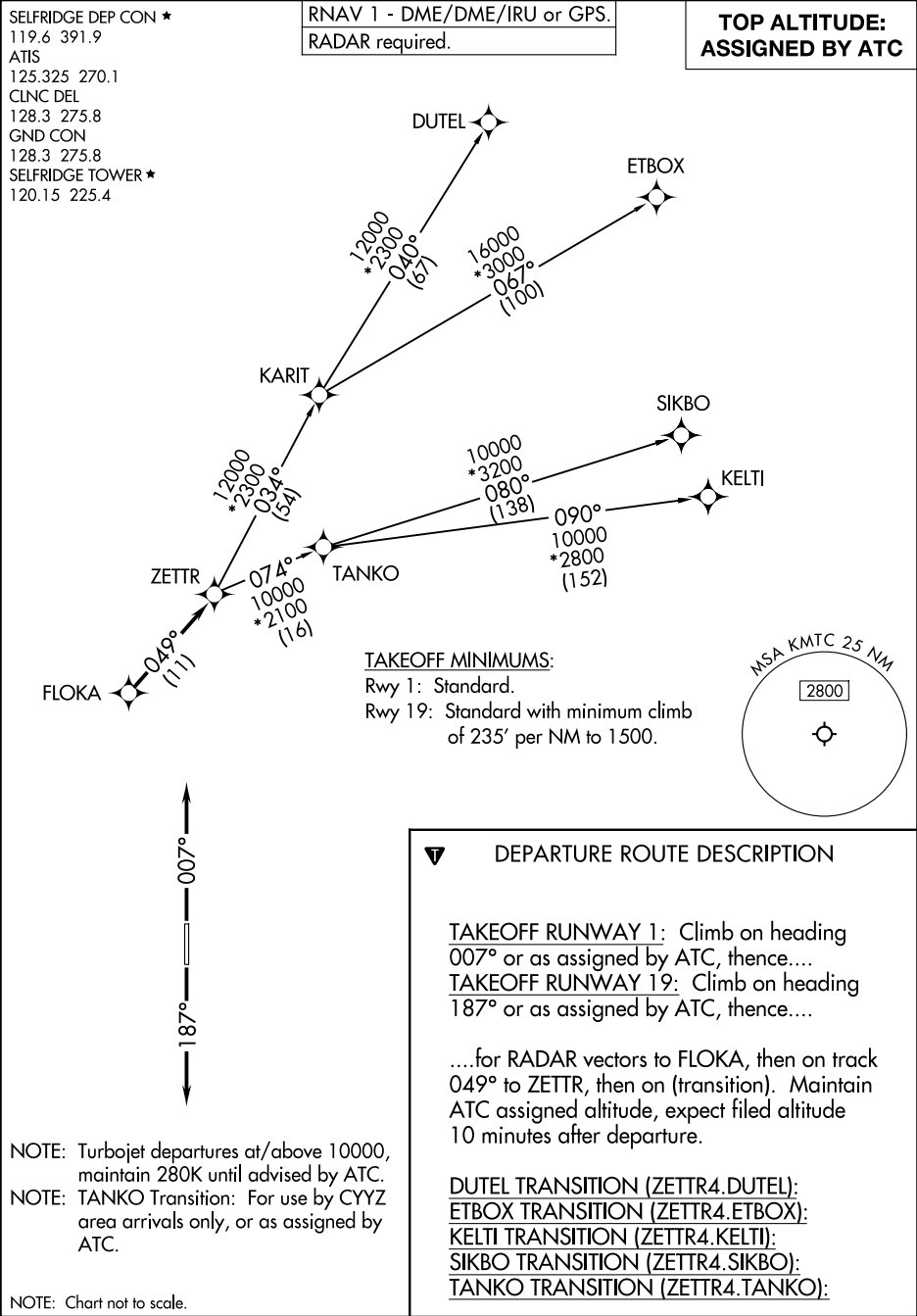
(TRMML4.TRMML) 25219

TRMML FOUR DEPARTURE (RNAV)

AL-276 (FAA)

SELFRIIDGE ANGB (KMTC)
MOUNT CLEMENS, MICHIGAN





SOUTH HAVEN, MICHIGAN

AL-5472 (FAA)

26190

APP CRS **047°**
 Rwy Ldg **4800**
 TDZE **659**
 Apt Elev **666**

RNAV (GPS) RWY 5

SOUTH HAVEN AREA RGNL (LWA)

RNP APCH - GPS.

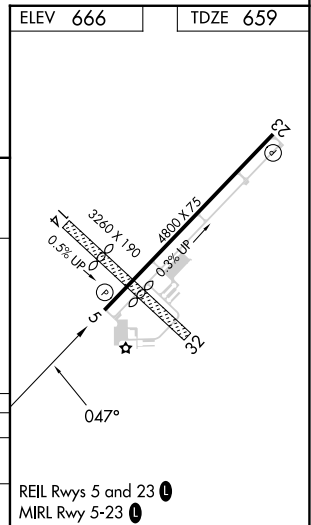
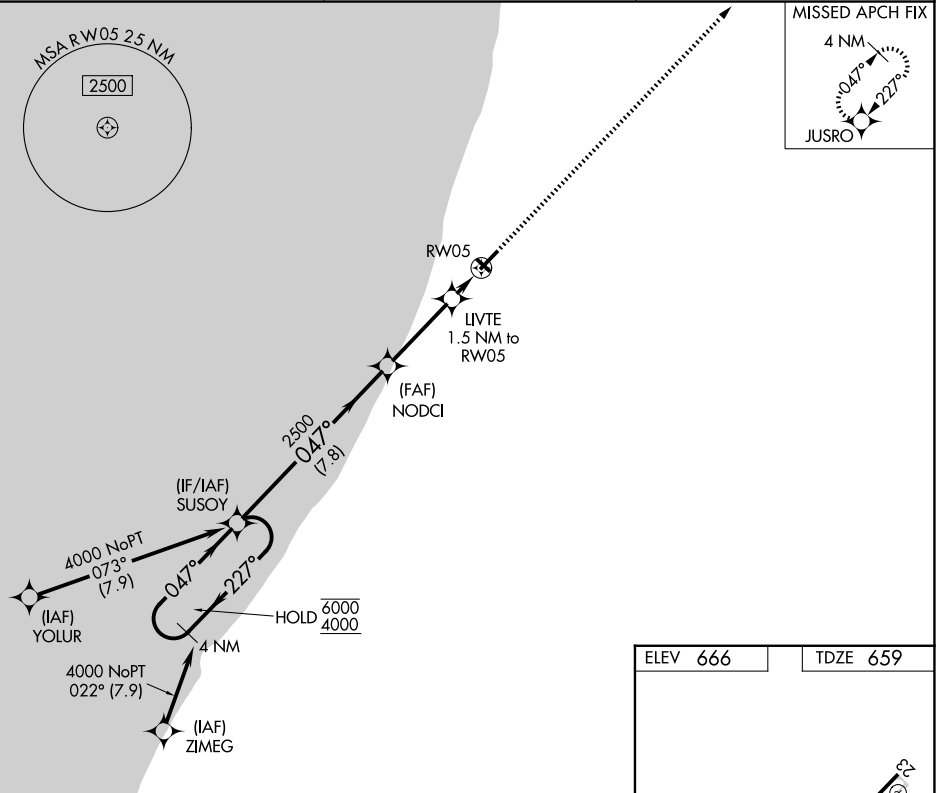
▼ Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
▲ Circling NA to Rwys 14 and 32.

MISSED APPROACH: Climb to 4000 direct JUSRO
 and hold, continue climb-in-hold to 4000.

AWOS-3P
118.025

SOUTH BEND APP CON ★
118.55 257.8

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern		VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 33).		4000	JUSRO
6000 ← 227°		NODCI		↑	★
4000 → 047°		LIVTE 1.5 NM to RW05			
		3.50° TCH 40			
		2500			
		1260			
		1 NM to RW05			
		RW05			
		7.8 NM			
		3.3 NM			
		0.6 NM			
		1 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	1040-1	381 (400-1)	1040-1 $\frac{1}{8}$	381 (400-1 $\frac{1}{8}$)	
CIRCLING	1120-1 454 (500-1)	1180-1 514 (600-1)	1440-2 $\frac{1}{4}$ 774 (800-2 $\frac{1}{4}$)	1440-2 $\frac{1}{2}$ 774 (800-2 $\frac{1}{2}$)	

REIL Rwys 5 and 23 0
 MIREL Rwy 5-23 0

SOUTH HAVEN, MICHIGAN

Amdt 2 09JUL26

42°21'N-86°15'W

SOUTH HAVEN AREA RGNL (LWA)

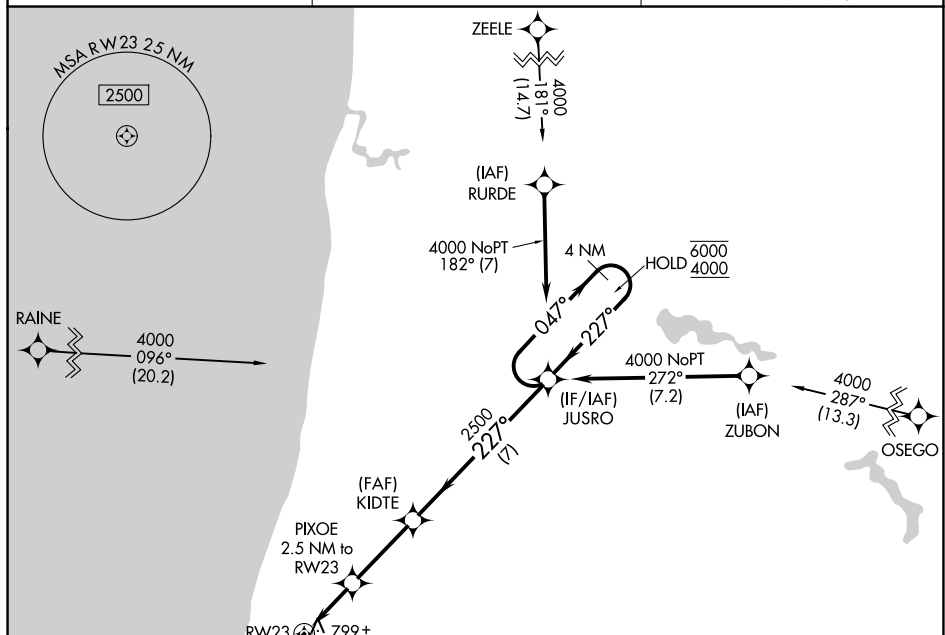
RNAV (GPS) RWY 5

RNAV (GPS) RWY 23
SOUTH HAVEN AREA RGNL (LWA)

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Circling NA to Rwy 14 and 32.

MISSED APPROACH: Climb to 4000 direct SUSOY and hold, continue climb-in-hold to 4000.

SOUTH BEND APP CON ★
118.55 257.8

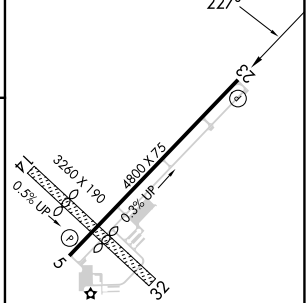
UN|COM
122.8 (CTAF) **L**

ELEV 666		TDZE 666
----------	--	----------

4000	SUSOY
	

Visual Segment - Obstacles.

Figure 1 illustrates a flight plan segment. The path begins at RW23, proceeds to PIXOE (2.5 NM from RW23), then to KIDTE (3.1 NM from PIXOE), and finally to JUSRO (7 NM from KIDTE). A 4 NM Holding Pattern is established at JUSRO. The flight path includes a 1500-foot altitude segment, a 2500-foot altitude segment, and a 4000-foot altitude segment. A heading of 047° is indicated for the final segment.



CATEGORY	A	B	C	D
LNAV MDA	1060-1	394 (400-1)	1060-1 $\frac{1}{8}$	394 (400-1 $\frac{1}{8}$)
CIRCLING	1120-1 454 (500-1)	1160-1 494 (500-1)	1440-2 $\frac{1}{4}$ 774 (800-2 $\frac{1}{4}$)	1440-2 $\frac{1}{2}$ 774 (800-2 $\frac{1}{2}$)

REIL Rwy 5 and 23 **L**
MIRL Rwy 5-23 **L**

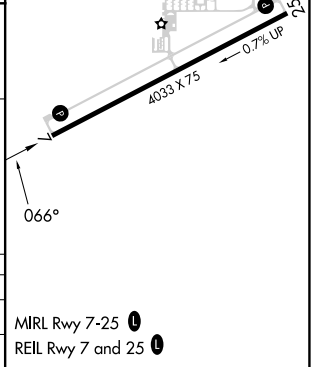
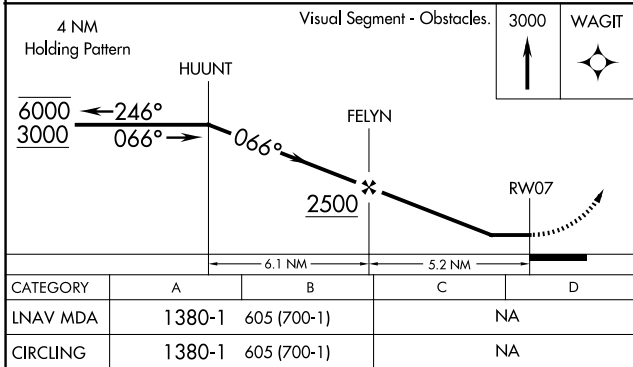
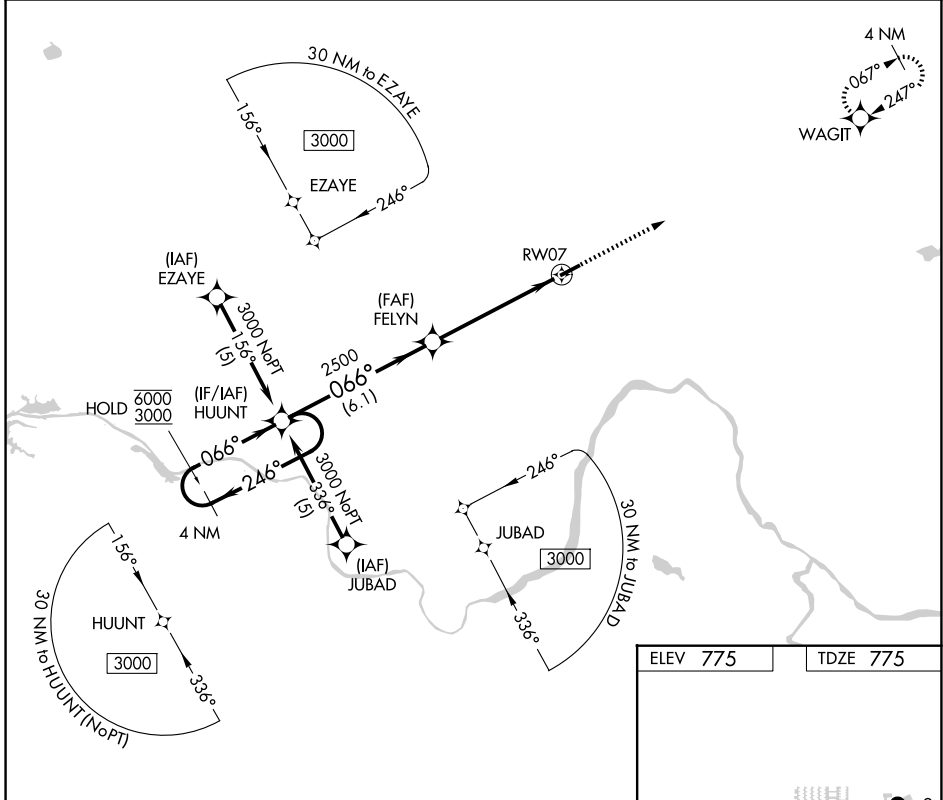
APP CRS	Rwy Ldg	4033
066°	TDZE	775
	Apt Elev	775

RNAV (GPS) RWY 7

PAUL C MILLER/SPARTA (8D4)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WAGIT and hold.
Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GRR altimeter setting.	

AWOS-3PT 126.65	GREAT LAKES APP CON ★ 124.6 257.6	UNICOM 122.8 (CTAF) 0
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EC-1, 03 SEP 2026 to 29 OCT 2026

EC-1, 03 SEP 2026 to 29 OCT 2026

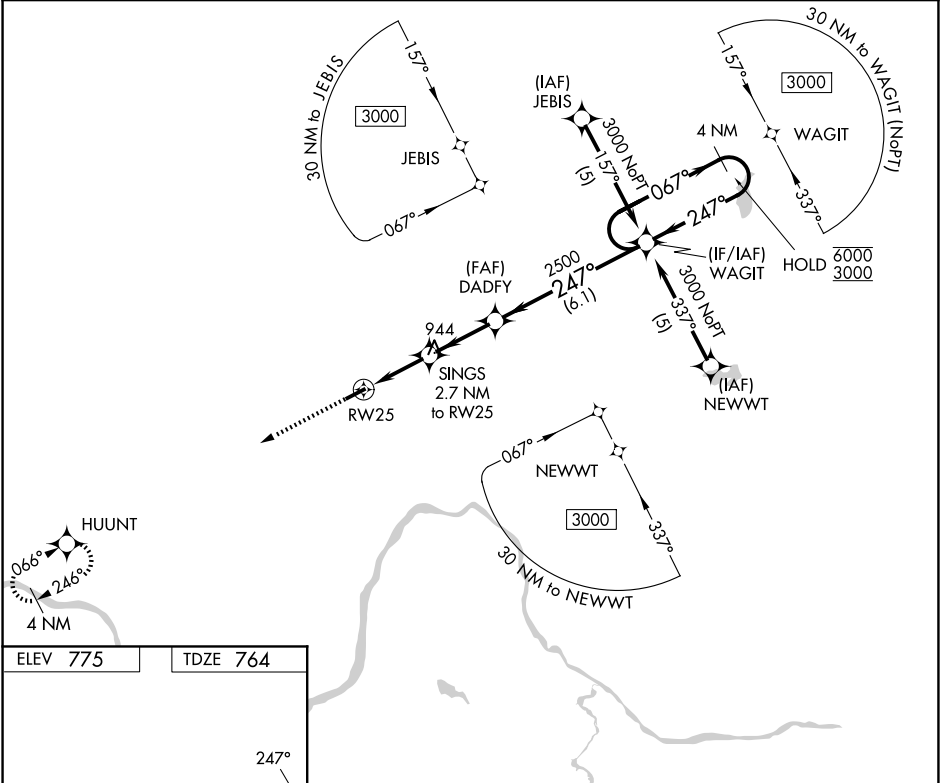
APP CRS	Rwy Ldg	4033
247°	TDZE	764
	Apt Elev	775

RNAV (GPS) RWY 25

PAUL C MILLER/SPARTA (8D4)

RNP APCH - GPS.	Rwy 25 helicopter visibility reduction below ¾ SM NA. VDP NA when using GRR altimeter setting. When local altimeter setting not received, use GRR altimeter setting and increase Circling Cat B MDA 20 feet. MISSED APPROACH: Climb to 3000 direct HUUNT and hold.
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AWOS-3PT 126.65	GREAT LAKES APP CON ★ 124.6 257.6	UNICOM 122.8 (CTAF) 0
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3000

↑

HUUNT

☀

Visual Segment - Obstacles.

4 NM

Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1240-1	476 (500-1)	NA	
CIRCLING	1300-1 525 (600-1)	1340-1 565 (600-1)	NA	

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

WAAS CH 42915 W01A	APP CRS 006°	Rwy Ldg 5201 TDZE 915 Apt Elev 925
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RNAV (GPS) RWY 1

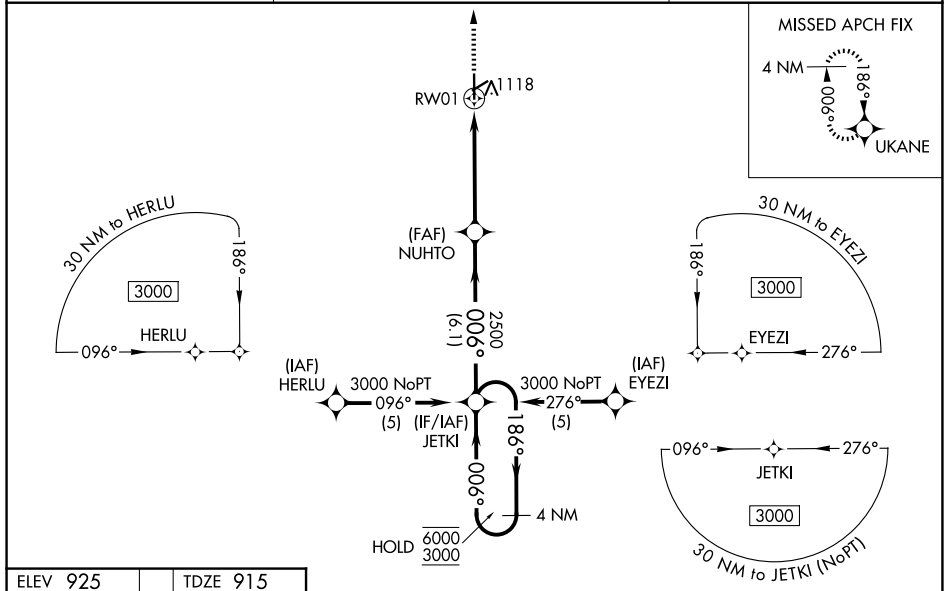
KIRSCH MUNI (IRS)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 6 NA at night. VDP NA when using HAI altimeter setting. Baro-VNAV NA when using HAI altimeter setting. When local altimeter setting not received, use HAI altimeter setting and increase LPV DA to 1219 feet; increase LNAV/VNAV DA to 1395 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM, and Circling visibility Cat C/D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2500 direct UKANE and hold.

AWOS-3P 121.325	GREAT LAKES APP CON ★ 121.2 239.25	UNICOM 123.05 (CTAF) 0
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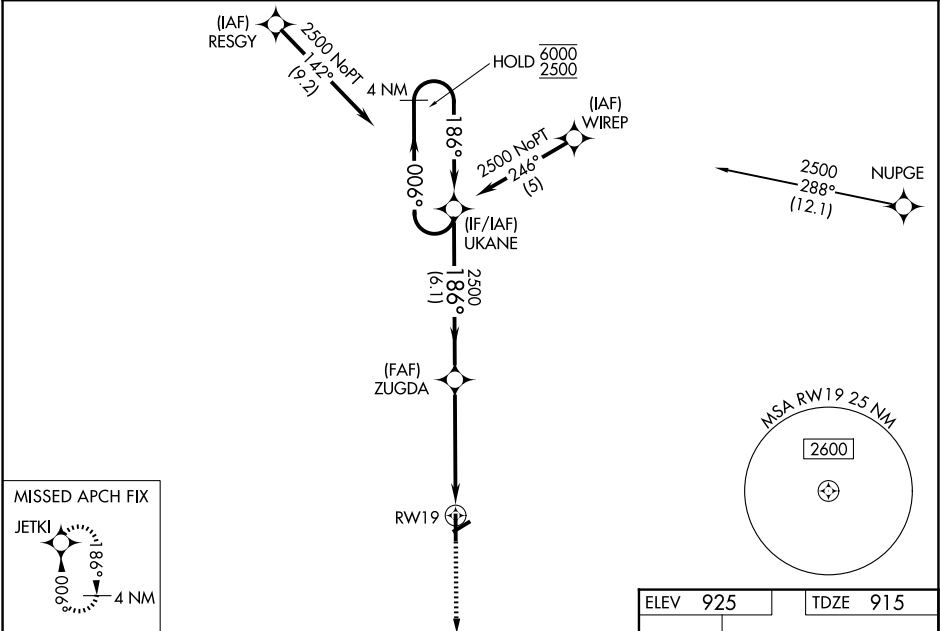
ELEV 925	TDZE 915	2500 UKANE VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 26). 4 NM Holding Pattern JETKI 1.7 NM to RWY 1 2500 006° 186° 6000 3000 GP 3.00° TCH 40			
61 5201 X 100 3601 X 75 0.3% UP 006° REIL Rwy 1, 19 and 24 MIRL Rwy 1-19 and 6-24					
CATEGORY	A	B	C	D	
LPV DA	1178-1 263 (300-1)				
LNAV/VNAV DA	1354-1½ 439 (500-1½)				
LNAV MDA	1480-1 565 (600-1)		1480-1½ 565 (600-1½)		
CIRCLING	1480-1 555 (600-1)		1620-2 695 (700-2)		1620-2½ 695 (700-2½)

WAAS CH 90230 W19A	APP CRS 186°	Rwy Ldg TDZE 915 Apt Elev 925
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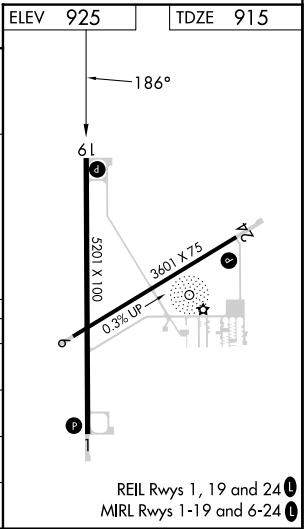
RNAV (GPS) RWY 19
KIRSCH MUNI (IRS)

RNP APCH - GPS. ▼ Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using HAI altimeter setting. Circling Rwy 6 NA at night. When local altimeter setting not received, use HAI altimeter setting and increase LPV DA to 1276 feet; increase LNAV/VNAV DA to 1441 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.	MISSED APPROACH: Climb to 3000 direct JETKI and hold.
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AWOS-3P 121.325	GREAT LAKES APP CON ★ 121.2 239.25	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).				
UKANE				
ZUGDA				
2500				
1.5 NM to RWY 19				
RWY 19				
GP 3.00° TCH 40				
6.1 NM				
3.4 NM				
1.5 NM				
CATEGORY	A	B	C	D
LPV DA	1235-1		320 (400-1)	
LNAV/VNAV DA	1229-1		314 (400-1)	
LNAV MDA	1400-1	485 (500-1)	1400-1 ¾	485 (500-1 ¾)
CIRCLING	1440-1	515 (600-1)	1620-2 695 (700-2)	1620-2 ¼ 695 (700-2 ¼)



THREE RIVERS, MICHIGAN

AL-5119 (FAA)

26022

APP CRS 274°	Rwy Ldg TDZE 823	4000
	Apt Elev 823	

RNAV (GPS) RWY 27
THREE RIVERS MUNI/DR HAINES (HAI)

RNP APCH - GPS.

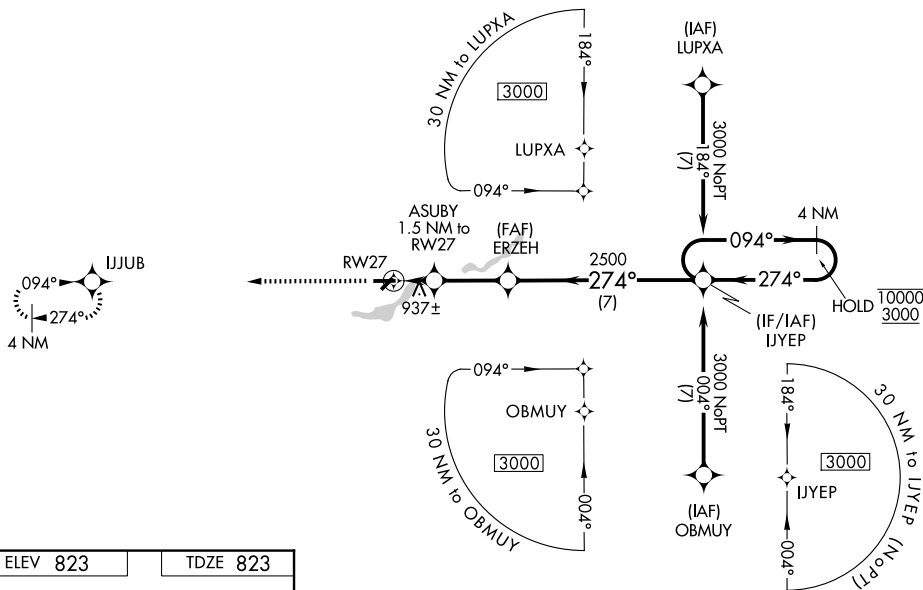
T Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.
A When local altimeter setting not received, use SBN altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct IJJUB and hold.

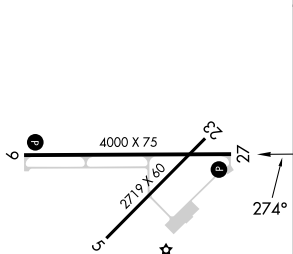
AWOS-3P
119.975

GREAT LAKES APP CON ★
121.2 239.25

UNICOM
122.8 (CTAF) **0**



ELEV **823** TDZE **823**



3000	IJJUB	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 34).		4 NM Holding Pattern
		ASUBY 1.5 NM to RW27	ERZEH	IJJUB
		1440	2500	10000 3000
		1.5 NM	2.7 NM	7 NM
CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1240-1 417 (500-1)	1420-1 597 (600-1)	1460-1 637 (700-1 3/4)	NA

REIL Rwy 9 and 27 **0**
MIRL Rwy 5-23 and 9-27 **0**

THREE RIVERS, MICHIGAN
Amdt 1 22JAN26

41°58'N-85°36'W

THREE RIVERS MUNI/DR HAINES (HAI)
RNAV (GPS) RWY 27

EC-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-TYK
110.7
Chan **44**

APP CRS
099°

Rwy Ldg
TDZE **624**
Apt Elev **624**

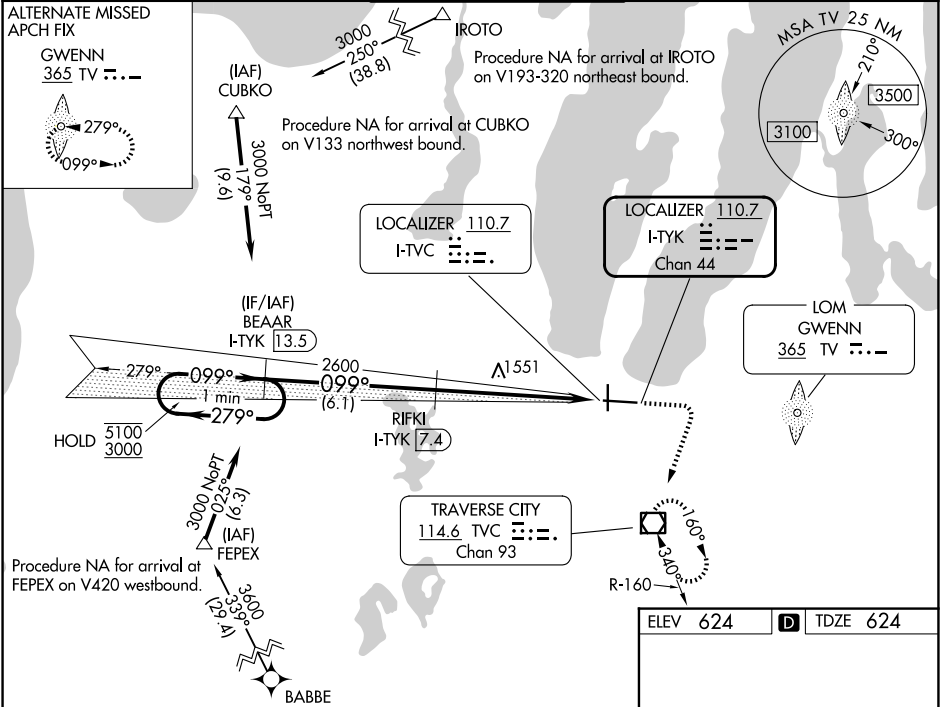
ILS or LOC RWY 10
CHERRY CAPITAL (TVC)

RNP APCH - GPS. From BABBE, or IROTO, or FEPEX, or CUBKO.
DME required.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 4000 direct TVC VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 119.175	MINNEAPOLIS CENTER 132.9 338.3	TRAVERSE CITY TOWER* 124.2 (CTAF) 0 348.6	GND CON 121.8 348.6	UNICOM 122.95
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One Minute Holding Pattern
BEAAR
I-TYK [13.5]

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

1400 4000 TVC

5100 3000 279° 099° 099° 2600 2600

GS 3.00° TCH 60

6.1 NM 2.8 NM 3.2 NM

61 62 63 64

65 66 67 68

69 70 71 72

73 74 75 76

77 78 79 80

81 82 83 84

85 86 87 88

89 90 91 92

93 94 95 96

97 98 99 100

101 102 103 104

105 106 107 108

109 110 111 112

113 114 115 116

117 118 119 120

121 122 123 124

125 126 127 128

129 130 131 132

133 134 135 136

137 138 139 140

141 142 143 144

145 146 147 148

149 150 151 152

153 154 155 156

157 158 159 160

161 162 163 164

165 166 167 168

169 170 171 172

173 174 175 176

177 178 179 180

181 182 183 184

185 186 187 188

189 190 191 192

193 194 195 196

197 198 199 200

201 202 203 204

205 206 207 208

209 210 211 212

213 214 215 216

217 218 219 220

221 222 223 224

225 226 227 228

229 230 231 232

233 234 235 236

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257 258 259 260

261 262 263 264

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593 594 595 596

597 598 599 600

601 602 603 604

605 606 607 608

609 610 611 612

613 614 615 616

617 618 619 620

621 622 623 624

625 626 627 628

629 630 631 632

633 634 635 636

637 638 639 640

641 642 643 644

645 646 647 648

649 650 651 652

653 654 655 656

657 658 659 660

661 662 663 664

665 666 667 668

669 670 671 672

673 674 675 676

677 678 679 680

681 682 683 684

685 686 687 688

689 690 691 692

693 694 695 696

697 698 699 700

701 702 703 704

705 706 707 708

709 710 711 712

713 714 715 716

717 718 719 720

721 722 723 724

725 726 727 728

729 730 731 732

733 734 735 736

737 738 739 740

741 742 743 744

745 746 747 748

749 750 751 752

753 754 755 756

757 758 759 760

761 762 763 764

765 766 767 768

769 770 771 772

773 774 775 776

777 778 779 780

781 782 783 784

785 786 787 788

789 790 791 792

793 794 795 796

797 798 799 800

801 802 803 804

805 806 807 808

809 810 811 812

813 814 815 816

817 818 819 820

821 822 823 824

825 826 827 828

829 830 831 832

833 834 835 836

837 838 839 840

841 842 843 844

845 846 847 848

849 850 851 852

853 854 855 856

857 858 859 860

861 862 863 864

865 866 867 868

869 870 871 872

873 874 875 876

877 878 879 880

881 882 883 884

885 886 887 888

889 890 891 892

893 894 895 896

897 898 899 900

901 902 903 904

905 906 907 908

909 910 911 912

913 914 915 916

917 918 919 920

921 922 923 924

925 926 927 928

929 930 931 932

933 934 935 936

937 938 939 940

941 942 943 944

945 946 947 948

949 950 951 952

953 954 955 956

957 958 959 960

961 962 963 964

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977 978 979 980

981 982 983 984

985 986 987 988

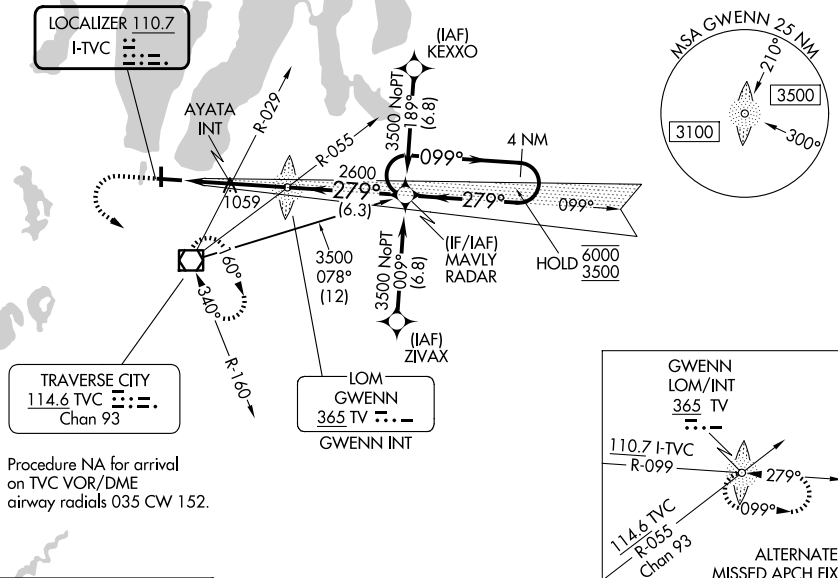
989 990 991 992

993 994 995 996

997 998 999 1000

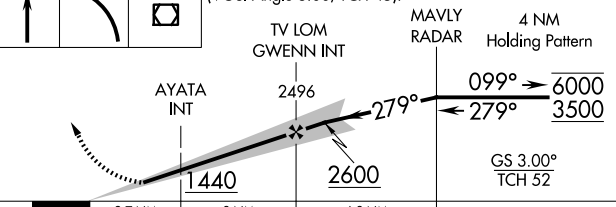
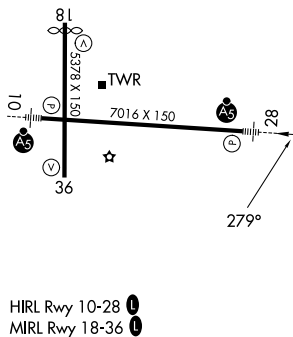
ILS or LOC RWY 28
CHERRY CAPITAL (TVC)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TVC VOR/DME and hold, continue climb-in-hold to 3000.

UNICOM
122.95

1100	3000	TVC
		

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).



CATEGORY	A	B	C	D
S-ILS 28	816-1/2 200 (200-1/2)			
S-LOC 28	1440-1/2 824 (900-1/2)	1440-3/4 824 (900-3/4)	1440-17/8	824 (900-17/8)
CIRCLING	1440-1 1/4	816 (900-1 1/4)	1440-2 1/2 816 (900-2 1/2)	1720-3 1096 (1100-3)
AYATA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 28	1320-1/2	704 (700-1/2)	1320-15/8	704 (700-15/8)
CIRCLING	1320-1	696 (700-1)	1420-2 1/4 796 (800-2 1/4)	1720-3 1096 (1100-3)

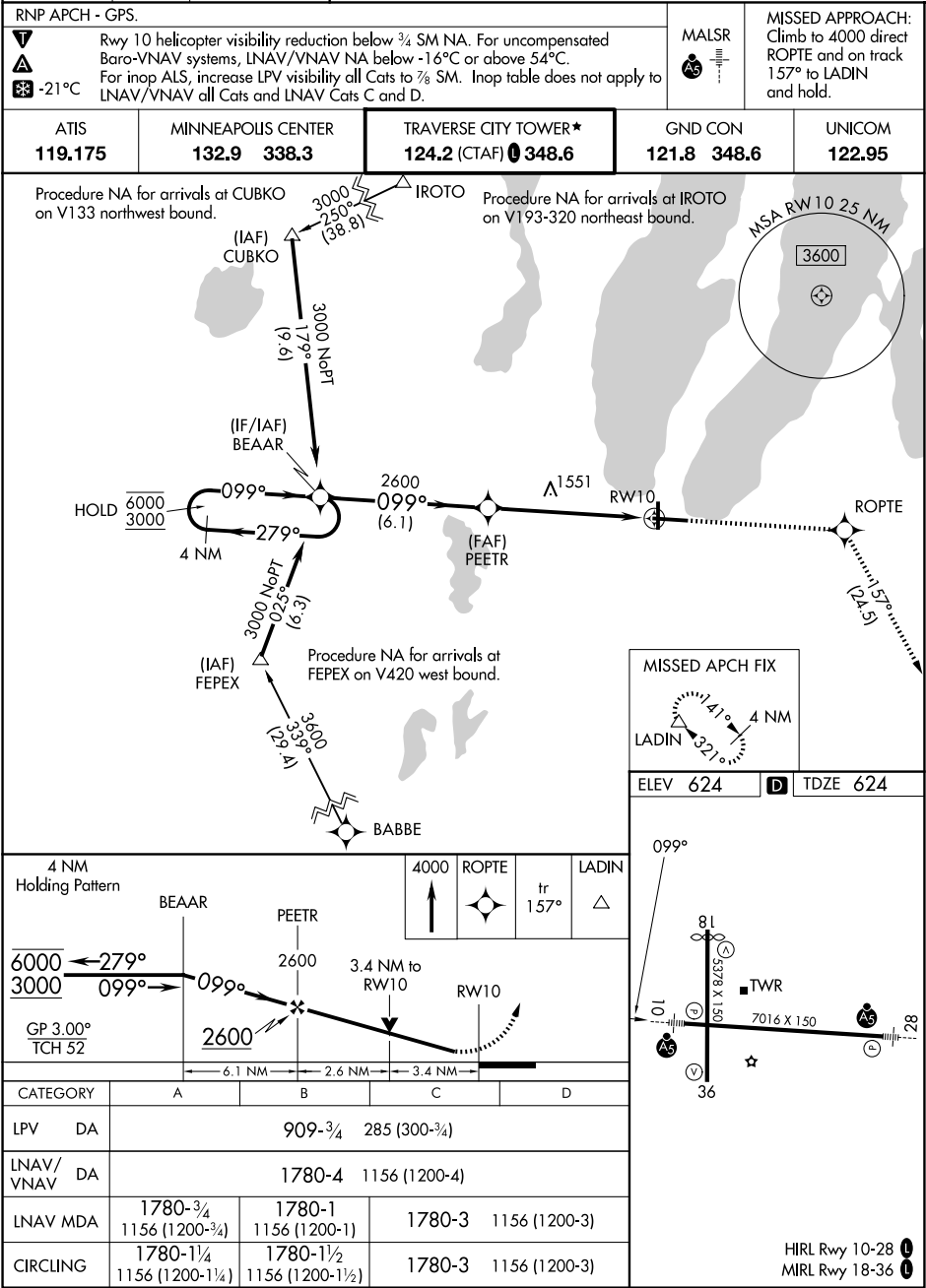
CHERRY CAPITAL (TVC)
ILS or LOC RWY 28

EC-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42610 W10A	APP CRS 099°	Rwy Ldg TDZE 624 Apt Elev 624
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RNAV (GPS) RWY 10

CHERRY CAPITAL (TVC)

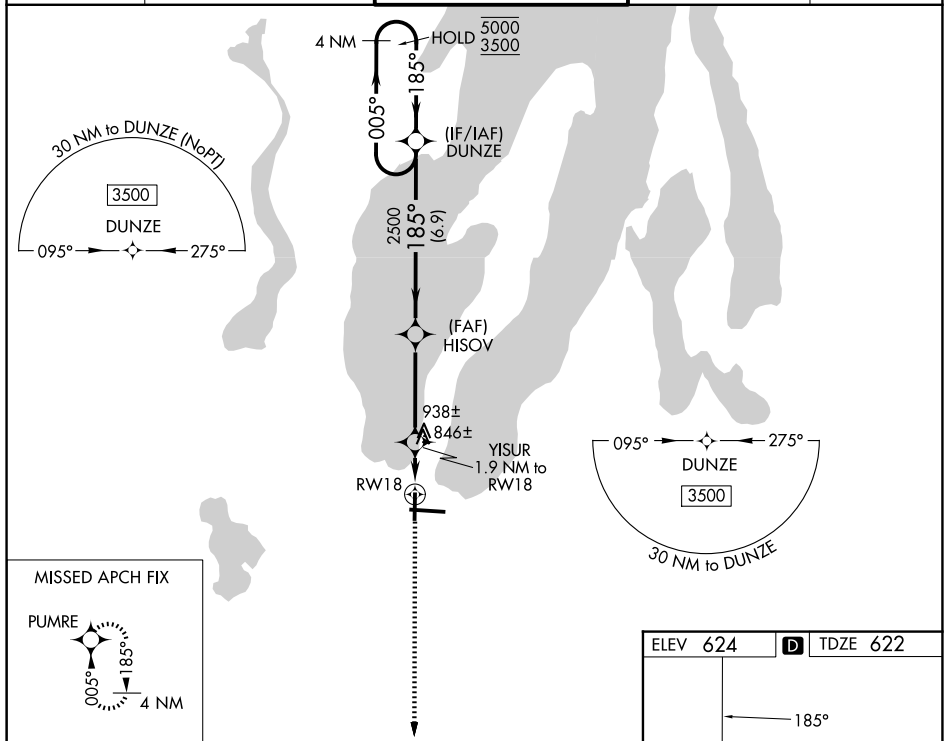


WAAS CH 90335 W18A	APP CRS 185°	Rwy Ldg TDZE 622 Apt Elev 624
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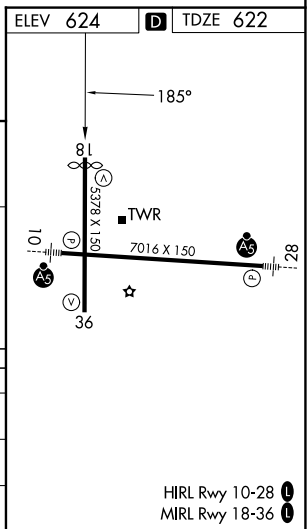
RNAV (GPS) RWY 18

CHERRY CAPITAL (TV'C)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct PUMRE and hold.	
Rwy 18 helicopter visibility reduction below ¾ SM NA.			
ATIS 119.175	MINNEAPOLIS CENTER 132.9 338.3	TRAVERSE CITY TOWER* 124.2 (CTAF) 0 348.6	GND CON 121.8 348.6
		UNICOM 122.95	



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	PUMRE
5000 3500		HISOV		YISUR	1.9 NM to RW18
185°		2500		1.4 NM to RW18	RW18
6.9 NM		3.9 NM		0.5	1.4
CATEGORY	A	B	C	D	
LP MDA	1100-1	478 (500-1)	1100-1½	478 (500-1½)	
LNAV MDA	1200-1	578 (600-1)	1200-1½	578 (600-1½)	
CIRCLING	1200-1 576 (600-1)	1260-1 636 (700-1)	1500-2½ 876 (900-2½)	1720-3 1096 (1100-3)	



WAAS CH 97535 W28A	APP CRS 279°	Rwy Ldg TDZE Apt Elev	7016 616 624
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RNAV (GPS) RWY 28

CHERRY CAPITAL (TVC)

RNP APCH - GPS.

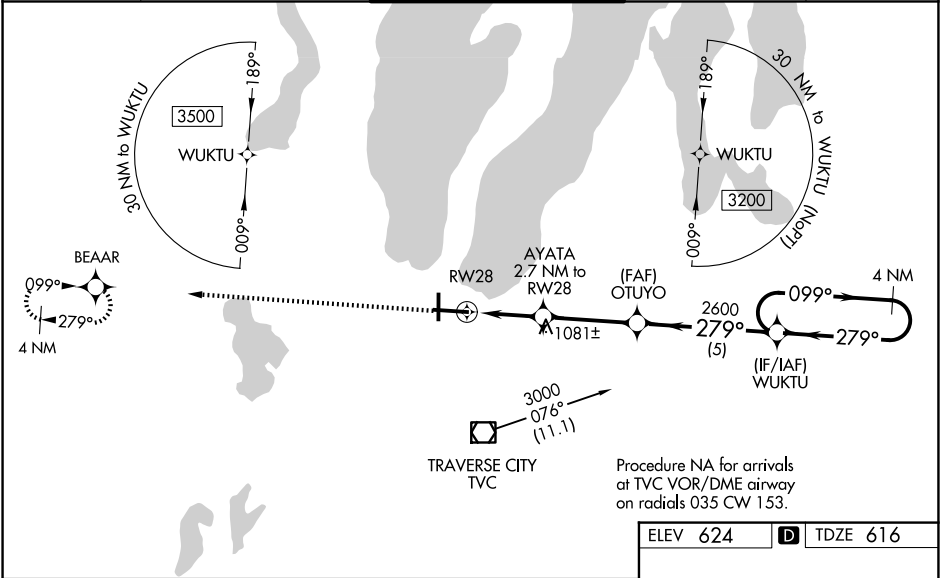
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
▲ Baro-VNAV and VDP NA when using ACB altimeter setting. When local altimeter setting not received, use ACB altimeter setting: increase DA 51 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 SM, LNAV/VNAV visibility all Cats 1/4 SM and LNAV Cat B visibility 1/4 SM and C/D visibilities 1/8 SM and Circling Cat B/C visibility 1/4 SM. For inop ALS, increase LPV all Cats visibility to 1 1/4 SM, LNAV Cats C/D visibility to 2 SM. For inop ALS when using ACB altimeter setting, increase LPV all Cats visibility to 1 1/2 SM, LNAV Cats C/D visibility to 2 1/2 SM. *Missed approach requires minimum climb of 237 feet per NM to 2000.

❄ -21°C

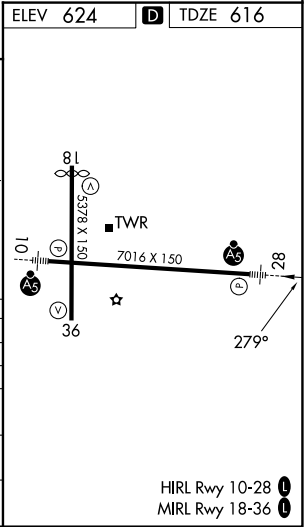
MALSR

MISSED APPROACH:
Climb to 3000 direct
BEAAR and hold.

ATIS 119.175	MINNEAPOLIS CENTER 132.9 338.3	TRAVERSE CITY TOWER ★ 124.2(CTAF) 348.6	GND CON 121.8 348.6	UNICOM 122.95
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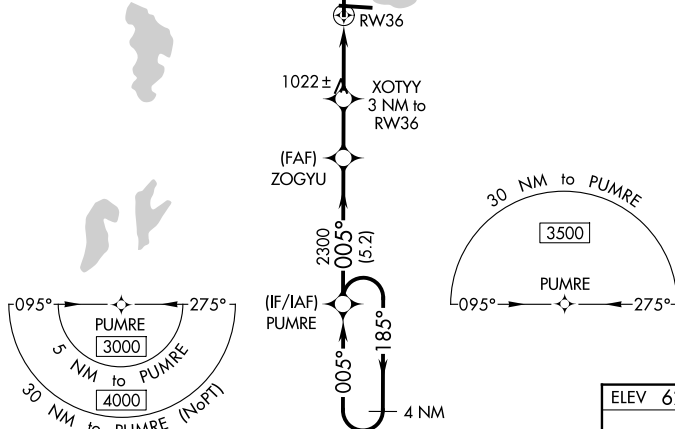
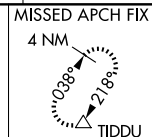


3000	BEAAR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	WUKTU	4 NM Holding Pattern
↑	✧			
		AYATA 2.7 NM to RW28	OTUYO 2600	099° → 3000
		2.2 NM to RW28		← 279°
		1520		
		2600		
		2.2 NM	0.5 NM	3.4 NM
				5 NM
CATEGORY	A	B	C	D
LPV DA		* 816-1/2	200 (200-1/2)	
LPV DA		963-7/8	347 (400-7/8)	
LNAV/VNAV DA		1330-2	714 (800-2)	
LNAV MDA	1340-1/2	724 (800-1/2)	1340-15/8	724 (800-15/8)
CIRCLING	1340-1	716 (800-1)	1500-2 1/2 876 (900-2 1/2)	1720-3 1096 (1100-3)

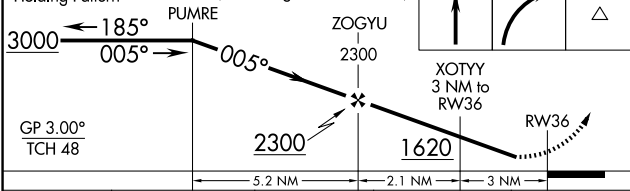


RNAV (GPS) RWY 36
CHERRY CAPITAL (TVC)

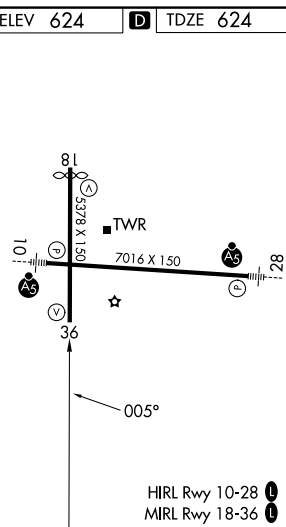
MISSED APPROACH:
Climb to 1400 then
climbing right turn
to 3000 direct
TIDDU and hold.

UNICOM
122.95

1400	3000	TIDDU
		



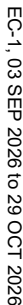
CATEGORY		A	B	C	D
LPV	DA	899-7 $\frac{8}{5}$ 275 (300-7 $\frac{8}{5}$)			
LNAV/ VNAV	DA	1146-1 $\frac{3}{4}$ 522 (600-1 $\frac{3}{4}$)			
LNAV	MDA	1280-1	656 (700-1)	1280-1 $\frac{7}{8}$	656 (700-1 $\frac{7}{8}$)
CIRCLING		1280-1	656 (700-1)	1500-2 $\frac{1}{2}$ 876 (900-2 $\frac{1}{2}$)	1720-3 1096 (1100-3)



CHERRY CAPITAL (TVC)

RNAV (GPS) RWY 36

EC-1, 03 SEP 2026 to 29 OCT 2026



EC-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

TRAVERSE CITY, MICHIGAN
CHERRY CAPITAL (TVC)

TROY, MICHIGAN

AL-5293 (FAA)

26078

APP CRS 096°	Rwy Ldg TDZE 727 Apt Elev 727	3549
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RNAV (GPS) RWY 10

OAKLAND/TROY (VLL)

RNP APCH - GPS.

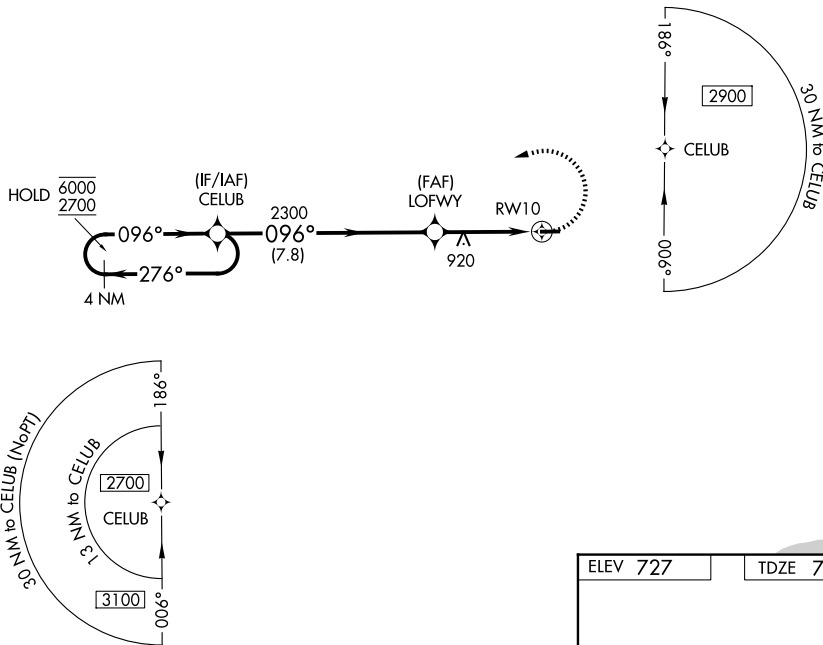
⚠ Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
⚠ Straight-in Rwy 10 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
 Climbing left turn to 2700
 direct CELUB and hold.

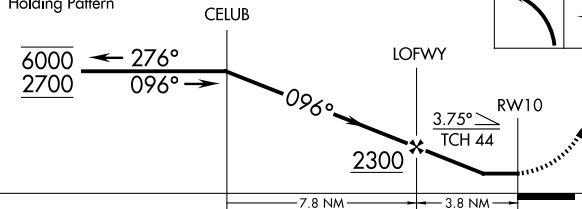
AWOS-3P
119.475

DETROIT APP CON
132.35 284.0

UNICOM
123.05 (CTAF) 0



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	1220-1	493 (500-1)	1220-1 $\frac{3}{8}$ 493 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1400-1	673 (700-1)	1400-1 $\frac{1}{2}$ 673 (700-1 $\frac{1}{2}$)	NA

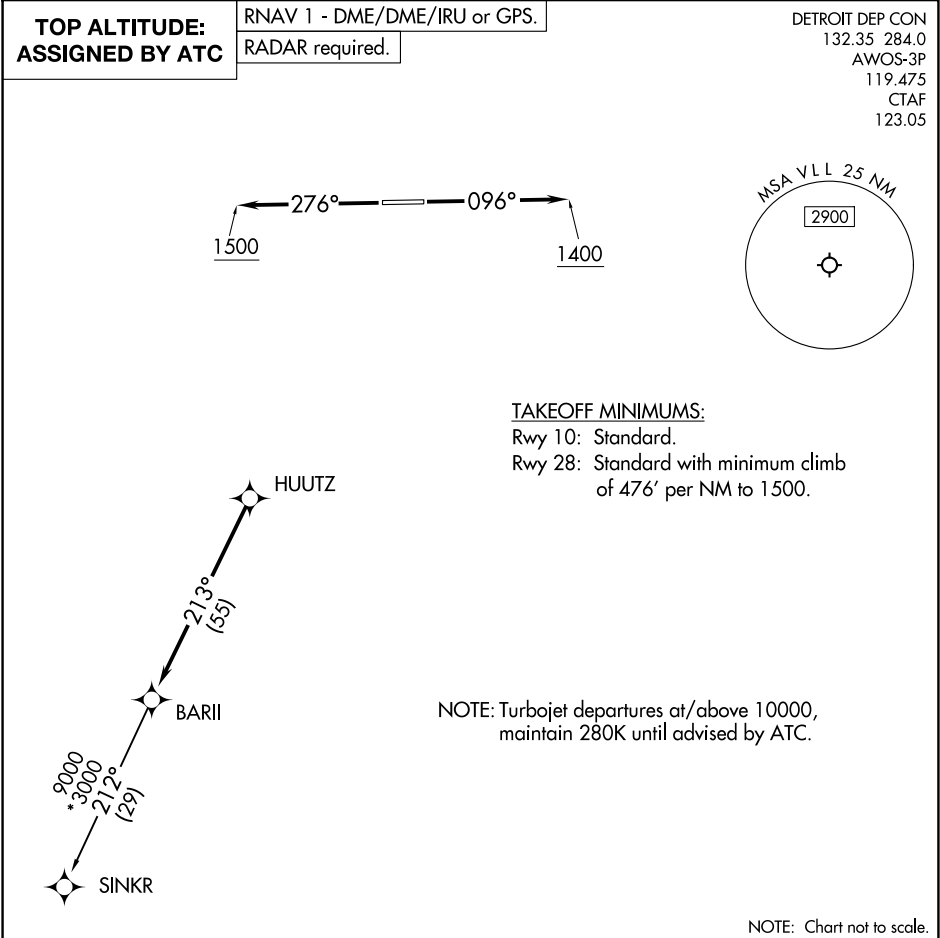
MIRL Rwy 9-27 0

TROY, MICHIGAN
 Amdt 3A 14JUL22

42°33'N-83°11'W

OAKLAND/TROY (VLL)

RNAV (GPS) RWY 10



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC,
thence....

TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC,
thence....

....for RADAR vectors to HUUTZ, then on track 213° to BARII, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

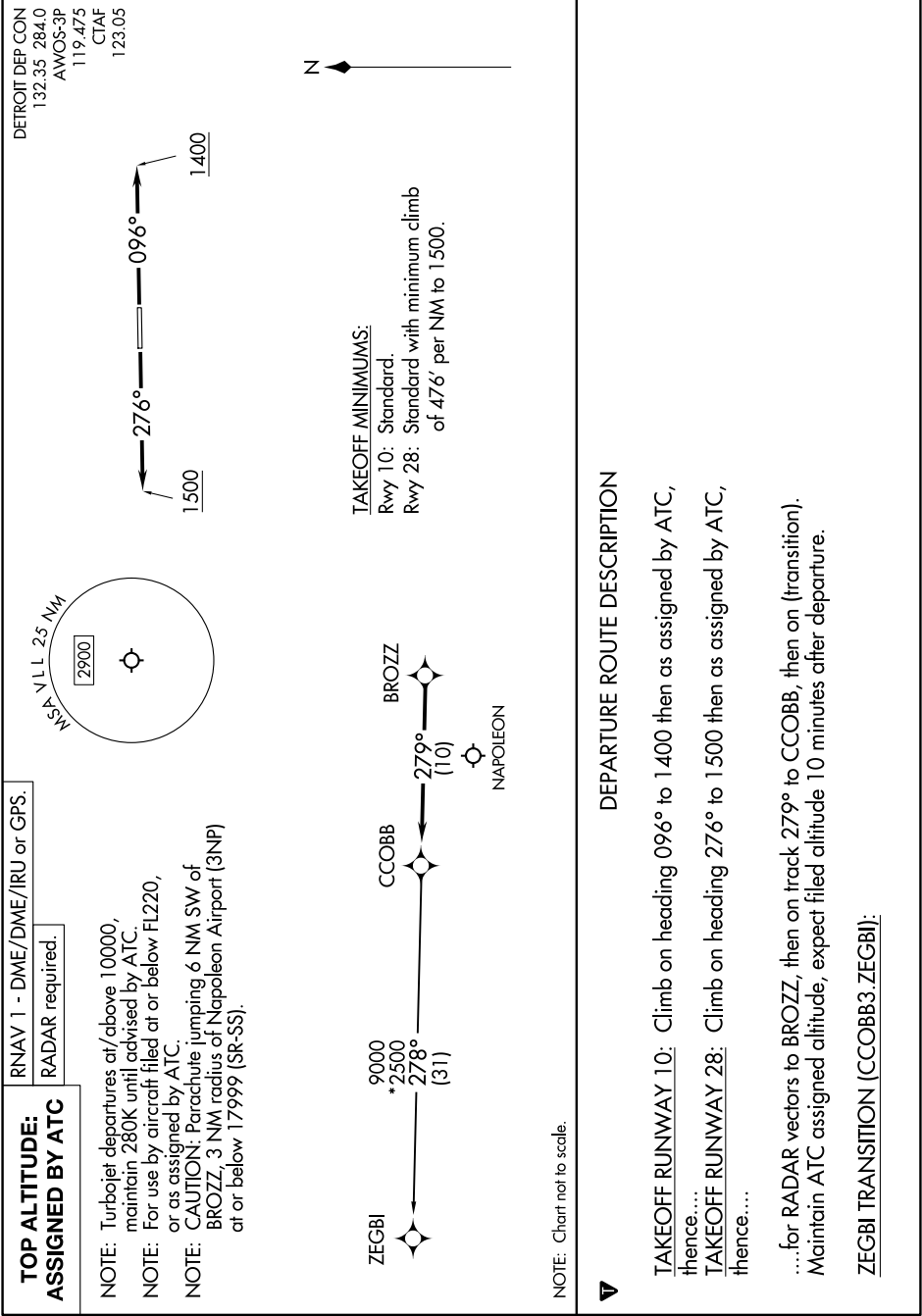
SINKR TRANSITION (BARI3.SINKR):

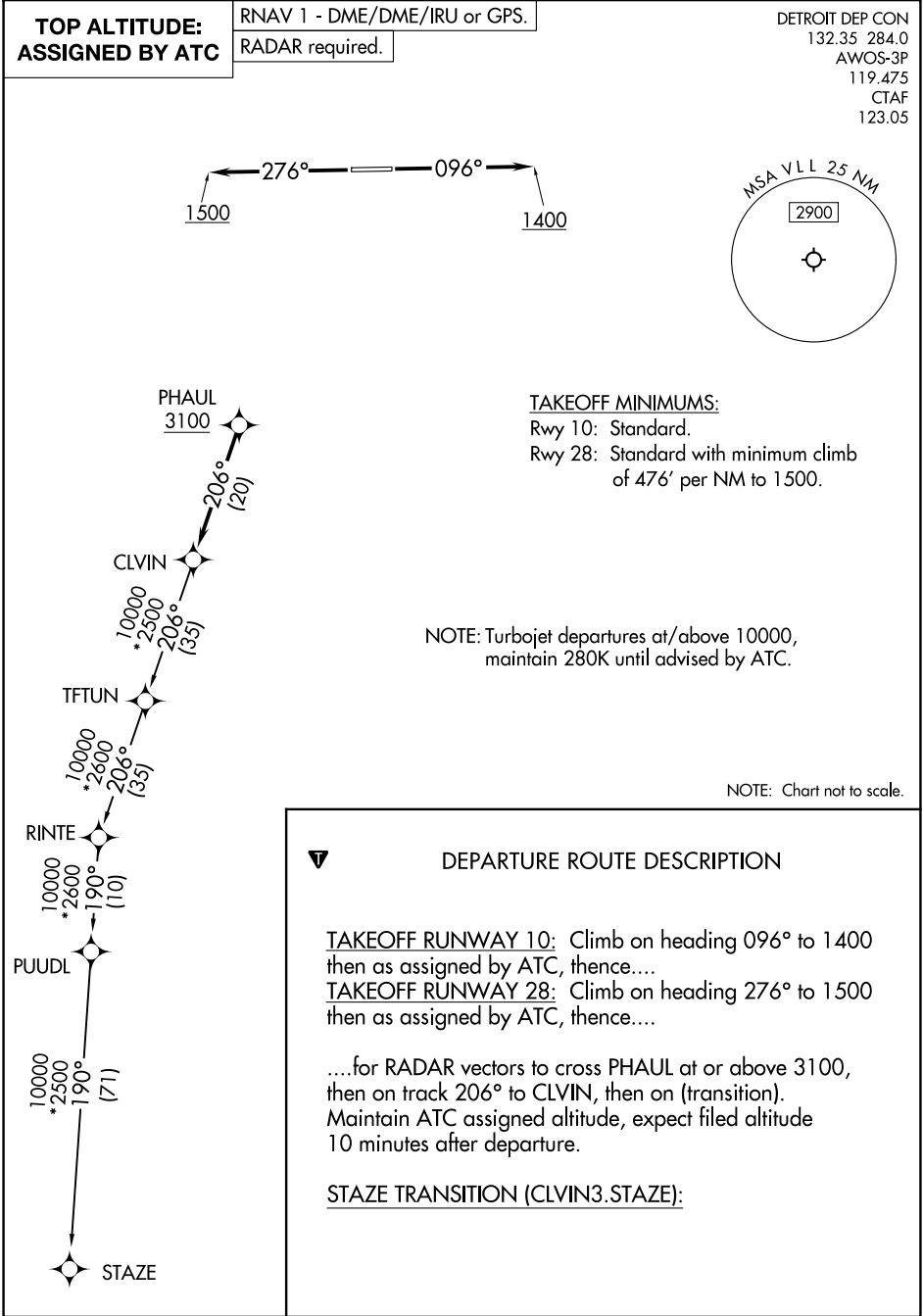
(CCOBB3.CCOBB) 26078

CCOBB THREE DEPARTURE (RNAV) AL-5293 (FAA)

OAKLAND/TROY (VLL)
TROY, MICHIGAN

EC-1, 03 SEP 2026 to 29 OCT 2026

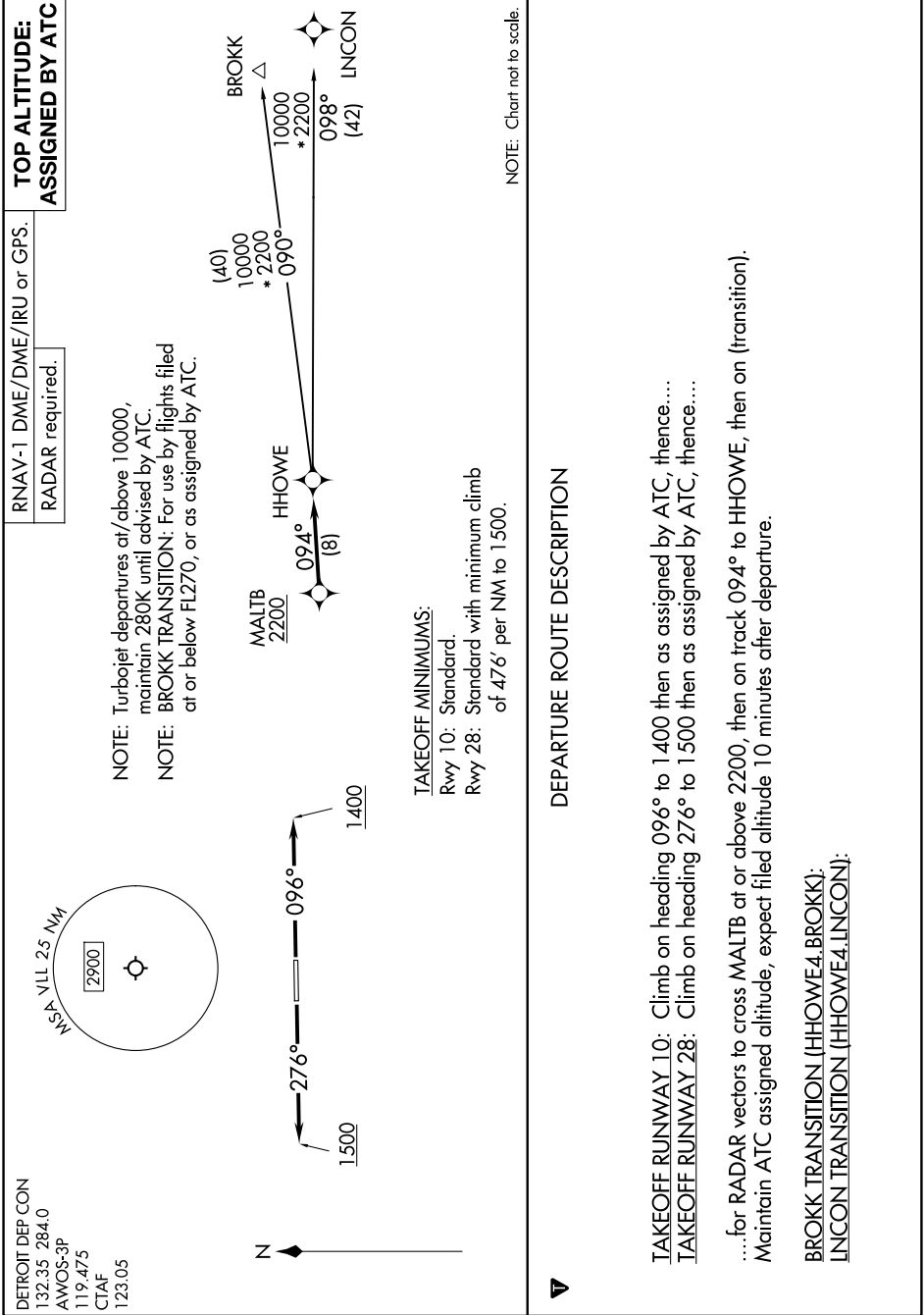




(HHOWE4.HHOWE) 26078

HHOWE FOUR DEPARTURE (RNAV) AL-5293 (FAA)

OAKLAND/TROY (VLL)
TROY, MICHIGAN



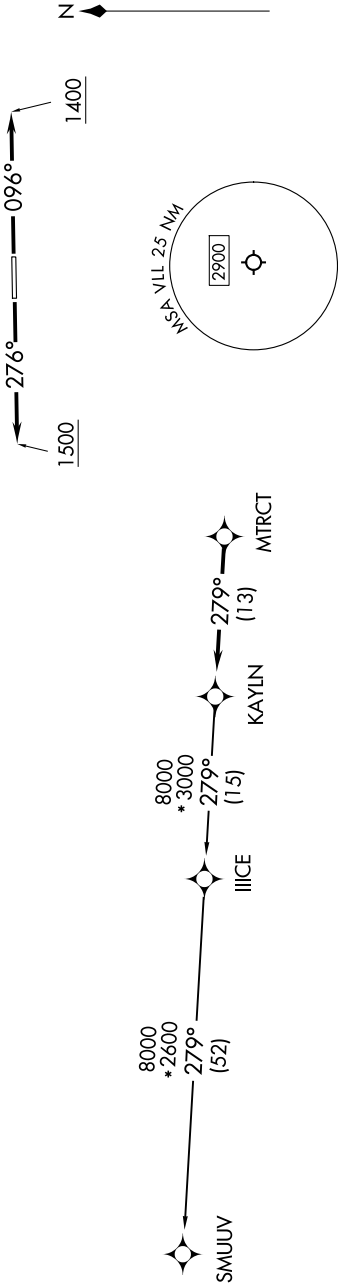
TOP ALTITUDE:
ASSIGNED AT ATC

RNAV-1 DME/DME/IRU or GPS.
RADAR required.

TAKEOFF MINIMUMS:
Rwy 10: Standard.
Rwy 28: Standard with minimum climb
of 476' per NM to 1500.

DETROIT DEP CON
132.35 284.0
AWOS-3P
119.475
CTAF
123.05

NOTE: Turbojet departures at/above 10000,
maintain 280K until advised by ATC.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....
TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....

....for RADAR vectors to MTRCT, then on track 279° to KAYLN, then on (transition). Maintain ATC assigned altitude, expect
filed altitude 10 minutes after departure.

SMUUV TRANSITION (KAYLN3.SMUUV):

(KZLOV2.WINN2) 26078

KZLOV TWO DEPARTURE (RNAV)

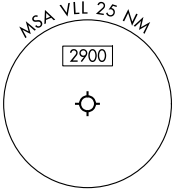
AL-5293 (FAA)

OAKLAND/TROY (VLL)
TROY, MICHIGAN

DETROIT DEP CON
132.35 284.0
AWOS-3P
119.475
CTAF
123.05

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

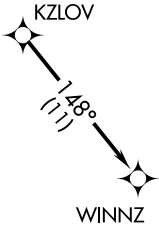
TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS:

- Rwy 10: Standard.
- Rwy 28: Standard with minimum climb of 476' per NM to 1500.

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: For use by Cleveland terminal arrivals only.



NOTE: Chart not to scale.

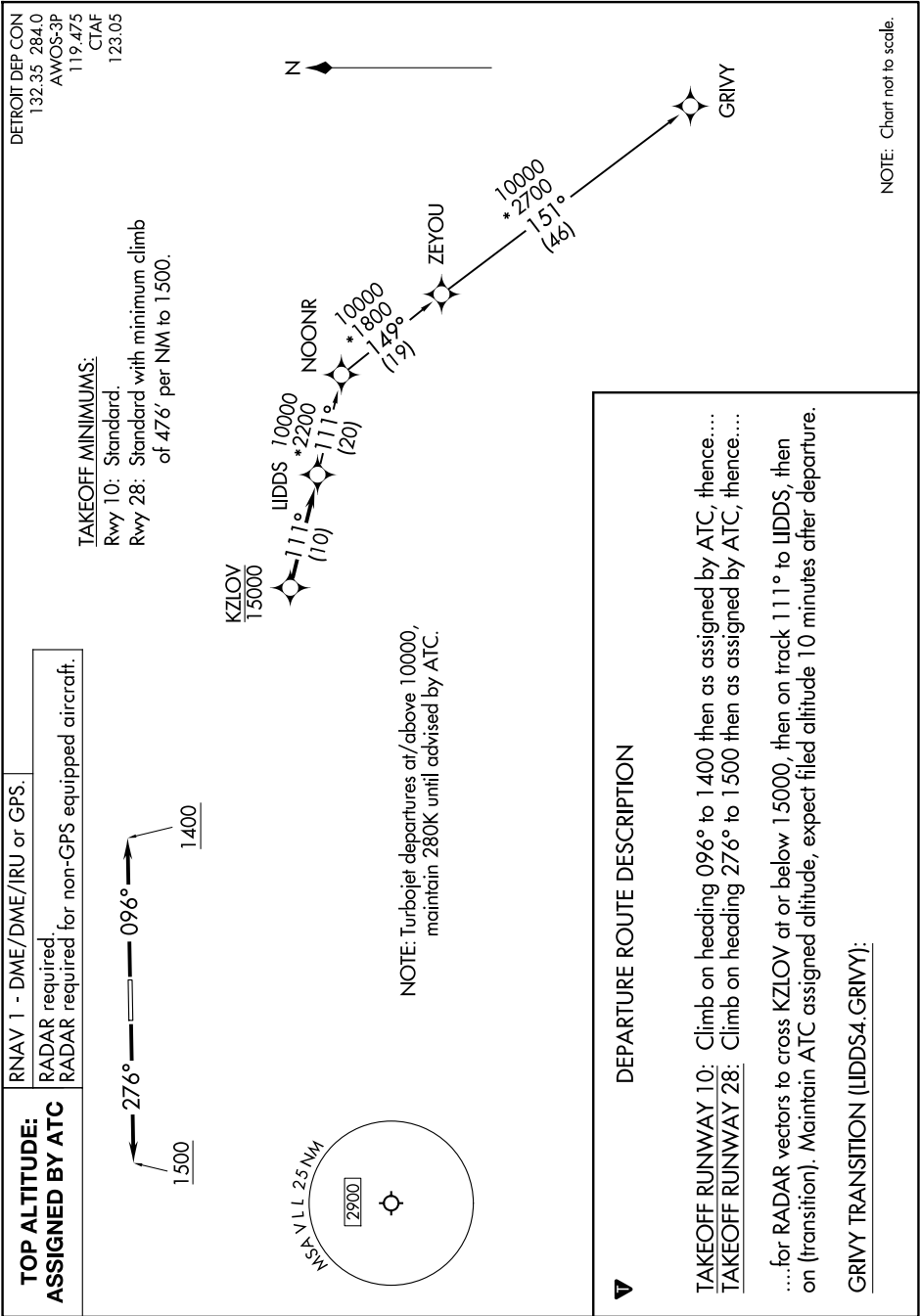


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....
TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....
....for RADAR vectors to KZLOV, then on track 148° to WINNZ. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

KZLOV TWO DEPARTURE (RNAV)
(KZLOV2.WINN2) 16MAY24

TROY, MICHIGAN
OAKLAND/TROY (VLL)



(MIGGY3.MIGGY) 26078

MIGGY THREE DEPARTURE (RNAV)

AL-5293 (FAA)

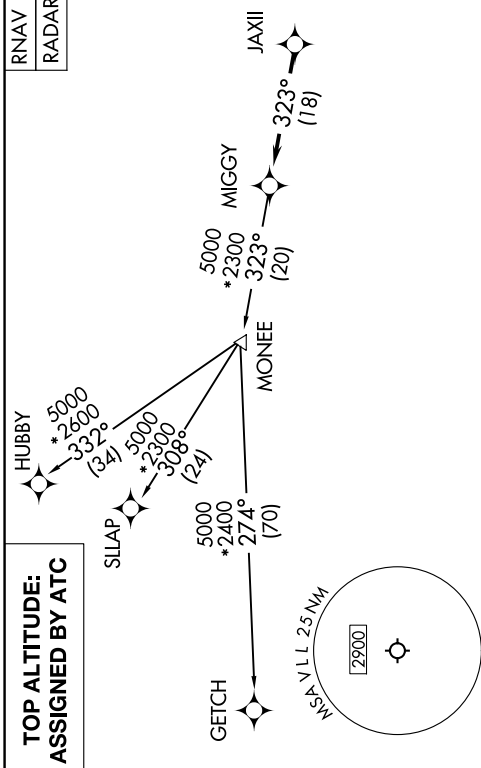
OAKLAND/TROY (VLL)

TROY, MICHIGAN

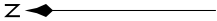
EC-1, 03 SEP 2026 to 29 OCT 2026

DETROIT DEP CON
132.35 284.0
AWOS-3P
119.475
CTAF
123.05

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: GETCH TRANSITION: For use by KMKE area arrivals only, or as assigned by ATC.



TAKEOFF MINIMUMS:

Rwy 10: Standard.
Rwy 28: Standard with minimum climb of 476' per NM to 1500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....
TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....
....for RADAR vectors to JAXII, then on track 323° to MIGGY, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

GETCH TRANSITION (MIGGY3.GETCH):
HUBBY TRANSITION (MIGGY3.HUBBY):
SILAP TRANSITION (MIGGY3.SILAP):

MIGGY THREE DEPARTURE (RNAV)

(MIGGY3.MIGGY) 16MAY24

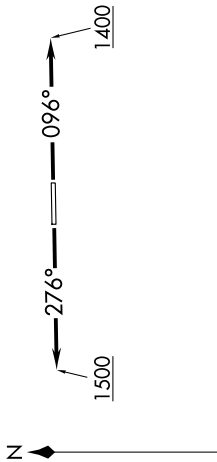
TROY, MICHIGAN

OAKLAND/TROY (VLL)

EC-1, 03 SEP 2026 to 29 OCT 2026

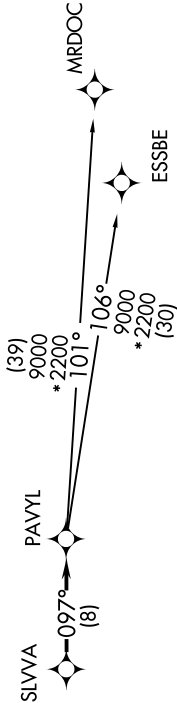
TOP ALTITUDE:
ASSIGNED BY ATC

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



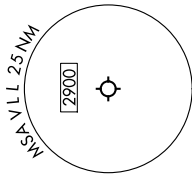
DETROIT DEP CON
132.35 284.0
AWOS-3P
119.475
CTAF
123.05

NOTE: Jet departures at/above 10000,
maintain 280K until advised by ATC.



TAKEOFF MINIMUMS:

Rwy 10: Standard.
Rwy 28: Standard with minimum climb
of 476' per NM to 1500.



NOTE: Chart not to scale.

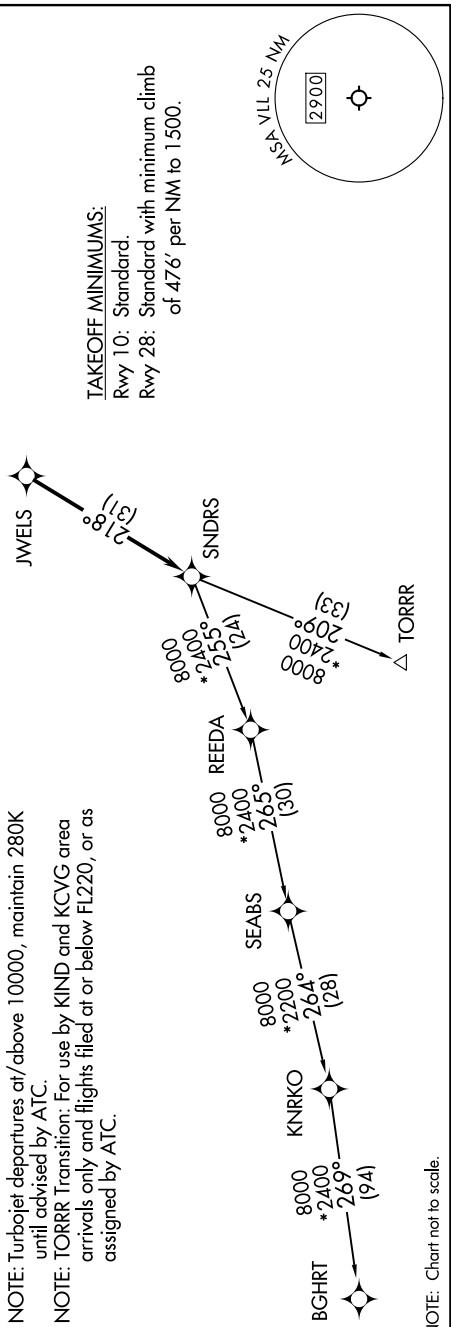
DEPARTURE ROUTE DESCRIPTION

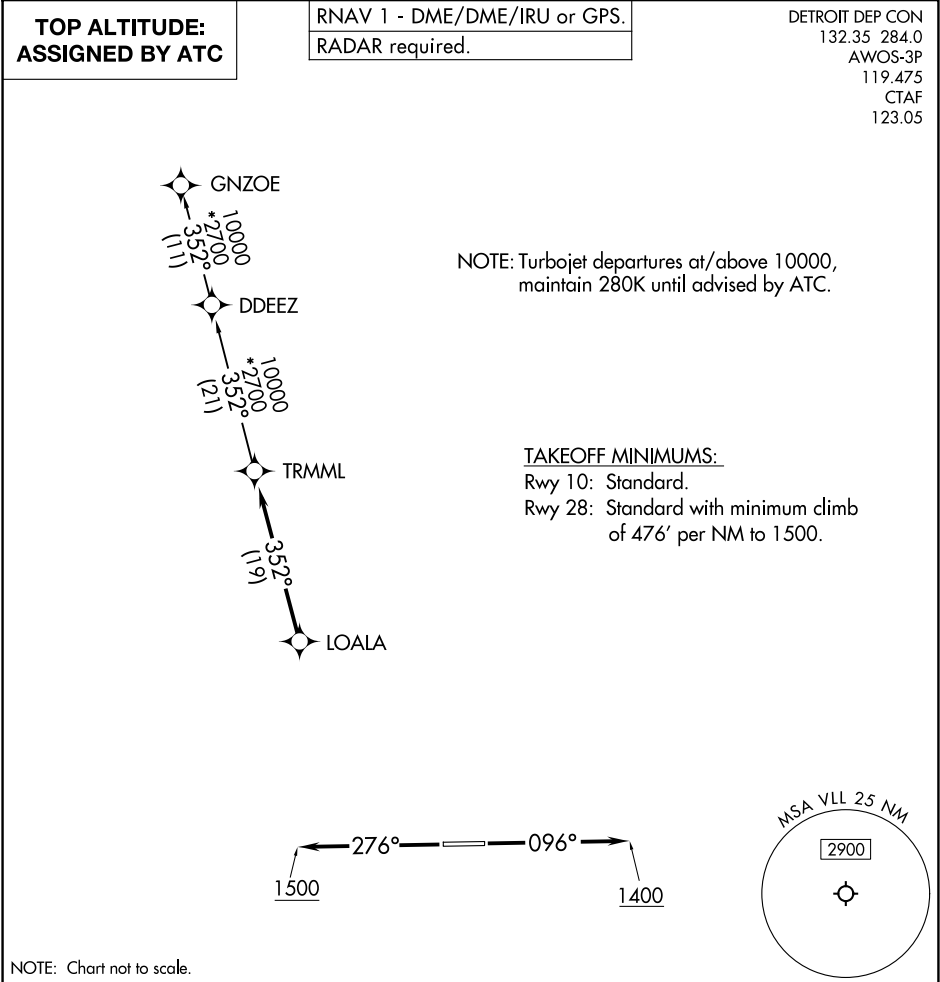
TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....
TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....

....for RADAR vectors to SLWA, then on track 097° to PAVYL, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

ESSBE TRANSITION (PAVYL3.ESSBE):
MRDOC TRANSITION (PAVYL3.MRDOC):

DEPARTURE ROUTE DESCRIPTION	TOP ALTITUDE: ASSIGNED BY ATC
TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence.... TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence.... for RADAR vectors to JWELS, then on track 218° to SNDRS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure. BGHRT TRANSITION (SNDRS3.BGHRT): TORRR TRANSITION (SNDRS3.TORRR):	DETROIT DEP CON 132.35 284.0 AWOS-3P 119.475 CTAF 123.05 RNAV-1 DME/DME/IRU or GPS. RADAR required. N 276° 096° 1500 1400





NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....

TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....

....for RADAR vectors to LOALA, then on track 352° to TRMML, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GNZOE TRANSITION (TRMML4.GNZOE):

(ZETTR4.ZETTR) 26078

ZETTR FOUR DEPARTURE (RNAV)

AL-5293 (FAA)

OAKLAND/TROY (VLL)
TROY, MICHIGAN

DETROIT DEP CON
132.35 284.0
AWOS-3P
119.475
CTAF
123.05

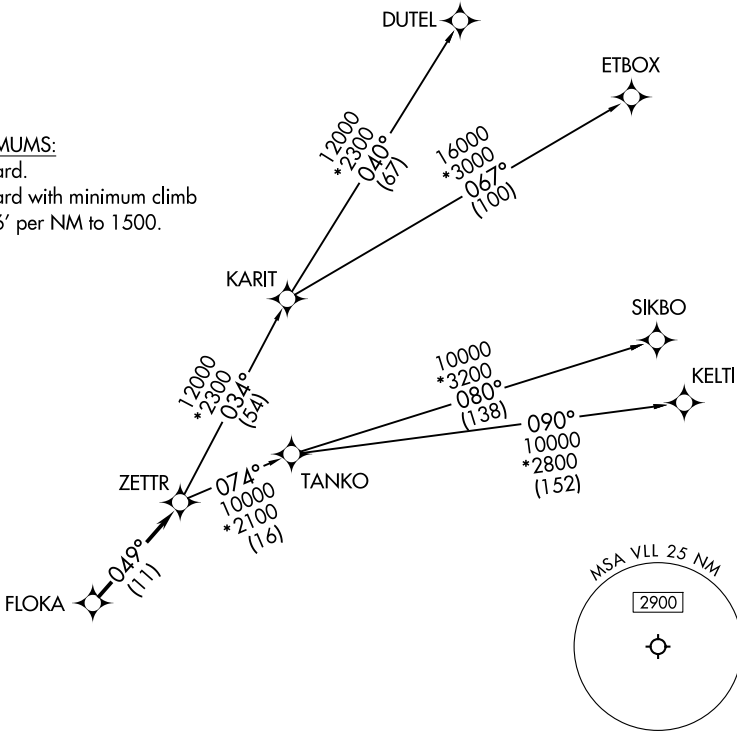
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwy 10: Standard.

Rwy 28: Standard with minimum climb
of 476' per NM to 1500.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 096° to 1400 then as assigned by ATC, thence....
TAKEOFF RUNWAY 28: Climb on heading 276° to 1500 then as assigned by ATC, thence....

....for RADAR vectors to FLOKA, then on track 049° to ZETTR, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

- DUTEL TRANSITION (ZETTR4.DUTEL):
- ETBOX TRANSITION (ZETTR4.ETBOX):
- KELTI TRANSITION (ZETTR4.KELTI):
- SIKBO TRANSITION (ZETTR4.SIKBO):
- TANKO TRANSITION (ZETTR4.TANKO):

NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: TANKO Transition: For use by CYYZ area arrivals only, or as assigned by ATC.

NOTE: Chart not to scale.

ZETTR FOUR DEPARTURE (RNAV)
(ZETTR4.ZETTR) 16MAY24

TROY, MICHIGAN
OAKLAND/TROY (VLL)

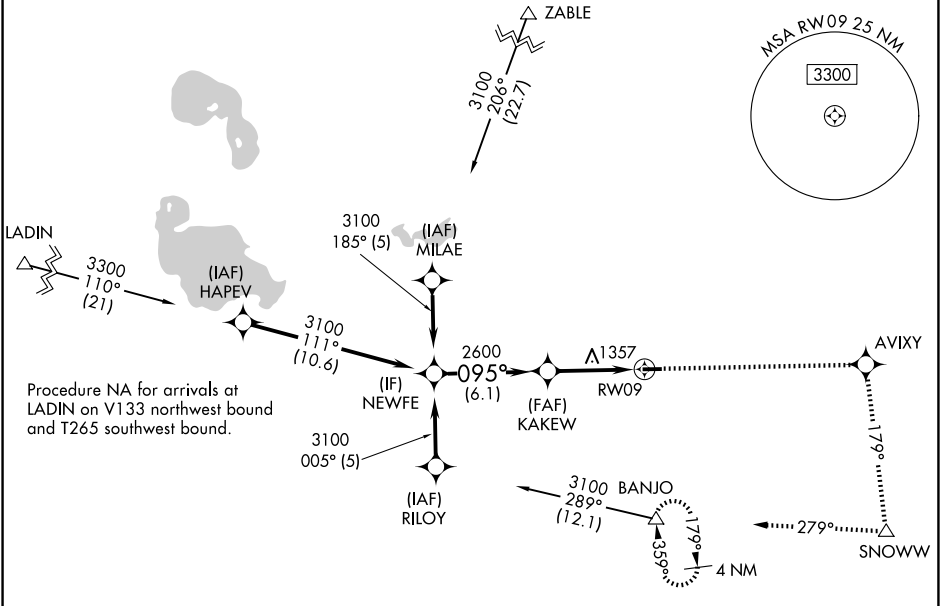
APP CRS	Rwy Ldg	5000
095°	TDZE	882
	Apt Elev	882

RNAV (GPS) RWY 9

WEST BRANCH COMMUNITY (Y31)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct AVIXY and via track 179° to SNOWW and via track 279° to BANJO and hold.
Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat A visibility ¼ mile and Cat C/D ½ mile, increase Circling Cat A visibility ¼ mile and Cat C/D ½ mile. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.	

AWOS-3P 119.575	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 122.8 (CTAF)
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ELEV 882		TDZE 882	
Procedure Turn NA		4000 AVIXY	
NEWFE		SNOWW	
KAKEW		BANJO	
RWY 09		RWY 27	
6.1 NM		5.2 NM	
CATEGORY		A	
LNAV MDA		1660-1	
CIRCLING		1660-1	
B		1660-1¼	
C		1660-2¼	
D		1660-2½	
RWY 9 and 27		RWY 9-27	

WEST BRANCH, MICHIGAN

AL-5933 (FAA)

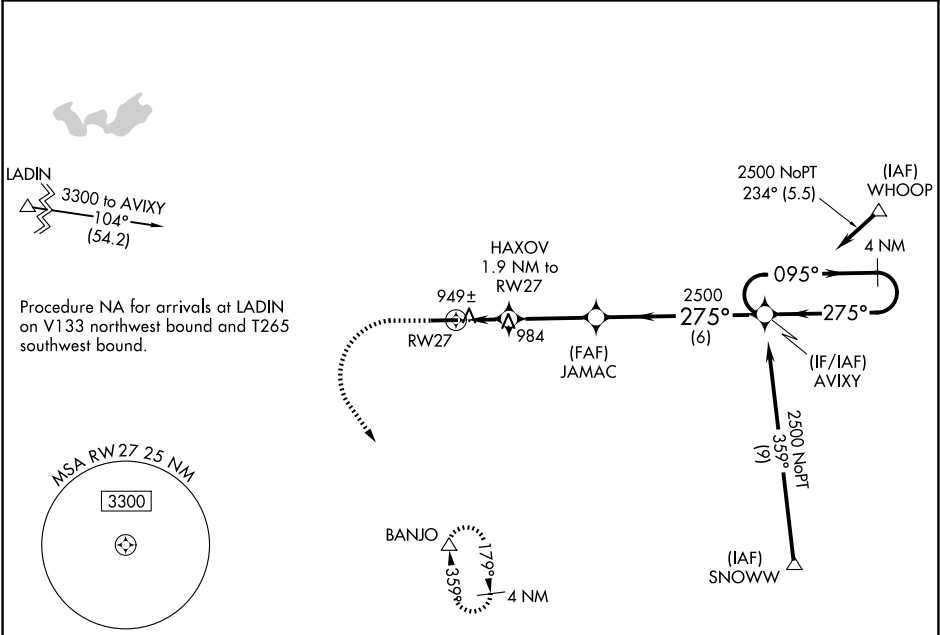
26022

WAAS CH 53541 W27A	APP CRS 275°	Rwy Ldg TDZE Apt Elev 877 882	5000
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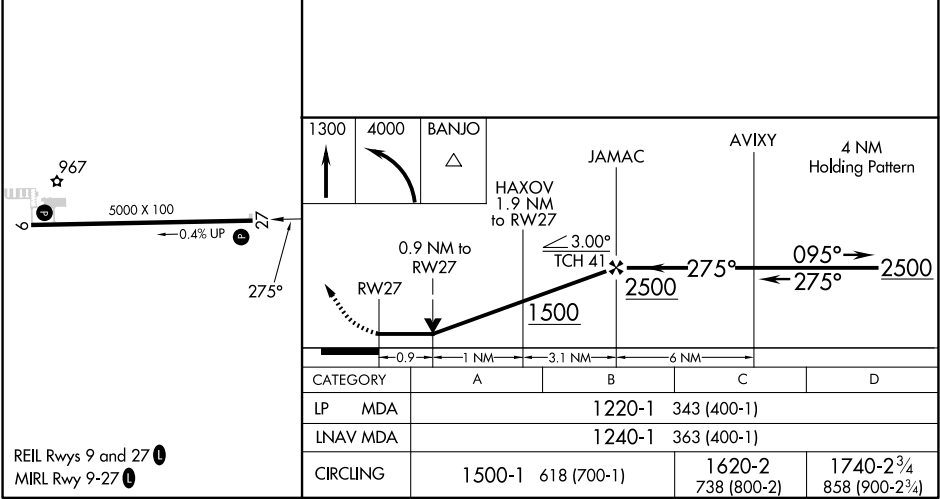
RNAV (GPS) RWY 27
WEST BRANCH COMMUNITY (Y31)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 240K until BANJO) Climb to 1300, then climbing left turn to 4000 direct BANJO and hold, continue climb-in-hold to 4000.
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AWOS-3P 119.575	MINNEAPOLIS CENTER 125.475 269.45	UNICOM 122.8 (CTAF) 0
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ELEV 882	TDZE 877
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APP CRS
018°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
756

RNAV (GPS)-A
OTTAWA EXEC (Z98)

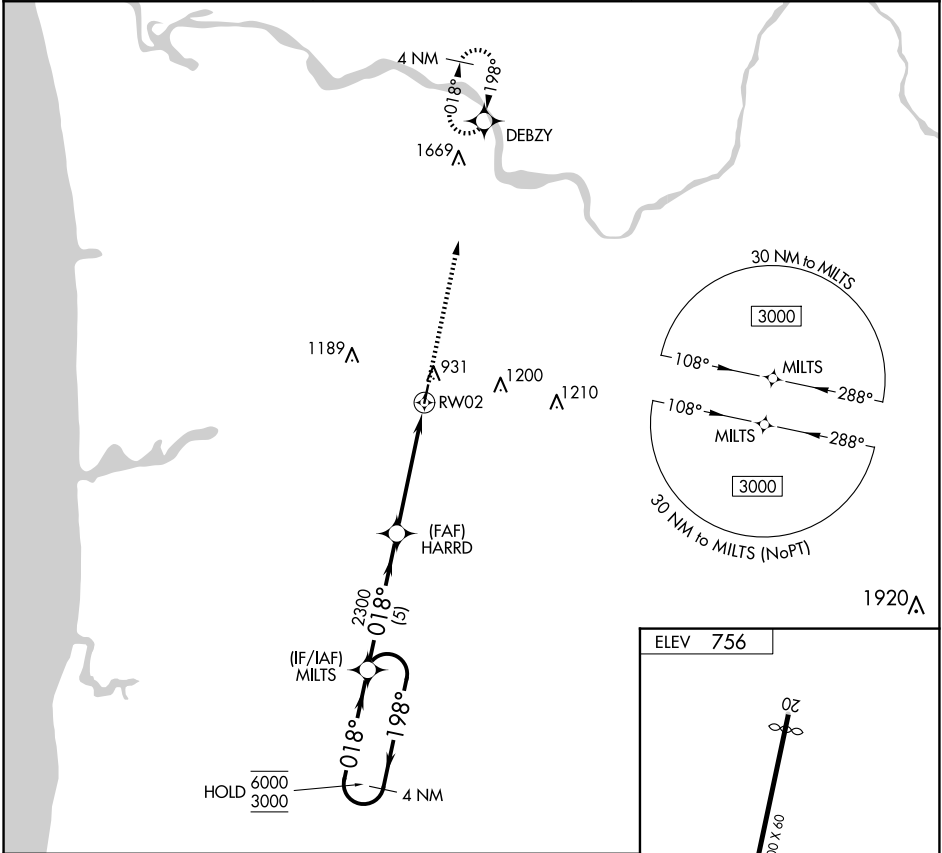
RNP APCH - GPS.

NA

Procedure NA at night. Circling NA west of Rwy 2-20.
Rwy 2 and 20 helicopter visibility reduction below 1 SM NA.
Use BIV altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
DEBZY and hold.

BIV ASOS-3 119.025	GREAT LAKES APP CON 128.4 257.6	CTAF 122.90 0
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4 NM Holding Pattern

MILTS

HARRD

3000

DEBZY

6000

3000

198°

018°

018°

198°

3.00° TCH 40

2300

5 NM

4.8 NM

RW02

CATEGORY	A	B	C	D
CIRCLING	1320-1 564 (600-2)	1380-1 624 (700-1)	NA	

ELEV 756

20

3800 X 60

0.11% UP

2

018°

URL Rwy 2 and 20 0

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

The map displays the United States divided into 20 ecoregions, each labeled with a code and a color-coded background. The ecoregions are:

- NW-1** (Dark Gray): Washington, Oregon, Idaho, Montana, Wyoming, Nevada, Utah, Arizona.
- SW-2** (Dark Gray): California, Sacramento, Monterey, Los Angeles, San Diego.
- SW-3** (Dark Gray): California, Los Angeles, San Diego.
- SW-4** (Light Gray): Utah, Arizona.
- SW-1** (Light Gray): Colorado, New Mexico.
- NC-1** (Light Gray): North Dakota, South Dakota, Nebraska, Kansas, Oklahoma.
- NC-2** (Light Gray): Kansas, Oklahoma.
- NC-3** (Dark Gray): Iowa, Missouri, Arkansas, Louisiana.
- EC-3** (Light Gray): Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- EC-1** (Dark Blue): Michigan, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- EC-2** (Dark Gray): Indiana, Ohio, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- EC-4** (Dark Gray): Indiana, Ohio, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- NE-1** (Dark Gray): Maine, New Hampshire, Vermont, New York, Connecticut, Rhode Island, Massachusetts, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- NE-2** (Light Gray): New York, Connecticut, Rhode Island, Massachusetts, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- NE-3** (Dark Gray): New York, Connecticut, Rhode Island, Massachusetts, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- NE-4** (Light Gray): New York, Connecticut, Rhode Island, Massachusetts, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- SE-1** (Dark Gray): Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida.
- SE-2** (Light Gray): North Carolina, South Carolina, Georgia, Florida.
- SE-3** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SE-4** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SE-5** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SC-1** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SC-2** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SC-3** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SC-4** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.
- SC-5** (Dark Gray): North Carolina, South Carolina, Georgia, Florida.

The map includes state boundaries and names, and a legend on the right side.

AREA OF COVERAGE



NGA REF. NO. OK-10-2859 **TERMXFAABTPPEC1**

EFF. DATE 26246