

LOC/DME I-LSW	APP CRS	Rwy Idg	23R	23L
<b>109.5</b>	<b>233°</b>	TDZE	<b>5596 712</b>	<b>7543 710</b>
Chan <b>32</b>		Apt Elev	<b>716 716</b>	

ILS or LOC RWY 23L  
WILLOW RUN (YIP)

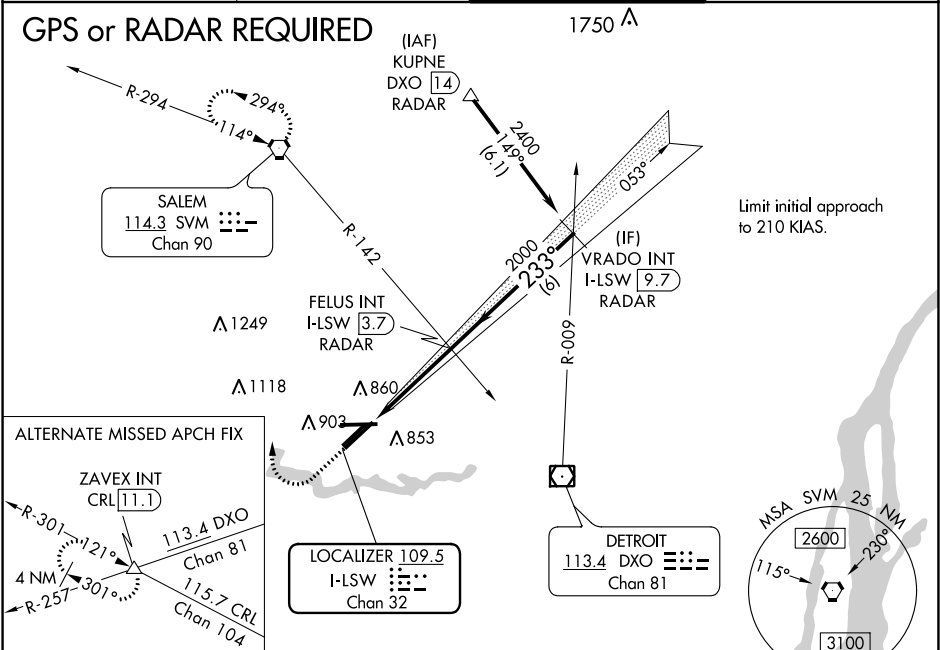
**⚠** Inoperative table does not apply to S-ILS 23L.  
**⚠** For inoperative MALSR, increase S-LOC 23L Cat A/B visibility to 1 mile.  
Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MALSR

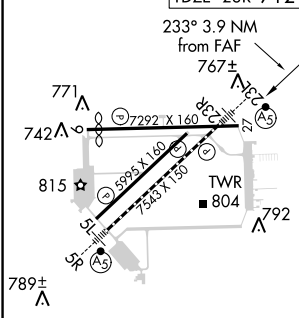
**A5**

MISSED APPROACH: Climb to 1400 then dimbing right turn to 3000 direct SVM VORTAC and hold.

ATIS <b>127.425</b>	DETROIT APP CON <b>118.95 284.0</b>	WILLOW RUN TOWER <b>125.275 256.9</b>	GND CON <b>119.975</b>
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ELEV 716	<b>D</b>	TDZE 23L 710
		TDZE 23R 712



TDZ/CL Rwy 5R					
HIRL Rwy 5R-23L					
MIRL Rwy 5L-23R, and 9-27					
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

1400	3000	SVM	Use I-LSW DME when on the LOC course.		VRADO INT I-LSW <u>9.7</u> RADAR
*LOC only.					
*I-LSW <u>1</u>					
I-LSW DME Ant.					
FELUS INT I-LSW <u>3.7</u> RADAR					
2000					
233°					
2400					
GS 3.00° TCH 57					
1.2 NM 2.7 NM 6 NM					
CATEGORY	A		B	C	D
S-ILS 23L			960- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
S-LOC 23L			1140- <sup>3</sup> / <sub>4</sub>	430 (500- <sup>3</sup> / <sub>4</sub> )	
SIDESTEP RWY 23R	1140-1 428 (500-1)			1140-1½ 428 (500-1½)	1140-2 428 (500-2)
<b>C</b> CIRCLING	1220-1 504 (600-1)			1220-1½ 504 (600-1½)	1400-2¼ 684 (700-2¼)