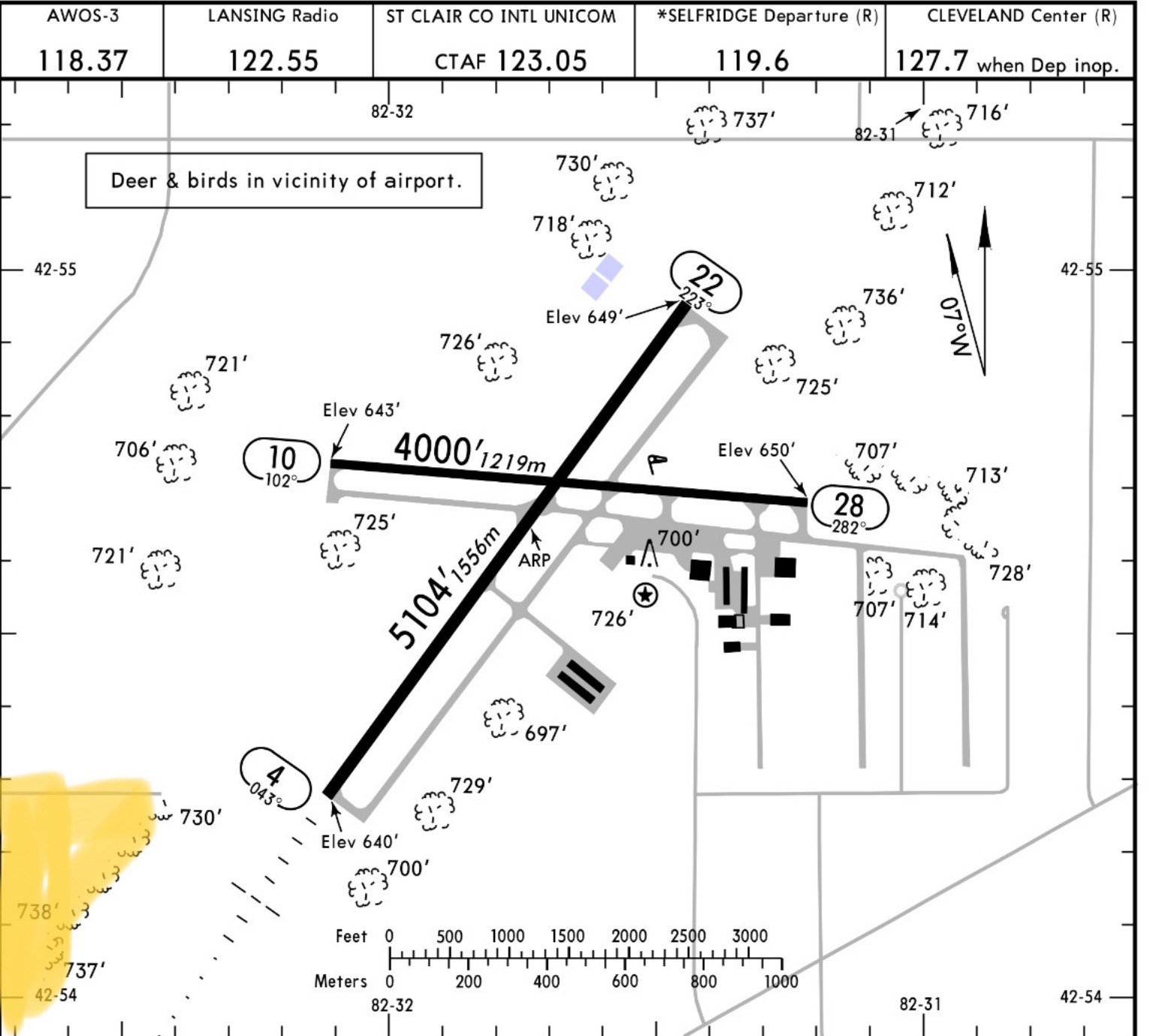


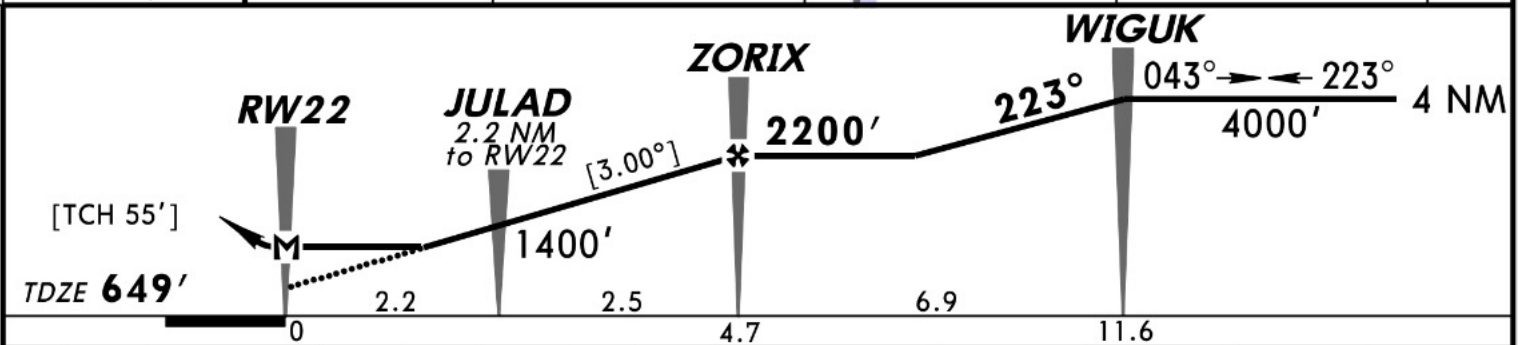
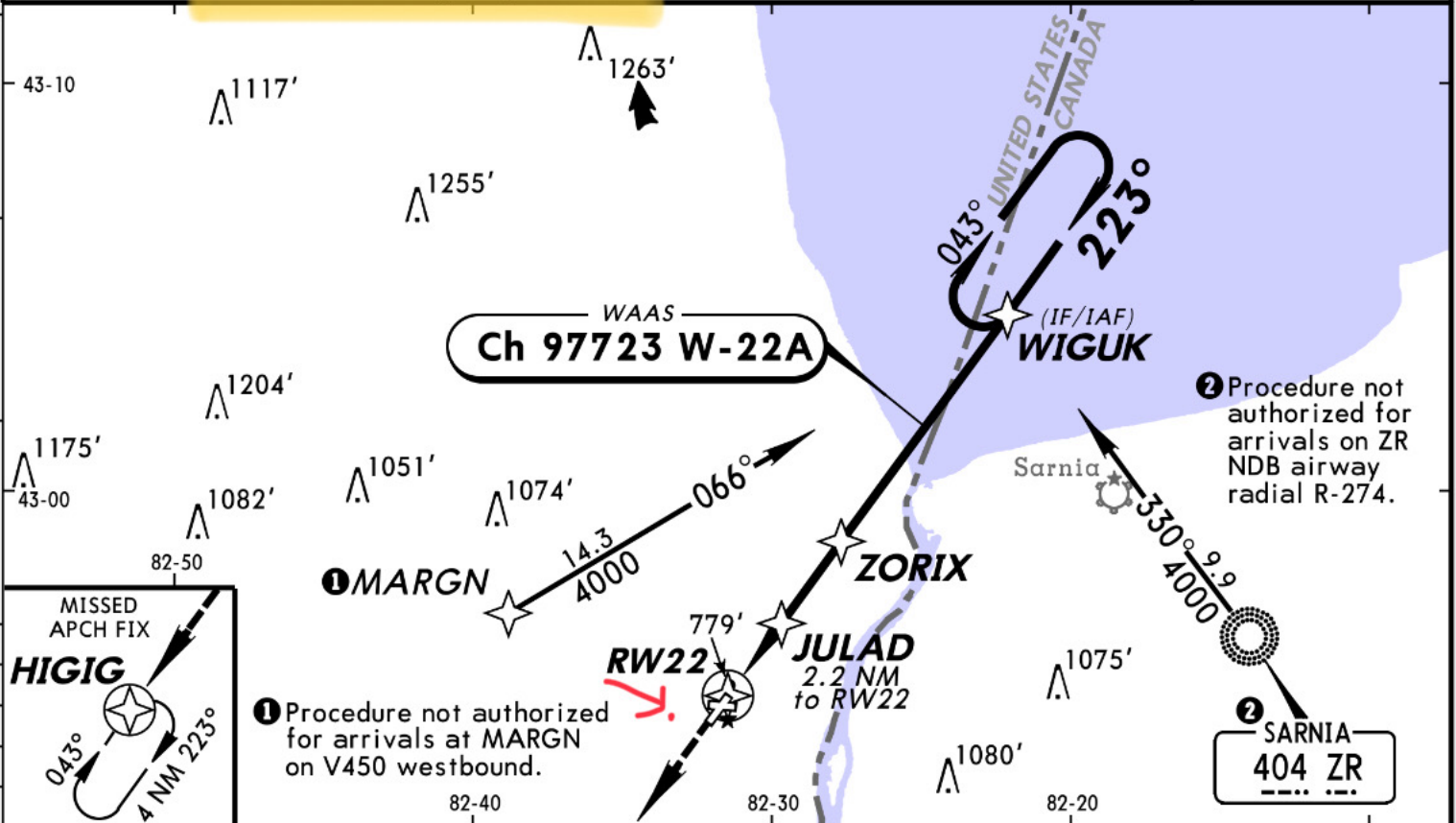


ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
					Threshold	TAKE-OFF
4	① HIRL	① MALSR	PAPI-L (angle 3.0°)	grooved		
22	① HIRL	① REIL	PAPI-L (angle 3.0°)	grooved		
10	① MIRL	① REIL	PAPI-L (angle 3.00°)			
28	① MIRL	① REIL	PAPI-L (angle 3.50°)			

① Activate on 123.05.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys			Authorized Only When Local Weather Available	
Adequate Vis Ref		STD	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22	Other
1 & 2 Eng	1/4	1	800-2	NA
3 & 4 Eng		1/2		

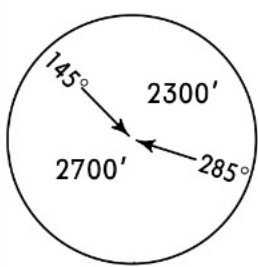
AWOS-3 118.37	*SELFRIDGE Approach (R) 119.6	CLEVELAND Center (R) 127.7 when App inop.	LANSING Radio 122.55	ST CLAIR CO INTL UNICOM CTAF 123.05
WAAS Ch 97723 W-22A	Final Apch Crs 223°	Minimum Alt ZORIX 2200' (1551')	LP MDA(H) (CONDITIONAL) 1020' (371')	Apt Elev 650' TDZE 649'
MISSED APCH: Climb to 4000' direct HIGIG and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Night Landing: Rwy 10, 22, 28 not authorized. 2. Use local altimeter setting; if not received, use Troy altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident. 5. Helicopter visibility reduction below 1 SM not authorized. 6. Pilot controlled lighting 123.05.				
				2700' MSA RW22

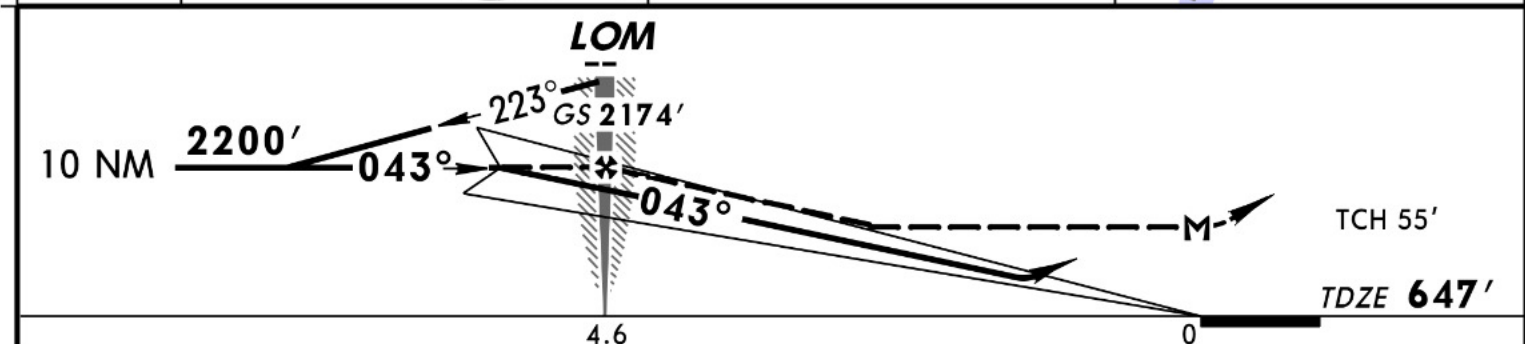
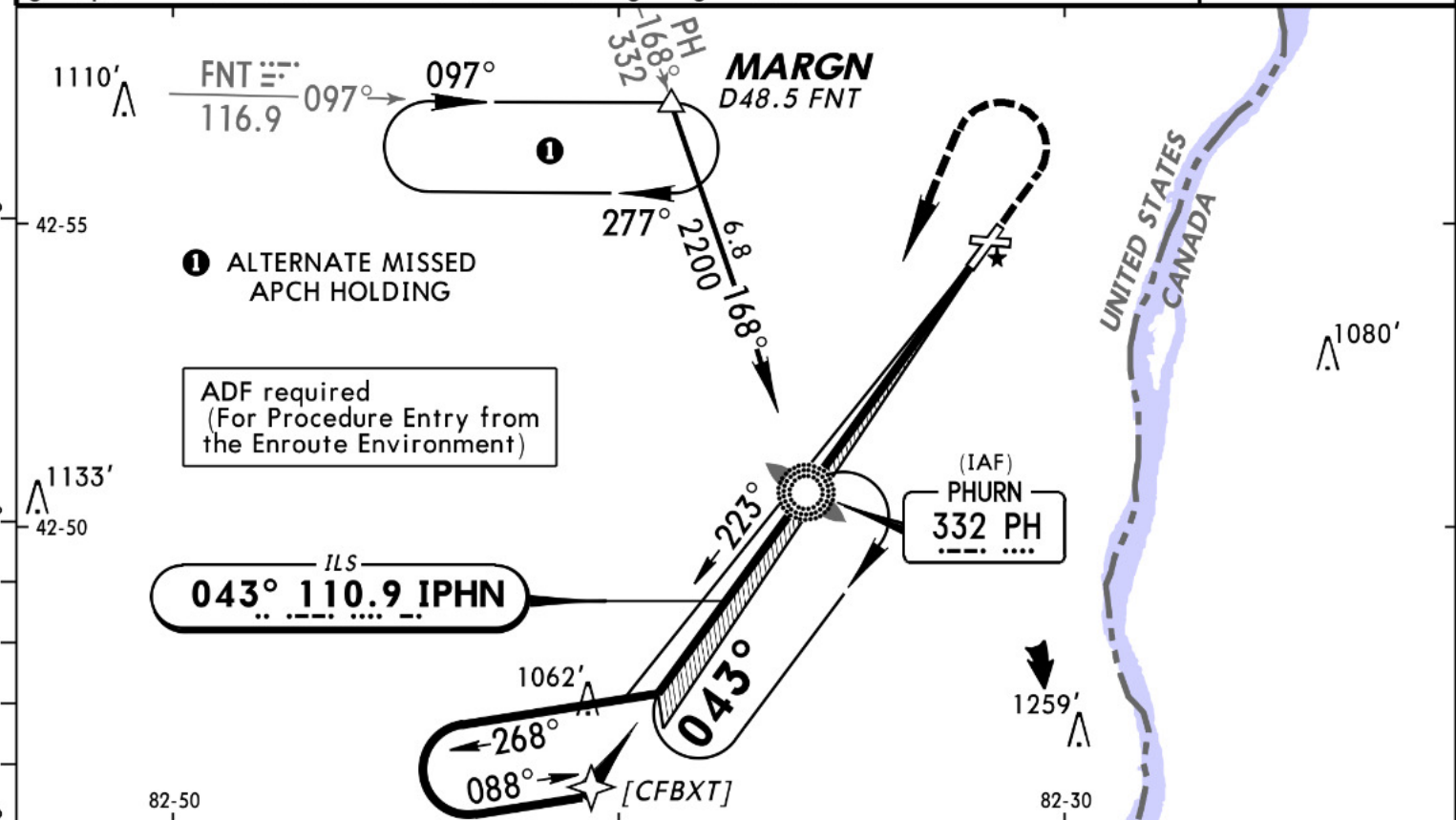


Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	4000' ↑	D→	HIGIG
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at RW22											

TERPS		STRAIGHT-IN LANDING RWY 22 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
		LP MDA(H) 1020' (371')	LNAV MDA(H) 1040' (391')	Max Kts	MDA(H)
A	1	1	1	90	1160' (510') - 1
B			1 1/8	120	1260' (610') - 1 3/4
C		140		1260' (610') - 2	
D		165			
		With Troy Altimeter Setting		Max Kts	MDA(H)
		LP MDA(H) 1120' (471')	LNAV MDA(H) 1140' (491')	Max Kts	MDA(H)
A	1	1	1	90	1260' (610') - 1
B				120	1360' (710') - 2
C	1 3/8	1 3/8	1 3/8	140	1360' (710') - 2 1/4
D				165	

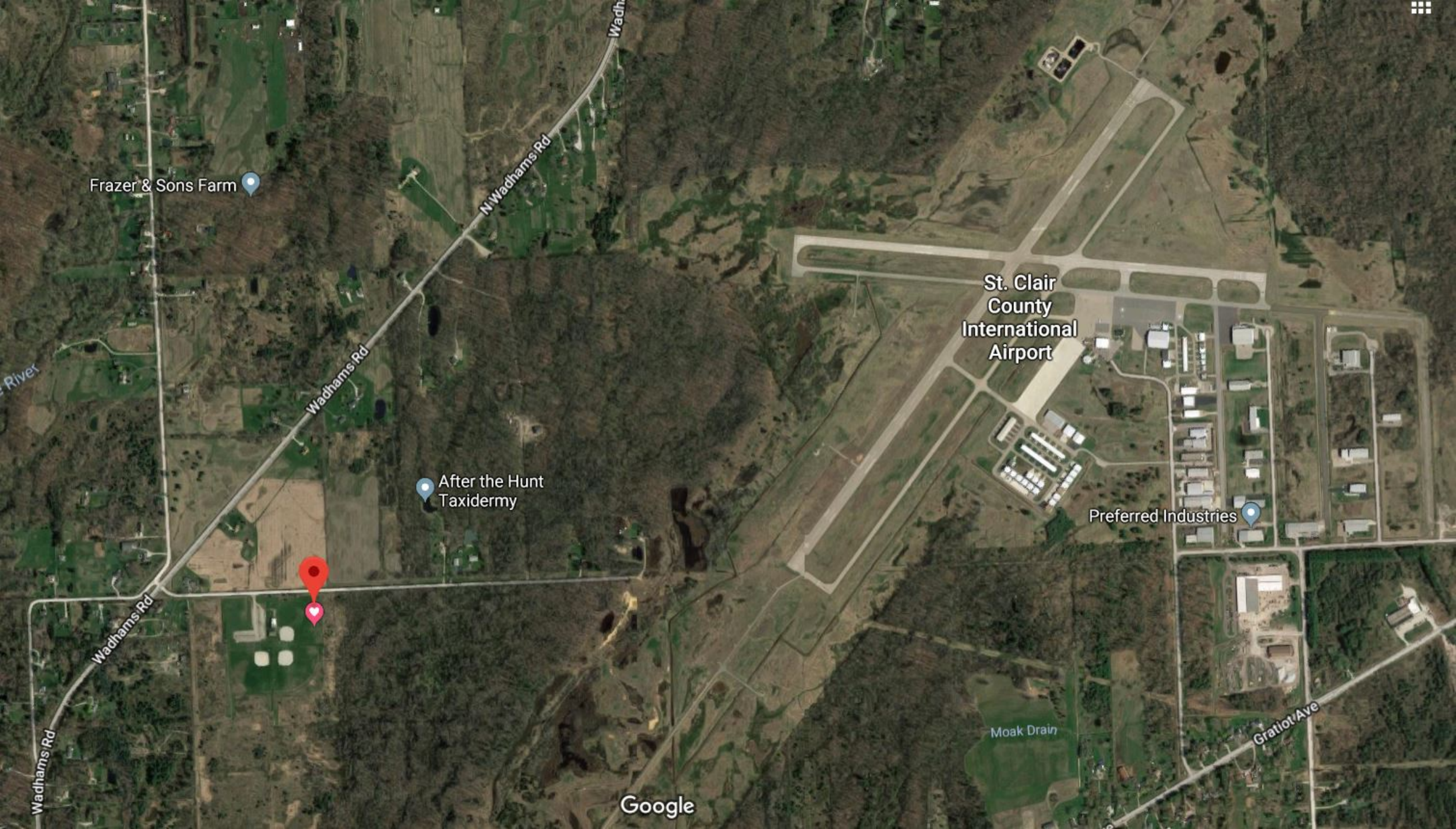
BRIEFING STRIP™

AWOS-3 118.37	*SELFRIDGE Approach (R) 119.6	CLEVELAND Center (R) 127.7 when App inop.	LANSING Radio 122.55	ST CLAIR CO INTL UNICOM CTAF 123.05
LOC IPHN 110.9	Final Apch Crs 043°	GS LOM 2174' (1527')	ILS DA(H) (CONDITIONAL) 847' (200')	Apt Elev 650' TDZE 647'
MISSED APCH: Climb to 2500' then climbing LEFT turn to 4000', direct PH LOM and hold, continue to climb-in-hold to 4000', or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Night Landing: Rwy 10, 22, 28 not authorized. 3. Use local altimeter setting; if not received, use Troy altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 123.05.				
				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2500'	4000'		PH
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	→	332
LOM to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43						

TERPS						STRAIGHT-IN LANDING RWY 4 With Local Altimeter Setting			CIRCLE-TO-LAND		
ILS DA(H) 847' (200')			LOC (GS out) MDA(H) 1100' (453')			With Local Altimeter Setting			With Troy Altimeter Setting		
FULL			RAIL or ALS out			RAIL out			RAIL out		
A			1/2			3/4			1		
B			3/4			7/8			1 3/8		
C			1/2			1			1 3/8		
D			3/4			7/8			1 3/8		
A			1/2			3/4			1		
B			3/4			7/8			1 3/8		
C			1/2			1			1 3/8		
D			3/4			7/8			1 3/8		



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