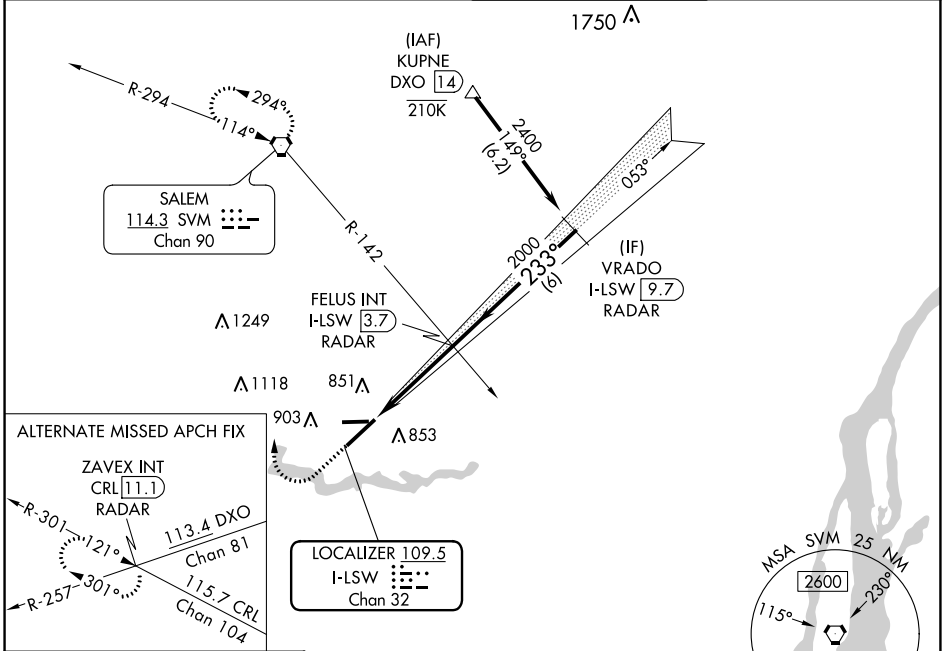


LOC/DME I-LSW <b>109.5</b> Chan <b>32</b>	APP CRS <b>233°</b>	Rwy Idg <b>7543</b> TDZE <b>710</b> Apt Elev <b>716</b>
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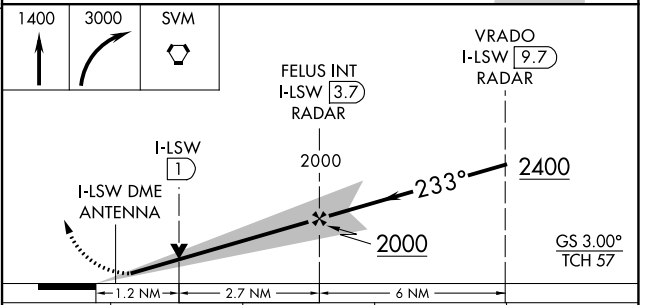
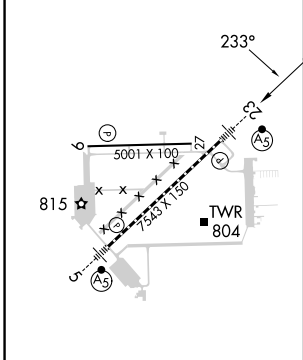
# ILS or LOC RWY 23

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 <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>



ELEV 716	<b>D</b>	TDZE 710
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	TDZ/CL Rwy 5 HIRL Rwy 5-23 MIRL Rwy 9-27			
	CATEGORY			
	A		B	
S-ILS 23	910-1/2		200 (200-1/2)	
S-LOC 23	1140-1/2 430 (500-1/2)		1140-3/4 430 (500-3/4)	
<b>C</b> CIRCLING	1220-1 504 (600-1)		1220-1 1/2 504 (600-1 1/2) 1400-2 1/4 684 (700-2 1/4)	
Knots	60	90	120	150
Min:Sec	3:54	2:36	1:57	1:34

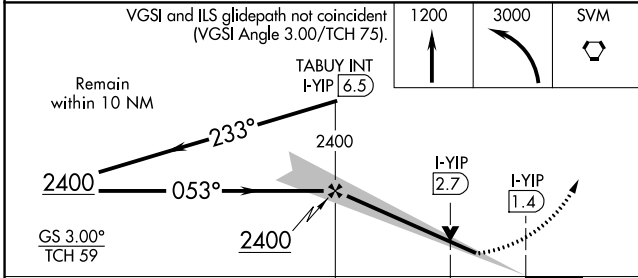
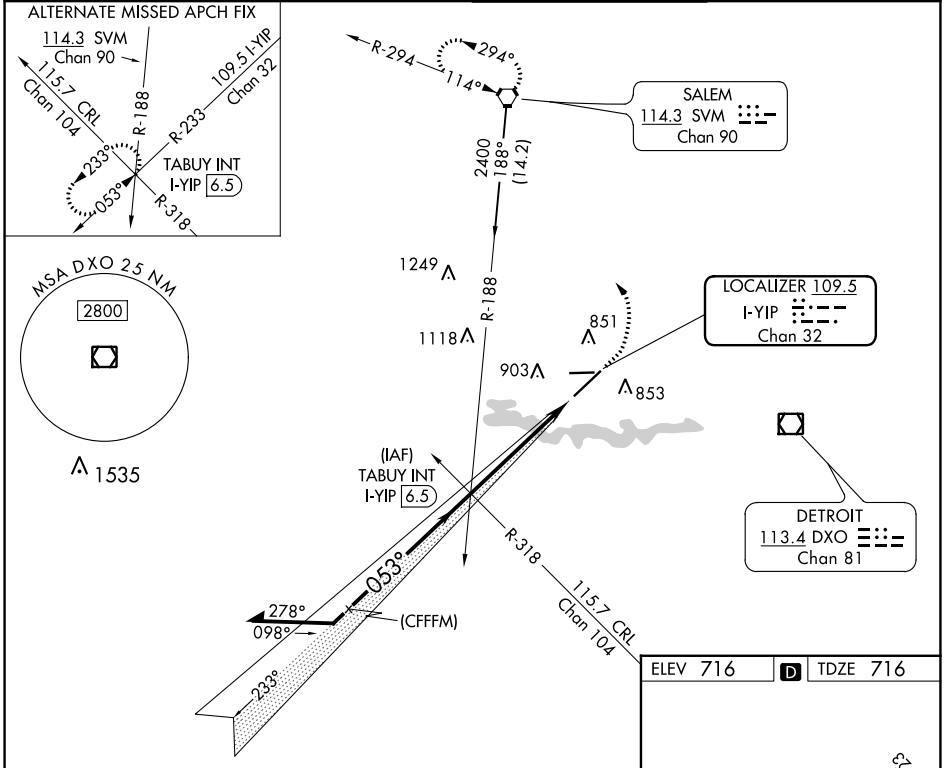
LOC/DME I-YIP <b>109.5</b> Chan <b>32</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>7543</b> <b>716</b> <b>716</b>
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# ILS or LOC RWY 5

WILLOW RUN (YIP)

<p><b>▽</b> For inop ALS, increase S-LOC 5 <b>△</b> Cats C/D visibility to 1½ SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct SVM VORTAC and hold.</p>
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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 716
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TDZ/CL Rwy 5  
HIRL Rwy 5-23  
MIRL Rwy 9-27

Knots	60	90	120	150	180
	Min:Sec	5:06	3:24	2:33	2:02

CATEGORY	A	B	C	D
S-ILS 5	916/18 200 (200-½)			
S-LOC 5	1200/24	484 (500-½)	1200/50	484 (500-1)
<b>C</b> CIRCLING	1220-1	504 (600-1)	1220-1½ 504 (600-1½)	1400-2¼ 684 (700-2¼)

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EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>65744</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg <b>7543</b> TDZE <b>710</b> Apt Elev <b>716</b>
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# RNAV (GPS) RWY 23

WILLOW RUN (YIP)

RNP APCH - GPS.

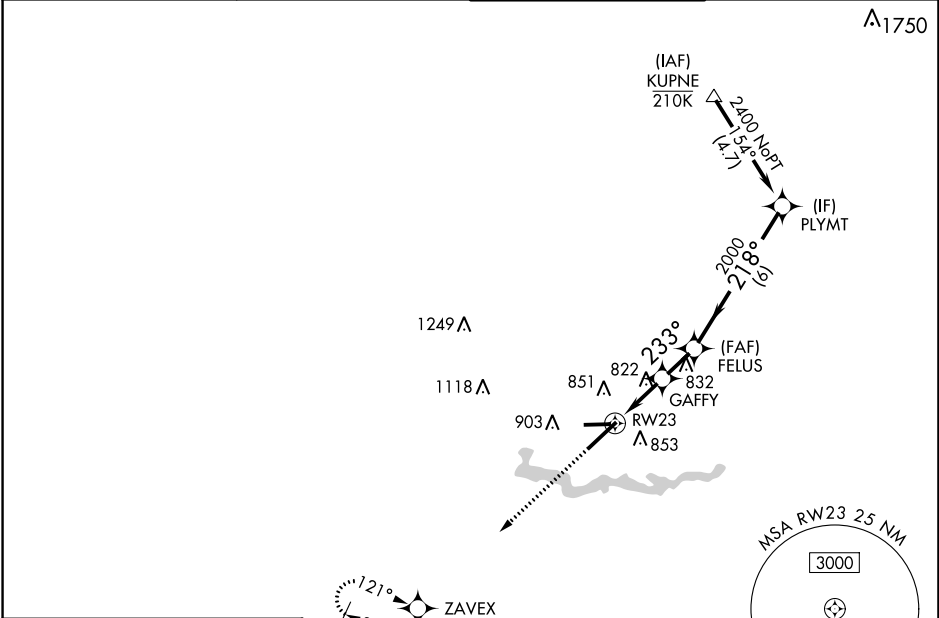
**⚠** For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, LNAV Cats C/D visibility to 1 SM.

MALSR

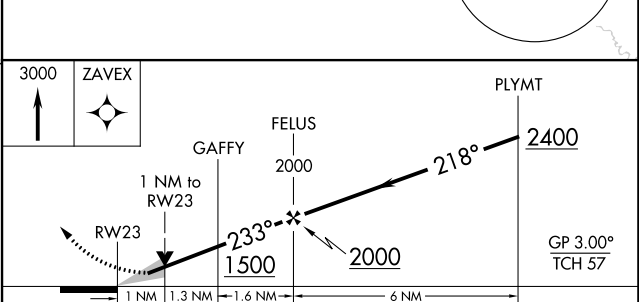
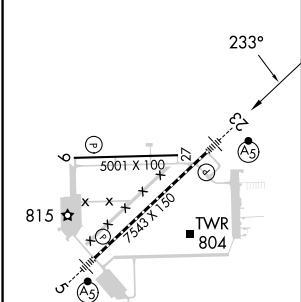


**MISSED APPROACH:**  
Climb to 3000 direct ZAVEX and hold, continue climb-in-hold to 3000.

ATIS <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 710
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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)
<b>C</b> CIRCLING	1 220-1	504 (600-1)	1220-1½ 504 (600-1½)	1400-2¼ 684 (700-2¼)

TDZ/CL Rwy 5  
HIRL Rwy 5-23  
MIRL Rwy 9-27

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>78144</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>7543</b> <b>716</b> <b>716</b>
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# RNAV (GPS) RWY 5

WILLOW RUN (YIP)

RNP APCH - GPS.

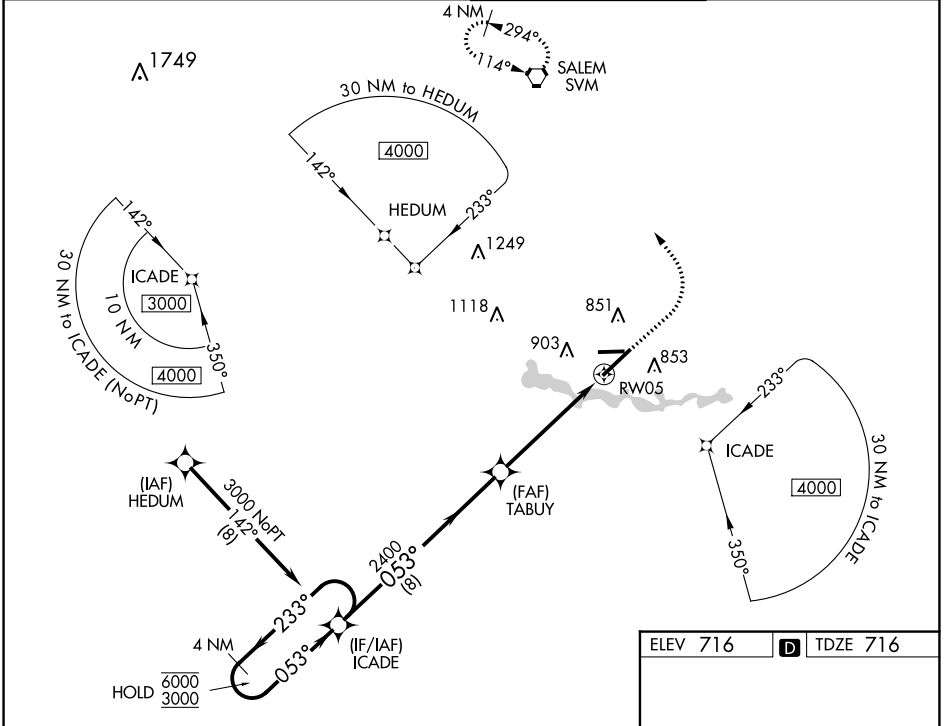
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cats C/D visibility to 1 $\frac{3}{8}$  SM.

MALSR

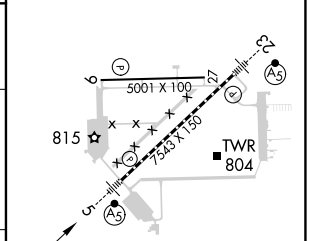
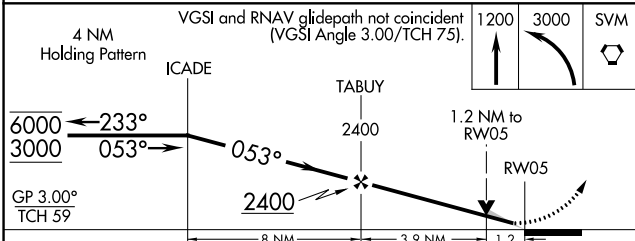


MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct SVM VORTAC and hold.

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 716
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CATEGORY	A	B	C	D
LPV DA	916/18 200 (200- $\frac{1}{2}$ )			
LNAV/VNAV DA	1121/40 405 (500- $\frac{3}{4}$ )			
LNAV MDA	1200/24	484 (500- $\frac{1}{2}$ )	1200/50	484 (500-1)
<b>C</b> CIRCLING	1220-1	504 (600-1)	1220-1 $\frac{1}{2}$ 504 (600-1 $\frac{1}{2}$ )	1400-2 $\frac{1}{4}$ 684 (700-2 $\frac{1}{4}$ )

TDZ/CL Rwy 5  
HIRL Rwy 5-23  
MIRL Rwy 9-27

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

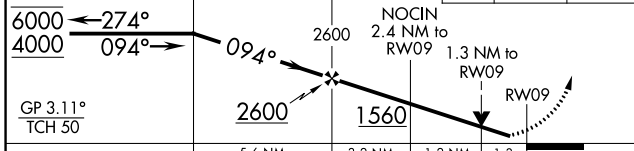
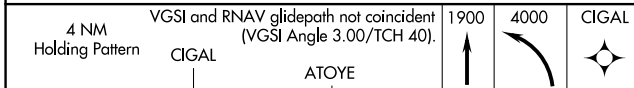
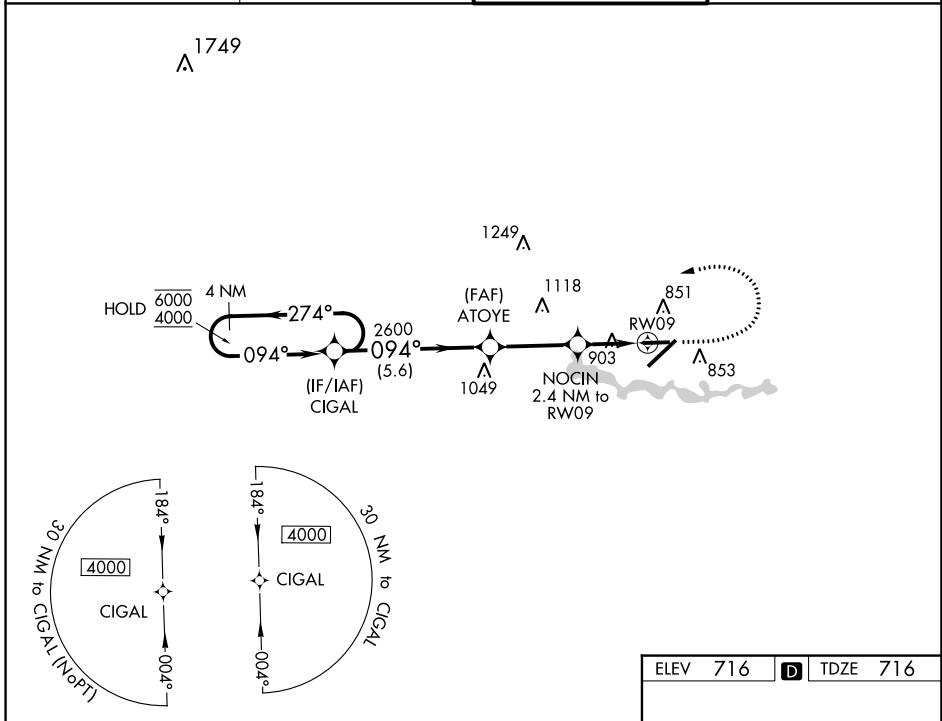
WAAS CH <b>73035</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>716</b> <b>716</b>
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# RNAV (GPS) RWY 9

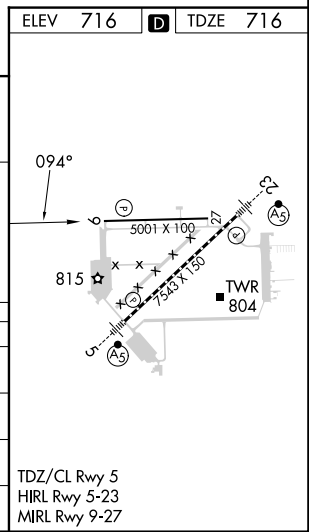
WILLOW RUN (YIP)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct CIGAL and hold, continue climb-in-hold to 4000.
<b>▼</b> Rwy 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.	

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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CATEGORY	A	B	C	D
LPV DA	966-3/4		250 (300-3/4)	
LNAV/VNAV DA	1201-13/8		485 (500-13/8)	
LNAV MDA	1160-1	444 (500-1)	1160-13/8	444 (500-13/8)
<b>C</b> CIRCLING	1220-1	504 (600-1)	1220-1 1/2 504 (600-1 1/2)	1400-2 1/4 684 (700-2 1/4)



EC-1, 22 FEB 2024 to 21 MAR 2024

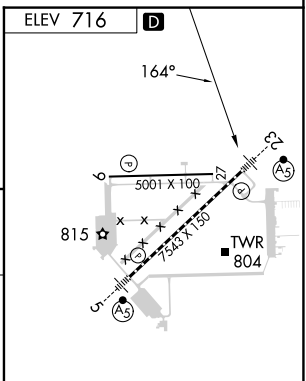
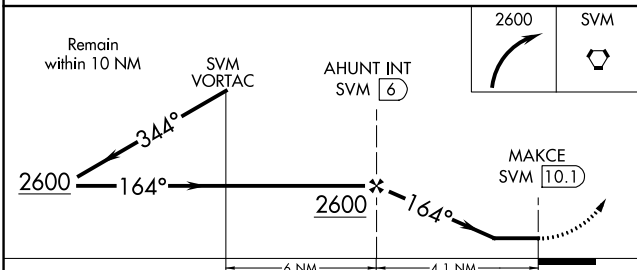
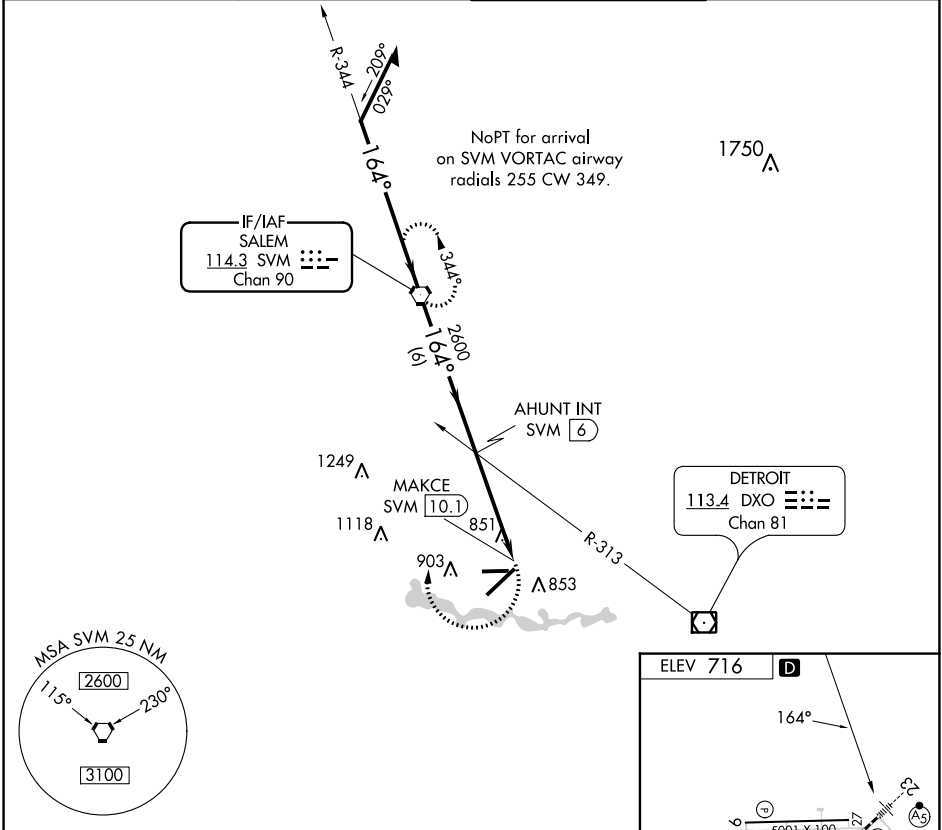
EC-1, 22 FEB 2024 to 21 MAR 2024

VORTAC SVM <b>114.3</b> Chan <b>90</b>	APP CRS <b>164°</b>	Rwy Idg N/A TDZE N/A Apt Elev <b>716</b>
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**VOR-A**  
WILLOW RUN (YIP)

**⚠** Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climbing right turn to 2600 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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TDZ/CL Rwy 5  
HIRL Rwy 5-23  
MIRL Rwy 9-27

FAF to MAP 4.1 NM	
Knots	60 90 120 150 180
Min:Sec	4:06 2:44 2:03 1:38 1:22

CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1420-1 704 (800-1)		1420-2 704 (800-2)	1420-2 1/4 704 (800-2 1/4)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024