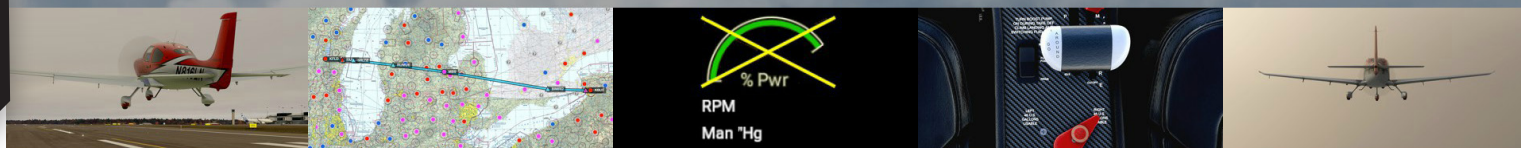


THAT SLOW SINKING SENSATION



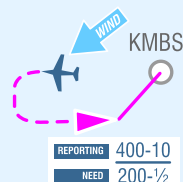
Statistics say a partial power failure is three to five times more likely than a complete power failure. But that might mean three times as many options and a paralysis of indecision. How will you weigh your options to take the best prompt action without simply making a snap judgment?

SCENARIO

CHOICES

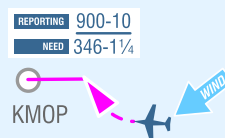
CHOICE 1

Head for Saginaw (KMBS).



CHOICE 2

Head for Mount Pleasant (KMOP).



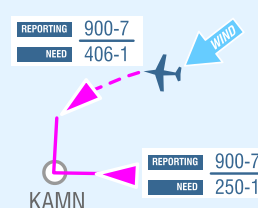
CHOICE 3

Head for Midland (KIKW).



CHOICE 4

Head for Gratiot Community (KAMN).

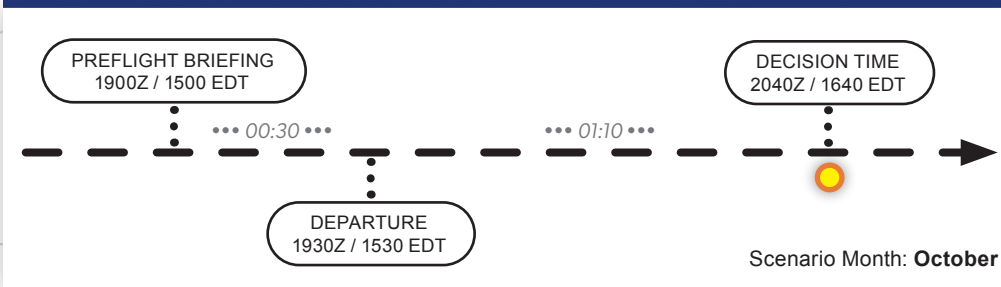


CHOICE 5

Pull the chute and shut down the engine immediately. The unknown fuel issue is too risky.



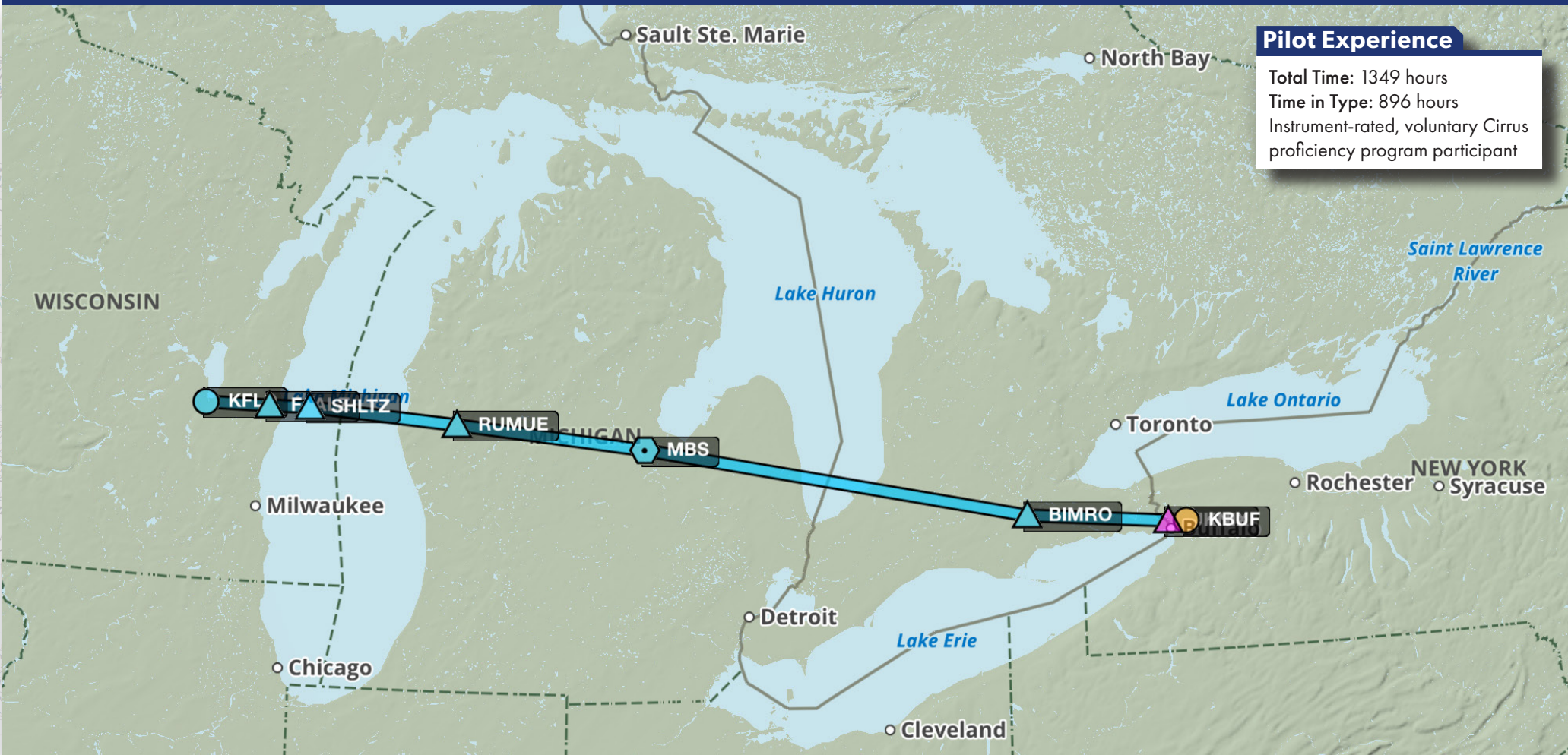
Timeline



Flight Planning Information

Aircraft Cirrus SR22 G6	Estimated Flight Time (hh:mm) 02:17	
Cruise Altitude 8000 feet	Fuel on Board (hh:mm) 05:47	
Cruise Speed 170 KTS	Number Aboard 1	
Departure KBUF	Destination KFLD	Alternate KGRB
Route UKNIX T608 BIMRO MBS RUMUE SHLTZ FAALZ		

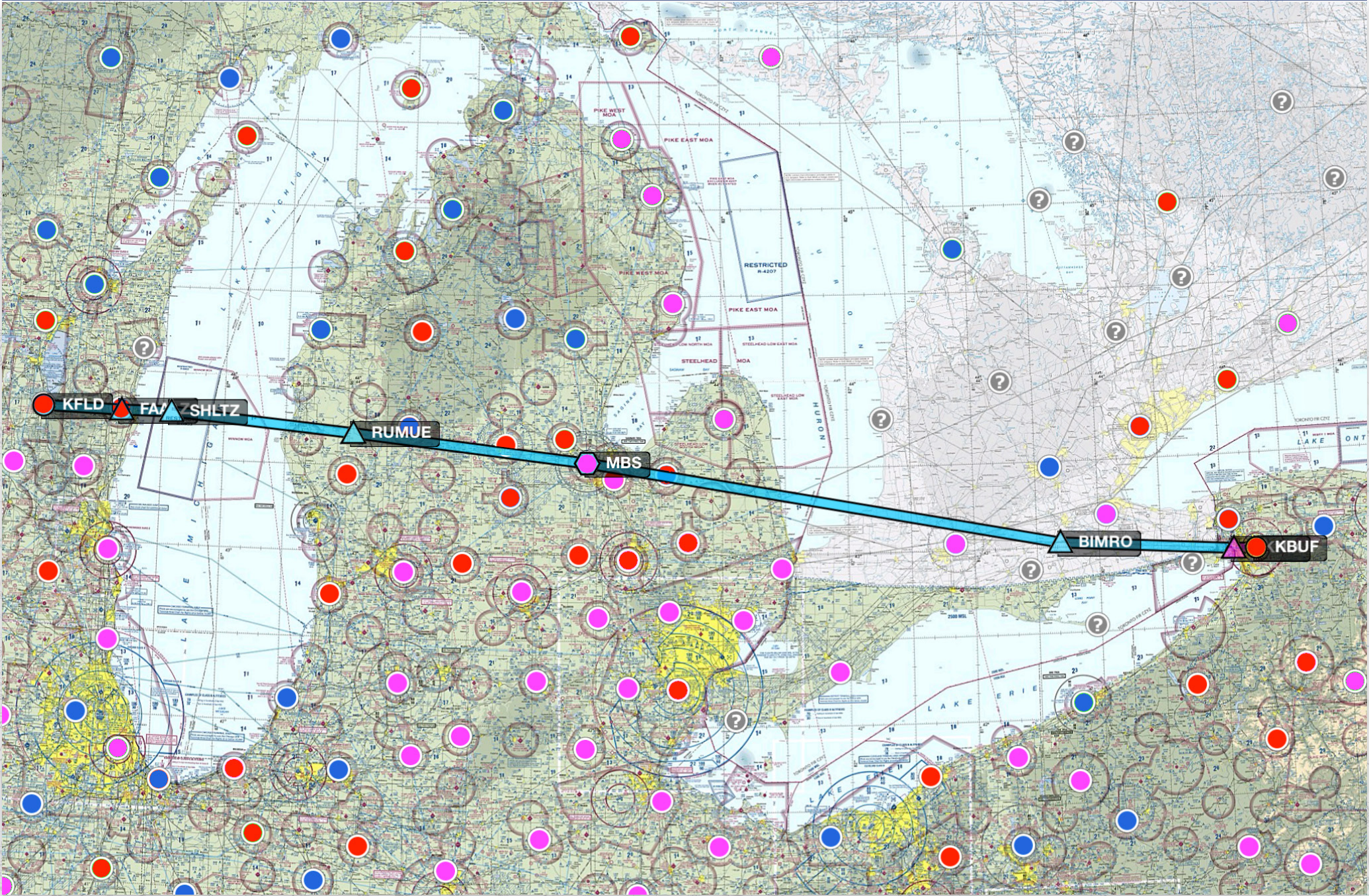
Scenario Area



Pilot Experience

Total Time: 1349 hours
Time in Type: 896 hours
Instrument-rated, voluntary Cirrus proficiency program participant

Flight Categories (Preflight)



METARs and TAFs (Preflight)

Departure

KBUF 281854Z 03005KT 1 1/2SM -DZ BR BKN005 OVC011 09/09
A2970

Enroute

CYHM 281900Z 02011KT 1/8SM R12/2600V3500FT/N -DZ FG VV002
05/05 A2971

CYXU 281900Z 07008KT 1 1/4SM R15/5500VP6000FT/D -RA BR
BKN004 OVC015 08/07 A2969

CYZR 281900Z AUTO 05007KT 2SM BR BKN004 OVC009 07/07 A2970

TAF AMD CYZR 281817Z 2819/2903 VRB03KT 6SM BR SCT005 OVC010
TEMPO 2901/2903 1 1/2SM -DZ BR BKN005 OVC010
RMK FCST BASED ON AUTO OBS. NXT FCST BY 290900Z

KCFS 281855Z AUTO 01003KT 5SM BR OVC007 07/07 A2971

SPECI KMBS 281800Z 03014KT 1 1/2SM R23/5000VP6000FT BR
OVC003 06/05 A2976

KMOP 281855Z AUTO 04009KT 7SM OVC007 06/06 A2974

KRQB 281855Z AUTO 02008KT 7SM BKN010 OVC015 05/03 A2974

KSBM 281853Z AUTO 02008KT 7SM -RA OVC008 04/02 A2981

KSBM TAF - 28 nm E of KFLD

TAF KSBM 281734Z 2818/2918 01013G23KT 5SM -RA BR OVC006

FM281900 36013G23KT 4SM -RA BR OVC006

FM282200 01013G21KT 4SM -RA BR OVC006

FM290400 01012G21KT P6SM OVC006

PROB30 2904/2910 4SM -RASN BR OVC004

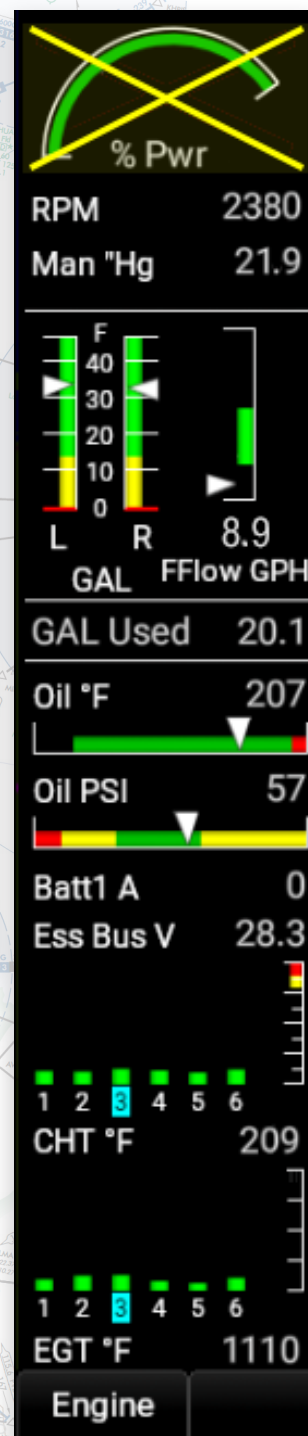
FM291200 36009KT P6SM OVC008

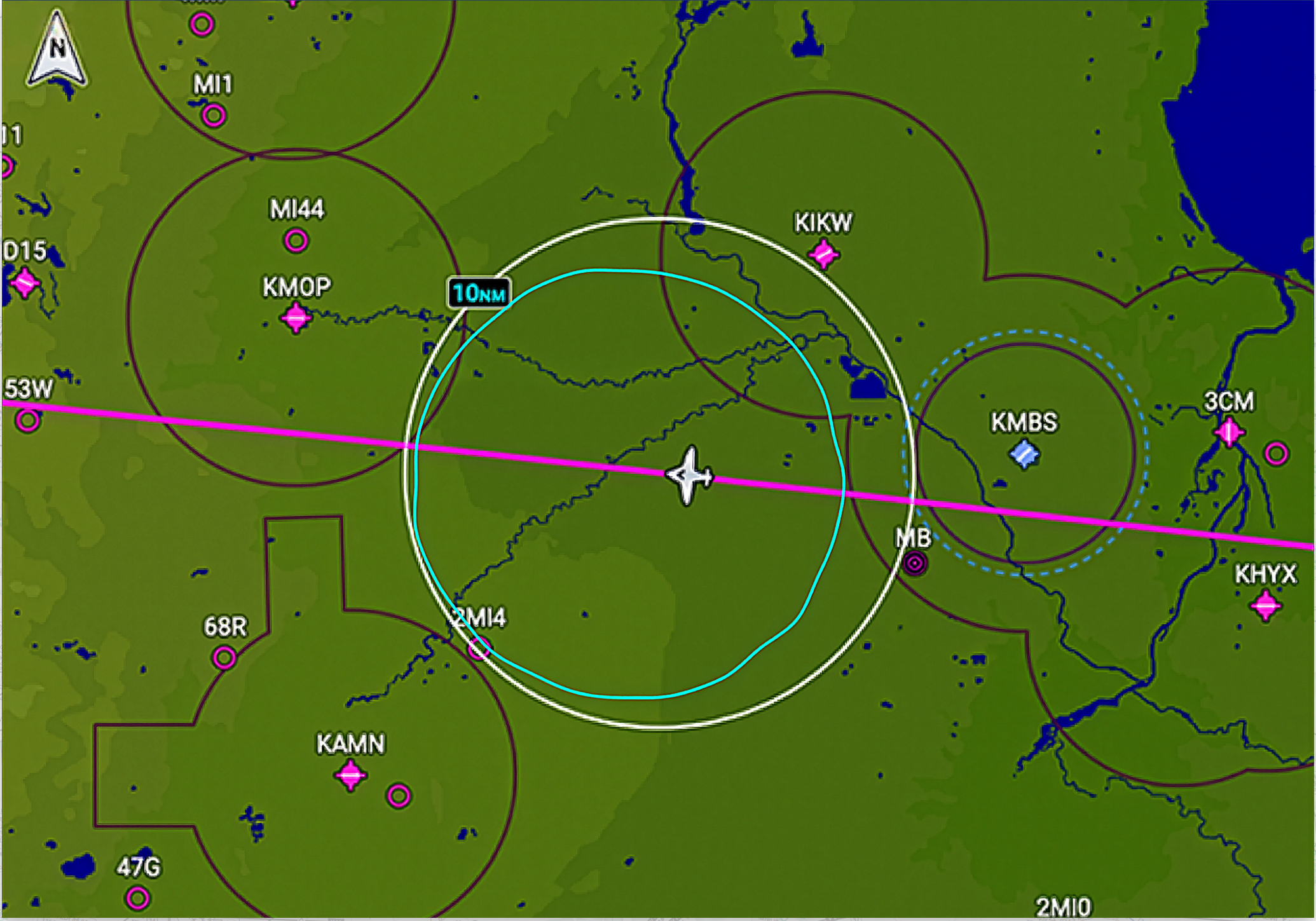
FM291600 35008KT P6SM BKN012

Destination

KFLD 281853Z AUTO 01014KT 10SM OVC008 04/02 A2984

PFD and Engine Instruments (Decision Time)





Flight Categories, METARs, and Wind (Decision Time)

KIKW METAR (Choice 3)

KIKW 282035Z AUTO 0000KT 10SM OVC010 06/05 A2974

KMOP METAR (Choice 2)

KMOP 282035Z AUTO 03007KT 10SM BKN009 OVC016 06/06 A2974

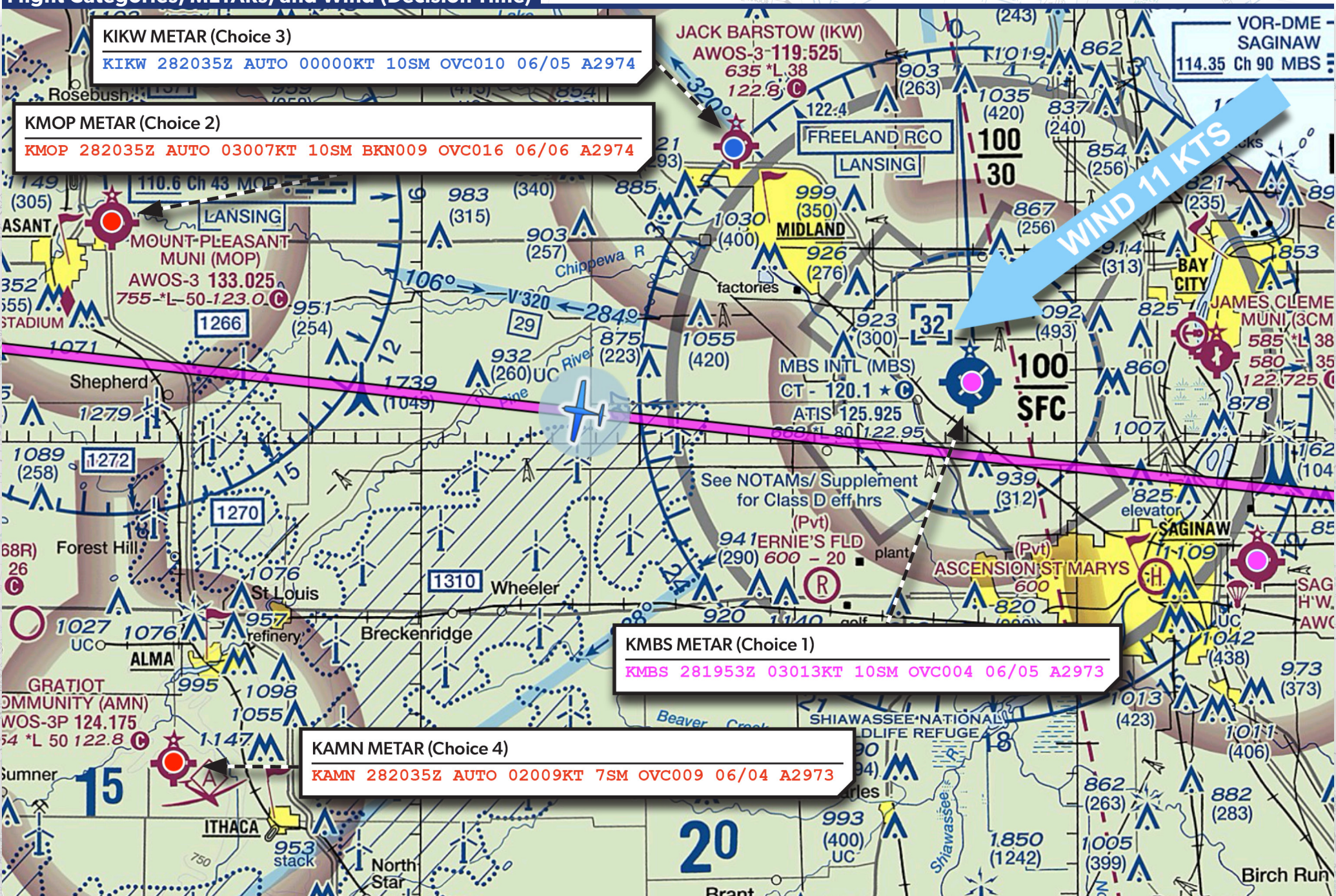
KMBS METAR (Choice 1)

KMBS 281953Z 03013KT 10SM OVC004 06/05 A2973

KAMN METAR (Choice 4)

KAMN 282035Z AUTO 02009KT 7SM OVC009 06/04 A2973

WIND 11 KTS



Emergency Procedures

Engine Partial Power Loss

- ☐ 1. Air Conditioner (if installed) OFF
- ☐ 2. Fuel Pump HIGH BOOST/PRIME
- ☐ 3. Fuel Selector SWITCH TANKS
- ☐ 4. Mixture CHECK APPROPRIATE FOR FLIGHT CONDITIONS
- ☐ 5. Power Lever SWEEP
- ☐ 6. Alternate Induction Air ON
- ☐ 7. Ignition Switch BOTH, L, THEN R
- ☐ 8. Land as soon as practical.

WARNING: If there is a strong smell of fuel in the cockpit, divert to the nearest suitable landing field. Fly a forced landing pattern and shut down the engine fuel supply once a safe landing is assured.

Go to Next Checklist?

Engine Partial Power Loss

1. Air Conditioner (if installed) OFF
2. Fuel Pump BOOST
3. Fuel Selector SWITCH TANKS
4. Mixture CHECK APPROPRIATE FOR FLIGHT CONDITIONS
5. Power Lever SWEEP
6. Alternate Induction Air ON
7. Ignition Switch BOTH, L, THEN R
8. Land as soon as practicable.

Procedure Complete

• WARNING •

If there is a strong smell of fuel in the cockpit, divert to the nearest suitable landing field. Fly a forced landing pattern and shut down the engine fuel supply once a safe landing is assured.

• NOTE •

Indications of a partial power loss include fluctuating RPM, reduced or fluctuating manifold pressure, low oil pressure, high oil temperature, and a rough-sounding or rough-running engine. Mild engine roughness in flight may be caused by one or more spark plugs becoming fouled. A sudden engine roughness or misfiring is usually evidence of a magneto malfunction.

A gradual loss of manifold pressure and eventual engine roughness may result from the formation of intake ice. Opening the alternate engine air will provide air for engine operation if the normal source is blocked or the air filter is iced over.

(Continued on next page)

• NOTE •

Low oil pressure may be indicative of an imminent engine failure. See [OIL PRESS Warning Checklist](#) in this Section for special procedures with low oil pressure.

A damaged (out-of-balance) propeller may cause extremely rough operation. If an out-of-balance propeller is suspected, immediately shut down engine and perform [Forced Landings Checklist](#).

If the power loss is due to a fuel leak in the injector system, fuel sprayed over the engine may be cooled by the slipstream airflow which may prevent a fire at altitude. However, as the Power Lever is reduced during descent and approach to landing the cooling air may not be sufficient to prevent an engine fire.

Selecting BOOST may clear the problem if vapor in the injection lines is the problem or if the engine-driven fuel pump has partially failed. The electric fuel pump will not provide sufficient fuel pressure to supply the engine if the engine-driven fuel pump completely fails.

Selecting the opposite fuel tank may resolve the problem if fuel starvation or contamination in one tank was the problem.

Cycling the ignition switch momentarily from BOTH to L and then to R may help identify the problem. An obvious power loss in single ignition operation indicates magneto or spark plug trouble.

Lean the mixture to the recommended cruise setting. If engine does not smooth out in several minutes, try a richer mixture setting. Return ignition switch to the BOTH position unless extreme roughness dictates the use of a single magneto.

If a partial engine failure permits level flight, land at a suitable airfield as soon as conditions permit. If conditions do not permit safe level flight, use partial power as necessary to set up a forced landing pattern over a suitable landing field. Always be prepared for a complete engine failure and consider CAPS deployment if a suitable landing site is not available. Refer to Section 10, [Cirrus Airframe Parachute System \(CAPS\)](#) for CAPS deployment scenarios and landing considerations.

Engine Failure In Flight

1. Best Glide Speed ESTABLISH
2. Mixture AS REQUIRED
3. Fuel Pump BOOST
4. Fuel Selector SWITCH TANKS
5. Alternate Induction Air ON
6. Ignition Switch CHECK LEFT, RIGHT, BOTH (AS REQ'D)

◆ If engine does not start:

- a. Perform [Engine Airstart](#), [CAPS Deployment](#), or [Emergency Landing w/o Power](#) Checklist, as required.

Procedure Complete

◆ If engine starts:

- a. CHTs and Oil Temperature WARM ENGINE AT PARTIAL POWER IF REQUIRED

Procedure Complete

• WARNING •

If engine failure is accompanied by fuel fumes in the cockpit, or if internal engine damage is suspected, move Mixture Control to CUTOFF, Fuel Selector to OFF, and do not attempt a restart.

If a turn back to the runway is elected, be very careful not to stall the airplane.

• NOTE •

If the engine fails at altitude, pitch as necessary to establish best glide speed. While gliding toward a suitable landing area, attempt to identify the cause of the failure and correct it. If altitude or terrain does not permit a safe landing, CAPS deployment may be required. Refer to Section 10, [Cirrus Airframe Parachute System \(CAPS\)](#) for CAPS deployment scenarios and landing considerations.

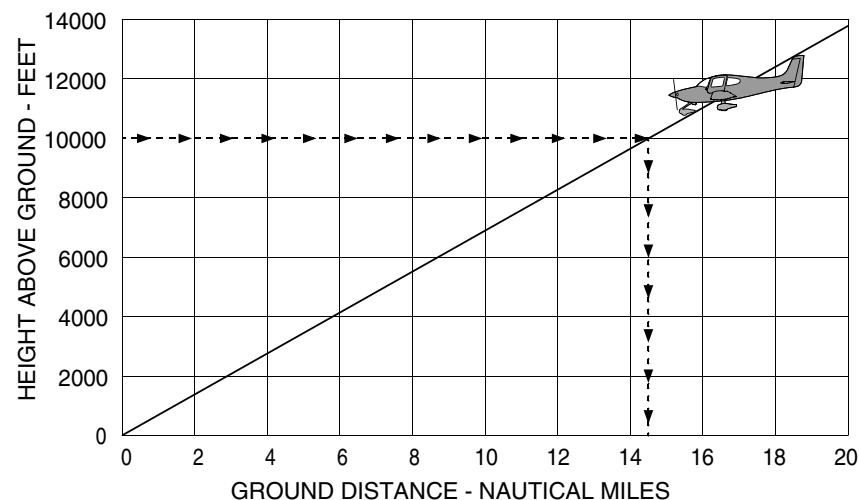
Glide

Conditions		Example	
Power	OFF	Altitude	10,000 ft. AGL
Propeller	Windmilling	Airspeed	Best Glide
Flaps	0% (UP)	Glide Distance	14.5 NM
Wind	Zero		

Best Glide Speed

3600 lb (1633 kg) 92 KIAS

Figure 3-1: Maximum Glide Ratio ~ 8.8 : 1



SR22_FM03_3563

CAPS Deployment**• WARNING •**

The maximum demonstrated deployment speed is 140 KIAS.

1. Activation Handle CoverREMOVE
2. Activation Handle (Both Hands) PULL STRAIGHT DOWN

After deployment, as time permits:

3. MixtureCUTOFF
4. Fuel SelectorOFF
5. Fuel PumpOFF
6. BAT 1, BAT 2, ALT 1, and ALT 2 SwitchesOFF
Turn the master switches off after completing any necessary radio communications.
7. Ignition SwitchOFF
8. ELT ON
9. Seat Belts and Harnesses TIGHTEN
10. Loose ItemsSECURE
11. Assume emergency landing body position.
12. After the airplane comes to a complete stop, evacuate quickly and move upwind.

Procedure Complete

• WARNING •

Jerking or rapidly pulling the activation T-handle will greatly increase the pull forces required to activate the rocket. Use a firm and steady pulling motion – a “chin-up” type pull ensures successful activation.

• NOTE •

The Cirrus Airframe Parachute System (CAPS) should be activated immediately in the event of a spin. It should also be used in other life threatening emergencies where CAPS deployment is determined to be safer than continued flight and landing.

Expected impact in a fully stabilized deployment is equivalent to a drop from approximately 13 feet.

• CAUTION •

CAPS deployment will likely result in damage or loss to the airframe.

• NOTE •

Several possible scenarios in which the activation of the CAPS would be appropriate are discussed in [Section 10: Safety Information](#) of this Handbook. These include:

- Mid-air collision
- Structural failure
- Loss of control
- Landing in inhospitable terrain
- Pilot incapacitation

All pilots should carefully review the information on CAPS activation and deployment in Section 10 before operating the airplane.

UNDERSPEED PROTECTION

Underspeed Protection is available when the optional Electronic Stability and Protection (ESP) system is installed and the autopilot is on. It is designed to discourage aircraft operation below minimum established airspeeds.

When the aircraft reaches a predetermined airspeed (see pertinent flight manual for airspeeds which are dependant upon flap setting, and anti-ice system onboard), a flashing yellow 'MINSPD' annunciation will appear above the airspeed indicator.

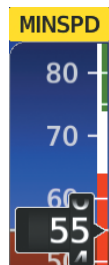


Figure 7-33 MINSPD Annunciation

When the airspeed trend vector reaches the predetermined airspeed, a single aural "AIRSPEED" will sound, alerting the pilot to the impending underspeed condition.

If the aircraft continues to decelerate, Underspeed Protection functionality depends on which vertical flight director mode is selected. For the purpose of this discussion, the vertical flight director modes can be divided into two categories: Those in which it is important to maintain altitude for as long as possible (altitude-critical modes), and those in which maintaining altitude is less crucial (non-altitude critical modes).

SAGINAW, MICHIGAN

AL-648 (FAA)

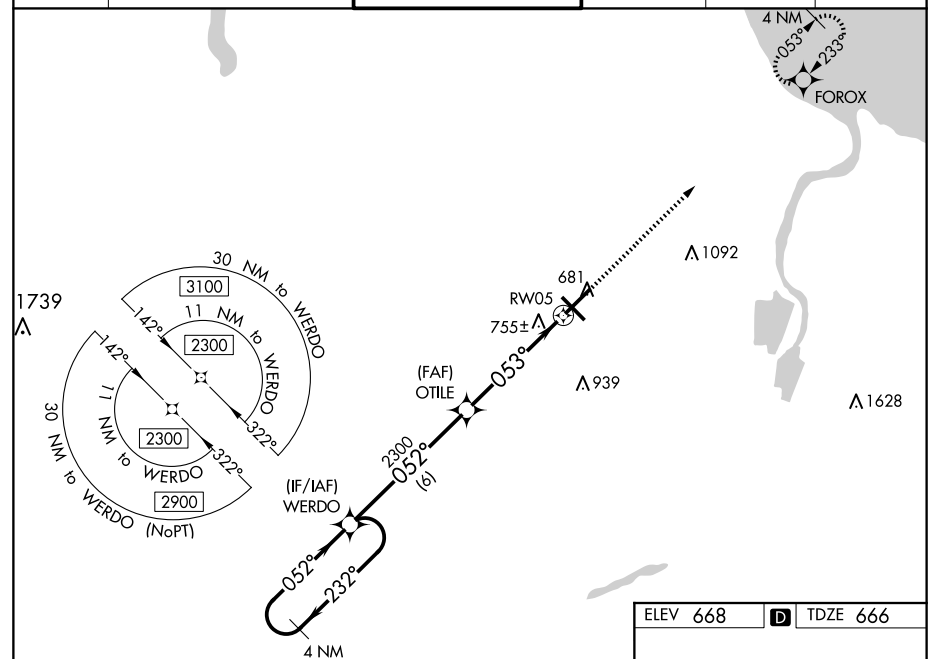
22363

WAAS CH 82010 W05A	APP CRS 053°	Rwy Idg 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 45	MISSED APPROACH: Climb to 2300 direct FOROX and hold.
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ATIS 125.925	GREAT LAKES APP CON★ 126.45 235.625	SAGINAW TOWER★ 120.1(CTAF) 257.7	GND CON 121.7	CLNC DEL 121.85	UNICOM 122.95
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4 NM Holding Pattern	WERDO	OTILE	2300	FOROX
2300	232°	052°	052°	053°
GP 3.00°	TCH 50	2300	1.1 NM to RW05	*LNAV only.
CATEGORY	A	B	C	D
LPV DA**	866/24	200 (200-1/2)		
LNAV/VNAV DA	955/24	289 (300-1/2)		
LNAV MDA	1080/24	414 (500-1/2)	1080/40	414 (500-3/4)
CIRCLING	1080-1 412 (500-1)	1120-1 452 (500-1)	1240-1 1/2 572 (600-1 1/2)	1240-2 572 (600-2)

SAGINAW, MICHIGAN

Amdt 2 01FEB18

43°32'N - 84°05'W

MBS INTL (MBS)
RNAV (GPS) RWY 5

REIL Rwy 14 and 32
HIRL Rwy 5-23 and 14-32

KIKW RNAV (GPS) RWY 6

MIDLAND, MICHIGAN

AL-5476 (FAA)

24193

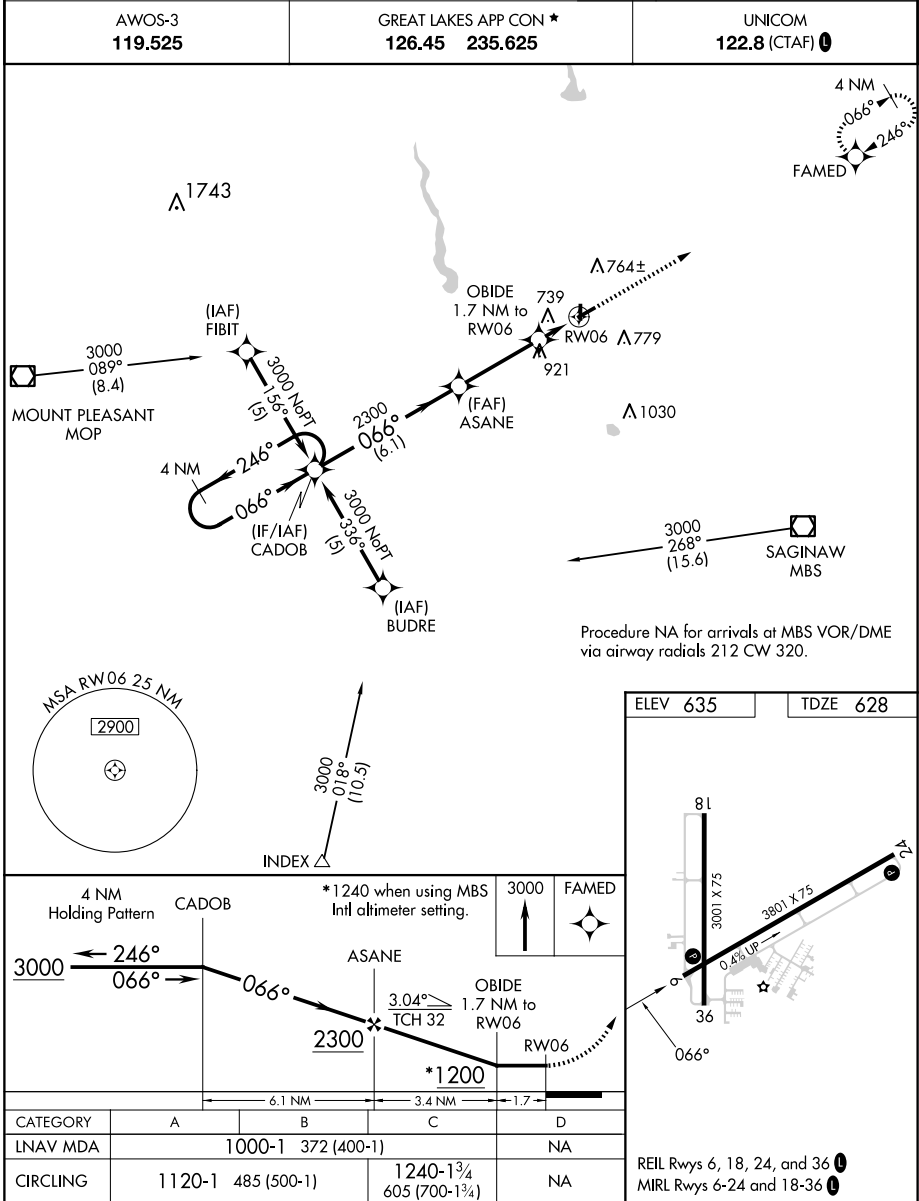
RNAV (GPS) RWY 6

JACK BARSTOW (IKW)

APP CRS **066°**
 Rwy Idg **3801**
 TDZE **628**
 Apt Elev **635**

DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below ¾ SM NA.
 When local altimeter setting not received, use MBS Int'l altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FAMED and hold.



MIDLAND, MICHIGAN
 Amdt 1B 22APR21

43°40'N-84°16'W

RNAV (GPS) RWY 6

JACK BARSTOW (IKW)

KMOP RNAV (GPS) RWY 27

MOUNT PLEASANT, MICHIGAN

AL-5283 (FAA)

24361

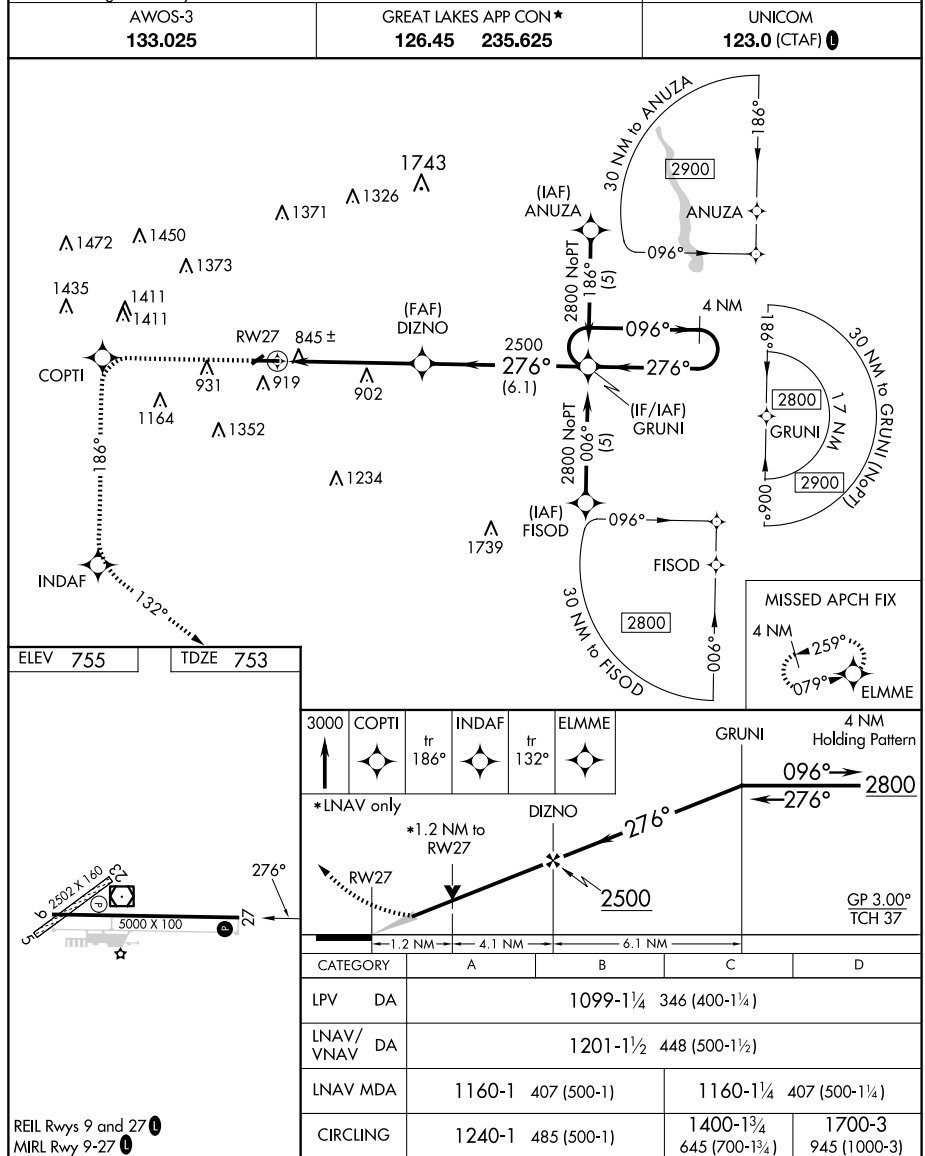
RNAV (GPS) RWY 27

MOUNT PLEASANT MUNI (MOP)

WAAS CH **82613 W27A**
 APP CRS **276°**
 Rwy Idg **5000**
 TDZE **753**
 Apt Elev **755**

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 Cals, LNAV Cat D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Alma altimeter setting. Circling NA to Rws 5 and 23.

MISSED APPROACH: Climb to 3000 direct COPTI and via 186° track direct INDAF and via 132° track to ELMME and hold.



MOUNT PLEASANT, MICHIGAN
 Orig-C 09SEP21

43°37'N - 84°44'W

RNAV (GPS) RWY 27

MOUNT PLEASANT MUNI (MOP)

KAMN RNAV (GPS) RWY 27

ALMA, MICHIGAN

AL-5620 (FAA)

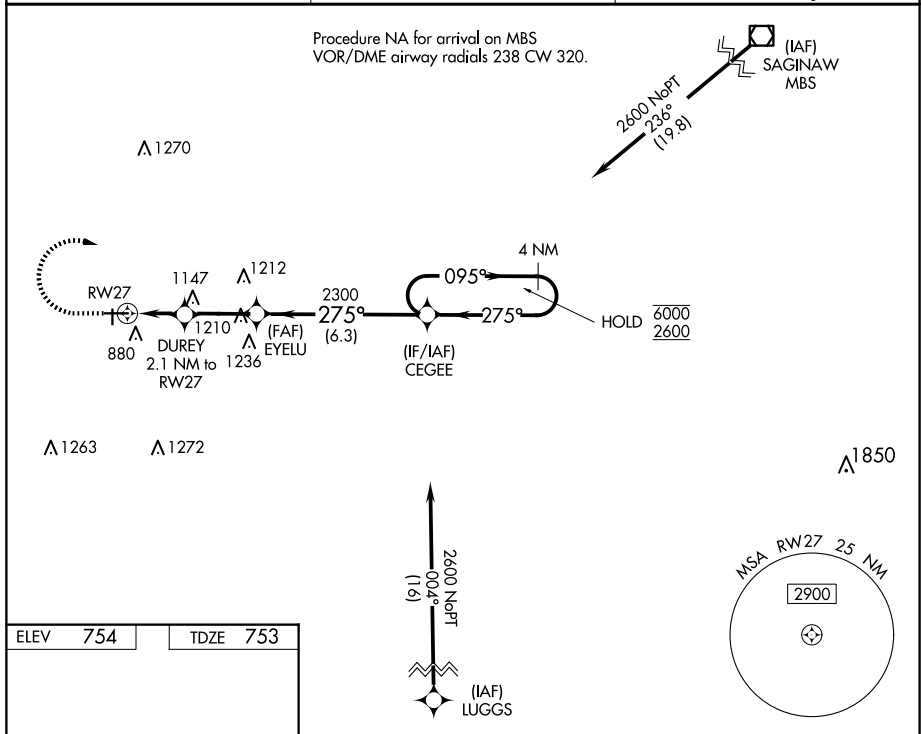
24137

RNAV (GPS) RWY 27

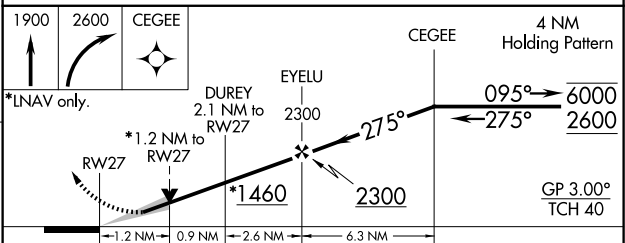
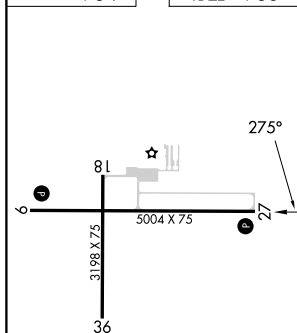
GRATIOT COMMUNITY (AMN)

WAAS CH 58028 W27A	APP CRS 275°	Rwy Idg TDZE Apt Elev	5004 753 754
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RNP APCH.			MISSED APPROACH: Climb to 1900 then climbing right turn 2600 direct CEGEE and hold.
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>			
AWOS-3P 124.175	GREAT LAKES APP CON★ 126.45 235.625		
			UNICOM 122.8 (CTAF) 0



ELEV 754	TDZE 753
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CATEGORY	A	B	C	D
LPV DA	1003-1	250 (300-1)		
LNAV/VNAV DA	1036-1	283 (300-1)		
LNAV MDA	1160-1	407 (500-1)	1160-1½	407 (500-1½)

ALMA, MICHIGAN

Amdt 2 05NOV20

43°19'N-84°41'W

GRATIOT COMMUNITY (AMN)

RNAV (GPS) RWY 27

KAMN RNAV (GPS) RWY 18

ALMA, MICHIGAN

AL-5620 (FAA)

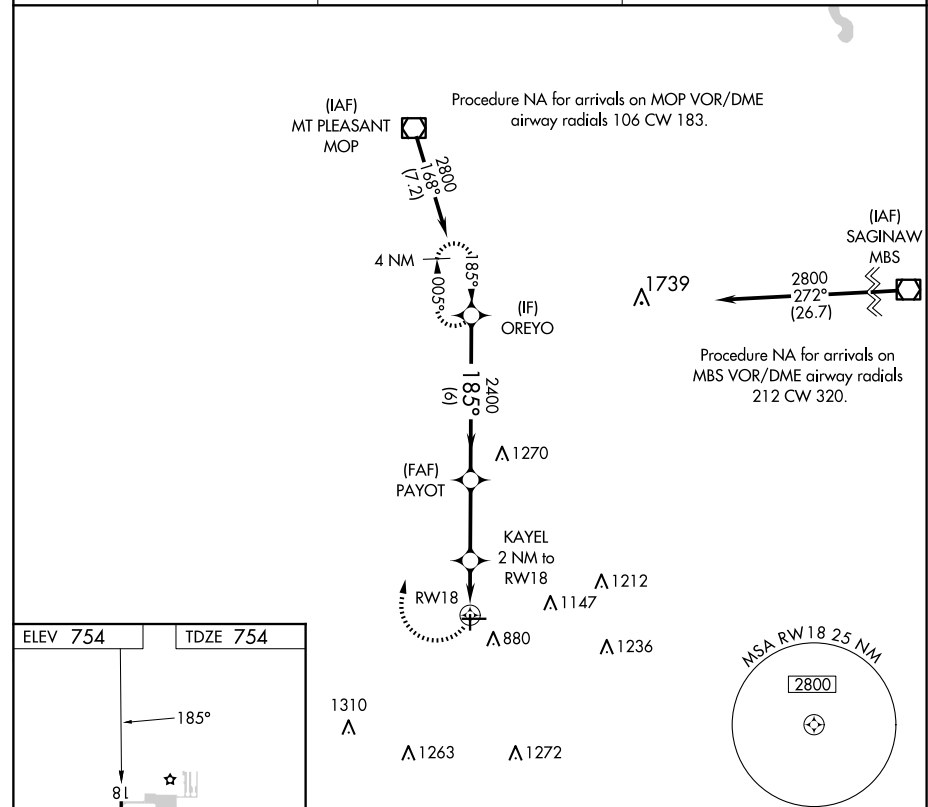
24137

RNAV (GPS) RWY 18

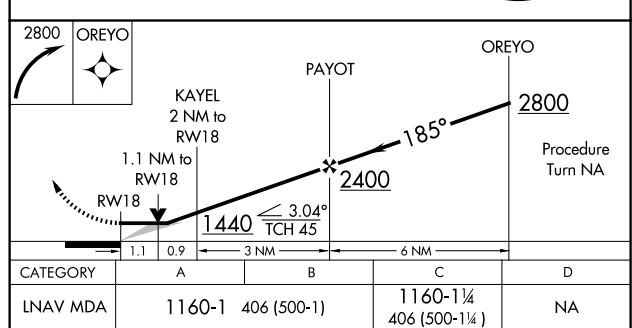
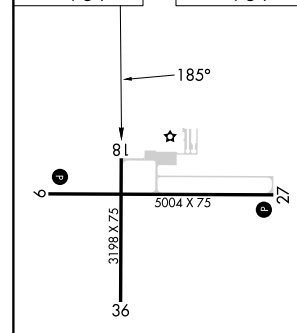
GRATIOT COMMUNITY (AMN)

APP CRS 185°	Rwy Idg TDZE Apt Elev	3198 754 754
------------------------	-----------------------------	---

RNP APCH.		MISSED APPROACH: Climbing right turn to 2800 direct OREYO WP and hold.	
<div><div><div></div><div></div></div></div> <div>NA</div>	Procedure NA at night.		
AWOS-3P 124.175	GREAT LAKES APP CON* 126.45 235.625		UNICOM 122.8 (CTAF) 0



ELEV 754	TDZE 754
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CATEGORY	A	B	C	D
LPV DA	1160-1	406 (500-1)	1160-1¼	406 (500-1¼)
LNAV/VNAV DA	1160-1	406 (500-1)	1160-1¼	406 (500-1¼)
LNAV MDA	1160-1	406 (500-1)	1160-1¼	406 (500-1¼)

ALMA, MICHIGAN

Orig-A 18JUL19

43°19'N-84°41'W

GRATIOT COMMUNITY (AMN)

RNAV (GPS) RWY 18

KMBS Chart Supplement

MBS INTL (MBS)(KMBS) 9 NW UTC-5(-4DT) N43°31.98' W84°04.78'

668 B LRA ARFF Index—See Remarks NOTAM FILE MBS

RWY 05-23: H8002X150 (ASPH-GRVD) S-135, D-160, 2D-265

PCN 50 F/C/X/U HIRL

RWY 05: MALSR. RVR-TR

RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. RVR-TR 0.4% up.

RWY 14-32: H6399X150 (ASPH-GRVD) S-135, D-160, 2D-265

PCN 50 F/C/X/U HIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 14: TORA-6399 TODA-6399 ASDA-6399 LDA-6399

RWY 23: TORA-8002 TODA-8002 ASDA-8002 LDA-8002

RWY 32: TORA-6399 TODA-6399 ASDA-6399 LDA-6399

SERVICE: S2 FUEL 100LL, JET A OX3 LGT When twr clsd

ACTIVATE MALSR Rwy 05-23, REIL Rwy 14 and Rwy 32, HIRL Rws 05-23 and 14-32—CTAF. PAPI Rwy 14, 23 and 32 ops cons.

AIRPORT REMARKS: Attended continuously. For svc after hrs call 800-227-7907. Birds on and invof arpt. Class I, ARFF Index B. Index C ARFF svc avbl upon req. Ldg fee waived with fuel purchase.

AIRPORT MANAGER: 989-695-5555

WEATHER DATA SOURCES: ASOS (989) 695-2488 LAWRS 1100-0400Z†.

COMMUNICATIONS: CTAF 120.1 ATIS 125.925 UNICOM 122.95

FREELAND RCO 122.4 (LANSING RADIO)

Ⓡ **GREAT LAKES APP/DEP CON** 126.45 (1030-0500Z†)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 when Great Lakes apch ctl clsd.

SAGINAW TOWER 120.1 (1100-0400Z†) **GND CON** 121.7 **CLNC DEL** 121.85

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Great Lakes Apch at 269-459-3345, when Apch clsd ctc Cleveland ARTCC at 440-774-0224/0490.

AIRSPACE: CLASS D svc 1100-0400Z†; other times CLASS E.

TRSA ctc Apch Ctl within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.

SAGINAW (VL) (DH) VORW/DME 114.35 MBS Chan 90(Y) N43°31.90' W84°04.64' at fld. 663/3W.

DME unusable:

185°-200° byd 14 NM

VOR unusable:

145°-185° byd 40 NM

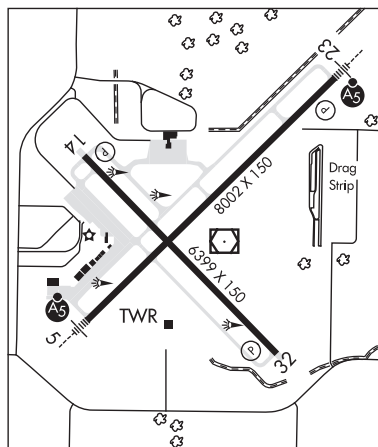
336°-338° byd 40 NM

OLSTE NDB (LOMW) 257 MB N43°27.69' W84°10.79' 053° 6.1 NM to fld. 625/7W. NDB unmonitored.

ILS 108.7 I-MBS Rwy 05. Class IT. LOM OLSTE NDB. LOM unmonitored. Unmonitored when ATCT clsd. LOC unusable byd 24° left of course; byd 25° right of course.

ILS/DME 108.7 I-TQR Chan 24 Rwy 23. Class ID. Unmonitored when ATCT clsd. DME unusable byd 7.7 NM blw 3,000'.

COMM/NAV/WEATHER REMARKS: Emerg frequency, 121.5 not available at twr.



KIKW Chart Supplement

JACK BARSTOW (IKW)(KIKW) 3 NW UTC-5(-4DT) N43°39.78' W84°15.68'

635 B NOTAM FILE LAN

RWY 06-24: H3801X75 (ASPH) S-24 MIRL 0.4% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

RWY 18-36: H3001X75 (ASPH) S-24 MIRL

RWY 18: REIL. Tree.

RWY 36: REIL. Tree.

SERVICE: FUEL 100LL, JET A+ LGT Actvt REIL Rwy 06, 24, 18 & 36;

PAPI Rwy 06 & 24; MIRL Rwy 06-24 & 18-36—CTAF.

NOISE: Noise sensitive area south of arpt, use preferred Rwy 06-24.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat-Sun 1300-2100Z†. Unatndd major hols. Deer and lrg birds on & invof arpt. Ocnl ultralight activity. 100LL and Jet A+ avbl self svc; Jet A+ avbl full svc by prior arngmt. Fld conds unmon wkdays 2300-1300Z† & wkends 2100-1300Z†. Door Code: 5-3-2-1.

AIRPORT MANAGER: 989-835-3231

WEATHER DATA SOURCES: AWOS-3 119.525 (989) 835-5841.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **GREAT LAKES APP/DEP CON** 126.45 (1030-0500Z†)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.7 when Great Lakes apch ctl clsd.

CLEARANCE DELIVERY PHONE: For CD ctc Great Lakes Apch at 269-459-3345, when Apch clsd ctc Cleveland ARTCC at 440-774-0224/0490.

RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.

SAGINAW (VL) (DH) VORW/DME 114.35 MBS Chan 90(Y) N43°31.90' W84°04.64' 318° 11.2 NM to fld. 663/3W.

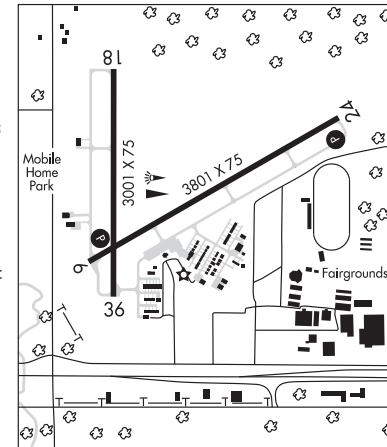
DME unusable:

185°-200° byd 14 NM

VOR unusable:

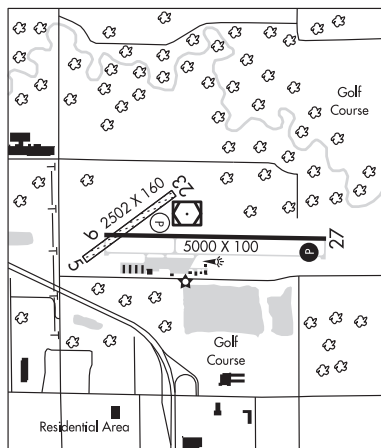
145°-185° byd 40 NM

336°-338° byd 40 NM



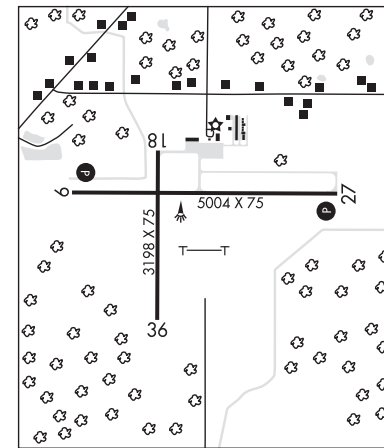
KMOP Chart Supplement

MOUNT PLEASANT MUNI (MOP)(KMOP) 2 NE UTC-5(-4DT) N43°37.30' W84°44.24' **DETROIT**
 755 B NOTAM FILE MOP **H-2L, 10F, L-28J**
RWY 09-27: H5000X100 (ASPH) S-50, D-65, 2S-82, 2D-118 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 37'.
RWY 05-23: 2502X160 (TURF)
RWY 05: Tree.
RWY 23: Tree.
SERVICE: FUEL 100LL, JET A+ LGT Actvt REIL Rwy 09 & 27; PAPI Rwy 27; MIRL Rwy 09-27—CTAF. PAPI Rwy 09 opr consly.
NOISE: Rwy 27 noise abatement: climb to 1500 ft AGL before turning ovr city.
AIRPORT REMARKS: Attended Mon-Fri 1300-2130Z†. Deer & lrg birds on & invof arpt. 100LL fuel avbl H24 self svc via credit card. For svc aft hrs call 989-779-5475 subj call-in fee. Ramp fee for all coml act - waived with 50 gallon mnm fuel purchase. Rwy 05-23 clsd Nov-Mar and when snow coud-no snow removal. Rwy end 05 mkg type: 3 ft yellow cones. Rwy end 23 mkg type: 3 ft yellow cones. Admin bldg acs: press V, then II-III simul, then I. Gate acs: 1-2-3-4.
AIRPORT MANAGER: 989-772-2965
WEATHER DATA SOURCES: AWOS-3 133.025 (989) 773-2885.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (LANSING RADIO)
® GREAT LAKES APP/DEP CON 126.45 (1030-0500Z†)
® CLEVELAND CENTER APP/DEP CON 127.7 when Great Lakes apch ctl clsd.
CLEARANCE DELIVERY PHONE: For CD ctc Great Lakes Apch at 269-459-3345, when Apch clsd ctc Cleveland ARTCC at 440-774-0224/0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE MOP.
(L) (L) VOR/DME 110.6 MOP Chan 43 N43°37.37' W84°44.24' at fld. 752/5W.
 DME unusable:
 Byd 33 NM blo 4,000'



KAMN Chart Supplement

GRATIOT COMMUNITY (AMN)(KAMN) 3 SW UTC-5(-4DT) N43°19.33' W84°41.28' **DETROIT**
 754 B NOTAM FILE AMN **L-28J**
RWY 09-27: H5004X75 (ASPH-GRVD) S-40, D-65, 2S-82 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.
RWY 18-36: H3198X75 (ASPH-GRVD) S-26 MIRL
RWY 18: Tree.
SERVICE: FUEL 100LL, JET A+ LGT Actvt REIL Rwy 09 & 27; PAPI Rwy 09 & 27; MIRL Rwy 09-27 & 18-36—CTAF.
AIRPORT REMARKS: Attended Mon-Sat 1330-1930Z†. Deer and lrg birds on & invof arpt. Admin bldg acs, press V, then III & II simul, then I.
AIRPORT MANAGER: 989-463-5500
WEATHER DATA SOURCES: AWOS-3P 124.175 (989) 463-3433.
COMMUNICATIONS: CTAF/UNICOM 122.8
® GREAT LAKES APP/DEP CON 126.45 (1030-0500Z†)
® CLEVELAND CENTER APP/DEP CON 126.75 (0500-1030Z†)
CLEARANCE DELIVERY PHONE: For CD ctc Great Lakes Apch at 269-459-3345, when Apch clsd ctc Cleveland ARTCC at 440-774-0224/0490.
RADIO AIDS TO NAVIGATION: NOTAM FILE MBS.
SAGINAW (VL) (DH) VOR/DME 114.35 MBS Chan 90(Y)
 N43°31.90' W84°04.64' 248° 29.5 NM to fld. 663/3W.
 DME unusable:
 185°-200° byd 14 NM
 VOR unusable:
 145°-185° byd 40 NM
 336°-338° byd 40 NM



Bonus Resources

For additional resources, visit the IFR Mastery Hangar for this scenario.

