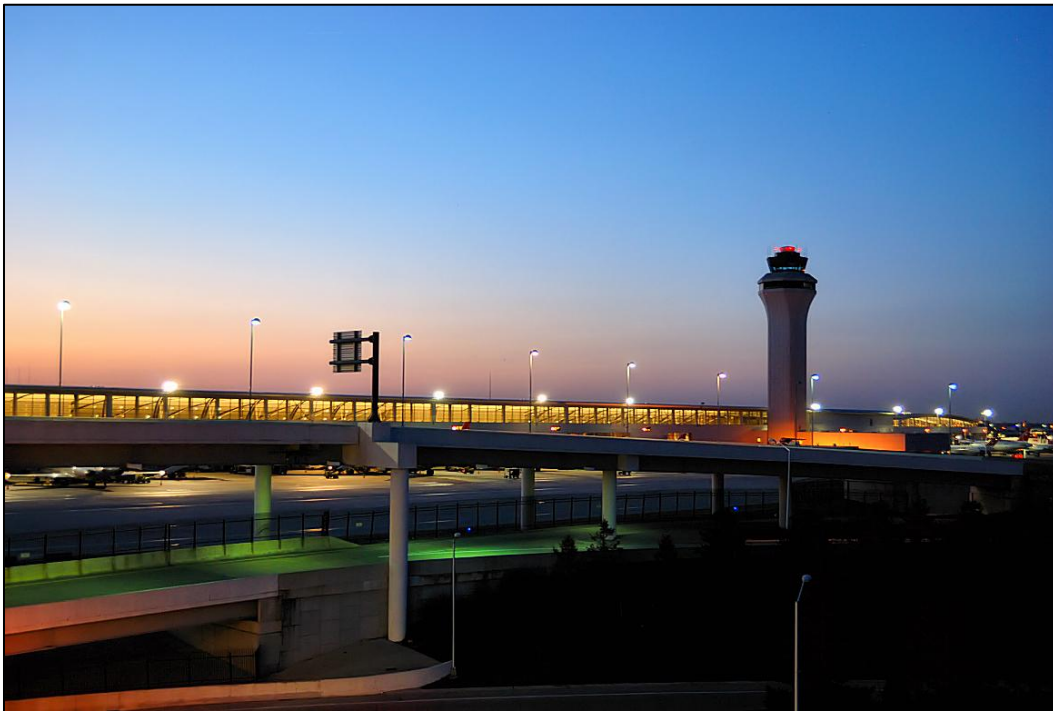


ORDER

DTW 7110.65B

STANDARD OPERATING PROCEDURES

DETROIT METRO TOWER



March 20, 2012

VATUSA CLEVELAND ARTCC

ORDER DTW ATCT 7110.65B

STANDARD OPERATING PROCEDURES

FORWARD

This order prescribes air traffic control procedures and phraseology for use by personnel providing air traffic control services at the Detroit ATCT. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and exercise their best judgment if they encounter situations not covered by this order.

It is emphasized that information contained herein is designed and specifically for use in a virtual controlling environment. It is not applicable, nor should be referenced for live operations in the National Airspace System (NAS). The procedures contained within this order document how the positions are to be operated and, in conjunction with FAA Orders 7110.10, 7110.65, and 7210.3, will be the basis for performance evaluations, training, and certification.

Ryan Geckler
Air Traffic Manager, Cleveland ARTCC

Date Signed

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RECORD OF CHANGES

DIRECTIVE NO

7110.65B

BULLETIN NUMBER	SUBJECT	AUTHORIZED BY	DATE ENTERED	DATE REMOVED
7110.001	Addition of runway tables for winds	RG	11/26/2011	
7110.002	Addition of departure headings	RG	12/30/2011	
7110.003	Clean-up	RG	03/20/2012	

CHAPTER 1. INTRODUCTION

SECTION 1. GENERAL

1.1. PURPOSE.

This order, in accordance with and supplementary to FAAO Order 7110.65, establishes the procedures that are to be used for operating the positions within the Detroit Metro ATCT. The procedures contained within this order document how the positions are to be operated in conjunction with FAA Orders regarding evaluation, training, and certification. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities.

1.2. DISTRIBUTION.

This order is distributed to DTW ATCT personnel.

1.3. CANCELLATION.

DTW ATCT Standard Operating Procedures, dated April 8, 2010 is hereby cancelled.

1.4. EXPLANATION OF CHANGES.

The significant changes to this order are identified in the Explanation of Changes page(s).

1.5. EFFECTIVE DATE.

This order is effective October 21, 2011.

CHAPTER 2. GENERAL

SECTION 1. EQUIPMENT

2.1. EQUIPMENT.

a. Operational Positions and Associated Frequencies

<u>POSITION</u>	<u>ID</u>	<u>FREQUENCY</u>	<u>CALL SIGN</u>	<u>RELIEF CALL SIGN</u>	<u>VOICE ROOM</u>
Clearance Delivery	CD	120.650	DTW_DEL	DTW_1_DEL	dtw_120.65
Ground Control Northeast	GNE	119.450	DTW_NE_GND	DTW_N1_GND	dtw_119.45
Ground Control Northwest	GNW	121.800	DTW_NW_GND	DTW_1W_GND	dtw_121.80
Ground Control Southeast	GSE	119.250	DTW_SE_GND	DTW_S1_GND	dtw_119.25
Ground Control Southwest	GSW	132.720	DTW_SW_GND	DTW_1W_GND	dtw_132.72
Local Control Northeast	LNE	118.400	DTW_NE_TWR	DTW_N1_TWR	dtw_118.40
Local Control Northwest	LNW	135.000	DTW_NW_TWR	DTW_1W_TWR	dtw_135.00
Local Control Southeast	LSE	128.750	DTW_SE_TWR	DTW_S1_TWR	dtw_128.75
Local Control Southwest	LSW	128.120	DTW_SW_TWR	DTW_1S_TWR	dtw_128.12

Note: Positions in **bold** are primary positions and are to be opened first.

Note: When two ground positions are utilized, use GNW and GSW. Utilize the call signs DTW_N_GND and DTW_S_GND, respectively.

Note: When only one ground and local position is utilized, use the call signs DTW_GND and DTW_TWR, respectively.

SECTION 2. PREFERENTIAL RUNWAY PROGRAM/QUIET HOURS OPERATION

2.2. DEFINITION.

- a. Runway's 21/22 (south flow) are designated as the preferential runways. Quiet hours operations are between the hours of 0000 to 0600 local time. DTW will depart runway's 21/22 and arrive runway's 3/4 during those times whenever feasible.
- b. South flow is the noise abatement configuration.
- c. Runways 3R/21L and 4L/22R are designated as the outboard runways. Runways 3L/21R and 4R/22L are designated as the inboard runways.
- d. When winds are less than 8 knots and have no greater than a 7 knot tailwind, the south flow shall be used (landing the outboard runways, departing the inboard runways). Use of any runway must be coordinated with the appropriate controller.

Wind Direction	Intensity of Wind	Active Runways
Any	Less than 8 knots	L: 21L/22R D: 21R/22L
130 clockwise 309	Less than 15 knots	L: 21L/22R D: 21R/22L
310 clockwise 129	Less than 15 knots	L: 3R/4L D: 3L/4R
260 clockwise 280	Greater than 20 knots	L/D: 27L/27R

SECTION 3. MISCELLANEOUS

2.3. REDUCED SEPARATION ON FINAL.

- a. Separation of 2.5 NM is authorized between aircraft established on the final approach course within 10 NM of landing runways 3R, 21L, 4L, 22R, and 22L, in accordance with FAAO 7110.65.
- b. Should conditions prescribed in JO 7110.65 prohibit the exercise of, or warrant suspension of the reduced separation minimum on final, the appropriate local controller shall inform the final approach controller.

2.4. AUTOMATED COORDINATION PROCEDURES.

- a. Tracks shall be initiated on all controlled aircraft and automated functions use to the maximum extent possible.
- b. The following symbology shall be used when coordination is performed through the use of the scratch pad area:

(1) To indicate active runway assignment at DTW, use the following entries:

RWY 21L = 21L	RWY 3R = 03R
RWY 21R = 21R	RWY 3L = 03L
RWY 22L = 22L	RWY 4R = 04R
RWY 22R = 22R	RWY 4L = 04L
RWY 27L = 27L	RWY 9R = 09R
RWY 27R = 27R	RWY 9L = 09L

(2) For aircraft not on the ATIS advertised approach, use the following scratchpad entries:

NOTE: When visual approaches are being advertised on the ATIS, the lack of a second scratchpad entry indicates the aircraft has the airport in sight, not preceding traffic, and radar separation is being provided.

VA = Aircraft has the airport in sight and is on a visual approach when ILS approaches are being advertised on the ATIS. Radar separation is being provided.

VV = Aircraft is cleared for a visual approach and has the preceding aircraft in sight.

VS = Aircraft is maintaining visual separation from traffic on a parallel final approach course.

IA = Aircraft is on an ILS approach when visual approaches are advertised on the ATIS.

2.5. LINE UP AND WAIT (LUAW) PROCEDURES.

- a. In addition to the requirements in FAAO 7110.65, the following procedures shall be followed when conducting LUAW:

(1) Aircraft shall not LUAW at an intersection between sunset and sunrise.

(2) When the reported ceiling is 800 feet or less, or the visibility is less than 2 miles, controllers shall not issue stop and go, touch and go, option, or unrestricted low approach clearances to arrival aircraft if traffic is holding in position. You may issue landing clearance once the departing aircraft starts takeoff roll.

Example: "Delta 123, runway 22L, continue, traffic holding in position."

(3) The effect of the following factors should be considered when implementing LUAW procedures:

- a) Visibility
- b) Runway conditions
- c) Ceiling
- d) RVR
- e) Traffic volume
- f) Aircraft types

CHAPTER 3. CLEARANCE DELIVERY

SECTION 1. PROCESS FLIGHT PLAN INFORMATION

3.1. ISSUE CLEARANCES TO IFR/VFR AIRCRAFT.

- a. Forward departure strips to the appropriate ground controller.
- b. When flight plan/VFR departure information is received:
 - (1) Determine the type clearance required.
 - (2) Ensure all items are received and recorded.
 - (3) As appropriate, coordinate VFR departures with YIP.

SECTION 2. ISSUE CLEARANCE INSTRUCTIONS

3.2. ISSUE CLEARANCES.

- a. When practical, CD should issue departure clearances containing amendments.
- b. When issuing a clearance/amendment:
 - (1) Issue initial altitude restrictions.
 - (2) Ensure old data is amended and the most up-to-date flight strip is in use.
- c. Assign an initial altitude of 4,000 feet to all props. VFR props may be assigned 3,500 feet.
- d. Assign an initial altitude of 4,000 feet to jet departures requesting lower than 10,000 feet (issue prop heading).
- e. Assign an initial altitude of 10,000 feet to all other jet departures with the following exceptions:
 - (1) Landing:
 - 1) FNT, JXN, TOL (or satellites) – 4,000 feet, issue prop heading.
 - 2) LAN – requesting 8,000 feet or above – 8,000 feet
 - 3) LAN – requesting 6,000 feet or below – 4,000 feet (prop heading).
 - 4) NTC, 76G, D98, PHN, YZR – 4,000 feet, issue prop heading.
 - (2) Others:
 - 1) ROD-SID/RID-SID/FWA-SID (north flow) requesting 10,000 feet or below – 4,000 feet (prop heading)
 - 2) ROD-SID/RID-SID/FWA-SID (south flow) requesting 10,000 feet or below – requested altitude (except 6,000 feet)
 - 3) LAYNE (south flow) requesting 12,000 feet or below – 4,000 feet, issue prop heading.
 - 4) PISTN (south flow) requesting 12,000 feet or below – 4,000 feet, issue prop heading.

NOTE: Never assign jet aircraft an altitude of 6,000 feet.
 - 5) Ensure aircraft landing CLE are filed:
 - (a) MAARS ACO319 HIMEZ HIMEZ2

3.3. RUNWAY 27 OPERATION.

- a. When DTW is on a west flow, RUZZL and FWA-SID become eastbound. PISTN becomes westbound.

CHAPTER 4. GROUND CONTROL

SECTION 1. DUTIES AND RESPONSIBILITIES

4.1. ENSURE SEPARATION.

- a. Do not allow aircraft to proceed into the next controller's area without transfer of control or approval.

4.2. PLAN GROUND MOVEMENT.

- a. Develop and implement a plan that will ensure a safe and orderly flow of traffic IAW the following:
 - (1) Projected traffic flow.
 - (2) ASDE-X
 - (3) Aircraft requests.
 - (4) Taxi routes available.
 - (5) Runways in use.
 - (6) ESP, EDCT, and other flow restrictions.
 - (7) Weather.
 - (8) Construction and closed taxiways (as simulated).

SECTION 2. INTRA-FACILITY COORDINATION

4.3. OPERATIONAL REQUESTS.

- a. Coordinate with the appropriate Local Controller when an aircraft is requesting to cross an active runway by stating their position and request.
- b. Report completion of the requested operation in a timely manner.

4.4. CONFIRM POSITION.

- a. When an aircraft calls for taxi or requests movement in your jurisdiction, verify the position by using the radar scope or by other aircraft visually identifying the aircraft.

4.5. INTERSECTION DEPARTURES.

- a. Ground control shall coordinate all intersection departures with the local controller.
- b. Ground control is responsible for issuing distances remaining from intersections for aircraft assigned an intersection departure.

SECTION 3. GROUND PROCEDURES

4.6. TAXIWAY ROUTES AND RESTRICTIONS.

- a. Ground control positions may use flight strips to correlate/coordinate the movement of aircraft.
- b. Taxiway Restrictions:
 - (1) Do not transition aircraft taxiing south on taxiway Kilo to Yankee between Kilo-10 and Kilo-11 during visibility conditions of less than one mile.
 - (2) Do not allow two large/heavy aircraft to pass each other on taxiways Yankee and Kilo, between K10 and K13. One aircraft must hold at either K10 or K13 until the other passes.

SECTION 4. WEATHER

4.7. GENERAL.

- a. Braking action reports of NIL closes the affected runway to all aircraft.
- b. Advise the CIC immediately upon receipt of any POOR or NIL braking action.

SECTION 5. FLIGHT RESTRICTIONS

4.8. IN-TRAIL RESTRICTIONS.

- a. Expected Departure Clearance Time (EDCT)
 - (1) Ensure that aircraft with an EDCT release are, to the extent possible, able to depart on time.
 - (2) Departures may be released no earlier than 5 minutes prior to the EDCT.
- b. En route Sequencing Program (ESP)
 - (1) Request an ESP release time from the Cab Coordinator.
- c. Whenever possible, provide Local Control with a departure sequence that will minimize the effects of any in-trail restrictions.

SECTION 6. GROUND CONTROL NORTHEAST (GNE)

4.9. GENERAL PROCEDURES AND AREA OF RESPONSIBILITY.

- a. GNE owns the ground space as depicted in Appendix 1.
- b. GNE will control all aircraft located at the hangers and ramps associated with the NE ground space depicted in Appendix 1 according to the appropriate flow.
- c. GNE will sequence departures to runways 21R, 21L, and 3L.
- d. Unless otherwise coordinated, traffic for GNW will be handed off on taxiway H short of taxiway K.
- e. GNE will taxi aircraft into the south terminal via the north entrance (circle 1N).
- f. Monitor and operate communications equipment on 119.45.

4.10. COORDINATED TAXI AREAS.

- a. GNE is authorized to transgress GNW, GSW, and GSE delegated taxiways and ramps depicted in Appendix 1 when appropriate coordination has been completed.

SECTION 7. GROUND CONTROL NORTHWEST (GNW)

4.11. GENERAL PROCEDURES AND AREAS OF RESPONSIBILITY.

- a. GNW owns the ground space depicted in Appendix 1.
- b. GNW will control all aircraft located at the hangers and ramps associated with the NW ground space depicted in Appendix 1 according to the appropriate flow.

NOTE: On taxiways Victor and Zulu (Z12, Z14), LNW will be able to stage inbound aircraft for crossing runway 22L on LNW frequency. Aircraft will contact GNW after crossing is completed. GNW should make every attempt to give way to LNW traffic and coordinate crossings of aircraft to taxiway Zulu hangers.

- c. Unless otherwise coordinated, traffic for GSW will be handed off on:
 - (1) South Flow – taxiway Y holding short of taxiway K10.
 - (2) North Flow – taxiway Y holding short of taxiway Y9.
- d. On a north flow, GNW shall comply with metering and staging requests from GSW.
- e. Unless otherwise coordinated, traffic for GNE will be handed off on:
 - (1) Taxiway U holding short of taxiway U8.
 - (2) Runway 9L holding short of taxiway F.
 - (3) Taxiway V holding short of taxiway F.
- f. GNW will sequence departures to runway 22L.
- g. Monitor and operate communications equipment on 121.8.

4.12. COORDINATED TAXI AREAS.

- a. GNW is authorized to transgress GNE, GSW, and GSE delegated taxiways and ramps depicted in Appendix 1 when appropriate coordination has been completed.

SECTION 8. GROUND CONTROL SOUTHWEST (GSW)**4.13. GENERAL PROCEDURES AND AREAS OF RESPONSIBILITY.**

- a. GSW will control all aircraft located at the hangers and ramps associated with the GSW ground space depicted in Appendix 1 according to the appropriate flow.
- b. GSW will control outbound aircraft from taxiway Q3 at the south terminal.
- c. During north flow operations, GSW may stipulate to the surrounding ground controllers (GNW, GSE) how traffic will be delivered to their ground space. This includes metering and staging requests.
- d. GSW shall sequence traffic to runway 4R.
- e. GSW will taxi aircraft to the south terminal via the south entrance (circle 4S) as appropriate.
- f. Unless otherwise coordinated, traffic for GNW will be handed off on taxiway K holding short of K10.
- g. Monitor and operate communications equipment frequencies 132.72.

4.14. COORDINATED TAXI AREAS.

- a. GSW is authorized to transgress GNW, GNE, and GSE delegated taxiways and ramps depicted in Appendix 1 when appropriate coordination has been completed.

SECTION 9. GROUND CONTROL SOUTHEAST (GSE)**4.15. GENERAL PROCEDURES AND AREAS OF RESPONSIBILITY.**

- a. GSE will control all aircraft located at the hangers and ramps associated with the GSE ground space depicted in Appendix 1 according to the appropriate flow.
- b. GSE will control aircraft from the central entry to the south terminal (circle 2S).
- c. Unless otherwise coordinated, traffic from GSW will be handed off on taxiway T holding short of taxiway Q.
- d. On a north flow, GSE shall comply with metering and staging requests from GSW.
- e. Unless otherwise coordinated, traffic for GNE will be handed off on taxiway PP holding short of taxiway F.
- f. Unless otherwise coordinated, when GSE is instructed to take control of GSW arrivals off of runway 4L, GSE assumes responsibilities for taxiways A and Q. Hand off aircraft to GSW on taxiways T or J holding short of K.
- g. GSE will taxi aircraft to the south terminal via the north and central entrances (circles 1S and 3S) as appropriate.

4.16. COORDINATED TAXI AREAS.

- a. GSE is authorized to transgress GNE and GSW delegated taxiways and ramps depicted in Appendix 1 when appropriate coordination has been completed.

CHAPTER 5. LOCAL CONTROL

SECTION 1. GENERAL

5.1. RESPONSIBILITIES.

- a. Local control, within delegated airspace, is authorized the control responsibility for:
 - (1) Separation between successive departures.
 - (2) Separation between successive arrivals.
 - (3) Separation between arrivals and departures.
 - (4) Separation between missed approach/go-arounds and arrivals/departures.
 - (5) Separation between SVFR/VFR/IFR overflights and arrivals.
 - (6) Separation between SVFR/VFR/IFR overflights and departures.
 - (7) Issuance of initial headings.
 - (8) Issuance of visual approach clearances.
 - (9) Visual separation.
- b. Fixed-wing special VFR is not authorized. However, if a pilot requests it, grant as appropriate. The pilot must initiate the request for special VFR.

5.2. AIRSPACE DELEGATION.

- a. South Flow:
 - (1) Area A – delegated to LSW. LSW delegates to LNW the final approach course for runway 22L.
 - (2) Area B – delegated to LSE. LSE delegates the final approach course for runway 21R.
 - (3) Area C – delegated to the Local Control position who is assigned the East Departure headings.
 - (4) Area D – delegated to the Local Control position who is assigned the West Departure headings.
- b. North Flow:
 - (1) Area A – delegated to the Local Control position who is assigned the West Departure headings.
 - (2) Area B – delegated to the Local Control position who is assigned the East Departure headings.
 - (3) Area C – delegated to LSE. LSE delegates to LNE the final approach course for runway 3L.
 - (4) Area D – delegated to LSW. LSW delegates to LNW the final approach course for runway 4R.
- c. West Flow:
 - (1) Area A – delegated to the Local Control position who is assigned departure headings.
 - (2) Area B – delegated to LNE.
 - (3) Area C – delegated to LSE.

5.3. RUNWAY CROSSINGS.

- a. All runway crossing requests and instructions shall be coordinated either verbally or through the text box.
- b. For authorization to cross an active runway, state the word "CROSS" followed by the runway designator and the intersection/point of crossing.

5.4. UTILIZING A RUNWAY NOT DESIGNATED AS ACTIVE.

- a. Coordinate with all Ground Controllers and the other Local Controller (as appropriate) prior to landing/departing on a runway not designated as active.

5.5. REDUCED SEPARATION ON FINAL.

- a. Reduced separation on final is authorized, per FAAO 7110.65, for runways 3R, 21L, 4L, 22R, and 22L only.

5.6. MISSED APPROACH AND GO-AROUND REQUIREMENTS.

- a. Follow pullout/go-around procedures described in the D21/DTW LOA.

SECTION 2. ARRIVAL INFORMATION

5.7. ARRIVAL INSTRUCTIONS.

- a. Local Control shall perform the following procedures prior to assuming control of approach sequenced arrival aircraft:
 - (1) Scan scratch pad information to correlate the type approach and runway assignment for each arrival.
 - (2) Ensure arrival aircraft are “quick looked” to the tower CTRD and that full data blocks are displayed.
 - (3) When transfer of communications is completed, LC shall confirm the radar identification of each arrival by position correlation.
- b. Local Control assumes control of arriving aircraft sequenced by approach control:
 - (1) Parallel Dependent ILS approaches (Staggered – at the final approach fix (FAF))
 - (2) Visual Approaches – from the final approach fix (FAF).
 - (3) Simultaneous Independent ILS approaches (SILS) – one mile final or Transfer Control Point (TCP).

NOTE: DTW is authorized to apply visual separation, and/or may authorized pilots to do so, on aircraft under control of either facility, and between the facilities just as if they were a single facility, as limited by FAAO 7110.65 and the DTW/D21 LOA.

- (4) Simultaneous Triple Independent ILS Approaches (STPRM) – one mile final or TCP.
- c. The TRACON shall ensure all aircraft are transferred to the Tower prior to the FAF and aircraft are:
 - (1) At compatible airspeeds.
 - (2) Provided appropriate longitudinal separation.

NOTE: Minimum spacing for aircraft established on adjacent localizers for parallel dependent ILS approaches is:

- (1) 21L and 22R – 2NM
- (2) 21L and 22L – 2NM
- (3) 22L and 22R – 1.5NM
- (4) 4L and 3R – 2NM
- (5) 4R and 3R – 2NM
- (6) 4L and 4R – 1.5NM
- d. Local control shall coordinate with the appropriate arrival controller any change in arrival runway assignment via the scratch pad.

5.8. SIMULTANEOUS ILS APPROACHES (DUEL OPERATION).

- a. Procedures for Simultaneous ILS (SILS) approaches are specified in FAAO 7110.65 and the D21/DTW LOA.
- b. Duel SILS approaches may be conducted to:
 - (1) Runways 22R and 21L
 - (2) Runways 22L and 21L
 - (3) Runways 4L and 3R
 - (4) Runways 4R and 3R

5.9. SIMULTANEOUS TRIPLE ILS (STPRM) AND SIMULTANEOUS DUAL PRM (SDPRM) APPROACHES.

- a. STPRM are conducted to runways 22R, 22L, and 21L or to Runways 4L, 4R, and 3R. STPRM requires the use of the Y approaches to Runways 22R/4L.
- b. SDPRM approaches are conducted to Runways 22R/22L or to Runways 4L/4R

SECTION 3. DEPARTURE INFORMATION

5.10. DEPARTURE INSTRUCTIONS

- a. Local Control shall:
 - (1) Provide initial departure separation by assigning appropriate headings to all aircraft.
 - (2) After coordination with the departure controller, adjust headings as appropriate to achieve the proper track or required separation.
 - (3) Verbally coordinate non-standard headings and enter the heading via the scratch pad.
 - (4) DTW Tower has been authorized by D21 to conduct Auto Releases and is responsible for ensuring proper auto-track association by the departure controller. DTW Tower does not track aircraft off of the runway.
 - (5) DTW Tower must give a rolling call or request release for all departures to the appropriate radar position.
 - 1) EXAMPLE: DAL123 21L MAARS (assigned heading if non-standard)

5.11. RELEASE DEFINITIONS.

- a. Departure Roll: The released or affected aircraft is on the runway, has been issued takeoff clearance, and has commenced takeoff roll.
- b. Rolling Call: The notification that the released aircraft has begun departure roll.
- c. Releasing Controller: The controller who has been delegated the departure airspace needed by the other controller.
- d. Released Controller: The controller who has received a release to enter the delegated departure airspace.

5.12. COORDINATION FOR DEPARTURE RELEASES.

- a. Request a release with the releasing controller using the position override (voice or text), or coordinate through the Cab Coordinator (CC) and include the following:
 - (1) Initial routing (initial fix or VFR heading)
 - (2) Type aircraft
 - (3) How soon you can depart
 - (4) Phraseology: *"Local West, Local East, request release on a DUNKS jet." "DUNKS jet released"*.
 - (5) The released controller shall issue the appropriate departure heading "off the ground" or as coordinated.
- b. Approve or disapprove a departure release as traffic permits.
- c. There are two types of releases:
 - (1) Airspace; Where the releasing controller releases the coordinated departures to the released controller.
 - (2) Airspace with traffic exchange; Where the releasing controller has released a departure with transfer of separation responsibility. The following conditions must be met for this:
 - 1) Inform the released controller of the affected aircraft on departure roll/airborne.
 - 2) The rolling aircraft is observed and acknowledged by the released controller.
 - 3) The responsibility for applying standard radar, visual, or in-trail separation between the released departure and affected aircraft is transferred to the released controller.

5.13. HEADING ASSIGNMENTS.**a. NORTH OPERATION.**

ACTIVE RUNWAYS	ARRIVAL RUNWAYS	DEPARTURE RUNWAYS	TYPE AIRCRAFT	DEPARTURE FIXES	HEADING	FREQUENCY	SECTOR
3/4	3R/4L	3L	Jet	CAAVS, SCORR, MAARS, OCTAS, MOONN	040	132.02	East Jet
			Prop	OCTAS, MOONN	100	134.3	JUNKR
				CAAVS, SCORR, MAARS	120	134.3	JUNKR
		4R	Jet	ANNTS, RUZZL, HARWL, DUNKS, EARVN	360	125.52	West Jet
				PISTN		132.02	East Jet
				LAYNE	020	132.02	East Jet
			Prop	ANNTS, RUZZL, HARWL, DUNKS	310	118.95	CRUXX
				PISTN, LAYNE, EARVN	330	118.95	CRUXX

b. SOUTH OPERATION.

ACTIVE RUNWAYS	ARRIVAL RUNWAYS	DEPARTURE RUNWAYS	TYPE AIRCRAFT	DEPARTURE FIXES	HEADING	FREQUENCY	SECTOR
21/22	21L/22R	21R	Jet	SCORR, MAARS, OCTAS, MOONN	180	132.02	East Jet
				CAVVS	200		
			Prop	OCTAS, MOONN	130	134.3	JUNKR
				CAAVS, SCORR, MAARS	150	134.3	JUNKR
		22L	Jet	ANNTS, RUZZL, HARWL, DUNKS, EARVN, LAYNE	230	125.52	West Jet
				PISTN		132.02	East Jet
			Prop	ANNTS, RUZZL, HARWL, DUNKS, PISTN	260	118.95	CRUXX
				LAYNE, EARVN	280	118.95	CRUXX

c. WEST OPERATION.

ACTIVE RUNWAYS	ARRIVAL RUNWAYS	DEPARTURE RUNWAYS	TYPE AIRCRAFT	DEPARTURE FIXES	HEADING	FREQUENCY	SECTOR
27	27L/27R	27L	Jet	ANNTS, RUZZL, CAAVS, SCORR, MAARS, OCTAS, MOONN	250	125.52	West Jet
			Prop	ANNTS, RUZZL, CAAVS, SCORR, MAARS, OCTAS, MOONN	180	118.95	CRUXX
		27R	Jet	DUNKS, HARWL, PISTN, LAYNE, EARVN	310	132.02	East Jet
			Prop	DUNKS, HARWL, PISTN, LAYNE, EARVN	360	134.3	JUNKR

SECTION 4. VFR AIRCRAFT**5.14. CLASS B PROCEDURES.**

- a. VFR departures at or below 2,500 feet MSL will be worked by Local Control. Assign headings which do not conflict with prior/subsequent departures off other runways.
- b. The aircraft shall be worked by YIP if it will penetrate the YIP Class D airspace unless otherwise coordinated.
- c. The TRACON will work the aircraft under the following conditions:
 - (1) Simultaneous ILS Approaches (SILS)
 - 1) A point out is made to the final controller.
 - 2) Aircraft must enter from the east or west unless otherwise coordinated.
 - (2) The aircraft flight plan will cause it to enter Class B airspace within 45 degrees of the reciprocal of the final approach course in use.
 - (3) The aircraft is a turbojet or defined as large.
 - (4) The aircraft is at a distance/altitude that makes it impractical to provide adequate radar service from the Local Control position.

SECTION 5. LOCAL CONTROL NORTHWEST (LNW).**5.15. GENERAL INFORMATION.**

- a. Monitor and operate communications equipment on frequency 135.00.
- b. LNW is delegated Runway 22L/4R.
- c. LNW is responsible for crossing aircraft holding at taxiways V, Z12, and Z14. After crossing, aircraft shall be instructed to contact Ground Control on the appropriate frequency.
- d. LNW is delegated the authority to require hand-offs, when data is transferred from the TRACON to the Tower, when the Quick Look function is not operationally advantageous or when safety may be compromised.

SECTION 6. LOCAL CONTROL NORTHEAST (LNE).**5.16. GENERAL INFORMATION.**

- a. Monitor and operate communications equipment on frequency 118.40.
- b. LNE is delegated Runway 21R/3L and Runway 27R/9L.
- c. LNE is delegated the authority to require hand-offs, when data is transferred from the TRACON to the Tower, when the Quick Look function is not operationally advantageous or when safety may be compromised.
- d. LNE shall advise LSE of any B757 or heavy aircraft departing Runway 21R.

SECTION 7. LOCAL CONTROL SOUTHEAST (LSE).**5.17. GENERAL INFORMATION.**

- a. Monitor and operate communications equipment on frequency 128.75.
- b. LSE is delegated Runway 21L/3R and Runway 27L/9R.
- c. LSE is delegated the authority to require hand-offs, when data is transferred from the TRACON to the Tower, when the Quick Look function is not operationally advantageous or when safety may be compromised..
- d. LSE shall advise LNE of any B757 or heavy aircraft departing runway 3R.

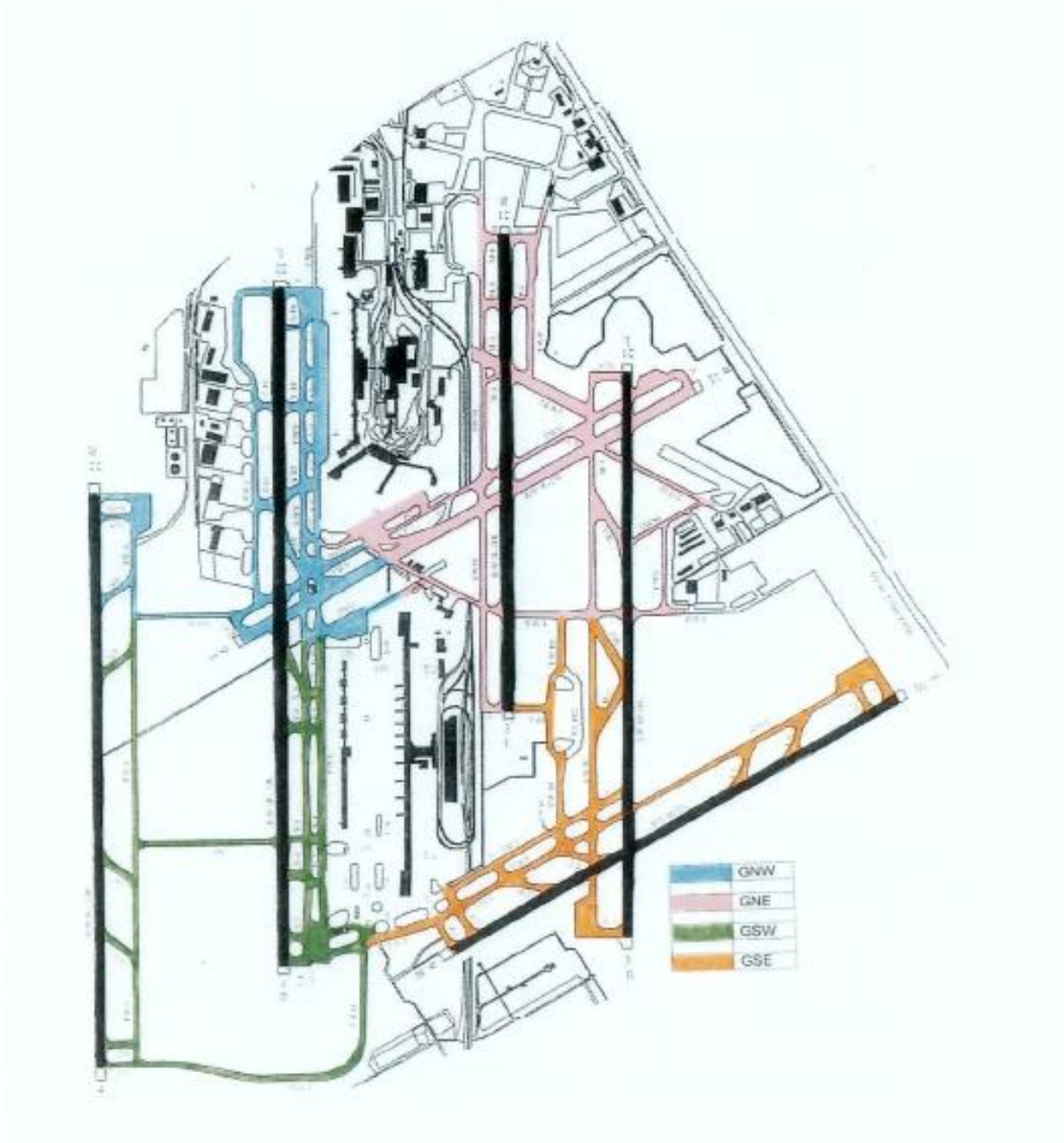
SECTION 8. LOCAL CONTROL SOUTHWEST (LSW).**5.18. GENERAL INFORMATION.**

- a. Monitor and operating communications equipment on frequency 128.12.
- b. LSW is delegated runway 22R/4L.
- c. LSW shall stage arrival aircraft from Runway 22R parking at the north terminal at taxiways V, Z12 and Z14 holding short of Runway 22L/4R (depending on gate assignment). Aircraft shall be instructed to monitor tower on 135.0 unless otherwise coordinated.
- d. LSW is delegated the authority to require hand-offs, when data is transferred from the TRACON to the Tower, when the Quick Look function is not operationally advantageous or when safety may be compromised.

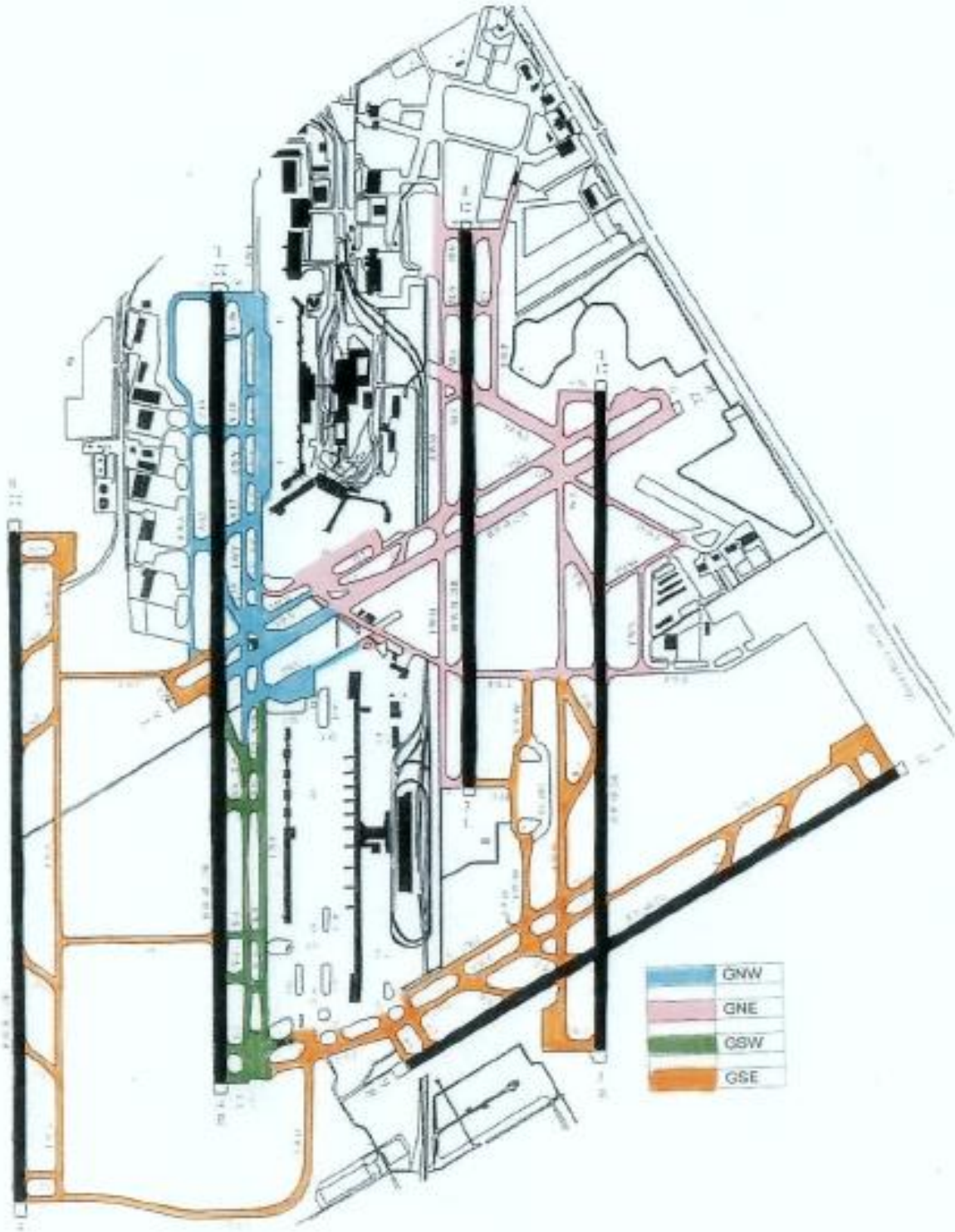
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APPENDIX 1. GROUND CONTROL AREAS OF RESPONSIBILITY

SOUTHWEST FLOW GROUND CONTROL AREAS OF RESPONSIBILITY



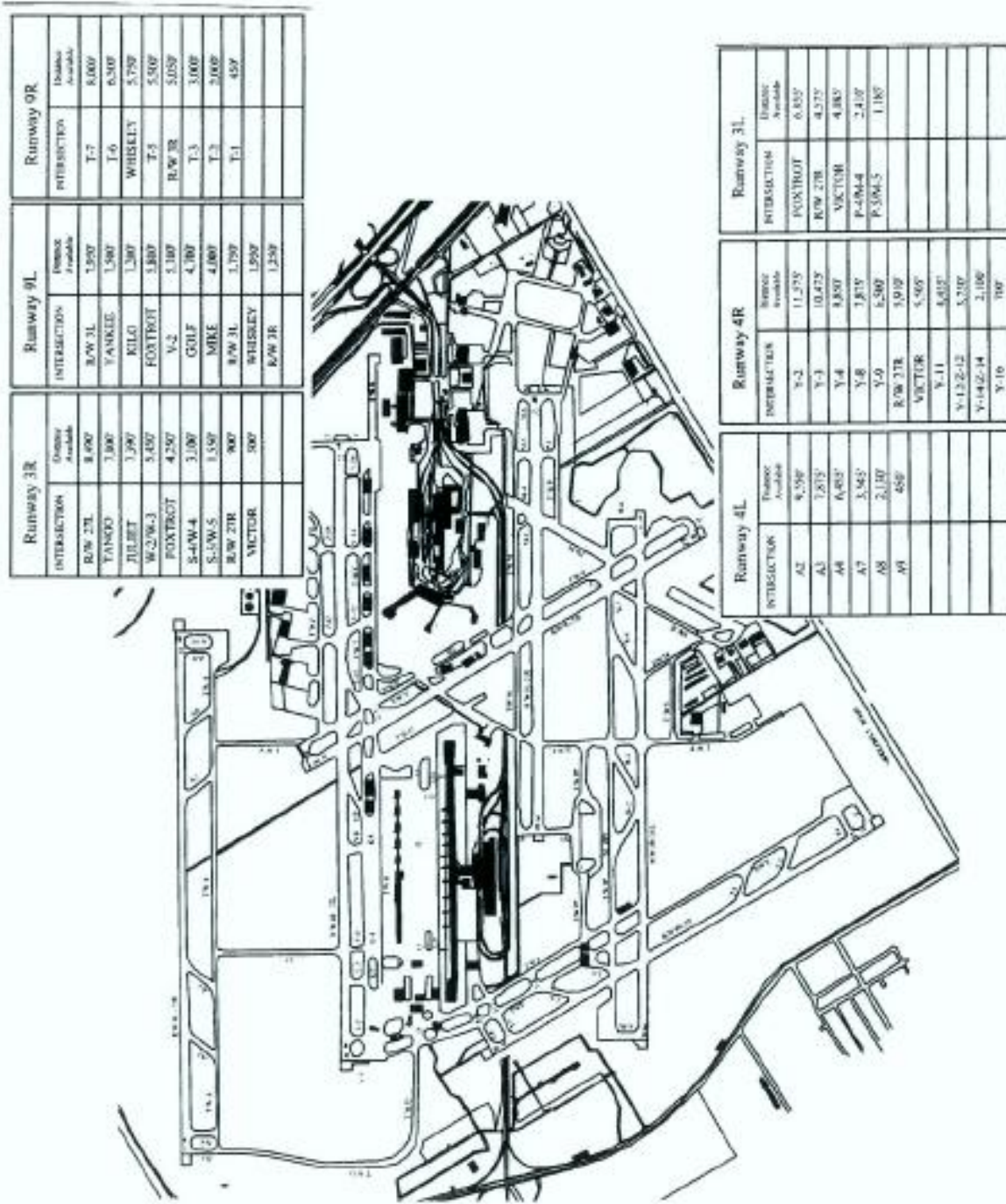
NORTHEAST FLOW GROUND CONTROL AREAS OF RESPONSIBILITY



WEST FLOW GROUND CONTROL AREAS OF RESPONSIBILITY

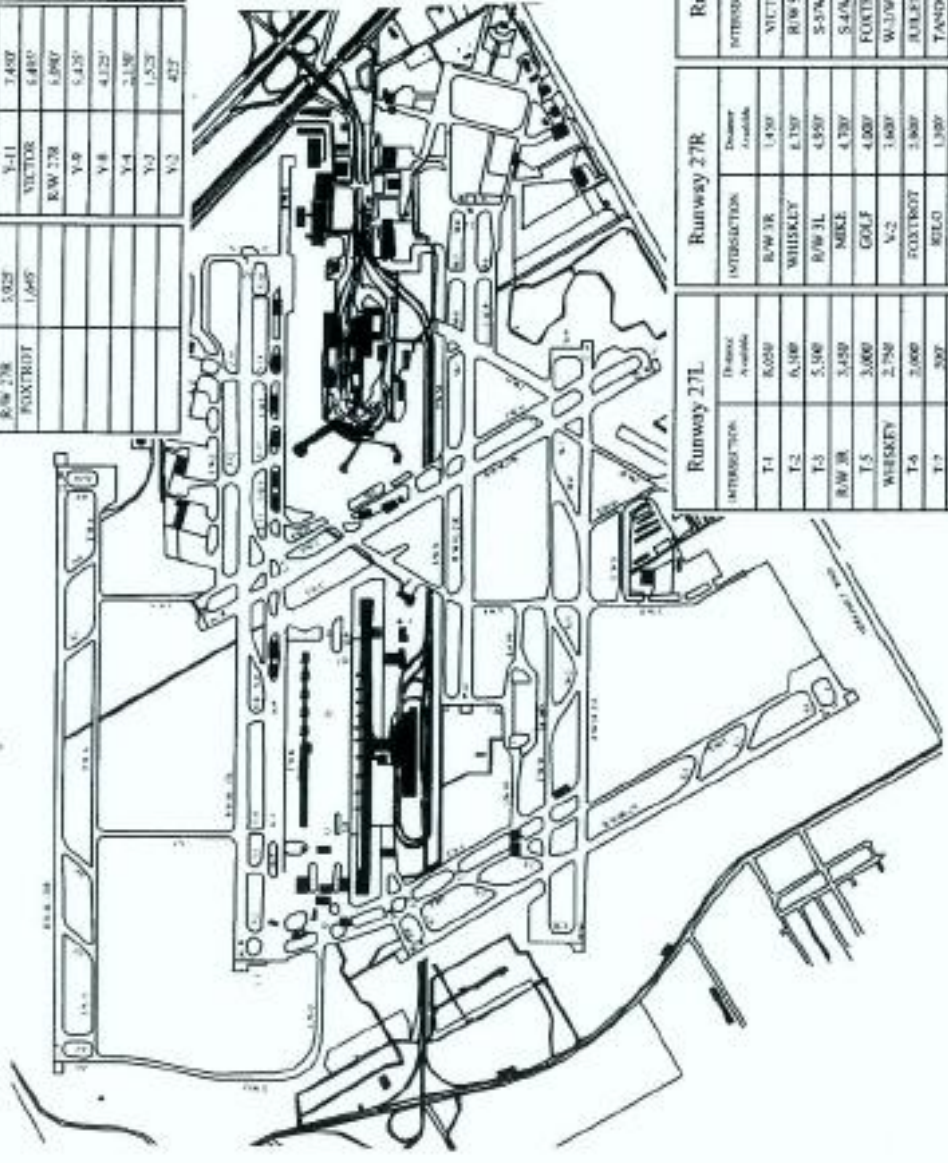


RUNWAYS 3, 4, AND 9 INTERSECTION DISTANCES



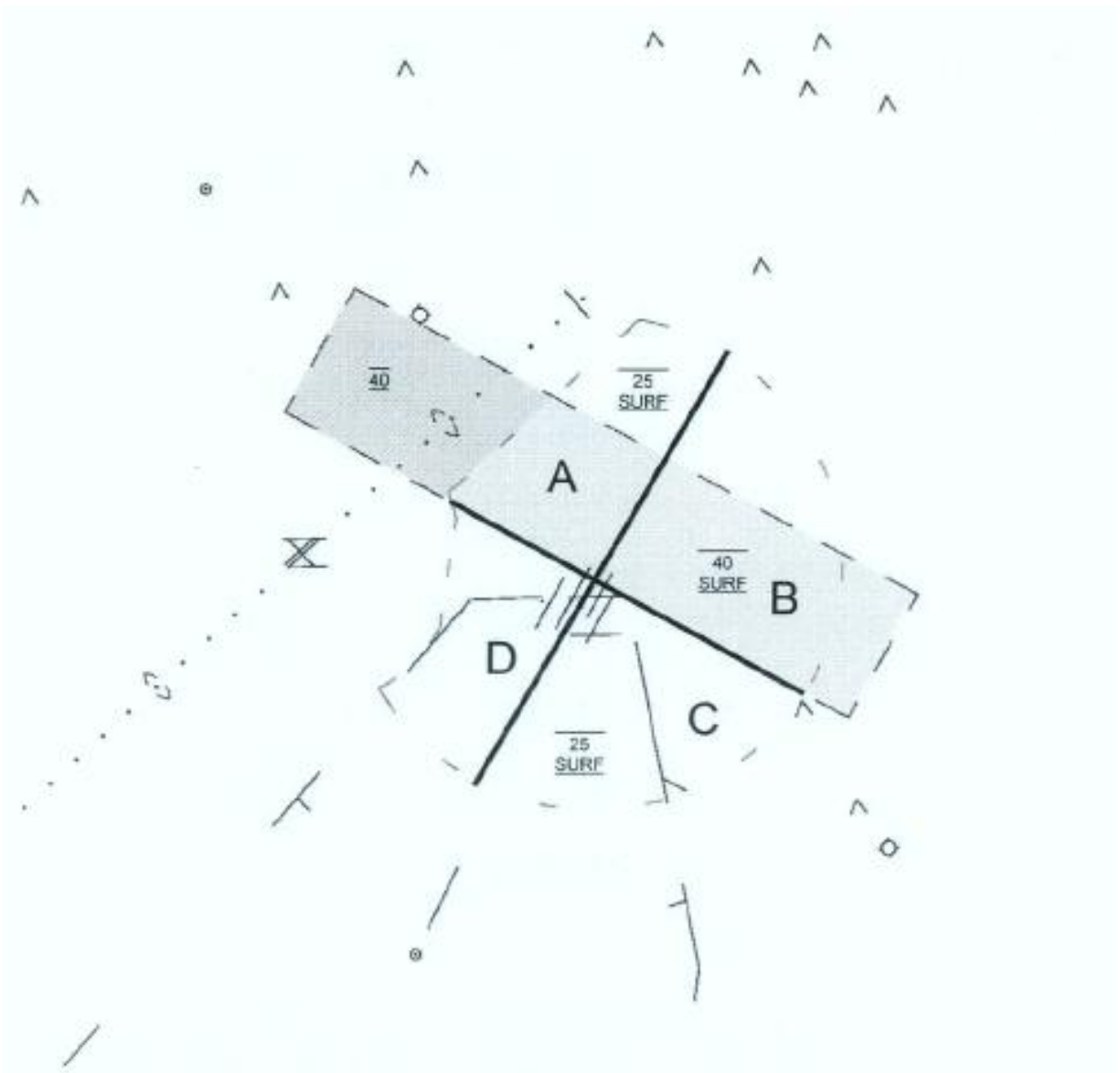
RUNWAYS 21, 22, AND 27 INTERSECTION DISTANCES

Runway 21R		Runway 22L		Runway 22R	
INTERSECTION	Distance Available	INTERSECTION	Distance Available	INTERSECTION	Distance Available
P-306-5	3,315'	V-16	11,300'	M	9,550'
P-406-4	3,990'	Y-14Z-14	9,900'	M	7,870'
VICTOR	4,415'	Y-13Z-13	8,250'	A*	6,455'
R/W 27R	5,925'	Y-11	7,450'	A	3,845'
FOXTROT	1,695'	VICTOR	6,480'	A3	5,125'
		R/W 27R	6,960'	A2	450'
		Y-9	5,435'		
		Y-8	4,125'		
		Y-4	2,150'		
		Y-3	1,525'		
		V-3	427'		

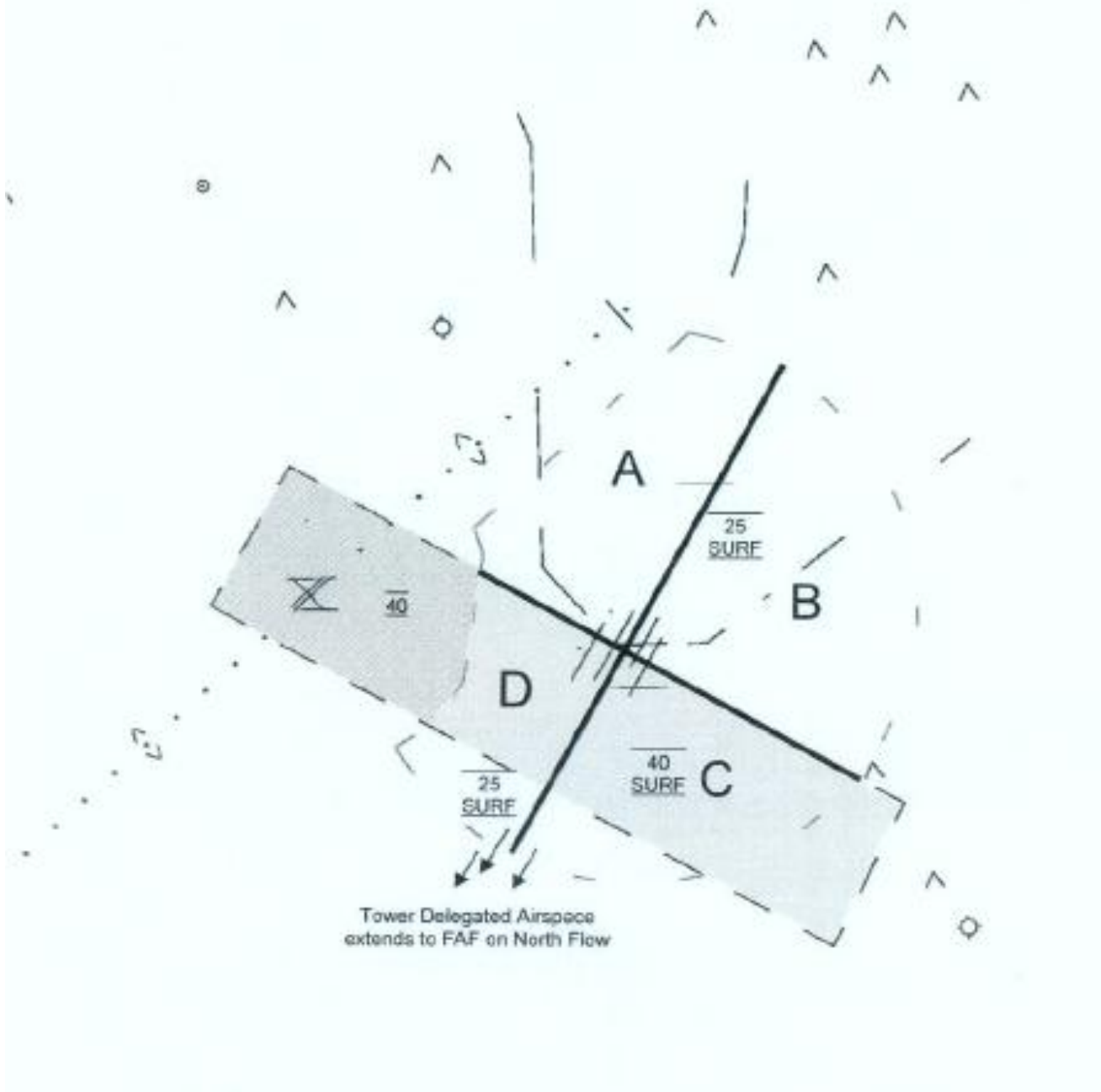


Runway 27L		Runway 27R		Runway 21L	
INTERSECTION	Distance Available	INTERSECTION	Distance Available	INTERSECTION	Distance Available
T-1	8,050'	R/W 27R	1,470'	VICTOR	8,300'
T-2	6,380'	WHISKEY	4,750'	R/W 21L	9,300'
T-3	5,100'	R/W 21L	4,550'	S-27W-5	8,600'
R/W 21R	3,450'	MIKE	4,730'	S-47W-4	6,900'
T-5	3,000'	GOLF	4,000'	FOXTROT	5,750'
WHISKEY	2,750'	V-2	3,600'	W-37W-3	4,150'
T-6	2,000'	FOXTROT	2,900'	JULIETT	2,610'
T-7	500'	MIKE	1,350'	TANGO	2,100'
		YANKEE	1,200'	80-27L	1,110'
		R/W 48L	750'		

SOUTHWEST FLOW LOCAL CONTROL DELEGATED AIRSPACE



NORTHEAST FLOW LOCAL CONTROL DELEGATED AIRSPACE



WEST FLOW LOCAL CONTROL DELEGATED AIRSPACE

