

**VATUSA CLEVELAND ARTCC
DETROIT APPROACH CONTROL AND DETROIT METRO TOWER
LETTER OF AGREEMENT**

Effective Date: January 21, 2012

SUBJECT: Inter-facility coordination for the control of IFR and VFR aircraft

1. **PURPOSE:** To establish operating procedures, delegate authority, and establish inter-facility coordination requirements for IFR, VFR, and SVFR service.
2. **SCOPE:** The procedures contained herein apply to the control of IFR and VFR operations between Detroit Approach Control and Detroit Metro Tower (A Limited Radar Approach Control facility), and operations conducted in the Detroit Class B airspace. These procedures are supplementary to FAAO 7110.65 are not meant to be used in a simulated environment.
3. **DEFINITIONS:**
 - a. **Inboard Runways** - RWY's 21R/3L, 22L/4R
 - b. **Outboard Runways** – RWY's 21L/3R, 22R/4L
 - c. **Departure Airspace** – The area depicted in Appendix 1.
 - d. **Arrival Airspace** – The area depicted in Appendix 2.
 - e. **Area 51** – The area for the ILS FAF to 1 nautical mile (NM) from the approach end of the runway as depicted in Appendix 3.
 - f. **Frequency Assignments** – Depicted in Appendix 4.
4. **DELEGATION OF AUTHORITY:** Tower delegated airspace is the airspace within the Detroit Class B surface area up to and including 2,500 MSL, excluding the portion 1 ½ miles southeast of the YIP runway 23L localizer.
5. **ARRIVAL PROCEDURES:**
 - a. **D21 General:**
 - (1) Reduced separation on final is authorized on RWY's 3R, 21L, and 22L in accordance with FAAO 7110.65.
 - (2) Automated Information Transfer – Approach shall handoff aircraft to Local Control, who must display at a minimum of Call Sign, and type aircraft.
 - b. **IFR ARRIVALS, D21 shall:**
 - (1) Coordinate with DTW to determine the primary type of approach that will be conducted and advertised.

- (2)** Coordinate the type of approach and runway assignment via scratch pad entry and follows, preceded with I (ILS) or V (Visual):

RWY 21L = 21L	RWY 3R = 03R
RWY 21R = 11R	RWY 3L = 03L
RWY 22L = 22L	RWY 4R = 04R
RWY 22R = 22R	RWY 4L = 04L
RWY 27L = 27L	RWY 27R = 27R
RWY 9L = 09L	RWY 9R = 09R

- (3)** Transfer control of inboard aircraft at the following Transfer of Control Points (TCP):

- a) Instrument Approaches – ILS Final Approach Fix (FAF).
- b) Visual Approaches – ILS Final Approach Fix (FAF).

- (4)** Transfer communications of all inbound aircraft prior to the TCP.

- (5)** Verbally APREQ (approval request) any arrival that will intercept the final approach course less than 4 miles from the approach end of the runway.

- (6)** When sequencing to the inboard runways is authorized, verbally or through text, APREQ aircraft assigned an inboard runway within 12 flying miles from the airport.

- (7)** The D21 Final Controller area of responsibility for separation are:

- a) Simultaneous Independent ILS Approaches:
 - 1) When DTW controls Area 51 – 15NM final to ILS FAF.
 - 2) When D21 controls Area 51 – 15 NM final to 1NM final.
- b) Parallel Dependent (Staggered) ILS Approaches – outside the ILS FAF.
- c) Visual Approaches – outside the ILS FAF.

c. VFR ARRIVALS, D21 shall:

- (1)** To the extent practical, establish large turbine engine powered aircraft in the approach sequence.
- (2)** Establish aircraft in the approach sequence if entry into Tower delegated airspace is within 45 degrees either side of the approach course in use.
- (3)** If the aircraft is at an altitude which will allow for initial entry into tower delegated Class B airspace outside of the area 45 degrees either side of the final approach course in use:
 - a) Start a radar track or verbally point out the aircraft to DTW before changing the aircraft to the tower frequency.
- (4)** When Area 51 is delegated to D21, D21 shall establish all fixed-wing VFR aircraft in the approach sequence.

d. DTW General:

- (1) Determine the runway in use.
- (2) Coordinate changes with D21.

e. IFR ARRIVALS, DTW shall:

- (1) The Local Controller areas of responsibility for separation are:
 - a) Simultaneous Independent ILS Approaches:
 - 1) When DTW Tower controls Area 51 – ILS FAF to runway approach end.
 - 2) When 21 controls Area 51 – 1NM final to approach end.
 - b) Parallel Dependent (Staggered) ILS Approaches – ILS FAF to approach end.
 - c) Visual Approaches – ILS FAF to runway approach end.
- (2) Handle missed approaches as follows:
 - a) Remain at 3,000 until in departure airspace, then:
 - b) Assign 4,000 and issue a prop heading, or:
 - c) Assign 5,000 and issue a jet heading.

f. VFR ARRIVALS, DTW shall:

- (1) Sequence VFR arrivals appropriately with arrival flow.

6. DEPARTURE PROCEDURES:**a. DTW shall:**

- (1) Unless otherwise coordinated, provide 4NM initial separation, jet to jet, prop to prop, on like routes.
- (2) Issue the appropriate Detroit Metro Airport SID to all IFR departures.
- (3) After coordination with the Departure controller, adjust headings to achieve the proper track in Departure Control airspace.

NOTE: EARVN Jets at 8,000 shall be grouped with DUNKS/LAYNE jet departure headings on a South or South/West Flow and FWA-SID/HARWL jet departures headings on a North Flow.

(4) Ensure standard prop departures (and Turbojets at 4,000), both IFR and VFR, that will enter D21 airspace are given the following headings unless otherwise coordinated:

a) North Flow:

- 1)** DUNKS, HARWL, RUZZL = 310
- 2)** LAYNE, EARVN = 330
- 3)** MOONN, ERRTH = 100
- 4)** MAARS, ROD-SID = 120

b) South Flow:

- 1)** DUNKS, HARWL, RUZZL = 260
- 2)** LAYNE, EARVN = 280
- 3)** MOONN, ERRTH = 130
- 4)** MAARS, ROD-SID = 150

c) West Flow:

- 1)** DUNKS, HARWL, LAYNE, EARVN = 360
- 2)** MOONN, ERRTH, MAARS, ROD-SID, RUZZL = 180

d) South/West Flow:

- 1)** DUNKS, HARWL, RUZZL = 260
- 2)** LAYNE, EARVN = 280
- 3)** MOONN, ERRTH, MAARS, ROD-SID = 160

(5) When on a West Flow and departing RWY 21/22, all East Jet departures will be assigned an initial altitude of 5,000.

7. CLEARANCE DELIVERY PROCEDURES:**a. DTW shall:**

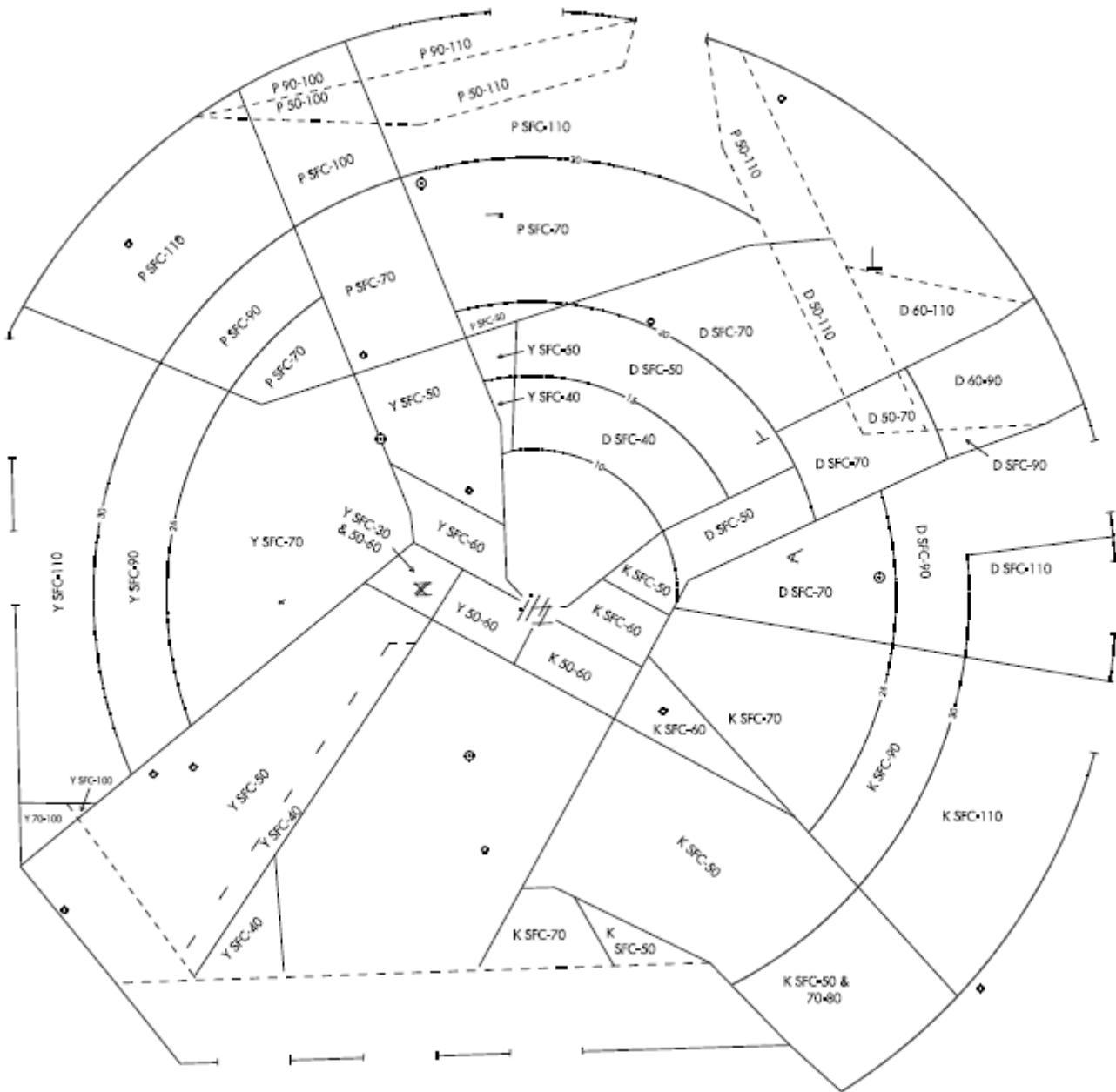
- (1)** Enter all VFR/IFR departures that will enter D21 airspace into the NAS (National Airspace System).
- (2)** Assign an initial altitude of 4,000 to all props. VFR props may be assigned 3,500.
- (3)** Assign an initial altitude of 4,000 to jet departures requesting lower than 10,000 (issue prop heading).
- (4)** Assign an initial altitude of 10,000 to all other jet departures with the following exceptions:
 - a) Landing:**
 - 1)** FNT, JXN, TOL (or satellites) – 4,000; issue prop heading.
 - 2)** LAN requesting 8,000 or above – 8,000.
 - 3)** LAN requesting 6,000 or below – 4,000; issue prop heading.
 - 4)** MTC, 76G, D98, PHN, YZR – 4,000; issue prop heading.
 - 5)** D21 TRACON – 4,000; issue prop heading.
 - b) Others:**
 - 1)** ROD-SID/RID-SID/FWA-SID (north flow) requesting 10,000 or below – 4,000 and issue prop heading.
 - 2)** ROD-SID/RID-SID/FWA-SID (south flow) requesting 10,000 or below – requested altitude (except 6,000) on course.
 - 3)** LAYNE (south flow) requesting 12,000 or below – 4,000; issue prop heading.
 - 4)** PISTN (south flow) requesting 12,000 or below – 4,000; issue prop heading.
- (5)** Never assign jet aircraft an altitude of 6,000.
- (6)** Ensure aircraft landing CLE are filed:
 - a)** MAARS HIMEZ
 - b)** MAARS DJB347 JIBNA CWR299 HIMEZ (non-RNAV)
- (7)** Issue direct routings to CLE satellites at 5,000 or 7,000.

8. ATTACHMENTS:

a. Appendix 1 – Airspace Delegation

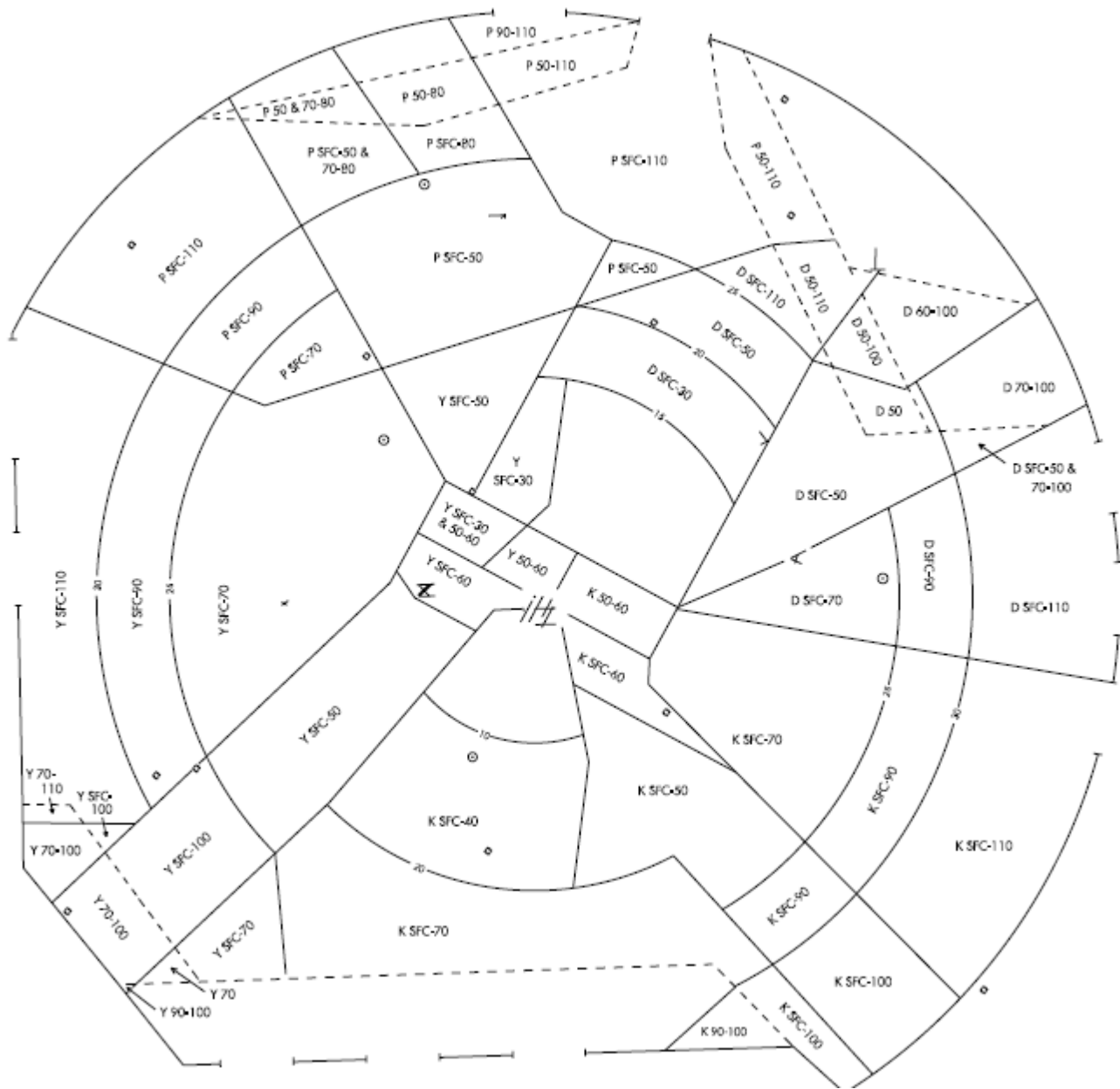
Ryan Geckler
Air Traffic Manager
Cleveland ARTCC

1. North Flow Satellite Airspace



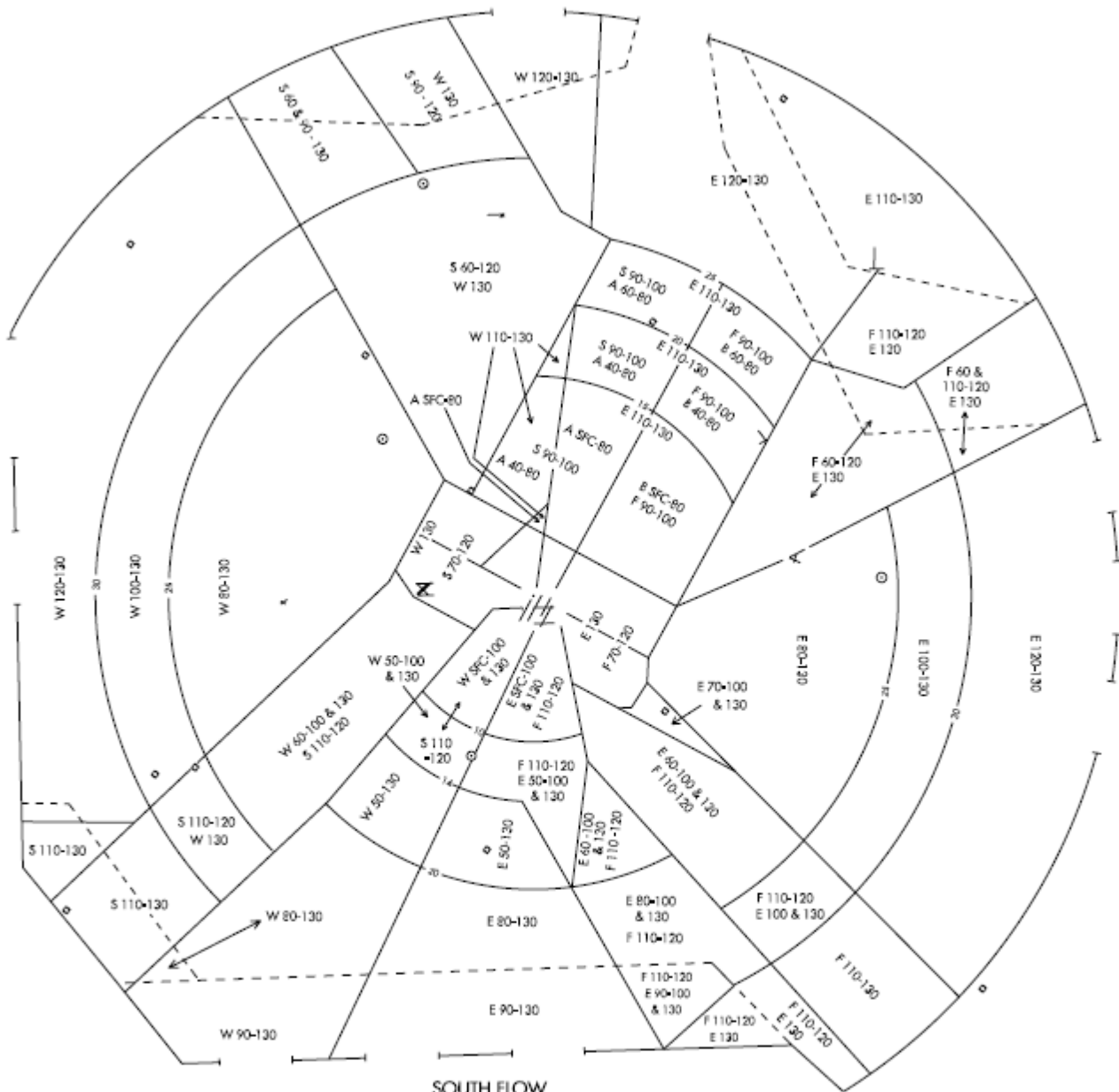
NORTH FLOW
SATELLITE AIRSPACE DELEGATION
D - CITY
K - JUNKR
P - PONTIAC
Y - CRUXX

2. North Flow Arrival/Departure Airspace



**SOUTH FLOW
SATELLITE AIRSPACE DELEGATION**
D - CITY
K - JUNKR
P - PONTIAC
Y - CRUXX

4. South Flow Arrival/Departure Airspace



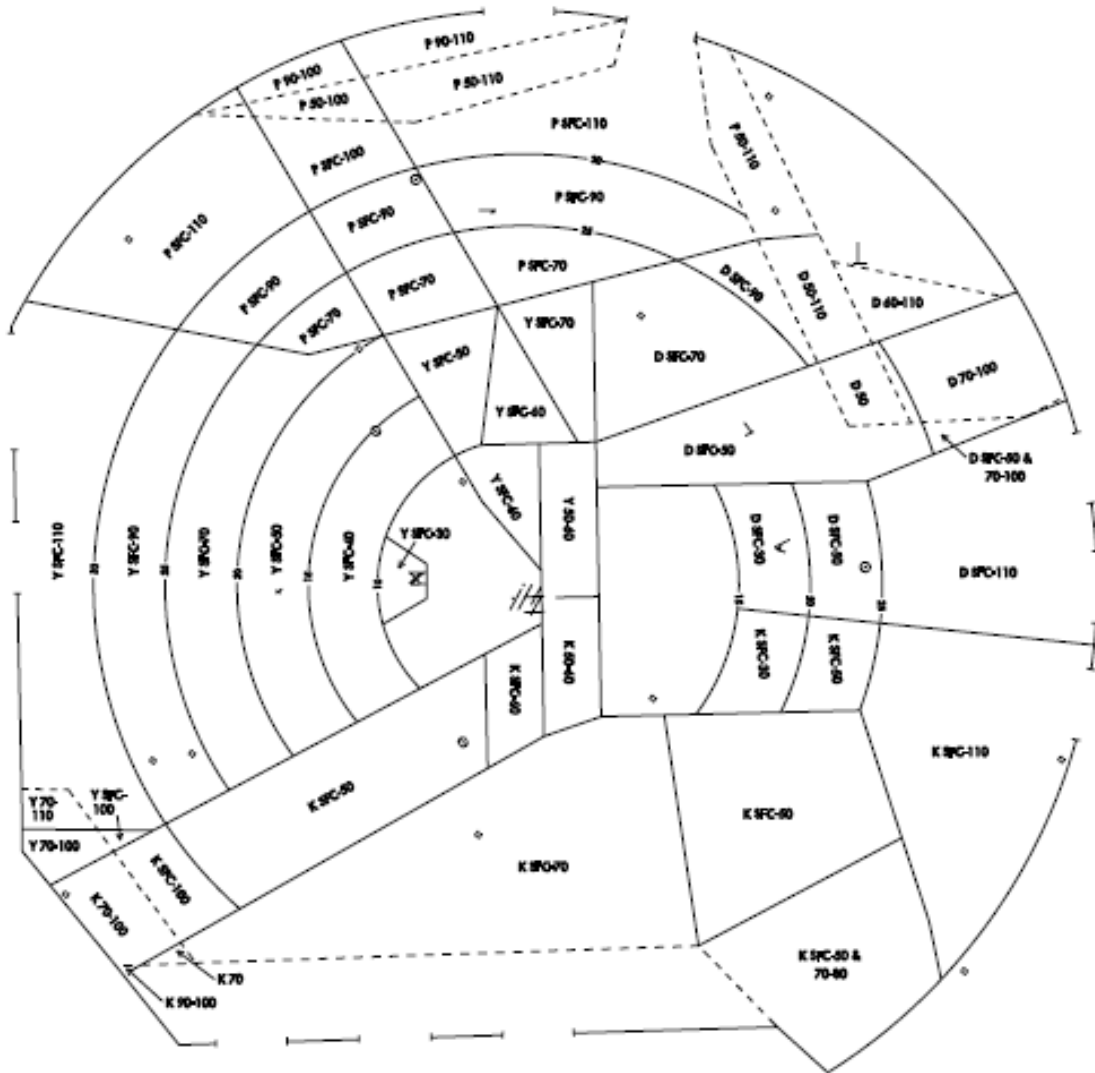
**SOUTH FLOW
ARRIVAL / DEPARTURE AIRSPACE DELEGATION**

- A - WEST ARRIVAL
- B - EAST ARRIVAL
- E - EAST DEPARTURE
- F - EAST FEEDER
- S - WEST FEEDER
- W - WEST DEPARTURE

3334A (RADAR VIDEO MAPS)
NAUTICAL CHARTING OFFICE
NTON ADMINISTRATION

DETROIT, MI
6-1-09
DTW-PDM-13

5. West Flow Satellite Airspace



**WEST FLOW
SATELLITE AIRSPACE DELEGATION**
D - CITY
K - JUNKR
P - PONTIAC
Y - CRUXX

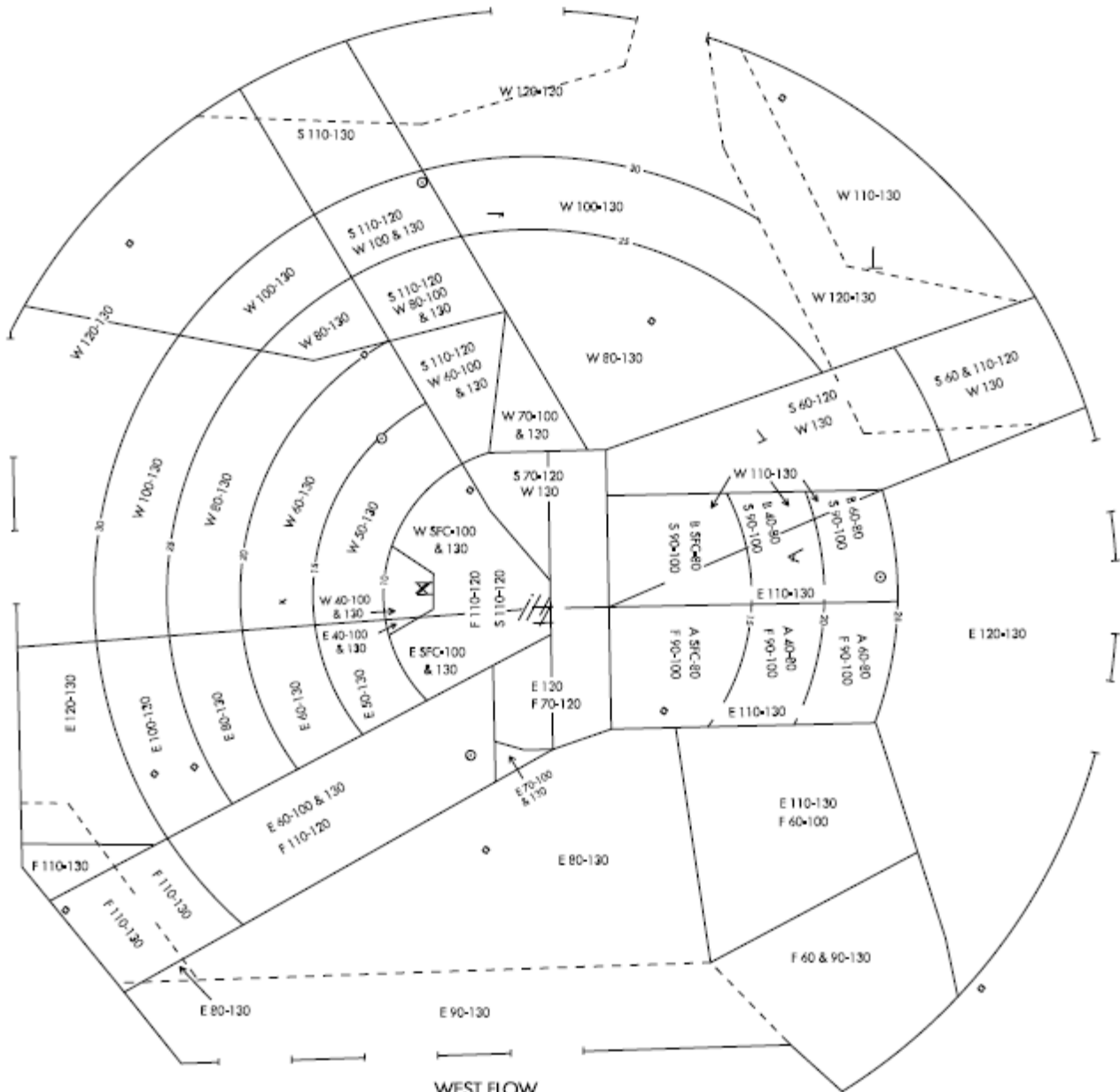
BY AMRASSIA BADAR YUSOF HAFIZ
LABORATORY/LEGAL CHAIRMAN OFFICE
AL JAWHARIN ADMINISTRATION

DETROIT, MI
3-20-09
DTW-PDM-14

6. West Flow Arrival/Departure Airspace

Effective Date: 1/21/12

FOR FLIGHT SIMULATION USE ONLY



**WEST FLOW
ARRIVAL / DEPARTURE AIRSPACE DELEGATION**

- A - WEST ARRIVAL
- B - EAST ARRIVAL
- E - EAST DEPARTURE
- F - EAST FEEDER
- S - WEST FEEDER
- W - WEST DEPARTURE

2434A (RADAR VIDEO MAPS)
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ICOM ADMINISTRATION

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DTW-PDM-15

7. South/West Flow Satellite Airspace

