

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

**EFFECTIVE: MAY 1, 2021**

**SUBJECT: INTERFACILITY COORDINATION**

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**1. PURPOSE**

This Letter of Agreement defines interfacility procedures, communication procedures, and delegation of airspace between Detroit TRACON (D21) and Detroit Metro ATCT (DTW).

**2. DISCLAIMER**

Information contained herein is designed and specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations.

**3. CANCELLATION**

Detroit TRACON and Detroit Metro ATCT Letter of Agreement dated May 11, 2020 is hereby cancelled.

**4. DELEGATION OF AUTHORITY**

Detroit TRACON delegates to Detroit Metro ATCT that portion of the Terminal Area depicted in Appendix 2.

**5. DETROIT METRO ATCT SEPARATION SERVICES**

- a. Separation between successive departures.
- b. Separation between successive arrivals.
- c. Separation between arrivals and departures.
- d. Separation between breakouts and arrivals/departures.
- e. Separation between SVFR/VFR/IFR overflights and arrivals.
- f. Separation between SVFR/VFR/IFR overflights and departures.
- g. Issuance of initial headings.
- h. Issuance of visual approach clearances.
- i. Visual separation.

**NOTE—** *Fixed-wing special VFR is not authorized.*

**6. AUTOMATED POINT-OUT PROCEDURES**

- a. For aircraft east of DTW, a flashing point-out to LCL E means that D21 is requesting to descend the aircraft to 4,000 ft. immediately upon approval and then continue descent west of runway 22R/04L within the lateral limits of the cage. (Depicted in Appendix 5)
- b. For aircraft west of DTW, a flashing point-out to LCL W means that D21 is requesting to descend the aircraft to 4,000 ft. immediately upon approval and then continue descent east of runway 21L/03R within the lateral limits of the cage. (Depicted in Appendix 5)
- c. Acceptance of the point-out constitutes approval of the request.
- d. This procedure is not authorized during West Flow.

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

**7. PREFERENTIAL RUNWAY PROGRAM AND QUIET HOUR OPERATIONS**

- a. Runways 21/22 (South Flow) are designated as the preferential and noise abatement runways.
- b. Quiet Hour Operations are conducted between the hours of 0000 to 0600 local. DTW will depart runways 21/22 and arrive runways 3/4 during those times whenever feasible and the following requirements must be met:
  - i. DTW must APREQ all departures with D21.
  - ii. There must be no significant wind shear or thunderstorms (within 5 NM of the initial departure point or final approach) which affect the use of the selected runway(s).
  - iii. The reported visibility must not be less than 1 SM (Runway Visual Range (RVR) 5,000 feet).
  - iv. There must be no snow, ice, or standing water present or reported (other than patches which do not impact braking effectiveness) on that width of the applicable runway or stopway (overrun) to be used. Braking action must be good and no reports of hydroplaning or unusually slippery runway surfaces may have been received.
  - v. When runways are not dry or clear no tailwind component can exist.

**8. ARRIVAL PROCEDURES**

- a. Reduced separation on final is authorized on runways 03R, 04L, 21L, 22L, and 22R.
- b. Use of Modify/Quick Look for Data Transfer Between DTW and D21:
  - i. STARS Modify/Quick Look functions must be used to forward arrival data to DTW from D21.
  - ii. DTW is responsible for determining whether the use of the Quick Look function is satisfactory, or if some other mode of transfer is to be used (e.g., voice call or hand off).
- c. DTW releases to D21 control for speed assignment to the FAF.
- d. STARS Scratch Pad Entries. The following STARS scratchpad entries must be used when coordination is performed through the use of the scratchpad area:
- e. To indicate active runway assignment at DTW, use the following first scratch pad entries:

*Table 1: STARS Scratch Pad Runway Assignment*

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

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

- f. For aircraft not on the ATIS advertised approach, use the following scratch pad entries:

*Table 2: STARS Approach Entries*

V	Aircraft has the airport in sight and is on a visual approach when instrument approaches are advertised on the ATIS
F	Aircraft is cleared for a visual approach and is following the preceding aircraft
S	Aircraft is maintaining visual separation from traffic on a parallel final approach course
I	Aircraft is on an ILS approach
G	Aircraft is on an RNAV approach
R	Aircraft is on an RNAV (RNP) W approach
M	Medevac aircraft
N	Non-participating aircraft during PRM approaches

**NOTE 1** — *Aircraft not qualified or equipped to conduct PRM (+N) procedures are authorized to conduct an approach to runway 03R/21L simultaneously with aircraft conducting PRM approaches to runways 04L/22R and 04R/22L.*

**NOTE 2** — *Any second scratchpad entry other than those above indicates that the aircraft is conducting the advertised approach.*

- g. D21 General:
- i. Data blocks must contain at least the aircraft call sign and type.
  - ii. D21 must enter the emergency special condition code (EM) in the data block of all emergency inbound aircraft.
- h. IFR Arrivals, D21 must:
- i. Advise DTW whenever an aircraft will conduct an auto-land approach.
  - ii. To the extent possible, assign UPS and GA aircraft an east runway.
  - iii. To the extent possible, assign a west runway to carriers listed in Appendix 4.
  - iv. APREQ any arrival whose downwind to base leg will be inside the FAF.
  - v. APREQ any runway changes within 15 flying miles of the airport.
  - vi. Provide separation between aircraft on the same and parallel final approach courses up to the TCP.
- i. VFR Arrivals, D21 must:
- i. Establish large turbine engine powered aircraft in the approach sequence.
  - ii. Establish aircraft in the approach sequence if entry into DTW delegated airspace is within 45 degrees either side of the approach course in use.
  - iii. If the aircraft is at an altitude which will allow for initial entry into DTW

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

delegated Class B airspace outside of the area 45 degrees either side of the final approach course in use:

1. Start a STARS track or verbally point out the aircraft to DTW before changing the aircraft to the tower frequency.
  2. Instruct the aircraft to remain outside of the Class B airspace and proceed to the VFR entry point depicted in Appendix 4.
- j. DTW must:
- i. Coordinate runway changes with D21.
  - ii. Initiate and terminate Arrival/Departure Window (ADW) operations with input from D21 TMU.
  - iii. Verbally advise D21 of pertinent information including, but not limited to, FOD and braking action.
  - iv. Provide separation between aircraft on the same and parallel final approach courses from the TCP to the runway.
- k. Vectoring to a Departure-Only Runway
- i. DTW must coordinate the start and end time of departure-only operations with D21.
  - ii. The first aircraft scheduled to arrive at a departure-only runway must be no closer than 10 NM from the runway prior to the coordinated end time.
  - iii. Priority-handling aircraft that are requesting to arrive at a departure-only runway must be coordinated as soon as possible, and not later than reaching a 10 NM final.

**9. STANDARD BREAKOUT PROCEDURES**

- a. Tower-Initiated Breakout. DTW must:
- i. Provide separation between the breakout aircraft and other arrivals and departures.
  - ii. Issue a heading that will allow aircraft to enter D21 West Satellite or East Satellite airspace, or the appropriate departure sector, on the departure side of the airport.
  - iii. Initiate an automated hand off to the appropriate sector.
  - iv. Issue an altitude of 4,000 feet. (5) D21 has control on contact as 12.a.(3) below.
- b. TRACON-Initiated Breakout.
- i. D21 must:
    1. Keep aircraft outside DTW airspace to the maximum extent possible.
    2. For aircraft that will not enter DTW airspace, issue an altitude at or above 4,000 ft.
    3. For aircraft that are in, or will enter, DTW airspace:
      - a. Issue control instructions to establish separation.
      - b. Issuance of control instructions on monitor frequency constitutes coordination with DTW.
      - c. Assign an altitude of 4,000 feet.
      - d. Verbally transfer control to DTW.

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

4. DTW must, after control transfer from D21, handle these aircraft as a tower-initiated breakout.

**10. DEPARTURE PROCEDURES**

- a. General.
  - i. D21 authorizes DTW automatic releases for RNAV SID jet departures.
  - ii. DTW may authorize subsequent departures to provide pilot-applied visual separation from a preceding departure. When doing so, DTW must enter +VS in the aircraft second scratch pad.
  - iii. DTW releases to D21 control of departures as follows:
    1. Props and turboprops: Control for turns away from the extended runway centerline on the departure side of the airport.
    2. Jets: At or above 3,000 feet. D21 assumes responsibility for ensuring separation from preceding and subsequent departures and breakouts when exercising control of aircraft in DTW airspace.
  - iv. D21 must ensure the impacts of traffic management initiatives are equitably distributed between users at all impacted airports. Releasing aircraft in order of their taxi time is the preferred method.
- b. DTW must:
  - i. Provide required MIT/MINIT to meet D21 TMI restrictions, when the succeeding aircraft acquires.
  - ii. Advise D21 when changing the departure split.
  - iii. Retain control of departures until standard radar separation exists.
  - iv. Radar identify departures, ensure accurate data block acquisition, and transfer radar identification through STARS (automated), prior to the aircraft leaving DTW airspace and prior to communications transfer.
  - v. Provide 5 NM initial separation for departures filed via the same SID that have the same initial departure fix or heading.
  - vi. During North Flow TRMML/ZETTR SID 1 by 5 MIT.
  - vii. Provide 4 NM initial separation for departures not filed via the same SID, but have the same initial departure fix or heading.
  - viii. Coordinate all aircraft not on an RNAV SID with the appropriate satellite sector.
- c. RNAV Off-the-Ground. DTW must:
  - i. For aircraft departing over initial departure fixes not IAW departure split shown in the IDS-4,
    1. Advise the receiving controller of ACID and SID, and
    2. Use prescribed miles-in-trail (MIT) listed in the table below. Ensure succeeding aircraft will not tag prior to the listed MIT. Any SID pairs not listed in the table below should be handled IAW in para 12.b.

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

SOUTH FLOW / SOUTH SIDs					
When 22L/R	Follow 21L/R	MIT	When 21L/R	Follow 22L/R	MIT
CLVIN	CLVIN	5 NM	CLVIN	CLVIN	Boundary
	BARII or SNDRS	Boundary		BARII or SNDRS	0 NM
BARII	CLVIN	0 NM	BARII	CLVIN	Boundary
	BARII	5 NM		BARII	5 NM
	SNDRS	Boundary		SNDRS	0 SM
SNDRS	CLVIN or BARII	0 NM	SNDRS	CLVIN or BARII	Boundary
	SNDRS	5 NM		SNDRS	5 NM
TRMML and ZETTR: 0 MIT					

- ii. Ensure that aircraft are on their assigned route prior to frequency change.
- iii. When an airborne aircraft will be taken off the RNAV OTG procedure, do not release a subsequent departure that will enter the receiving controller's airspace until that aircraft exits the lateral limits of DTW airspace.
- d. RNAV Off-the-Ground Suspended.
  - i. (1) The D21 and DTW OM/OS/CIC must assess the feasibility of continuing ELSO when wind conditions dictate that aircraft cannot consistently fly the intended RNAV track.
  - ii. If required, suspension of RNAV off-the-ground must be done only after coordination between D21 and DTW FLM/CIC/TMCs.
  - iii. After coordination with D21, DTW must enter jet departure headings into the IDS.
  - iv. DTW must APREQ all departures which will not depart in accordance with the coordinated departure split.

**11. ARRIVAL/DEPARTURE WINDOW (ADW) OPERATIONS.** Criteria when conducting ADW operations must be as follows:

- a. Reported weather is at or above 3,000 ft. ceiling and 5 SM visibility.
- b. Static 4 NM in-trail restrictions at the threshold for runways 27L and 27R.

**12. ISSUING CLEARANCES.** DTW must:

- a. Issue a SID/PDR to IFR departures exiting D21 airspace or the FDIO-generated flight plan for all others.
- b. Enter all VFR/IFR departures that will enter D21 airspace into the NAS.
- c. Assign 4,000 feet and APREQ with satellite controller:
  - i. Props/turboprops.

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

- ii. VFRs.
- iii. Non-RNAV SID IFR jets.
- d. Issue satellite departure frequency to departures with an initial altitude of 4,000 ft or below.
- e. For RNAV off-the-ground SID departures:
  - i. **"CLIMB VIA (SID)"** to aircraft requesting AOA 17,000 feet.
  - ii. **"CLIMB VIA (SID) EXCEPT MAINTAIN (requested altitude)"** to aircraft requesting 11,000 – 16,000 feet, excluding aircraft filed to airports listed in the table below.
  - iii. **"CLIMB VIA (SID) EXCEPT MAINTAIN SEVEN THOUSAND"** to:
    - 1. Aircraft requesting AOB 10,000 ft.
    - 2. Aircraft filed to airports listed in the table below regardless of requested altitude. Cleveland area airport arrivals must also be issued WINNZ.BRWNZ arrival.

<b>Issue 7,000 ft to aircraft filed to these airports:</b>	
Great Lakes area:	CLE Area:
LAN	CLE, BKL, CGF, LNN, LPR, CAK, AKR, 1G3

- f. When ROTG is suspended issue a heading and **"CLIMB AND MAINTAIN SEVEN THOUSAND"** to all IFR RNAV SID jet aircraft.

**13. ATTACHMENTS.**

- a. Appendix 1 – Departure Airspace and Frequencies.
- b. Appendix 2 – Tower Delegated Airspace.
- c. Appendix 3 – VFR Reporting Points.
- d. Appendix 4 – West Complex Runway Airlines and Cargo Aircraft.
- e. Appendix 5 – Cage
- f. Appendix 6 – Tower Frequencies

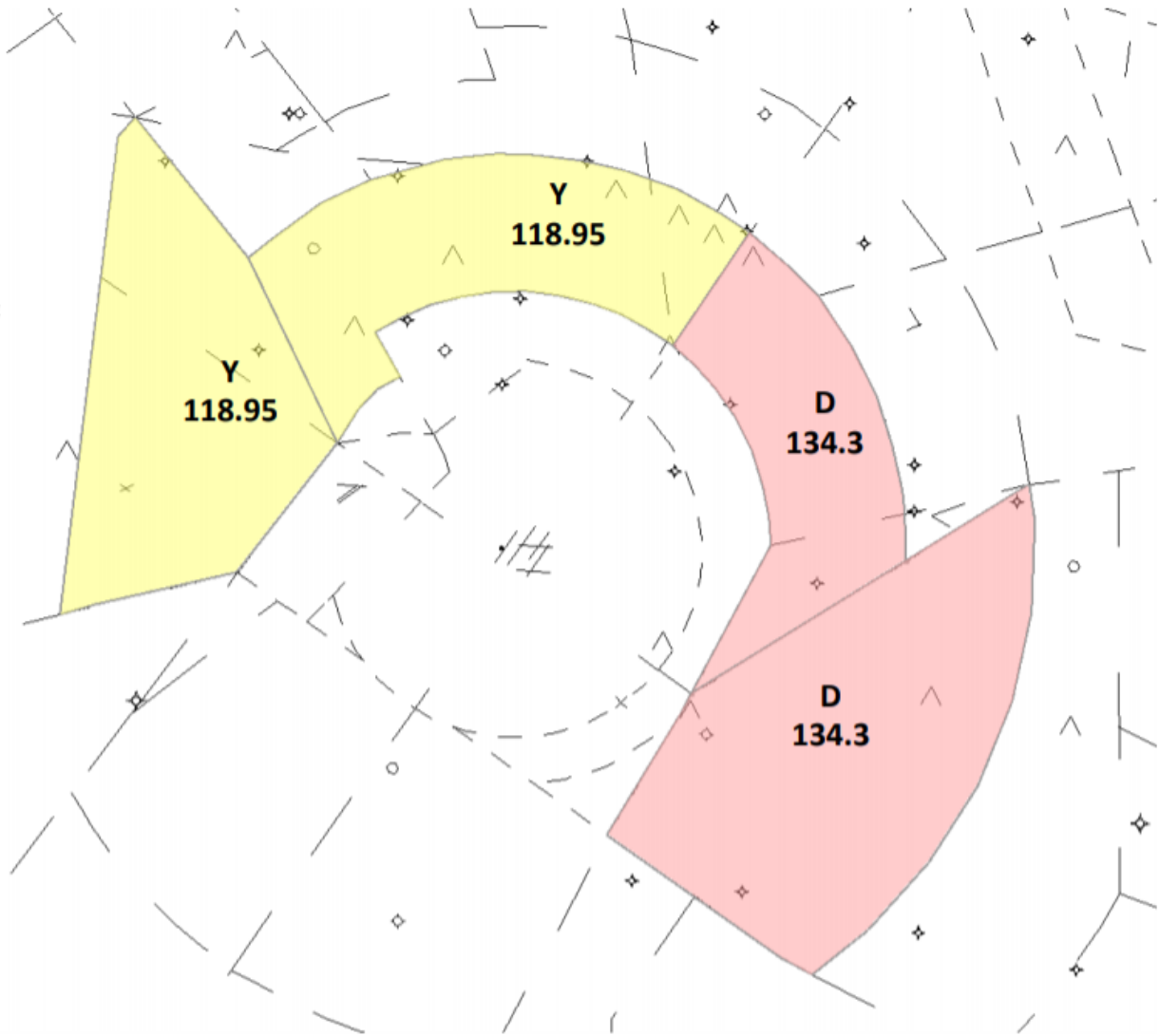


Nicholas Lascko  
Air Traffic Manager  
Cleveland ARTCC

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

**ATTACHMENT 1 - DEPARTURE AIRSPACE AND FREQUENCIES**

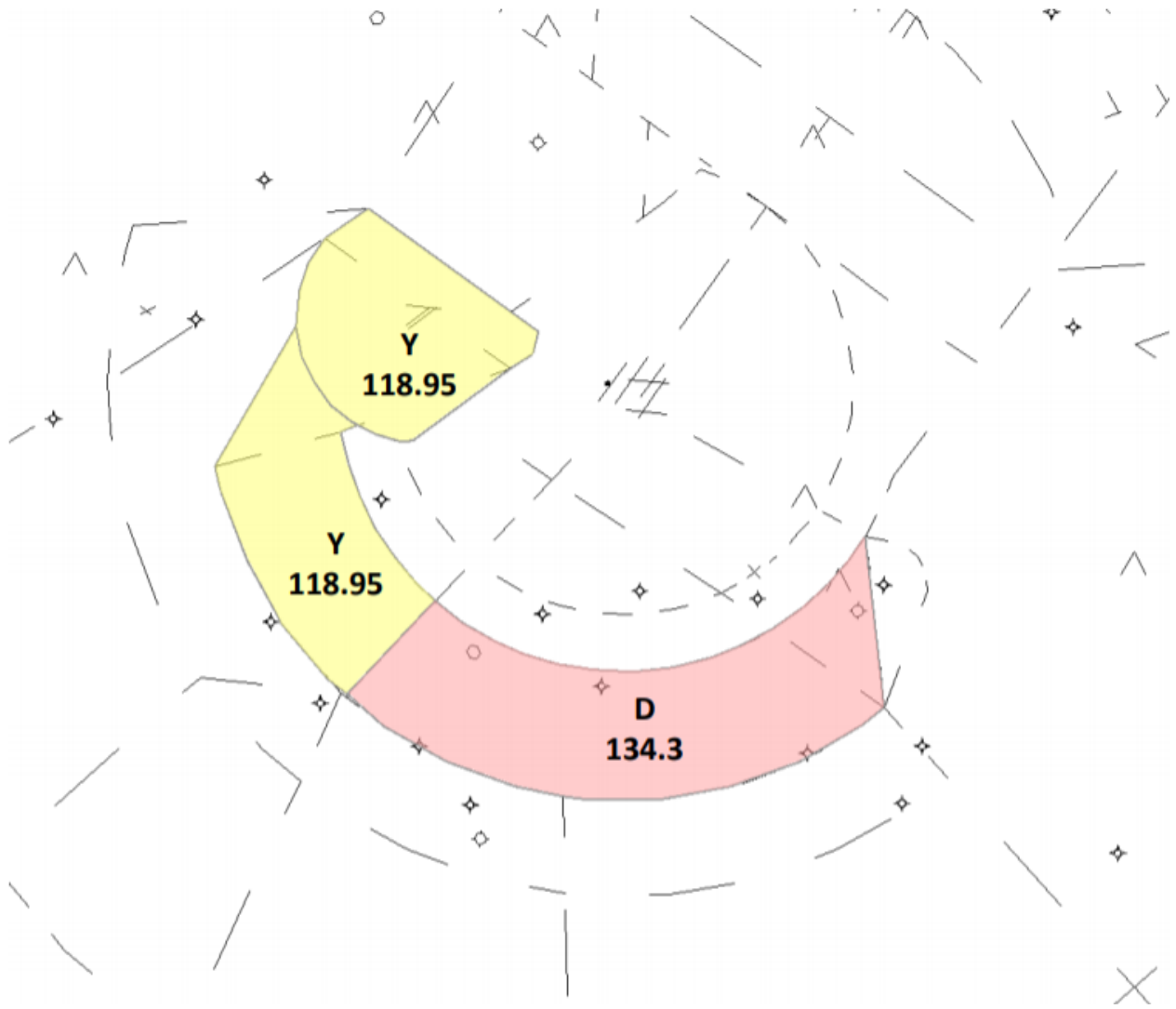
Figure 1. North Flow





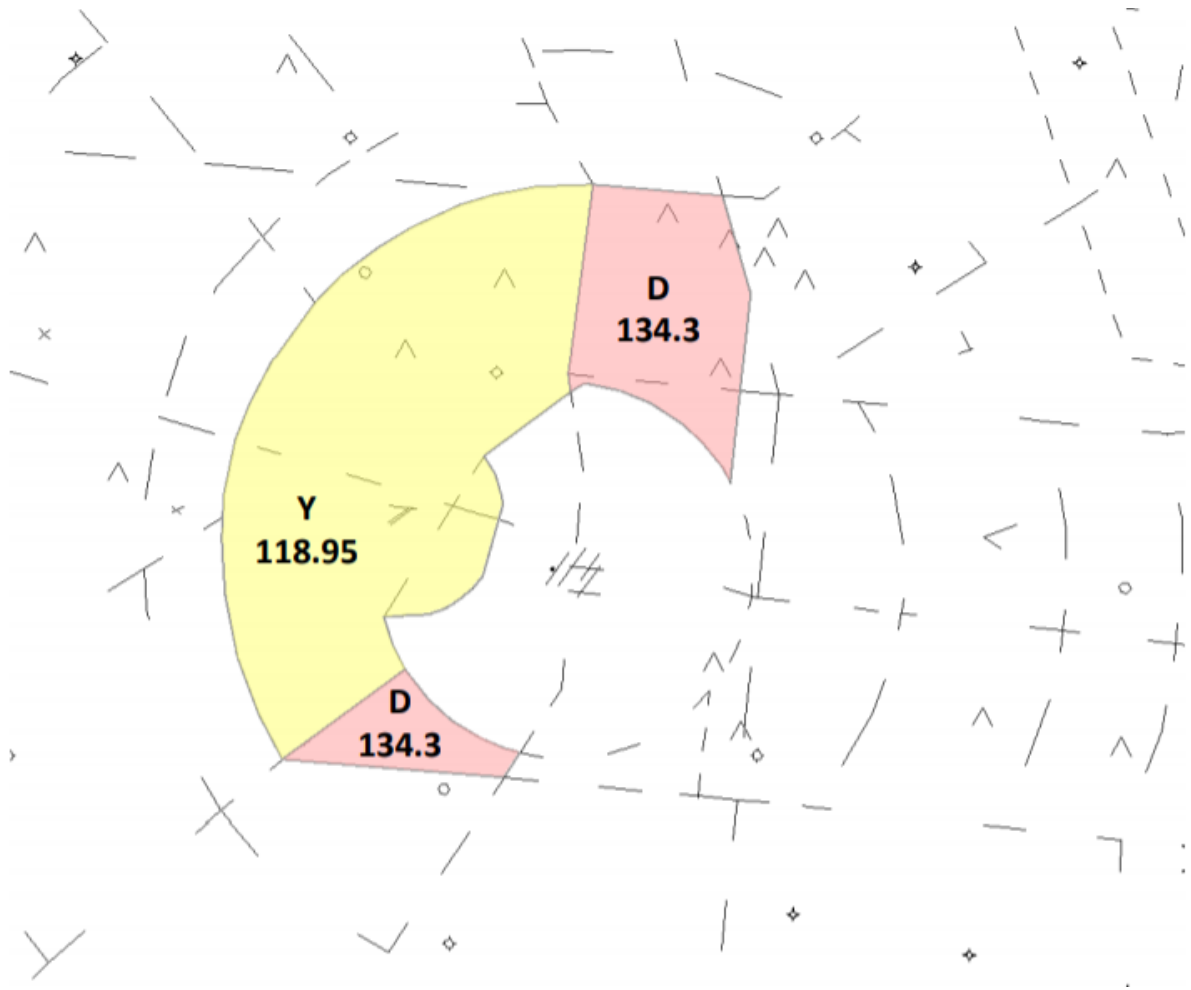
**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

Figure 2. South Flow



**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

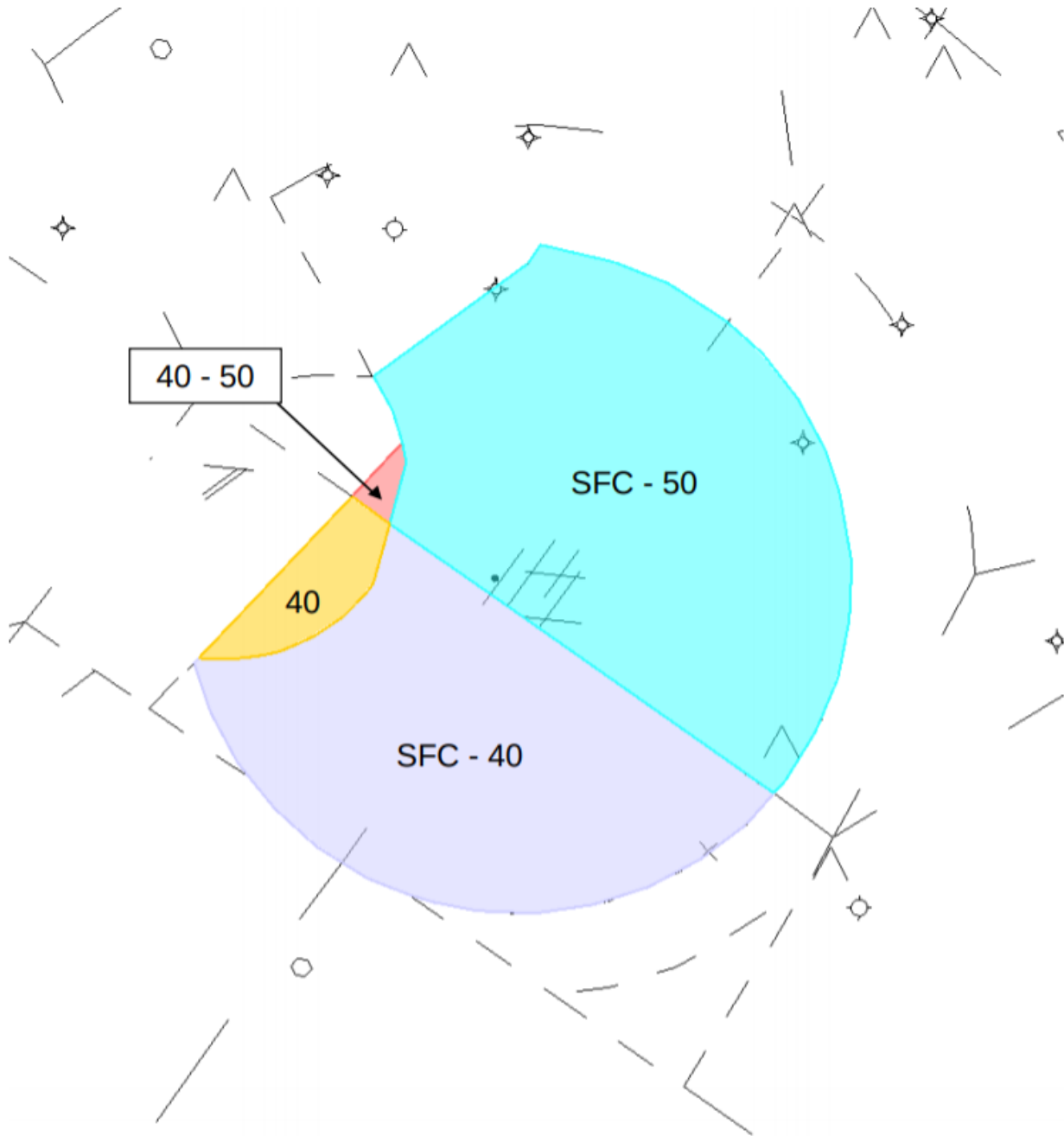
Figure 3. West Flow



**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

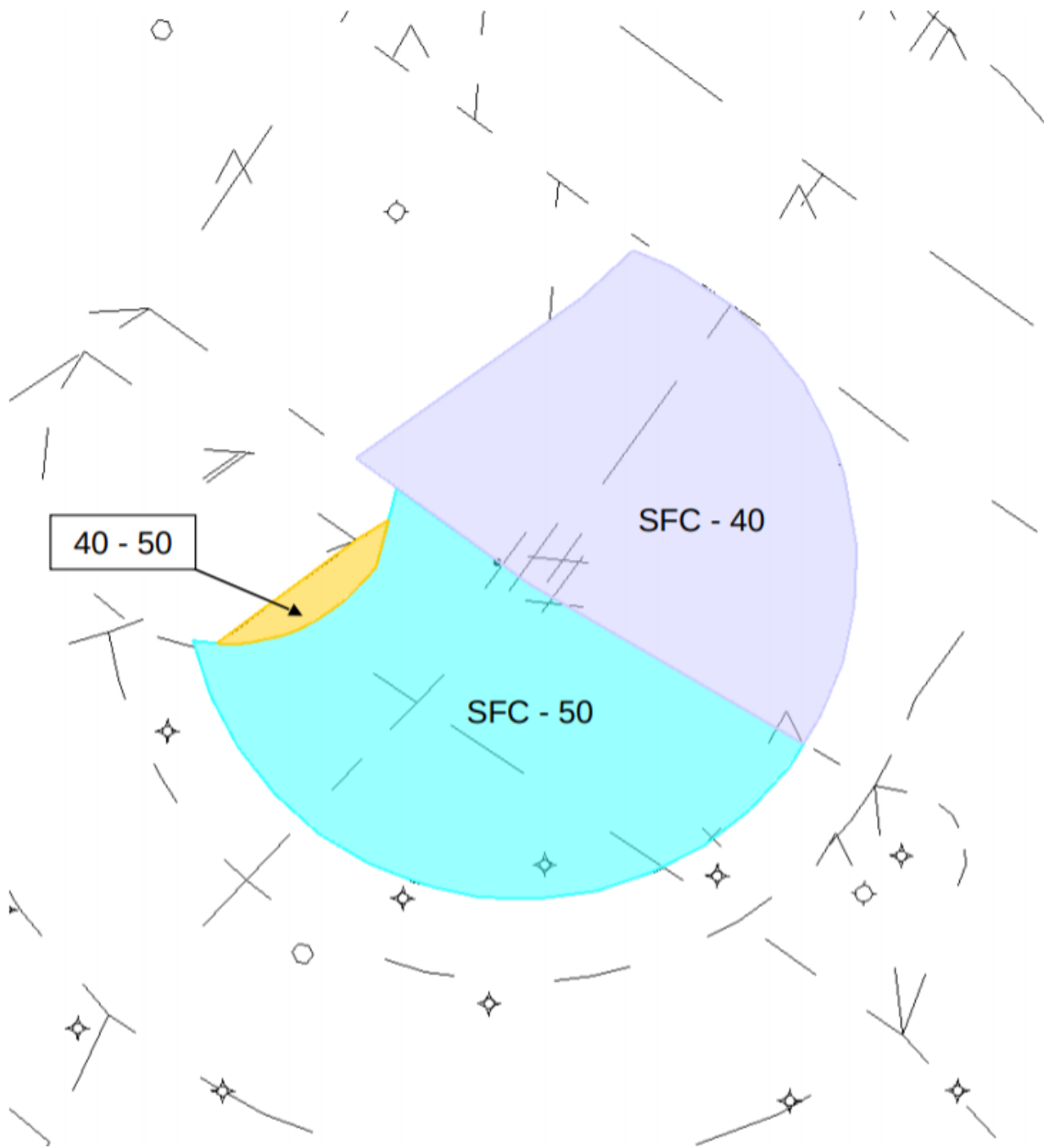
**ATTACHMENT 2 - TOWER DELEGATED AIRSPACE**

Figure 1. North Flow



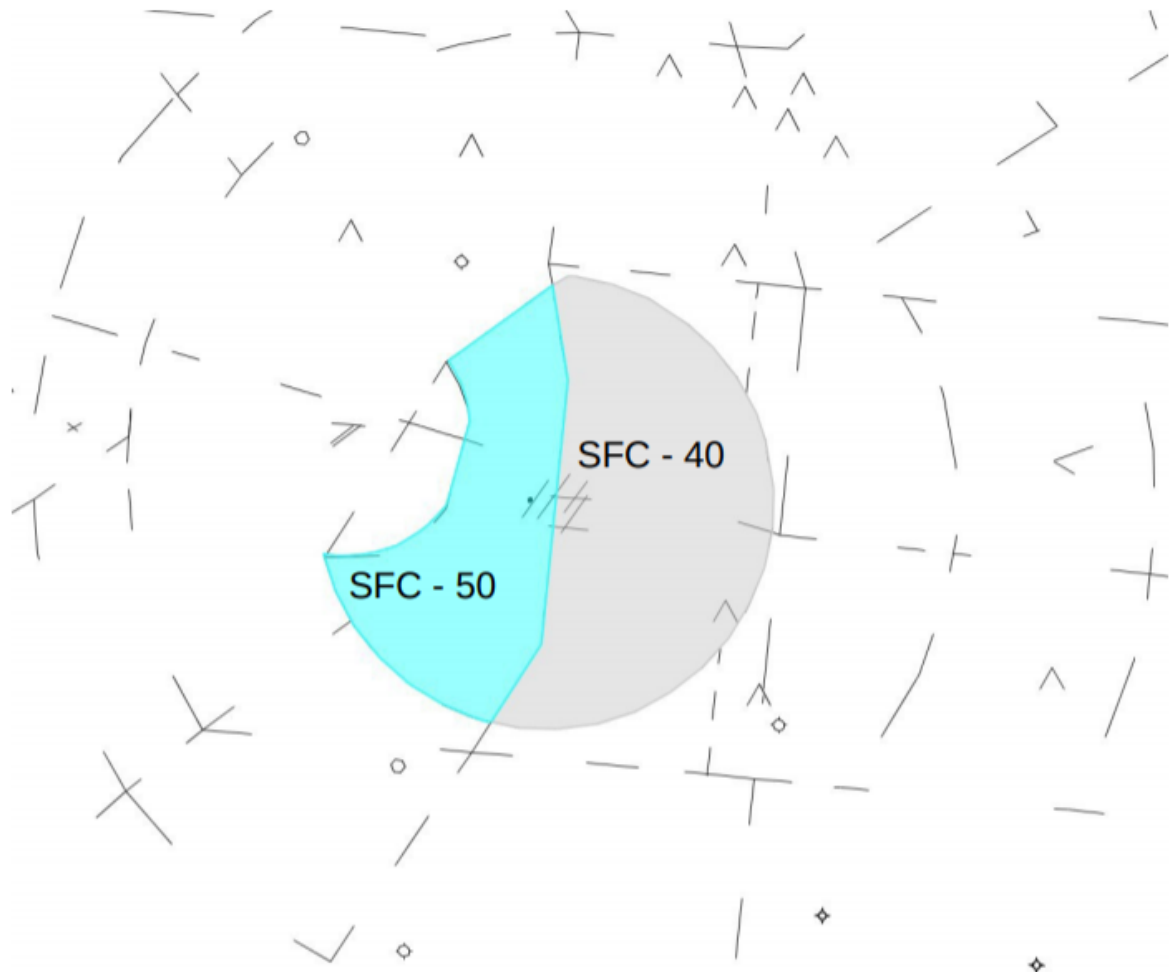
**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

Figure 2. South Flow



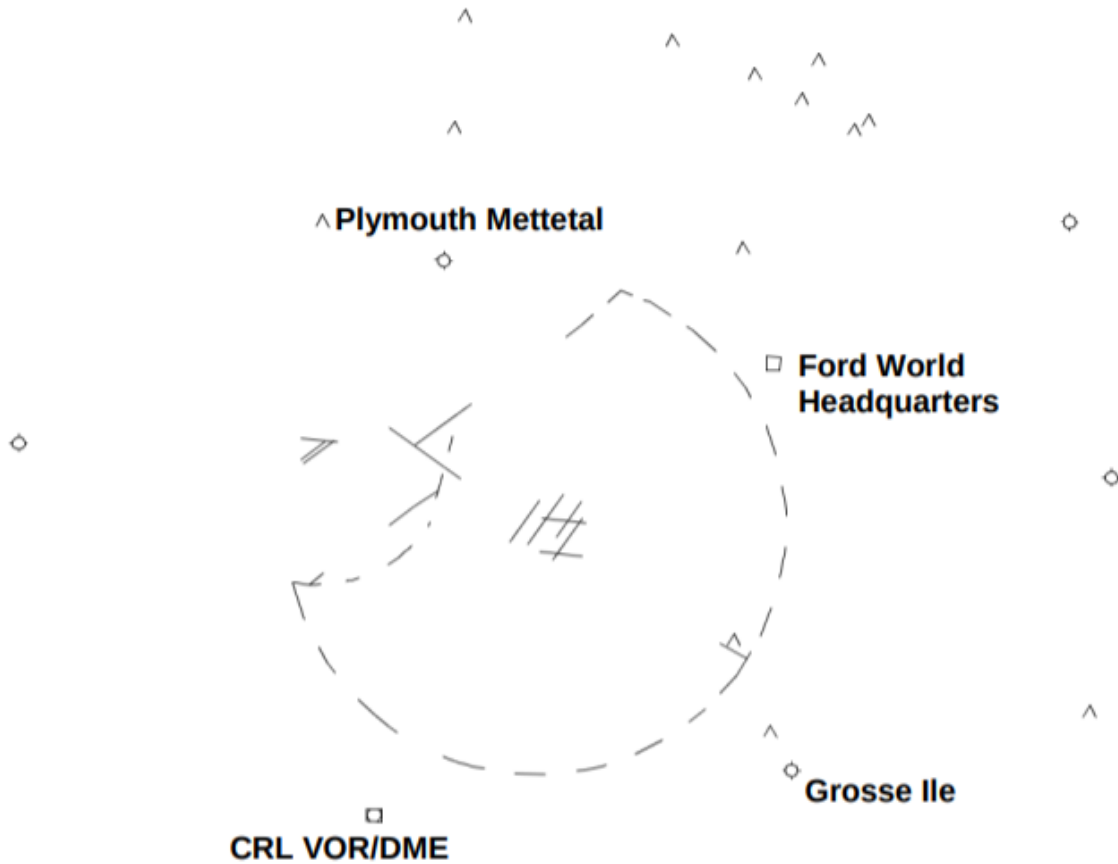
**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

Figure 3. West Flow



**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

**ATTACHMENT 3 - VFR REPORTING POINTS**



**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

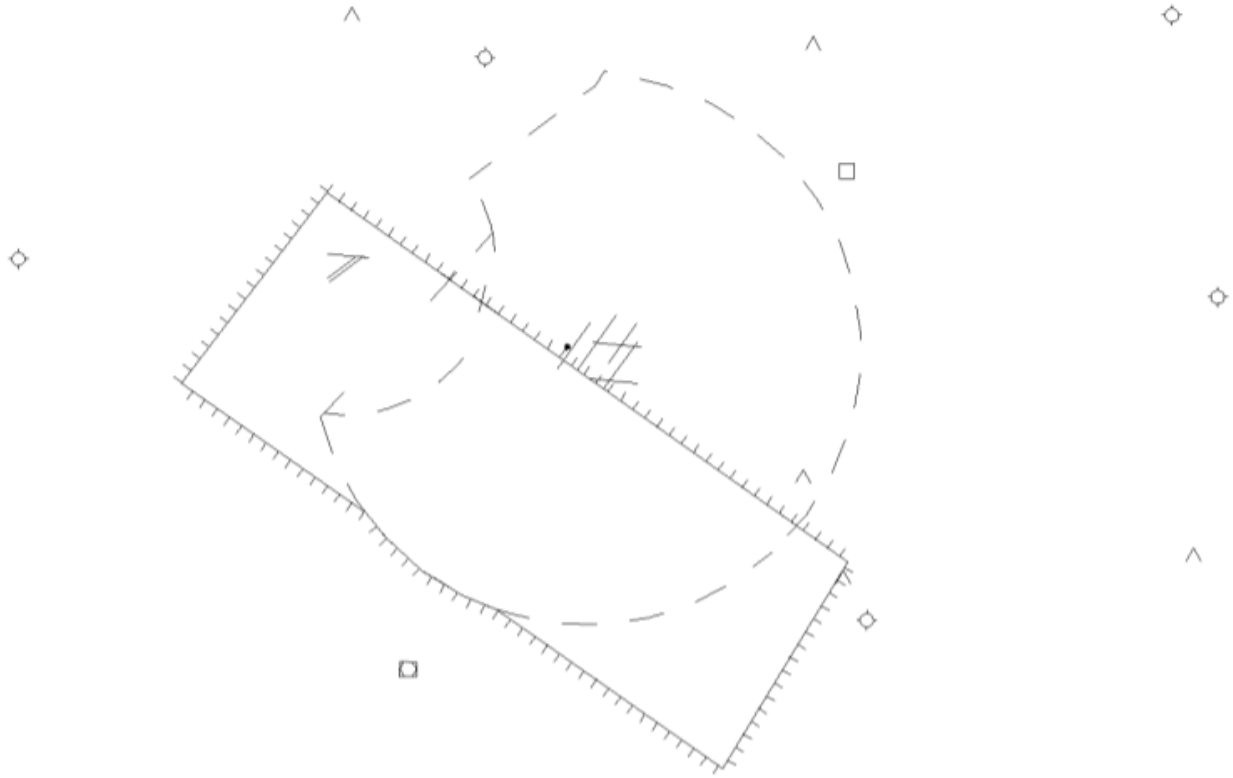
**ATTACHMENT 4 - WEST COMPLEX RUNWAYS AIRLINES AND CARGO**

<b>COMPANY</b>	<b>ICAO ID</b>	<b>CALLSIGN</b>
Air Canada Jazz	JZA	Jazz
Air Georgian	GGN	Georgian
Air Wisconsin	AWI	Air Wisconsin
Alaska Airlines	ASA	Alaska
American Airlines	AAL	American
DHL	GTI	Giant
Envoy Air	ENY	Envoy
Federal Express	FDX	FedEx
Frontier	FFT	Frontier
Lufthansa	DLH	Lufthansa
Mesa Aviation Services	ASH	Air Shuttle
Royal Jordanian	RJA	Jordanian
Southwest Airlines	SWA	Southwest
Spirit	NKS	Spirit Wings
United Airlines	UAL	United

**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

**ATTACHMENT 5 - CAGE**

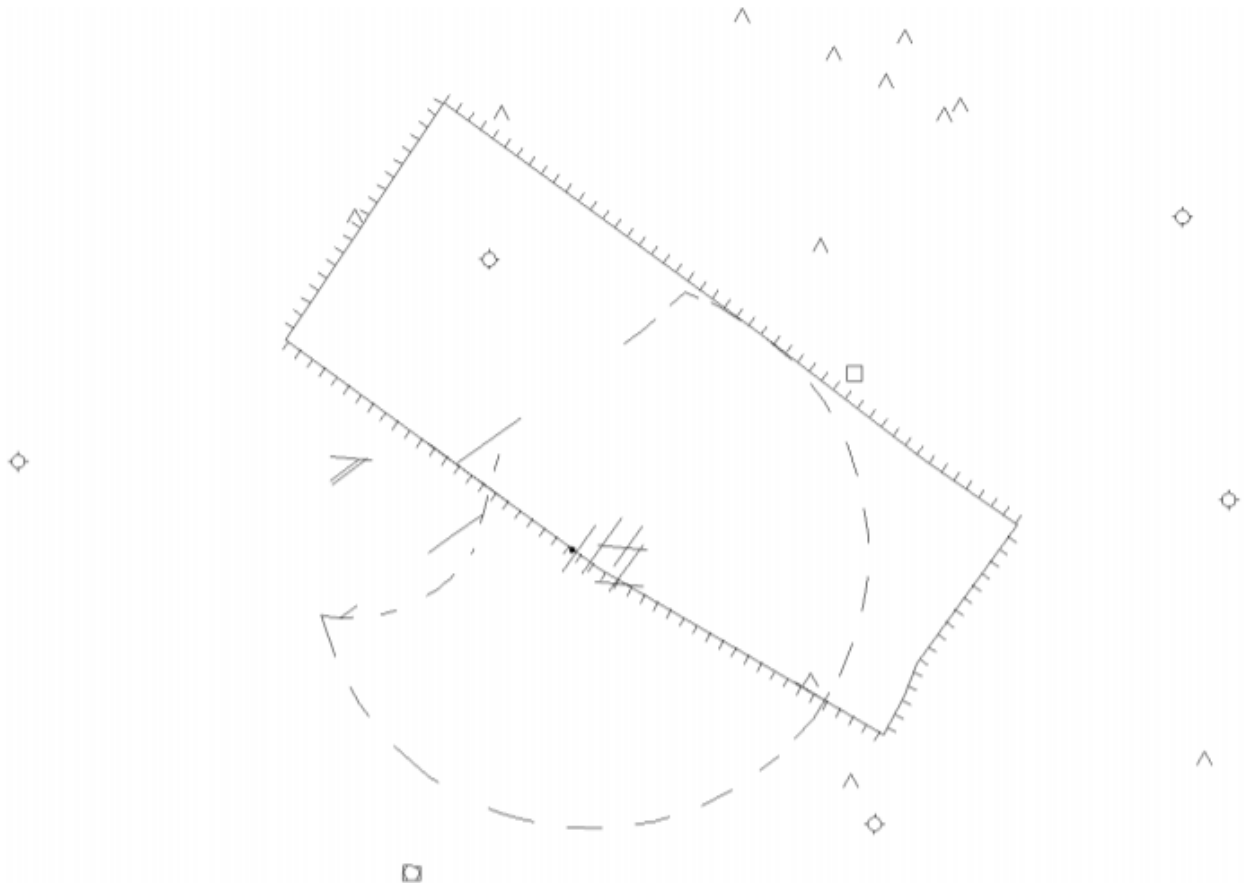
Figure 1. North Flow





**DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT**

Figure 2. South Flow



DETROIT TRACON AND DETROIT METRO ATCT  
LETTER OF AGREEMENT

ATTACHMENT 6 - TOWER FREQUENCIES

