SECTION 6. FINAL CONTROLLER

10-12 ESTABLISHES THE APPROACH SEQUENCE

a. Accepts arriving traffic at the two specified Feeder/Final handoff areas.

NOTE: If appropriate, downwind traffic that is descended by the Final controller must clear the Feeder altitude at the base leg area.

b. The final controller will have control on contact for descent to the feeder controller's lowest altitude and for vectors that will still enter the final controller's airspace.

c. Shall allow aircraft to dissipate excessive speed prior to the base leg.

d. Adjusts altitude, speed, and heading to provide an orderly sequence to the ILS/Visual final.

NOTE: Any such adjustment that can result in the loss of intrail capability for Feeder must be coordinated.

e. Ensure that aircraft vectored to the high side shall not be turned on the localizer below 5,000' unless coordinated.

f. Ensure that aircraft vectored to the low side are level at 4,000', three miles from the high side localizer.

g. Intercept the final approach course at an angle not greater than 30 degrees.

h. Be established on the localizer prior to the fifteen mile range mark.

i. Provide one mile of straight flight before intercepting the localizer.

SOP EXCERPT
I 1

10-13 EXCEPTIONS

Aircraft landing 3R may be turned on the ILS between the 15 mile range mark and CARLTON if the following conditions are met:

a. Low side:

(1) Level at 3,000', three miles from the 3L ILS.

(2) Aircraft is established on the ILS prior to CARLTON.

(3) Ensure that all large turbojet aircraft are within CLASS B airspace or are advised when they leave and re-enter the airspace.

(4) Coordination with the monitor occurs.

(5) Aircraft is told to maintain 3,000' to ARDES.

(6) Aircraft is on Tower frequency prior to CARLTON and at compatible speeds.

b. Vector to the high side localizer inside the 15nm range mark if the following conditions are met:

(1) Aircraft on the other localizer are not a factor.

(2) Aircraft are at an altitude below the glide slope.

(3) The operation is coordinated with the monitor.

(4) Ensure that all large turbojet aircraft are contained within CLASS B airspace or are advised when they leave and reenter the airspace.

c. Ensure that aircraft are:

(1) Advised to contact the Tower on 135.0/118.4 prior to the 15 nm range mark.

(2) At compatible airspeeds.

(3) Transferred to DTW Tower for communications and control prior to entering class D airspace unless coordination has been effected.

NOTE: Local control is delegated the authority to require handoffs, when data is transferred from the tracon to the tower, when the quick look function is not operationally practical or when safety may be compromised.

I-2

SECTION 6 "S" - WEST FEEDER, ILS Runway 3

11-9. PROCEDURES

a. Handoffs are accepted from ZOB at MIZAR and POLAR at 11,000 and 12,000'.

b. Handoffs are accepted from FNT approach at POLAR and TOL approach at MIZAR at 6,000'.

c. Feeder will deliver traffic to final controllers in-trail and at compatible airspeeds.

(1) POLAR traffic is vectored at 11,000' and 12,000' within the POLAR corridor. At the north boundary of the DTW cage, descent may begin from 12,000' or 11,000' to 8,000' and a handoff effected to the final controller. The 12,000' traffic must cross the south boundary of the DTW cage at 11,000' or lower descending to 8,000'. The POLAR traffic at 6,000' is controlled exactly the same except the handoff to the final controller is made at 6,000'.

(2) MIZAR traffic is descended at MIZAR from 11,000' or 12,000' to 7,000', and must cross the DXO 25 DME at 10,000' or below. MIZAR traffic is vectored to a base leg area (between the 15nm-20nm range) on a heading to merge with the downwind traffic flow. This traffic must enter the base leg area level at 7,000'. If traffic does not permit a base leg entry, vector to the downwind handoff area. Traffic at 6,000' is controlled exactly the same, except the handoff to the Final controller is made at 6,000'.

I-3

SECTION 7 "S" - NORTH FEEDER ILS Runway 27

11-10 PROCEDURES

a. Handoffs are accepted from ZOB at POLAR at 11,000'and 12,000' and SPICA at 6,000', 11,000', and 12,000'

b. Handoffs are accepted from FNT approach at POLAR at 6,000'.

c. Feeder will deliver traffic to Final controllers in-trail and at compatible airspeeds.

(1) POLAR traffic is vectored at 11,000' and 12,000' within the POLAR corridor. At the northwest boundary of the DTW cage, descent may begin from 11,000' or 12,000' and a handoff is effected to the Final controller. The 11,000' and 12,000' traffic must cross the east boundary of the DTW cage at 10,000' or lower, descending to 8000'. The POLAR traffic at 6000' is controlled exactly the same, except the handoff to the Final controller is made at 6000'.

(2) SPICA traffic is vectored at 11,000' and 12,000' within the SPICA corridor. At the DXO 30 DME, descent may begin from 12,000' and 11,000' to 7000'. SPICA traffic is vectored to a base leg area (between the 15nm and 20nm range) on a heading to merge with the downwind traffic flow. This traffic must enter the base leg area at 7000'. If traffic does not permit a base leg entry, vector to the downwind handoff area. The SPICA traffic at 6000' is controlled exactly the same, except the handoff to the Final controller is made at 6000'.

CHAPTER 11. FEEDER HANDOFF NORTH/WEST FEEDER "S" SOUTH/EAST FEEDER "F"

SECTION 1 DUTIES AND RESPONSIBILITIES

11-1 ENSURE SEPARATION

a. Initiate control instructions.

b. Monitor and operate radios.

Frequencies: North/West Feeder.....124.975
South/East Feeder.....124.25

c. Accept and initiate automated and non-automated handoffs.

d. Scan radar display and correlate with flight progress information.

e. Ensure strip marking and computer entries are completed on instructions or clearances issued or received.

f. Adjust equipment at radar position to be useable.

g. Operate interphones.

h. Maintain awareness of sector activities.

i. Coordinate, including point-outs.

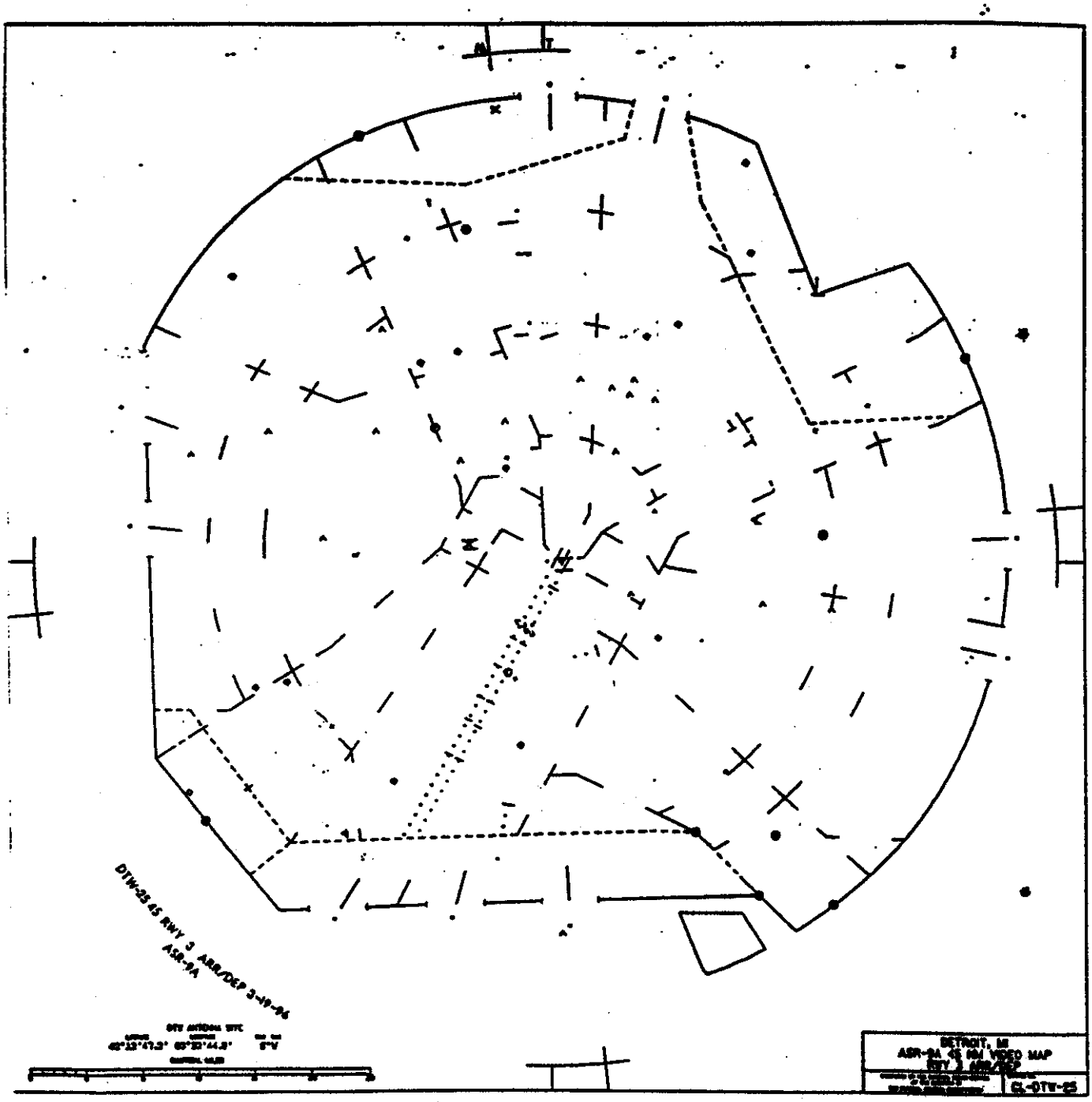
I-5

11-2 GENERAL INFORMATION

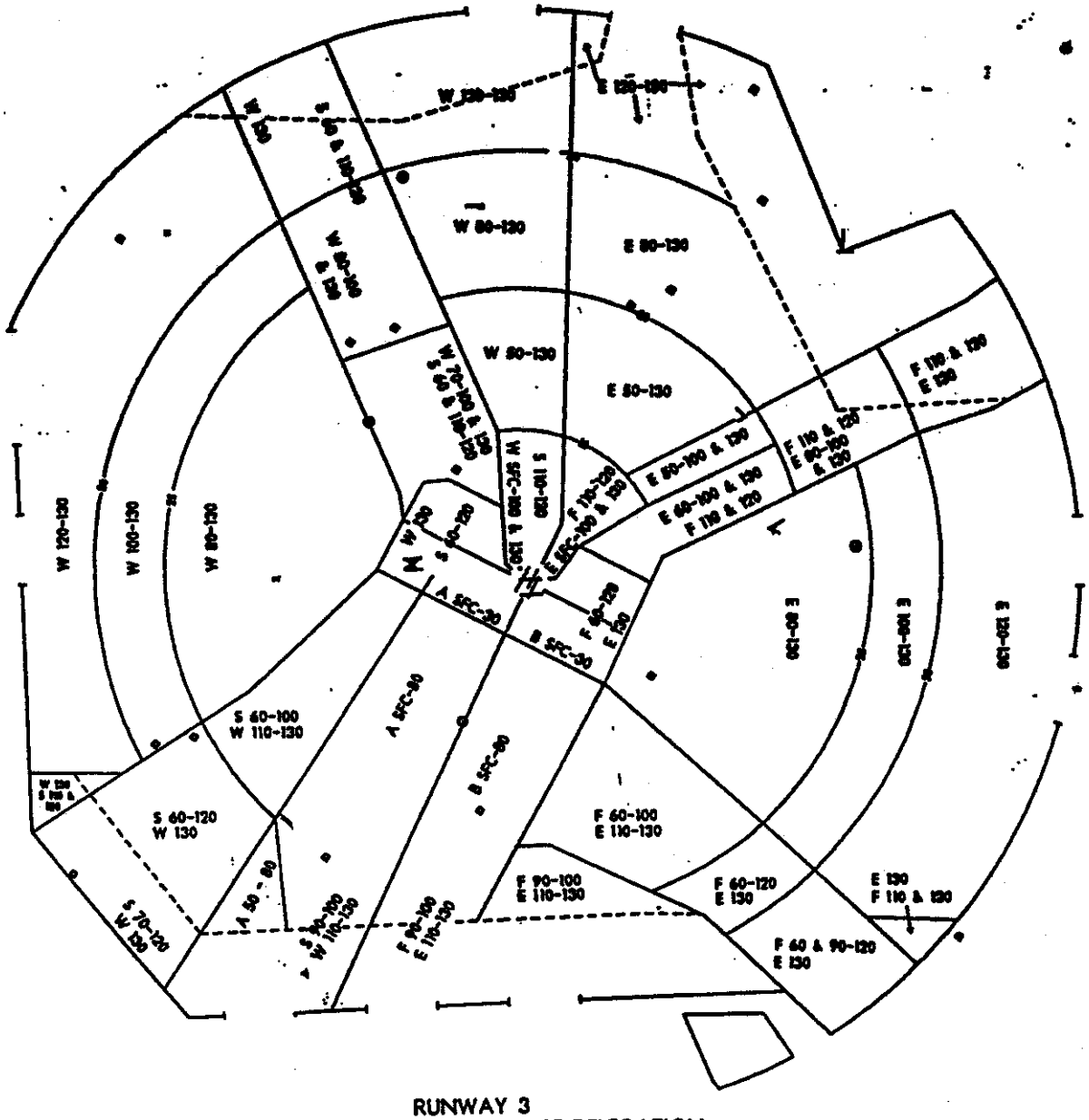
a. Detroit Metro employs the feeder-final, four post concept for arrival traffic. This concept utilizes two Feeder controllers and two Final controllers. The four primary fixes are MIZAR (SW), POLAR (NW), SPICA (NE), and CETUS (SE) and are located 40 DME from Metro, with one exception; MIZAR is 36 DME. These primary fixes have "STAR's" associated with them. (Cleveland Center should assign headings to DTW arrival traffic to intercept the "STAR's" at or before our airspace boundary.) There is one secondary fix. LYNTN is located near CETUS and is a fix designed for use with Toledo Approach at 6,000'. Inbound altitudes at MIZAR, POLAR, SPICA, and CETUS remain the same regardless of the runway configuration, 6,000', 11,000', and 12,000'. (See DTW/ZOB LOA)

b. Aircraft that are handed off intrafacility may be turned on course or toward their destination airport by the receiving controller in the transferring controller's airspace.

NOTE: This does not authorize the receiving controller to vector through any intervening sectors without coordination.


DTW-22S 4S RWY 3 ARR/DEP 3-19-96
ASR-9A
DETROIT, MI
ASR-9A 4S RW VIDEO MAP
RWY 3 ARR/DEP
DL-DTW-4S

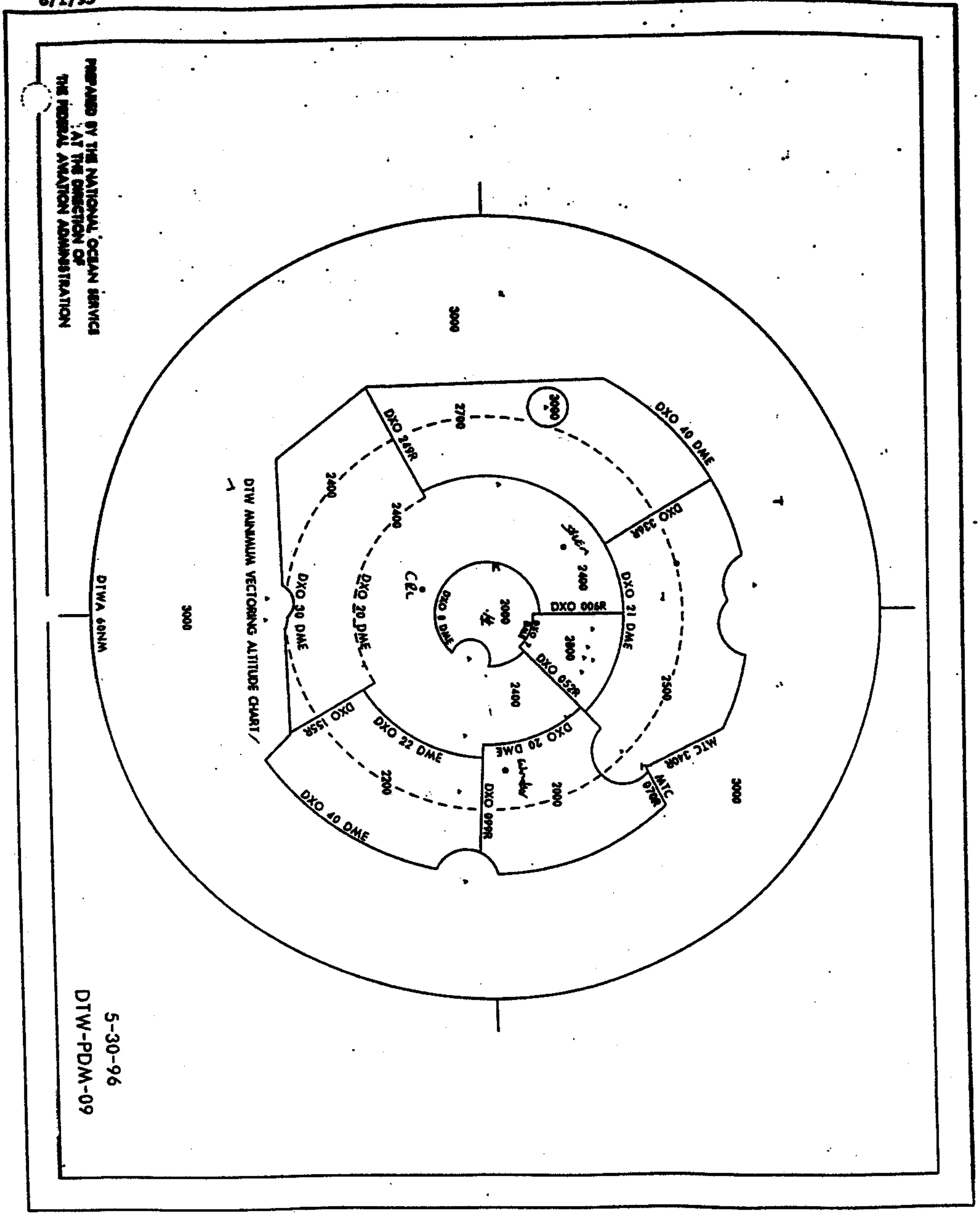
I 7



RUNWAY 3
ARRIVAL/DEPARTURE AIRSPACE DELEGATION

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

5-19-96
DETROIT
DTW-PDM-11


PREPARED BY THE NATIONAL OCEAN SERVICE
AT THE DIRECTION OF
THE FEDERAL AVIATION ADMINISTRATION
DTW MINIMUM VECTORING ALTITUDE CHART
DTWA 60NM
DXO 40 DME
DXO 30 DME
DXO 20 DME
DXO 21 DME
DXO 22 DME
DXO 8 DME
DXO 006R
DXO 052R
DXO 155R
DXO 249R
DXO 336R
DXO 099R
MTC 340R
3000
2700
2400
2500
2200
2000
5-30-96
DTW-PDM-09

SECTION 7. HANDLING OF WEATHER INFORMATION

1-19 SIGMETS/PIREPS/CWA'S.

a. The TRACON/Tower AS shall disseminate and ensure broadcast of alerts if any part of the weather product area described is:

(1) Within 90 NM of DTW Airport, broadcast the HIWAS alert on all TRACON/Tower frequencies.

(2) Between 90 and 190 NM of DTW Airport, broadcast the HIWAS alert of satellite, departure control, ground control, and clearance delivery frequencies only.

b. The TRACON AS shall forward to non-FDIO satellite towers any SIGMET/CWA which is within 190 NM of DTW.

c. Indicate on the TRACON 7230-4, all SIGMETS which have been broadcast and forwarded to non-FDIO satellite towers.

d. The TRACON AS shall ensure that SIGMETS/CWAS are transferred to NON-FDIO satellite towers.

e. The Tower/TRACON AS shall review AIRMETS received from LAN AFSS and distribute/post the information as necessary.

f. All SIGMETS/PIREPS shall be retained at the Clearance Delivery (CD) and TRACON Data (FD) position. At the end of the day, CD and FD shall ensure that all SIGMETS/PIREPS/CWAS are included in the facility report daily collection.

g. The Tower AS shall ensure that significant PIREPS, SIGMETS, and CWAS are contained on the ATIS. (Use format on ATIS sheet.)

I-10

SECTION 5. WEATHER

4-11 PIREP'S

a. Solicit and disseminate PIREP reports when:

(1) Ceilings at or below 5000 feet.

(2) Visibility at or less than 5 miles.

(3) Thunderstorms and related phenomena.

(4) Turbulence of moderate degree or greater.

(5) Icing of light degree or greater.

(6) Windshear.

(7) Breaking action advisories are in effect.

b. Braking action reports of NIL closes the affected runway to ALL ARRIVAL aircraft. Advise the Area Supervisor/CIC immediately upon receipt of any POOR or Nil braking action reports and when reports indicate that conditions have improved to good, for dissemination to County Operations.

NOTE 1: A NIL braking report on a taxiway does not close the taxiway. Advise the Supervisor/CIC and continue to use the taxiway with a cautionary advisory.

4-12 CALM WIND RUNWAY

Runway 21 has been designated the preferential noise abatement runway and shall be utilized whenever weather conditions permit. The Area Supervisor/CIC is responsible for selecting departure runway(s).

4-13 RUNWAY 27R/L OPERATIONS

a. Runway 27R/L operations are normally worked by LNE and Local west from the LSE position. The airspace shall be divided into two sectors. From the Control Tower, a line that parallels Ry's 27 to the east and west tower designated boundaries. LNE shall own the space north of this line and Runway 21R. LSE shall own the area south of the line. Unless coordinated, Ground control shall own Ry's 21C and 21L. Currently, there are no procedures for a runways 9 operation.

b. All Ry 27 departures will be marked 27R or 27L in block 14 of the flight progress strip as appropriate.

I-11

SECTION 6. FLIGHT RESTRICTIONS

4-14 INTRAIL RESTRICTIONS

a. Expected Departure Clearance Time (EDCT):

(1) Ensure to the extent possible that aircraft with an EDCT release are able to depart on time. Priority if necessary.

(2) Forward the completed flight progress strip to Local Control in the proper departure sequence. Advise Local Control when an aircraft will be holding in the run-up pad.

NOTE: Departures may be released no earlier than 5 minutes prior to the EDCT or 15 minutes after the assigned EDCT. If the aircraft is unable to meet these parameters, contact ZOB for a revised EDCT.

b. Enroute Spacing Program (ESP). Request an ESP release time from the Cab Coordinator, as appropriate, and enter the four digit time in the circle in box 2A. Provide the aircraft with a sequence that will allow it to be airborne from 2 minutes before, to 1 minute after the ESP time.

c. Whenever possible, provide Local Control with a departure sequence that will minimize the effects of any in-trail restrictions.

I-12

SECTION 4. WEATHER

14-15 GENERAL

a. Hourly sequence and special weather observations are received from or requested by the Satellite Towers and the National Weather Service (NWS) via Automated Weather Information System (AWIS), FDIO or landline.

b. Forecasts are received from NWS and Cleveland Center (ZOB) via landline for FDIO.

c. PIREPS are received from or requested by the Satellite Towers, DTW controllers, ZOB, or FSS via AWIS, FDIO, landline or verbally.

d. SIGMETS, CWA and AIRMETS are received from ZOB and forwarded to ARB/YQG Towers (non-FDIO facilities) via landline or FDIO.

e. Braking Action Reports are received from Satellite Towers, FSS, non-controlled field operators, UNICOM, pilots via landline, AWIS and FDIO.

f. Additional weather information may be obtained from NWS or FSS via landline or AWIS.

g. Contact the transmitting facility to verify data or obtain information not shown, but needed or requested.

h. Additional copies of hourly sequence reports from the Satellite Towers will be needed at the control positions when the TRACON IDS equipment is out of service (OTS).

i. Enter hourly sequence and special weather observations from the Satellite Towers accurately in IDS. Include current ATIS code, if applicable. Include pertinent remarks, if any. Delete ARB weather no later than one hour after ARB Tower closes.

j. Retain DTW Metro weather for reference.

k. Immediately inform sector controller of weather conditions below basic VFR and any subsequent changes during IFR weather.

l. Deliver forecasts to the Supervisor or place on the Supervisor's desk.

I-13

14-16 PIREPS

a. Forward all PIREPS to LAN AFSS and YXU FSS. YXU FSS will not normally be called unless YQG Tower is closed and the PIREP contains information pertinent to the area around the YQG airport.

b. Place a large check mark on PIREP forms which have been forwarded.

c. Forward all PIREPS to the Supervisor.

d. Forward PIREP forms to the Supervisor at the end of the day.

e. PIREPS received from DTW Tower need not be forwarded to LAN AFSS. DTW Tower shall forward the PIREPS to LAN AFSS.

14-17 SIGMETS and CWA's

a. Forward SIGMETS and CWA's to ARB Tower and YQG Tower and Area Supervisor when the area included is within 150nm of DTW Metro.

b. Place ARB and YQG and a check mark on the strip to indicate the information has been forwarded.

c. Deliver the strip to the Supervisor for dissemination to the control positions.

d. Look up unknown identifiers used in the SIGMET or CWA and write the name of the fix on the strip.

e. Altitudes of 18,000' and above on SIGMETS and CWA's are not read as flight levels. EXAMPLE: 310 is read "Three One Thousand"

f. Retain SIGMET and CWA strips at Flight Data when dissemination is complete.

g. Forward SIGMETS and CWA's to DET, PTK and YIP Towers when their FDIO equipment is out of service. Place the facility identification and a check mark on the strip to indicate data has been forwarded.

14-18 BRAKING ACTION REPORTS

a. Include braking reports from the Satellite Airports in IDS. Include the following:

(1) Runway
(2) Type aircraft
(3) Time
(4) Type braking action

b. Forward DTW braking action to the Supervisor and the Feeder and Final positions.

c. Forward braking action reports from LAN AFSS and YXU FSS, UNICOM, Non-controlled field operators, or pilots, to the Supervisor.

14-19 VISIBILITY

a. Forward DTW Tower visibility changes to the Supervisor and the Feeder and Final positions.

b. Inform the Supervisor whenever DTW weather:

(1) Lowers to a ceiling of less than 2,000' or visibility lowers to less than three miles. PHRASEOLOGY: "Select AIA" (Actual Instrument Approaches.

(2) Increases to a ceiling of 2,000' or greater and the visibility increases to three (3) miles or greater. PHRASEOLOGY: "Inhibit AIA"

c. Write AIA select on a blank strip and display in the strip bay when the AIAs are selected.

d. Discard AIA selected strip when AIAs are inhibited.

14-20 FLOW RESTRICTIONS

a. Forward NAS status, Special use Airspace, NOTAM and facility equipment status information to the Area Supervisor.

b. Retain flow restrictions received via landline or FDIO.

c. Inform The departure controller that a coordinated departure has an APREQ release time:

I-15