

# DTW Class B Airspace Redesign Proposal

**Presented for Informal  
Public Meetings, July 20-22,  
2010**

Presented to: Informal Public Meetings

By: John Hoelscher, Lockheed Martin

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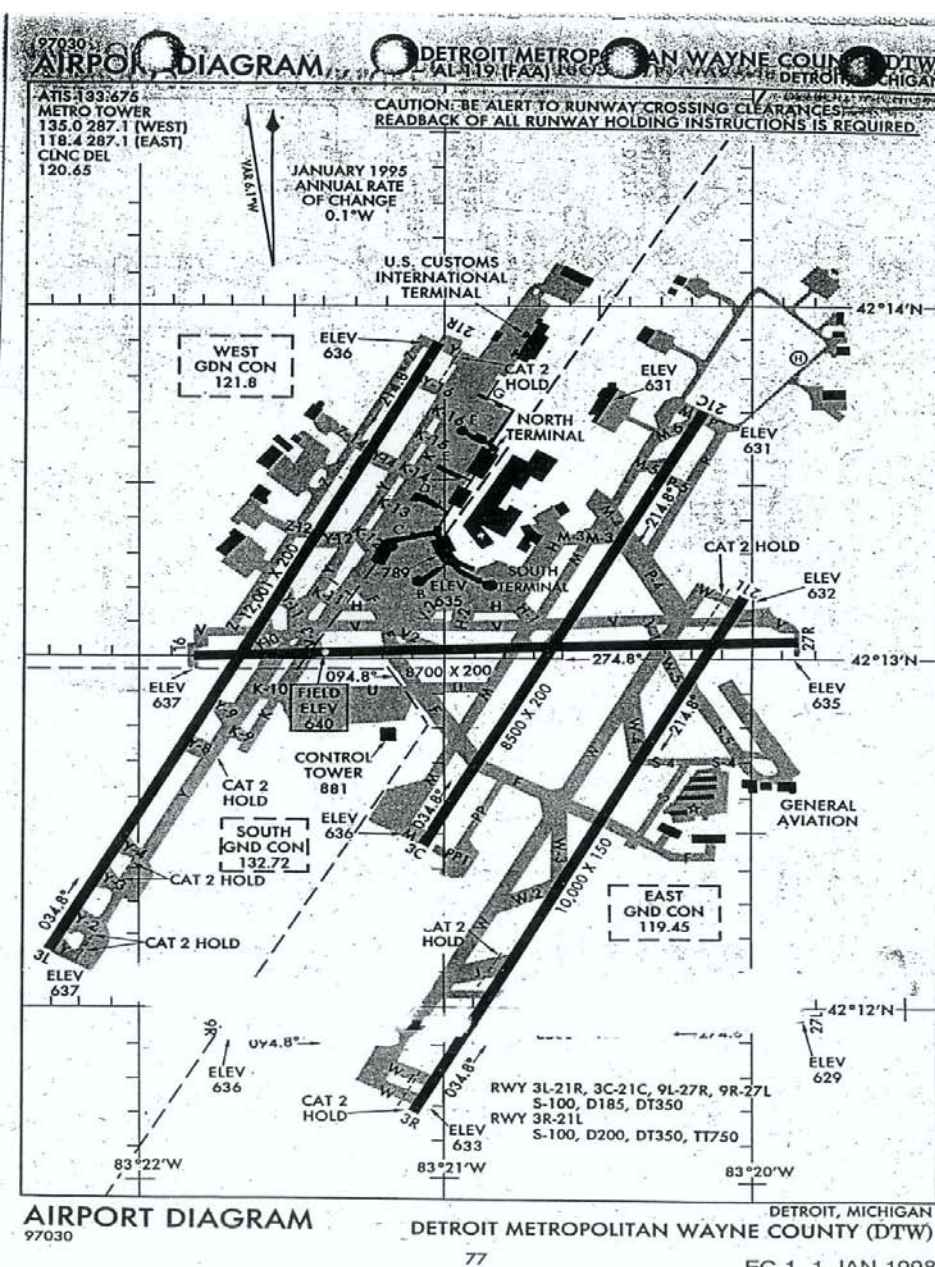
Federal Aviation  
Administration



**The current design of the Detroit Metro (DTW) Class B Airspace does not allow for aircraft containment as required by FAA directives.**



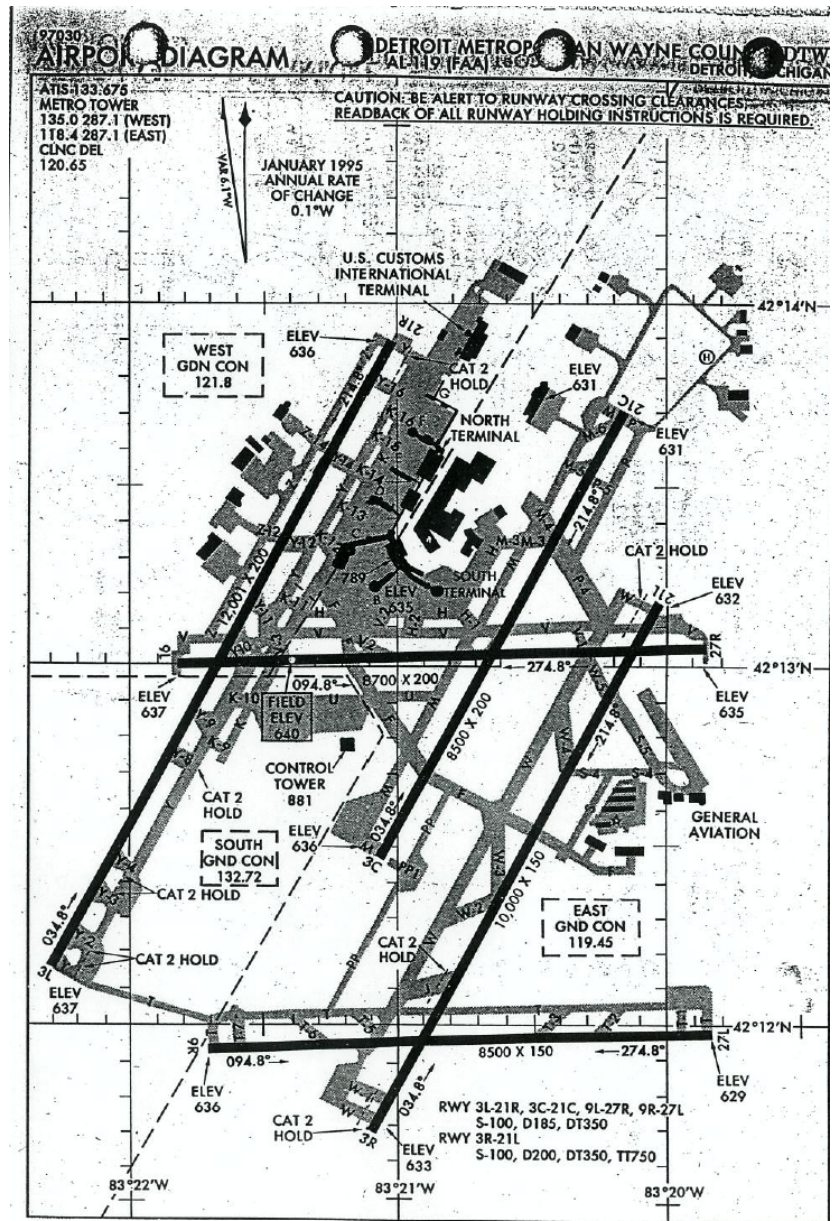
The Detroit Class B Airspace was originally designed in the 1970s and implemented as a Terminal Control Area (TCA). Since then the Detroit TRACON (D21) airspace and the DTW Airport have both gone through extensive changes while the Class B has remained unchanged.



**In the mid 1980s, due to demand, Detroit TRACON (D21) began utilizing simultaneous ILS procedures (SILS) as the primary instrument approach configuration. The requirements for these procedures are such that the aircraft must be established on their respective final no less than 17 miles from the runway. This forces the traffic pattern out of the lateral limit of the Detroit Class B to the northeast when landing 22/21 and to the southwest when landing 4/3**

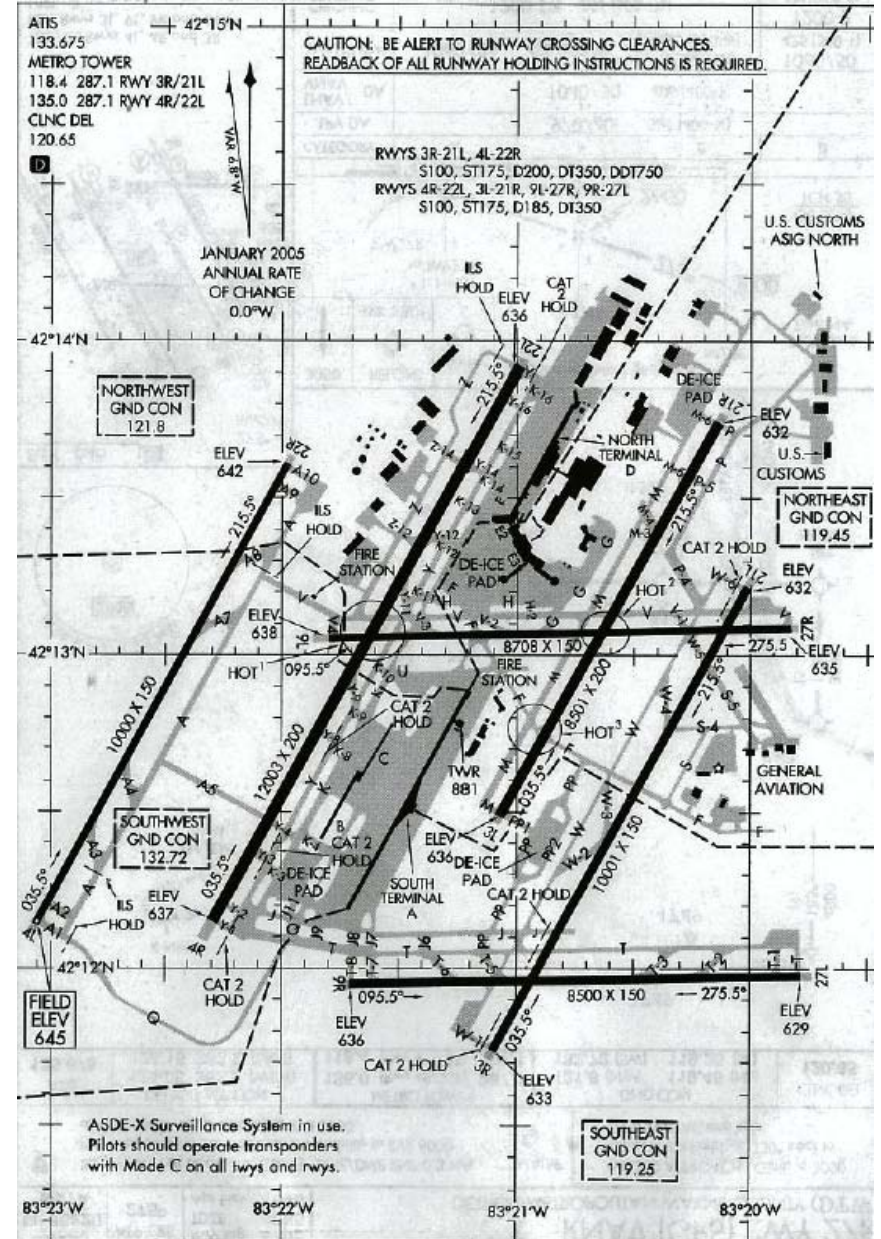


In 1993 runway 27L opened allowing for SILS approaches when on a west flow. Again the traffic pattern extends well beyond the lateral limits of the current Class B design.





**Secondly,**  
Having created the third parallel ILS approach, D21/DTW will begin utilizing triple ILS approaches. These procedures require that aircraft be established on the final no less than 21 miles from the runway.



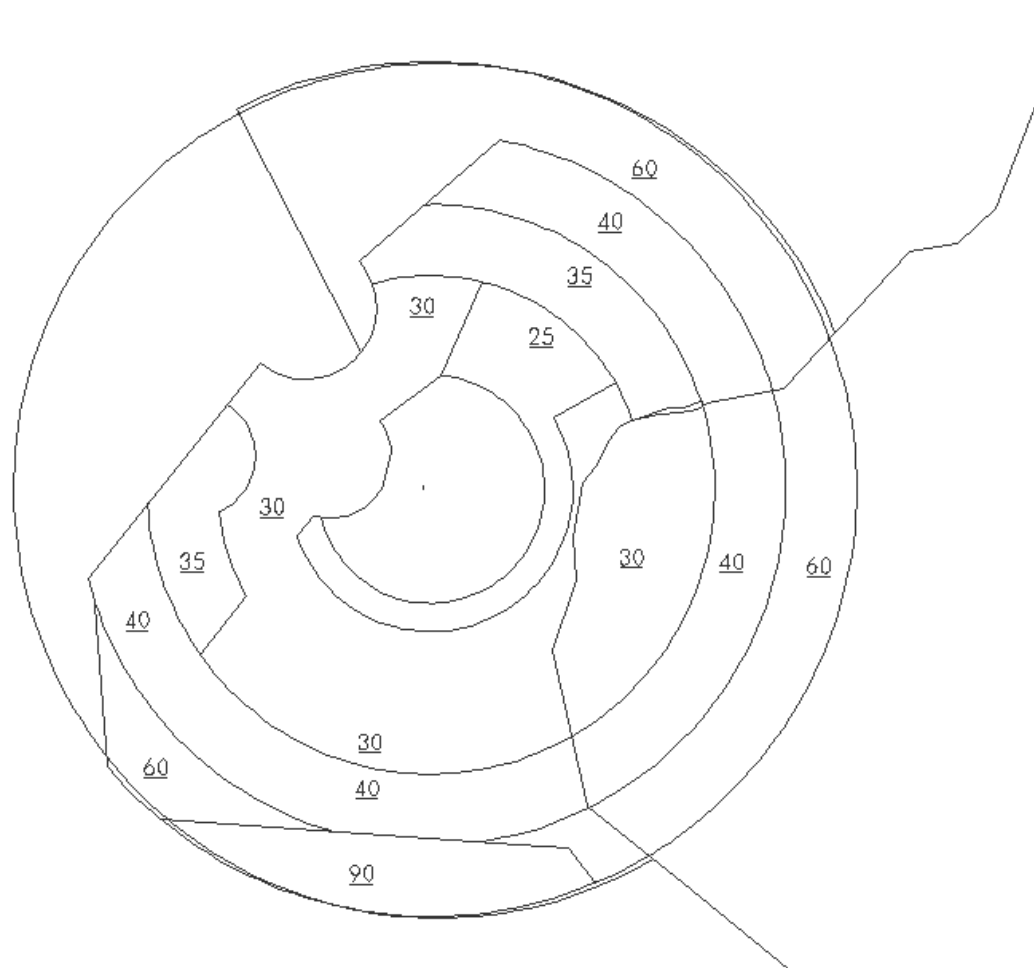
**Beginning December of 2006, D21/DTW began receiving numerous user complaints about the traffic flows and the inadequate Class B Airspace. Since that time the facility has looked at several ways in which to improve the Class B.**



# CURRENT DTW CLASS B AIRSPACE



# PROPOSED DTW CLASS B AIRSPACE:



# Simultaneous ILS Approaches

**In each of the following flows none of the arrival patterns are fully contained in the Class B. These illustrations show the optimal traffic pattern. At our higher demand levels and/or less than ideal wind conditions, these patterns are stretched even further.**



# Triple ILS Approaches

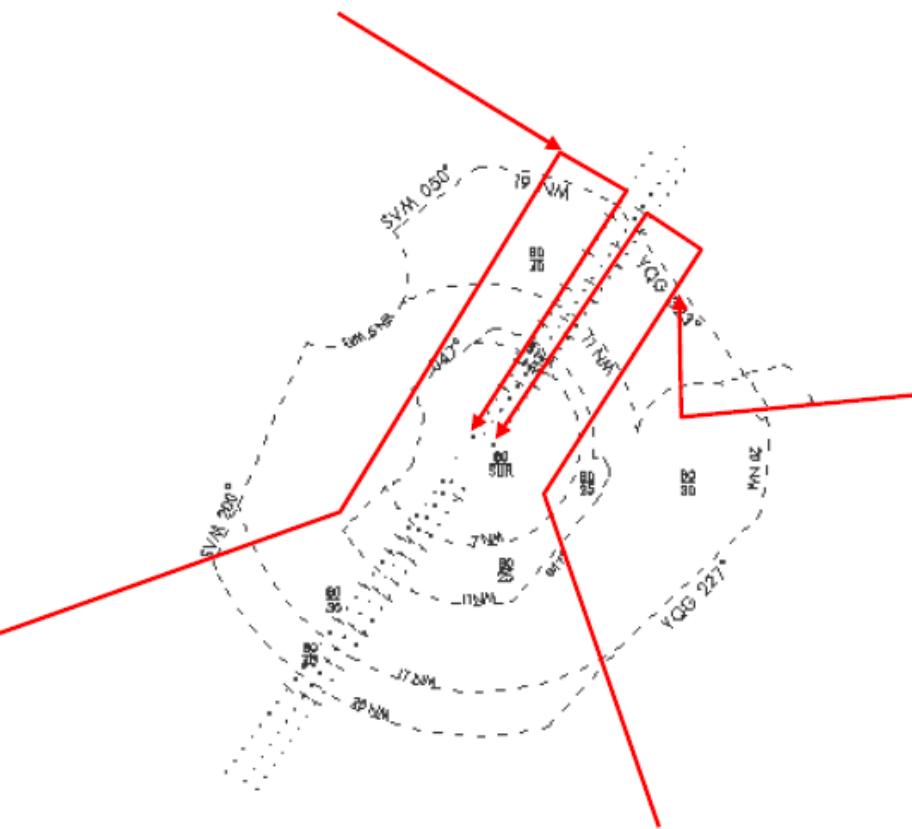
**With the introduction of Precision Runway Monitor (PRM) procedures and the design of triple ILS approaches, the current Class B is even less effective. The points at where aircraft are required to be established on the final are beyond what is displayed.**



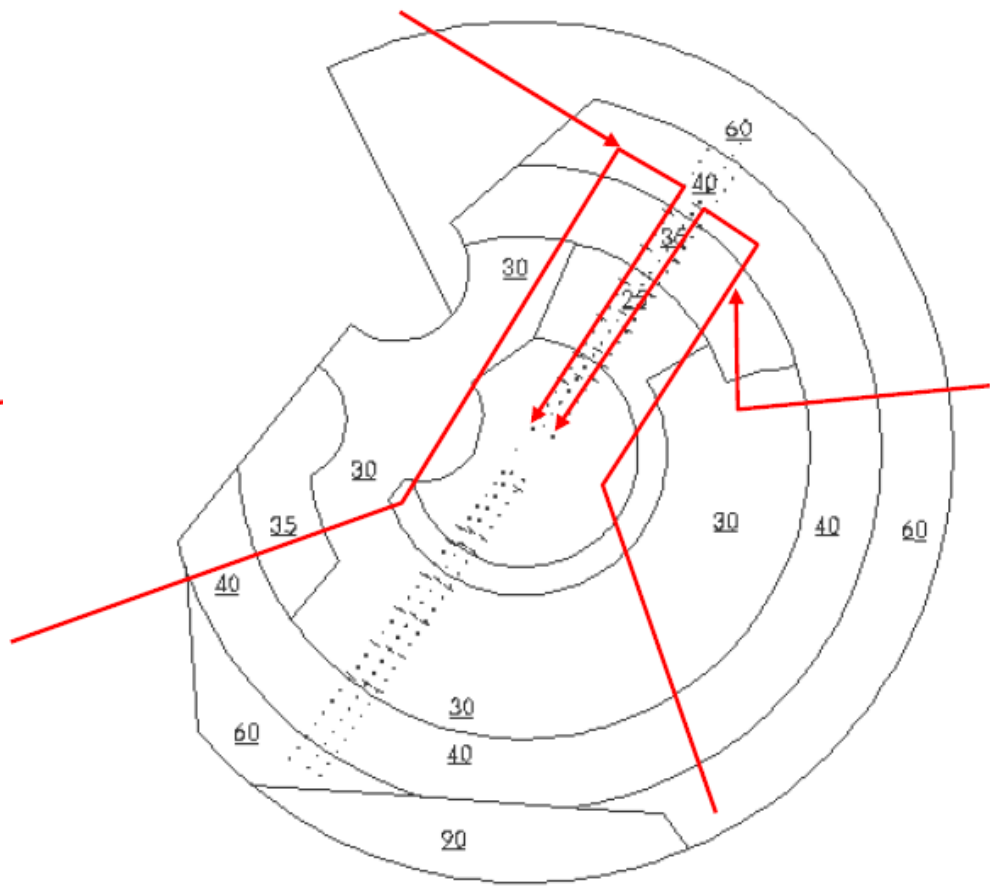
**The Detroit Metro Airport has two main configurations, north and south. Additionally, there is a west flow which is used approximately seven to ten percent of the time in strong winds. All of these configurations were analyzed for compatibility with the proposed design. All existing arrival and departure routes remain the same.**



# Current DTW Class B Airspace South Flow Traffic Patterns



# Proposed DTW Class B Airspace South Flow Traffic Patterns







**New 10,000 MSL ceiling is due to the current traffic patterns at D21. Traffic used to enter the D21 airspace at 8,000 MSL. With changes to aircraft characteristics and airspace, traffic now enters D21 airspace at 11,000 and 12,000.**



- **Mail responses to :**

**Mr. Roger McGrath**

**FAA ATO Central Service Center**

**Operations Support Group, AJO-2C2**

**2601 Meacham Blvd.**

**Fort Worth, Texas 76137**

**[roger.mcgrath@faa.gov](mailto:roger.mcgrath@faa.gov)**