

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: SID	Date Open: 10/10/2018	Task #: 2018101026052801007	Request #: 20181010260528
Procedure: SID LIDDS (RNAV) TWO DETROIT MI KDTW			Airport ID: KDTW	Airport: DETROIT METROPOLITAN WAYNE COUNTY		Reimbursable #: NO
City: DETROIT	ST: MI	GPS #:	Estimated Chart Date: 08/15/2019		FICO #: 1227186	
Fac ID: N/A		Fac. Type:			Specialist: CHRISTINE BAYSE	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	12/26/2018	04/19/2019	WARDELL HENNING	Digitally signed by		
QA:	04/19/2019	04/19/2019	KISSY MAXFIELD	WARDELL HENNING		
Liaison:	04/19/2019	04/19/2019	MARY MCDONALD	Jun 27, 2019		
Procedure Comments: ENROUTE Remark Type: INFORMATION DTW METROPLEX. ACTIVE AIRPORT AND RUNWAY DATA USED FOR KDTW. CONTACT: LONNIE EVERHART 405-954-4576 OR WARDELL HENNING 405-436-1902 06/27/19: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/11/19. 1. CHANGED TRANSITION COMPUTER CODE FROM "LIDDS1.GRIVY" TO "LIDDS2.GRIVY".						



FIPC DME/DME FORM								
PROCEDURE: SID,LIDDS (RNAV),TWO,DETROIT,MI,KDTW,!			AIRPORT NAME: DETROIT METROPOLITAN WAYNE		AIRPORT ID: KDTW	SPECIAL CONTROL NO: BG-04-112-19		
FAC ID: LIDDS2		CITY: DETROIT			ST: MI	ORIG CHART DATE: 08/15/2019		
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683		PTS TASK ID: 2018101026052801007			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 06/05/2019		CREW #: VN266	N #: N58	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
FLIGHT INSPECTOR SIGNATURE: bryan veit @ 06/05/2019 15:16			PRINTED NAME: VEIT, BRYAN SCOTT			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
FLIGHT INSPECTOR REMARKS: SAT as proposed.								
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:			
SPECIALIST REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Extra attention should be given to runway changes and revised ATC clearances. Pilots of aircraft equipped with electronic navigation map displays must verify that the aircraft symbol relative to the runway symbol, lateral track, and depicted route agree with your clearance. Pilots should ensure the waypoints sequence depicted by the navigational system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID, advise ATC prior to takeoff and request an amended clearance.
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via a radar vector. A RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance, for example, will state "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff". If the takeoff clearance does not match the planned/loaded procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)

EC-1, 28 MAR 2019 to 25 APR 2019

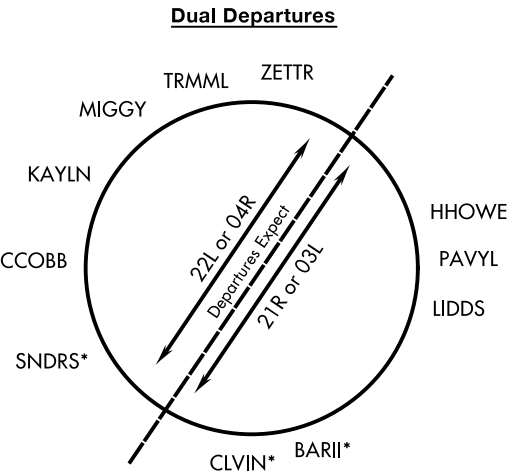
EC-1, 28 MAR 2019 to 25 APR 2019

ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

5. **SPECIFIC INFORMATION:** Detroit will utilize RNAV departures in dual runway operations all hours of the day, seven days of the week. All properly equipped aircraft should expect to fly a DETROIT RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground take off clearance. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

Expected Runway Assignment for Dual Departure Operations



* Runway assignment may vary depending on traffic

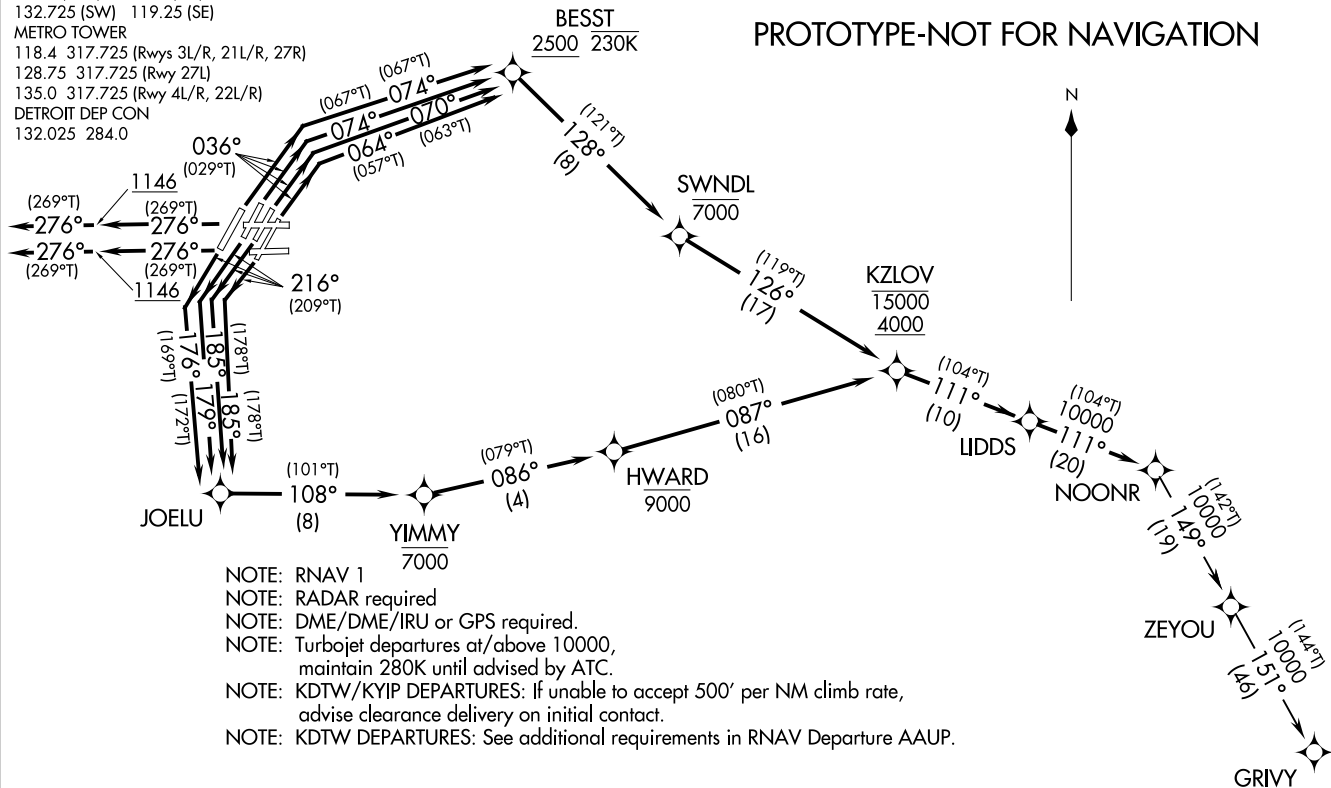
D-ATIS 118.125
CLNC DEL 120.65
CPDLC
GND CON
121.8 (NW) 119.45 (NE)
132.725 (SW) 119.25 (SE)
METRO TOWER
118.4 317.725 (Rwys 3L/R, 21L/R, 27R)
128.75 317.725 (Rwy 27L)
135.0 317.725 (Rwy 4L/R, 22L/R)
DETROIT DEP CON
132.025 284.0

TAKEOFF MINIMUMS

Rwys 3L/R, 4L/R, 21L/R, 22L/R, 27L/R: Standard with minimum climb of 500' per NM to 1146.

TOP ALTITUDE:
17000

PROTOTYPE-NOT FOR NAVIGATION



(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3L: Climb on heading 036° to intercept course 070° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 3R: Climb on heading 036° to intercept course 064° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 074° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 074° to cross BESST at or above 2500 and at or below 230K, then on track 128° to cross SWNDL at or below 7000, then on track 126° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 185° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 185° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 22L: Climb on heading 216° to intercept course 179° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 22R: Climb on heading 216° to intercept course 176° to JOELU, then on track 108° to cross YIMMY at or below 7000, then on track 086° to cross HWARD at or below 9000, then on track 087° to cross KZLOV between 4000 and 1500, thence

TAKEOFF RUNWAY 27L: Climb on heading 276° to 1146, then on heading 276° or as assigned for RADAR vectors to cross KZLOV between 4000 and 15000, thence

TAKEOFF RUNWAY 27R: Climb on heading 276° to 1146, then on heading 276° or as assigned for RADAR vectors to cross KZLOV between 4000 and 15000, thence

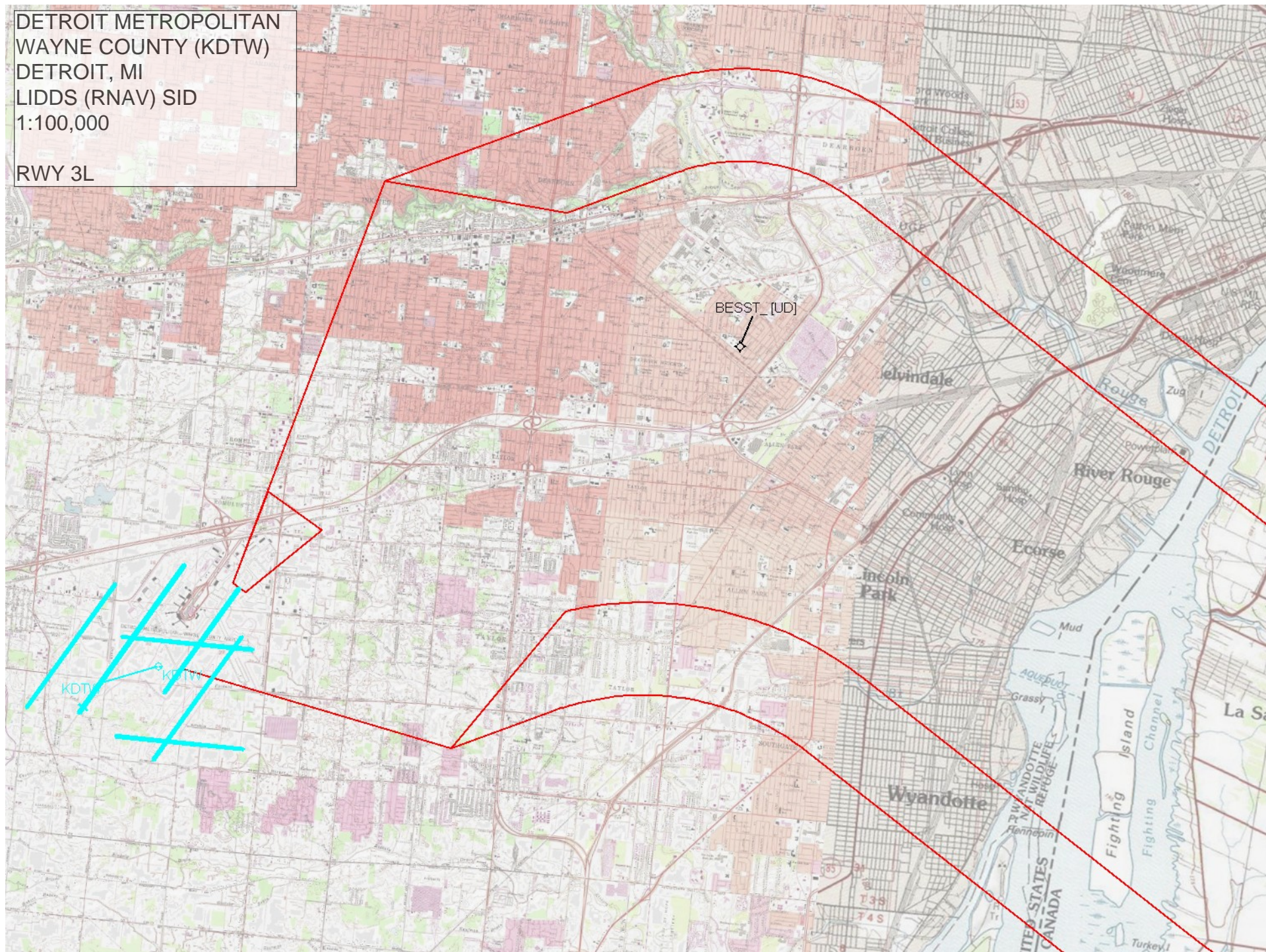
. . . . on track 111° to LIDDS, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

GRIVY TRANSITION (LIDDS2.GRIVY)

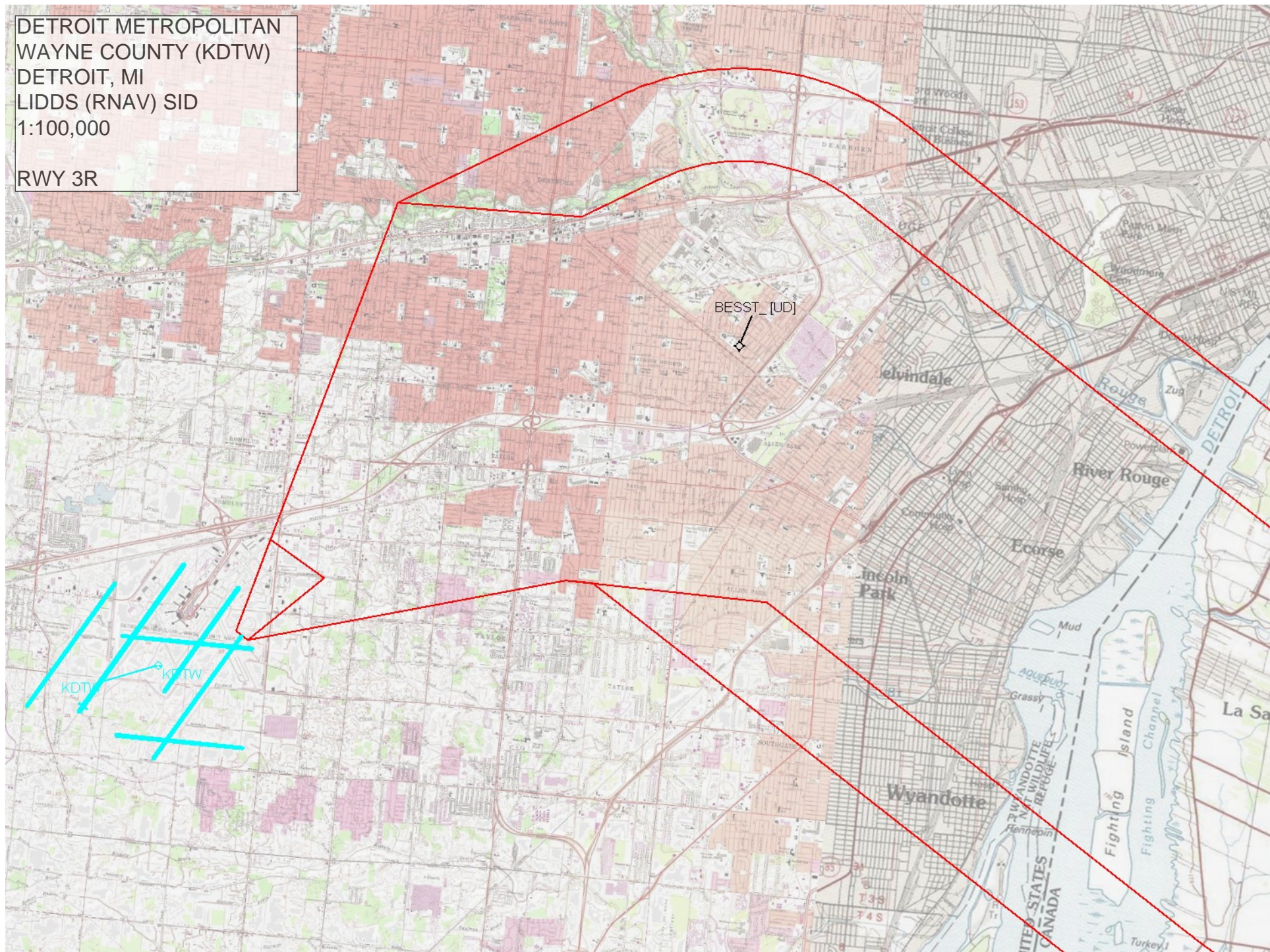
PROTOTYPE-NOT FOR NAVIGATION

DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000

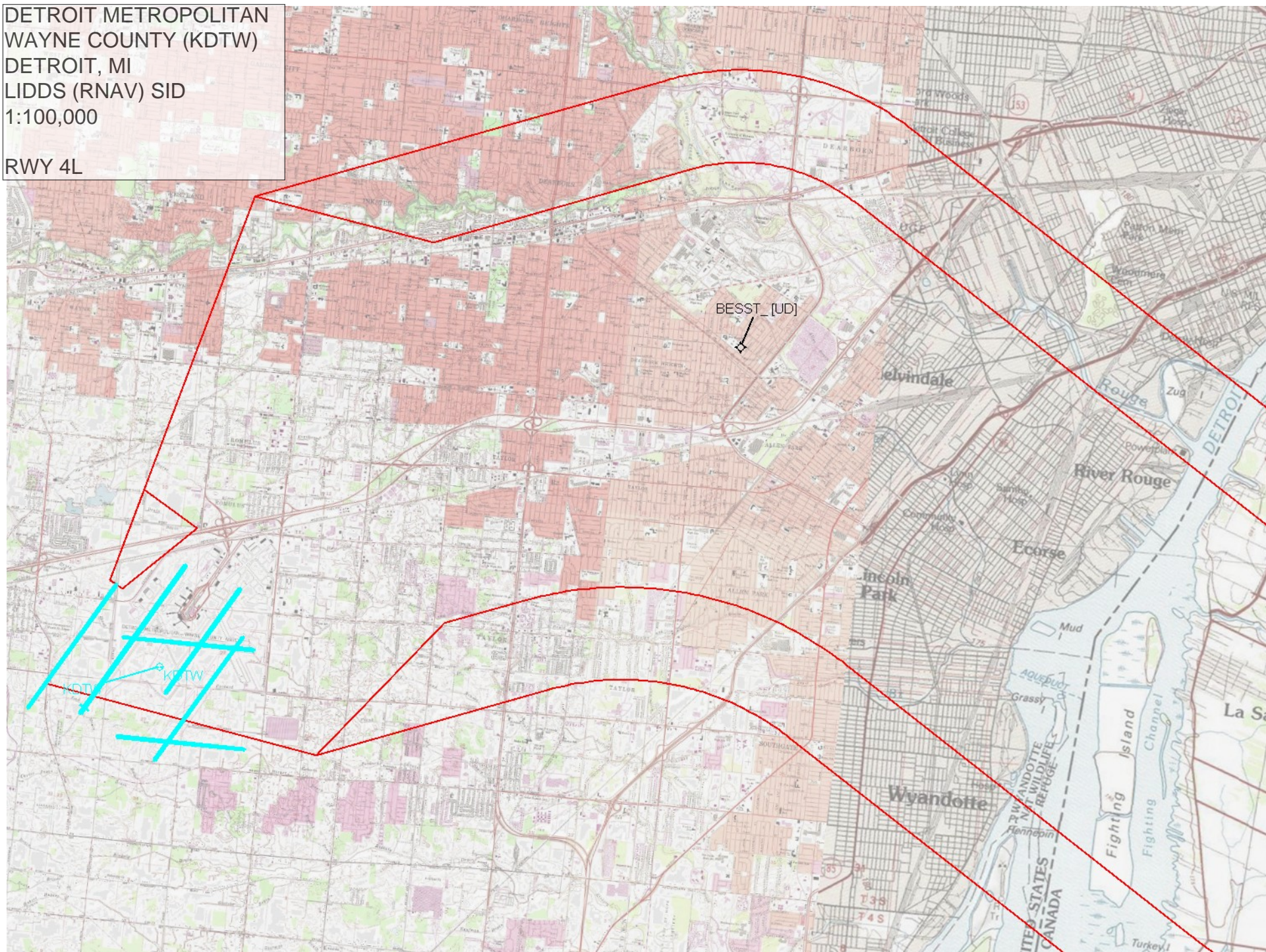
RWY 3L



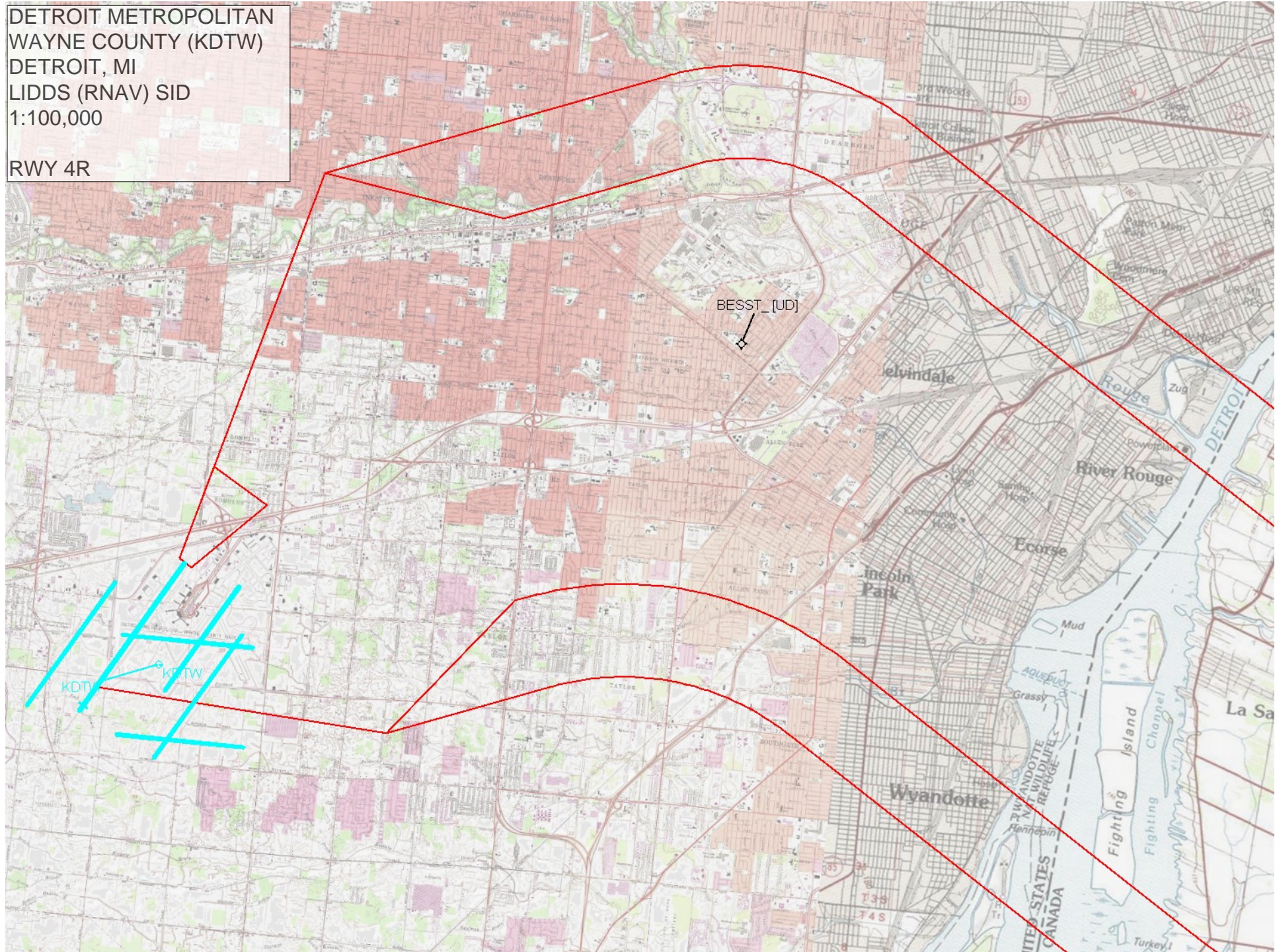
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WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000
RWY 3R

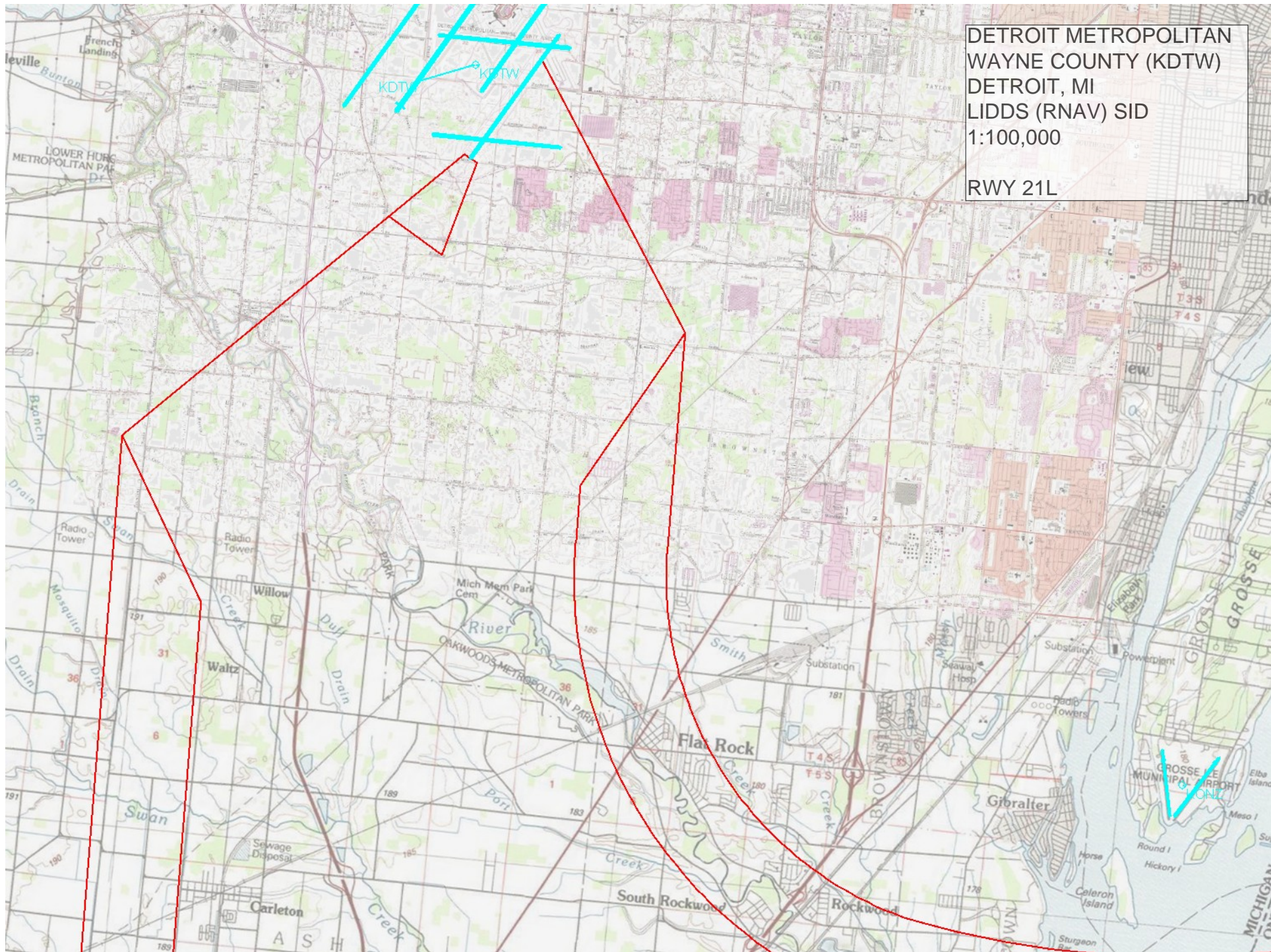


DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000
RWY 4L



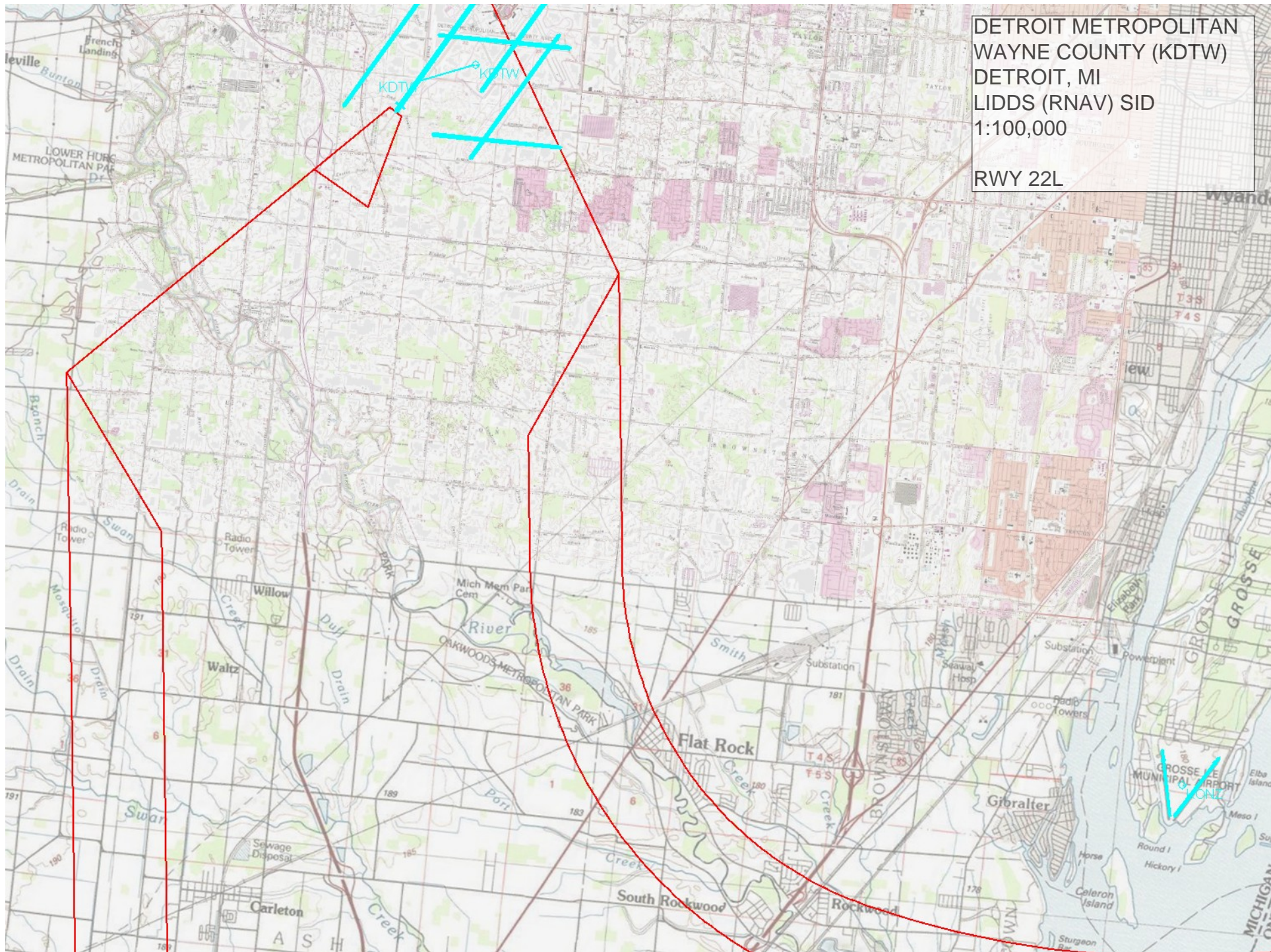
DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000
RWY 4R





DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000
RWY 21L

RWY 21R



DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:100,000
RWY 22R

RWY 3L

RWY 3R



DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000

RWY 4L



RWY 4R



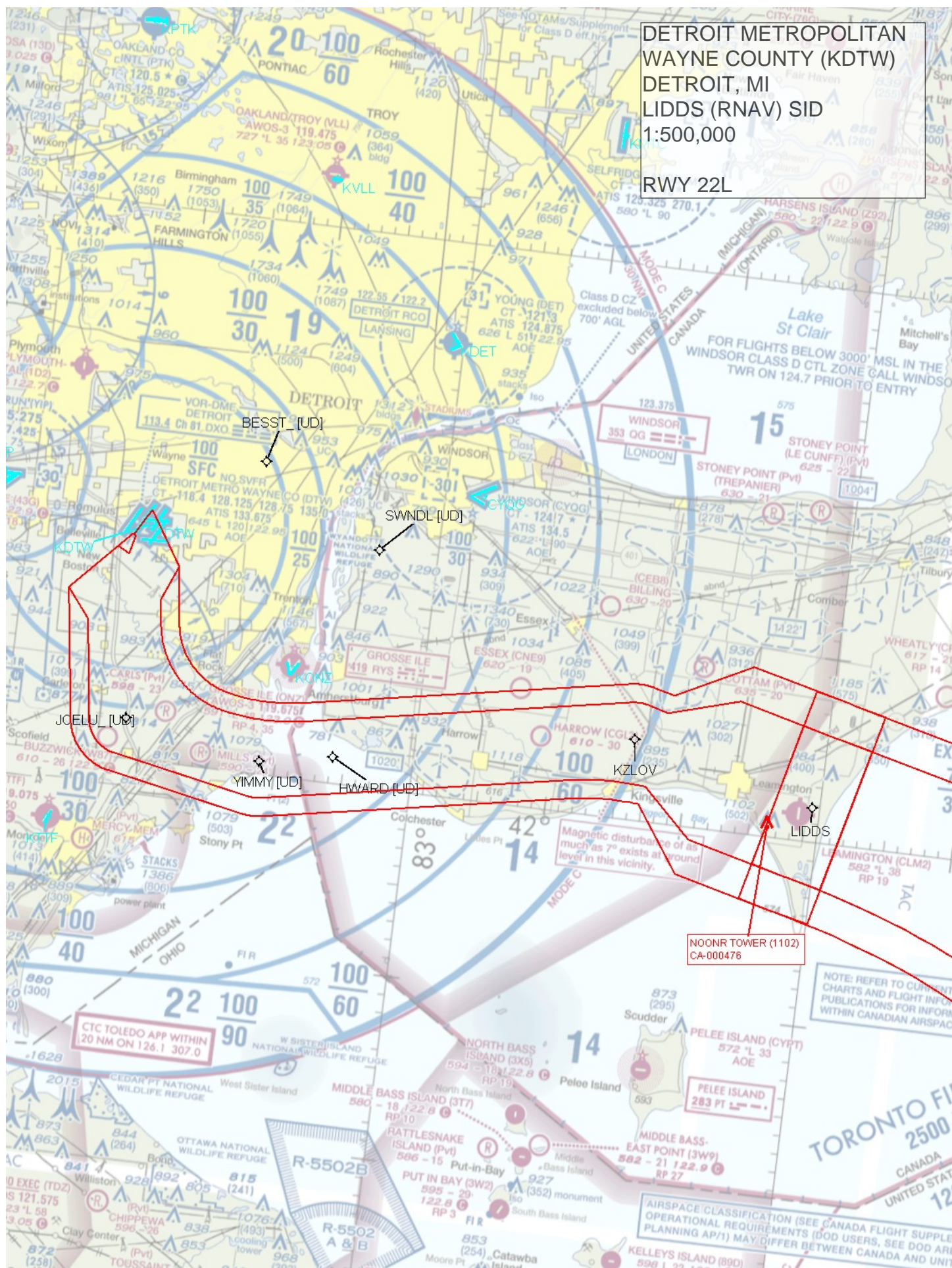
DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000
RWY 21L

DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000

RWY 21R



RWY 22L

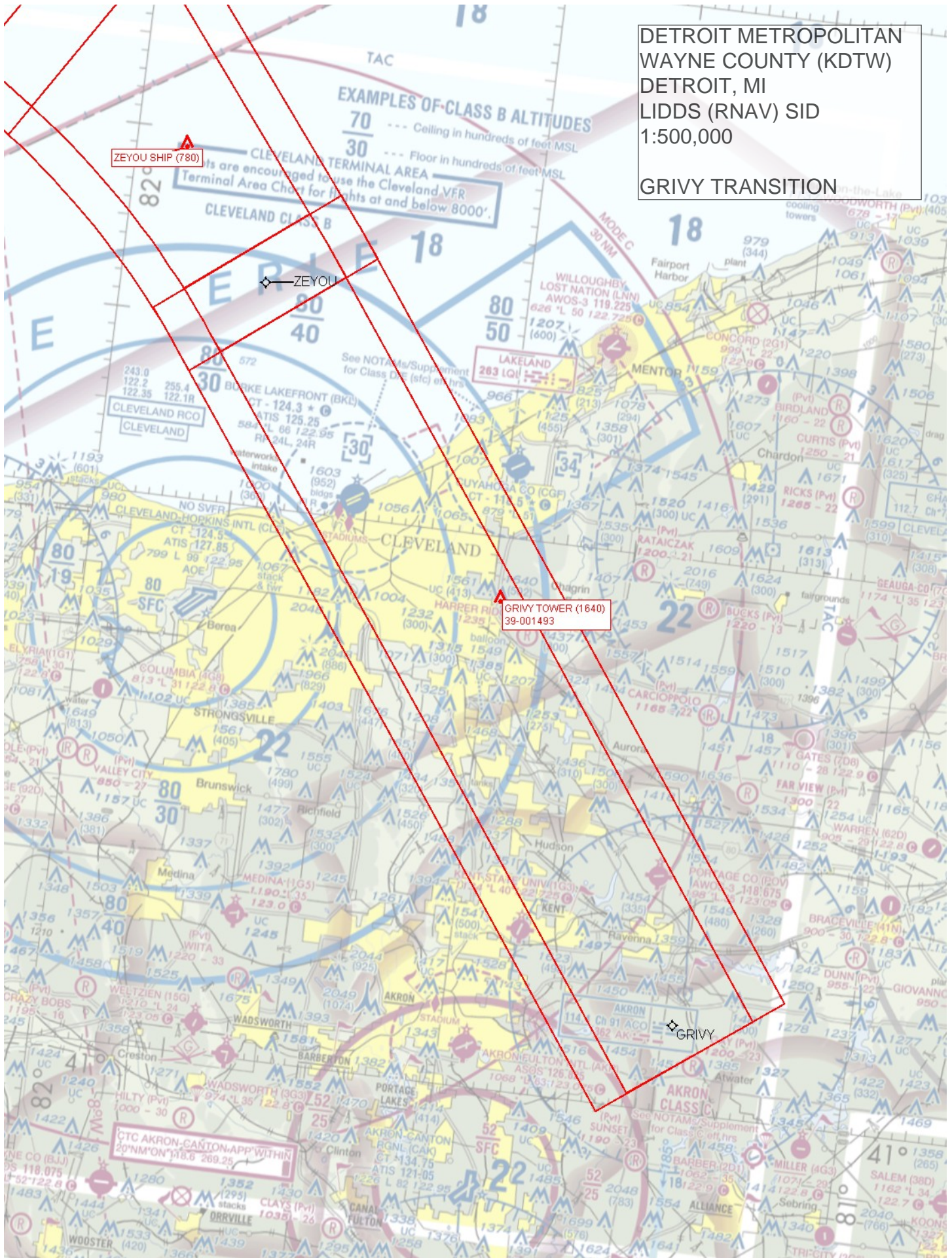


DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000
RWY 22R

DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000
GRIVY TRANSITION

DETROIT METROPOLITAN
WAYNE COUNTY (KDTW)
DETROIT, MI
LIDDS (RNAV) SID
1:500,000

GRIVY TRANSITION



Federal Aviation Administration Categorical Exclusion Declaration

Date: 02/14/2019

IFP: Robinson, Winston (Winston.Robinson@faa.gov)

Airport Contact: N/A

Request ID: KDTW_181210_08

Single or Multiple Procedure:

Multiple

Procedure Name(s):

BARII TWO (RNAV), CCOBB TWO (RNAV), CLVIN TWO (RNAV), HHOWE TWO (RNAV), KAYLN TWO (RNAV), LIDDS TWO (RNAV), MIGGY TWO (RNAV), PAVYL TWO (RNAV), SNDRS TWO (RNAV), TRMML TWO (RNAV), ZETTR TWO (RNAV), METRO TWO (Conv.)

Procedure Request Description:

See attached pdf. for change/amendment description narratives.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

- 5-** Publication of existing air traffic control procedures that do not essentially change existing tracks, create
6.5.k: new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **GREGORY L HINES**

Digitally signed by GREGORY L HINES
Date: 2019.02.14 14:36:22 -06'00'

Date: _____

Title: Gregory L. Hines
Environmental Protection Specialist, Operations Support Group, AJV-C25

Approved By: _____

Date: _____

Title: Anthony Schneider
Manager, Operations Support Group, ATO Central Service Center, AJV-C2