Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 05/16/2024	APWS Task ID: 2EC551B35A294B53880C41E1F69D14C0	APWS Project ID: DF3B7F66C56B45E89F1E4BF7FD32855D
Procedure: BARII THREE (RNAV) SID		Enroute: YES	Specialist: Mccartney, Michael		Agreement Number:
Airport ID: KDTW			Airport City: DETROIT		State: MI
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
FULL AMENDMENT.

QUALITY 20 CHECKED

PENDING AIRPORT DATA FOR KYIP. ACTIVE DATA FOR ALL OTHER AIRPORTS.

WAIVERS (2):
1. TO NOT CHART IF ALTITUDE AT IF FOR RADAR VECTORS.
2. AFS-420 MEMORANDUM "WAIVER TO FAA ORDER 8260.58C PARAGRAPH 1-2-5.C.(3), MAXIMUM BANK ANGLE" DATED 01/31/2023.

KYIP: RWY 27 CONTROLLING OBSTACLE 903 FT MSL TOWER (26-002998) LAT/LONG CHANGED FROM 421431.78N/0833411.47W TO 421431.80N/0833411.49W (MOVED 2.52 FT NORTHWEST); TAKEOFF MINIMUMS DID NOT CHANGE.

KVLL: RWY 28 CONTROLLING OBSTACLES CHANGED FROM 940 FT MSL BLDG 423234.20N/0831235.50W (CLIMB GRADIENT), 1749 FT MSL TOWER 422858.00N/0831219.00W (CLIMB-TO ALTITUDE) TO 905 FT MSL BUILDING (26-003210) 423232.54N/0831234.07W; RETAINED CURRENT TAKEOFF MINIMUMS TO MATCH PUBLISHED ODP.

KMTC: RWY 19 CLIMB GRADIENT INCREASED FROM 234 FT/NM TO 235 FT/NM. CONTROLLING OBSTACLE 1246 FT MSL TOWER (26-001410) LAT/LONG CHANGED FROM 423315.00N/0825315.00W TO 423312.00N/0825315.00W (MOVED 303.71 FT SOUTH). OBSTACLE ACCURACY INCREASED FROM 5D TO 4D.

CANCELS NOTAMS (3): FDC 2/1544, 2/1547, 3/2854.

CONTACT: ERIC SUSKI, AJV-A431, MANAGER, (405) 954-7331.

Digitally signed by
ERIC N SUSKI
Jan 26, 2024

QUALITY 41 CHECKED

Data as of: 01/08/2024 12:47:10 CST

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
BARII THREE (RNAV) DEPARTURE	DETROIT METRO WAYNE COUNTY	KDTW	BG-01-218-24

FAC ID: BARII3	CITY: DETROIT	ST: MI	ORIG CHART DATE: 05/16/2024

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0		2EC551B35A294B53880C41E1F69D14C0

PREFLIGHT NOTES

REVIEWER: scott wiebe	DATE: 03/07/2024
COMMENTS:	CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
03/07/2024	VN219	N69	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☐ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
scott wiebe @ 03/07/2024 18:29	WIEBE, GREGORY SCOTT	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☒ SAT ☐ UNSAT	steven s-ctr rager @ 03/18/2024 13:26	Steven Rager

SPECIALIST REMARKS:

Procedure SAT for DME/DME/IRU NAV. All DME ESV's for legs flown recorded by Inspection Aircraft all other ESV's certified by TARGETS.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
BARII THREE (RNAV) DEPARTURE	DETROIT METRO WAYNE COUNTY	KDTW	BG-01-218-24

FAC ID: BARII3	CITY: DETROIT	ST: MI	ORIG CHART DATE: 05/16/2024

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0		2EC551B35A294B53880C41E1F69D14C0

PREFLIGHT NOTES

REVIEWER: scott wiebe	DATE: 03/07/2024
COMMENTS:	CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
03/07/2024	VN219	N69	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☐ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
scott wiebe @ 03/07/2024 18:29	WIEBE, GREGORY SCOTT	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:
Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☐ SAT ☐ UNSAT		

SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

Detroit, MI (KDTW)
BARII (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required to not chart IF altitude at the IF for radar vectors (RV). Order 8260.46J Appendix E, Section 1, para 2m(3). "Document the minimum crossing altitude at the IF on RNAV Radar departure procedures as follows: CHART: MINIMUM CROSSING ALTITUDE AT (RNAV IF)-(Altitude)."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Adding unnecessary altitudes at the "IF" on procedures when they are not needed creates unnecessary workload based on the type of climb clearance that is issued. If the altitude restriction at the "IF" is to be adhered to for aircraft departing from DETROIT METRO WAYNE COUNTY AIRPORT (DTW), then after the aircraft is airborne ATC must issue "CLIMB VIA SID EXCEPT MAINTAIN (altitude)". With this procedure, it's unnecessary to add an altitude restriction at HUUTZ as the aircraft will be issued an initial departure clearance containing an altitude "AS ASSIGNED BY ATC" and will be receiving radar vectors to the waypoint HUUTZ to join the procedure. When aircraft depart, ATC must ensure they are at or above the Minimum Vectoring Altitudes (MVA), therefore the aircraft is always operating in airspace at an altitude above any terrain obstacles.

Adding an unnecessary altitude at HUUTZ creates workload for pilots as it could create a climb gradient higher than 200 feet per NM depending on where ATC vectors the aircraft before clearing them to HUUTZ and it could increase communication between ATC and pilots who will be asking questions about the altitude restriction, which ties up the radios. It also adds pilot workload once airborne when ATC issues a higher altitude by stating "CLIMB AND MAINTAIN (altitude)". The use of "CLIMB AND MAINTAIN (altitude) deletes any published altitude restrictions, therefore pilots will be heads down deleting the restriction from the FMC.

AFS has approved other procedures within the NAS provided an evaluation has been completed. In this case, the evaluation has been accomplished and is contained under number 4 below.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

With a standard climb gradient of 200 ft/nm all surfaces are clear to IF (HUUTZ) which is 15.29 nm from the closest DER. The departure route description for all runways will provide instruction for the aircraft to conduct an uninterrupted climb to an altitude "AS ASSIGNED BY ATC" which is above the MVA from the airport to the IF.

ATC will ensure aircraft departing will cross the IF at or above 3000 ft MSL. An OCS with a starting elevation of 2000 ft (3000 MVA-1000 ROC) was evaluated for the route starting at HUUTZ and the surface was clear.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Modifying all runway SIDs to replace the radar vectors segment with RNAV OTG would be incompatible with procedure efficiency in a constrained airspace and cause environmental issues and delays.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Central Service Area PBN FAA and NATCA Leads
ZOB ARTCC
D21 TRACON
Detroit Metro Tower

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
11/28/23	AJV-A431	MANAGER	*Digitally signed by* ***ERIC N SUSKI*** Jan 26, 2024

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers

WADE EK TERRELL Digitally signed by WADE EK TERRELL Date: 2023.01.31 09:21:16 -06'00'

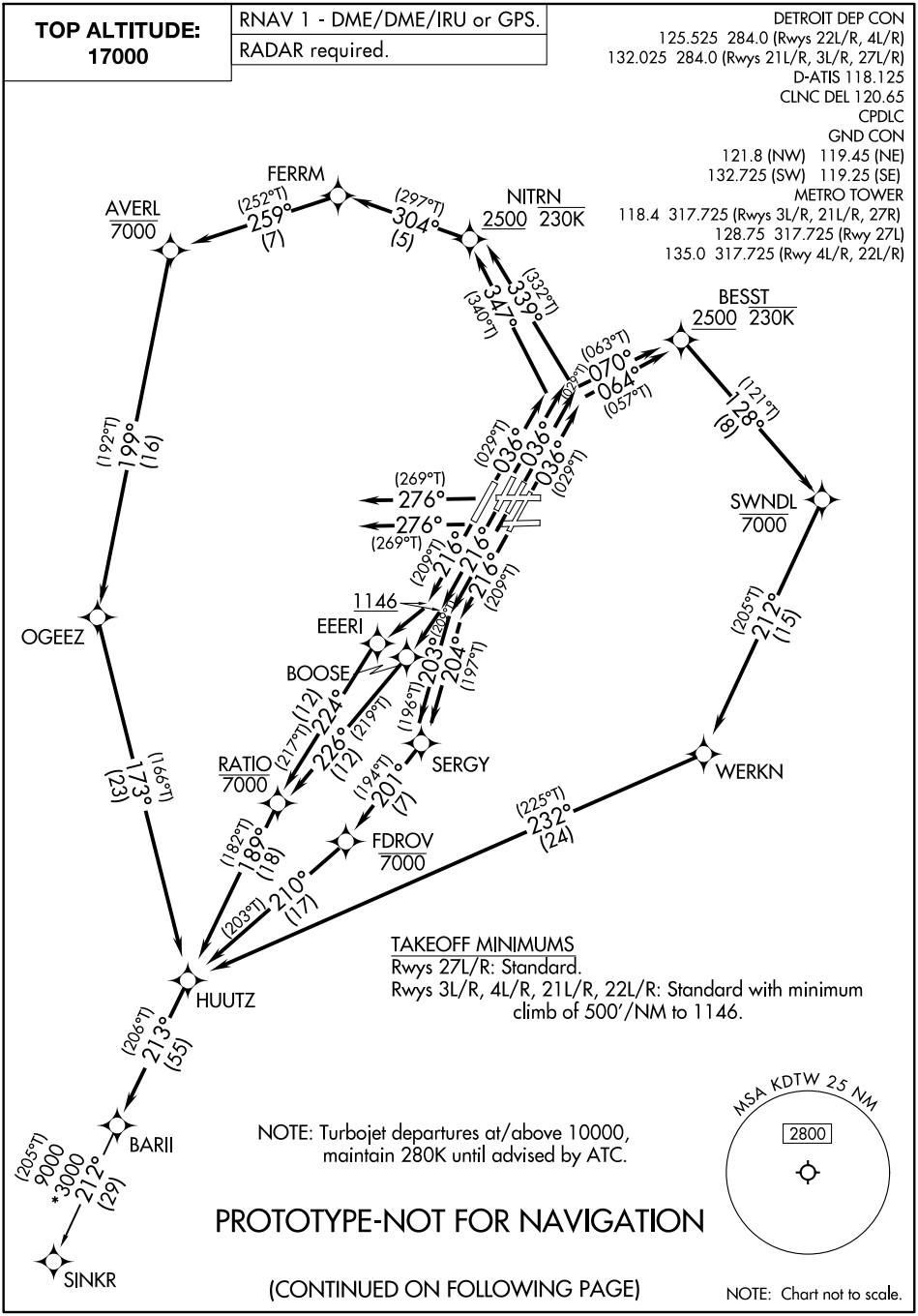
From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov


TOP ALTITUDE: 17000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
DETROIT DEP CON
125.525 284.0 (Rwys 22L/R, 4L/R)
132.025 284.0 (Rwys 21L/R, 3L/R, 27L/R)
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)
FERRM
AVERL 7000
NITRN 2500 230K
BESST 2500 230K
SWNDL 7000
OGEEZ
EEERI
1146
BOOSE
RATIO 7000
SERGY
FDROV 7000
WERKN
HUUTZ
BARII
SINKR
(252°T) 259° (7)
(297°T) 304° (5)
(340°T) 347°
(332°T) 339°
(063°T) 070°
(057°T) 064°
(121°T) 128° (8)
(192°T) 199° (16)
(029°T) 036°
(269°T) 276°
(209°T) 216°
(205°T) 212° (15)
(203°T) 204°
(197°T) 203°
(196°T) 224° (12)
(217°T) 226° (12)
(219°T) 201° (7)
(194°T) 173° (23)
(169°T)
(182°T) 189° (18)
(203°T) 210° (17)
(225°T) 232° (24)
(206°T) 213° (55)
(205°T) 212° (29)
9000
*3000
TAKEOFF MINIMUMS
Rwys 27L/R: Standard.
Rwys 3L/R, 4L/R, 21L/R, 22L/R: Standard with minimum climb of 500'/NM to 1146.
NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
MSA KDTW 25 NM
2800
PROTOTYPE-NOT FOR NAVIGATION
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITONAL REQUIREMENTS ON AAUP

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 212° to WERKN, then on track 232° to HUUTZ, 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 212° to WERKN, then on track 232° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to FERRM, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 21L: Climb on heading 216° to intercept course 204° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 21R: Climb on heading 216° to intercept course 203° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 22L: Climb on heading 216° to 1146, then direct BOOSE, then on track 226° to cross RATIO at or below 7000, then on track 189° to HUUTZ, thence . . . .
TAKEOFF RUNWAY 22R: Climb on heading 216° to 1146, then direct EEERI, then on track 224° to cross RATIO at or below 7000, then on track 189° to HUUTZ, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climb on heading 276° or as assigned by ATC, for RADAR vectors to HUUTZ, thence . . . .

. . . . on track 213° to BARII, then on (transition). Maintain 17000, expect filed altitude 10 minutes after departure.

SINKR TRANSITION (BARII3.SINKER)

PROTOTYPE-NOT FOR NAVIGATION

EXISTING

(BARII2.BARII) 21112

BARII TWO DEPARTURE (RNAV)

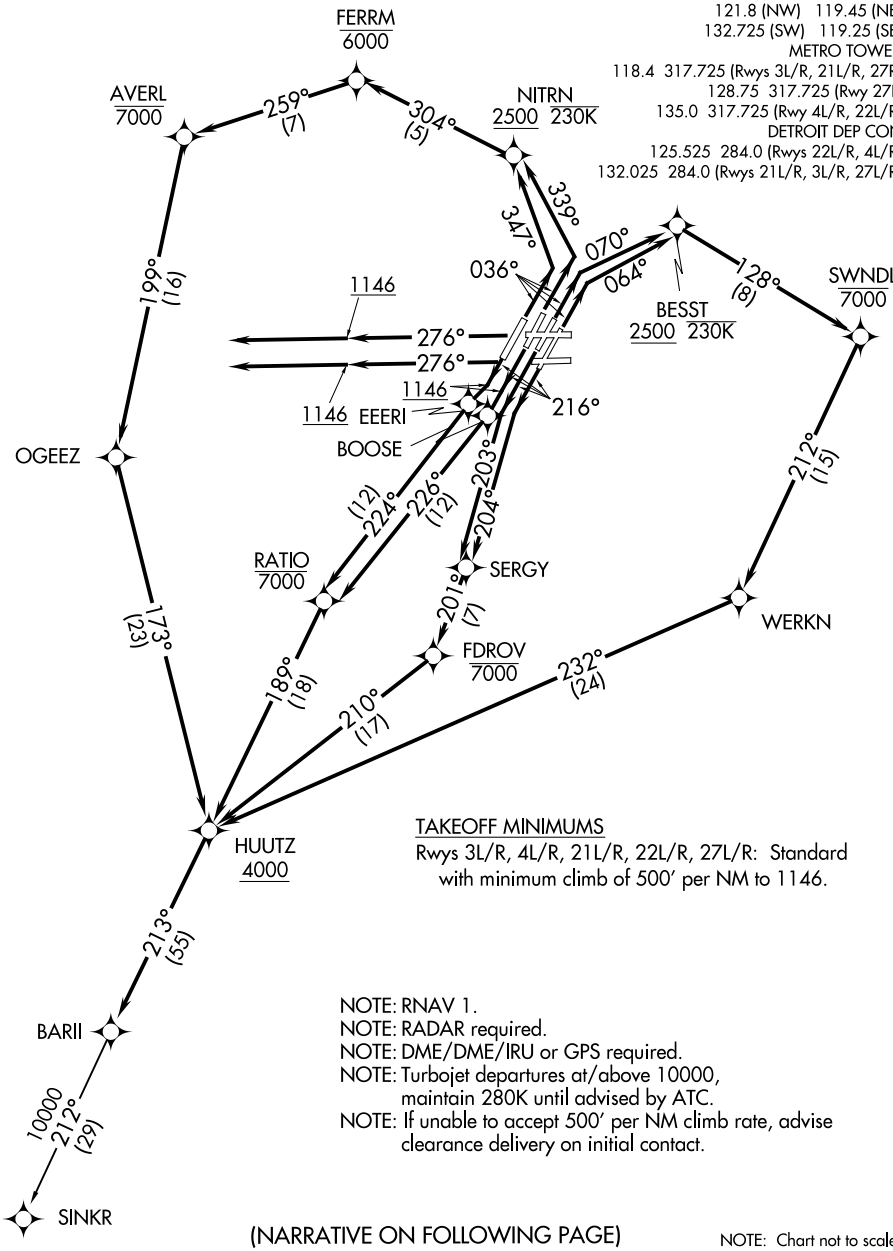
DETROIT METRO WAYNE COUNTY (DTW)

AL-119 (FAA)

DETROIT, MICHIGAN

TOP ALTITUDE: 17000

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
125.525 284.0 (Rwys 22L/R, 4L/R)
132.025 284.0 (Rwys 21L/R, 3L/R, 27L/R)



TAKEOFF MINIMUMS

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

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet departures at/above 10000, maintain 280K until advised by ATC.
NOTE: If unable to accept 500′ per NM climb rate, advise clearance delivery on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-1, 05 OCT 2023 to 02 NOV 2023

EC-1, 05 OCT 2023 to 02 NOV 2023

EC-1, 05 OCT 2023 to 02 NOV 2023

DEPARTURE ROUTE DESCRIPTION

NOTE: See additional requirements in RNAV departure AAUP.

TAKEOFF RWY 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 212° to WERKN, then on track 232° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 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 212° to WERKN, then on track 232° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 4L: Climb on heading 036° to intercept course 347° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to cross FERRM at or below 6000, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 4R: Climb on heading 036° to intercept course 339° to cross NITRN at or above 2500 and at or below 230K, then on track 304° to cross FERRM at or below 6000, then on track 259° to cross AVERL at or below 7000, then on track 199° to OGEEZ, then on track 173° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 21L: Climb on heading 216° to intercept course 204° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 21R: Climb on heading 216° to intercept course 203° to SERGY, then on track 201° to cross FDROV at or below 7000, then on track 210° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 22L: Climb on heading 216° to 1146, then direct BOOSE, then on track 226° to cross RATIO at or below 7000, then on track 189° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 22R: Climb on heading 216° to 1146, then direct EEERI, then on track 224° to cross RATIO at or below 7000, then on track 189° to cross HUUTZ at or above 4000, thence....

TAKEOFF RWY 27L/R: Climb on heading 276° to 1146, then on heading 276° or as assigned for RADAR vectors to cross HUUTZ at or above 4000, thence....

....on track 213° to BARII, then on (transition). Maintain 17000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

SINKR TRANSITION (BARII2.SINKR):

ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

The purpose of this briefing is to provide guidance, safe operating practices, and phraseology that will help ensure heightened awareness when conducting parallel RNAV departures at the Detroit Metro Wayne County Airport (DTW). Where applicable, pilots should comply with established company procedures for RNAV operations.

1. **PREFLIGHT:** Expect clearance for RNAV Standard Instrument Departure (SID), if capable of terminal RNAV procedures. If unable to accept the assigned RNAV SID, advise Clearance Delivery on initial contact. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:

- Ensure correct departure runway is loaded
- Ensure all transitions are loaded correctly
- Ensure sequence of waypoints match the appropriate charts
- Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
- Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID (unless amended by ATC)
- Do not modify or manually construct RNAV procedures
- Advise ATC prior to takeoff if unable verify correct loading or if unable to comply with the SID

2. **BEFORE TAKEOFF:** Ensure the departure runway assigned on taxi is depicted by the navigation system.

- Verify all modifications, including runway changes, in the navigation system with the RNAV SID
- Verify aircraft symbol relative to the runway symbol, lateral track, and depicted route agree with the ATC clearance (electronic navigation map displays)

3. **LINE UP/TAKEOFF:** Expect a takeoff clearance that will include "RNAV to" the first waypoint on the SID, or a heading. If issued a heading, do not delete the SID from the navigation system.

- Clearance: "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff"
- Response: "Delta 123, RNAV to SAAMS, Runway 22L, Cleared for Takeoff"
- Verify the correct runway and SID are loaded and the correct lateral navigation mode is available and ready for use after 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 issued a heading, engage lateral navigation flight guidance as soon as practical and fly the departure precisely.

- Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance
- When possible, track the runway centerline until reaching the departure end of runway
- Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative
- Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators and/or flight guidance
- Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
- If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

(CONTINUED ON FOLLOWING PAGE)

EC-1, 05 OCT 2023 to 02 NOV 2023

EC-1, 05 OCT 2023 to 02 NOV 2023

ATTENTION ALL USERS PAGE (AAUP)

(CONTINUED FROM PREVIOUS PAGE)

5. **SPECIFIC INFORMATION:** Runway assignments will be issued on initial contact with Ground Control and will be based on traffic conditions, runway closures, and other operational requirements.

For planning purposes, pilots can anticipate a runway assignment based upon the information below.

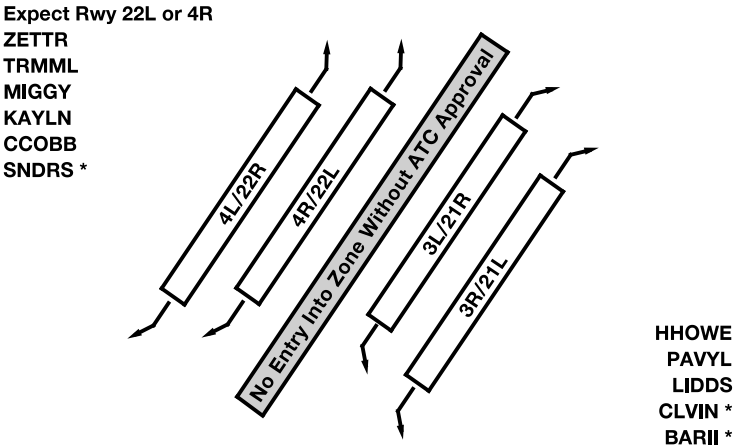
Runway Assignment for Dual Departure Operations

Departing Runways 22L/R, 21L/R
SNDRS, CCOBB, KAYLN, MIGGY, TRMML, ZETTR - Expect Runway 22L
HHOWE, PAVYL, LIDDS, BARII, CLVIN - Expect Runway 21R

Departing Runways 4L/R, 3L/R
SNDRS, CCOBB, KAYLN, MIGGY, TRMML, ZETTR - Expect Runway 04R
HHOWE, PAVYL, LIDDS, BARII, CLVIN - Expect Runway 03L

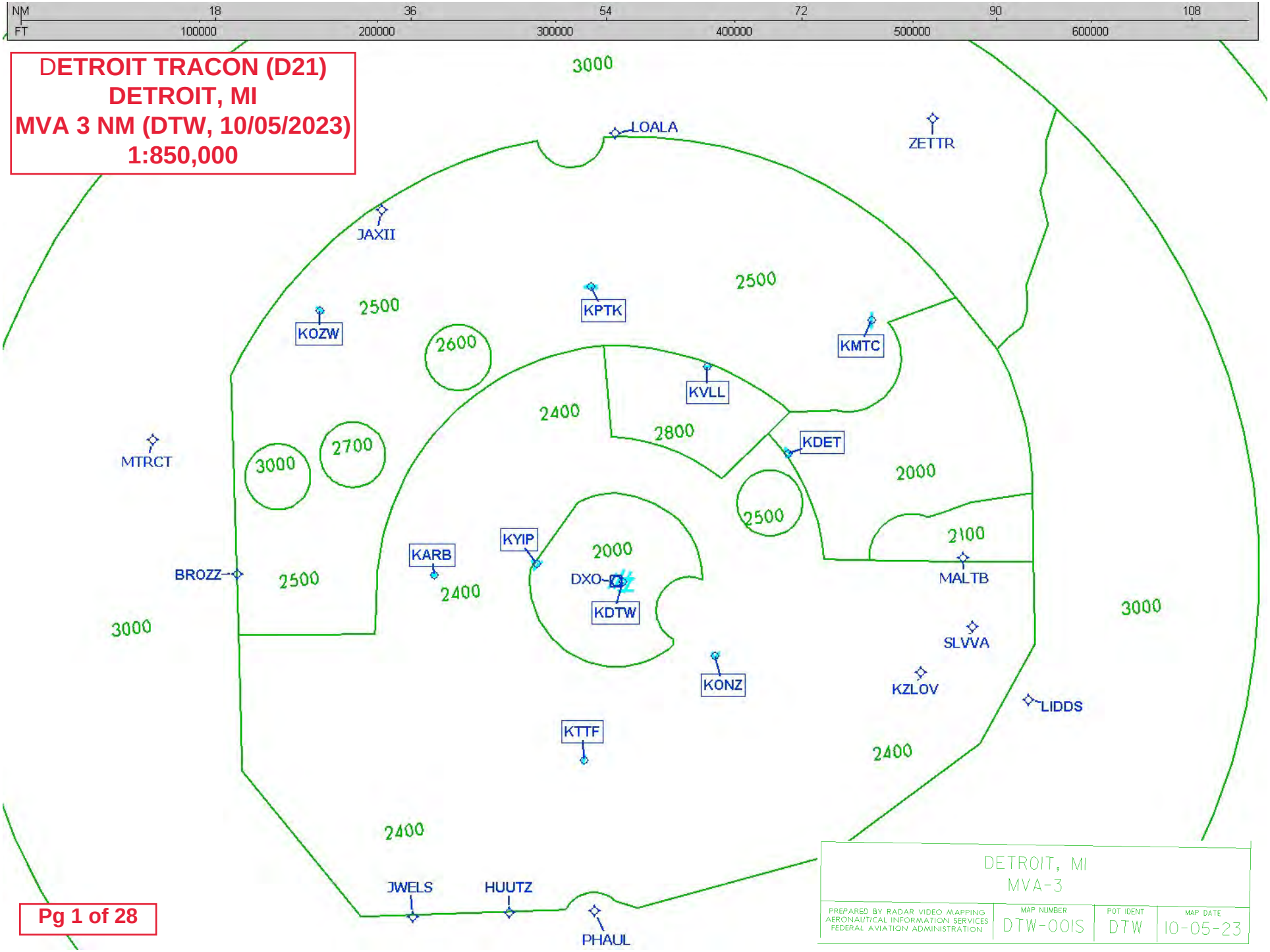
Departing Runways 27L/R (not depicted below)
KAYLN, MIGGY, TRMML, ZETTR, HHOWE - Expect Runway 27R
CCOBB, SNDRS, BARII, CLVIN, LIDDS, PAVYL - Expect Runway 27L

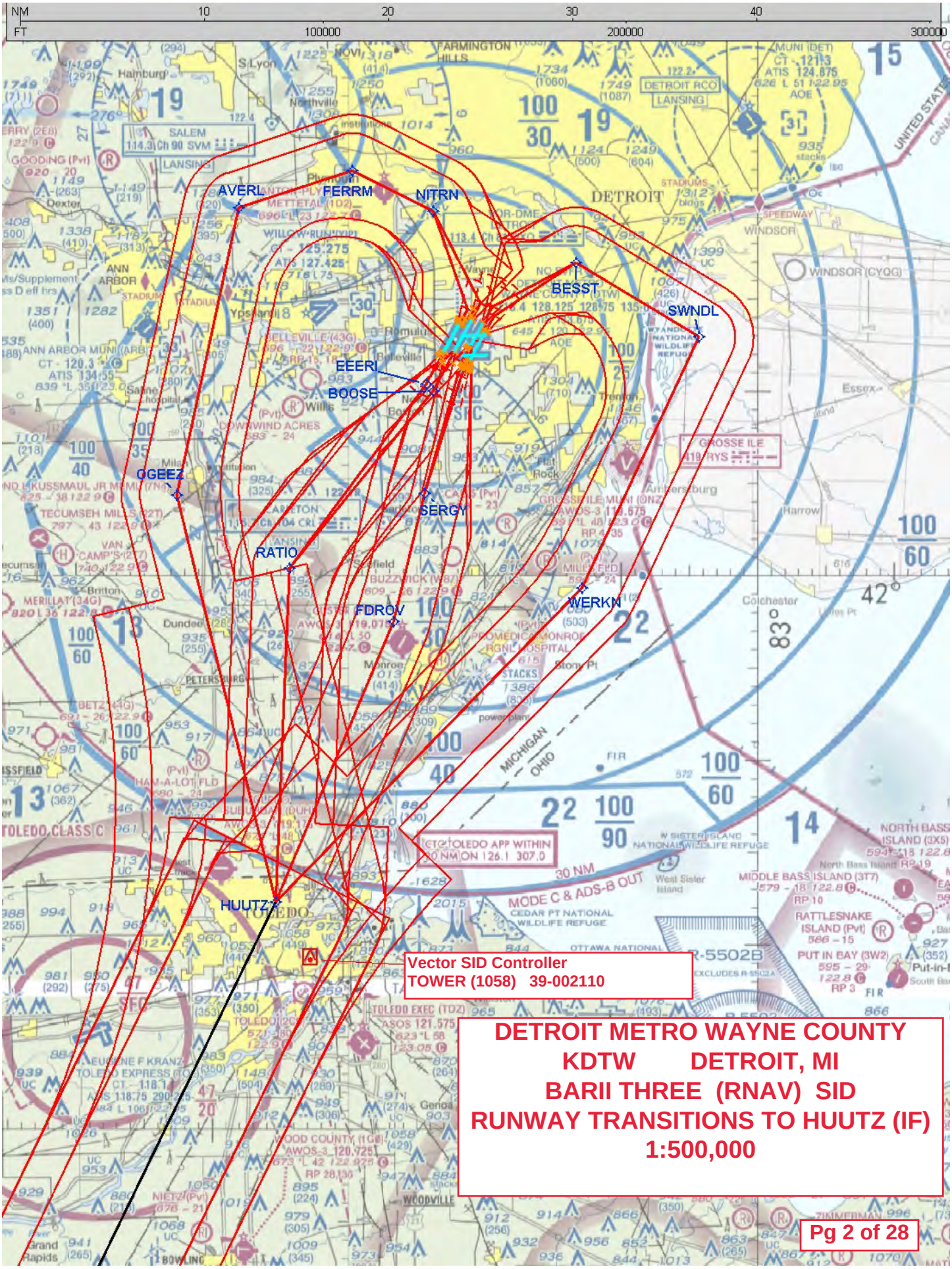
DTW Dual RNAV Departures

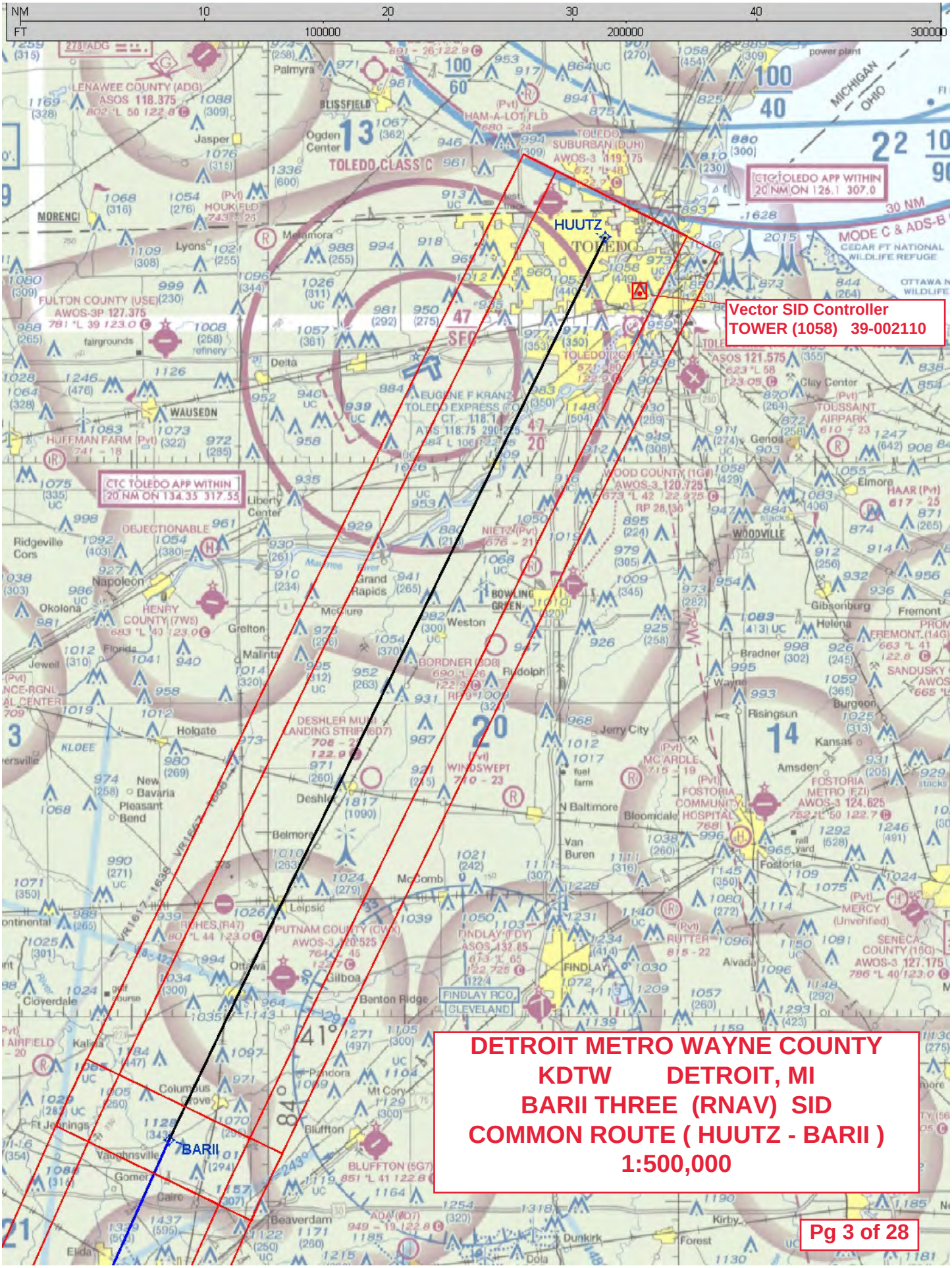


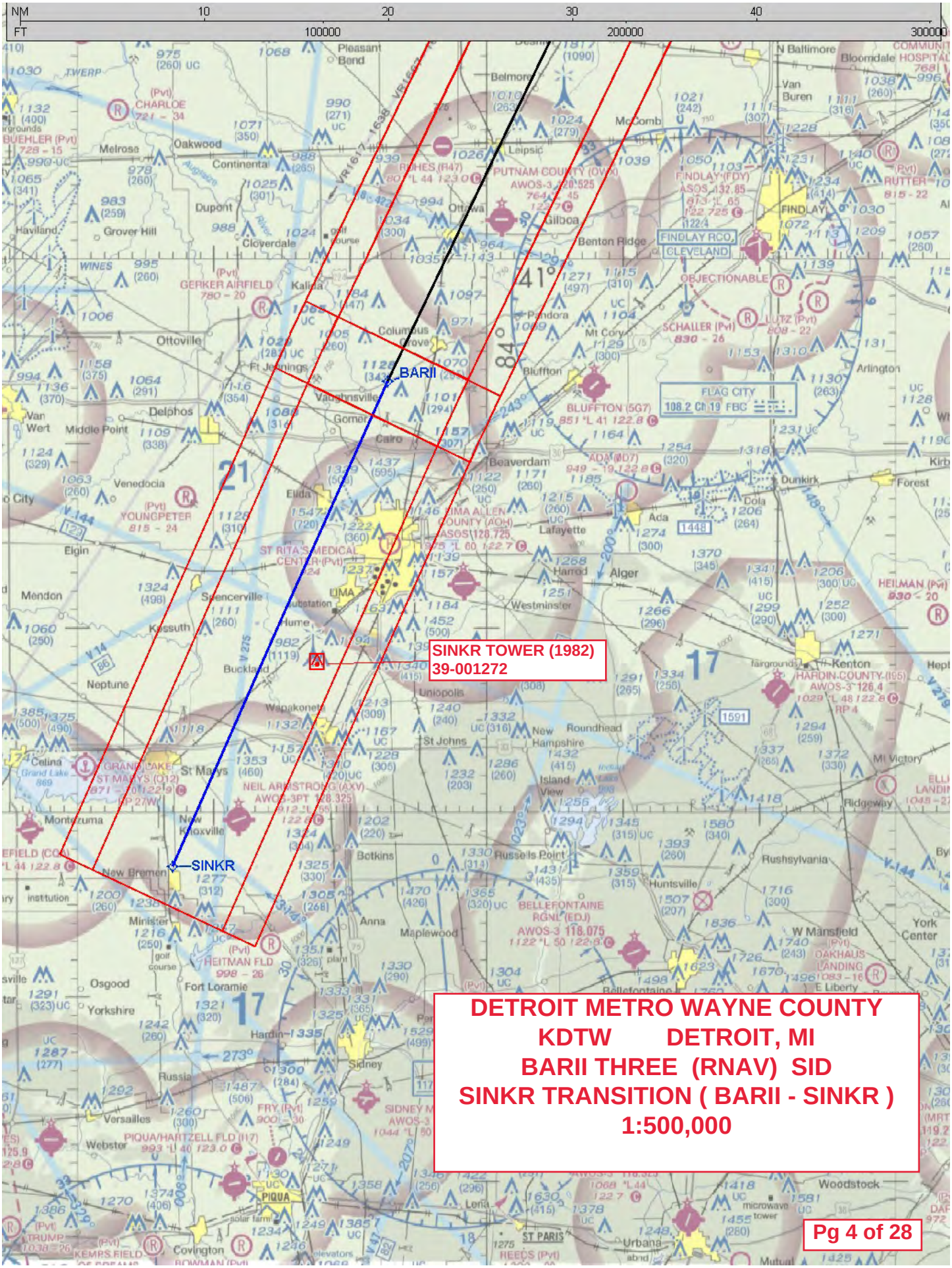
*** Runway assignment may vary depending on traffic and runway closures**

EC-1, 05 OCT 2023 to 02 NOV 2023
EC-1, 05 OCT 2023 to 02 NOV 2023


NM 18 36 54 72 90 108
FT 100000 200000 300000 400000 500000 600000
DETROIT TRACON (D21)
DETROIT, MI
MVA 3 NM (DTW, 10/05/2023)
1:850,000
3000
LOALA
ZETTR
JAXII
2500
KPTK
KOZW
2500
2600
KMTC
KVLL
2400
2800
KDET
MTRCT
3000
2700
2000
2500
KYIP
2100
KARB
2000
BROZZ
2500
DXO
MALTB
2400
KDTW
3000
3000
SLVVA
KONZ
KZLOV
LIDDS
KTTF
2400
2400
JWELS
HUUTZ
PHAUL
DETROIT, MI
MVA-3
PREPARED BY RADAR VIDEO MAPPING
AERONAUTICAL INFORMATION SERVICES
FEDERAL AVIATION ADMINISTRATION
MAP NUMBER
DTW-00IS
POT IDENT
DTW
MAP DATE
10-05-23


AVERL
FERRM
NITRN
BESST
SWNDL
EEERI
BOOSE
OGEEZ
SERGY
RATIO
FDROV
WERKN
HUUTZ
Vector SID Controller
TOWER (1058) 39-002110
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RUNWAY TRANSITIONS TO HUUTZ (IF)
1:500,000


HUUTZ
BARII
Vector SID Controller
TOWER (1058) 39-002110
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
COMMON ROUTE (HUUTZ - BARII)
1:500,000


NM 10 20 30 40
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BARII
SINKR
SINKR TOWER (1982)
39-001272
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
SINKR TRANSITION (BARII - SINKR)
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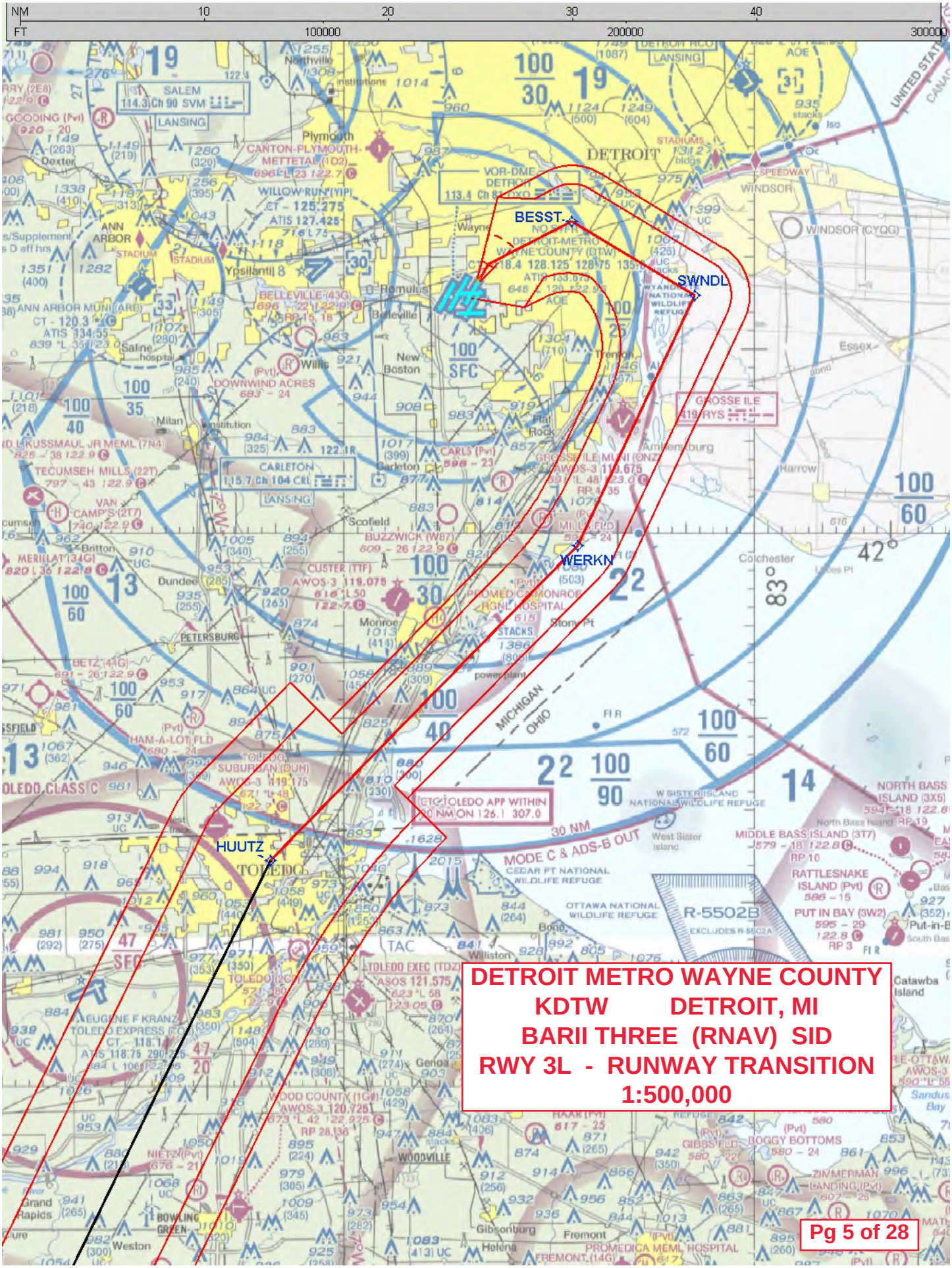
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HUUTZ
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KDTW DETROIT, MI
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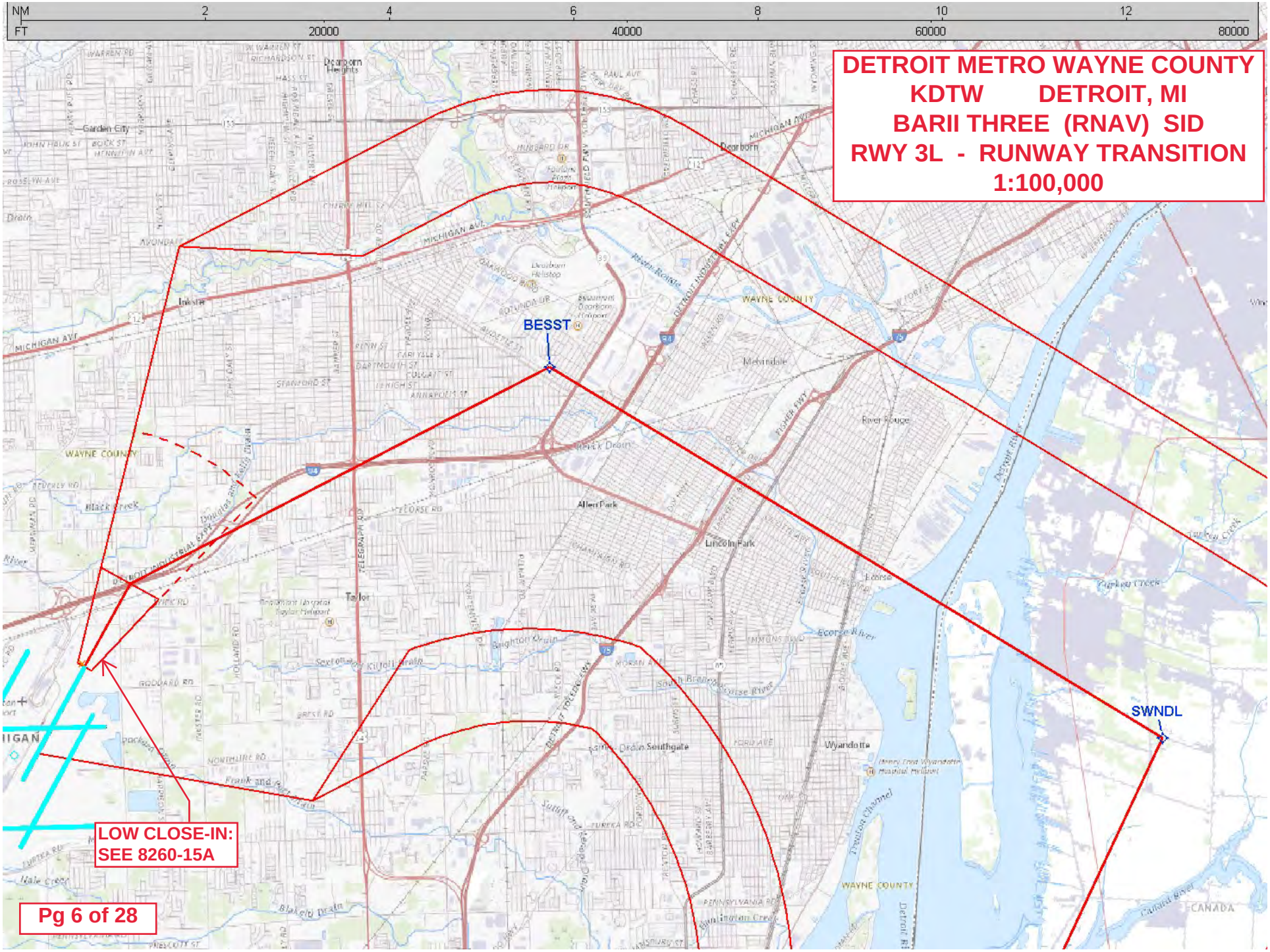
RWY 3L - RUNWAY TRANSITION
1:500,000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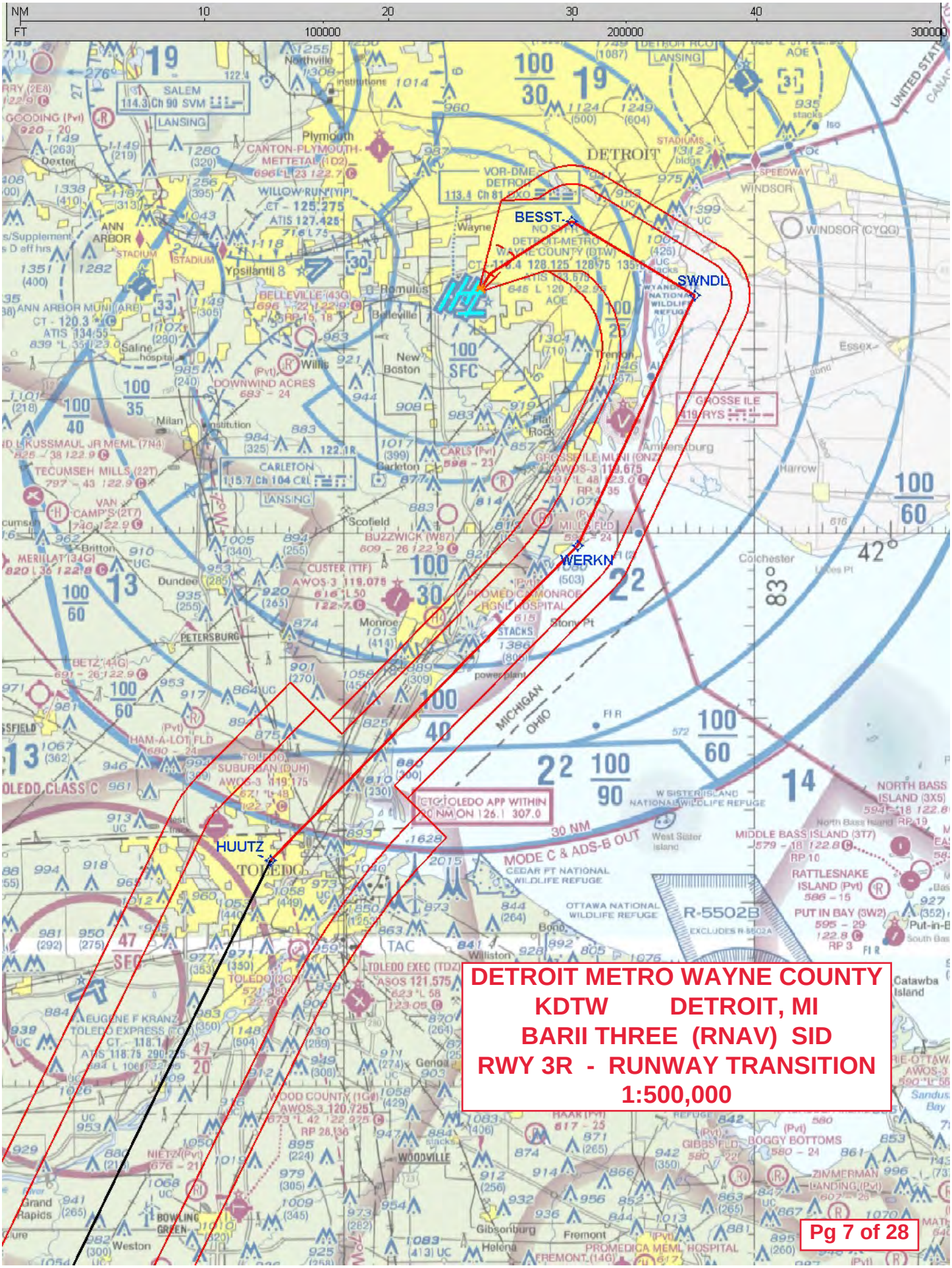
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 3L - RUNWAY TRANSITION
1:100,000
BESST
SWNDL
LOW CLOSE-IN:
SEE 8260-15A
Pg 6 of 28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DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 3R - RUNWAY TRANSITION
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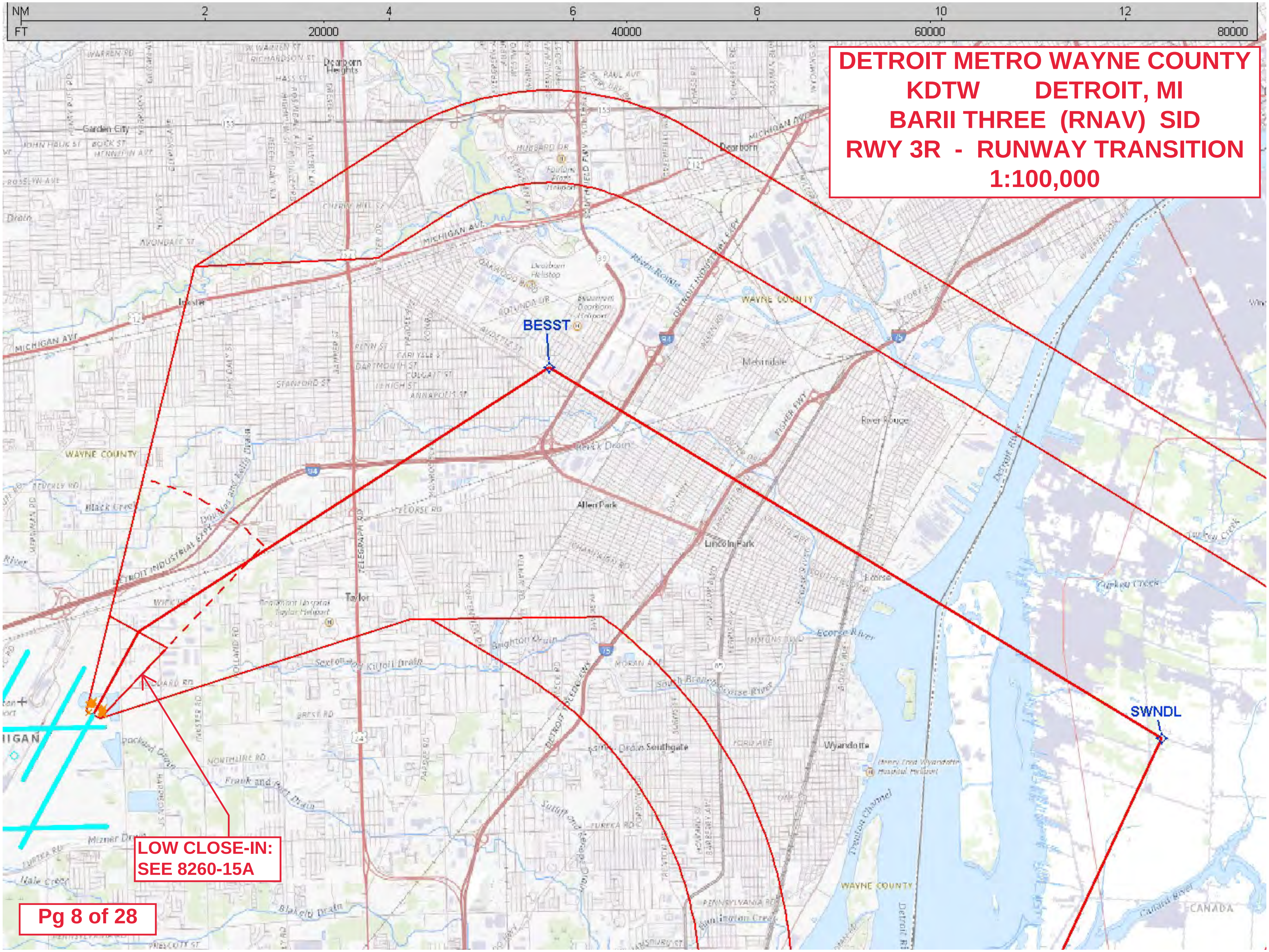
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 3R - RUNWAY TRANSITION
1:100,000
NM
FT
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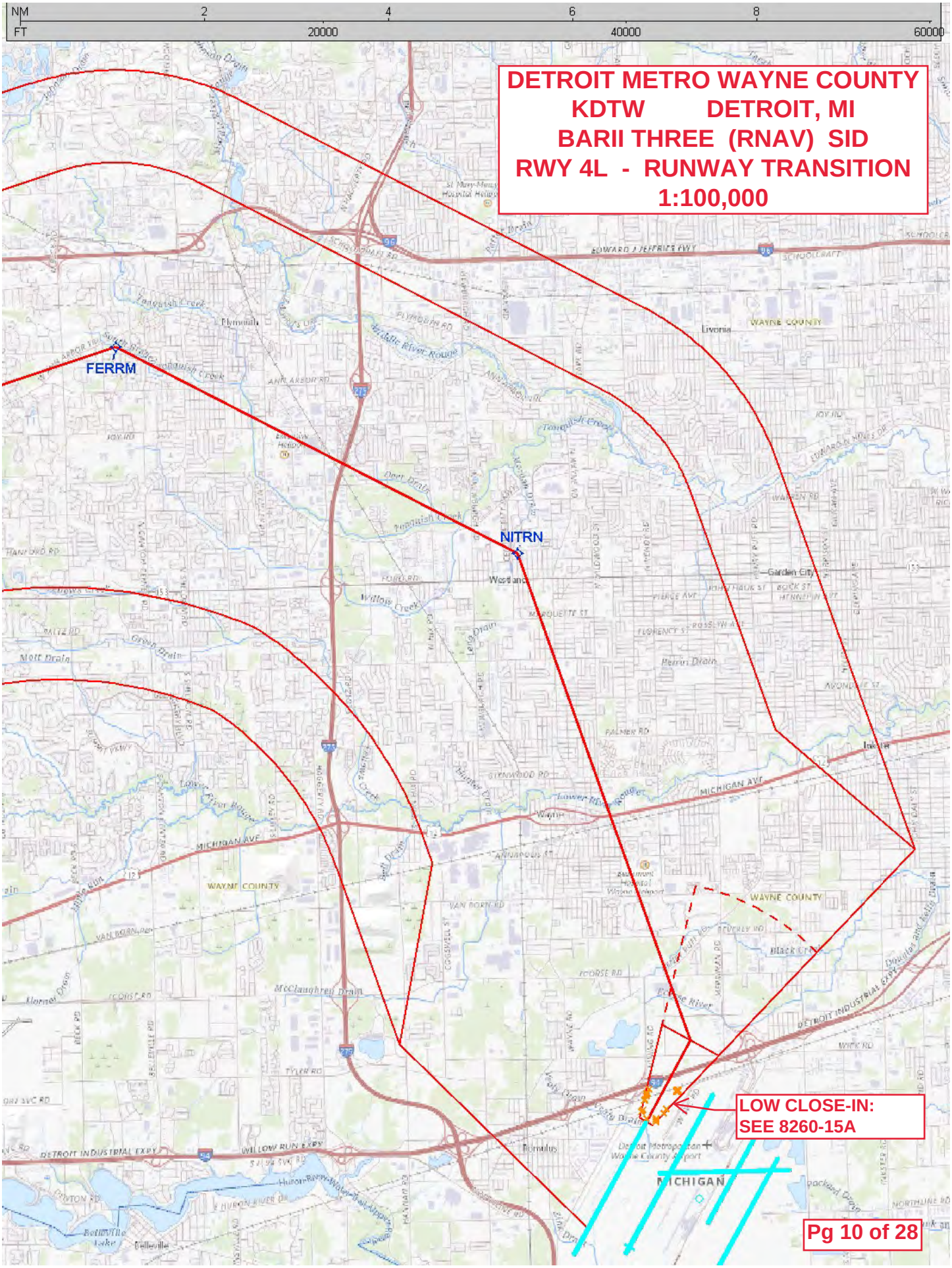
4
6
8
10
12
20000
40000
60000
80000
BESST
SWNDL
LOW CLOSE-IN:
SEE 8260-15A
Pg 8 of 28
Dearborn
Dearborn Heights
Garden City
Inkster
Melvindale
River Rouge
Allen Park
Lincoln Park
Taylor
Ecorse
Wyandotte
Southgate
WAYNE COUNTY
MICHIGAN AVE
TELEGRAPH RD
ECORSE RD
CANADA


NM
10
20
30
40
FT
100000
200000
300000
FERRM
NITRN
AVERL
OGEEZ
HUUTZ
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 4L - RUNWAY TRANSITION
1:500,000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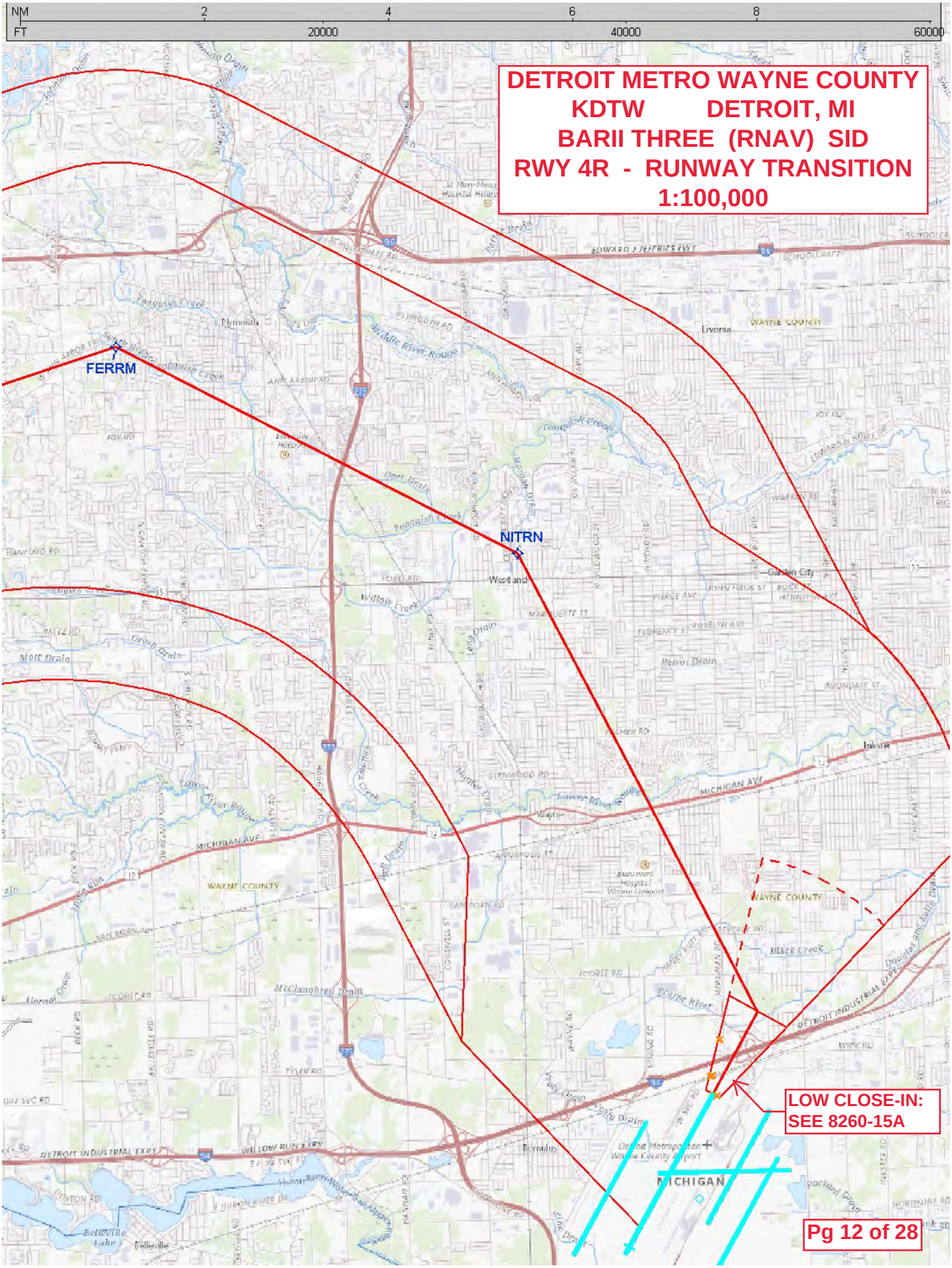
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 4L - RUNWAY TRANSITION
1:100,000
FERRM
NITRN
LOW CLOSE-IN:
SEE 8260-15A
MICHIGAN
Pg 10 of 28


NM 10 20 30 40
FT 100000 200000 300000
FERRM
NITRN
AVERL
OGEEZ
HUUTZ
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 4R - RUNWAY TRANSITION
1:500,000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KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 4R - RUNWAY TRANSITION
1:100,000
FERRM
NITRN
LOW CLOSE-IN:
SEE 8260-15A
Pg 12 of 28

DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 21L - RUNWAY TRANSITION
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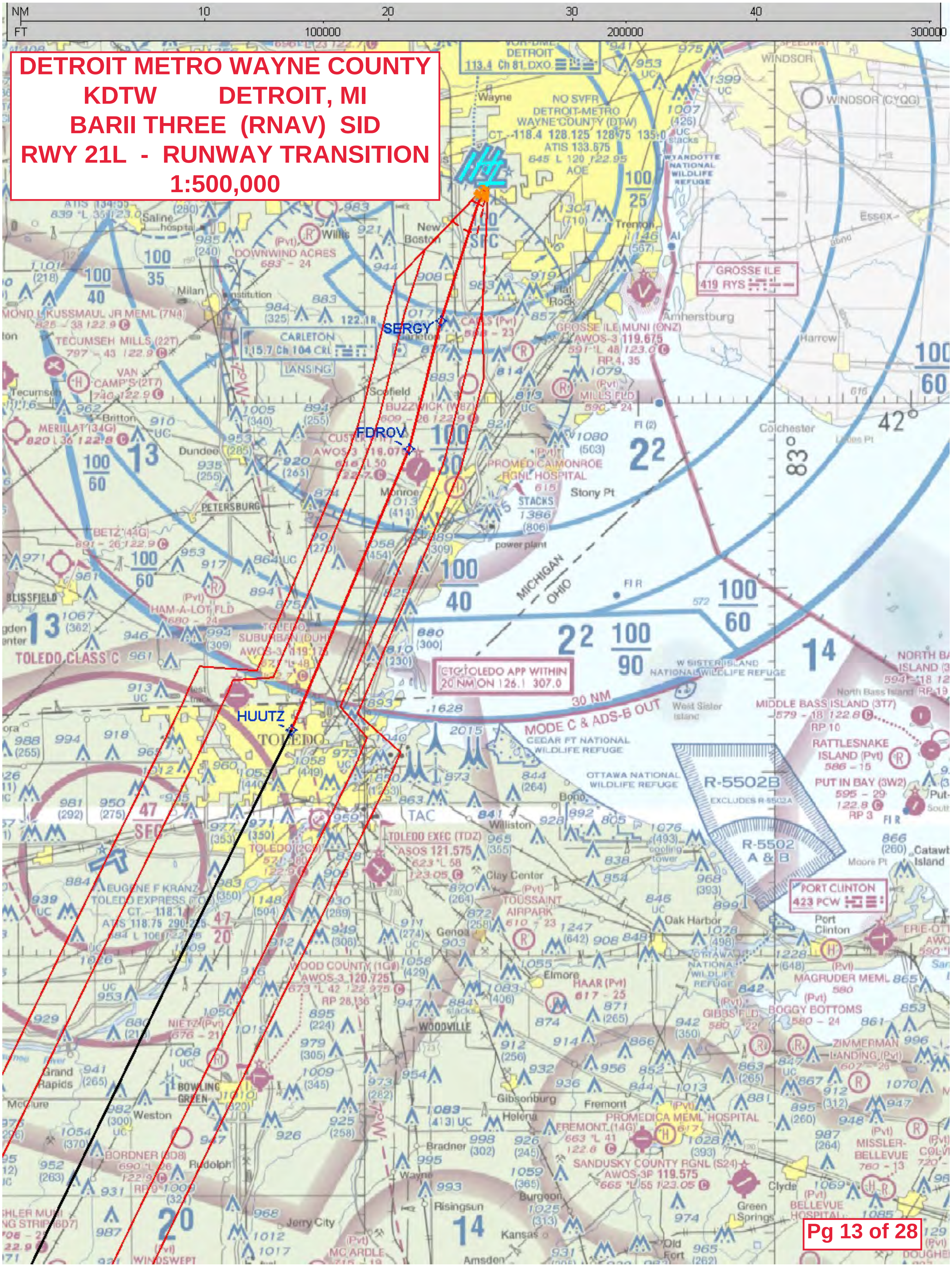

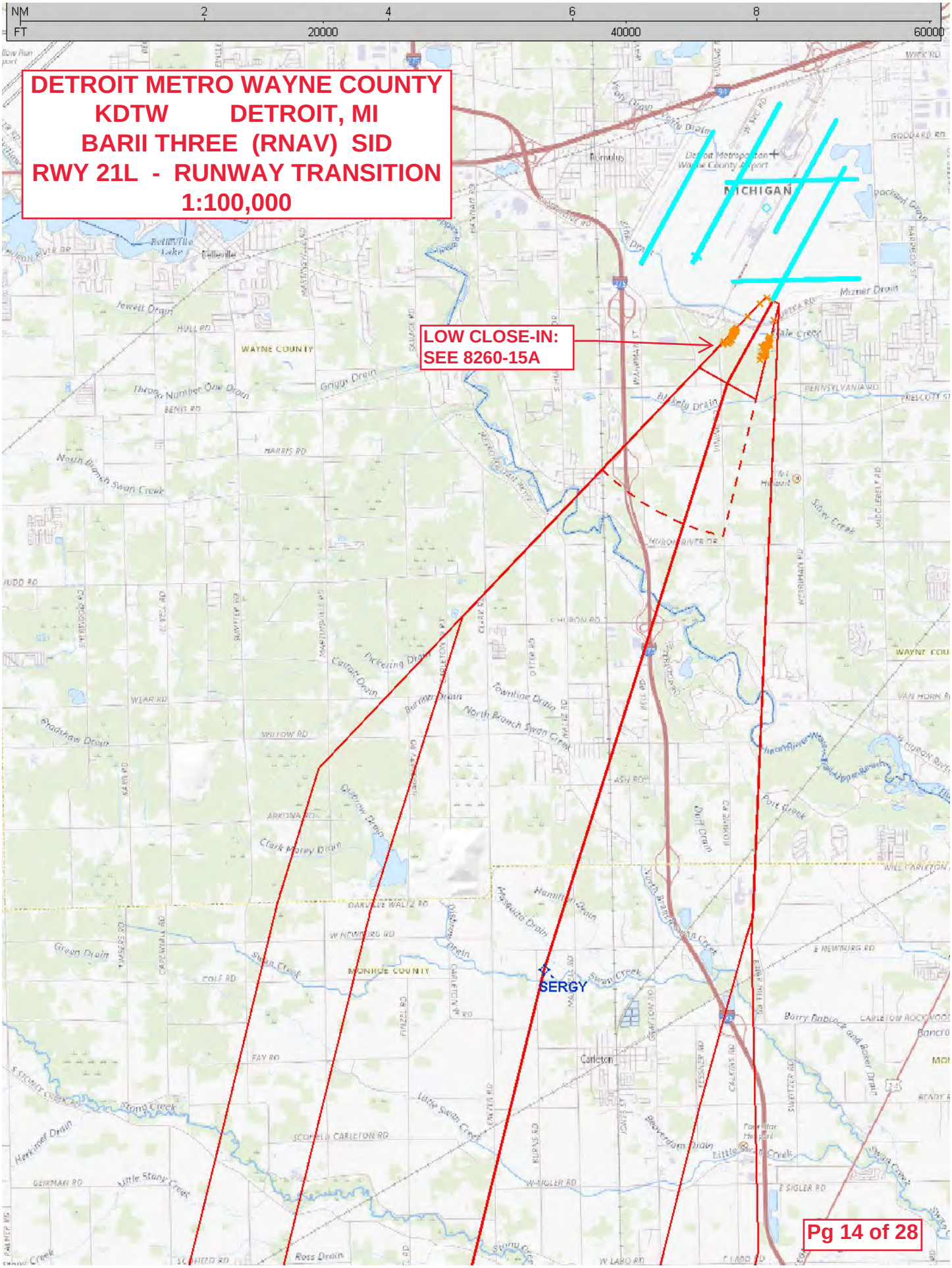
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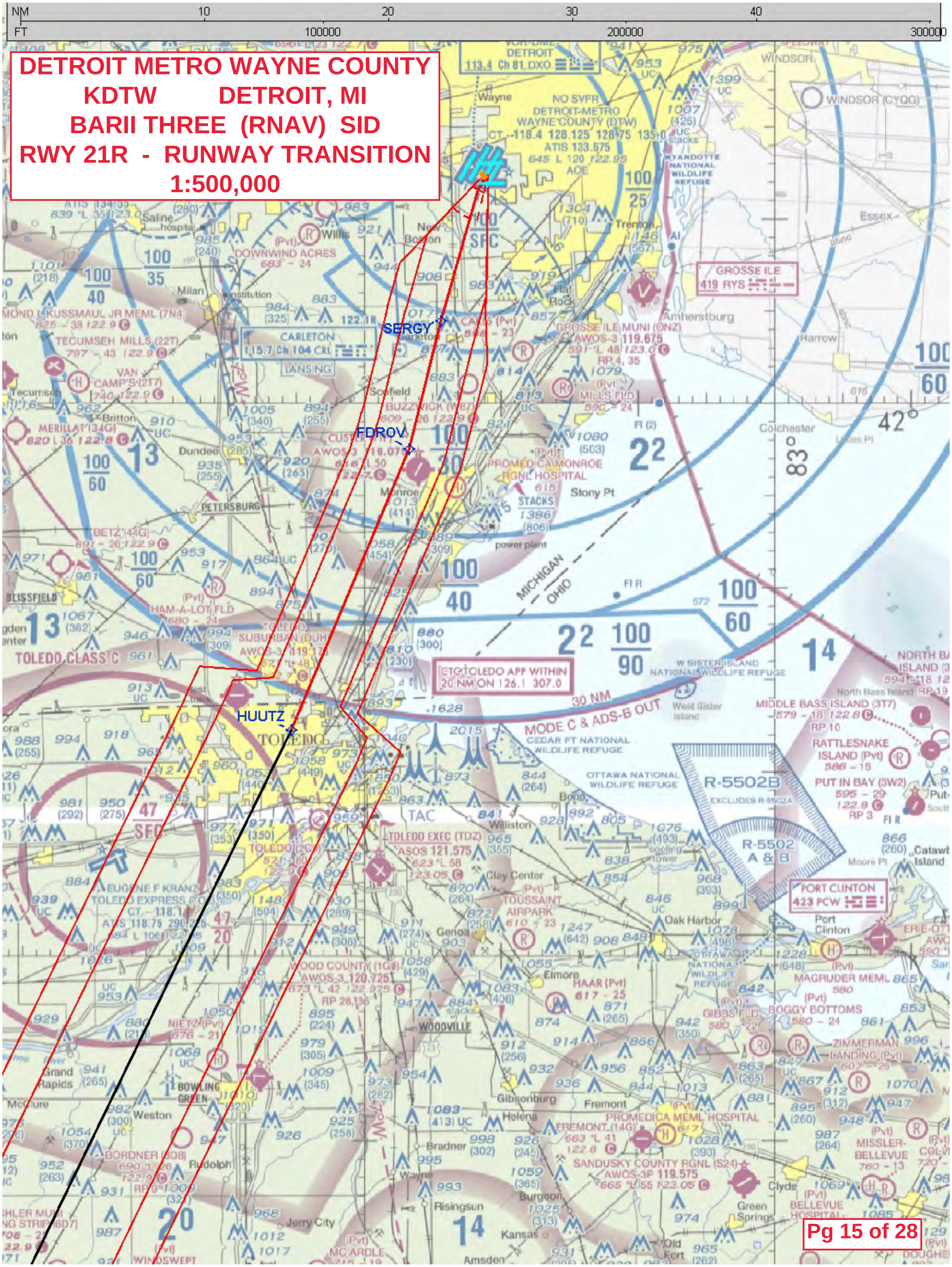
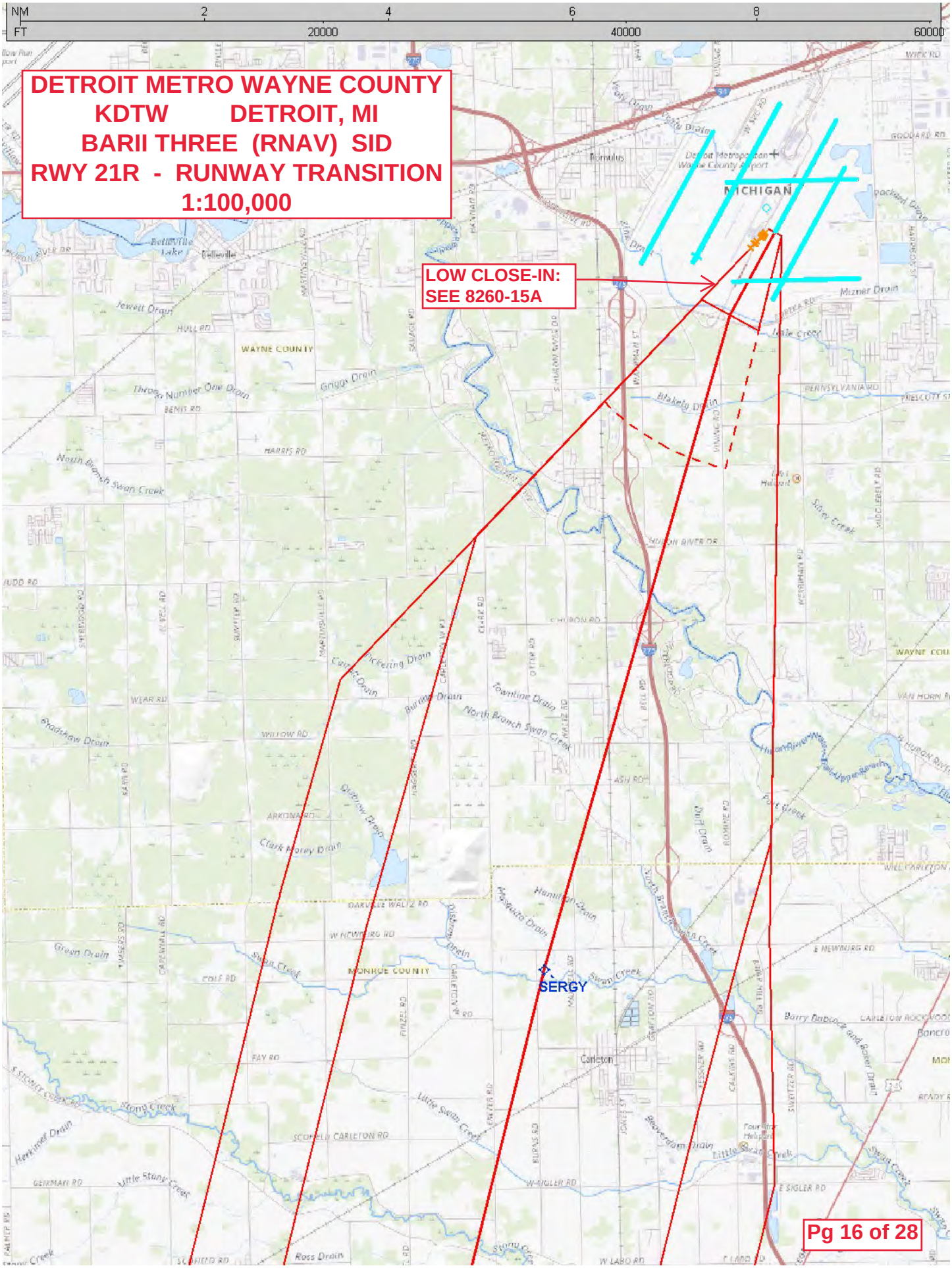
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 21L - RUNWAY TRANSITION
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
SERGY
MICHIGAN
WAYNE COUNTY
MONROE COUNTY
Romulus
Belleville
Carleton
Pg 14 of 28

DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 21R - RUNWAY TRANSITION
1:500,000

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DETROIT METRO WAYNE COUNTY
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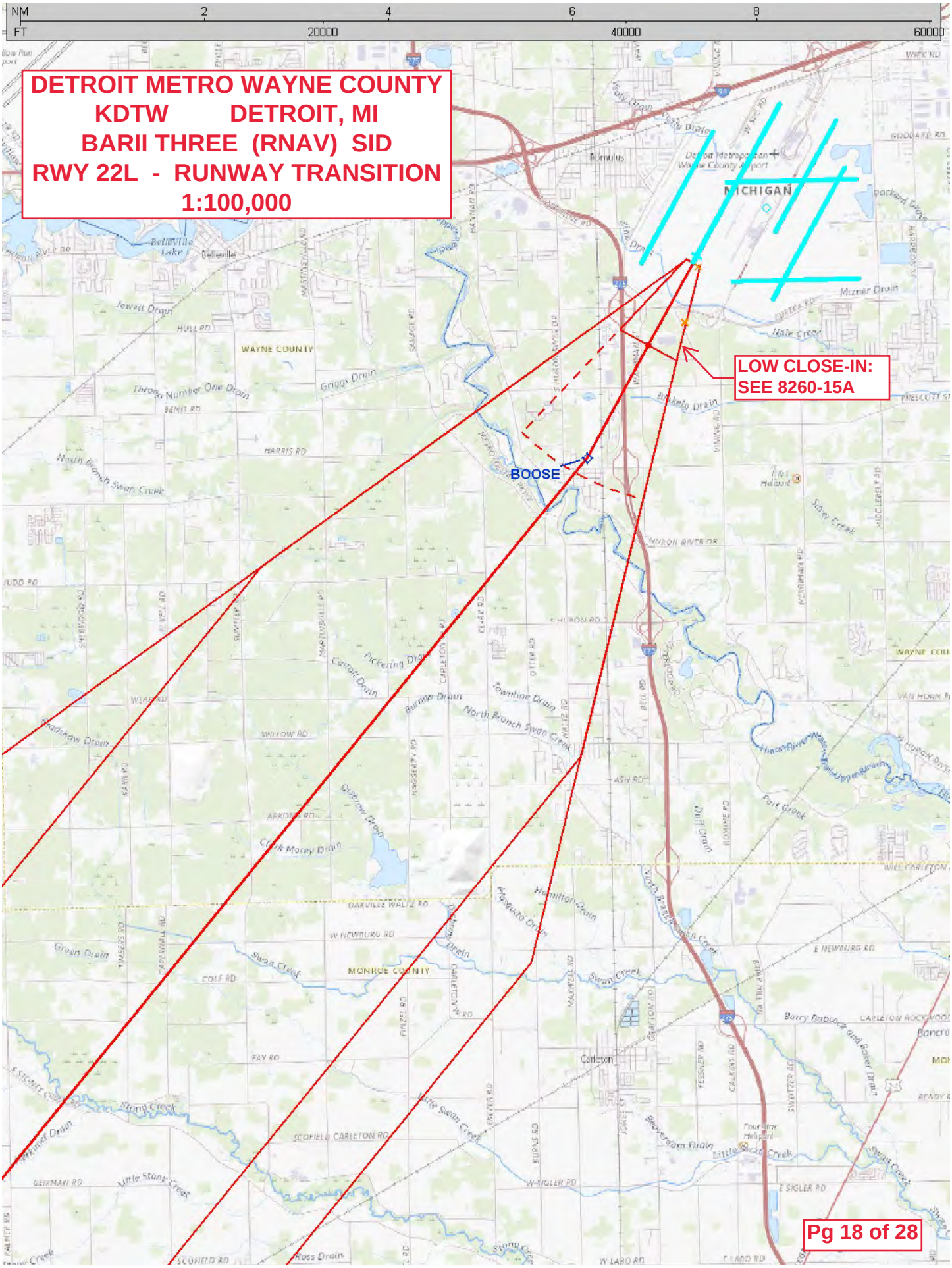
BARII THREE (RNAV) SID
RWY 21R - RUNWAY TRANSITION
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
SERGY
MICHIGAN
WAYNE COUNTY
MONROE COUNTY
Romulus
Belleville
Carleton
Pg 16 of 28


DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 22L - RUNWAY TRANSITION
1:500,000
BOOSE
RATIO
HUUTZ
TOLEDO CLASS C
CTC TOLEDO APP WITHIN 20 NM ON 126.1 307.0
MODE C & ADS-B OUT
30 NM
R-5502B
R-5502 A & B
MICHIGAN
OHIO
FIR
DETROIT
TOLEDO
Pg 17 of 28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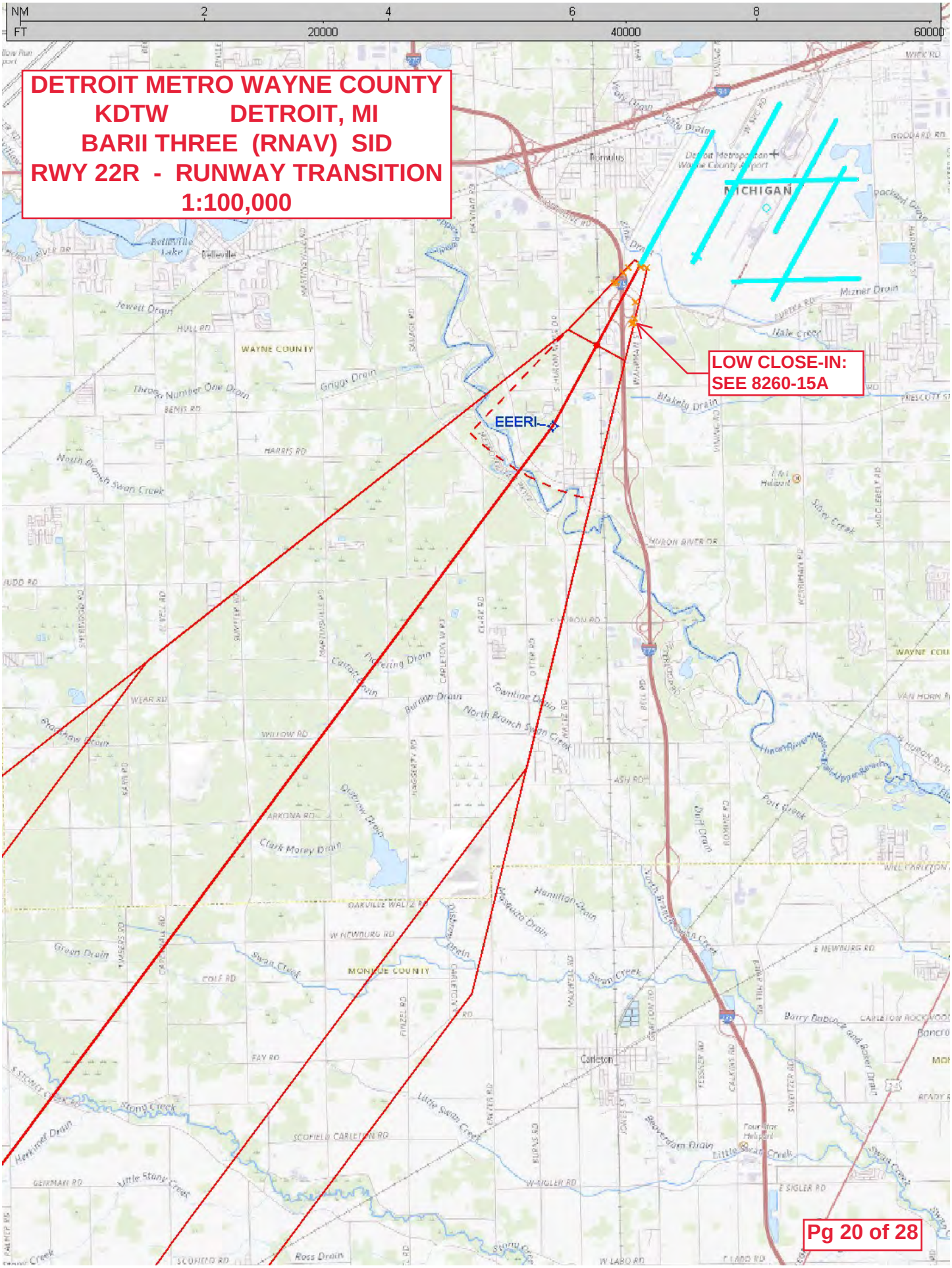
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 22L - RUNWAY TRANSITION
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
BOOSE
MICHIGAN
WAYNE COUNTY
MONROE COUNTY
Romulus
Belleville
Carleton
Pg 18 of 28

DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 22R - RUNWAY TRANSITION
1:500,000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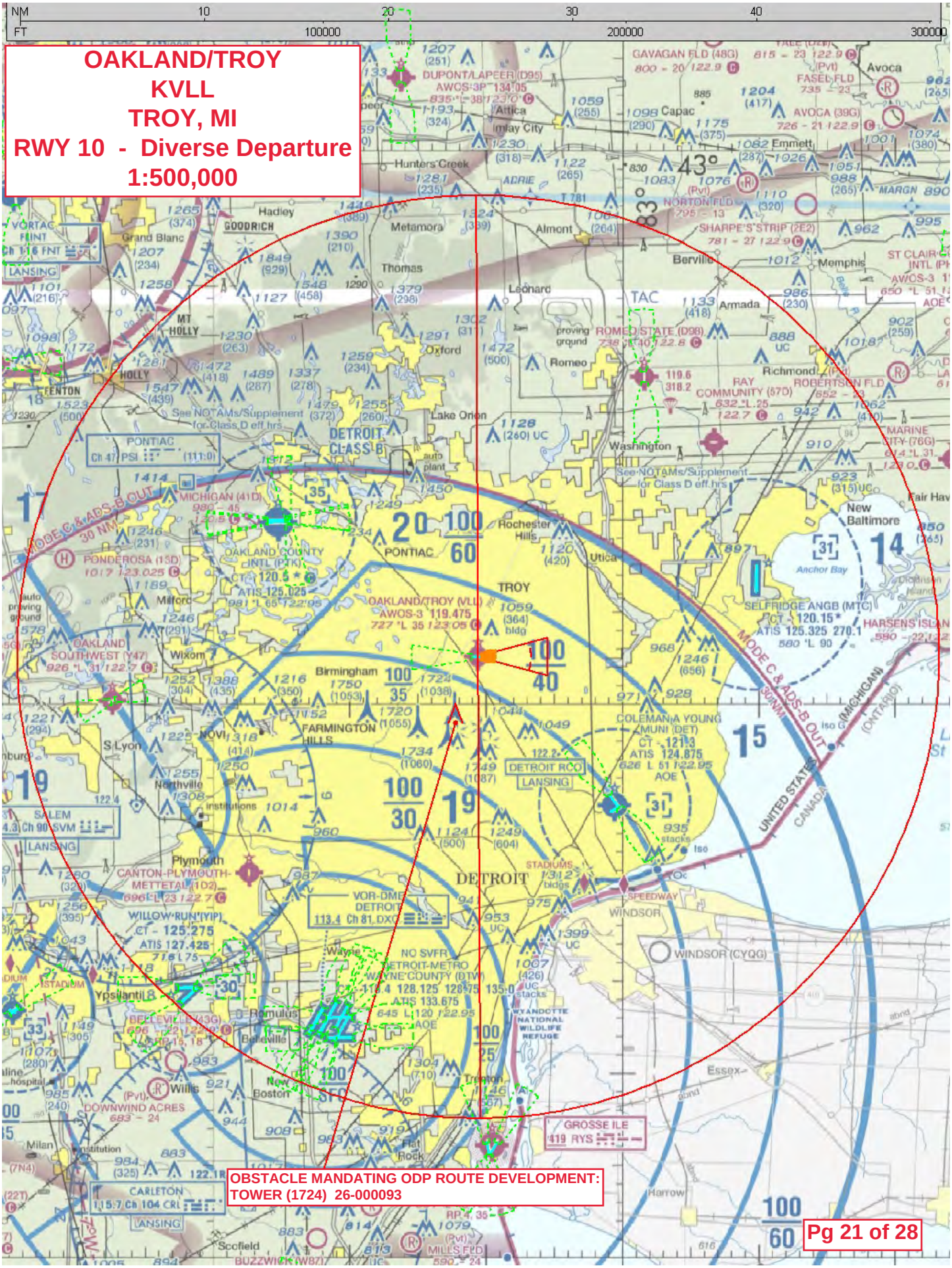
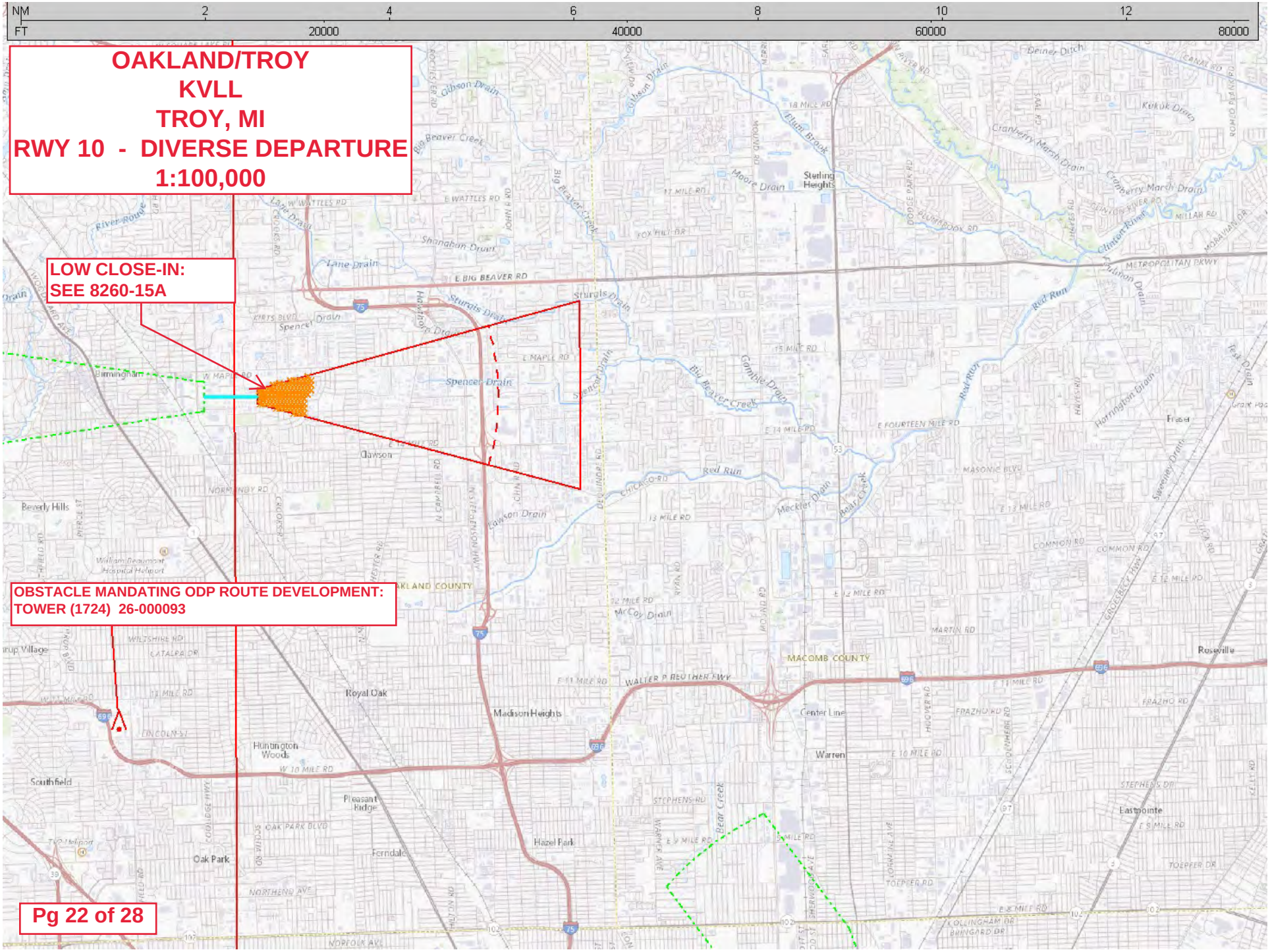
DETROIT METRO WAYNE COUNTY
KDTW DETROIT, MI
BARII THREE (RNAV) SID
RWY 22R - RUNWAY TRANSITION
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
EEERI
MICHIGAN
WAYNE COUNTY
MONROE COUNTY
Romulus
Belleville
Carleton
Pg 20 of 28


OAKLAND/TROY
KVLL
TROY, MI
RWY 10 - Diverse Departure
1:500,000
OBSTACLE MANDATING ODP ROUTE DEVELOPMENT:
TOWER (1724) 26-000093
Pg 21 of 28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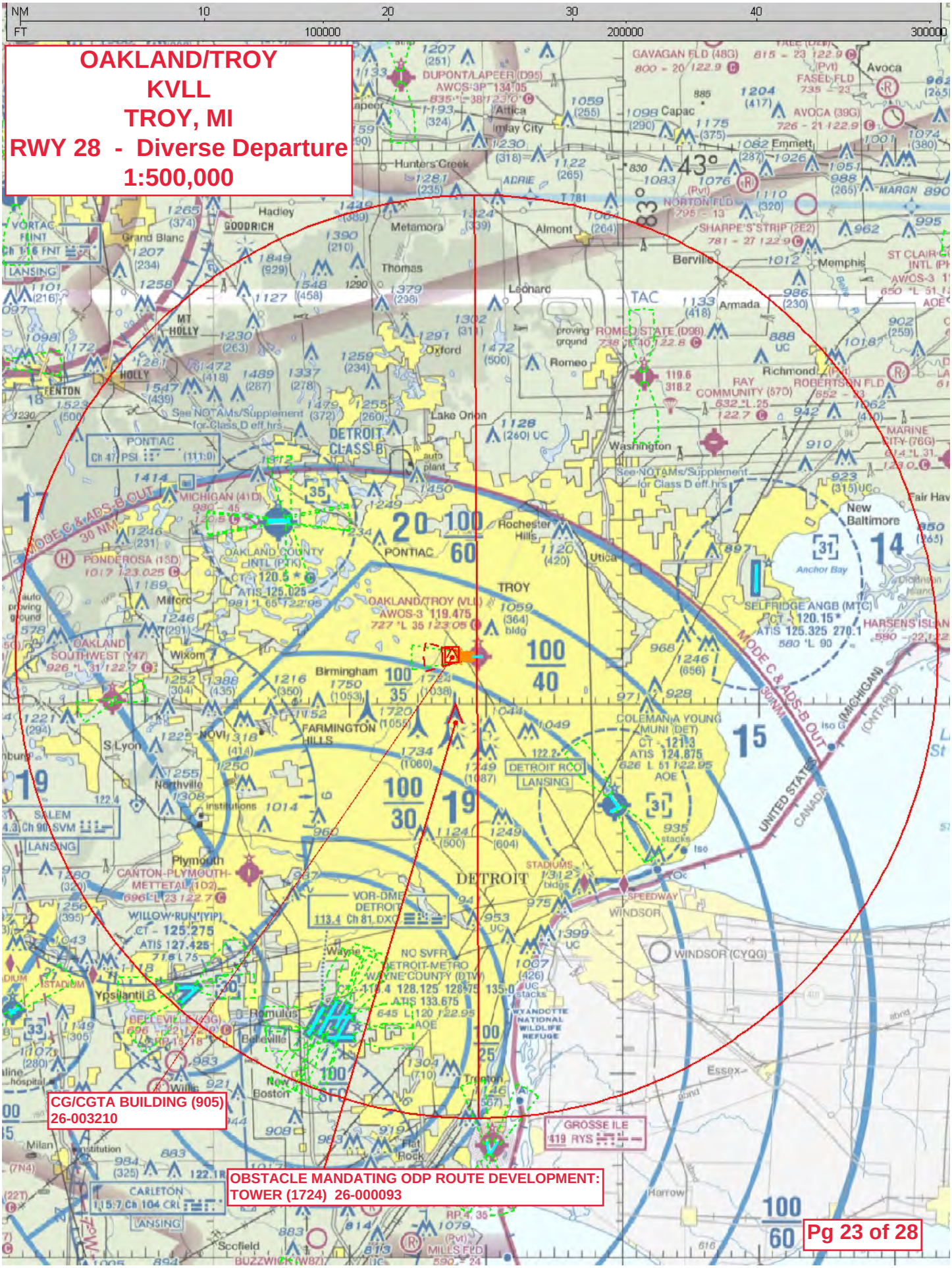
FT 20000 40000 60000 80000
OAKLAND/TROY
KVLL
TROY, MI
RWY 10 - DIVERSE DEPARTURE
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
OBSTACLE MANDATING ODP ROUTE DEVELOPMENT:
TOWER (1724) 26-000093
Pg 22 of 28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KVLL
TROY, MI
RWY 28 - Diverse Departure
1:500,000
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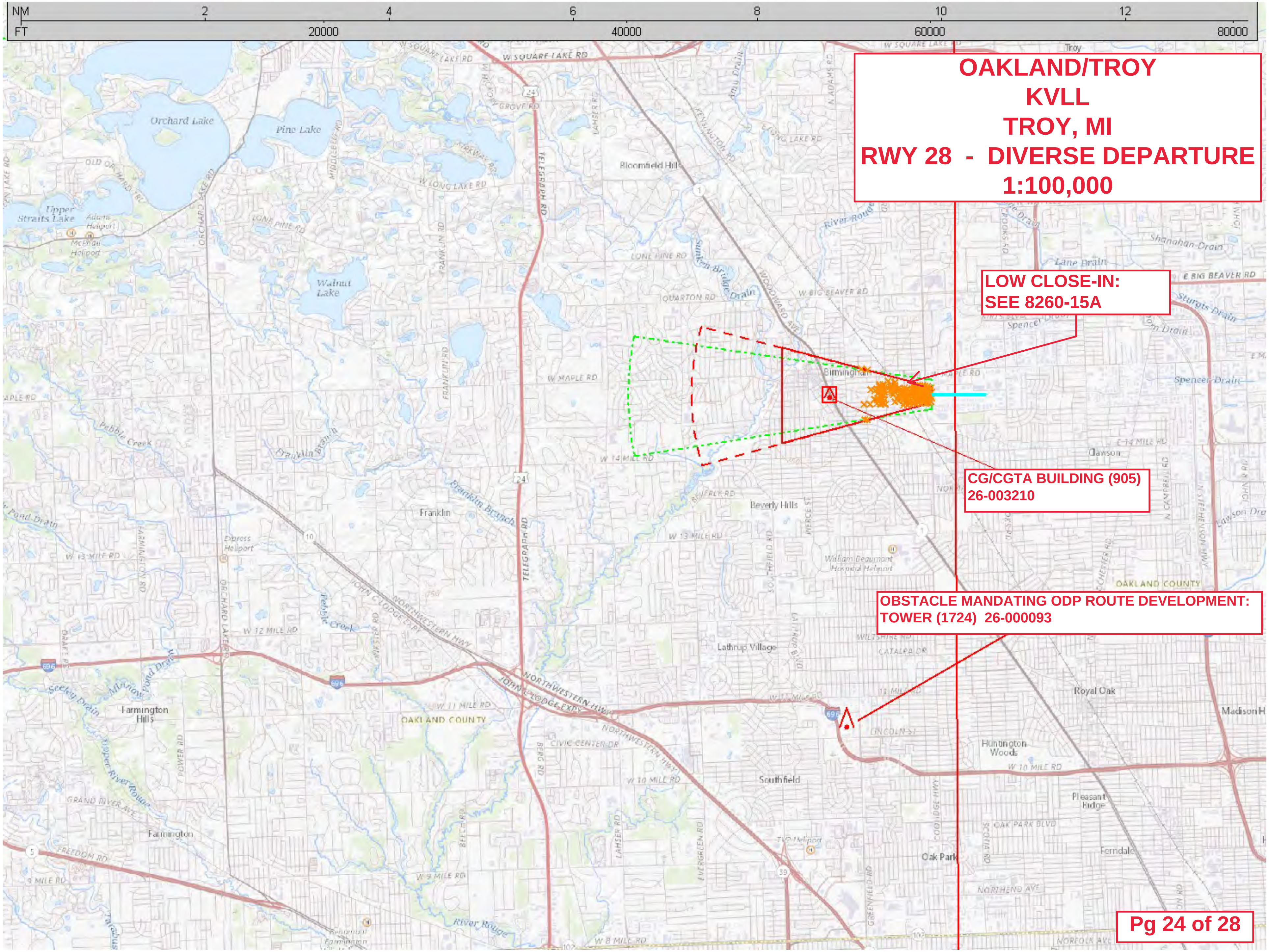
FT 100000 200000 300000
CG/CGTA BUILDING (905)
26-003210
OBSTACLE MANDATING ODP ROUTE DEVELOPMENT:
TOWER (1724) 26-000093
Pg 23 of 28


NM
FT
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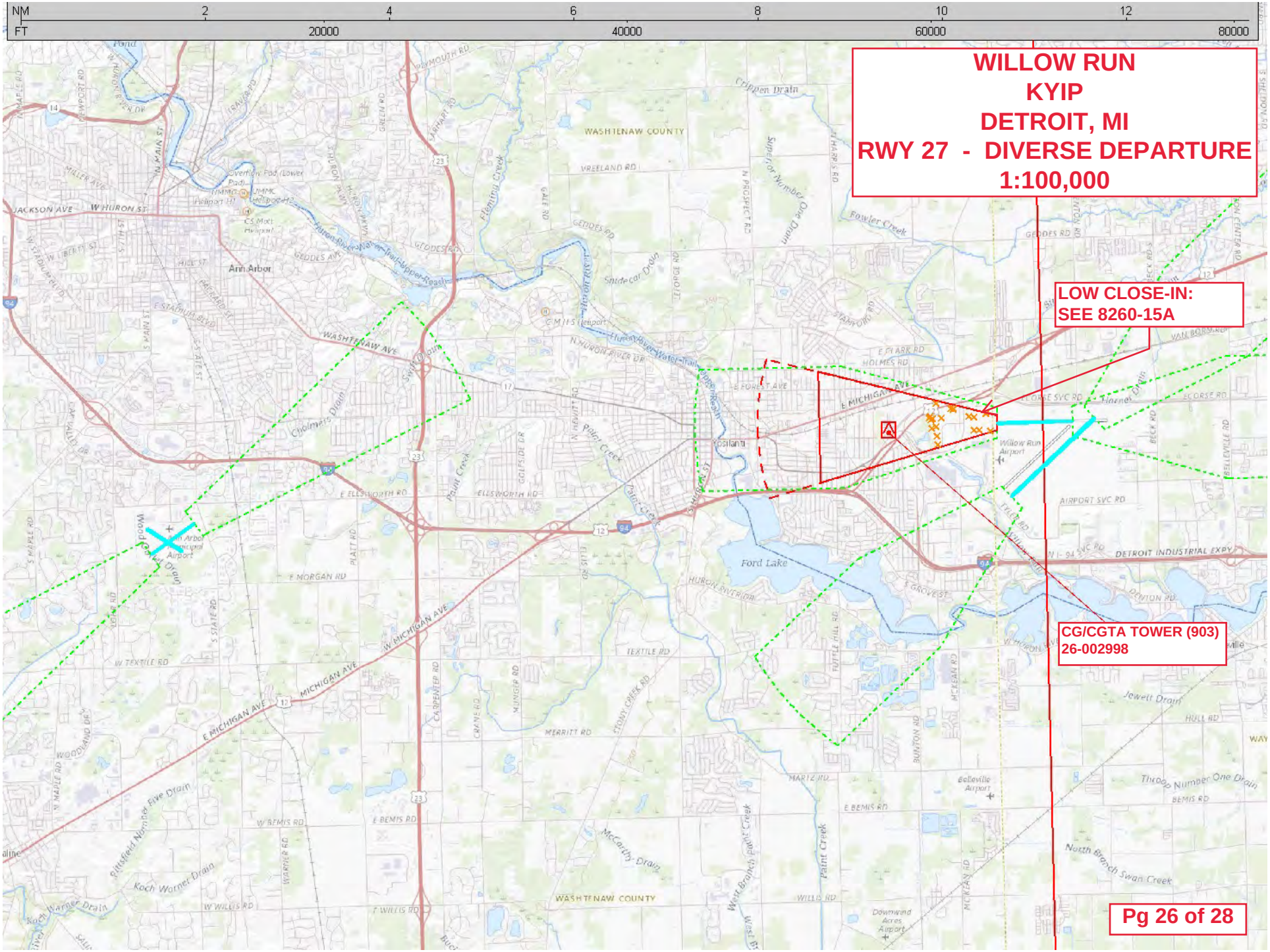
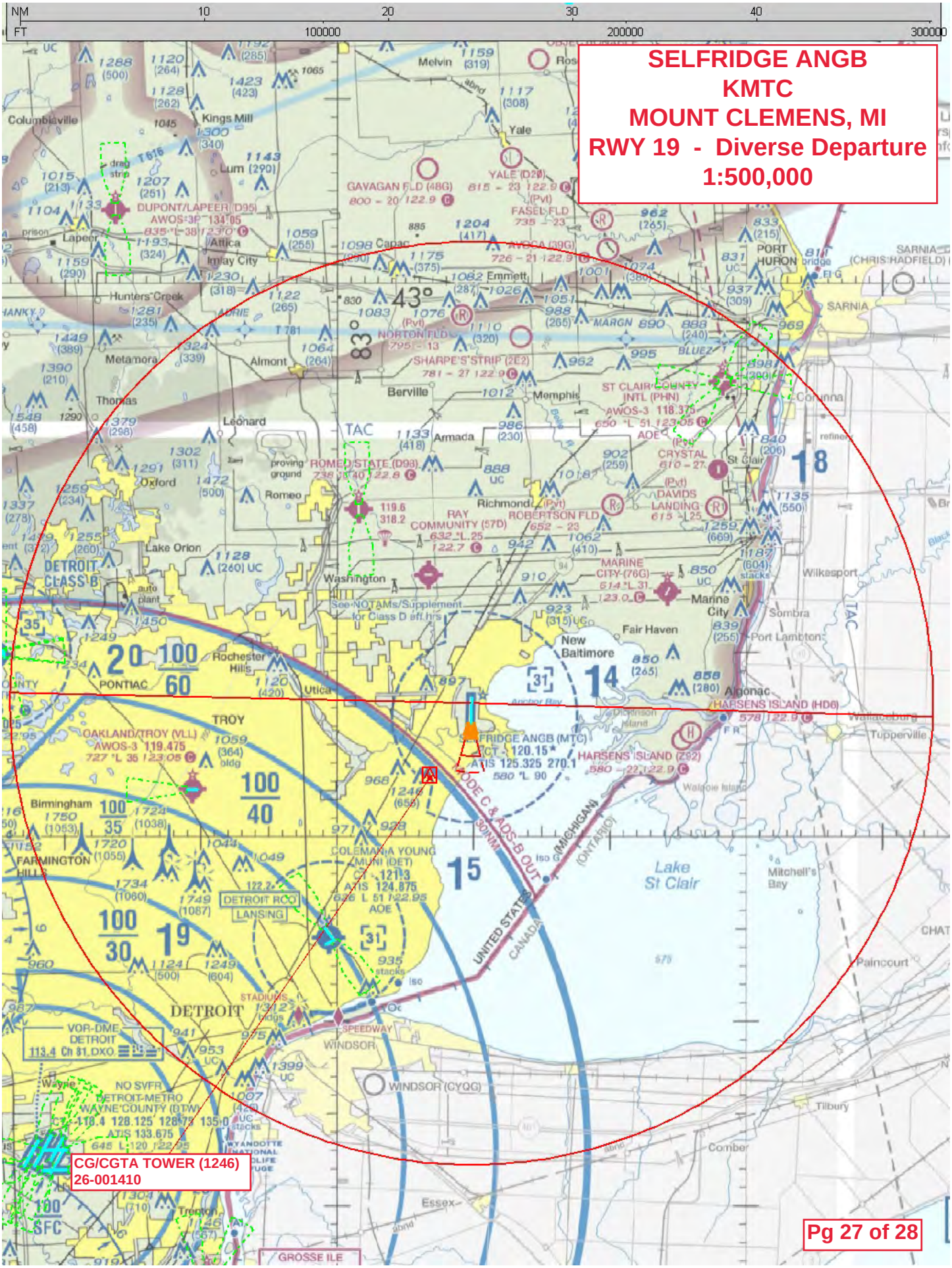
40000
60000
80000
OAKLAND/TROY
KVLL
TROY, MI
RWY 28 - DIVERSE DEPARTURE
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
CG/CGTA BUILDING (905)
26-003210
OBSTACLE MANDATING ODP ROUTE DEVELOPMENT:
TOWER (1724) 26-000093
Orchard Lake
Pine Lake
Walnut Lake
Bloomfield Hills
Birmingham
Franklin
Beverly Hills
Lathrup Village
Southfield
Royal Oak
Huntington Woods
Pleasant Ridge
Oak Park
Ferndale
Farmington Hills
Farmington
OAKLAND COUNTY


WILLOW RUN
KYIP
DETROIT, MI
RWY 27 - Diverse Departure
1:500,000
CG/CGTA TOWER (903)
26-002998


NM 2 4 6 8 10 12
FT 20000 40000 60000 80000
WILLOW RUN
KYIP
DETROIT, MI
RWY 27 - DIVERSE DEPARTURE
1:100,000
LOW CLOSE-IN:
SEE 8260-15A
CG/CGTA TOWER (903)
26-002998
Pg 26 of 28


SELFRIDGE ANGB
KMTC
MOUNT CLEMENS, MI
RWY 19 - Diverse Departure
1:500,000
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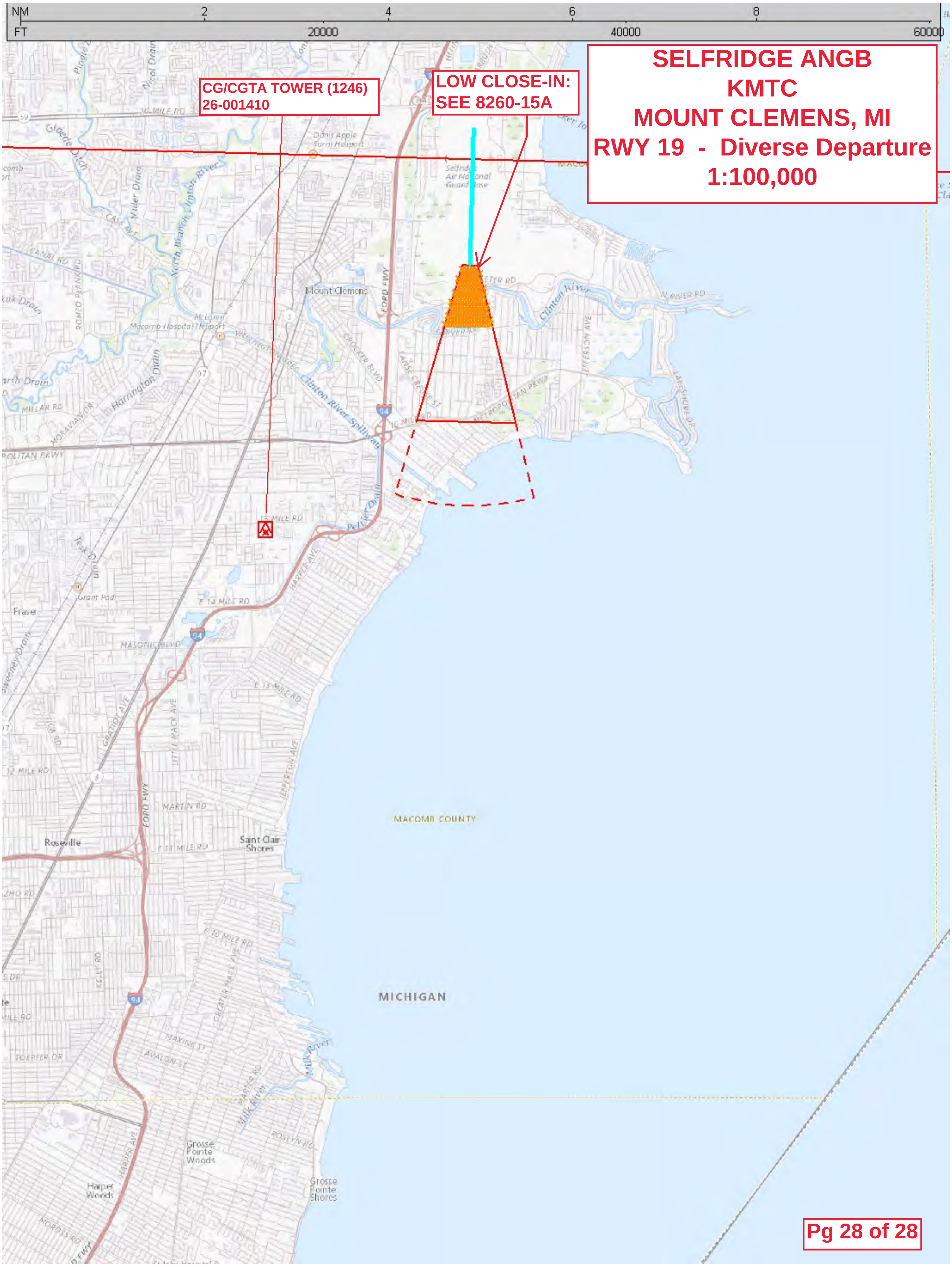
FT 100000 200000 300000
CG/CGTA TOWER (1246)
26-001410
Pg 27 of 28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FT
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SELFRIDGE ANGB
KMTC
MOUNT CLEMENS, MI
RWY 19 - Diverse Departure
1:100,000
CG/CGTA TOWER (1246)
26-001410
LOW CLOSE-IN:
SEE 8260-15A
Mount Clemens
Roseville
MACOMB COUNTY
MICHIGAN
Pg 28 of 28