

Detroit Metropolitan Wayne County Airport

IATA/ICAO CODE: DTW/KDTW  
CITY: Detroit  
STATE: MI  
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

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Airport Web Site: [www.metroairport.com](http://www.metroairport.com)

ELEVATION: 639 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
3R/21L	10001	-	-	150
3L/21R	8501	-	-	200
4R/22L	12003	-	-	200
4L/22R	10000	-	-	250
9L/27R	8708	-	-	200
9R/27L	8500	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

1. Preferential South Flow (departures) with a tail cross wind component of 7 knots.
2. Fan out departures to the north between 350 degrees clockwise to 050 degrees.
3. Fan in arrivals from the north.
4. Head to head operations to the south between midnight to 6:00 a.m.
5. Single stage climb.
6. Fan out departure to South between 185 degrees otherwise to 235 degrees.

## Detroit Metro Airport Noise Abatement Procedures 1/31/92

The FAA has completed a six month test of revised air traffic control noise abatement procedures at Detroit Metro Airport. The procedures were developed by representatives from the FAA, Wayne County, and Northwest Airlines. The plan had three main objectives.

1. Channel flights to less noise sensitive areas.
2. Equally distribute flights over noise sensitive areas.
3. Implement the flight track recommendations in a timely manner.

The plan included preferential south flow with most departures to the south and arrivals from the north. It also included fanning, a single stage climb profile and head to head operations at night. The revised procedures reduced noise to 44,000 people north of the airport and increased the noise to 10,000 people south of the airport. Although the analysis has not been completed, the airport has seen a significant reduction in the number of noise complaints. Hearings will be held this summer to determine if the revised procedures will be permanently implemented.

Federal Register  
March 10, 1992

A notice was published in the March 10, 1992 Federal Register for 'An intent to prepare an environmental impact statement and to conduct scoping by letter for implementing noise abatement procedures at Detroit Metropolitan Airport Wayne County Airport'. The FAA will prepare an EIS for implementation of proposed air traffic noise abatement procedures which include:

- 1) Use Runways 21L/R and 22L/R as the primary noise abatement configuration with wind conditions up to 7 knot tail wind component;
- 2) Opposite direction nighttime operations from 12 am to 6 am when feasible;
- 3) Retain all north flow departures in an equitable dispersal area on headings between 350 degrees clockwise to 050 degrees;
- 4) Varied visual approach paths;
- 5) Fanning south flow departures on headings between 180 degrees clockwise to 230 degrees.

Mitigation will be proposed, as necessary, for the adverse impacts created by the procedures.

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS**

Air Traffic Control at the airport determines runway use on any given day, based on the prevailing weather. Wind direction and speed, visibility, and cloud cover can change at any time, and Air Traffic Controllers must adjust which runways aircraft can arrive to and depart from according to FAA regulations.

To account for the noise sensitive communities impacted by aircraft arrivals and departures, the Noise Mitigation Office has developed a Preferential Runway Use program. This program is designed to concentrate noise over the least densely populated areas, which are south of the Airport, but routing when weather conditions permit, aircraft into and out of the airport as follows:

### **South Flow Departures**

South Flow Runway Use maximizes aircraft departures to the south and aircraft arrivals from the north. This action calls for use of Runways 21 and 22 and with up to a 7 knot tail wind component to maximize the availability of this procedure. Aircraft will depart to the south and arrive from the north as long as the tailwind component does not exceed 7 knots.

South flow runway use is currently used approximately 70% of the time.

### **Reverse Flow Arrivals & Departures**

Reverse Flow Runway Use, when aircraft take off and land on the same runway but in opposite directions or in reverse flow operations, applies to nighttime operations only and conditions when operations are low. This program maximizes departures on Runways 21 and 22 (to the south) and arrivals on Runways 3 and 4 (from the south). The activity levels between midnight and 5:59 am represent approximately one percent of the total operations during an average day at Detroit Metro; therefore, it does not create a conflict among arriving and departing aircraft.

OPERATING QUOTA - [NONE](#)

### **ENGINE RUN-UP RESTRICTIONS**

Between the hours of **7:00 pm and 7:00 am** aircraft may conduct ground run-ups at the following locations:

- All run-ups require pilot or mechanic to obtain approval from Airfield Operations prior to contacting the Detroit Metro Air Traffic Control Tower for taxi clearance.

Airfield Operations - (734) 942-3685

- Ground run-up locations will be assigned by Airfield Operations and will be conducted at one of the locations illustrated on the map detailed inside.

- Aircraft orientation will comply with those headings assigned to each run-up location, however, specific headings may be assigned by Airfield Operations based on the prevailing wind conditions and to avoid interfering with aircraft operations.

2/2010 - the airport expects the construction of a ground run-up enclosure to be operational by the end of the year.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1997	Completed
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1997	Completed
Avigation Easements	-	Required for ALQ, P/A & RSIP
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	1992	Completed
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	1992	New Contour Maps accepted March 2006, Part 150 Study Update turned into FAA Jan. '09.
Total Cost of Noise Mitigation Programs to Date	-	\$122,000,000 as of 12/31/05
Source of Noise Mitigation Program Funding for Aircraft Noise	-	AIP grants, PFC's, and GARB

#### NOISE MONITORING SYSTEM - [TBD](#)

2/2010 - the airport is in the process of purchasing a flight monitoring system.

#### FLIGHT TRACK MONITORING SYSTEM - [TBD](#)

Will be implemented in 2009

#### NOISE LEVEL LIMITS - [NONE](#)

#### STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

#### STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

#### STAGE 3 RESTRICTIONS - [NONE](#)