

Vincent M. Sugent
7768 Pleasant Lane
Ypsilanti, MI 48197
March 22, 2013

Karen Gorman
U.S. Office of Special Counsel
1730 M Street, N.W., Suite 300
Washington, D. C. 20036-4505

Dear Karen,

Thanks again for your time, patience and effort in addressing safety issues and improprieties at Detroit Tower. The following response covers OSC File DI-11-1675 and 1677.

The correspondence dated December 4, 2012 from the Agency does not mention the operations that took place on December 3, 2012. Attached are audio and video playbacks from December 3, 2012 and February 28, 2013.

Recording 1 shows FLG4239 cleared for takeoff on RWY21R and issued a 200 heading with CHQ6171 on an approximate 1¼ mile final for RWY22L. The 200 heading violates Order JO 7110.65 paragraph 5-8-5 because the missed approach heading for RWY22L is 215 and only diverged 15 degrees from the 200 departure heading. Since CHQ6171 was inside of a 2 mile final on RWY22L, a departure heading of 185 was needed to fulfill the paragraph 5-8-5 requirement. The RWY22L arrival was not in sight. The understanding I have is that the Agency did not have any issues with this operation. The only conclusion I can come to is since CHQ6171 landed and did not go around, the operation was fine.

Recording 1 also shows CHQ6146 cleared for takeoff on RWY 21R and issued a 200 heading with EGF4401 on an approximate 1 mile final for RWY 22L. The 200 heading violates Order JO 7110.65 paragraph 5-8-5 because the missed approach heading for RWY 22L is 215 and only diverged 15 degrees from the 200 departure heading. Since EGF4401 was inside of a 2 mile final on RWY22L, a departure heading of 185 was needed to fulfill the paragraph 5-8-5 requirement. The RWY22L arrival was not in sight. The understanding I have is that the Agency has determined that there was a loss of separation with this operation.

The only difference between the two operations that I can tell is one arrival landed and one arrival executed a missed approach. This is exactly what I have been talking about in previous correspondence. Are we ensuring 30 degrees separation or is it only an issue when there is a missed approach.

After the above incidents, there was still confusion over the procedures. There was an initial facility face to face briefing conducted followed by three subsequent briefing guides that were not face to face. The subsequent information was just put into the Tower R & I binder. To date these issues have not been explained to tower personnel.

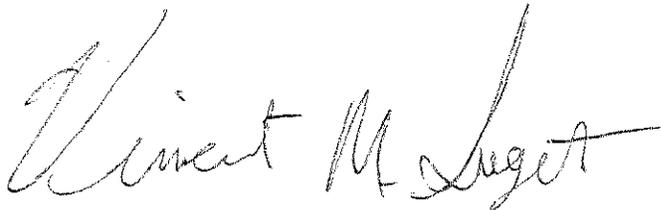
Recording 2 illustrates what happens when an aircraft is unable to promptly turn after executing a go around. FLG3794 departed RY21R on what appears to be a 185 heading. CPZ5751 was arriving RWY21L and was in sight at the time FLG3794 was issued departure clearance. CPZ5751 was sent around due to traffic on the runway. When the local controller issued a left turn to CPZ5751 the pilot states, "...let's get a little altitude here and then will get up to ah left turn to 130." There was a loss of separation report filed. This was another question we have; what happens when a departure aircraft is turned towards the arrival runway and the missed approach aircraft is unable to turn? Blame the controller.

We have been instructed to turn towards the arrival runway and just because the published missed approach is 30 degrees from an issued departure heading there will be no issues. Recording 2 is a perfect example of what can go wrong.

I really do not know what more can be stated that has not already said.

Thank you again for all of your time, effort and the opportunity to review, evaluate and comment on the report. If you any questions, do not hesitate to contact me.

Respectfully and Sincerely,

A handwritten signature in cursive script that reads "Vincent M. Sugent". The signature is written in dark ink and is positioned above the printed name.

Vincent M. Sugent