

Vincent M. Sugent  
7768 Pleasant Lane  
Ypsilanti, MI 48197  
April 4, 2012

Karen Gorman  
Deputy Chief, Disclosure Unit  
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 with Detroit Tower and the Agency. The following is offered as a response to the supplemental information received on DI-08-2777/3138 and DI-11-0165.

The January and February 2012 memorandums both discuss a software update for recovering and comparing wind information. The software deployment was to take place January 2012. To my knowledge this has not occurred.

Both memorandums discuss the implementation of a verbiage change to the FWA4 SID. This was to take place on February 27, 2012. On February 28, 2012, Mr. Ron Bazman put a memorandum in the tower Read and Initial binder cancelling the publication of said changes. (Attachment 1)

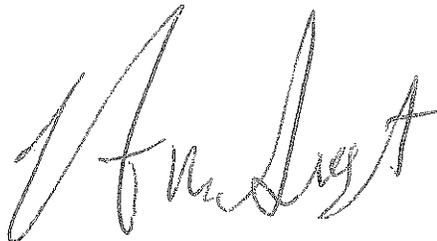
I received an email where Mr. Bazman is exchanging information with who I am assuming is a pilot with one of the airlines. (Attachment 2) The pilot did not agree with the change due to safety issues. They go on to discuss a chart update, not a verbiage change, to the SID.

This exchange of information was to have taken place approximately four (4) years ago. I was involved in numerous discussions with Mr. Bazman over this issue and was told that this was going to take place. Apparently it did not. For if it had and we had the

safety concerns of the user, we would have pursued changing the SID instead of just changing the verbiage.

This is just another example of Mr. Bazman's incompetence.

Respectfully and Sincerely,

A handwritten signature in cursive script, appearing to read "V. Sugent". The signature is written in black ink and is positioned above the printed name.

Vincent M. Sugent

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# Federal Aviation Administration

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## Memorandum

Date: 02/28/12

To: All Personnel

*Ronald D. Bazman*

From: Ronald D. Bazman, Support Manager, DTW ATCT

Prepared by: Ronald D. Bazman, 734-955-5050

Subject: Changes to FWA 4 SID Cancelled

|              |          |
|--------------|----------|
| R&I          | 02/28/12 |
| PRE-DUTY     | XX       |
| DURING SHIFT |          |
| GIB          |          |
| Remove On    | 03/28/12 |
| Originator   | BA       |
| Copies to    |          |
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Because of last minute objections by Cleveland Center citing human factor issues and possible confusion between the wording and the procedure graphic, the NOTAM changes modifying the Departure Route Description of the FWA 4 SID were not published as previously agreed. Please continue to clear aircraft as you were prior to the notification of the NOTAM publication. We are working with ZOB, Flight Procedures, Flight Standards, and the Service Area towards other solutions.

Please advise if you have any questions.

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Vincent Sugent

From: "The Birds"  
 To: <VINJAMIE@COMCAST.net>  
 Sent: Monday, March 19, 2012 12:32 AM  
 Subject: Fwd: FWA 4 SID - DTW to CVG Issue  
 You might want to talk to JW about this..... I'm pretty ignorant about the subject ;)

## -----Original Message-----

From: Ronald.D.Bazman <Ronald.D.Bazman@faa.gov>  
 To: John.Whitehurst <John.Whitehurst@faa.gov>; Bird, Lewis  
 Sent: Sun, Mar 18, 2012 7:11 pm  
 Subject: Fw: FWA 4 SID - DTW to CVG Issue

Ron Wood will be here on Monday 3/19/12. I'll discuss other options with him.

Thanks,

BAZ

Ronald D. Bazman  
 Support Manager  
 Detroit Metro Tower (DTW)  
 734-784-2167 (Office)  
 810-923-1306 (Cell)

----- Forwarded by Ronald D Bazman/AGL/FAA on 03/18/2012 07:10 PM -----

From: "Olsen, Edward C" <edward.olsen@delta.com>  
 To: Ronald D Bazman/AGL/FAA@FAA  
 Cc: John.Whitehurst/AGL/FAA@FAA, Lewis M Bird/AGL/FAA@FAA, "Bird, Lewis" <Lewis.Bird@faa.gov>, Susan Ruddy/ASW/FAA@FAA, Robert L Lewallen/ASW/FAA@FAA, Mark E Fox/AGL/FAA@FAA, Ronald Wood/AGL/FAA@FAA, Connie Atlagovich/AGL/FAA@FAA, Peter CTR Trapp/AWA/CNTR/FAA@FAA  
 Date: 03/15/2012 04:46 PM  
 Subject: RE: FWA 4 SID - DTW to CVG Issue

As much I appreciate the effort trying to streamline this procedure I got a big "no" per our flight ops due to safety concerns. There is too much concern that flying an uncharted departure based on verbiage which would allow deviation from the published procedure. Can the departure be update to chart the ILLIE..DEBAR portion which would exclude us from flying to FWA per the current SID for the next 56 day chart update ??

Ed..

From: Ronald.D.Bazman@faa.gov [mailto:Ronald.D.Bazman@faa.gov]  
 Sent: Friday, March 09, 2012 9:42 AM  
 To: Olsen, Edward C  
 Cc: John.Whitehurst@faa.gov; lewis.m.bird@faa.gov; Bird, Lewis; Susan.Ruddy@faa.gov; robert.l.lewallen@faa.gov; Mark.E.Fox@faa.gov; Ronald.Wood@faa.gov; Connie.Atlagovich@faa.gov; Peter.CTR.Trapp@faa.gov

4/2/2012

Subject: FWA 4 SID - DTW to CVG Issue

Ed,

I need to call upon your expertise and the expertise of mainline/subsidiary chief pilots to help us assess risk to a possible change of a DTW Standard Instrument Departure.

As background, around 2007 and before, DTW participated with the airlines and affected ARTCCs on a project called MASE, short for Midwest Airspace Enhancement. The scope of the project was to enhance traffic efficiency in Cleveland and Detroit TRACON airspace areas as well as in high-altitude ARTCC airspace.

However, in certain aspects, the efficiencies mandated by the project were lost for some short haul routes out of Detroit. Flights to CVG, CMH, and LEX are among the destinations that are affected.

In addressing operational efficiencies for CVG departures, DTW has looked at numerous ways of streamlining our clearance delivery process while still providing an efficient route. The following are sample flights to CVG as filed by the carrier indicated:

As reference, the DEBAR2 is charted as:

As you can see, the point to point navigation equipment for the flights above allow the aircraft to pick-up the DEBAR2 at DEBAR, having come directly from ILLIE intersection in the filed clearance. However, in approving this clearance, the tower cannot utilize the PDC computer advantages and must deliver a verbal clearance to ensure the crossing restrictions contained in the FWA 4 SID are received by the crew. For your reference, the FWA 4 is charted as:

If the FWA 4 is assigned, the crossing clearances will be delivered via PDC. However, in doing so, the aircraft is forced to fly to FWA as the Departure Route Description mandates and the graphic depicts with the solid line between ILLIE and FWA. Obviously, assigning the FWA 4 is a waste of flying miles if flown as depicted. If assigned, only the ARTCC can short-cut the aircraft to CVG when it is already enroute.

DTW has proposed a modification to the FWA 4 Departure Route Description to read as follows:

**TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join assigned route. When the ATC assigned altitude is at or above 5,000 feet, cross DXO 10 DME arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude / flight level Ten (10) minutes after departure.**

This modification eliminates the requirement "to intercept DXO VOR/DME R-217 to ILLIE intersection, then via the FWA R-071 to FWA VORTAC".

We were originally going to issue a NOTAM with this change, and it would be made permanent through due process publication cycles. However, safety concerns were brought to our attention by Cleveland Center. These concerns were discussed with Cleveland Center and personnel from our Flight Procedures and Flight Standards offices. Brought to issue is the new wording may conflict with the graphic interpretation by the pilots, the fact that the aircraft FMS may have to be manually modified to eliminate the FWA VOR/DME crossing point, and this modification would only take place if the pilots recognized the change.

As we assess the risk involved in the change, both from a NOTAM issuing the change, and for a permanent

change, could your personnel, both mainline and subsidiary, weigh in on the following questions:

- Does a change in the Departure Route Description (noted above) conflict with the graphic if we clear the aircraft via the FWA 4 then as filed using that new description?
- Are there any human factor issues in the cockpit that would lead to misinterpretation of Air Traffic's expectations once the aircraft reached ILLIE, ie. turn at ILLIE direct DEBAR?
- Are there any FMS software issues that should be considered?
- Are there any human factor issues in recognizing the route expectation and ensuring the FMS is programmed accurately?
- Are there any anticipated problems in issuing the change as a NOTAM and then a permanent change vs. issuing the change via normal publication cycles?

Our goal is to marry reduced flying miles with automated clearance deliver procedures because we cannot change the FWA 4 SID for airspace and automation issues involving multiple ARTCCs. The wording change appears to have merit in accomplishing this, but we definitely need your input. Any responses that your resources can provide would be greatly appreciated.

As a side note, please excuse all the files that had to be opened. I tried to put the graphics directly into the email but it made the file to big to transmit.

Thanks,

BAZ

Ronald D. Bazman  
Support Manager  
Detroit Metro Tower (DTW)  
734-784-2167 (Office)  
810-923-1306 (Cell)