

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

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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

