

Vincent M. Sugent  
7768 Pleasant Lane  
Ypsilanti, MI 48197  
July 30, 2010

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 Files DI-08-2777 and 3157.

The conclusions reached that the wind displays are functioning safely and as designed is an irresponsible and careless statement. The ASOS wind provided through the IDS-4 is not even certified to provide wind information. One of the known problems with the IDS-4 is that some of the individual displays will freeze and the local controllers will be issuing winds that are not current or accurate.

Attachment 1 includes a statement from a weather event on June 23, 2010, that comments on the IDS-4 ASOS wind freezing and the inconsistencies between the TDWR and the IDS-4. This attachment also includes a problem report submitted by me on July 23, 2010, reporting the same issues a month later. It is anyone's guess how many times the IDS-4 ASOS wind froze and controllers issued inaccurate wind. Also included is an email from Detroit's Air Traffic Manager, Gary Ancinec, notifying me that TechOps was advised of the IDS-4 issue.

In March 2007 a UCR was filed, attachment 2, over the wind instruments and the inconsistencies. Gary closed the UCR based on insufficient, inaccurate and incomplete information stated in the email in attachment 2. After Matt received the email notifying him that the March 2007 UCR was closed he filed another UCR, attachment 3, over the wind instruments. I spoke with Gary about my concerns with the email, the ongoing problems with the wind and the statements in the email closing out the March 2007 UCR. Gary contacted the appropriate office, attachment 4, and had the March 2007 UCR reopened.

There were numerous problem reports filed, similar to attachment 5, since March 2007 that were forwarded to management and TechOps. So the "*wind speeds now in agreement*" and "*ASOS supposedly reporting gust that the TDWR isn't, but nothing noted in the equipment logs*" statements are just not accurate.

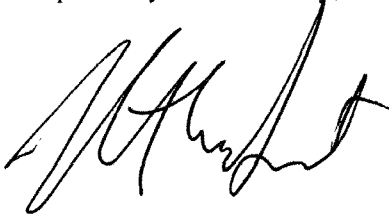
In my opinion, Mr. Bazman's mandatory briefing item did nothing to address the problem. It only pointed out how the equipment is supposed to operate hence proving that they are not functioning properly. Mr. Bazman also states that the March 12, 2009 sensor replacement largely resolved the problem and that we are still occasionally dealing with wind discrepancies. All the supporting documents submitted in conjunction with this charge corroborate the opposite.

The statements made by Ms. Bynum and Administrator Babbit that controllers do and may use windsocks, respectively, in estimating the wind is not done and unachievable. The wind socks are not visible at night and in most cases are located too far away from the tower to be seen. My understanding is that windsocks are navigational aids placed near the approach end of the runways for pilot usage, not for controllers.

Attachment 6 is another example of the inconsistencies stated by Ms. Strawbridge over the application and assignment of operational deviations in reference to local, regional and national orders and actions. Again, this brings into question what the facility, region and national offices are trying to accomplish or justify.

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 black ink, appearing to read 'Vincent M. Sugent', written in a cursive style.

Vincent M. Sugent

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Vin,

On the night of Wed, 6/23/10 things in the tower were messed up.

Thunderstorms rolled through the area and DAL decided to depart the entire last bank (50ish) departures after the weather passed. There were 5 of us here, the afternoon shift (myself, [redacted] and [redacted]) all worked the last 3+ hours, the midnighters ([redacted] and [redacted]) were still working enough traffic for more help when we left. They had been on position for 3 hours when we left, I don't know when either one of them even got a bathroom break.

When the storm passed, the ASOS wind appeared to "freeze". It read 22021G28 for about 20 minutes. [redacted] was working LNE and [redacted] was CIC and they got into a discussion over whether it was working, since [redacted] wanted current winds for an arrival and [redacted] told him he was "looking at it and its working". This is when we discovered that some of the IDS's were updating, some weren't. [redacted] then used the LNW IDS for the winds (obviously an act that requires walking across the tower to check the winds). Our backup, on the ribbon display, never showed more than 9 knots of wind, so we knew that wasn't accurate - the rain was blowing horizontally (you could see it in the lights on the terminal).

Along with the wind instruments, the flight plans were a nightmare. ZOB TMCs did an excellent job of re-routing 20 or 30 of the flight plans that were pending for proper weather routes. The problem was, apparently every other user was also putting in re-routes. The problem is (and this has been a MAJOR problem for a few months now) the PDC either doesn't recognize multiple flight plans for the same flight, or the user has a way around it. We had multiple flight plans for dozens of airplanes and keeping up with it was very difficult. I believe we got them all out on the proper course, but since the TMUs were filing reroutes one way, and whoever else was putting them in went the other, the chances of someone making a 180 turn without the radar room knowing it were too high.

I didn't mention it earlier, but we need the similar sounding call sign issue taken care of, there are way too many, often two or three at once - it is not possible to maintain positive control when airplane's call signs all sound alike, since the blocked frequency issue prevents us from hearing every time the wrong airplane answers the same time as the correct one. (FLG3339 and FLG3359 on frequency the same time as COM610 and COM6010 the same time as DAL3988 and DAL3588), one day this will create a major issue.

We need accurate wind instruments and a PDC that does not allow multiple flight plans for the same flight. We need users to understand the value of different sounding call signs, and that this is a safety issue for them.

Things are not being taken care of that should, at the most basic levels and I fear something bad will happen if these issues aren't resolved properly.

[redacted]

# PROBLEM REPORT

DATE: 7-23-10 TIME (Z): 1745 INITIALS: VM POSITION: DTW

STARS EFSTS ETVS ASDE/AMASS FREQ SACS ROUTING OTHER  
(use appropriate problem/s) (similar call signs)

STARS CONFIG: FIXED PAIRS (multi func. D. slew & enter)

ACID COMBINED: Y/N WITH:

EFSTS CONFIG

FREQ	* TRAN	* RECV	TYPE AC
_____	_____	_____	_____

PROBLEM: WIND

SUP AND LOW IOS-4 31011G22

FD/CD, GSW, GNE IOS-4 32026G39

TOWER 30005

ATTACH FLIGHT STRIP HERE WHEN APPLICABLE  
STARS - EFSTS - SACS - ROUTING must be accompanied with a flight strip

CONTROLLERS - FORWARD TO FLM/CIC  
MANDATORY INFORMATION - DATE, TIME, INITIALS

**Vincent Sugent**

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**From:** <Gary.F.Ancinec@faa.gov>  
**To:** <vinjamie@comcast.net>; <John.Whitehurst@faa.gov>  
**Cc:** <Ronald.D.Bazman@faa.gov>  
**Sent:** Monday, July 26, 2010 9:50 AM  
**Subject:** IDS-4

Just spoke with Mike Foley. Tech Ops is going to replace the CPUs on the IDS-4 units that have been freezing up in the tower.

Gary F. Ancinec  
Air Traffic Manager  
DTWD21  
Pho: 734-955-5000  
Blackberry: 734-255-7926

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## UNSATISFACTORY CONDITION REPORT (UCR)

<b>1. Record Number</b> 34078467		<b>2. Submitter Name (First, Middle, Last)</b> Lewis M Bird			
<b>3. Submitter Email</b>		<b>4. Submitter Region</b> AGL	<b>5. Submitter LOB</b> ATO	<b>6. Facility Type</b> ATCT	
<b>7. Location ID</b> DTW	<b>Terminal District</b> D21	<b>Tech Ops District</b> ZOB	<b>8. Submitter Service Area</b> Controller		<b>9. Submitter Service Location</b> Terminal Central
<b>10. Supervisor Name (First, Middle Last) and</b> Brian T Yax				<b>Date Discussed</b> 3/4/2007	
<b>11. Supervisor Email</b> brian.yax@faa.gov		<b>12. Condition Report Field</b> EQUIPMENT		<b>Equipment Name</b> Wind Sensors	<b>13. Observation Date</b> 3/3/2007
<b>14. Office Address</b> DTW ATCT, bldg 801, Detroit Metro Airport, Detroit, MI 48242		<b>15. Date Submitted</b> 3/4/2007			
<b>16. Describe Unsatisfactory Condition</b> No wind readout at all for a few minutes today, when it was on, it was not accurate. Our back-up is not even close. We have wind gusting in excess of 30 knots and no accurate wind readout, when we do get a readout it is obviously not accurate. This is dangerous and not acceptable and needs to be fixed today, not after another thousand a/c take their chances with storm-level winds and windshear information missing.					
<b>17. Proposed Solution</b> UCRs 33075780 and 34079952 have been combined with this UCR and therefore this issue is only being tracked by this UCR #. UCRs 33075780 and 34079952 were closed on 4/16/2009.  UCR combined 6/22/2010 -ASOS WIND READ 29039G43 WHILE TDWR WIND READ 22009. WE HAVE BEEN ORDERED TO USE TDWR WIND AS BACKUP. IT IS UNSAFE TO HAVE INACCURATE WIND INSTRUMENTS, WORSE THAN NO WIND READOUT. FURTHER, THE WEST WINDS WERE OBVIOUSLY BLOWING BLOWING VERY STRONGLY PRIOR TO EITHER CHANGING FROM THE PRE-FRONTAL WIND ( DIRT AND DEBRIS WERE VISIBLE BLOWING WEST TO EAST WHILE BOTH READOUTS STILL SHOWED 22010 AND 21004). THIS IS DANGEROUS FOR THEM AND DISINGENUOUS FOR US TO GIVE KNOWN WRONG INFORMATION.					
<b>18. Date Viewed</b> 6/22/2010	<b>19. Date Last Modified</b>		<b>20. Last Modified By</b>		<b>21. Case Status</b> OPEN
	06/22/2010 06/22/2010 06/21/2010 06/17/2010 06/08/2010 05/28/2010 03/08/2010 01/13/2010 01/12/2010 12/15/2009 04/16/2009 11/18/2008 07/15/2008 02/29/2008 09/17/2007		GANCINEC GANCINEC GANCINEC GANCINEC GANCINEC GANCINEC GANCINEC GANCINEC GANCINEC TWADEHOUSTON JFIGLIUOLO PDINGLER PDINGLER GANCINEC PDINGLER BIBBOTSON		
<b>22. Resolution</b> Both wind sensors to be moved to a new co-located position. Project approved awaiting funding from tech ops. 11/14/2008 - still working to move the sensors/d.sanders. Still awaiting funding from Tech Ops, 12/15/09. 1/12/2010-Recv'd email from L. Amacher which states that: "There is a \$60,000.00 NAP project (# 2008-4703) which has been submitted to resolve this issue. In addition, there was an OIG investigation regarding this issue, for which the report has not yet been completed, to my knowledge." Attaching NAP submission to UCR. (T. WadeHouston) 1/13/2010 - Tech Ops still awaiting funding. (G.Ancinec) 3/8/2010 - Tech Ops still awaiting funding (G Ancinec) No change/GAncinec, 4/26/10, 5/28/10. TDWR WME replaced 3/12/09. ASOS and TDWR still do not agree on wind direction and velocity. Need to co locate units. Tech Ops waiting on funding. 6/21/10					
<b>23. Forward to the Next Level</b>			<b>24. Specify Follow-up Date</b>		



Attachments: G Ancinec email update.xps, UCR 34078467 NAP WME.pdf

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**Vincent Sugent**

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**From:** .  
**To:** <VINJAMIE@COMCAST.net>  
**Sent:** Thursday, June 17, 2010 11:08 AM  
**Subject:** Fwd: UCR Case 34078467 Closure Notice

I don't get this..... does it mean that we're closing this UCR that's about 3 years old.... because Gary wants it closed, because you know as well as I do that the wind instruments still don't work.....

maybe we could forward this on???

-----Original Message-----

From: SMIS System <Theresa.WadeHouston@faa.gov>  
To: Theresa.WadeHouston@faa.gov <Theresa.WadeHouston@faa.gov>; Michael.Natoli@faa.gov <Michael.Natoli@faa.gov>; mbpbfishin@aol.com <mbpbfishin@aol.com>; brian.yax@faa.gov <brian.yax@faa.gov>  
Sent: Thu, Jun 17, 2010 9:54 am  
Subject: UCR Case 34078467 Closure Notice

This is a system message, please do not respond to this email address.

An Unsatisfactory Condition Report (UCR) was updated for your service region. The CLOSED UCR case **34078467** submitted by Lewis Bird was closed by Ancinec, Gary F on 6/17/2010. Please review the UCR for accuracy.

The UCR Description is as follows: *No wind readout at all for a few minutes today, when it was on, it was not accurate. Our back-up is not even close. We have wind gusting in excess of 30 knots and no accurate wind readout, when we do get a readout it is obviously not accurate. This is dangerous and not acceptable and needs to be fixed today, not after another thousand a/c take their chances with storm-level winds and windshear information missing.*

The UCR Resolution is as follows: *Both wind sensors to be moved to a new co-located position. Project approved awaiting funding from tech ops. 11/14/2008 - still working to move the sensors//d.sanders. Still awaiting funding from Tech Ops, 12/15/09. 1/12/2010-Recv'd email from L. Amacher which states that: "There is a \$60,000.00 NAP project (# 2008-4703) which has been submitted to resolve this issue. In addition, there was an OIG investigation regarding this issue, for which the report has not yet been completed, to my knowledge." Attaching NAP submission to UCR. (T. WadeHouston) 1/13/2010 - Tech Ops still awaiting funding. (G.Ancinec) 3/8/2010 - Tech Ops still awaiting funding (G Ancinec) No change/GAncinec, 4/26/10, 5/28/10. TDWR WME replaced 3/12/09. Wind speeds now in general agreement. ASOS supposedly reporting gusts that the TDWR isn't, but nothing noted in equipment logs. Problem resolved, UCR closed.*

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UNSATISFACTORY CONDITION REPORT		Reports Identification Symbol OA 1800-1	
1. NAME OF ORIGINATOR (last, first, middle initial) <b>BIRD LEWIS M</b>		DOCUMENT NUMBER <b>UCR-519136</b>	
2. OFFICE ADDRESS OF ORIGINATOR <b>DETROIT METRO ATCT tower cab</b>		ROUTING SYMBOL	3. DATE CONDITION OBSERVED <b>JUNE 18, 2010</b>
4. CONDITION REPORTED <input type="checkbox"/> PROCEDURE <input checked="" type="checkbox"/> EQUIPMENT <input type="checkbox"/> WORKING ENVIRONMENT <input type="checkbox"/> SERVICES <input type="checkbox"/> PUBLICATIONS <input type="checkbox"/> OTHER (Specify in item 7)			
5. (Check if applicable) <input type="checkbox"/> PROPOSED SOLUTION ATTACHED (see item 4 on reverse)		6. ORIGINAL FORWARDED TO → WASHINGTON OFFICE OR SERVICE	ROUTING SYMBOL    DATE
7. DESCRIPTION OF UNSATISFACTORY CONDITION (Refer to item 2 of instructions for conditions to be reported.) <p>ASOS WIND READ 29039643 WHILE TDWR WIND READ 22009. WE HAVE BEEN ORDERED TO USE TDWR WIND AS BACKUP - IT IS UN SAFE TO HAVE INACCURATE WIND INSTRUMENTS, WORSE THAN NO WIND READOUT. FURTHER, THE WEST HIGH WINDS WERE OBVIOUSLY BLOWING <u>VERY</u> STRONGLY PRIOR TO EITHER CHANGING FROM THE PRE-FRONTAL WIND (DIRT AND DEBRIS VISIBLE BLOWING WEST TO EAST WHILE BOTH WIND READOUTS STILL SHOWED 22010 and 21004); THIS IS DANGEROUS FOR THEM AND DISINGENUOUS FOR US TO GIVE KNOWN WRONG INFORMATION:</p>			
8. SIGNATURE OF ORIGINATOR <i>Lewis M Bird</i>		9. DATE SUBMITTED BY ORIGINATOR <b>6-19-10</b>	

DO NOT WRITE BELOW THIS LINE

PLEASE COMPLY WITH FOLLOWING:

- Read instructions on reverse of last copy of set before completing.
- Make sure all copies are legible—use typewriter or print firmly with hard pencil or ball point pen.
- Do not separate top stub or inside carbons after removing original and last (employee) copy.
- Complete address below AFTER detaching original and BEFORE mailing (addressee same as item 6 above).
- If window envelope is used, fold twice on lines in margin with address out.

Federal Aviation Administration  
 800 Independence Avenue, S.W.  
 Washington, D. C. 20590  
 Attn:

## UNSATISFACTORY CONDITION REPORT (UCR)

<b>1. Record Number</b>		<b>2. Submitter Name (First, Middle, Last)</b> Lewis M Bird			
<b>3. Submitter Email</b> lewis.m.bird@faa.gov		<b>4. Submitter Region</b> AGL		<b>5. Submitter LOB</b> ATO	<b>6. Facility Type</b> ATCT
<b>7. Location ID</b> DTW	<b>Terminal District</b> D21	<b>Tech Ops District</b> ZOB	<b>8. Submitter Service Area</b> Controller		<b>9. Submitter Service Location</b> Terminal Central
<b>10. Supervisor Name (First, Middle Last) and</b> Daniel Ricks				<b>Date Discussed</b> 6/19/2010	
<b>11. Supervisor Email</b> daniel.e.ricks@faa.gov		<b>12. Condition Report Field</b> EQUIPMENT	<b>Equipment Name</b> TDWR	<b>13. Observation Date</b> 6/18/2010	
<b>14. Office Address</b>		<b>15. Date Submitted</b> 6/22/2010			
<b>16. Describe Unsatisfactory Condition</b> ASOS WIND READ 29039G43 WHILE TDWR WIND READ 22009. WE HAVE BEEN ORDERED TO USE TDWR WIND AS BACKUP. IT IS UNSAFE TO HAVE INACCURATE WIND INSTRUMENTS, WORSE THAN NO WIND READOUT. FURTHER, THE WEST WINDS WERE OBVIOUSLY BLOWING BLOWING VERY STRONGLY PRIOR TO EITHER CHANGING FROM THE PRE-FRONTAL WIND ( DIRT AND DEBRIS WERE VISIBLE BLOWING WEST TO EAST WHILE BOTH READOUTS STILL SHOWED 22010 AND 21004). THIS IS DANGEROUS FOR THEM AND DISINGENUOUS FOR US TO GIVE KNOWN WRONG INFORMATION.					
<b>17. Proposed Solution</b> MOVE BOTH ASOS AND TDWR SENSORS TO SAME LOCATION TO GIVE ACCURATE READING.					
<b>18. Date Viewed</b> 6/22/2010		<b>19. Date Last Modified</b> 06/22/2010 06/22/2010	<b>20. Last Modified By</b> GANCINEC Bird, Lewis	<b>21. Case Status</b> CLOSED	
<b>22. Resolution</b> Combined with UCR 34078467					
<b>23. Forward to the Next Level</b>			<b>24. Specify Follow-up Date</b>		
Attachments: None					

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**Vincent Sugent**

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**From:** <Gary.F.Ancinec@faa.gov>  
**To:** <Theresa.WadeHouston@faa.gov>  
**Cc:** <vinjamie@comcast.net>; <Larry.L.Amacher@faa.gov>  
**Sent:** Monday, June 21, 2010 9:55 AM  
**Subject:** Closed UCR 34078467

Theresa,

We need to reopen this one. I closed this based on some info I received from Tech Ops. I have since found out that the original problems persist and that the only cure for the problem is the collocation of the ASOS and TDWR sensors.

Please let me know what I need to do to make this happen.

Thanks and sorry for the confusion.

Gary F. Ancinec  
D21 Staff Manager  
TCL-D21  
Pho: 734-955-5000  
Blackberry: 734-255-7926

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# PROBLEM REPORT

DATE: 6-24-10 TIME (Z): 2200 INITIALS: Vm POSITION: G-SW

\* STARS EFSTS ETVS ASDE/AMASS FREQ SSCS ROUTING OTHER  
(circle appropriate problem/s) (similar call signs)

STARS CONFIG: FIXED PAIRS (multi func. D, slew & enter)

ACID COMBINED: Y / N WITH:

EFSTS CONFIG:

\* TRAN \* RECV TYPE AC

FREQ: MAIN STBY MAIN STBY LOCATION

PROBLEM:

ASOS WIND 33012G17  
TDWR WIND 32005 - NO GUSTS AND  
A WIND SPEED DIFFERENCE OF 7 KNOTS

ATTACH FLIGHT STRIP HERE WHEN APPLICABLE  
( STARS - EFSTS - SSCS - ROUTING must be accompanied with a flight strip)

CONTROLLERS - FORWARD TO FLM/CIC.  
MANDATORY INFORMATION - DATE, TIME, INITIALS

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**The Weekly Newspaper  
of the Motown District**

*July 2, 2010*



### ***From the Front Office***

As I previously mentioned, Terminal Services has decided to conduct a test that involves having a District Manager who is not a facility manager too. I have been asked to be the representative from Central Terminal and effective July 19; I will be relocating to an office at the ATO Technical Operations building at Willow Run Airport. This test is expected to last up to one year. During this time, Gary Ancinec will be the acting Manager for D21 and DTW.

Gary was on leave this week and will continue his vacation through next week.

A belated welcome to our new Traffic Management Officer, Perry Casselle. As most of you know, Perry came to us from Cleveland ARTCC where he held numerous positions including STMC. Welcome to Detroit!

The administrative offices will be closed on Monday, July 5th.

Thanks for all your hard work and have a good holiday weekend,

Joe

### ***From the Training Dept***

On Wednesday, three Raytheon employees visited the facility. Daphne Corrado (Area Manager), Larry Wright (Terminal Lead), and Christina Brown (Human Resources) stopped by to meet with our local Training Department.

### ***From the QA Dept***

This week's TARP audit revealed one alert which was investigated. The alert did not result in a reportable event involving a loss of separation. D21 was on a South Flow and Simultaneous Independent ILS Approaches to Runway 21L and Runway 22R were in use at DTW. Simultaneous Dependent Approaches (Staggered) were utilized at times between the arrival rushes.

**1637z alert.** DTW applied visual separation and changed FLG4016 from Runway 22R to Runway 22L. FLG4222 was inbound to Runway 21L.

DTW experienced an Operational Deviation on 6/25/10. The Local Northwest controller issued FLG4205 a takeoff clearance off Runway 22L and assigned a 220 heading. The assigned heading should have been 270, based on route of flight/altitude, as directed in the Tower/TRACON Letter of Agreement. This resulted in the aircraft entering the wrong sector in the TRACON.

Several Pilot Deviations .....

