# Wayne County's
# Detroit Metropolitan Airport

# **Competition Plan**

Submitted to the
Federal Aviation Administration

*October 1, 2000*

September 28, 2000

Mr. James Opatrny
Acting Airports District Manager
Federal Aviation Administration
Airport District Office
8820 Beck Road
Belleville, MI 48111

**Re: Competition Plan—Detroit Metropolitan Wayne County Airport**

Dear Mr. Opatrny:

In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Section 55, dated April 5, 2000, the Charter County of Wayne, Michigan (the County) hereby submits the competition plan required in Section 155. Information included in this submission was compiled according to the Federal Aviation Administration's Program Guidance letter 00-3 evaluation criteria, Dated May 8, 2000.

Under the terms of AIR-21, in order for Detroit Metropolitan Wayne County Airport to submit a request for approval for a new Passenger Facility Charge (PFC) or apply for AIP grants, the Airport must submit a competition plan. This competition plan includes information required under section 40117 of Title 49, U.S. Code:

> *"Beginning in fiscal year 2001, no passenger facility fee may be approved for a covered airport under section 40117 and no grant may be made under this subchapter for a covered airport unless the airport has submitted to the Secretary a written competition plan in accordance with this subsection.*
>
> *CONTENTS—A competition plan under this subsection shall include information on the availability of airport gates and related facilities, leasing and subleasing arrangements, gate-use requirements, patterns of air service, gate-assignment policy, financial constraints, airport controls over air- and ground-side capacity, whether the airport intends to build or acquire gates that would be used as common facilities, and airfare levels (as compiled by the Department of Transportation) compared to other large airports."*

To the best of my knowledge, all information provided in the application is true and correct. For further questions, please call Robert E. Murphy, Airport General Counsel, at 734-942-3556.

Sincerely,

Lester W. Robinson
Director of Airports

# WAYNE COUNTY'S
# DETROIT METROPOLITAN AIRPORT

# COMPETITION PLAN

## Introduction

Detroit Metropolitan Wayne County Airport (the "Airport") submits this Competition Plan in response to the requirements of Section 155 of the Wendell H. Ford Aviation Investment and Reform Act for the 21$^{st}$ Century (AIR-21). This report has been prepared under the guidelines contained in the Federal Aviation Administration's Program Guidance Letter 00-3, dated May 8, 2000. The Airport is cited in that letter as one of the large hubs at which one air carrier controls more than 50% of passenger boardings. Section 155 requires that such airports submit a competition plan in order for a new Passenger Facility Charge to be approved for collection or a grant to be issued under AIP beginning in Fiscal Year 2001.

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**APPENDICES**

# 1. AVAILABILITY OF GATES AND RELATED FACILITIES

## *A. Number of gates available at the airport by lease arrangement*

The Detroit Metropolitan Wayne County Airport (the Airport) has a total of 96 domestic gates, which include 83 domestic gates in the terminal with jet-bridge facilities, 3 domestic gates in the terminal without jet-bridges, and 10 remote gates which serve 16 apron parking positions. Of the 86 terminal gates, 53 are leased to Northwest Airlines on an exclusive use basis. There are twelve preferential use gates at the airport: six leased to Northwest Airlines, two leased to Spirit Airlines, and four leased to Southwest Airlines. The remaining 21 gates are leased to various Signatory airlines besides Northwest on an exclusive use basis. The current exclusive use leases expire January 1, 2009.

All 96 domestic gates at the Airport are currently being used. At the present time, There are no gates at the Airport that are not leased to an airline either on a preferential or exclusive basis, except as described below with respect to the Berry Terminal.

The Airport has six gates in the Berry International Terminal, all of which are utilized on a common or shared-use basis. These Airport-controlled shared-use gates are used primarily to accommodate Northwest Airlines' international arrivals, charter and itinerant carriers such as American Trans Air and Sun Country, as well as foreign flag carriers that operate scheduled service at the Airport.

## *B. Gate-use monitoring policy*

As the overwhelming majority of existing gates are leased on an exclusive-use basis, there has not been a need for a formal gate-use monitoring program at the Airport. In addition, when Northwest Airlines and other air carriers relocate to the new Midfield Terminal complex, scheduled for December 2001, it is anticipated there will be a surplus of gates at the existing North Terminal complex. These additional gates will be made available to air carriers remaining at the existing North Terminal complex looking to expand service and/or new carriers wishing to initiate service at the Airport.

Except for common or shared-use gates, all gates at the Airport will ultimately become preferentially leased. This will require additional oversight by the Airport to assure gates and related facilities are used to the maximum extent possible. Hence, the Airport is formulating a gate-use monitoring program to be in place by the time the Midfield Terminal opens. This program will track air carrier utilization levels for each gate at the Airport.

## *C. Differences, if any, between gate-use monitoring policy at PFC-financed facilities, facilities subject to PFC assurance #7, and other gates*

There are no differences between the gate-use monitoring policy at Passenger Facility Charge (PFC) financed facilities and other gates at the Airport. Every carrier that has approached the Airport about obtaining the use of gates has been guided to carriers that are not utilizing their gates to the maximum extent possible.

## *D. Has PFC competitive assurance #7 operated to convert previously exclusive-use gates to preferential-use gates?*

The Airport has not been required to invoke PFC competitive assurance #7 to convert previously exclusive-use gates to preferential-use gates nor has it caused such gates to become available for other users. There are currently only 12 gates at the Airport which have been financed in part by PFCs: six gates on Concourse A being utilized by Southwest and Spirit Airlines and six gates on Concourse C being utilized by Northwest Airlines. These twelve gates are already leased on a preferential-use basis subject to shared-use requirements.

## *E. Gate utilization (departures/gate)*

Table 1 gives gate utilization statistics for Calendar Year 1999 for the scheduled carriers operating at the airport.

**Table 1**
**DOMESTIC GATE UTILIZATION--CY 1999**
**Detroit Metropolitan Wayne County Airport**

| Airline | Number of Departures | Number of Gates (a) | Daily Turns per Gate |
|---|---|---|---|
| Northwest Airlines | 121,228 | 59 | 5.6 |
| Mesaba Airlines | 56,336 | 16 | 9.6 |
| *Combined Operations* | 177,564 | 75 | 6.5 |
| America West | 1,577 | | |
| Continental Airlines | 6,270 | | |
| Continental Express | 2,423 | | |
| *Combined Operations* | 8,693 | 5 | 4.8 |
| Atlantic Southeast (Delta Partner) | 424 | | |
| Comair (Delta Partner) | 3,527 | | |
| Delta Airlines | 4,531 | | |
| *Combined Operations* | 8,482 | 5 | 4.6 |
| United Airlines | 3,914 | | |
| United Express | 1,279 | | |
| *Combined Operations* | 5,193 | 3 | 4.7 |
| US Airways | 5,074 | | |
| US Airways Express | 61 | | |
| *Combined Operations* | 5,135 | 3 | 4.7 |
| American Airlines | 5,304 | 3 | 4.8 |
| Southwest Airlines | 6,738 | 4 | 4.6 |
| Spirit Airlines | 3,696 | 2 | 5.1 |
| Trans World Airlines | 2,853 | 2 | 3.9 |
| TOTAL DTW | 223,658 | 102 | 6.0 |

*(a) Includes terminal gates with and without jet bridges and apron parking positions*
*Sources: Departures--OAG; Gates--Detroit Metropolitan Wayne County Airport*

### *F. Policy regarding "recapturing" under-utilized gates*

According to the preferential-use requirements in Northwest Airlines' Amended & Restated Use Agreement and for the re-lease of Northwest's gate in the existing North Terminal complex, if any air carrier needs gates in the future, and there are no gates available for lease, and they cannot sublease, gates from another carrier, and there are underutilized gates, the Airport would require the shared use of preferential gates and related facilities to accommodate new entrants and/or expanded service from existing air carriers.

### *G. Use/lose or use/share policies*

The Airport does not have a "use it or lose it" provision in any of its leases for exclusive-use or preferential-use terminal space, and the Airport cannot require incumbent carriers to transfer gates to carriers looking to expand service. However, gates can be reassigned under two conditions. First, exclusive-use gates can be reassigned if preferential gates being operated by the same carrier are not being fully utilized. Second, the Airport has a shared-use requirement over all preferentially leased gates, loading bridges, and other necessary equipment in the event a new or existing air carrier needs but cannot sublease gates and related facilities from another carrier. To date, the airport has not needed to reassign any gates, but rather has consented to gate swaps and subleases.

### *H. Future development plans to make gates and related facilities available to air carriers wishing to expand service at the Airport*

After Northwest Airlines relocates to the new Midfield Terminal, scheduled to open in December 2001, the existing North Terminal complex will undergo physical renovations and refurbishment with a focus on creating additional gate space, increasing terminal apron area, and upgrading terminal finishes to a similar quality as the new Midfield Terminal. A number of gates in the existing North Terminal complex will become available to incumbents and any potential new entrant airlines that may wish to expand operations at the Airport. The Airport is currently assessing North Terminal gate requirements in order to be able to accommodate existing operations, future growth of incumbent carriers, and potential initiation of service by new carriers. All gates in the new North Terminal vacated by Northwest Airlines will be leased on a preferential-use basis.

### *I. Complaint resolution of air carrier access and/or desire to expand service at the Airport*

Every carrier that has approached the Airport about obtaining the use of gates has been referred to carriers that are not utilizing their gates to the maximum extent possible. To the Airport's knowledge, in every instance, the carrier seeking space has been able to reach an arrangement with an existing leaseholder to accommodate desired operations. The Airport is not aware of any airline that has been precluded entry to the Airport because it could not obtain adequate facilities.

### *J. Number of carriers in the past year that have requested access or sought to expand and how they were accommodated, etc.*

Air Tran Airways has requested gate access to initiate service at the Airport in the past year. The Airport suggested two alternatives to accommodate the air carrier's proposed departure schedule. Air Tran has yet to formally respond but has communicated to the Airport that it will postpone new service until Northwest Airlines vacates the North Terminal complex. In addition, America West has requested one gate after Northwest Airline vacates the North Terminal complex. The Airport is not aware of any airline that has been precluded entry to the Airport because it could not obtain adequate facilities.

## 2. LEASING AND SUBLEASING ARRANGEMENTS

### *A. Subleasing arrangement with an incumbent carrier is necessary to obtain access*

Currently, at all existing exclusively-leased domestic gates, it would be necessary for an air carrier to sublease gate facilities to obtain access. At the existing preferentially-leased gates, and at the new Midfield Terminal, the Airport has initiated a shared-use or preferential-use requirement which could accommodate new and/or expanded air service. It is anticipated that all domestic gates will be preferentially leased by the expiration of the Airport's current Use & Lease Agreement (January 1, 2009).

The Airport maintains a current list of formal sublessees between signatory and non-signatory carriers. America West subleases gates from Continental on Concourse B, and Frontier and Champion sublease gates from Northwest Airlines. Sun Country Airlines—a charter service prior to 1999—operates out of whatever gates are least expensive.

### *B. How the Airport assists requesting airlines obtain a sublease*

Under the Airport's leases, an airline must obtain the Airport's written approval in order to sublet any leased premises. This requirement enables the County to be involved in the sublease arrangements and intercede if it feels a sublessee is not being charged a fair amount under the sublease.

### *C. Airport oversight policies for subleases and ground handling arrangements*

Other than approval of subleases by the Airport, there is no formal oversight of subleases and ground handling services. The County does have two fixed-based operators who provide on-call ground handling services for air carriers seeking such requirement at the Airport. Award of ground handling services is via a competitive bidding process.

### *D. Airport policies regarding sublease fees*

There is no policy regarding, type, structure, or limits on sublease fees.

### E. How complaints by subtenants about excessive sublease fees are resolved

The Airport has indicated to carriers that if it is shown evidence of carriers charging excessive fees in their subleases, it will intercede on behalf of the sublessee. To date, the Airport has not been shown any evidence that any carrier has been charged excessive fees in any sublease arrangement.

### F. How independent contractors who want to provide ground handling, etc., are accommodated

Signatory air carriers may perform aircraft handling and servicing with their own employees or by contracting for their services directly with a ground handling company of their choice. In addition, the Airport provides competitively-bid, on-call ground handling services via two fixed-base operators located at the Airport.

### G. Are formal arrangements in place to resolve disputes among air carriers regarding the use if airport facilities

In addition to direct one-on-one communication, the Airport-sponsored Detroit Airport-Airline Affairs Committee (DAAC) is the primary channel for air carriers to resolve disputes in regard to the use of airport facilities.

## 3. PATTERNS OF AIR SERVICE

Table 2 provides statistical information on the air service available from Detroit Metropolitan Wayne County Airport for Calendar Year 1999:

**Table 2**
**PATTERNS OF AIR SERVICE—CY1999**
**Detroit Metropolitan Wayne County Airport**

| | Domestic | International |
|---|---|---|
| Number of markets served | 159 | 46 |
| Number of markets served on a non-stop basis | 108 | 21 |
| Average number of flights per day | 612 | 35 |
| Number of small communities served | 43 | N/A |
| Number of markets served by low-fare carriers | 34 | 1 |
| Number of markets served by one carrier | 59 | 17 |
| Number of new markets added in the past year | 3 | 1 |
| Number of previously served markets dropped in the past year | 1 | 2 |

*Source: DOT Database*

## 4. GATE ASSIGNMENT POLICY

All 96 domestic gates at the Airport are currently being used. Today, all but twelve of the domestic gates are held in exclusive use leases executed under a master use and lease agreement. Northwest's exclusive use lease expires upon the opening of the Midfield Terminal. The other exclusive use leases expire January 1, 2009. Therefore, assignment of gates for new and/or expanded service is currently accomplished through negotiations of subleases directly with the incumbent carriers. The Airport has indicated that it will intercede on behalf of the requesting airline if it determines that based on the availability of gates, gate assignments are not appropriate to the needs of new or expanding carriers.

Because they are preferentially and not exclusively leased, six new gates on Concourse C leased by Northwest, certain areas of Concourse G currently in use by Mesaba, and the six new gates for Spirit Airlines and Southwest Airlines on Concourse A can be made available for use by new or expanding carriers if unable to satisfactorily find accommodation elsewhere. To date, this course of action has not been necessary at the Airport.

The six shared-use gates in the Berry International Terminal are assigned on a quarterly basis by the Airport operations staff. Airlines cannot reserve specific gates, but consideration is given to the airline schedules currently being offered by the incumbent international and charter carriers.

Tenant air carriers are made aware of gate availability through direct correspondence with the Airport and/or other communication channels like the DAAC, which frequently convenes to discuss a wide range of operational issues.

## 5. FINANCIAL CONSTRAINTS

Airport terminal projects are primarily paid for by revenue bonds, PFCs, federal grants, and rates and charges. The Airport uses an airport-wide residual rate-setting methodology, and so airside and landside revenues are combined to pay both operating expenses and debt service on bonds issued to provide the needed capital to build airfield and terminal facilities. PFCs have been used to complete two major terminal projects at the Airport. Six gates were built on Concourse C for Northwest Airlines, which currently operates them under a preferential-use lease. PFCs were also used to build six gates in Concourse A for Spirit Airlines and Southwest Airlines. In addition, PFCs are being used to construct a portoion of the New Midfield Terminal and will be used to design and construct a portion of the renovated North Terminal.

## 6. AIRPORT CONTROLS OVER AIR- AND GROUND-SIDE CAPACITY

The Airport currently has two kinds of voting controls over capacity development projects: 1) *Weighted Majority* and 2) *Majority-In-Interest* (MII). There is no opportunity to modify either of these clauses in the use and lease agreements at the airport at this time, and the Airport has no plans to do so.

The first type of voting control, *Weighted Majority*, is required prior to the issuance of new General Airport Revenue Bonds (GARBs) in order to pay capital costs. Due to increased debt service costs which would be passed on to the airlines operating at the Airport, GARBs must be approved by the signatory carriers who, together, have 85% of the landed 85% of the landed weight at the Airport in the preceding 12 months, or all signatory carriers but one.

The second type of voting control, *Majority-In-Interest*, governs the expenditure of funds held in the Airport Capital Expenditure (ACE) accounts. The Airport must obtain the approval of a simple majority of the signatory carriers in order to use these funds for any purpose. The ACE account was funded under the old rate-setting methodology whereby debt service coverage was paid-in each year, and the excess funds were divided between the Airport (ACE funds) and the Signatory Carriers (through Airline Equity Accounts) each year. Although the airport has been using a rolling coverage methodology since Fiscal Year 1999, the accumulated ACE funds have yet to be completely exhausted.

To date, no projects at the Airport have been delayed or prevented because an MII was invoked.

## 7. AIRPORT'S INTENTIONS REGARDING BUILDING AND/OR ACQUISITION OF FUTURE COMMON FACILITIES

The Airport has six gates in the Berry International Terminal, all of which are utilized on a common or shared-use basis. These airport-controlled shared-use gates are used primarily to accommodate Northwest Airlines' international flights, charter and itinerant carriers such as American Trans Air and Sun Country, as well as foreign flag carriers that operate scheduled service at the Airport. Currently, some charter air carriers that offer only domestic service operate out of the Berry Terminal.

The County is currently engaged in a large capital improvement program that includes a plan to provide facilities for all users of the Airport. The construction of a new Midfield domestic and international passenger terminal complex will initially include 74 jet gates (90 when all phases of the project are completed) and 25 commuter gates. Ten of the new gates will serve international operations. The domestic gates in the new terminal will be leased on a preferential use basis and the international gates will be on a common use basis. The international gates at the Midfield Terminal will be "swing" gates available to accommodate domestic service as well.

Following completion of the new terminal complex, it is anticipated that four of the existing concourses at the Airport will be demolished to allow for dual taxiway access between concourses. At the conclusion of the initial phase of the program in December 2001, as currently planned, the Airport will have 106 jet gates, representing a net gain of 19 gates. Based on potential redesign of the remaining terminals, additional gates can be added as necessary. Ultimately, all gates at the airport will be leased on a preferential use basis, except for international gates, which will be common use.

The Airport is using PFCs to fund a portion of the new Midfield Terminal, and the Airport plans to use PFC funds for a portion of the refurbishment and renovation of gates that will be vacated by Northwest Airlines upon completion of the new terminal. All preferential and common use facilities will be paid for with PFCs to the maximum extent eligible.

## 8. AIRFARE LEVELS COMPARED TO OTHER LARGE AIRPORTS

### *A. U.S. carrier systemwide market share at major U.S. passenger airports*

In Calendar Year 1999, the Airport was tied with Denver International Airport as the eighth busiest passenger airport in the U.S. in terms of total passengers. Total passenger traffic rose 7.9% from 31,544,426 in Calendar Year 1998 to 34,038,381 in Calendar Year 1999. Thirty-one airlines provided service in Calendar Year 1999 between the Airport and 159 U.S. cities and 46 international destinations. According to the DOT, Northwest Airlines had the greatest market share among all the carriers at the Airport handling 56% of the total origination and destination passengers. Southwest Airlines had the second largest market share of 7%. With a combined market share of 63%, the Airport was tied with Denver International Airport as the eighth most concentrated airport among the top 20 major U.S. passenger airports in Calendar 1999.

# Table 3
# ORIGIN & DESTINATION (O&D) MARKET SHARE CONCENTRATION: TOP 20 U.S. AIRPORTS—CY 1999

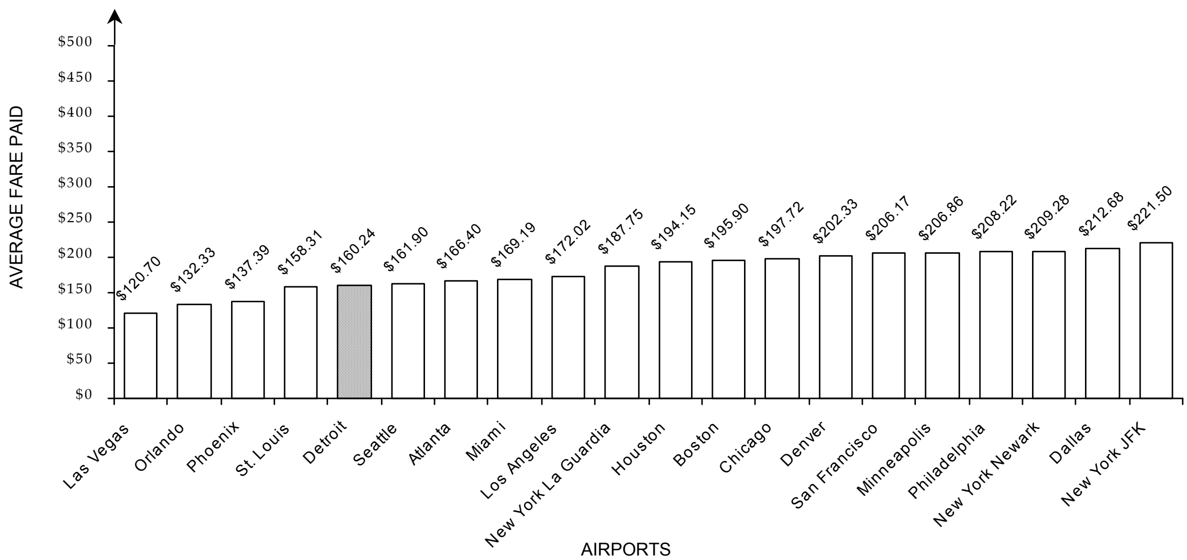
| | | MARKET SHARE (%) OF AIRLINES) | | | | |
|---|---|---|---|---|---|---|
| | **Airport** | **#1 Airline** | **Market Share %** | **#2 Airline** | **Market Share %** | **Combined Market Share %** |
| 1 | O'Hare International (Chicago) | United Airlines | 46% | American Airlines | 29% | 75% |
| 2 | Dallas/Ft. Worth International (Dallas) | American Airlines | 56% | Delta Air Lines | 17% | 73% |
| 3 | Lambert/St. Louis International (St. Louis) | TWA | 50% | Southwest Airlines | 23% | 73% |
| 4 | George Bush International (Houston) | Continental Airlines | 64% | American Airlines | 8% | 72% |
| 5 | Minneapolis/St. Paul International (Minneapolis) | Northwest Airlines | 62% | United Airlines | 7% | 69% |
| 6 | Hartsfield International (Atlanta) | Delta Air Lines | 62% | American Airlines | 5% | 67% |
| 7 | Newark International (New York) | Continental Airlines | 54% | Delta Air Lines | 10% | 64% |
| 8 | Detroit Metropolitan Wayne County International (Detroit) | Northwest Airlines | 56% | Southwest Airlines | 7% | 63% |
| 9 | Denver International (Denver) | United Airlines | 54% | Delta Air lines | 9% | 63% |
| 10 | Philadelphia International (Philadelphia) | US Airways | 51% | Delta Air Lines | 11% | 62% |
| 11 | Phoenix Sky Harbor International (Phoenix) | Southwest Airlines | 33% | America West | 24% | 57% |
| 12 | San Francisco International (San Francisco) | United Airlines | 46% | American Airlines | 9% | 55% |
| 13 | La Guardia International (New York) | US Airways | 28% | Delta Air Lines | 26% | 54% |
| 14 | Miami International (Miami) | American Airlines | 38% | Delta Air Lines | 13% | 51% |
| 15 | McCarran International (Las Vegas) | Southwest Airlines | 35% | America West | 15% | 50% |
| 16 | Seattle/Tacoma International (Seattle) | Alaska Airlines | 33% | United Airlines | 17% | 50% |
| 17 | Boston/Logan International (Boston) | US Airways | 26% | Delta Air Lines | 24% | 50% |
| 18 | John F. Kennedy International (New York) | American Airlines | 27% | TWA | 21% | 48% |
| 19 | Greater Orlando International (Orlando) | Delta Air Lines | 31% | US Airways | 17% | 48% |
| 20 | Los Angeles International (Los Angeles) | United Airlines | 24% | Southwest Airlines | 19% | 43% |

*Note:* *Passengers on foreign flag airlines excluded and data is unadjusted*
*Source:* *DOT Database*

## *B. Average fares*

The higher concentration of carriers at an airport does not necessarily result in higher airfares. For example, as presented in Table 4, the average fare of $160.24 paid by origin-destination (O&D) passengers at the Airport is the fifth lowest compared to the top 20 major U.S. passenger airports in Calendar Year 1999.

**Table 4**
**AVERAGE O&D FARES:**
**TOP 20 U.S. AIRPORTS—CY 1999**




*: *Average fares are not strictly comparable due to differences in passenger mix and distance*
Source: *DOT database*

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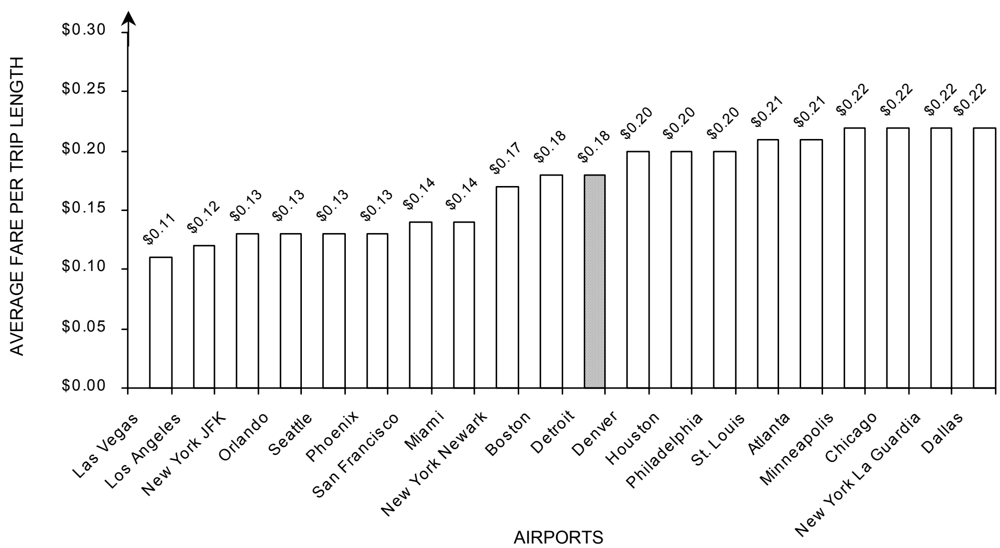
### *B.1. Average fares per mile*

Average fares are not strictly comparable among airports due to differences in passenger mix, density, and distance between city-pair. For instance, the lower average fare at the Airport could be due to a lower percentage of customers traveling on business and buying higher priced unrestricted fares, the presence of low fare carriers, and/or a shorter average distance between any two city-pairs served by the Airport than the average distance between the city-pairs served by other airports. A more relevant indicator is the average fare adjusted for trip length. As presented in Table 5, the Airport ranked tenth (tied with Boston Logan) among the top 20 major U.S. passenger airports in average fare adjusted for trip length.

**Table 5**
**AVERAGE O&D FARES (ADJUSTED FOR STAGE-LENGTH): TOP 20 U.S. AIRPORTS—CY 1999**




*Note: Average fares are not strictly comparable due to differences in passenger mix and distance*
*Source: DOT database*

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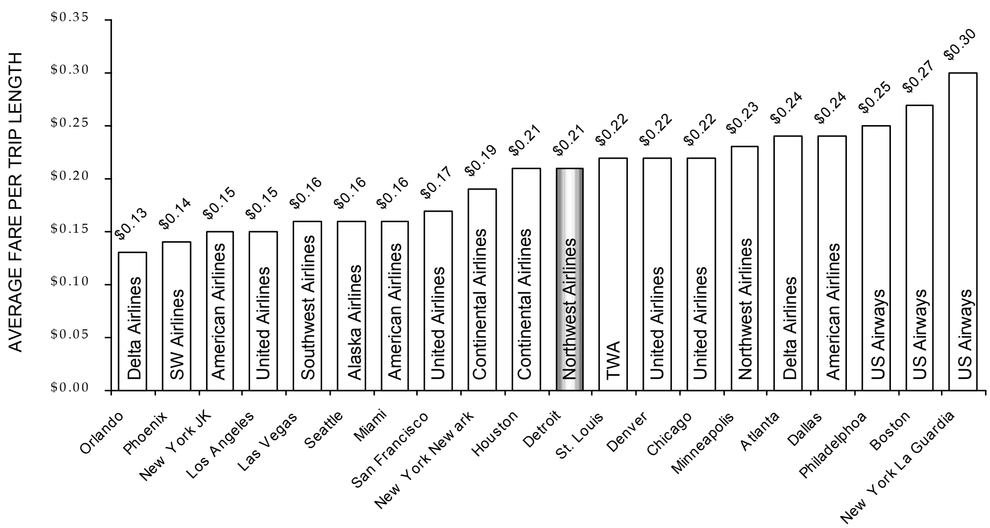
### B.2. *Average fares per mile by dominant air carrier*

The most common measure of performance trends in airline operating economics is airline yield, passenger revenue per revenue-passenger mile (RPM). Large airlines, such as Northwest Airlines, use sophisticated yield management systems to monitor ticket sales and use this information to adjust availability of various fare classes on flights as required to maximize yield, and hence maximize revenues. At $0.21, Northwest Airlines' average fare per mile at the Airport is tied with Continental Airlines at Houston Intercontinental Airport as the tenth lowest among those of the dominant carriers at other top U.S. passenger airports. Table 6 presents the average fare per trip length by dominant carrier for the top 20 U.S. passenger airports in CY 1999.

**Table 6**
**AVERAGE FARE PER MILE BY DOMINANT CARRIER:**
**TOP 20 U.S. AIRPORTS—CY 1999**




*Source: DOT database*

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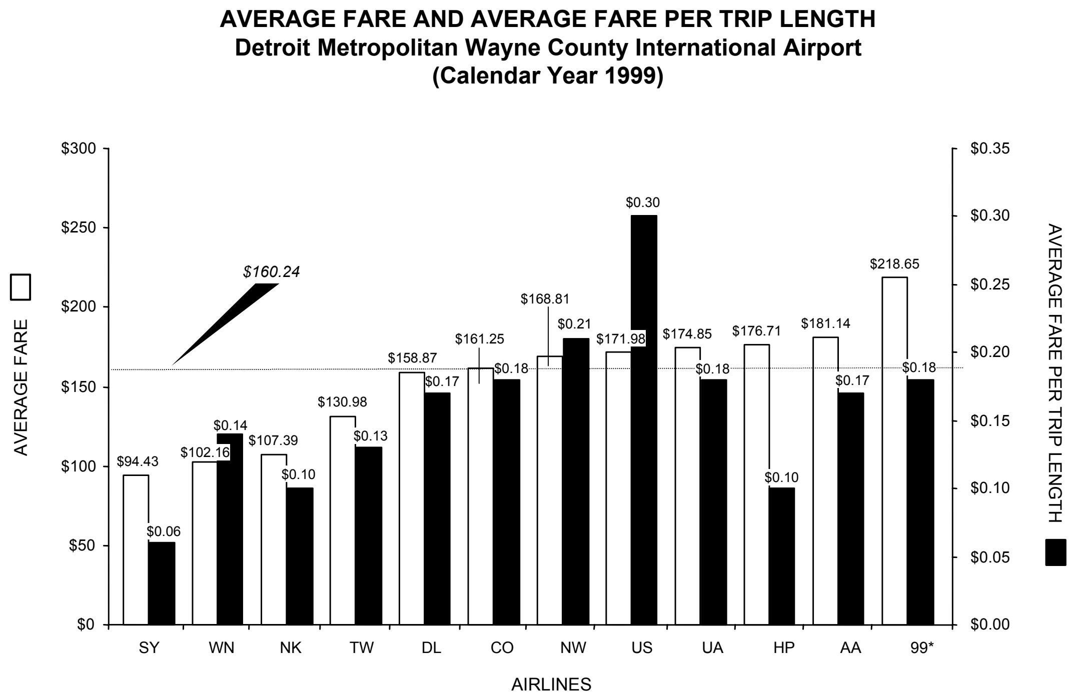
Within the Airport, Northwest is second behind US Airways in terms of average fare per trip length. As presented in Table 7, Northwest's average fare of $168.81 based on an average trip length of 797 miles was 5.4% higher than the average fare of $160.24 for the Airport as a whole in 1999.,

**Table 7**
**AVERAGE FARE AND AVERAGE FARE PER MILE—CY 1999**
**Detroit Metropolitan Wayne County Airport**




* *Interline itinerary—itinerary reflecting two or more ticket issuing carriers* RPSF559-002032Bb.B
Note: *Total average fare for the airport represents a weighted average of average fares of all carriers*
Source: *DOT database*

## *C. Low-fare carriers*

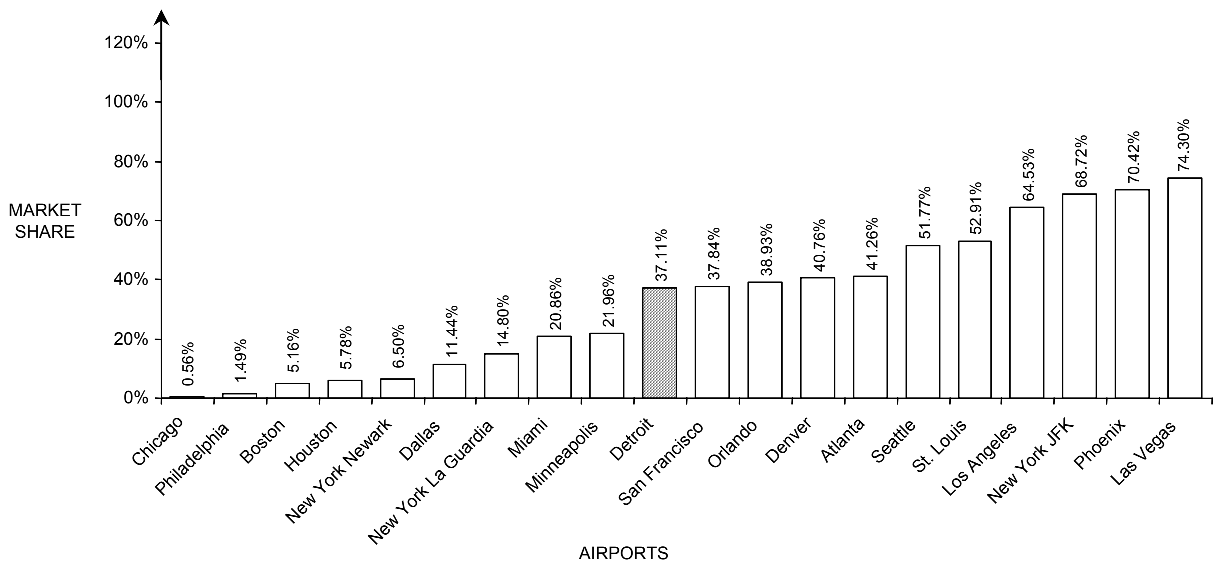
Southwest Airlines is one of the three low-cost carriers serving the Airport. Based on DOT data for 1999, Southwest Airlines is currently the third largest air carrier (in terms of enplanements) at the Airport behind Northwest Airlines and Mesaba. As of the 12 months ended December 31, 1999, Southwest Airlines offered direct (same plane) services to 22 cities including three nonstop destinations, namely: Nashville (TN), Chicago (IL), and St. Louis (MO) from the Airport. Northwest Airlines also provides service to these nonstop markets, while Northwest also offered 19 daily departures to these cities.

Spirit Airlines and Sun Country Airlines are the other low-cost carriers serving the Airport in 1999. As of the 12 months ended December 31, 1999, Spirit Airlines offered direct services to nine cities including eight nonstop destinations from the Airport. Sun Country Airlines offered direct services to three cities including two nonstop destinations from the Airport. Northwest Airlines provides service to all of these nonstop markets from the Airport with the exception of Myrtle Beach, SC.

### *C.1. Low-fare carriers market share*

Of the 159 domestic markets served directly by the Airport in 1999, 34 of those markets (21.4%) were served by low-fare carriers. Despite accounting for only 21.4% of the direct domestic market share, these low-fare carriers handled over 37% of the total passenger enplanements at the Airport (based on DOT data for 1999). As presented in Table 8, this makes the Airport the eleventh largest airport among the top 20 major U.S. passenger airports in terms of passenger share by low-fare carriers.

**Table 8**
**LOW-FARE AIR CARRIER SHARE:**
**TOP 20 U.S. AIRPORTS—CY 1999**
**Detroit Metropolitan Wayne County Airport**




*Source: DOT database*

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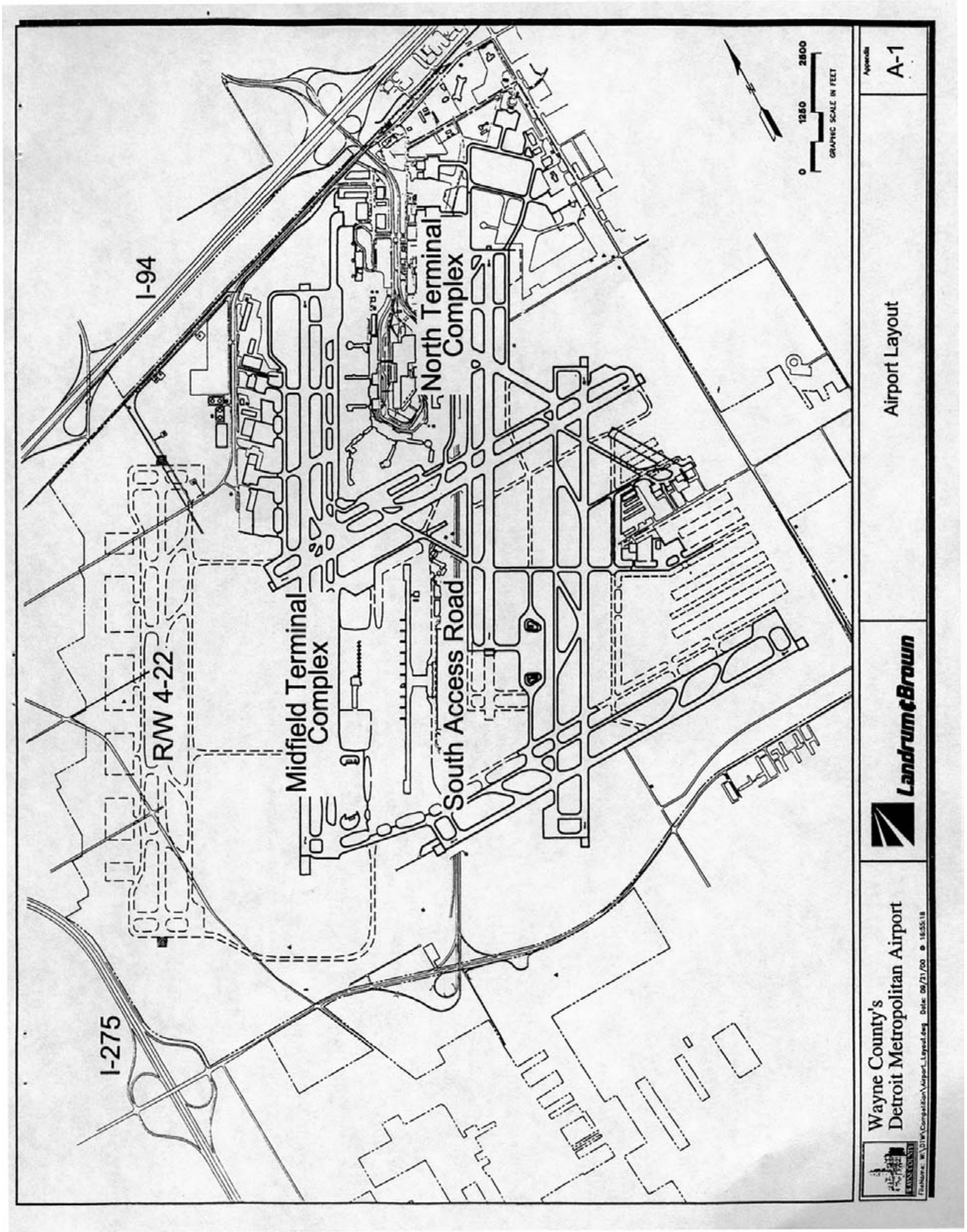
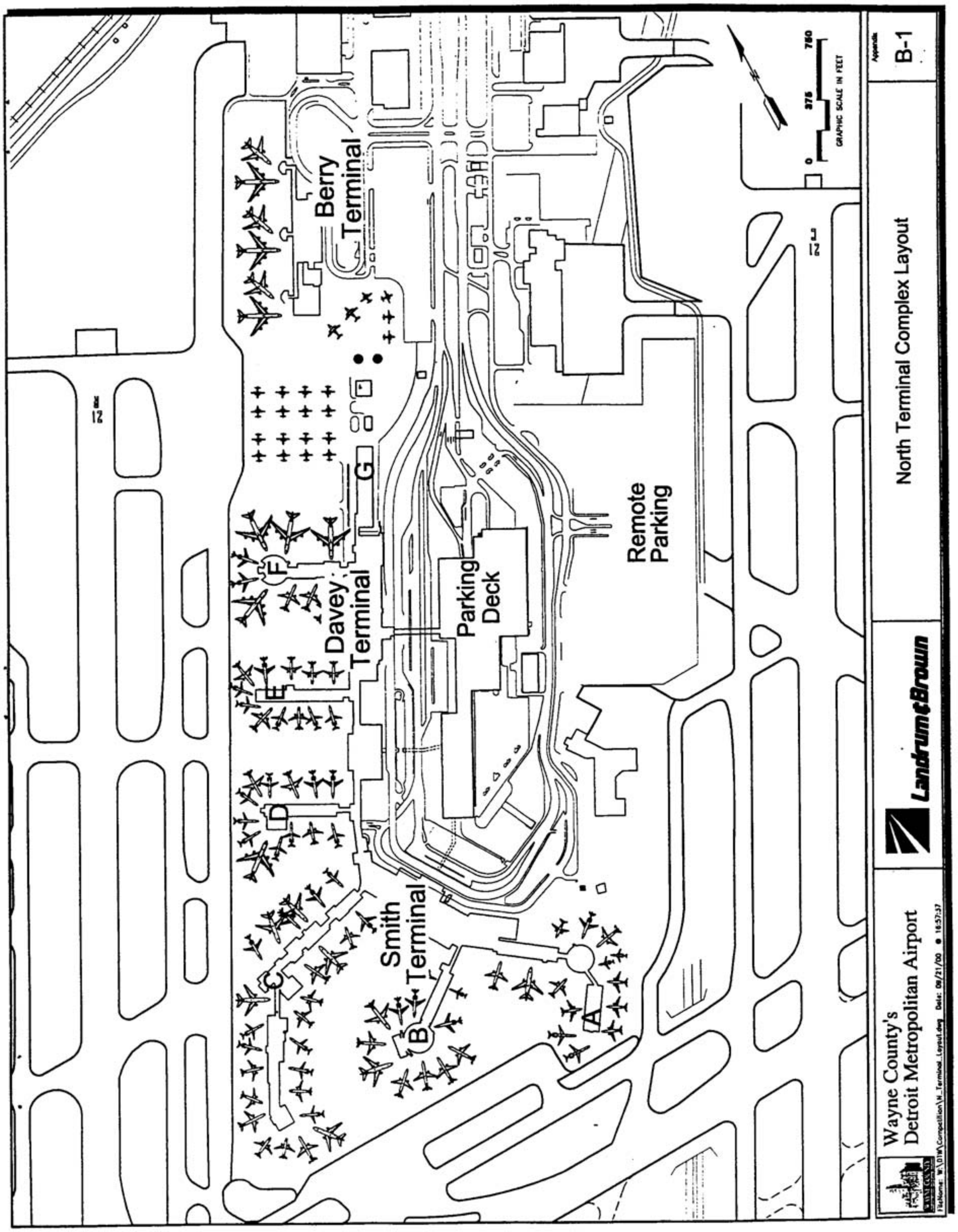
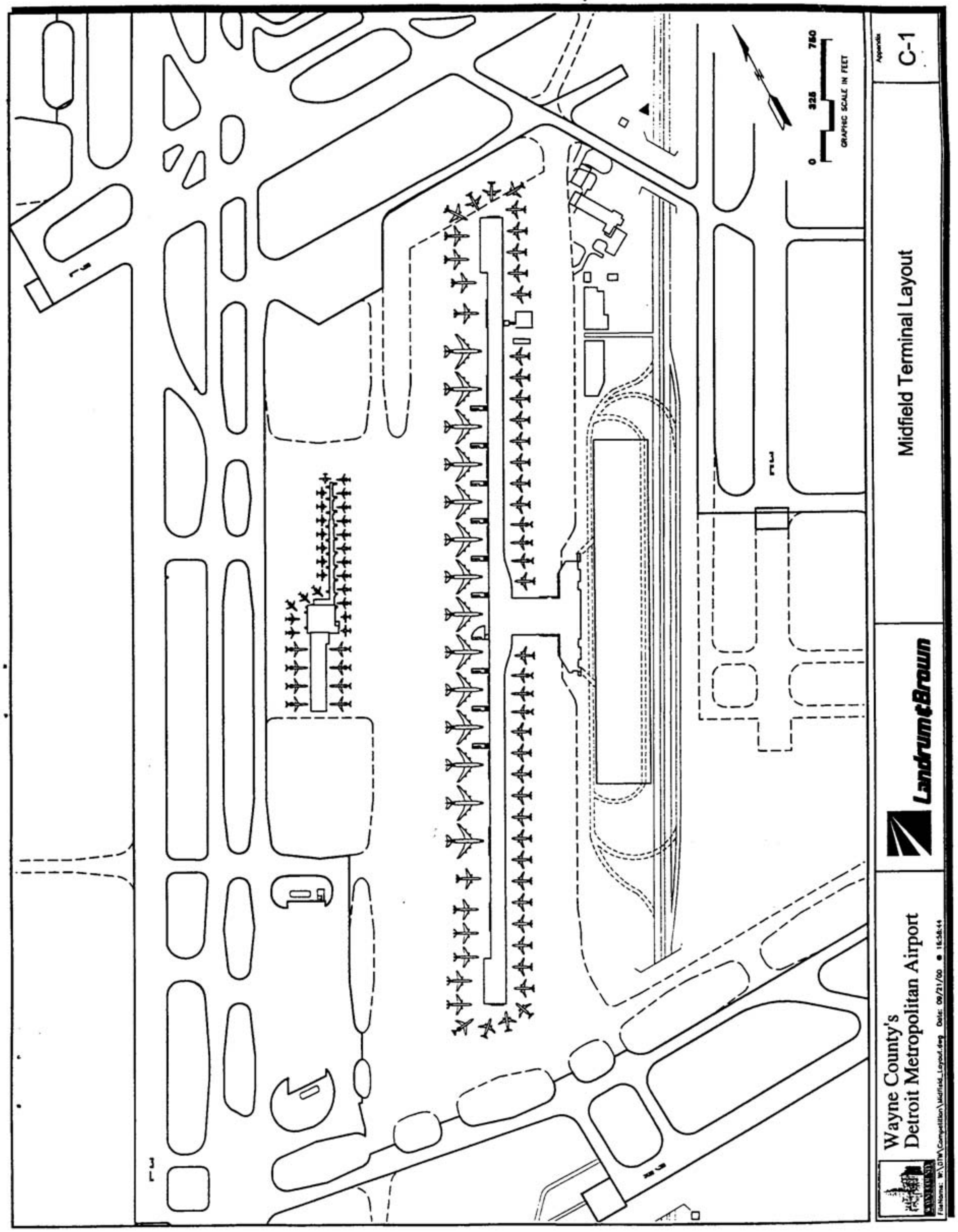
# APPENDICES


I-94
North Terminal Complex
Midfield Terminal Complex
South Access Road
RW 4-22
I-275
0
1250
2500
GRAPHIC SCALE IN FEET
Appendix
A-1
Airport Layout
Landrum&Brown
Wayne County's
Detroit Metropolitan Airport



Berry Terminal
Davey Terminal
Smith Terminal
Parking Deck
Remote Parking
A
B
C
D
E
F
G
0
375
750
GRAPHIC SCALE IN FEET
Appendix
B-1
North Terminal Complex Layout
LandrumBrown
Wayne County's
Detroit Metropolitan Airport


Midfield Terminal Layout
Wayne County's
Detroit Metropolitan Airport
FileName: W:\DTW\Competition\Midfield_Layout.dwg Date: 09/21/00 ● 16:58:44
LandrumBrown
Appendix
C-1
0
325
750
GRAPHIC SCALE IN FEET