



DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY

February 20, 2004

Mr. Barry L. Molar, Manager
Airports Financial Assistance Division
Federal Aviation Administration
800 Independence Avenue, S. W.
Washington D.C. 20591

Ms. Irene Porter, Manager
Detroit Airports District Office
Federal Aviation Administration
11677 S. Wayne Rd, Ste. 107
Romulus, MI 48174

Dear Mr. Molar and Ms. Porter:

Pursuant to the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) Pub. L. 106-181 and the Federal Aviation Administration's Program Guidance Letter 03-01 ("PGL 03-01"), enclosed on behalf of the Wayne County Airport Authority (the "Authority") are two copies of the Fiscal Year 2004 Competition Plan Update for the Detroit Metropolitan Wayne County Airport. Per the Memorandum dated December 2, 2002, from Ms. Porter to the undersigned, the required submission date for the enclosed Competition Plan Update is February 28, 2004. The Authority compiled and presents the information in this submission in accordance with PGL 03-01.

Please contact me if you have any questions.

Sincerely,

Lester W. Robinson
Chief Executive Officer

REM/kjp

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DETROIT METROPOLITAN WAYNE COUNTY AIRPORT
L. C. SMITH TERMINAL, MEZZANINE LEVEL - DETROIT, MI 48242
(734) 942-3550 - FAX (734) 247-3623

WAYNE COUNTY AIRPORT AUTHORITY

Competition Plan Update

for

Detroit Metropolitan Wayne County Airport

(Federal Fiscal Year 2004)

February 20, 2004

Introduction

The Wayne County Airport Authority (the "Authority") hereby submits to the Federal Aviation Administration (the "FAA") this Fiscal Year 2004 Competition Plan Update ("FY 2004 Plan Update") for the Detroit Metropolitan Wayne County Airport (the "Airport"), pursuant to Section 155 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. 106-181, and in accordance with the FAA's Program Guidance Letter 03-01 dated November 19, 2002 (the "PGL").

On October 2, 2001, the County of Wayne, Michigan submitted the first Competition Plan Update for the Airport (the "FY 2002 Plan Update") to the FAA. On August 9, 2002, pursuant to the Public Airport Authority Act, Public Act 90, Michigan Public Acts of 2002, the Authority assumed operational jurisdiction of the Airport from the County of Wayne, Michigan, and acquired, succeeded to and assumed the exclusive right, responsibility and authority to occupy, operate, control and use the Airport. This FY 2004 Plan Update is the first Competition Plan submission prepared and submitted under the auspices of the Authority.

By letter from the FAA dated August 21, 2002 (the "2002 Determination Letter"), the FAA notified the Authority that the FAA had determined that the FY 2002 Plan Update was in accordance with the requirements of Section 155 of AIR-21.

The Authority's Competition Plan and the FY 2002 Plan Update are posted on the Authority's website at www.metroairport.com, with links to the plan and the update.

The following information is presented using the subject heading areas for Competition Plan updates outlined by the FAA in the PGL. In the 2002 Determination Letter, the FAA identified certain additional issues to be addressed in the Airport's next Competition Plan Update. These issues are addressed in this FY 2004 Plan Update as part of the items to be covered pursuant to the PGL.

1. AVAILABILITY OF GATES AND RELATED FACILITIES

PGL: The airport should provide copies of gate use monitoring procedures amended during update period and samples of current gate monitoring charts.

No change to the "Airport Gate Monitoring and Usage Program" dated December 2001 (the "Gate Monitoring Program"), forwarded to the FAA on February 6, 2002. Attached are sample gate utilization schedules for February 2002. See Exhibit I.

PGL: Identify or describe changes relating to:

(a) Number and identity of any air carriers that have begun providing or stopped service

On November 4, 2003, USA3000, a new low cost scheduled carrier, initiated service at the Airport. KLM discontinued service in mid-2002, and American Trans Air discontinued service on December 19, 2003.

(b) Description of the process for accommodating new service

Since the date the FY 2002 Plan Update was submitted, a total of eight gates in the Smith Terminal at the Airport have become available for use for new service—two gates on Concourse A, one gate with a jet bridge and one gate available for ground loading on Concourse B and four gates on Concourse C. The Authority would accommodate new domestic service on these gates in accordance with the Gate Use Agreement Policy attached to the Gate Monitoring Program. New service also could be accommodated on the four common use gates at the Berry Terminal, which is primarily an international facility.

(c) Number of new gates that have been built or are available

The McNamara Terminal at the Airport opened on February 24, 2002. Northwest Airlines, which is the hub airline at the Airport, leases on a preferential use basis 72 jet gates and 25 commuter gates at the new terminal. Ten gates in the terminal are swing gates capable of use for both domestic and international service. These gates are shared use premises. Lufthansa German Airlines uses one of these shared use gates. Continental Airlines uses three of the domestic gates in the McNamara Terminal under a sublease from Northwest.

When Northwest moved its operations to the McNamara Terminal, 10 gates on Concourse C at the Smith Terminal became available for new or expanded Airport service. Four of these gates currently are unoccupied and available for use by new entrants or expanding incumbent airlines.

On December 11, 2003, the Authority issued General Airport Revenue Bonds to fund the initial costs of its North Terminal Redevelopment Project. This project will replace the

terminal facilities currently housing the air carriers not affiliated with Northwest Airlines. This terminal development will provide up to 29 gates, two of which will be common use. These gates will replace the 36 gates currently used or available for use on Concourses A, B and C at the Smith Terminal. The current estimated completion date for the project is October 1, 2007.

See the FY 2002 Plan Update for information related to the accommodation of air service at the Airport after completion of the North Terminal.

The recent bond issue also provided additional funds for the construction of 28 additional gates on Concourse B and C at the McNamara Terminal to accommodate Northwest's expanding use of regional jets. This project is scheduled for completion in mid-2006.

(d) Number of gates that have been converted to common-use status

See (b) and (c) above with respect to Concourses A, B and C at the Smith Terminal.

(e) Gate utilization

See (c) above.

(f) Gate recapture

The Airport recaptured two gates at the Smith Terminal on Concourse B from Continental Airlines in March 2002, when Continental Airlines relocated its operations to the McNamara Terminal. See (c) above with respect to the recapture of gates formerly used by Northwest on Concourse C. Following Northwest's move to the McNamara Terminal, Concourses D, E, F and G at the Davey Terminal were demolished to make way for the new North Terminal Redevelopment Project.

(g) Gate allocation or assignments since the last competition plan update

Spirit Airlines moved its operations from Smith Terminal, Concourse A to Smith Terminal, Concourse C in March, 2002, where it currently is using six gates formerly used by Northwest Airlines. America West Airlines now is using the two gates on Concourse B in the Smith Terminal abandoned by Continental Airlines when Continental relocated to the McNamara Terminal. USA3000 is operating on common use gates at the Berry Terminal.

(h) RON position allocation or assignments since the last competition plan update

No change.

(i) Accommodation of new entrants and incumbent carriers seeking to expand at the airport and resolution of any access disputes

See (a) and (b) above. The Authority is in discussions with several airlines regarding starting service at the Airport. In addition, there have been discussions with Spirit Airlines and Delta Airlines about service expansion. There have been no access disputes because the Airport currently has excess gate capacity.

(j) Methods for developing gate use monitoring charts and airport uses of the charts

No change.

FAA Comment in 2002 Determination Letter:

“We understand the difficulties associated with revising use agreements, however, we suggest that you explore revising your preferential leases to secure the Airport’s ability to recapture unused gates, when the opportunity presents itself. Further, we continue to encourage you to approach the signatory carriers from the perspective that the [Authority] has certain rights and obligations to arrange for gate sharing on an exclusive-use lease, even prior to a new negotiated agreement, as was discussed in our *Airport Practices* report.”

The Authority currently is not in a position to contractually secure an ability to recapture leased but unused gates. The Authority’s preferential leases contain forced accommodation provisions, but do not contain “use it or lose it” provisions. The Authority does not have a need at this time to recapture leased gates because there is excess gate capacity at the Airport. In the future, if the circumstances arise where the Authority needs to or can bargain for such provisions with the Signatory Airlines, it will attempt to do so. However, the Authority does not anticipate any willingness on the part of any of the airlines to consider gate recapture provisions in their leases.

The Authority reiterates the policy position indicated to the FAA in connection with the FY 2002 Plan Update that, notwithstanding the provisions in the agreements with Signatory Airlines, upon request by a new entrant carrier or an expanding Signatory Airline, the Authority will become involved to ease any perceived burden and reduce any unnecessary delays associated with acquiring the use of gates and related facilities when the Airport is unable to provide those facilities.

2. LEASING AND SUBLEASING ARRANGEMENTS

PGL: The airport should provide copies of amended lease and use agreements executed during the update period and should identify or describe any major changes in:

(a) Contractual arrangements at the airport, for example, disposition of any gate lease agreements that were renewed or changed

Since the FY 2002 Plan Update, America West became a Signatory Airline and executed an agreement with the Authority leasing gates on a preferential use basis. The form of agreement is substantially similar to the agreements of the other airlines operating in the Smith Terminal, except that the lease is preferential rather than exclusive.

The Authority recently distributed a revised form of Airport Use and Lease Agreement to the airlines operating in the Smith Terminal. This agreement will replace their current agreements, and will lease the gates in the redeveloped North Terminal to the airlines on a preferential, rather than exclusive, use basis. The form of agreement is substantially the same as the Airport Use and Lease Agreement between the Authority and Northwest, previously provided to the FAA, and the Authority will provide the agreement to the FAA when it is finalized and executed. This agreement reflects the substance of what was agreed to by all of the Signatory Airlines and Wayne County in 2001 when the airlines approved the bond funding and construction of the North Terminal Redevelopment Project. Like Northwest's current agreement, the term of this North Terminal lease agreement will expire in 2032. It is anticipated that this agreement will be executed by the North Terminal airlines in the near future, but in any event prior to the opening of the North Terminal and the expiration of the current airline agreements on January 1, 2009.

(b) Assuring access at the airport

No change.

(c) Monitoring sublease fees and arrangements

The Authority is in the process of reviewing the form of sublease agreement between Northwest and Continental for the gates Continental is using in the McNamara Terminal, to insure that the rentals that Continental pays Northwest for the sublease are no more than Northwest owes to the Authority for the gates.

(d) Promoting the use of third party contractors

No change.

(e) Resolution of any disputes between carriers relating to access

No disputes.

FAA suggestion in 2002 Determination Letter:

“Your April 1 letter to us indicated that Northwest’s lease agreement with the County establishes a cap on fees that a signatory carrier may charge to another carrier for using or sharing preferential gates under a forced accommodation. Further the airport would apply the provisions when reviewing voluntary sublease agreements. We suggest that the County, and subsequently the Authority, formally adopt a policy that applies the cap to voluntary subleases and publicize the policy once adopted.”

The Authority is applying the cap provisions to its review of all subleases. The Authority has not formally adopted a policy in this regard.

3. PATTERNS OF AIR SERVICE

PGL: The airport should identify changes relating to new markets served, new markets served by low fare carriers, or the number of markets served by one carrier.

See Exhibit II – New Routes for Detroit.

4. GATE ASSIGNMENT POLICY

PGL: The airport should identify major changes including changes in RON position assignment policies.

No change.

5. GATE USE REQUIREMENTS

PGL: The airport should identify major changes in:

Requirements for signatory status

See Exhibit IV -- Signatory Policy Status Effective October 1, 2002.

Lease requirements

See Exhibit IV -- Signatory Policy Status Effective October 1, 2002.

Common use gate priorities

No change.

Gate use monitoring

No change.

Calculation of rental rates and common use fees as well as disparities in fees

No change.

6. FINANCIAL CONSTRAINTS

PGL: Airports should identify any additional financial constraints from the previous year or the relaxation of any financial constraints.

No change.

7. AIRPORT CONTROLS OVER AIRSIDE AND GROUNDSIDE CAPACITY

PGL: The airport should identify:

Any major changes in its rates and charges policy

There has been no change in the rates and charges policy. Rates and charges are calculated pursuant to the written agreements in effect with the Signatory Airlines. Non-signatory airlines are charged landing fees based on 125% of the Signatory Airline landing fee rate.

Describe whether and why the MII clause has been invoked in the period covered by the update.

Pursuant to airline agreements, in December 2003 the Authority requested the Signatory Airlines to provide Weighted Majority (defined term in the airline agreements, similar to MII) approval of several projects, including a Part 150 Study Update, a perimeter fencing and other security enhancements project, taxiway and runway reconstruction projects, and an increase to the budget for a SMGCS project caused in part by a FAA-requested addition to the project. The request asked for approval to fund the 25% local share of these projects through the proceeds of bonds the debt service on which would be paid from leveraged PFCs.

Northwest Airlines, which controls the Weighted Majority vote at the Airport based on its dominant position at the Airport, disapproved all of the projects on the grounds that it "cannot approve additional debt at this time due to the financial state of the airline industry". The Authority cannot obtain Weighted Majority approval of a project without a positive vote by Northwest.

8. AIRPORT INTENTIONS TO BUILD OR ACQUIRE GATES THAT WOULD BE USED AS COMMON FACILITIES

PGL: Airports should provide any updates to plans for additional gates as common facilities.

See 1(c) above.

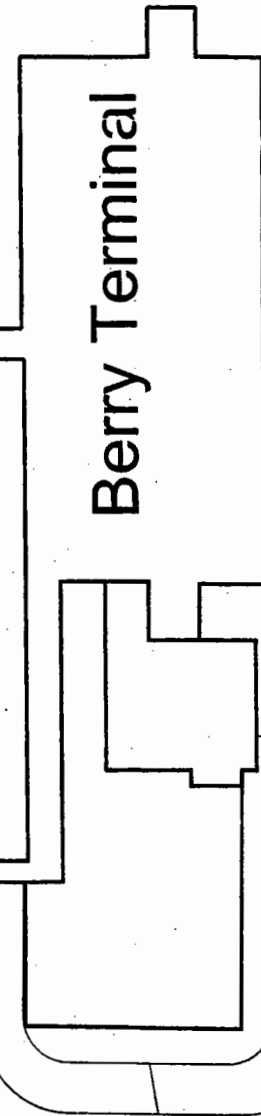
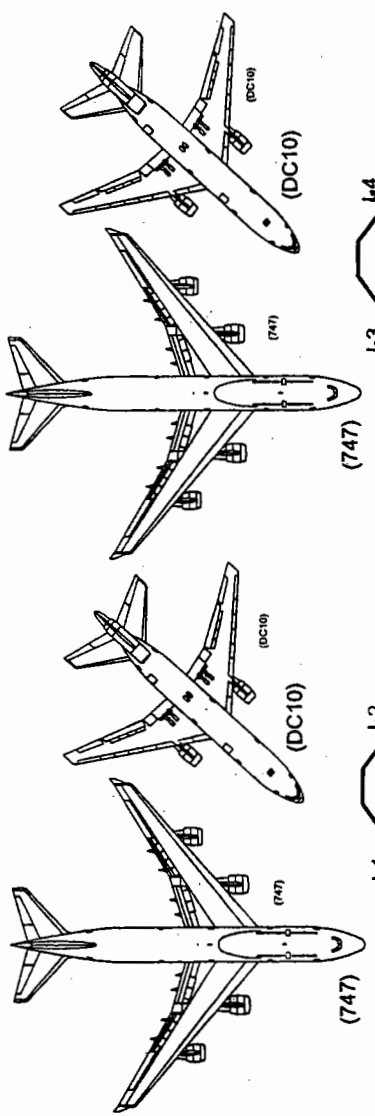
FAA Suggestion in 2002 Determination Letter:

“Your April 1 letter to us indicated that the County believes that with a long term agreement in hand Northwest and the other carriers would be willing to invest in the Airport in a way that would maximize the development of the Airport and provide pro-competitive Airport facilities. However, our Airport Practices Report recommends that airports ensure that MII agreements do not prevent or delay projects that could be beneficial to new entrants or other competitors. We again encourage the County to consider modifications to the MII that, at the least, would reduce the length of time a project could be deferred, when the opportunity presents itself. Please address this issue.”

The Authority would prefer to liberalize the MII provisions in the airline agreements, but the Authority does not foresee an opportunity any time in the near future to modify these provisions. The Authority currently does not have legal authority to unilaterally modify the provisions, nor do the Signatory Airlines have any incentive to agree to any modifications, particularly given the current financial state of the airline industry. If anything, in the last few years the Signatory Airlines unilaterally have imposed more stringent pre-conditions, related to project budgets and other matters, to their consideration of a request from the Authority for Weighted Majority approval.

The Weighted Majority (MII) provisions in the airline agreements currently are not a source of a competition problem at the Airport because there are enough gates to provide to new entrants or other competitors. Furthermore, within the last several years the Signatory Airlines provided Weighted Majority approval of the construction of both the new McNamara Terminal for the use of the hub carrier and its affiliates, as well as the new North Terminal Redevelopment Project (in which there will be a number of common use gates under the control of the Authority) to be constructed for the use of the other airlines at the Airport.

AIRCRAFT GATE UTILIZATION SCHEDULES – DTW (Sample)
EXHIBIT I
Berry International Terminal
February, 2004



Berry Terminal



DETROIT METROPOLITAN WAYNE COUNTY AIRPORT INTERNATIONAL TERMINAL FLIGHT SCHEDULE

Date: FRIDAY FEB 20 ,2004

<u>Air Carrier</u>	<u>FLT#</u>	<u>Gate</u>	<u>Aircraft</u>	<u>Arrival</u>	<u>Departure</u>	<u>City</u>
RYAN INTL	803	I-2	320	0115		LAS VEGAS, NEVADA
CHAMPION AIR	MG1101	I-4	727	0120		LAS VEGAS, NEVADA
USA 3000	709	I-2	320	1420		CANCUN, MEXICO
RYAN INTL	3051	I-3	757	1440		PUERTO PLATA DOMINICAN REP
RYAN INTL	837	I-2	321	1505		CANCUN, MEXICO
BRITISH AIR	BA203	I-1	767	1605		LONDON-HEATHROW, ENGLAND
RYAN INTL	806	I-2	320	1700		LAS VEGAS, NEVADA
RYAN INTL	3050	I-2	757		0500	PUERTO PLATA DOMINICAN REP
USA 3000	708	I-1	320		0600	CANCUN, MEXICO
RYAN INTL	836	I-2	321		0600	CANCUN, MEXICO
CHAMPION AIR	MG102	I-4	727		0700	LAS VEGAS, NEVADA
RYAN INTL	800	I-3	320		0800	LAS VEGAS, NEVADA
MIAMI AIR	860	I-4	737		1100	JAMAICA
USA 3000	718	I-2	320		1520	ACAPULCO, MEXICO
BRITISH AIR	BA203	I-1	767		1605	LONDON-HEATHROW, ENGLAND
RYAN INTL	5021		757		1610	ACAPULCO, MEXICO
RYAN INTL	842	I-2	321		1635	DOMINICAN REP
RYAN INTL	870	I-3	320		1700	MEXICO
BRITISH AIR	BA202	I-1	767		1815	LONDON-HEATHROW, ENGLAND

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT
INTERNATIONAL TERMINAL FLIGHT SCHEDULE**

Date: SATURDAY, FEB 21, 2004

<u>Air Carrier</u>	<u>FLT#</u>	<u>Gate</u>	<u>Aircraft</u>	<u>Arrival</u>	<u>Departure</u>	<u>City</u>
CHAMPION AIR	1103	I-3	727	0050		LAS VEGAS
USA 3000	719	I-2	320	0110		ACAPULCO, MEXICO
RYAN INTL	843	I-1	321	0220		DOMINICAN REP
RYAN INTL	871	I-3	320	0245		MEXICO
RYAN INTL	5022		757	0245		MEXICO
RYAN INTL	3059	I-4	757	1355		CANCUN, MEXICO
RYAN INTL	820	I-2	320	1410		CANCUN, MEXICO
CHAMPION AIR	121	I-3	727	1420		CANCUN, MEXICO
CONDOR	8611	I-4	757	1500		JAMAICA
RYAN INTL	837	I-4	321	1505		CANCUN, MEXICO
CHAMPION AIR	638		727	1600		FT. LAUDERDALE, FLORIDA
BRITISH AIR	BA202	I-1	767	1605		LONDON- HEATHROW, ENGLAND
RYAN INTL	873	I-2	320	1630		PUERTON VALLARTA
USA 3000	711	I-4	320	1650		PUNTA CANA, DOMINICAN REP
RYAN INTL	3058	I-3	757		0500	CANCUN, MEXICO
RYAN INTL	819	I-3	320		0545	CANCUN, MEXICO
CHAMPION AIR	120	I-4	727		0550	CANCUN, MEXICO
RYAN INTL	836	I-2	321		0600	CANCUN, MEXICO
RYAN INTL	872	I-3	320		0630	PUERTO VALLARTA, MEXICO
USA 3000	710	I-1	320		0700	PUNTA CANA, DOMINICAN REP
CHAMPION AIR	120	I-4	727		0700	CANCUN, MEXICO
RYAN INTL	3060	I-3	757		1525	IXTAPA/MEXICO
RYAN INTL	823	I-2	320		1540	COZUMEL MEXICO

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT
INTERNATIONAL TERMINAL FLIGHT SCHEDULE**

Date: SUNDAY FEB 22,2004

<u>Air Carrier</u>	<u>FLT#</u>	<u>Gate</u>	<u>Aircraft</u>	<u>Arrival</u>	<u>Departure</u>	<u>City</u>
RYAN INTL	824	I-3	320	0005		COZUMEL, MEXICO
CHAMPION AIR	9126	I-3	727	0100		CANCUN MEXICO
RYAN INTL	3061	I-3		0200		IXTAPA / MEXICO
USA 3000	713	I-2	320	0220		COZUMEL, MEXICO
RYAN INTL	875	I-1	320	0225		CANCUN MEXICO
RYAN INTL	839	I-3	321	0310		PUERTO, VALLARTA
MIAMI AIR	621		737	1450		FT. LAUDERDALE, FLORIDA
RYAN INTL	877	I-3	320	1505		JAMAICA
USA 3000	803	I-2	320	1505		CANCUN MEXICO
BRITISH AIR	BA203	I-1	767	1605		LONDON-HEATHROW, ENGLAND
USA 3000	721	I-4	320	1635		ARUBA
RYAN INTL	878	I-3	320	1635		CANCUN MEXICO
RYAN INTL	3063	I-1	757	1900		PUERTO, VALLARTA
NOMADS		I-3	727	1900		BAHAMAS
RYAN INTL	841	I-4	321	2145		ARUBA
USA 3000	785	I-1	320	2330		ST PETERSBURG, FLORIDA
CHAMPION AIR	101	I-2	727	2350		LAS VEGAS
CHAMPION AIR	MG1100	I-4	727		0600	LAS VEGAS, NEVADA
USA 3000	720	I-3	320		0600	ARUBA
RYAN INTL	876	I-1	320		0600	JAMAICA
RYAN INTL	3062	I-2	757		0830	PUERTO, VALLARTA
RYAN INTL	800	I-1	320		0800	LAS VEGAS, NEVADA
RYAN INTL	840	I-1	321		1010	ARUBA

AIRCRAFT GATE UTILIZATION SCHEDULES – DTW (Sample)
EXHIBIT I
L.C. Smith Terminal
February, 2004

TW K

HWH

TW H

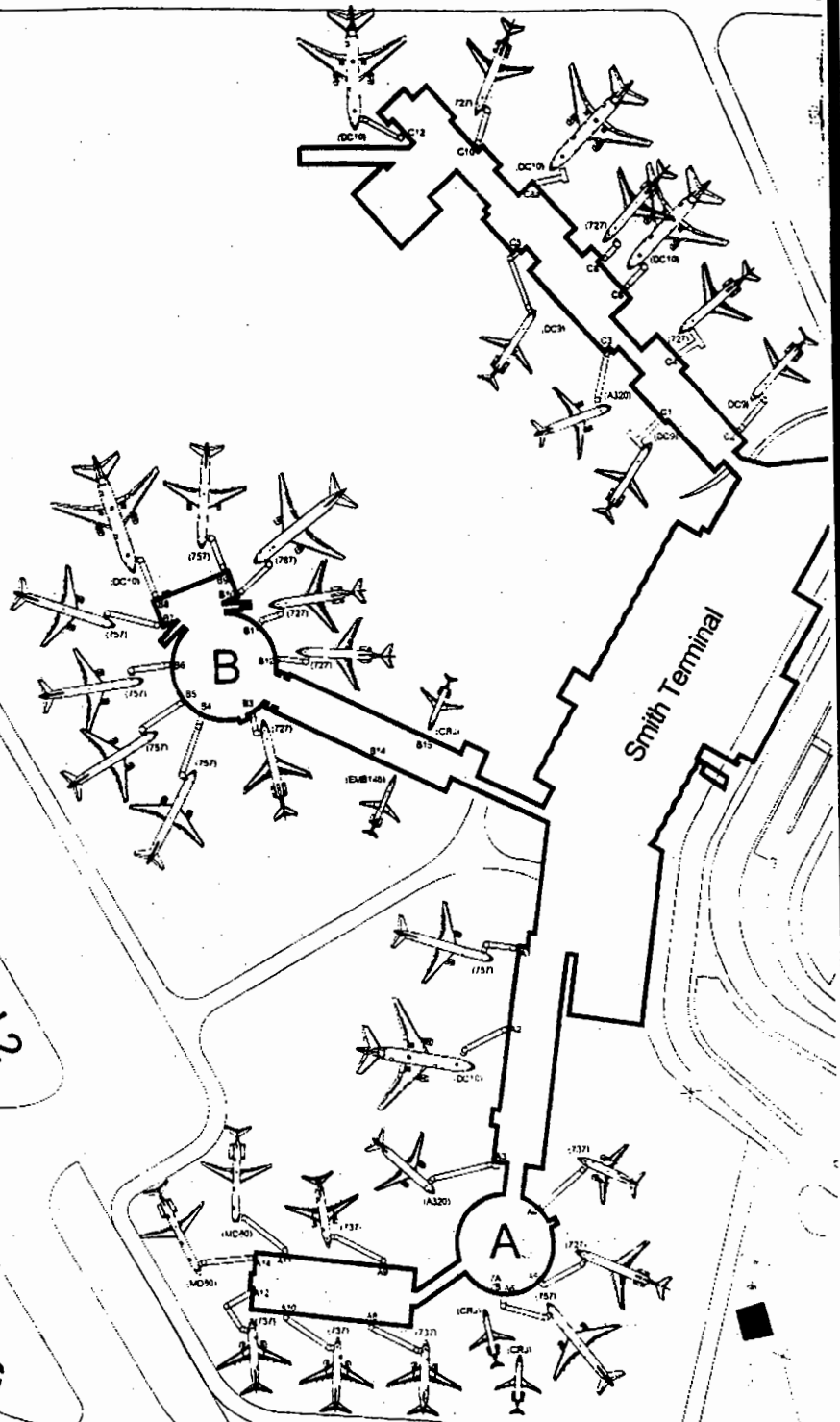
V-2

H-2

TW V

TW G

Smith Terminal



AIRCRAFT GATE UTILIZATION SCHEDULES - DTW (Sample)

EXHIBIT I

February 2004

America West

<u>Airline</u>	<u>Flight #</u>	<u>Arrival</u>	<u>Departure</u>	<u>Gate</u>
America West	238	0626	0800	B-6
America West	231	1550	1700	B-4
America West	232	1847	1932	B-4
America West	234	2132	1055	B-4
America West	239	0026	0740	B-5

AIRCRAFT GATE UTILIZATION SCHEDULES - DTW (Sample)

EXHIBIT I

February 2004

American Airlines

<u>Airline</u>	<u>Flight #</u>	<u>Arrival</u>	<u>Departure</u>	<u>Gate</u>
American	941		0620	B-7
American	439		0640	B-8
American	1503		0702	B-12
American	1031		0819	B-11
American	1843X7		0910	B-7
American	843-7		0910	B-7
American	1701	0946	1031	B-7
American	1351	1007	1049	B-11
American	1183	1100	1145	B-7
American	1623	1156	1250	B-11
American	469X67	1221	1303	B-12
American	1117	1345	1452	B-12
American	1573	1418	1503	B-11
American	1483	1549	1634	B-7
American	1223X67	1622	1705	B-12
American	713	1654	1812	B-11
American	1257X6	1821	1906	B-7
American	503X6	1833	1919	B-8
American		2031		B-8
American		2148		B-12
American		2219		B-7
American		2307		B-7
American		2341		B-11

AIRCRAFT GATE UTILIZATION SCHEDULES -DTW (Sample)

EXHIBIT I

February 2004

Comair

<u>Airline</u>	<u>Flight #</u>	<u>Arrival</u>	<u>Departure</u>	<u>Gate</u>
Comair	5198	RON	0630	A-7
Comair	5199	0800	0830	A-7
Comair	5200	1000	1030	A-7
Comair	5201	1230	1300	A-7
Comair	5202	1330	1400	A-7
Comair	5203	1430	1500	A-7
Comair	5205	1530	1600	A-7
Comair	5206	1630	1700	A-7
Comair	5207	1730	1800	A-7
Comair	5208	1830	1900	A-7
Comair	5209	1930	2000	A-7
Comair	5211	2030	2100	A-7
Comair	5213	2230	RON	A-7

AIRCRAFT GATE UTILIZATION SCHEDULES - DTW (Sample)

EXHIBIT I

February 2004

Delta

<u>Airline</u>	<u>Flight #</u>	<u>Arrival</u>	<u>Departure</u>	<u>Gate</u>
Delta	1604	1015		B-9
Delta	656	1119		B-9
Delta	1048	1243		B-9
Delta	1264	411		B-9
Delta	4560	540		B-9
Delta	1855	711		B-9
Delta	488	1001		B-9
Delta	1140	1004		B-10
Delta	4558	130		B-10
Delta	276	543		B-10
Delta	260	835		B-10
Delta	1866	1013		B-10
Delta	307		540	B-9
Delta	1577		812	B-9
Delta	1615		110	B-9
Delta	4558		225	B-9
Delta	2091		350	B-9
Delta	1283		535	B-9
Delta	455		645	B-10
Delta	459		705	B-10
Delta	621		827	B-10
Delta	1031		1135	B-10
Delta	1803		520	B-10
Delta	461		655	B-10

AIRCRAFT GATE UTILIZATION SCHEDULES - DTW (Sample)

EXHIBIT I

February 2004

United Airlines

<u>Airline</u>	<u>Flight #</u>	<u>Arrival</u>	<u>Departure</u>	<u>Gate</u>
United	S337		0650	A-1
United	S365		0835	A-2
United	553		0901	A-3
United	1243		1038	A-1
United	523		1230	A-2
United	453		1346	A-2
United	507		1536	A-1
United	1245		1707	A-2
United	1097		1753	A-2
United	461		1810	A-1
United	835		1940	A-1
United	834	0851		A-1
United	442	1133		A-2
United	1284	1250		A-2
United	594	1435		A-1
United	474	1546		A-2
United	564	1708		A-2
United	260	1700		A-1
United	1056	1821		A-1
United	948	2033		A-2
United	332	2308		A-1
United	378	2321		A-3

AIRCRAFT GATE UTILIZATION SCHEDULE - DTW (Sample)

EXHIBIT I

February 2004

US Air

FLT	ARR	FROM	EQ	GT	FQ	FLT	DEPT	DEST
			RJS	A6	D	5303	600	PIT/STL
			CRF	A5	D	2786	640	PHL
			733	A4	D	1145	720	CLT/SAV
5290	856	PIT	RJS	A5	X7	5294	930	PIT/STL
4948	948	ROC/PHL	RJU	A5	X6	4939	1024	PHL/LGA
2612	1014	CLT	EJZ	A6	D	2809	1046	CLT
5293	1034	STL/PIT	RJS	A5	D	5271	1105	PIT/MHT
2668	1210	PHL	CRF	A5	D	2667	1300	PHL
2869	1327	PIT	EJZ	A6	D	2691	1405	PIT/YUL
2816	1454	CLT	CRF	A5	D	2619	1524	PHL
2610	1516	PHL	CRF	A6	D	2606	1546	CLT
2680	1702	YUL/PIT	EJZ	A5	D	2675	1732	PHL
2648	1749	PHL	EJZ	A4	X6	2944	1820	PIT/MEM
1029	1842	CLT	733	A4	X6	346	1920	CLT
2640	1855	PIT	EJZ	A5	X6	2651	1925	PHL
4946	1940	PHL	RJU	A5	X6	4938	2015	PIT/YYZ
5285	2135	YOW/PIT	RJS	A5	D			
982	2205	CLT	733	A4	D			
2762	2358	PHL	CRF	A6	D			

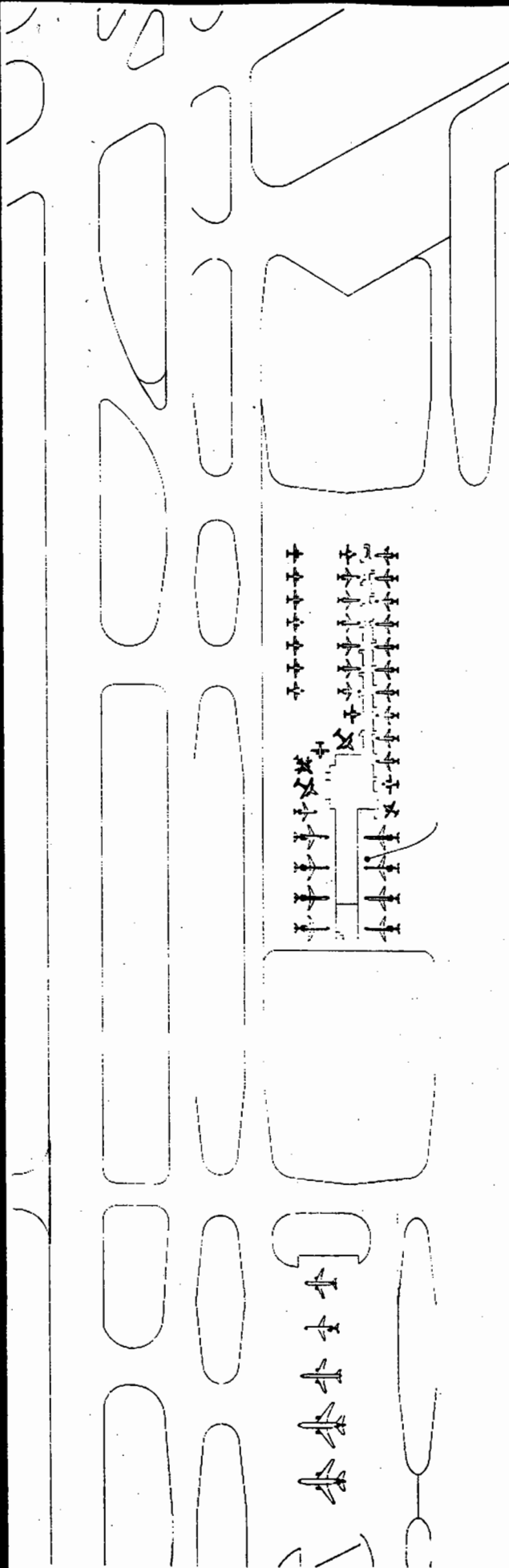
AIRCRAFT GATE UTILIZATION SCHEDULES – DTW (Sample)
EXHIBIT I
McNamara Terminal
February, 2004

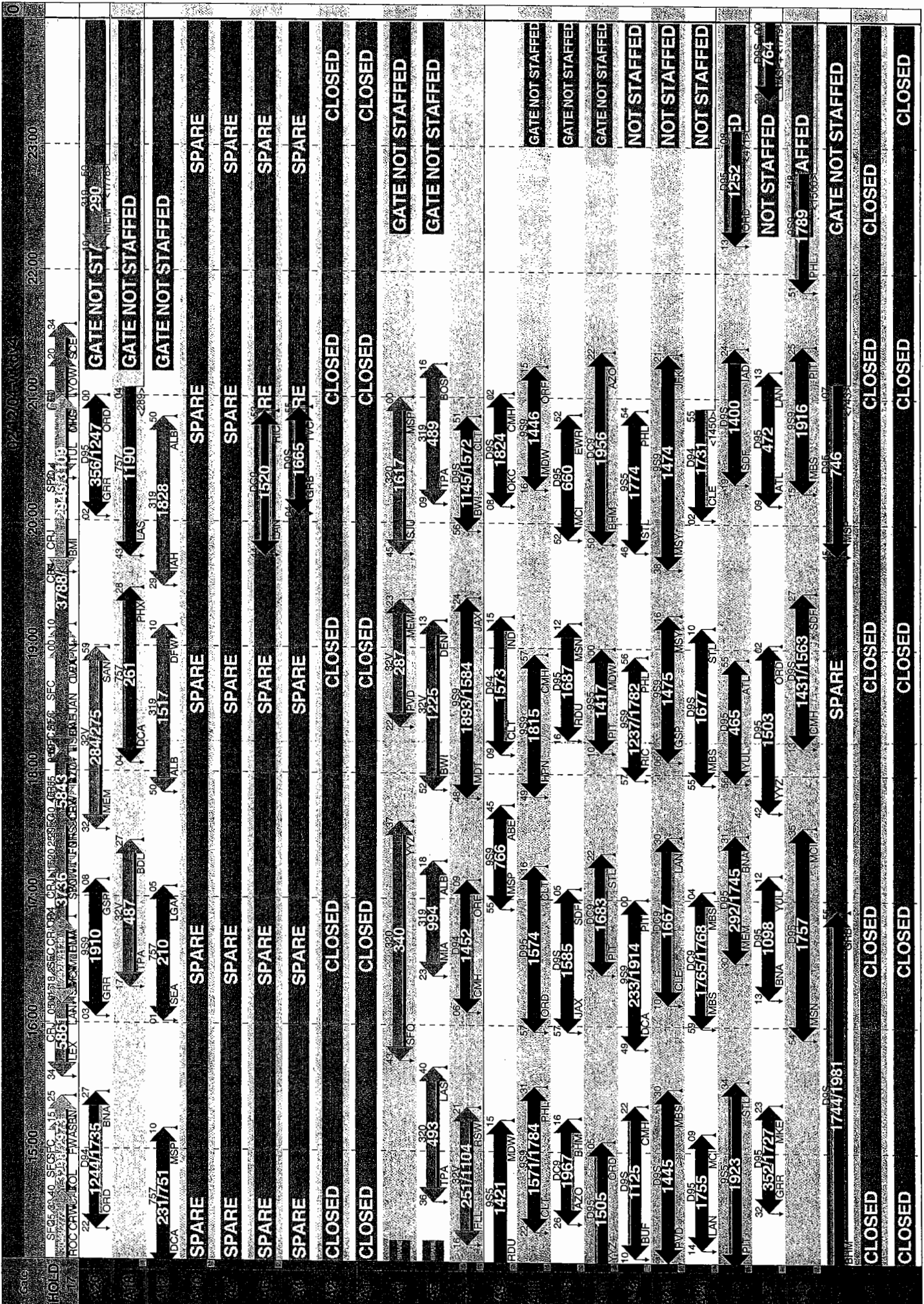


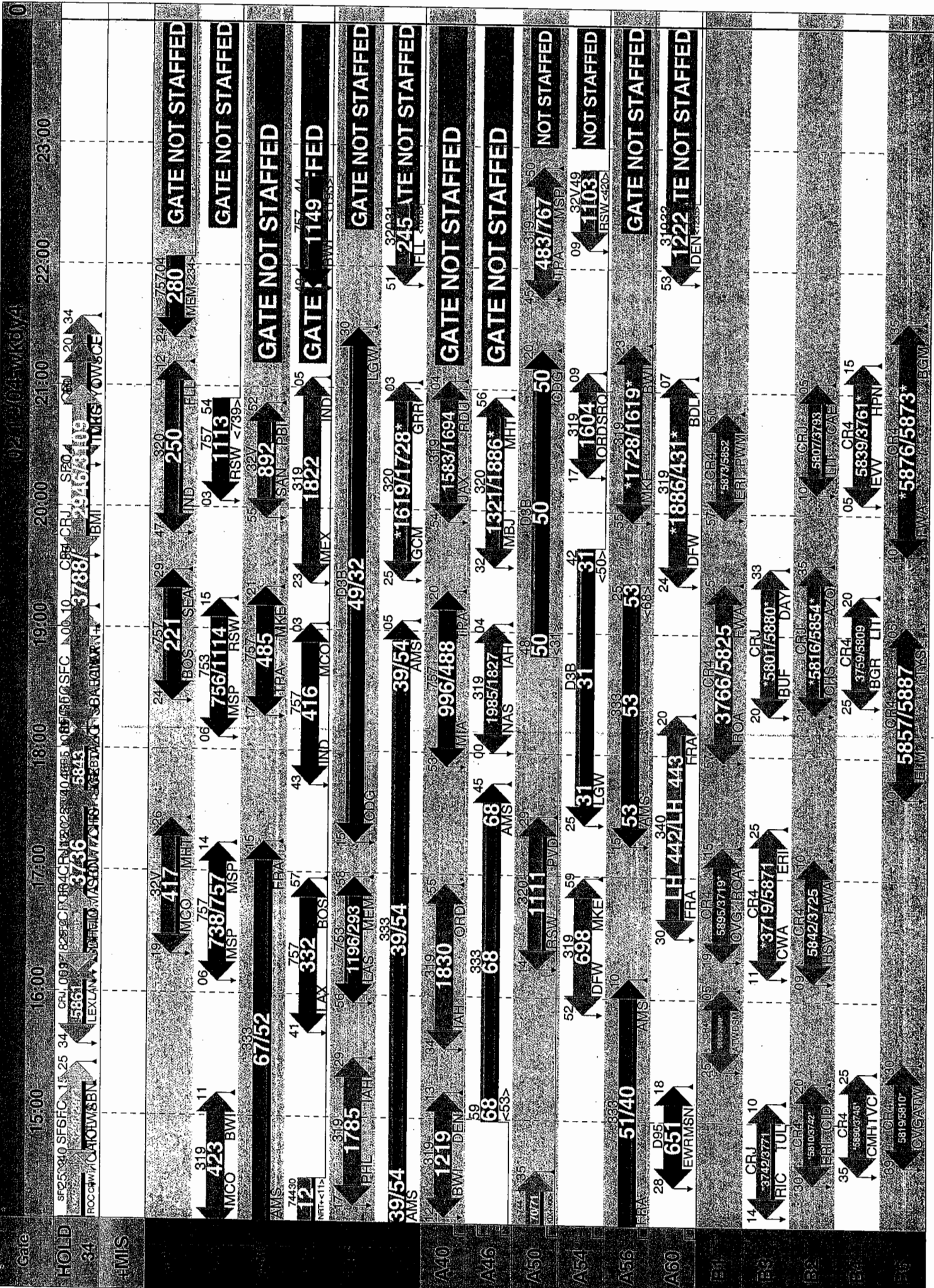
Handwritten text in a vertical column, consisting of approximately 25 characters. The characters are highly stylized and resemble a form of shorthand or a specific dialect of Chinese characters. The text is arranged in a single vertical line with some spacing between characters.

A block of handwritten text located in the middle-left section of the page. It consists of several lines of characters, some of which are grouped together with vertical lines, possibly indicating a list or a structured set of notes.

A small block of handwritten text at the bottom left of the page, consisting of about five characters arranged in a single line.

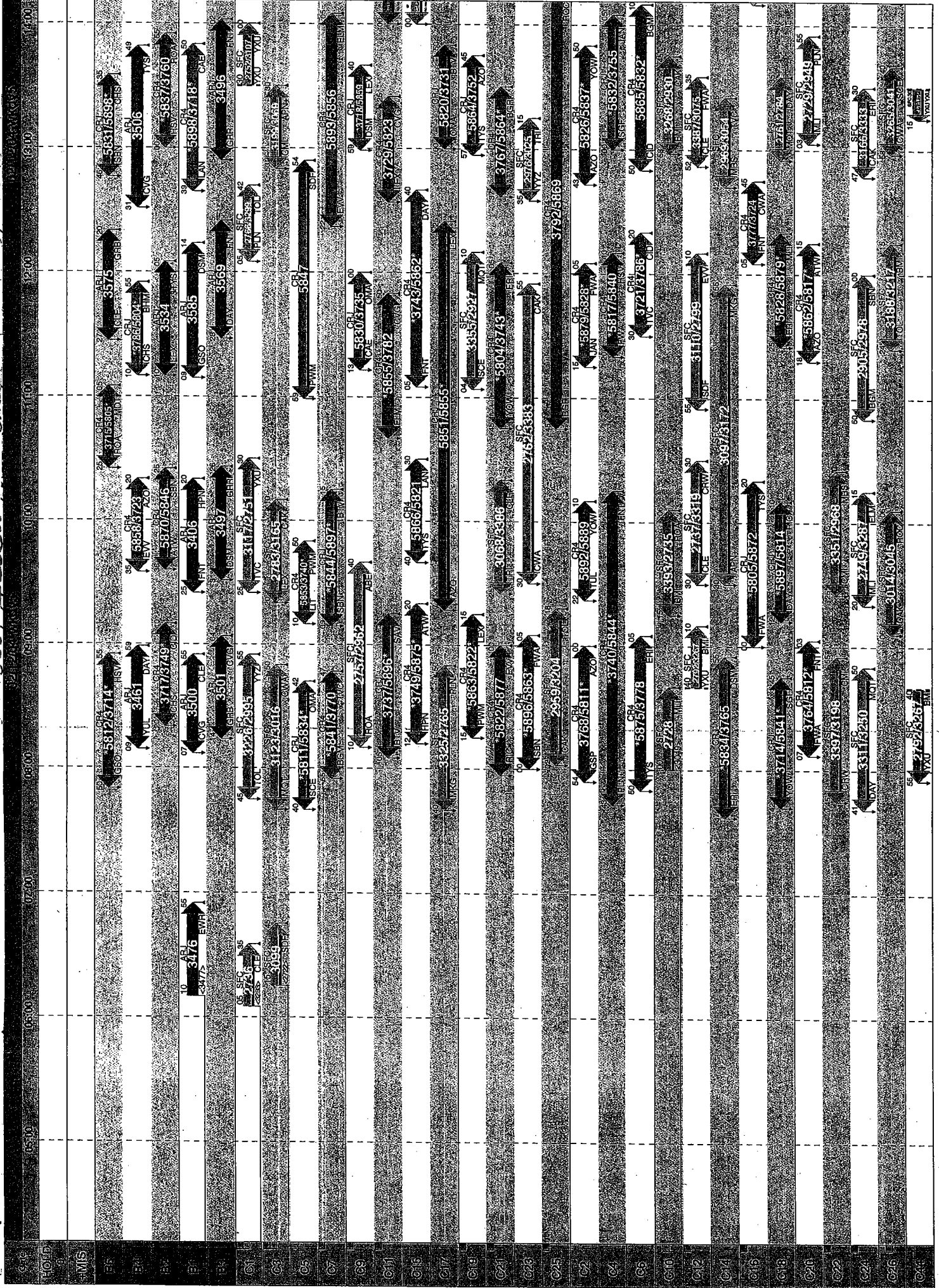


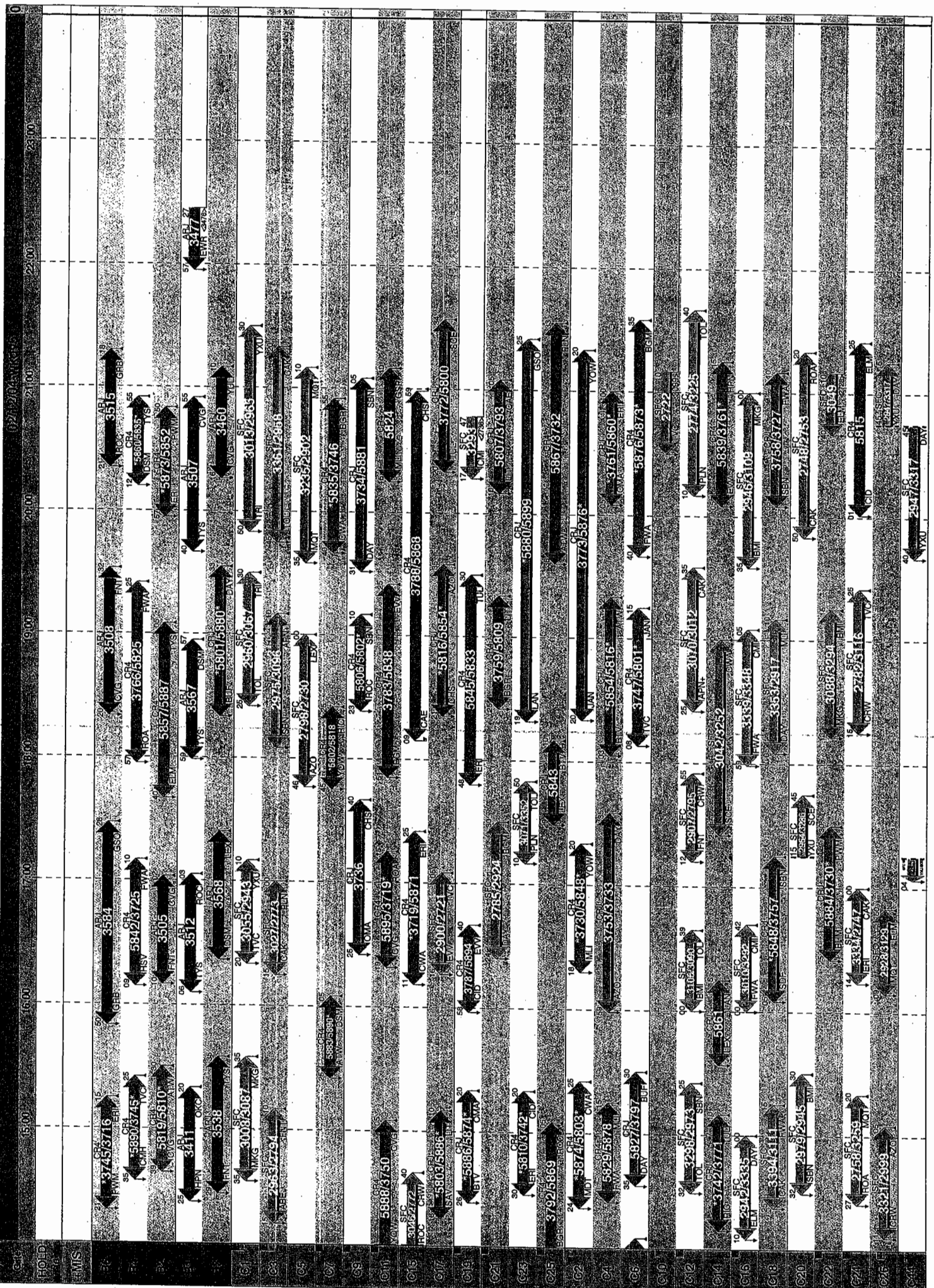


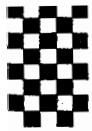


Gate	Flight	Origin	Destination	Time	Status
A64	1833/697	MHT	DFW	15:00	
A66	750/490	MSP	MDW	15:00	
A68	1407/285	MEM	MEM	15:00	
A70	1582	JAX	JAX	15:00	
A72	337	ATL	LAX	15:00	
A74	1404	IND	IND	15:00	
A76	263	BOS	PHX	15:00	GATE NOT STAFFED
A78	1241	ORF	ORF	15:00	GATE NOT STAFFED
A77	1453/370	BOS	BOS	15:00	GATE NOT STAFFED
A75	263	BOS	PHX	15:00	GATE NOT STAFFED
A73	1241	ORF	ORF	15:00	GATE NOT STAFFED
A71	1453/370	BOS	BOS	15:00	GATE NOT STAFFED
A69	1453/370	BOS	BOS	15:00	GATE NOT STAFFED
A67	3411	PHN	PHN	15:00	GATE NOT STAFFED
A65	745	SYR	SYR	15:00	GATE NOT STAFFED
A63	3538	PHN	PHN	15:00	GATE NOT STAFFED
A61	745	SYR	SYR	15:00	GATE NOT STAFFED
A59	1515	ALB	IND	15:00	GATE NOT STAFFED
A57	469	MBS	ATL	15:00	GATE NOT STAFFED
A55	232	TOE	DCA	15:00	GATE NOT STAFFED
A53	765	IND	MEM	15:00	GATE NOT STAFFED
A51	530	GSO	ILG	15:00	GATE NOT STAFFED
A49	1668/1486	GRR	GRR	15:00	GATE NOT STAFFED
A47	1558	MSK	SYR	15:00	GATE NOT STAFFED
A45	1668/1486	GRR	GRR	15:00	GATE NOT STAFFED
A43	1668/1486	GRR	GRR	15:00	GATE NOT STAFFED
A41	1668/1486	GRR	GRR	15:00	GATE NOT STAFFED

12 FEBRUARY 2004 DTW FINAL GATEPLOT







134 941 5164
Lufthansa

09 FEB 04

Below you will find a planned flight schedule for Lufthansa German Airlines at DTW

Our daily scheduled gate is A60, however on occasion we use our alternate gate A56.

09 Feb 2004 – 27 Mar 2004

Aircraft type

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

A340-300

*** 07 Mar 2004**

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

B747-400

*** 08 Mar 2004**

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

B747-400

*** 11 Mar 2004**

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

B747-400

*** 12 Mar 2004**

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

B747-400

28 Mar 2004 –03 Apr 2004

Arr: LH442 from Frankfurt 15:15 lt

Dep: LH443 to Frankfurt 17:05 lt

A340-300

04 Apr 2004-25 Oct 2004

Arr: LH442 from Frankfurt 16:15 lt

Dep: LH443 to Frankfurt 18:05 lt

A340-300

26 Oct 2004 – 27 Mar 2005

Arr: LH442 from Frankfurt 16:30 lt

Dep: LH443 to Frankfurt 18:20 lt

A340-300

NEW ROUTES FOR DETROIT - DTW
July 2002 vs April 2004
Legacy and Low Fare Carriers
EXHIBIT # II

<u>Airline</u>	<u>DTW to:</u>	<u>Daily Departures</u>		<u>Daily Seats</u>	
		<u>July-02</u>	<u>April-04</u>	<u>July-02</u>	<u>April-04</u>
New Mainline Routes -- Legacy Carriers					
Northwest Airlines	Cozumel	0	1	0	148
Northwest Airlines	Grand Cayman	0	7	0	1,036
Northwest Airlines	Oklahoma City, OK	0	14	0	1,148
Northwest Airlines	Puerto Vallarta	0	1	0	148
Delta Airlines	Salt Lake City, UT	0	14	0	1,904
Northwest Airlines	Salt Lake City, UT	0	7	0	868
Northwest Airlines	Sarasota, FL	0	14	0	1,736
Sub-Total: Mainline Legacy Carriers		0	58	0	6,988
New Regional Routes -- Legacy Carriers					
Northwest Airlines: Regional	Bangor, ME	0	15	0	750
Northwest Airlines: Regional	Birmingham, AL	0	7	0	350
Northwest Airlines: Regional	Columbia, SC	0	14	0	700
Northwest Airlines: Regional	Duluth, IA	0	14	0	700
Northwest Airlines: Regional	Greensboro, NC	0	6	0	300
Northwest Airlines: Regional	Huntsville, AL	0	14	0	700
Northwest Airlines: Regional	Jackson, MS	0	14	0	700
Northwest Airlines: Regional	Portland, ME	0	21	0	1,050
Northwest Airlines: Regional	Tri-Cities, TN	0	14	0	476
Northwest Airlines: Regional	Tulsa, OK	0	14	0	700
Sub-Total: Regional Legacy Carriers		0	133	0	6,426
New Routes -- Low Cost Carriers					
USA 3000 Airlines	Fort Lauderdale, FL	0	2	0	300
Spirit Airlines	West Palm Beach, FL	0	7	0	1,050
Southwest	Phoenix, AZ	0	14	0	1,918
Sub-Total: Low-Cost Carriers		0	23	0	3,268

EXHIBIT III

Signatory Policy Status Effective October 1, 2002

A certificated airline that leases (or subleases from a signatory airline if no gates are available for direct lease from the Authority) at least one gate at the Airport plus at least 1,000 square feet of ancillary space related to the operation of the airline at the Airport (if available), has maintained a minimum daily flight schedule of four flights per day for a continuous period of six months and continues to maintain such schedule, and is not in default in the payment of any obligations (including PFC payments) to the Authority will be entitled to sign the standard Airport Use and Lease Agreement and become a signatory carrier. Signatory airlines, as of October 1, 2002, retain their signatory status as long as they continuously operate at the Airport.

All airlines operating at the Airport in which a signatory airline owns more than a 50% voting interest shall be charged the signatory landing rate but shall not be entitled to be signatory carrier status unless such airline meets the above criteria. A signatory airline shall be responsible for the payment of PFCs and landing fees owed by another airline in which such signatory airline owns more than a 50% voting interest and which is charged the signatory landing fee rate but is not otherwise entitled to signatory status under the above criteria or, even if such other airline is so entitled, has chosen not to sign the standard airline agreement and become a signatory carrier.