



DETROIT METRO ▪ WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY



Technical Advisory Committee

Detroit Metropolitan Wayne County Airport Master Plan Update

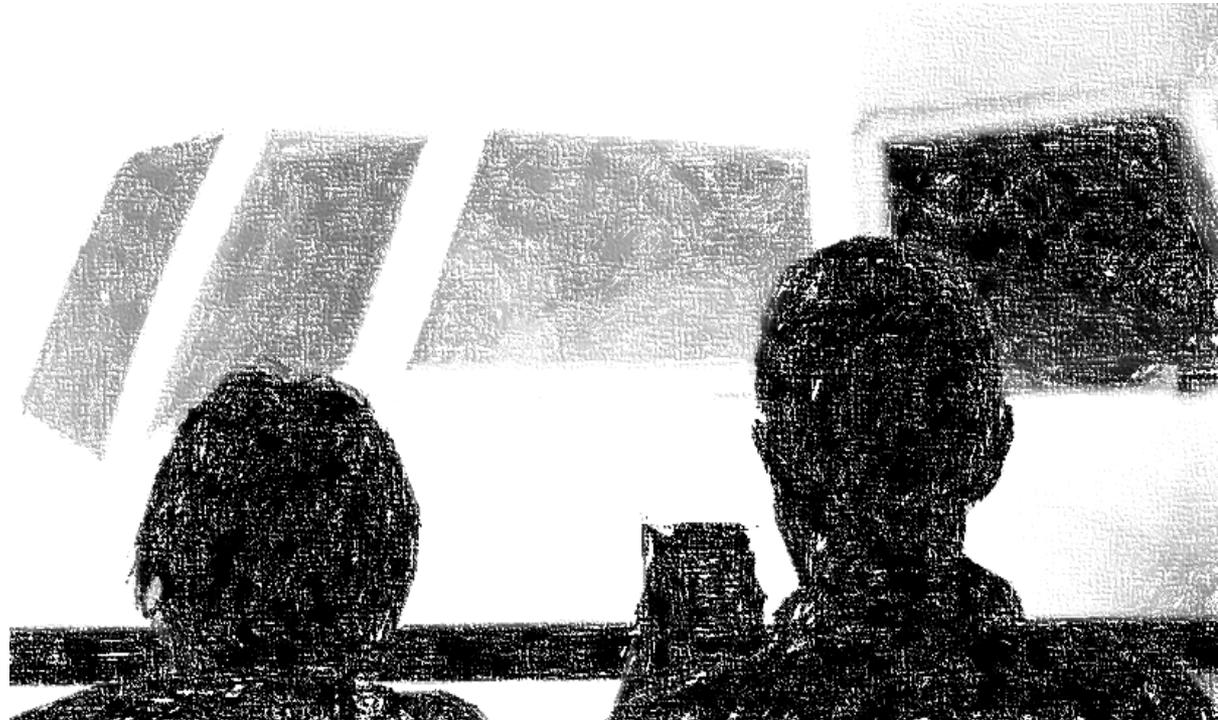
Meeting #1: Project Kick-off

April 6, 2016

Leigh | Fisher

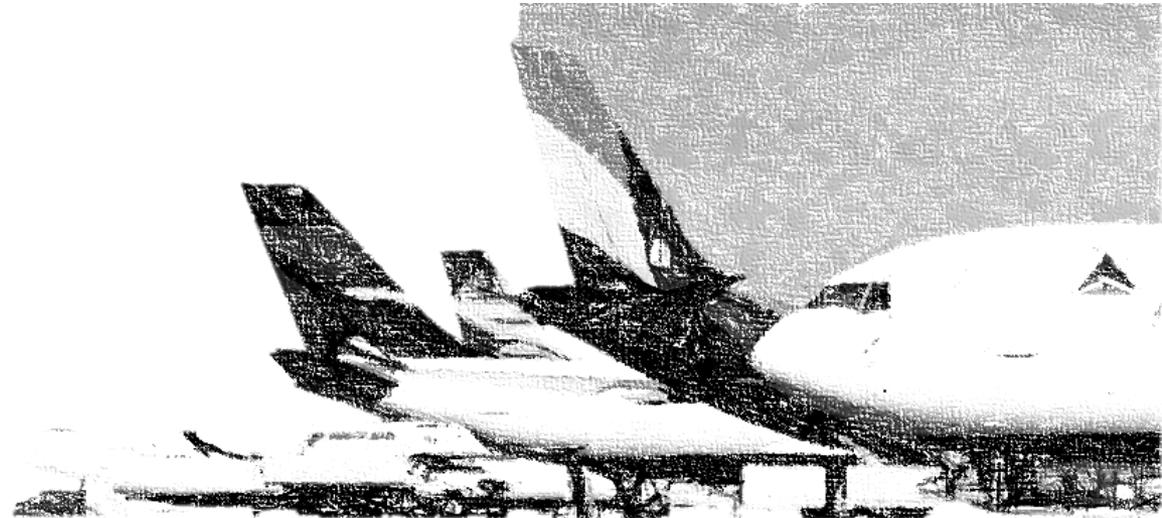
Today's agenda and discussion topics

- 1. Introductions**
- 2. What is an Airport Master Plan?**
- 3. Key findings to date**
- 4. Discussion with our stakeholders**
- 5. Next steps**
- 6. Closing remarks**



Introductions

- **Your name**
- **Which organization you represent**
- **What does your organization do ?**
- **Tell us how the Airport is important to your organization**



What is an Airport Master Plan?

System Plan Objectives and Scope

A System Plan is being prepared in parallel with master plans for Detroit Metro and Willow Run airports

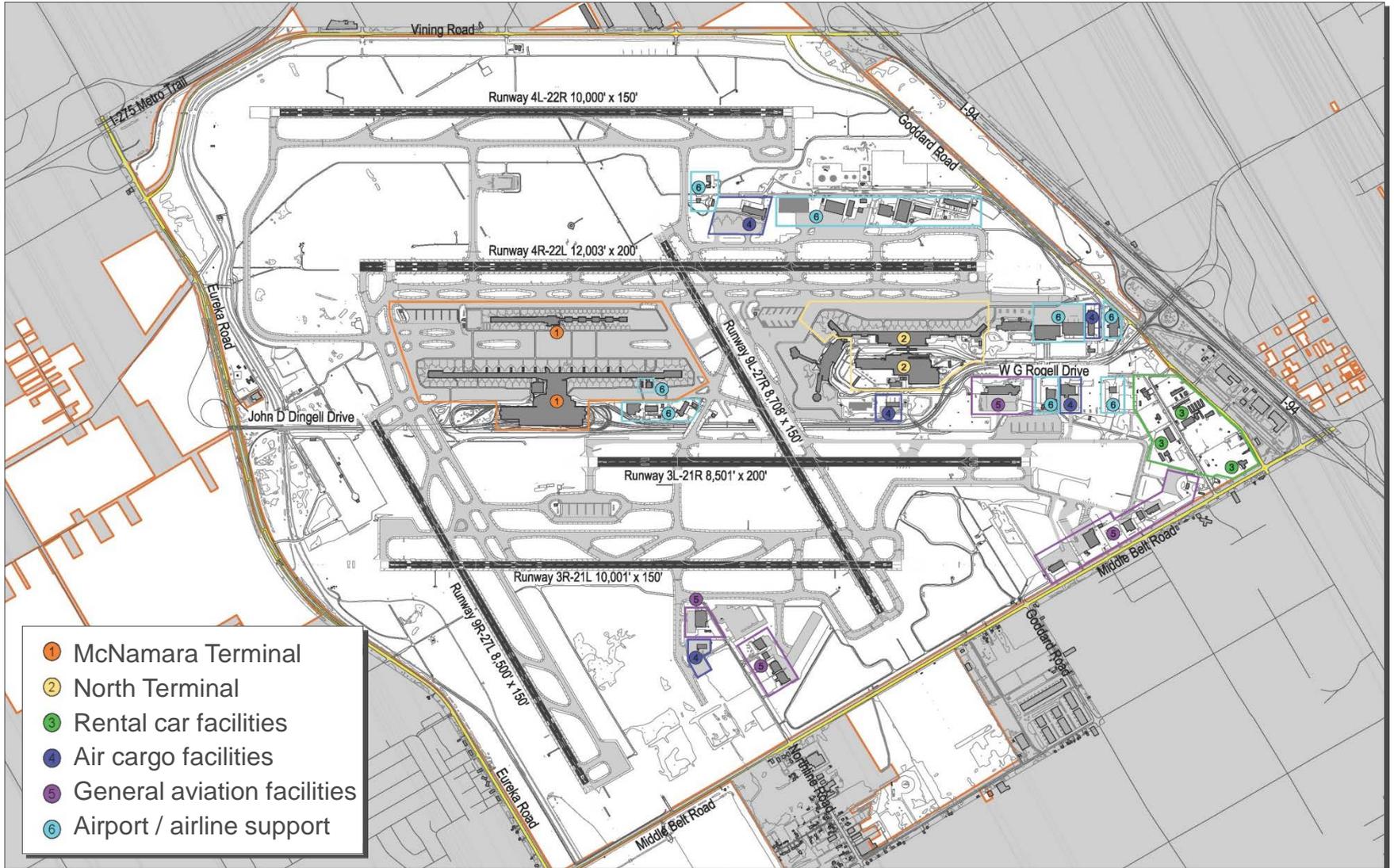
- 1. Identify the roles for each airport**
- 2. Clarify the interrelationship between facilities and users at both airports**
- 3. Optimize near- and long-term capital improvements**



Proposed Airport Roles

	Willow Run	Detroit Metro
Role	Reliever Airport	Primary Commercial Service Airport
Users	 On-demand air cargo that supports the region's automotive industry  General aviation flight training  Corporate and recreational general aviation  MRO service providers that service general aviation	 Commercial airlines that accommodate regional demand and hub operations  Integrated logistics carriers  High-end corporate general aviation  MRO service providers that service air carrier aircraft and existing users

Detroit Metropolitan Wayne County Airport



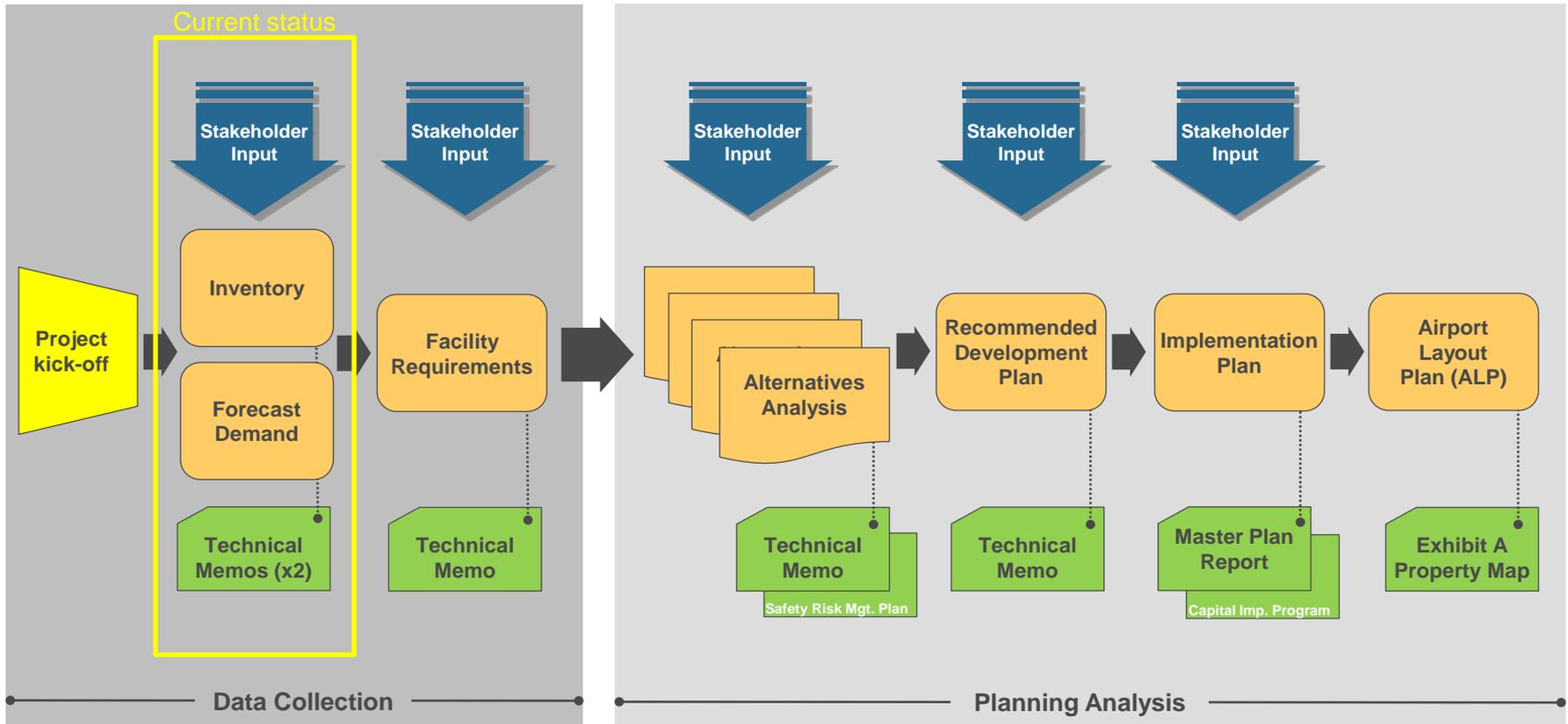
Airport Master Plan

A study to identify long range improvement plans for an Airport



The Master Planning Process

The master planning process includes a series of technical analyses and summary documents, as well as opportunities for stakeholder and community input



Numerous Factors Influence the Master Plan



Why Prepare an Airport Master Plan

There are strategic and technical reasons . . .

- **FAA requirement to regularly update – tied to the Authority’s ability to receive federal funding for Airport development**
- **An organized way to determine:**
 - What facilities will be needed in the future
 - What are the development options
 - How will facilities be implemented (timeline, funding sources, etc.)
- **Airport Layout Plan – the FAA’s official document of the Airport Authority’s plans**
- **Master Plan Document – provides the technical backup to projects depicted on the ALP**

Prior Airport Development

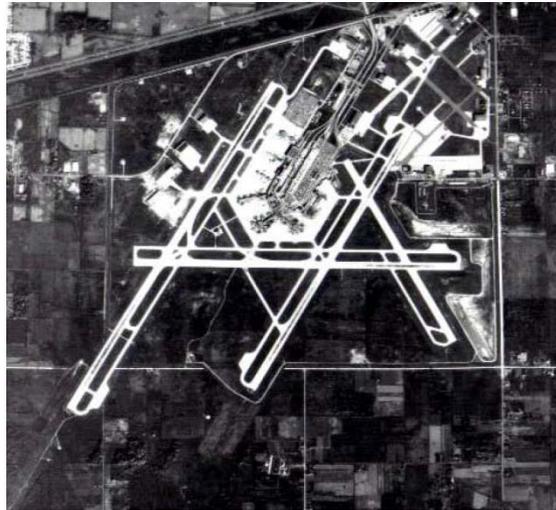
Significant changes have occurred at the Airport over the past 50 years

1950's - 1960's



Runway 4R-22L
New control tower
L.C. Smith Terminal
Davey Terminal
Airlines move from
Willow Run

1970's



L.C. Smith Terminal
expansion
New Berry Int'l Terminal
Republic Airlines hub
3rd parallel runway
(1976)

1980's



Republic merges with
Northwest Airlines
International traffic
Master Plan (1986)

Major Changes Since the 1990's



Northwest Airlines
expansion and
international service

Additional airfield capacity

South access roadway

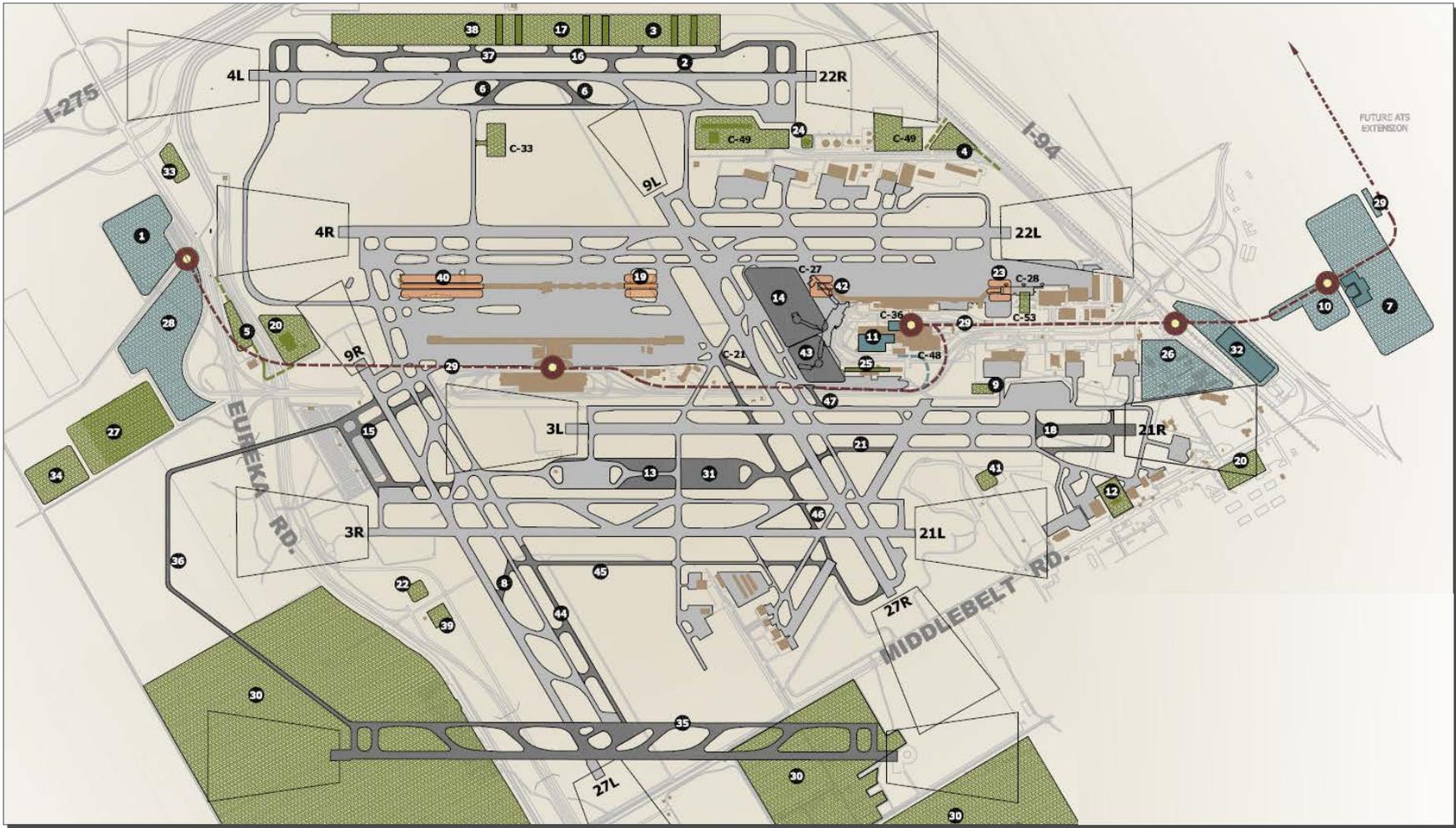
McNamara Terminal
(opened 2002)

North Terminal
(opened 2008)

Northwest Airlines acquired
by Delta Air Lines

2009 Ultimate Master Plan

Included aggressive growth projections and numerous large capital projects; many of which were not realized in the ensuing years



Master Plan Goals and Objectives

Aligned with the Authority's strategic focus – customers satisfaction, financial competitiveness & stability, operational excellence, people, and regional development & growth

- 1. Ensure safety and compliance with regulations**
- 2. Establish a long-term strategy while maintaining competitive costs**
- 3. Enhance the Airport's operation and facilities**
- 4. Address known deficiencies with regard to certain facilities**
- 5. Ensure high levels of service**
- 6. Position the Airport and region to capitalize on future opportunities**
- 7. Provide flexibility to adapt to changing circumstances**

And we are seeking your input . . .

Technical Advisory Committee

Airport's stakeholders with technical competency in airport operations or planning

Passenger Airlines

Delta Air Lines, Air France, Virgin Atlantic, Air Canada, Alaska Airlines, American Airlines, Jet Blue Airways, Lufthansa, Southwest Airlines, Spirit Airlines, United Airlines

Air Cargo Operators

FedEx, United Parcel Services

Regulators / Agencies

FAA Detroit Airports District Office, FAA Airport Traffic Control Tower, FAA TRACON, FAA Facilities, MDOT Aeronautics, TSA, U.S. Custom Border Protection

Other

Air Cargo General Aviation, SEMCOG

TAC – Subcommittees

Provide input and insight on technical issues, vet technical material with experts, and help build consensus on findings

Airfield

WCAA staff (planning, design, operations, and maintenance), FAA ADO; FAA Air Traffic Control; Delta Air Lines; other airline representative(s)

Review assumptions, findings and recommendations related to the airfield

Ground Transportation

WCAA staff (planning, design, operations, and maintenance); SEMCOG; rental car and parking operators

Review assumptions, findings, and recommendations related to GT facilities

McNamara Terminal

WCAA staff (planning, design, real estate, operations); McNamara tenants

Review assumptions, findings, and recommendations related to the McNamara terminal

North Terminal

WCAA staff (planning, design, real estate, operations); North Terminal tenants

Review assumptions, findings, and recommendations related to the North terminal

Environmental

WCAA staff (environmental, planning, operations, and maintenance); FAA; MDOT; and Delta Air Lines

Review findings and recommendations related to environmental issues

Committee Role and Expectations

- Provide input and guidance on technical analyses
- Review and comment on technical work products
- Provide ideas for consideration in the Master Plan
- Stay engaged in the planning process (i.e. attend all meetings or send a substitute in your place)
- Help build the Airport's future by sharing what you learn from Committee participation



Key findings to date

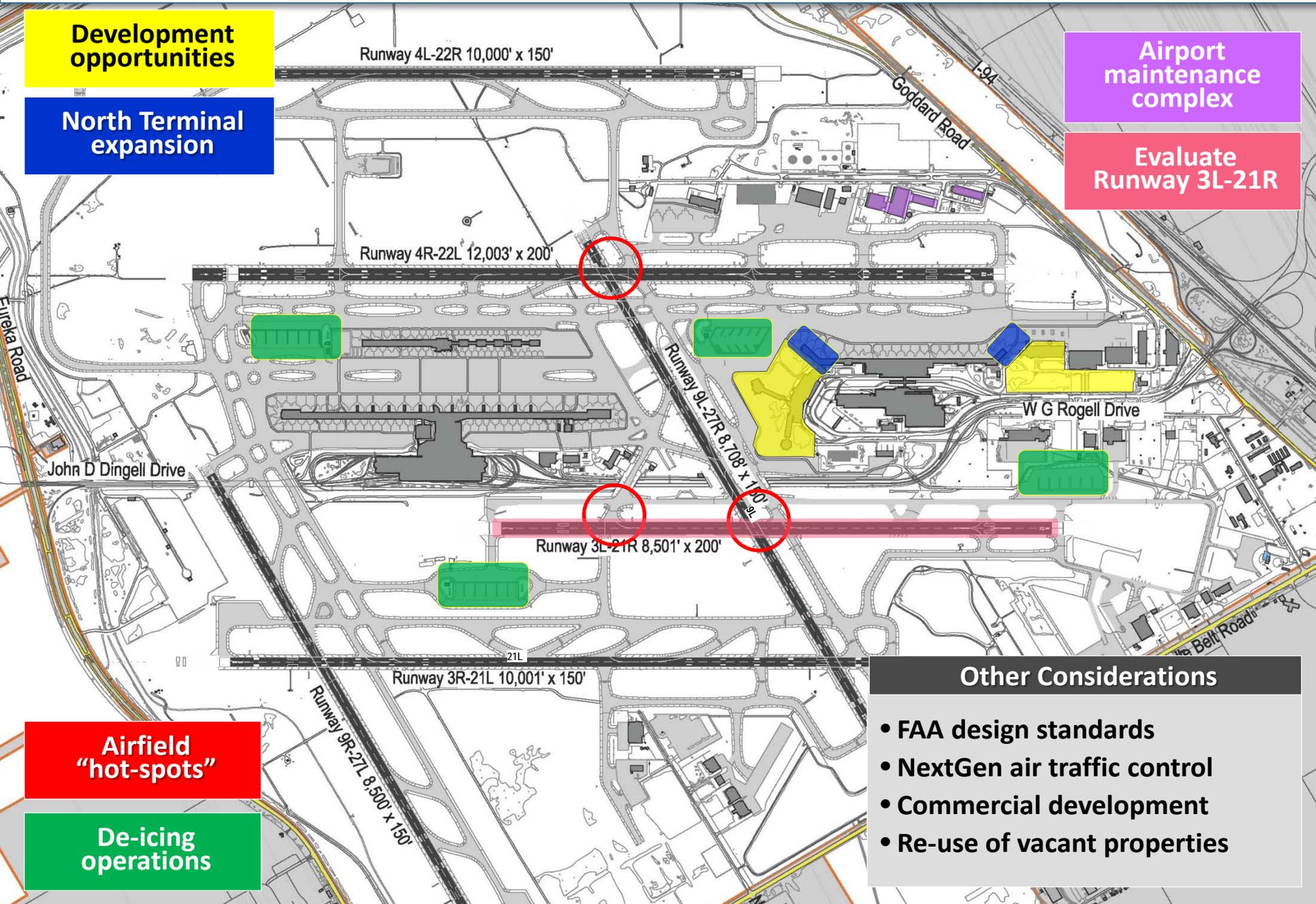
Assessment of Existing Conditions: Airfield and Airport Campus

Development opportunities

North Terminal expansion

Airport maintenance complex

Evaluate Runway 3L-21R



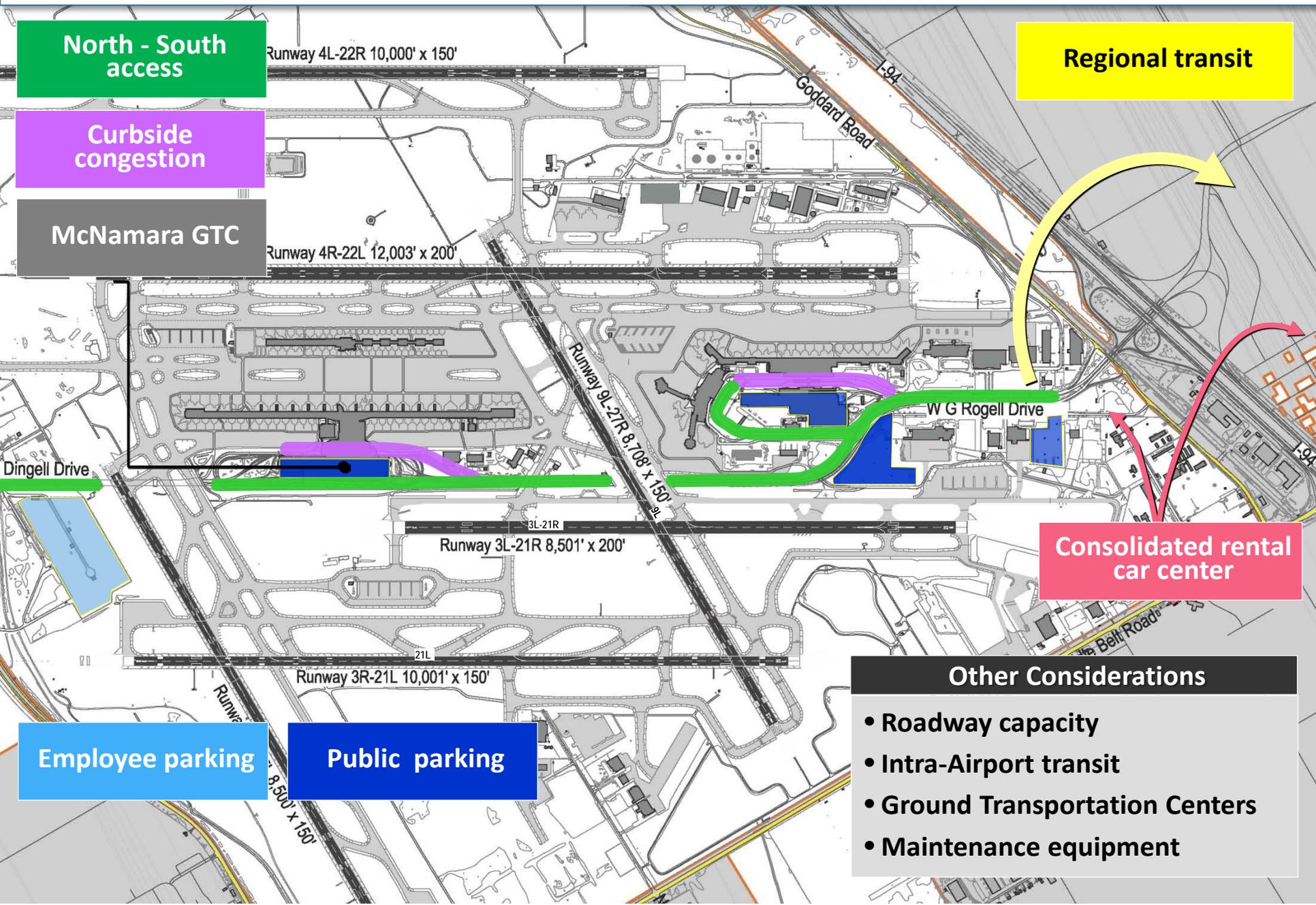
Airfield "hot-spots"

De-icing operations

Other Considerations

- FAA design standards
- NextGen air traffic control
- Commercial development
- Re-use of vacant properties

Assessment of Existing Conditions: Airport Access and Parking



North - South access

Curbside congestion

McNamara GTC

Regional transit

Dingell Drive

Employee parking

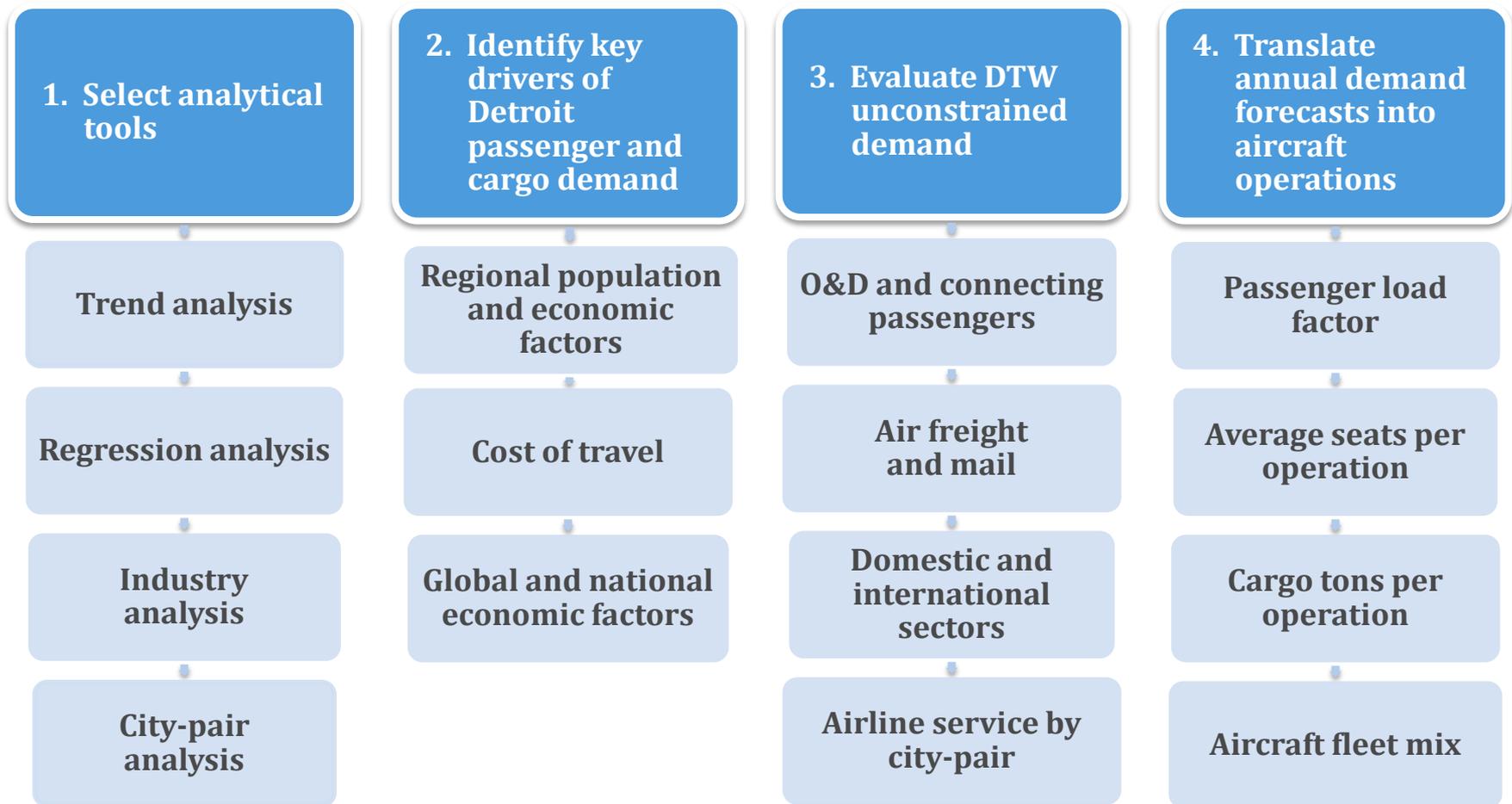
Public parking

Consolidated rental car center

- Other Considerations**
- Roadway capacity
 - Intra-Airport transit
 - Ground Transportation Centers
 - Maintenance equipment

Forecast Methodology and Approach

The forecast approach incorporated a multi-tiered methodology to evaluate passenger and air cargo traffic in the Detroit Region



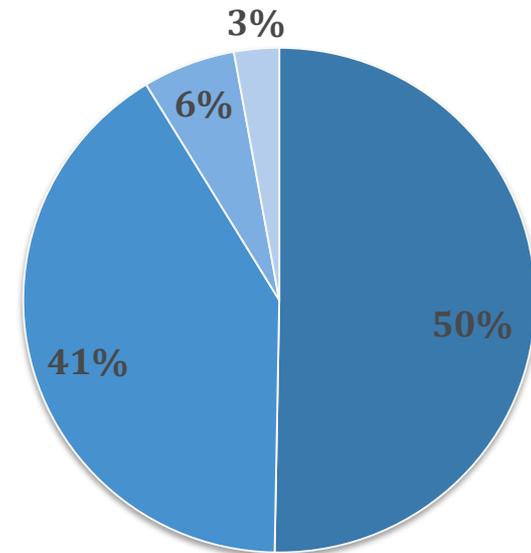
Key Findings – Passenger Forecasts

DTW's O&D passengers accounted for 53% of total traffic in 2015; connecting passengers accounted for the remaining 47%

Factors Influencing Passenger Traffic Growth

- **Domestic Origin-Destination (O&D)**
Economic conditions (per capita personal income and unemployment rates) the cost of travel (DTW domestic airfares)
- **Domestic Connecting (Airline Hub)**
The role of DTW as one of four primary connecting hubs in Delta's system
- **International O&D**
Economic conditions, the location of global companies, the cost of travel, and the level of international service at DTW
- **International Connecting (Gateway)**
The development of DTW as an international gateway by Delta and foreign-flag airlines

Key Passenger Traffic Components in 2015



- Domestic O&D
- Domestic connecting (airline hub)
- International connecting (gateway)
- International O&D

Key Findings – Air Cargo Forecasts

DTW is one of seven airports providing air cargo service in the Detroit Region and accounted for 64% of total air cargo in 2015

Factors Influencing Air Cargo Growth

▪ Domestic Air Freight

Economic conditions, the cost of fuel, and the availability of less expensive alternative shipping modes

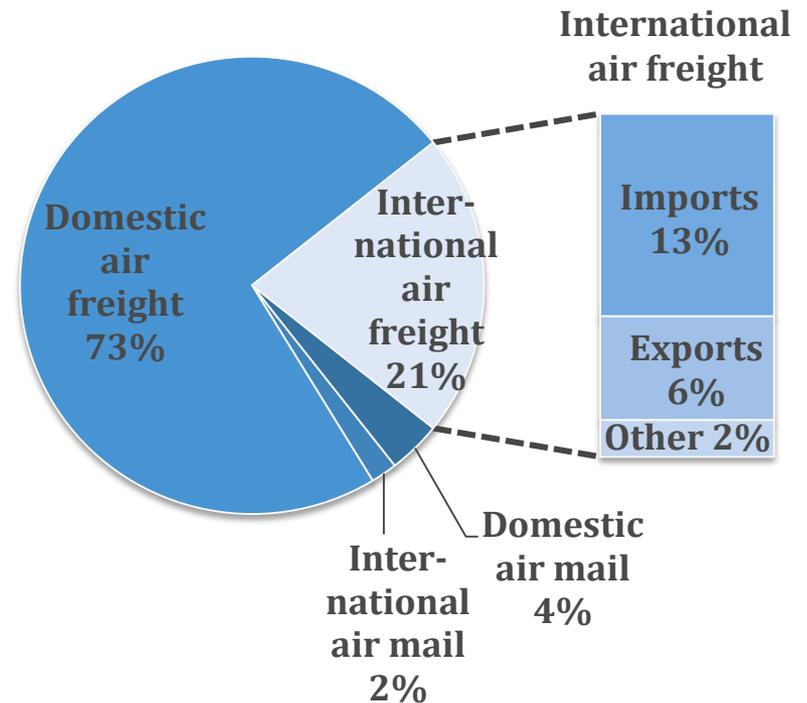
▪ International Air Freight

U.S. economic growth, as measured by U.S. GDP, the strength of the U.S. dollar, global demand for products from the Detroit Region, and the continued growth in international airline service

▪ Domestic and International Air Mail

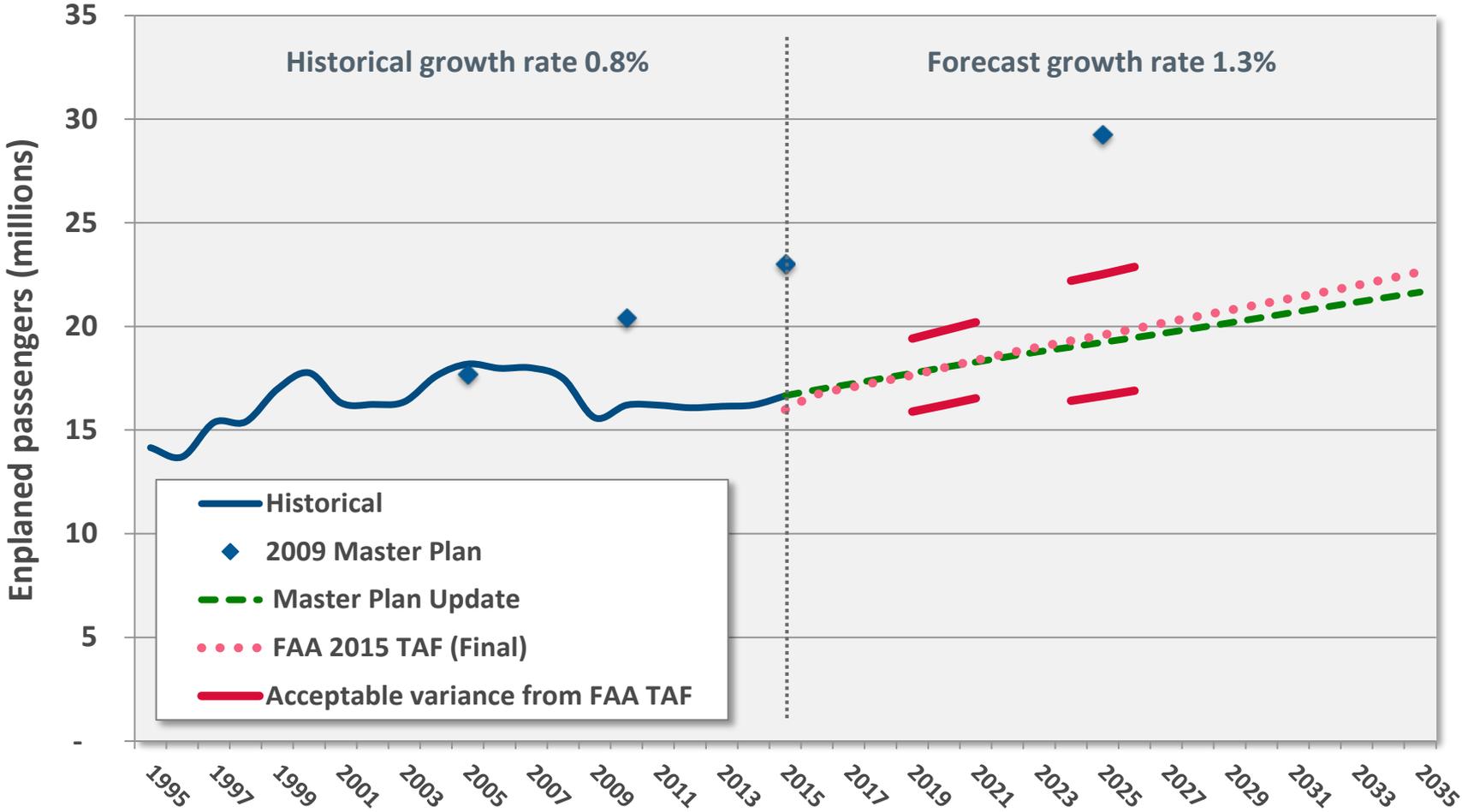
Advances in technology and the increased use of email have reduced air mail demand in recent years and are expected to limit future demand

Key Air Cargo Traffic Components in 2015



Forecast Passengers

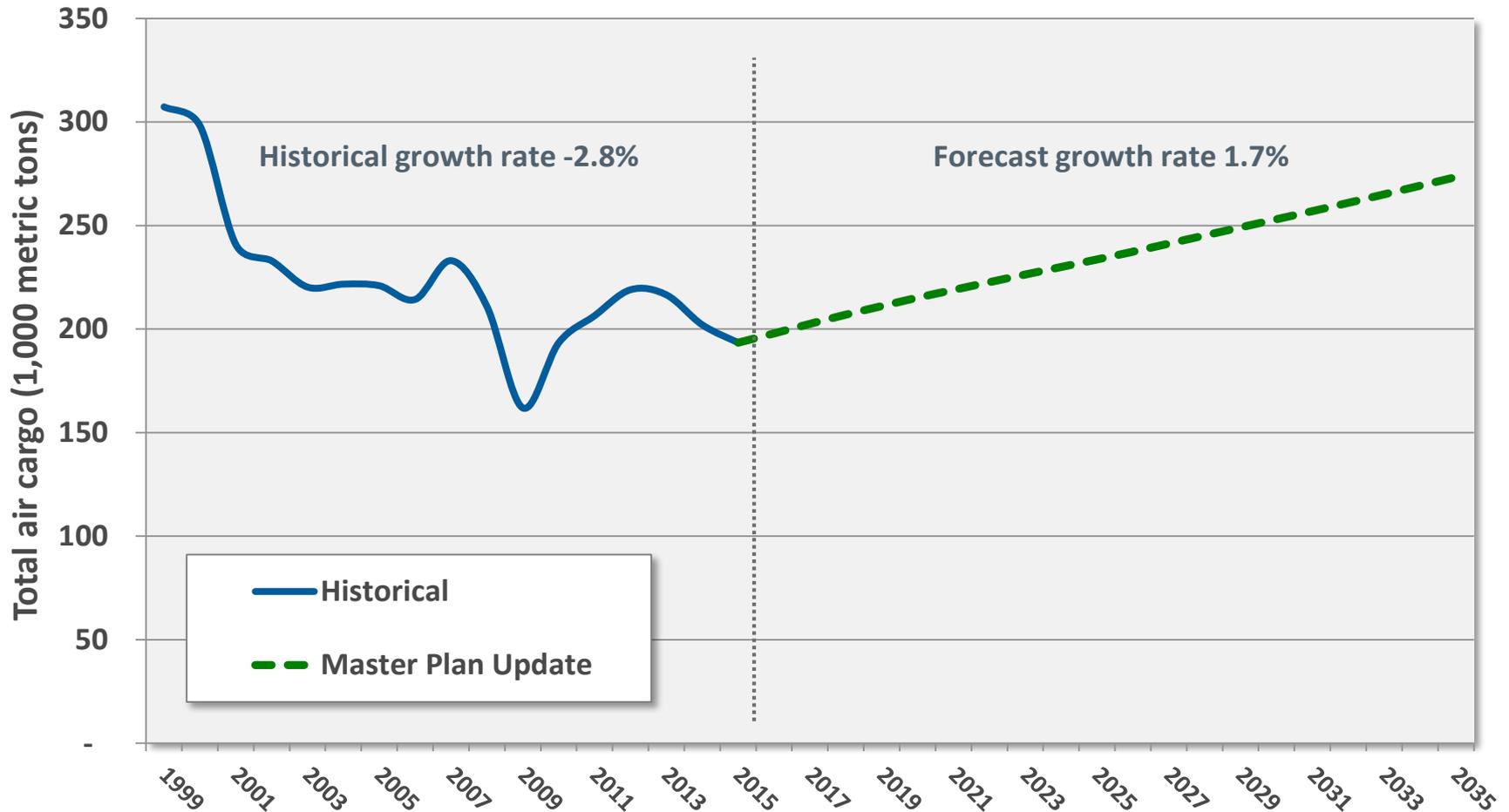
Total passengers are forecast to increase an average of 1.3% per year between 2015 and 2035



Forecasts are preliminary and subject to FAA approval.

Forecast Air Cargo

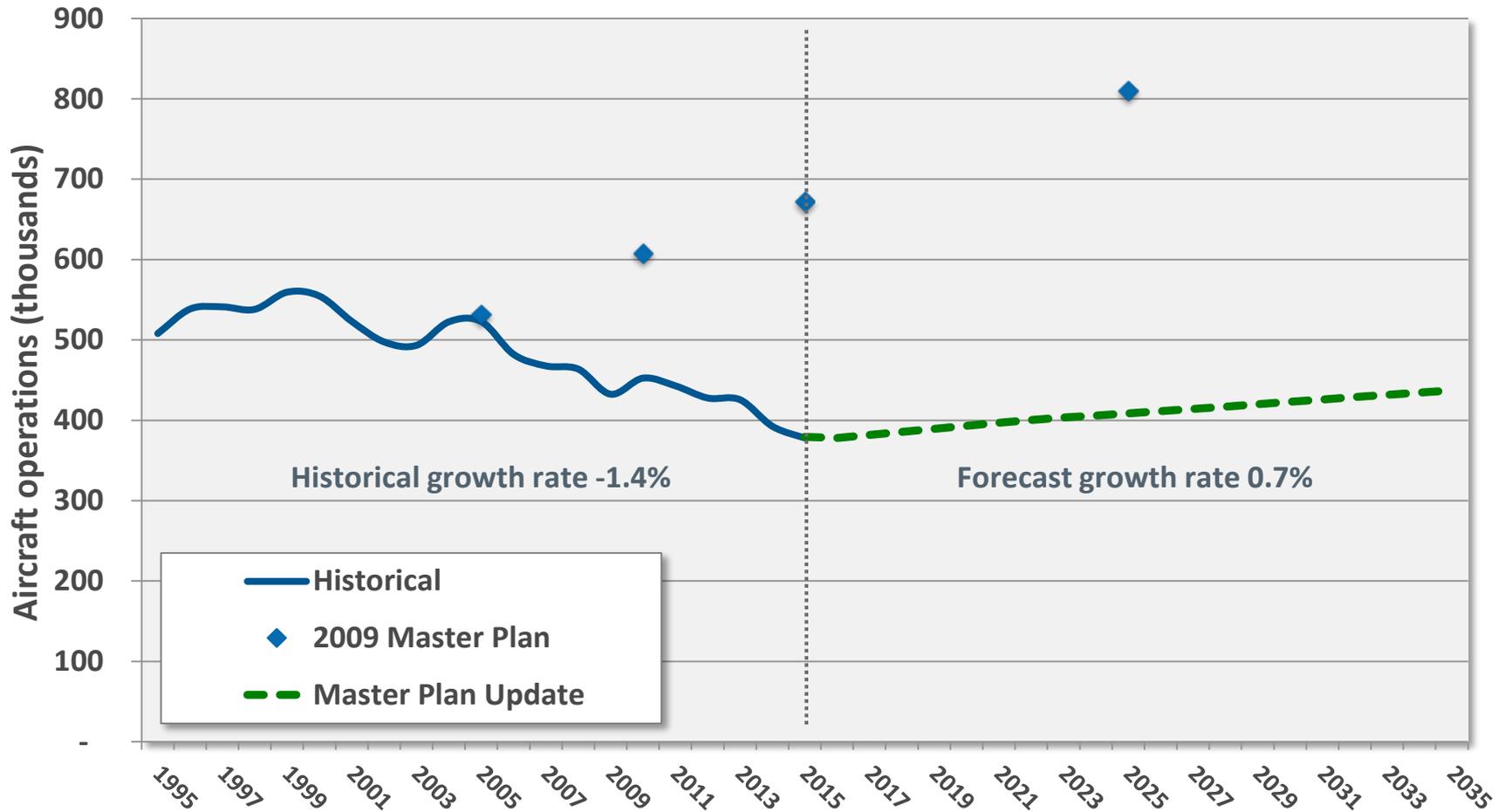
Air cargo is forecast to increase an average of 1.7% per year between 2015 and 2035



Forecasts are preliminary and subject to FAA approval.

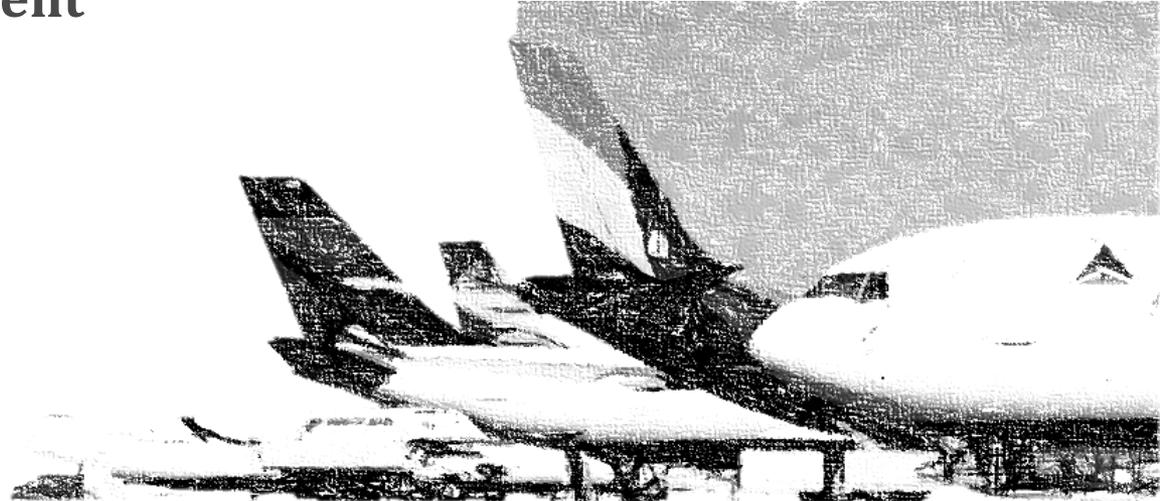
Forecast Aircraft Operations

Total aircraft operations are forecast to increase an average of 0.7% per year between 2015 and 2035



Forecasts are preliminary and subject to FAA approval.

- 1. The airport is in good condition, well maintained, and well positioned to accommodate future activity**
- 2. Different from the prior master plan, a new runway will not be needed in the 20 year planning horizon**
- 3. The passenger terminals provide sufficient capacity, although changes will be identified to enhance levels of service and the customer experience**
- 4. The Master Plan will provide opportunities to review commercial development**



Open Discussion



Please Provide Your Input

- Why is your input important?
- How will your input be used?



Airfield

Passenger Terminals

Roads / Parking

Commercial Development

Environmental

Next Steps

There are Numerous Opportunities for Input



Project Website and Mobile App

www.detroitmetroairportmasterplan.org

Detroit Metropolitan Wayne County Airport Master Plan Update

Welcome

An airport Master Plan is a comprehensive study that identifies near-, medium-, and long-term plans for airport development. This Master Plan Update will provide the Wayne County Airport Authority and its stakeholders with a comprehensive, organized, and rational plan for developing airport facilities over the next 20-years. This Plan will allow the Authority to efficiently and effectively meet the demands for commercial passenger and air cargo service, as well as other aviation-related needs. Development of the Master Plan Update will include input from stakeholders who have an interest in the Airport's future, such as: Airport users, community groups, local businesses, government agencies, and the general public.



View the Schedule

View the Master Plan Update schedule, progress, and other facts

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View upcoming opportunities for involvement

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Upcoming Meetings and Topics for Discussion

Dates are tentative and subject to change

Target dates	Discussion topics
April 6	Project kick off; Airport Master Plan introduction; project progress and initial findings
June 8	Facilities needed to accommodate future demand; initial alternatives
August 3	Final alternatives
October 5	Recommended development plan and implementation strategies
April 28 September 8 December 8	Public meetings to present master plan findings
Subcommittees	To be scheduled

Pending Subcommittee Meetings

Meetings are being scheduled for the week of April 25

Subcommittee	Agendas
Airfield	Deicing pad congestion; taxi routes (taxi in/out times); remain over night aprons / penalty boxes; potential extension to Runway 3L-21R; potential effects of Metroplex airspace redesign; SIMMOD review
Ground Transportation	Access roadways / re-circulation routes; curbside and GTC congestion; accessibility; consolidated rental car facility; public and employee parking capacity and pricing; regional transit connections
McNamara Terminal	Aircraft gate and remote parking positions; check-in and baggage drops; passenger processing trends and new (technology) initiatives; passenger security screening checkpoints; customs passenger processing; terminal accessibility evaluation; links to GTC and garage
North Terminal	Similar to the above
Environmental	Meeting pending identification of development actions

Questions and Closing Remarks

