

Detroit Metropolitan Wayne County Airport Master Plan Study FUTURE AND ULTIMATE AIRPORT LAYOUT PLAN PROPOSAL July 11, 2008

Introduction

An airport master plan is a blueprint for the long-term development of the airport, offering guidance and technical justification for the orderly and logical development of airport facilities. The Master Plan Study for Detroit Metro Airport (DTW or Airport) provides the Wayne County Airport Authority and the other airport stakeholders with a comprehensive, organized and rational plan for developing airport facilities over the next 20-years. This planning tool allows airport management and surrounding communities to understand and prepare for the necessary improvement and expansion of the airport in order to meet the anticipated demands for commercial passenger and air cargo service as well as other aviation-related needs.

The DTW Master Plan Study determined the need for a future 5th parallel runway to accommodate the anticipated demand for aircraft operations at DTW based on the FAA approved master plan forecast. A future 5th parallel runway would also require the acquisition of approximately 1,000 acres of land to construct and operate the future 5th parallel runway and adjacent taxiways, including the runway protection zones, and prescribed safety and operational areas.

Several of the communities surrounding the Airport have expressed concerns regarding the Airport's plan to acquire land and construct a future 5th parallel runway, especially given the national economic climate, the recent run up in fuel prices, and the resulting decrease in airline activity. The communities have expressed the opinion that the need for the future 5th parallel runway may be beyond the 20-year planning horizon and, as such, have requested that the future 5th parallel runway not be included on the Airport Layout Plan (ALP). An Airport Layout Plan is a graphical representation of the proposed airport configuration and facilities recommended for development of an airport that is submitted to, and reviewed and approved by, the Federal Aviation Administration (FAA) in order to help preserve airspace and as a requirement for federal funding.

Airport Proposal

When conditions exist such that there is concern by the Airport or stakeholders that important planning decisions may be premature, the FAA allows airports to split the ALP into a Future ALP and an Ultimate ALP. This may provide the Airport or the communities with some additional flexibility when dealing with uncertain timing of projects anticipated in the later years of the planning horizon. In these cases, the FAA will accept both the Future ALP and Ultimate ALP as part of the Master Plan document but will only review and conditionally approve the Future ALP. The Ultimate ALP is provided for reference for the FAA, airport management and the surrounding communities as a likely development scenario.

The Airport's planning consultant has consulted with the FAA about the concept of a Future ALP and Ultimate ALP for DTW. The FAA indicated that there is no formal guidance for the use of an Ultimate ALP; however, it is an understood practice within the FAA. The FAA has indicated that the proposal for a Future ALP and Ultimate ALP for DTW is entirely appropriate given the

communities concern about the near-term uncertainty of the aviation industry and the longer-range timing of the need for the future 5th parallel runway.

In an effort to address the communities' concerns, the Wayne County Airport Authority has proposed submitting as part of the DTW Master Plan a Future ALP and an Ultimate ALP. The Future ALP will reflect all projects anticipated before 2016 and the Ultimate ALP will reflect all projects anticipated in 2016 and beyond, including the 5th parallel runway and all associated land acquisition.

Future and Ultimate Airport Layout Plans

The DTW Master Plan identifies and illustrates all of the improvement projects anticipated over the next 20 years. The timing of these projects is estimated based on anticipated demand, operational need, facility condition, customer service initiatives, and ongoing plans and programs. Those projects anticipated before 2016 are reflected on the attached **Exhibit 1, Future ALP Projects**. This exhibit also includes a listing of the projects included on the Future ALP. Those projects anticipated in 2016 and beyond are reflected on the attached **Exhibit 2, Ultimate ALP Projects**, which also includes a listing of the projects included on the Ultimate ALP.

Implementation

Implementation of the DTW Master Plan will be demand driven; therefore capacity enhancing and delay reducing projects will be initiated when demand dictates the need for additional or expanded facilities. Exceptions may occur when existing facilities exceed their useful life and need to be replaced, or when customer service initiatives dictate new, expanded or relocated facilities. Accurately predicting the exact timeframe for these milestones is often difficult, which is why implementation and funding decisions are typically made incrementally throughout the planning horizon based on the needs at a given point in time. The projects shown on the Future ALP must be justified before moving forward with the National Environmental Policy Act (NEPA) process. Upon completion of the NEPA process, design and construction of those projects may occur. When conditions change and adequate justification can be made, one or more projects on the Ultimate ALP may be moved to the Future ALP and re-submitted to the FAA for review and approval so that they are eligible for FAA funding and the airspace can be preserved.

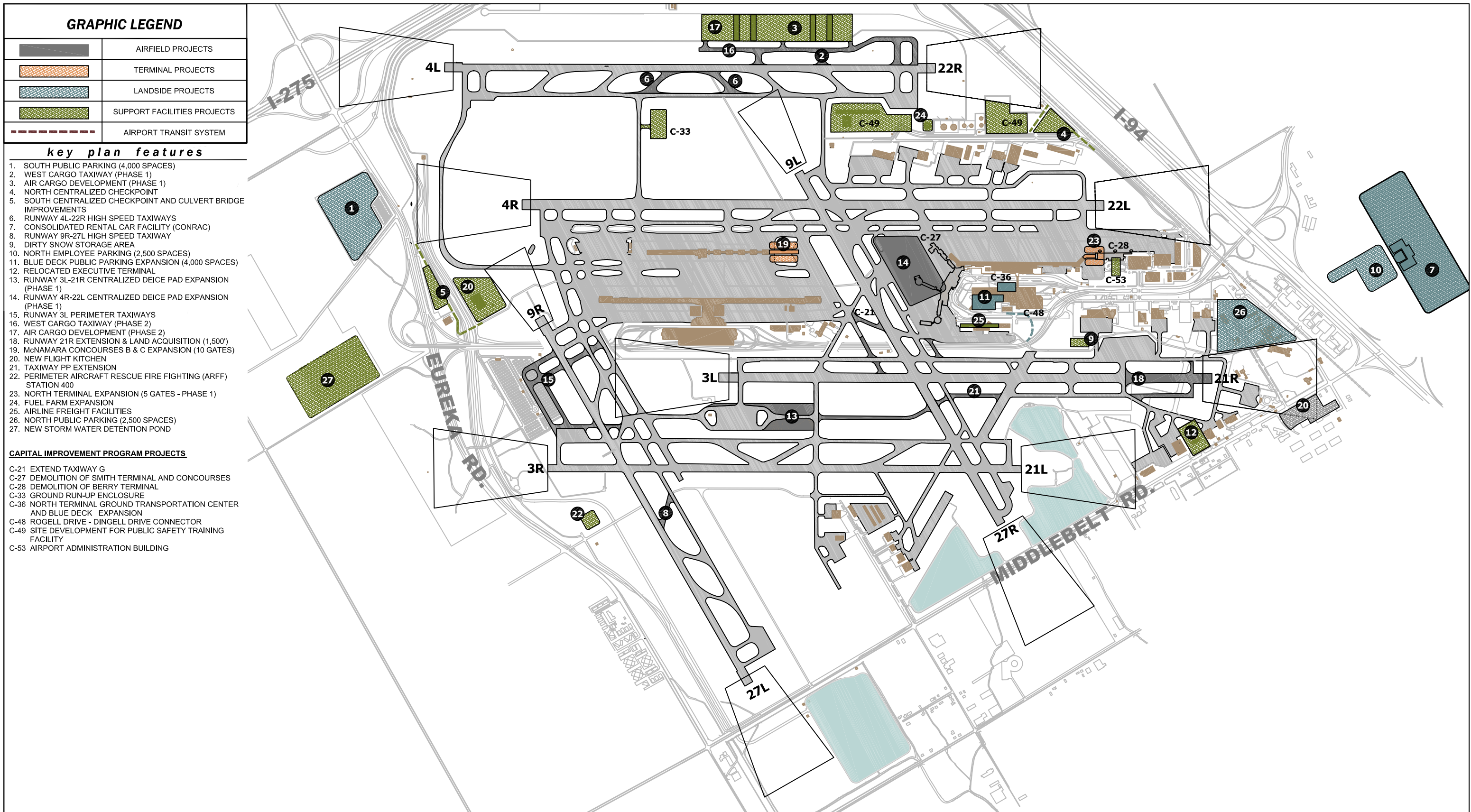
Acceptance of Airport's Proposal by the Communities

The Airport's proposal outlined above has been accepted and agreed to by the communities. Furthermore, the Airport Authority has stated that it will:

- a. notify the communities' mayors when the runway project is moved from the Ultimate ALP to the Future ALP and subsequently schedule a meeting for the purpose of discussing the project with the mayors; and
- b. use current data (such as multivariate regression forecasts, trendline forecasts and market share forecast) and other current information as part of its justification to move the runway project from the Ultimate ALP to the Future ALP; and
- c. schedule a meeting at least once a year for the purpose of communicating information related to master plan projects to the mayors.

Attachments:

1. Draft Future Airport Layout Plan Projects
2. Draft Ultimate Airport Layout Plan Projects



GRAPHIC LEGEND	
	AIRFIELD PROJECTS
	TERMINAL PROJECTS
	LANDSIDE PROJECTS
	SUPPORT FACILITIES PROJECTS
	AIRPORT TRANSIT SYSTEM

key plan features

1. SOUTH PUBLIC PARKING (4,000 SPACES)
2. WEST CARGO TAXIWAY (PHASE 1)
3. AIR CARGO DEVELOPMENT (PHASE 1)
4. NORTH CENTRALIZED CHECKPOINT
5. SOUTH CENTRALIZED CHECKPOINT AND CULVERT BRIDGE IMPROVEMENTS
6. RUNWAY 4L-22R HIGH SPEED TAXIWAYS
7. CONSOLIDATED RENTAL CAR FACILITY (CONRAC)
8. RUNWAY 9R-27L HIGH SPEED TAXIWAY
9. DIRTY SNOW STORAGE AREA
10. NORTH EMPLOYEE PARKING (2,500 SPACES)
11. BLUE DECK PUBLIC PARKING EXPANSION (4,000 SPACES)
12. RELOCATED EXECUTIVE TERMINAL
13. RUNWAY 3L-21R CENTRALIZED DEICE PAD EXPANSION (PHASE 1)
14. RUNWAY 4R-22L CENTRALIZED DEICE PAD EXPANSION (PHASE 1)
15. RUNWAY 3L PERIMETER TAXIWAYS
16. WEST CARGO TAXIWAY (PHASE 2)
17. AIR CARGO DEVELOPMENT (PHASE 2)
18. RUNWAY 21R EXTENSION & LAND ACQUISITION (1,500')
19. McNAMARA CONCOURSES B & C EXPANSION (10 GATES)
20. NEW FLIGHT KITCHEN
21. TAXIWAY PP EXTENSION
22. PERIMETER AIRCRAFT RESCUE FIRE FIGHTING (ARFF) STATION 400
23. NORTH TERMINAL EXPANSION (5 GATES - PHASE 1)
24. FUEL FARM EXPANSION
25. AIRLINE FREIGHT FACILITIES
26. NORTH PUBLIC PARKING (2,500 SPACES)
27. NEW STORM WATER DETENTION POND

CAPITAL IMPROVEMENT PROGRAM PROJECTS

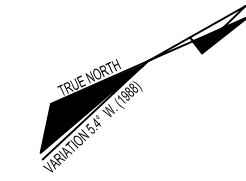
- C-21 EXTEND TAXIWAY G
- C-27 DEMOLITION OF SMITH TERMINAL AND CONCOURSES
- C-28 DEMOLITION OF BERRY TERMINAL
- C-33 GROUND RUN-UP ENCLOSURE
- C-36 NORTH TERMINAL GROUND TRANSPORTATION CENTER AND BLUE DECK EXPANSION
- C-48 ROGELL DRIVE - DINGELL DRIVE CONNECTOR
- C-49 SITE DEVELOPMENT FOR PUBLIC SAFETY TRAINING FACILITY
- C-53 AIRPORT ADMINISTRATION BUILDING

* For Diagrammatic and Illustrative Purposes Only

Plan depicts projects anticipated to be implemented by year 2015



MASTER PLAN STUDY FUTURE ALP PROJECTS



GRAPHIC LEGEND

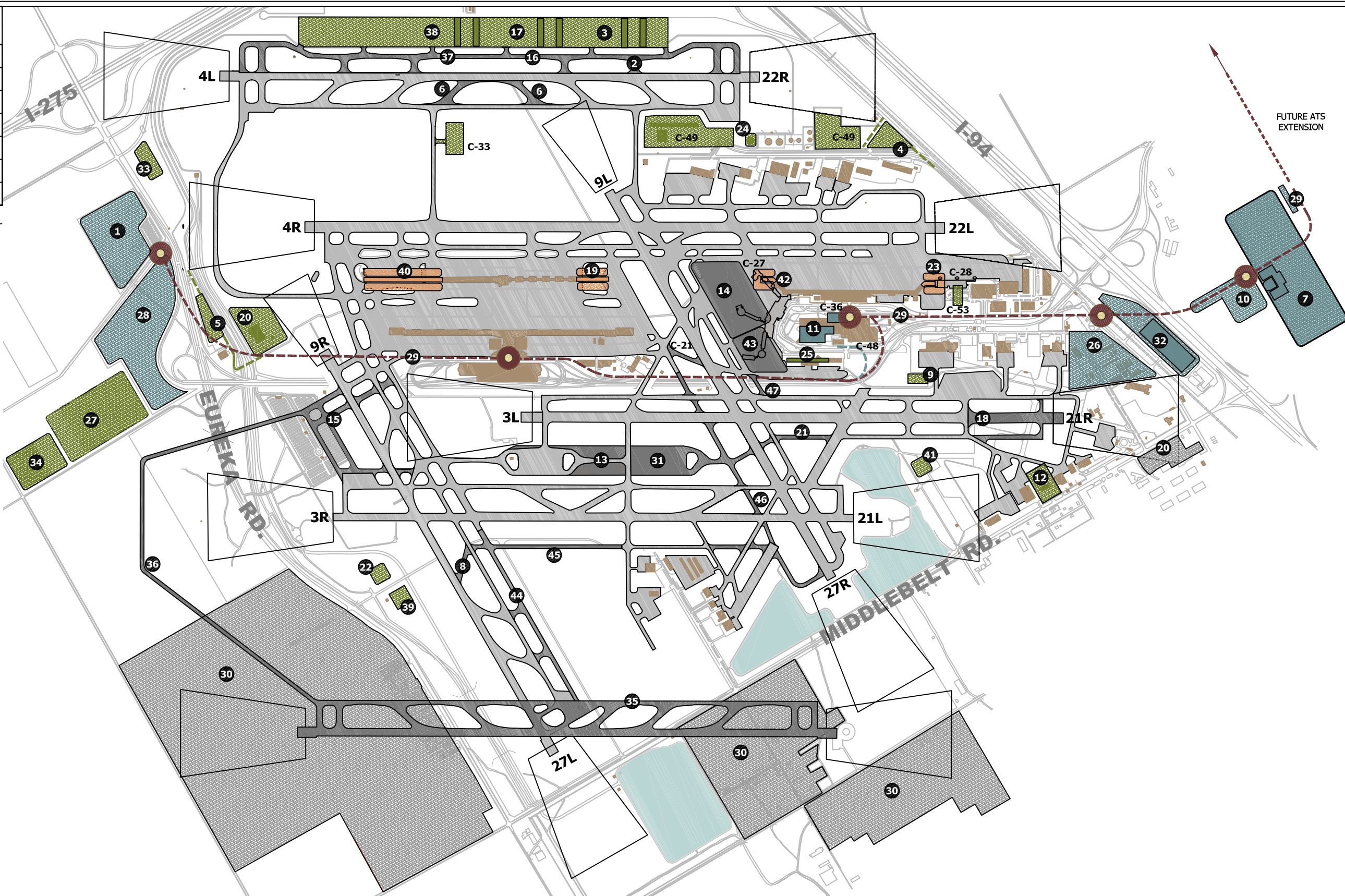
	AIRFIELD PROJECTS
	TERMINAL PROJECTS
	LANDSIDE PROJECTS
	SUPPORT FACILITIES PROJECTS
	PRIMARY ACQUISITION
	BUFFER ACQUISITION
	AIRPORT TRANSIT SYSTEM

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25. AIRLINE FREIGHT FACILITIES
26. NORTH PUBLIC PARKING (2,500 SPACES)
27. NEW STORM WATER DETENTION POND
28. RELOCATED SOUTH EMPLOYEE PARKING (3,500 SPACES)
29. AIRPORT TRANSIT SYSTEM & MAINTENANCE BUILDING
30. LAND ACQUISITION - FIFTH PARALLEL RUNWAY
31. RUNWAY 3L-21R CENTRALIZED DEICE PAD EXPANSION (PHASE 2)
32. NORTH PUBLIC PARKING GARAGE / INTERMODAL CENTER
33. CONCESSIONS DISTRIBUTION CENTER
34. RELOCATED ARFF TRAINING FACILITY
35. FIFTH PARALLEL RUNWAY
36. PERIMETER TAXIWAY FOR FIFTH PARALLEL RUNWAY
37. WEST CARGO TAXIWAY (PHASE 3)
38. AIR CARGO DEVELOPMENT (PHASE 3)
39. AIRFIELD MAINTENANCE COMPLEX SATELLITE
40. McNAMARA CONCOURSES B & C EXPANSION (20 GATES)
41. PERIMETER AIRCRAFT RESCUE FIRE FIGHTING (ARFF) STATION 500
42. NORTH TERMINAL EXPANSION (5 GATES - PHASE 2)
43. RUNWAY 4R-22L CENTRALIZED DEICE PAD EXPANSION (PHASE 2)
44. TAXIWAY J EXTENSION
45. TAXIWAY S EXTENSION
46. TAXIWAY U EXTENSION
47. TAXIWAY H EXTENSION

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Detroit Metropolitan
Wayne County Airport

MASTER PLAN STUDY

ULTIMATE ALP PROJECTS



DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY

