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WAYNE COUNTY AIRPORT AUTHORITY

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March 4, 2008

The Honorable Alan R. Lambert
Mayor, City of Romulus
11111 Wayne Road
Romulus, MI 48174

Dear Mayor Lambert:

Thank you again for your letters regarding the Master Plan for Detroit Metropolitan Wayne County Airport (DTW). As you are aware, the Wayne County Airport Authority (Airport Authority) has identified the future needs of the Airport through the FAA approved Forecast of Aviation Activity (Forecast). We believe that it is prudent planning and in the best interest of the region and the State to identify a plan that can accommodate anticipated future demand and continue to position DTW as one of the premier airports in the world. Other stakeholders, including the Federal Aviation Administration (FAA), airlines, tenants, and our Citizens Advisory Committee (CAC), support this approach. We continue to respect your need to have input on the development of the airport. Please know that each of the concerns and comments expressed by your community have been carefully weighed and evaluated by Airport Authority management and the consultant team.

Because we understand that airfield operation is highly technical, and in some cases complex, we have offered on several occasions to meet with you and your staff. All of the information used in the development of the Preferred Development Plan is still available for your review through our planning consultant and Authority staff.

You have again requested that we reconsider alternatives and review airport operation efficiency to avoid or minimize impacts to the social, economic and environmental resources of the City of Romulus. The items you mention were considered and have been incorporated into the Preferred Development Plan. Our planning consultant, in coordination with the FAA and the airlines, has identified and evaluated a number of airfield improvements in order to defer expansion of the runway complex as long as possible. This includes new high speed runway exits, navigational aids such as a Precision Runway Monitor (PRM), remote hold pads, and the extension of Runway 3L-21R. Each of these improvements will help optimize the operational efficiency of the existing runway complex. Also, our consulting team has qualitatively considered a range of criteria, including environmental and social impacts, and recommended a development plan that meets the planning needs with the least amount of negative social and environmental impacts. A detailed assessment of the environmental impacts of the

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Preferred Development Plan (as well as any other alternatives that meet the planning needs) will be completed as part of a federally mandated National Environmental Policy Act (NEPA) process prior to implementation of the Preferred Development Plan.

As indicated in our Technical Advisory Committee (TAC) meetings, the alternatives you reference (A3, A4 and A9) have been evaluated and do not meet future airfield planning needs. Consideration of these or any alternatives that do not meet our planning needs would artificially constrain the Airport's potential and ultimately impact the ability of the region and the State to prosper and attract businesses and residents.

With regard to the item you have again raised regarding the additional runway, please be aware that after the exact location of the runway is confirmed and a detailed NEPA process is completed, we will address in concert with community leaders and the FAA, the method and manner of relocation and accommodation of certain facilities, including schools and parks. Airfield Alternative A11 was not selected as the preferred airfield expansion option based on the evaluation process and therefore is no longer being considered by the planning consultant or the Airport Authority. However, during the NEPA process the FAA will reconsider all alternatives that meet the planning needs, including Airfield Alternative A11. With regard to Smith Road, the development of the Consolidated Rental Car Facility will be coordinated with the City of Romulus, and we do not contemplate disrupting the east/west access between Middlebelt and Merriman Roads. If future development impacts Middlebelt, Eureka, or any other major arterial roadway, we expect to depress the impacted road. Be assured that any development that may occur at the airport will not negatively impact emergency response services. Also, be aware that engineering will be completed in the future as part of each project to address and resolve any impacts to other infrastructure.

Any land acquisition activities associated with the Preferred Development Plan will be based on the development schedule and will occur in a manner that ensures the land is available for development at the appropriate time. As presented at TAC Meeting #6, based on the Forecast, the development schedule anticipates acquisition of additional property for improvements to existing runways including property south of Eureka Road in the 2013 to 2017 timeframe.

In response to your request for clarification of the total land area of the Airport, Airport Authority staff can meet with your staff, share information, and update data as needed.

As you previously requested, our August 27, 2007 letter provided information regarding operation and capacities of runways. Our planning consultant has incorporated all known technology to increase efficiency of our existing facilities. Even with implementation of all known technology our current four parallel runway complex simply will not be able to accommodate the forecasted demand over the 20-year planning horizon.

You have inquired about noise mitigation provisions in the Preferred Development Plan. While the Part 150 study and Master Plan study are separate and distinct efforts, these studies have been coordinated. Noise mitigation strategies such as a runway extension and a Ground Run-up Enclosure are included in the Preferred Development Plan.

I must also clarify what I believe were misinterpretations of some statements. At TAC Meeting #5, the planning consultant indicated there is an operational inefficiency related to the configuration and spacing of Taxiway Quebec. This statement was interpreted by your staff as somehow limiting capacity of the runway system, when in fact it does not impact the capacity of runway system at all. Rather, this inefficiency results in slightly higher aircraft taxi delays which in turn increase the cost to the airlines of operating at DTW. Relocating Taxiway Quebec would not provide any additional airfield capacity and would only reduce the aircraft taxi delays slightly. In addition, at TAC Meeting #6, in response to your staff's question regarding the Wayne County Airport Authority Board consideration of approval of the Master Plan, the statement that the Authority Board receives a summary related to the action item in their Board books was misinterpreted. As stated in TAC #6 meeting, updates and information related to the Master Plan have been provided to the Board throughout the Master Plan process. Members of the Board are actively involved in the Master Plan process and two Board members participate on the Master Plan's Citizens Advisory Committee.

Throughout the public information workshops, TAC meetings and CAC meetings, participants discussed various items related to the Master Plan. The Master Plan process included, stakeholder input, data collection, development of alternatives, identification of a Preferred Development Plan, and refinement of the Plan. Reasons for selection of Alternative A7-A2-/T1-LN1 and each of the refinements have been presented at the TAC meetings.

We recognize that the Preferred Development Plan and the other alternatives that meet our planning needs will have positive and negative implications. Be Assured that it is the position of the Airport Authority to accommodate the anticipated future demand with the least amount of negative social and environmental impacts. By working together, there is no reason displaced residents, neighborhood facilities, and businesses can't be relocated within the City of Romulus. As occurred in the 1990's during the development of Runway 4L/22R, the Airport assisted in the relocation of businesses within the boundary of the City of Romulus. We stand ready to work with the City of Romulus in order for your city to maintain and improve population, services, tax-base, and student counts.

If you wish to take up our standing offer to share the technical data, your staff should feel free to contact Wayne Sieloff, Director of Planning, Design and Construction at (734) 247-7371 so that a meeting can be scheduled with our planning consultant. If you wish, I will also request that FAA staff attend the meeting to provide additional information.

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We appreciate your staff's involvement in the master plan process and we continue to respect your concerns. I am committed to our continuing cooperative working relationship and believe that together we can advance our region and the State.

Sincerely,



Lester W. Robinson
Chief Executive Officer
Wayne County Airport Authority

c: David Treadwell, Chair, Wayne County Airport Authority
The Honorable Jennifer Granholm, Governor, State of Michigan
The Honorable Carl Levin, U.S. Senator
The Honorable Debbie Stabenow, U.S. Senator
The Honorable John Dingell, U.S. Congressman
The Honorable John Conyers, U.S. Congressman
The Honorable Robert Ficano, Wayne County Executive
The Honorable Raymond Basham, State Senator
The Honorable Hoon-Yong Hopgood, State Representative
The Honorable Edward Boike, Wayne County Commissioner
Robert A. Sturgell, Acting Administrator FAA
Matthew Thys, Manager, Detroit Airports District Office FAA
Ernest Gubry, FAA, Airport District Office
Dave Baker, Michigan Department of Transportation
Marsha S. Bianconi, Conference of Western Wayne
James S. Perry, Downriver Community Conference
Richard Blouse, Detroit Regional Chamber of Commerce
Paul Tait, Executive Director Southeastern Michigan Council of Governments
Alan Anderson, Southern Wayne County Regional Chamber
Romulus City Council
Tim Keyes, Economic Development Director, City of Romulus
Dan Kerber, Executive Vice President, Wayne County Airport Authority
Jon Hypnar, Sr. Vice President, Wayne County Airport Authority
Wayne Sieloff, Director, Planning, Design & Construction, Wayne County Airport Authority
Steve Economy, Sr. Vice President, Wayne County Airport Authority