



DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY

L.C. Smith Terminal • Mezzanine
Detroit, MI 48242
ph 734 942-3550
fax 734 942-3793
www.metroairport.com

August 27, 2007

Arthur Wright
Supervisor, Charter Township of Brownstown
21313 Telegraph Road
Brownstown, MI 48183-1399

Re: Detroit Metropolitan Wayne County Airport – Master Plan

Dear Supervisor Wright,

On behalf of the Wayne County Airport Authority (Airport Authority), I would first like to apologize that you were not aware of our Study and Technical Advisory Committee (TAC) and thank you for providing written comments related to the development options for the airfield elements of the Detroit Metropolitan Wayne County Airport (Airport) Master Plan. The public process was initiated at the outset of the study and included many of the surrounding communities. Community members of the TAC were identified on the basis of their proximity to the Airport and past participation in Airport coordination efforts. In addition to encouraging TAC members to invite any other communities that might be interested, we have advertised all of our public meetings on our website, in local news papers and even conducted a workshop Downriver in the City of Southgate. As a result of your request to participate on the TAC, many Downriver communities, including Brownstown Township, were added to the notification list for TAC meetings #2, #3, and #4. Unfortunately, only Trenton has attended any of the subsequent meetings.

We appreciate and value your input and involvement in this important process. We all agree that a strong Detroit Metro Airport is integral to the growth and prosperity of not only Southeast Michigan but the entire State. As detailed in the Airport's Economic Impact Study prepared by the University of Michigan - Dearborn in 2006, the Airport generates over \$7.6 billion in demand for goods and services annually, \$2 billion in annual incomes for residents, and 70,000 jobs in the State of Michigan. We also believe that, as stewards of one of the most important assets and a true economic generator for the region and the State, it is incumbent upon the Airport Authority to develop a master plan that ensures the Airport is prepared to safely accommodate the future demand for air service. The Master Plan is anticipated to guide the development of the Airport through the year 2025.

We have been gathering comments from all of the stakeholders throughout this master planning process. This includes the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Public Information Workshops (PIW) – all of which have provided valuable ideas and input to the planning team. As we have discussed in these

committees and workshops, every idea and comment provided has been considered in the Master Plan process. Given that the Master Plan forecast has been officially accepted by the Federal Aviation Administration (FAA) and we have presented and received comments on all of the major elements of the plan, it is appropriate to respond in writing to the written comments you have provided to us.

In your letter of February 7, 2007, you raise two issues and ask a number of questions. Let me first address the two issues. Regarding your issue with the use of alternative flight paths associated with the reconstruction of one of our primary north/south runways, I can assure you that these are temporary in nature. Operations will be able return to normal once the construction is completed later this fall. The project is on schedule to be completed before the end of this year at which time the airport will return to the operating configurations (and flight patterns) used prior to the project.

In response to your second issue regarding consideration of Airfield Option A23, it should be noted that the Master Plan team conducted an exhaustive forecast to establish future activity levels, which was reviewed and approved by the FAA on May 11, 2007. This approved data establishes the planning parameters for the Airport through 2025. It calls for aviation activity at the Airport to reach 58.6 M passengers (a 61% increase over current levels) and 810,061 aircraft operations (a 55% increase over current levels). Through the master plan process, the planning team considered all known technology improvements and operational enhancements and efficiencies, and identified and evaluated numerous airfield options in an effort to accommodate the projected activity levels. After careful examination and consultation with the FAA, it was determined that an independent 5th parallel runway is the only way that the Airport will be able to accommodate the projected demand.

FAA guidance is very clear that only those alternatives that meet the planning needs should be carried forward for continued evaluation in the Master Plan process. One of our primary planning goals is to safely and efficiently accommodate regional, national and global demand for air service, therefore our initial screening process considered and dismissed all airfield options that did not provide the necessary capacity to safely accommodate the future demand. As you understand, this process resulted in the identification of four airfield options proposed to be carried forward for further analysis (Options A7, A11, A21, and A23a).

As we presented in TAC meeting #3, environmental and social impacts, including those topics identified in your letter – noise, potential displacement of residents, and potential impacts to roads and infrastructure, were included in our evaluation of those options that met the planning need. Throughout the evaluation and refinement process we have made adjustments to the airfield element to minimize impacts to the surrounding communities while maintaining the ability to safely accommodate the future demand. In fact, we used many of the factors you identified as potential concerns - noise, potential displacement of residents, and potential impacts to roads and infrastructure in our evaluation and refinement process. As referenced in the materials presented in TAC #4, a combination of airfield expansion Option A7 and A21 (A7/21) was selected for further refinement.

Finally, you had asked a series of questions, some of which have been addressed in the information above and the remainder of which are answered below.

- *At what stage is the Master Plan Process?*

The Master Plan process is in the Alternatives/Concept Development stage. The planning team continues to integrate community comments into the placement of airport support functions and the refinement of airfield, terminal and landside elements. Several refinements and incorporations are underway, including many of those raised in your letter, including:

- location of a 5th parallel runway to minimize impacts to the communities;
- grade separations of Middlebelt and Eureka roads;
- required infrastructure modifications;
- interaction with adjacent proposed development;
- mass transit/intermodal center; and
- a north/south transit link;

- *How solid are the proposed alternate flight routes?*

Alternative flight routes are being considered as part of the Part 150. The Master Plan does not dictate flight routes. The Rehabilitation of Runway 3R-21L will have a temporary impact on flight patterns due to aircraft operations being re-allocated to other runways.

- *Will the closure of Eureka Rd. as a result of the proposed runway result in Sibley Rd. becoming the major connector for the two interstates?*

At this time, we do not envision closing any major roads as a result of proposed Master Plan development. It is envisioned that certain roads will need to be depressed under any needed airfield improvements.

- *What happens to Pinnacle Park?*

The development of Pinnacle Park is under the direction of Wayne County and not guided by this Master Plan. However, consideration has been given to Pinnacle Park and many other initiatives. None of the development options under consideration preclude the development of Pinnacle Park. In fact, we believe that the growth of the airport and the concepts under consideration will only further enhance the Pinnacle Park development.

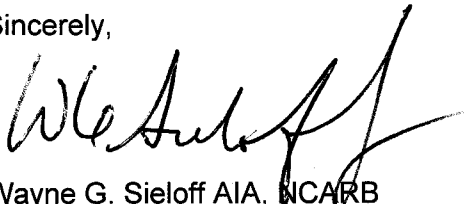
- *How many families, schools and businesses will the proposed runways affect? At What Cost? How many jobs will be created versus those that are eliminated?*

The exact numbers have not been determined, as that level of detail is not appropriate for a Master Plan Study. Prior to implementation, a detailed environmental review (Environmental Assessment/Environmental Impact Statement) of the proposed development will be conducted. We recognize that expanding beyond the current Airport boundary may have an impact on Brownstown Township and its citizens. It is our expectation that the growth and development of an enhanced Detroit Metropolitan Wayne County Airport in concert with the Aerotropolis will generate new investment and stimulate significant development. This will greatly benefit Brownstown Township by strengthening its local economy and replacing any lost tax revenue caused by enhancing the Airport.

- *Is Air Cargo intended to be delivered via these runways?*
Cargo operations are and will continue to be part of the activity at DTW. Any new runway facilities will be available to all tenants, including cargo operators.
- *What if the major user of Metro Airport doesn't survive its bankruptcy? Who will be left with the cost burden?*
The Master Plan provides a blueprint for development based on the projected demand. It does not mandate construction of facilities. As stewards of one of the most important assets and a true economic generator for the region and the State, it is incumbent upon the Wayne County Airport Authority to ensure the Airport is prepared to safely accommodate the future demand for air service. Facilities are only intended to be constructed when they are warranted by demand. If major reduction in activity were to occur, for any reason, the plan would be revised.
- *Have future noise mitigation studies been implemented?*
Future noise mitigation issues are more appropriately discussed in the ongoing Part 150 Study. The Airport Authority has chosen to conduct this Master Plan Study and the FAR Part 150 Noise Study together to ensure that the FAR Part 150 Study considers any physical changes to the airfield that are likely to occur within the next five years (i.e. the planning horizon of the Part 150 Study).

Thank you again for your interest and participation in our Master Plan Study. We look forward to working with you and the other stakeholders as we refine and evaluate the preferred development plan. As always, the planning team is available to meet with you and your staff to discuss any additional thoughts or ideas you may have on this important study. If you have any additional questions or would like to set up a meeting, please feel free to contact me at (734) 247-7371.

Sincerely,



Wayne G. Sieloff AIA, NCARB
Director – Planning, Design and Construction Division
Wayne County Airport Authority

- c: Lester Robinson, CEO, Wayne County Airport Authority
Dan Kerber, Executive Vice President, Wayne County Airport Authority
Jon Hypnar, Sr. Vice President, Wayne County Airport Authority
Steve Economy, Sr. Vice President, Wayne County Airport Authority