



Detroit
**Metro
Master
Plan**

DTW

Citizens Advisory Committee

Meeting #1

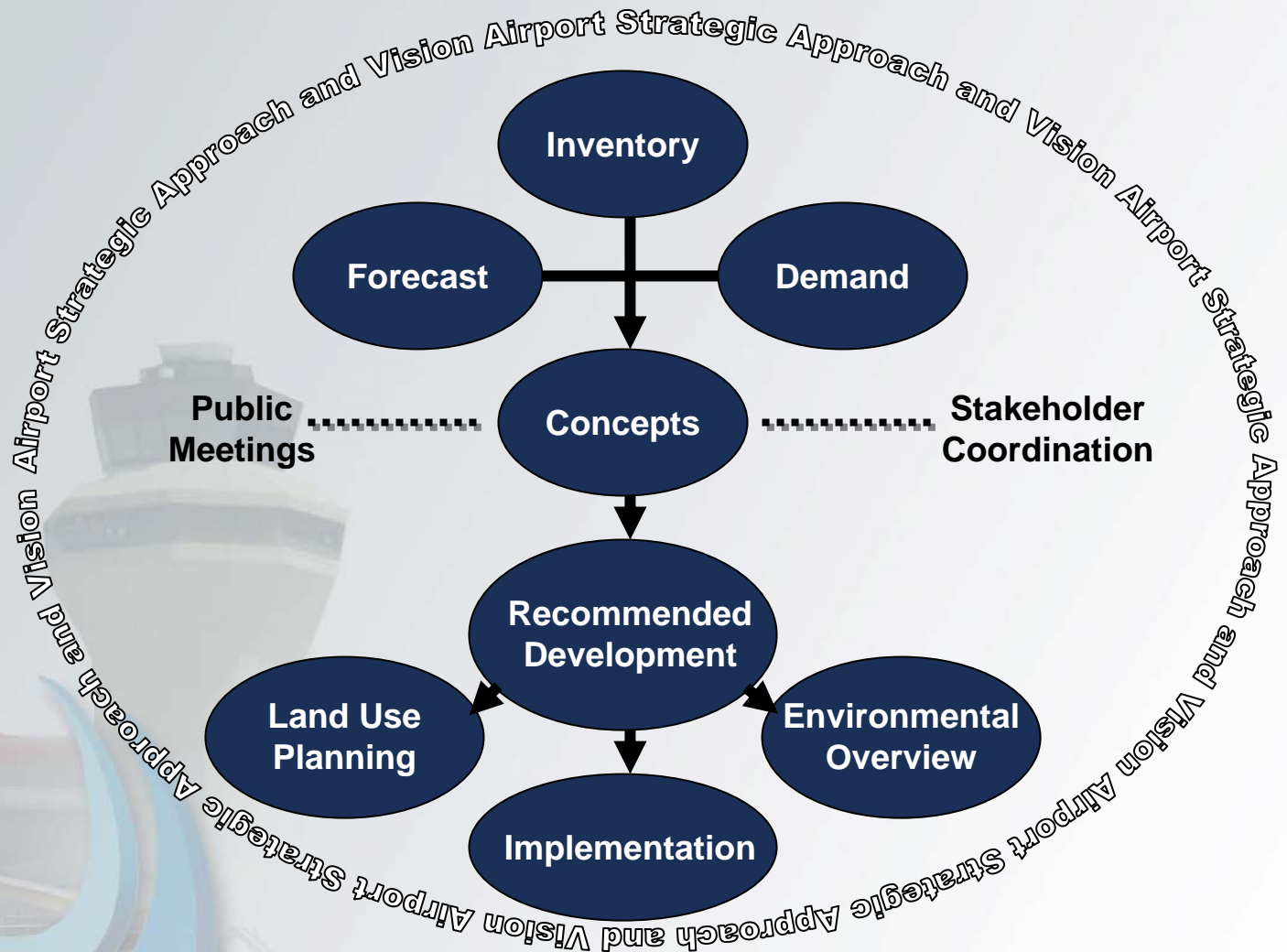
October 11, 2006

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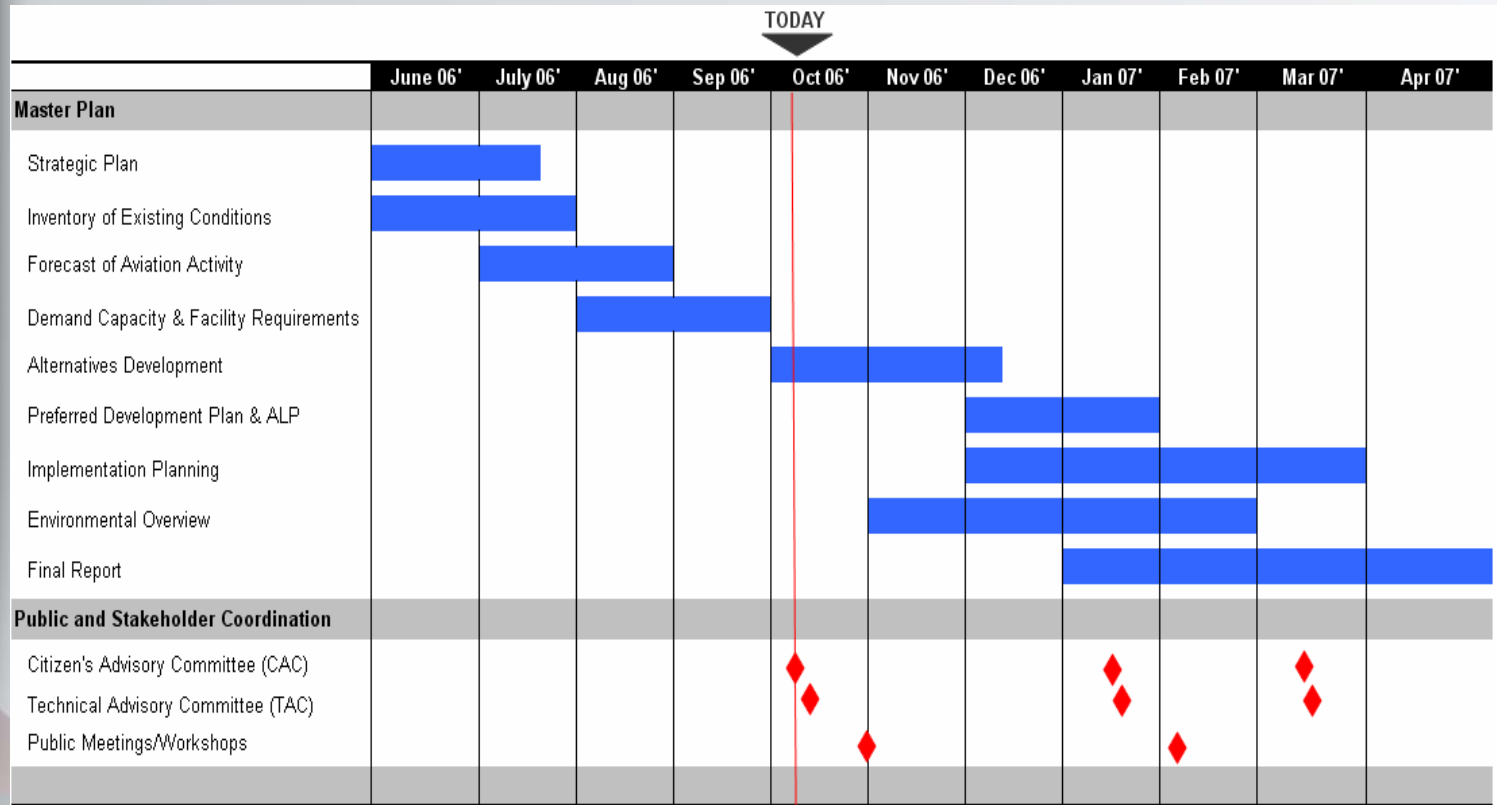
Introduction

- Planning Team/CAC Members
- Purpose of the Master Plan
 - The purpose of a Master Plan is to provide the framework needed to guide future airport development in a rational, prudent and responsible manner.
- Purpose of Citizens Advisory Committee (CAC)
 - It is important for the CAC advisory group to provide input to the planning team by exploring the economic implications of Airport expansion and associated development. As key stakeholders of the airport and the community, the CAC will help ensure that the recommended development plan reflect the needs of the region.

Master Plan Process



Master Plan Process



Issues and Opportunities

Industry Overview/Role of DTW

- DTW is the 11th busiest airport and is one of 33 “large hub” airports in the U.S.
- Significant metropolitan population - 8th largest in the U.S.
- WCAA and NWA have made significant investments in the infrastructure of DTW to serve as a international gateway, including:
 - 12,000’ runway (international departures)
 - Four parallel runways
 - World Gateway Terminal
- WCAA and other carriers are making significant investment with new north terminal development.

Issues and Opportunities

Industry Overview/Role of DTW

- Post 9/11 rebound; activity levels are now near or above where they were pre-9/11

DTW Activity Levels		
Year	Enplanements	Operations
1999	16,950,000	561,000
2000	17,737,000	561,123
2001	16,295,000	540,966
2002	16,218,000	490,663
2003	16,357,000	491,075
2004	17,655,000	513,590
2005	18,154,000	521,900

Issues and Opportunities

Master Plan Goals and Objectives

1. Maintain a safe and secure operating environment.
2. Efficiently accommodate regional, national and global demand for air service.
3. Expand the role of the airport as an international gateway to and from the region.
4. Provide a seamless transportation system for moving users and goods through the region and across the world.
5. Be a generator of jobs, air service, and economic development by enabling the airlines and other tenants to effectively offer their products.
6. Be a willing and active partner in aviation related development in and around the airport that stimulates economic and commercial development to benefit the region and enhance non-airline revenue.


Issues and Opportunities

Preliminary Forecast of Future Activity

Year	2005	2010	2015	2020	2025
Enplanements	18.2 M	20.4 M	23.0 M	26.2 M	29.3 M
Operations	521,900	591,486	654,684	755,992	791,300
Air Cargo (Tons)	217,478	287,711	321,163	351,998	382,792

Issues and Opportunities

Comparison of Peer Airports



Airport	Enplanements	Operations	Cargo (tons)
Atlanta	42,953,711	980,386	767,897
Chicago-O'Hare	38,255,001	972,248	1,546,153
Los Angeles	30,744,699	650,629	1,938,430
Dallas/Ft. Worth	29,588,132	711,878	741,805
Frankfurt	26,109,706	490,147	1,962,927
Amsterdam	22,081,549	420,736	1,495,919
Denver	21,693,756	560,669	683,000
Phoenix	20,606,877	555,256	333,245
Hong Kong	20,134,923	263,500	3,433,349
Minneapolis/St. Paul	18,802,186	532,240	374,753
Detroit	18,154,000	521,900	217,478
Toronto	14,957,375	409,401	410,000

Issues and Opportunities

On-Airport Facility Requirements

– Airside

- Triple independent approaches
- Runway extension
- 5th parallel runway

– Terminal

- Additional gates at both McNamara and North Terminal

– Landside

- Parking and connectivity
- Roads and access

Issues and Opportunities

Off-Airport Facility Requirements

- Airport Related Development
 - Consolidated rental car facility, monorail, administration building, remote public parking

Other Development Opportunities

- Commercial Development
 - Hotel, convention center, retail, business park
- Regional Transportation
 - Regional rail, Airport monorail, bus rapid transit

Issues and Opportunities

Next Steps:

- Stakeholder Input and Discussion
- Alternatives Development & Evaluation
- Preferred Development & Implementation Plan
 - Financial Feasibility
 - Environmental Review
- FAA Approval Process

DTW Capital Improvement Program

Discussion by CAC Members

