

The background of the slide features a stylized illustration of the Detroit Metro Airport terminal and control tower. A red airplane tail with a white 'W' logo is visible on the left. Overlaid on the terminal is a large, blue, three-dimensional graphic element resembling a stylized 'M' or a set of curved lines. The text 'Detroit Metro Master Plan' is positioned on the right side of the illustration.

Detroit  
**Metro  
Master  
Plan**

**DTW**

**Technical Advisory Committee**

**Meeting #2**

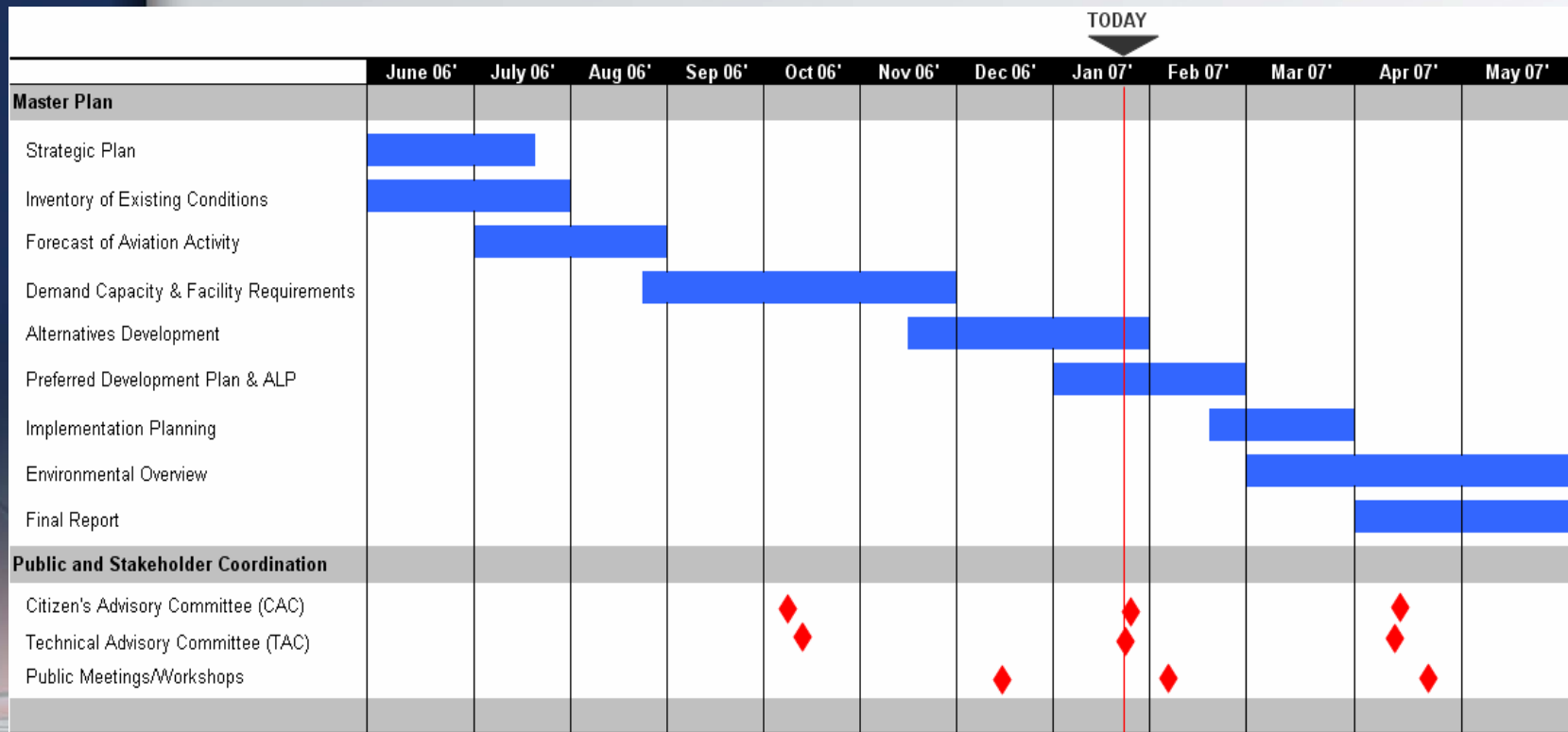
*January 24, 2007*

**jda**

# Agenda

- Introduction
- Master Plan Schedule
- Review of Facility Needs
  - Forecast of Future Aviation Activity
  - Facility Requirements
- Alternatives Development & Review of Screening Exercise
- Next Steps
- Discussion

# Master Plan Schedule



# Forecast of Aviation Activity

Year	Enplanements	Operations	
		Annual	Air Cargo (Tons)
2005	18.2 M	521,900	217,478
2010	20.4 M	607,554	287,711
2015	23.0 M	671,847	321,163
2020	26.2 M	737,595	351,998
<b>2025</b>	<b>29.3 M</b>	<b>810,061</b>	<b>382,792</b>



# Airfield Considerations

- Runways
  - Provide additional runway capacity to meet peak hour requirements.
  - Runway extension(s) to meet departure length needs.
- Deicing & Hold Pads
  - 36 deicing positions/(13 additional positions).
- NAVAIDS
  - Flexibility and redundancy for weather conditions.

# Terminal Area Considerations

- Terminal Processors
  - Provide balanced capacity.
- Concourses
  - 65 additional Narrow Body Equivalent Gates (NBEG) at the McNamara Terminal.
  - 10 additional NBEGs at the North Terminal.
  - Incremental expansion capability.
- Apron Area
  - Avoid pushback onto taxilanes.



# Alternatives Development Overview

Step 1 - Consider most land intensive elements first (Airfield and Terminal)

Step 2 - Screen airfield and terminal against basic criteria

Step 3 - Introduce landside and support facility elements

Step 4 - Create “Development Alternatives”

Step 5 - Compare and evaluate alternatives



# Master Plan Pre-Screening Evaluation Criterion

- Airfield
  - Screening Rounds #1 and #2 – Ability to meet demand.
  - Screening Round #3 – Cost prohibitive options.
- Terminal
  - Ability to meet demand.
  - Long-term flexibility/incremental expansion.
  - Compatible with airfield configuration.

# Next Steps

- Comment on Screening Process Due February 9<sup>th</sup>
  - Send comments to [deven@jacobsendaniels.com](mailto:deven@jacobsendaniels.com)
  - Please send an e-mail stating you have no comments if that is the case.
- Next TAC Meeting – Week of 3/26/2007
- PIW #2 – 02/7/07 Romulus
- PIW #3 – Late April/Early May – (Preferred Development Option)

# Discussion by TAC Members

