

PREFACE

Over the past 20 years significant changes have occurred at Detroit Metropolitan Wayne County Airport (“DTW”, or “the Airport”). The Airport has realized substantial growth in both passengers and aircraft operations. By way of reference, enplanements have increased from 7.3 million in 1985 to 17.7 million in 2005, an increase of 143 percent. Similarly, aircraft operations have grown from 366,261 in 1985 to 531,776 in 2005, an increase of 45 percent. Anticipation of this projected activity growth fueled a major capital development program in the late 1980s resulting in a host of new and expanded facilities from runways and taxiways to terminals, roadways, parking garages and support facilities. In the past several years, however, there has been a dramatic shift in passenger and baggage processing requirements resulting from the terrorist attacks of September 11, 2001, and the subsequent war on terrorism. Economic and geopolitical events of the past several years (e.g. economic recession, SARS epidemic, etc.) have also appreciably altered the way airports, their tenants and their customers operate and interact. These changes are driving the need for significant facility enhancements and modifications at DTW and at airports around the country. In consideration of the structural changes within the aviation industry and the associated facility impacts as well as the anticipation of continued activity growth over the next 20 years, the Wayne County Airport Authority (WCAA), with the support of the Federal Aviation Administration (FAA), initiated a new Master Plan Study for DTW.

A Master Plan is a blueprint for the long-term development of an airport, offering guidance and technical justification for capital development. This Master Plan Study provides WCAA and its stakeholders with a comprehensive, organized and rational plan for developing Airport facilities over a 20-year planning horizon. This planning tool allows the Airport to efficiently and effectively meet the demands for commercial passenger and air cargo service, as well as other aviation-related needs.

Master Plan guidelines are set forth in the FAA Advisory Circular 150/5070-6B. This publication provides Airport Sponsors with options for tailoring their Master Plans. Accordingly, this report is organized as follows:

Section 1 – Master Plan Vision, Goals and Objectives: Establishes the vision and overarching goals for the Master Plan as well as objectives that will guide the planning process and help ensure that the goals are achieved and the vision is realized.

Section 2 - Inventory of Existing Conditions: Provides an overview of the Airport’s history, role in the region and nation, growth and development over time, description of its physical assets, and key industry trends.

Section 3 - Forecast of Aviation Demand: Projects anticipated future levels of enplanements, aircraft operations, and cargo tonnage.

Section 4 - Demand/Capacity Analysis and Facility Requirements: Compares the anticipated future demand with the existing capacity of each Airport component and calculates the facility requirements necessary to accommodate any surplus demand.

Section 5 - Alternatives Development: Identifies, refines and evaluates a range of alternatives for accommodating the facility requirements identified in Section 4.

Section 6 - Preferred Development Plan: Identifies, describes and defines the concept that best achieves the Master Plan goals and objectives.

Section 7 - Implementation Plan: Provides a comprehensive plan for the implementation of the Preferred Development Plan, including project definition, construction sequence and timeline, cost estimate and plan of finance.

Section 8 - Environmental Overview: Provides an overview of the anticipated environmental impacts associated with the Preferred Development Plan, in order to understand their severity and to help expedite subsequent environmental processing.

Section 9 - Airport Plans Package: Documents existing as well as planned modifications to airport facilities through a series of electronic drawings, most notably the Airport Layout Plan (ALP), in accordance with FAA standards for content and organization.

Section 10 - Stakeholder and Public Involvement: Documents the coordination efforts that occurred among the various stakeholders throughout the study.

Supporting Information: Compiles the independent reports, technical papers and analyses that were completed in support of the Master Plan Study.

The Master Plan Consulting Team for this study was lead by Jacobsen/Daniels Associates and included significant contributions from:

- C&S Engineers: Utilities, Infrastructure, Engineering
- CH2M HILL : Airside Planning, Environmental Planning
- Faithful & Gould: Cost Estimating
- Smith Group/JJR: Land Use
- Unison Maximus, Inc: Forecasting