



GMIA MASTER PLAN UPDATE



G E N E R A L
MITCHELL
INTERNATIONAL AIRPORT

FALL 2007
NEWSLETTER FIVE

Dear Neighbors:

Airports were often in the news a few months ago as summer travelers experienced full airplanes and an unprecedented number of delayed and cancelled flights. This puts pressure on the Federal Aviation Administration to modernize its air traffic control system, the airlines to adjust their flight schedules at the busiest airports, and airports to make sure their facilities are adequate to handle the number of passengers who want to use that airport.

At Mitchell International, Milwaukee County has been making airfield and terminal improvements, both large and small, throughout the 80 years the airport has been located on this site. The goal has always been the same – to anticipate and plan for growth so that our airport can adequately meet the aviation needs of southeastern Wisconsin’s economy.

Mitchell International has seen steady growth in passengers and flights over the decades since the Hirschbuehl Farmhouse served as the airport’s first terminal. Businesspeople, leisure travelers and convention attendees all are attracted to a community whose airport offers nonstop flights to numerous destinations, and as the demand for air service grows, the airlines respond with more and better options. Mitchell ranks among the top 10 percent of U.S. airports in number of cities to which nonstop service is offered, and in 2006, it became the nation’s 49th largest airport in number of passengers.

The Master Plan Update team has completed its extensive analysis of improvements and expansion that will be needed to accommodate the number of passengers and flights expected to use Mitchell International over the next 20 years. A summary of these findings, the

recommended plan for future airport facilities, and an approximate timeline for these improvements is presented in this newsletter. This same information will be on display at the final Public Workshop for the Master Plan Update Study, which will be held **Thursday, December 6, 2007 from 2:00 p.m. – 4:00 p.m. and 6:00 p.m. – 8:00 p.m.** at the Best Western Midway Hotel, 5105 S. Howell Ave. The workshop will be an “open house” format, in which you may attend at any time and visit the displays that are of most interest to you. No formal presentation will be made at either workshop.

We appreciate the vision and thoughtful comments we have received from airport tenants, passengers, public agencies, public officials, airport neighbors, business groups and community leaders over the course of this Study Update.

Sincerely,

Barry Bateman
Airport Director

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COMMUNITY VISIONS OF THE AIRPORT

An airport vision is a collection of the many ideas that individuals and groups have about the future of the airport and its role in the community. The vision for GMIA was developed from discussions with travel industry representatives, Airport neighbors, business and community leaders and elected officials.

The Master Plan Update project team carefully noted the varied thoughts and sometimes competing ideas expressed by these groups. The following summarizes the views of the groups and the general themes that emerged.

Community Visions In Summary

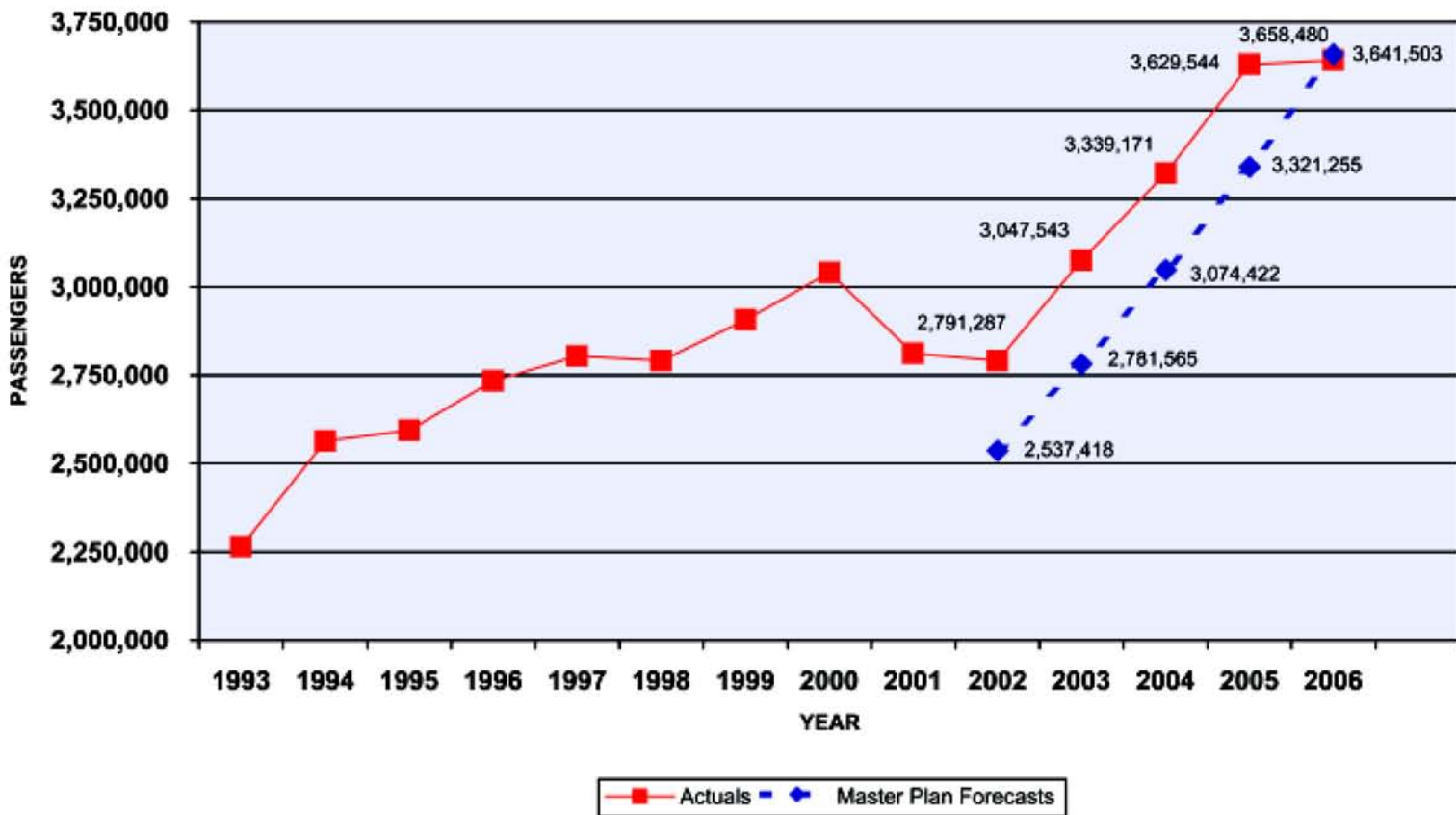
While there were a variety of comments, there was also a general consensus on key themes from the groups. Their shared vision states that GMIA:

- is customer friendly
- is readily accessible
- meets the air travel needs of the southeastern Wisconsin region
- operates safely, securely and efficiently
- is financially self-supporting, and is a cost-effective place for airlines to do business
- reflects the business-like character of Metropolitan Milwaukee
- is a good neighbor
- develops in a way that incorporates planning for compatible land uses
- is an engine for growth of the economy
- is an integral component of the region’s network of other transportation modes
- fosters compatible economic development opportunities for adjacent communities and areas
- generates employment opportunities

PASSENGER ACTIVITY

One of the first elements of the Master Plan Update was a projection of the number of passengers who would be using GMIA. The chart on page 3 shows just how we are doing in actual passengers compared with the projections. As shown, the actual passenger enplanements are slightly above the forecasted enplanements, indicating that the future development timeline for needed improvements is accurate at this time and within reason. Should the passenger enplanements grow at rates significantly different from the forecasts, a reassessment of the timing of needed improvements will be necessary.

GENERAL MITCHELL INTERNATIONAL AIRPORT MASTER PLAN FORECASTS VS. ACTUALS ENPLANED PASSENGERS



THE FUTURE C-1 RUNWAY

The projected increase in the number of passengers and flights using the Milwaukee airport means that the C-1 Runway adopted in the 1993 Master Plan will need to be opened between 2016 and 2021. The Master Plan Update relied on a number of variables to estimate when the C-1 Runway will be needed. These variables include forecasts of aircraft operations, aircraft operating costs, the amount of delay for aircraft arriving at and departing from the Airport, and the cost of construction. These factors will be monitored over time in order to determine when to start the process of building the C-1 Runway. Ultimately, the construction of the C-1 Runway will depend on the growth of the airport and the ability to hold aircraft delays to a reasonable level. The goal is to reduce aircraft fuel consumption as well as air traveler inconvenience.

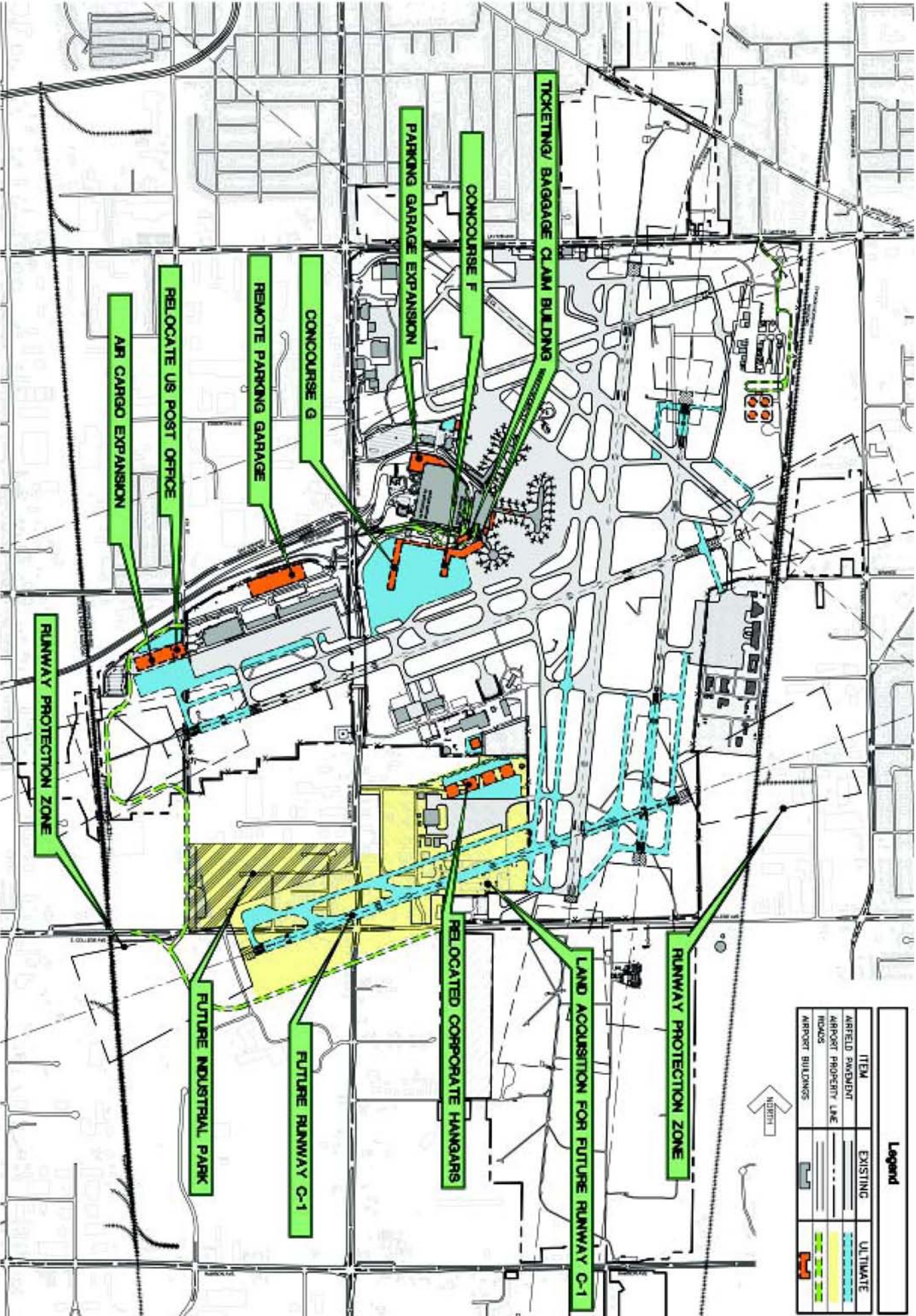
Before the time comes to start the construction of the C-1 Runway, several major tasks need to be completed. An environmental impact statement (EIS) must be prepared by the FAA. Also, Milwaukee County must acquire the property needed for the project. Impacted property owners will receive fair market value

for their property, plus relocation expenses. Once the FAA has issued a record of decision for the EIS, the County can begin acquisition of the property and construction of the runway could begin.

OVERALL DEVELOPMENT PLAN

In addition to the terminal building expansion and the roadways connected to the terminal building, there are a number of other projects that comprise the Overall Development Plan. These include: relocation of corporate hangars, expansion to the parking garage, reconfiguration of the College & Howell Ave. intersection, acquisition of land for Runway C-1, construction of runway C-1, taxiway improvements, and air cargo improvements. These projects are shown on the Overall Development Plan drawing on page 4.

OVERALL DEVELOPMENT PLAN FROM GMIA AIRPORT MASTER PLAN



Legend		
ITEM	EXISTING	ULTIMATE
AIRFIELD PROWENT		
AIRPORT PROPERTY LINE		
ROADS		
AIRPORT BUILDINGS		

AIRPORT TERMINAL ALTERNATIVES EVALUATION

Previous Master Plan Update newsletters showed six basic terminal expansion alternatives that were going to be evaluated to reach a preferred alternative. Each of these alternatives included several variations. These 6 alternatives were shown in Newsletter 4; Spring, 2006 and were reviewed and discussed at the previous Public Workshop on March 28, 2006.

There were two levels for evaluating the terminal alternatives. Level 1 Evaluation Criteria answers the question “What qualities have people said they want in our airport terminal?”

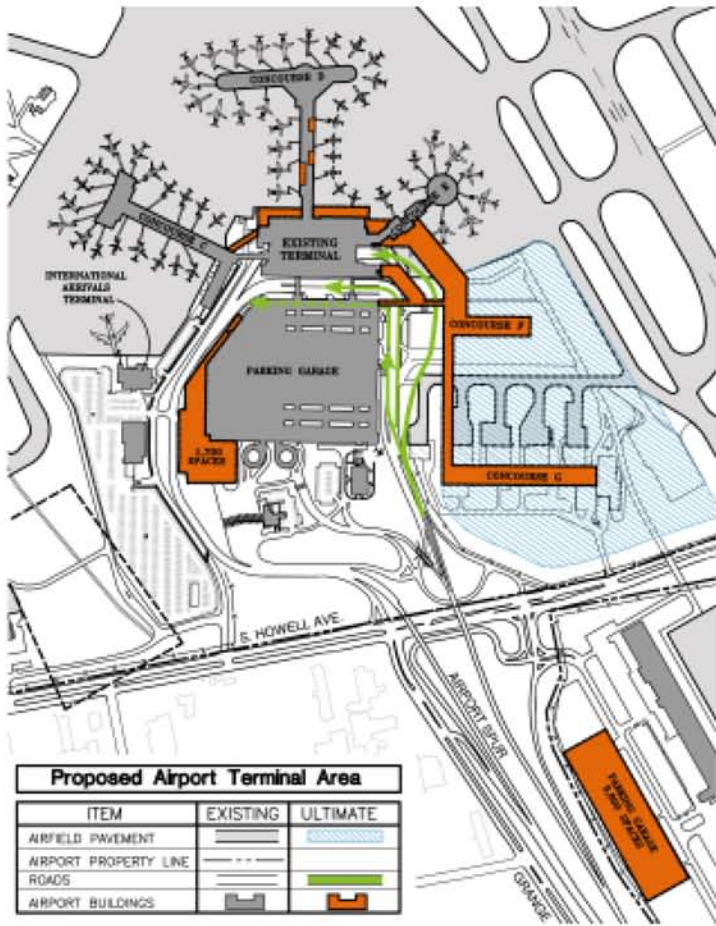
The evaluation narrowed the alternatives to five refined alternatives. These five were then screened further by using the following specific operational criteria:

- Construction Feasibility, Extent of Temporary Construction, and Time to Implement - this relates to complexity of construction and construction staging.
- Simple Wayfinding and Ease of Terminal Use – this relates to the number of level changes made by both enplaning and deplaning passengers
- Improved Level of Service – this relates to walking distance

All of the alternatives were comparable in the overall evaluation except for the alternatives that include a second level roadway, which costs significantly more than the alternatives without second level roadway construction. Consequently, those alternatives were eliminated from further consideration.

Refinements to the remaining alternatives resulted in additional evaluation of the roadway system. When that ground transportation analysis was completed, the preferred alternative was selected and is referred to as Alternative B3. These refinements to B3 are represented on the following drawing.

PREFERRED TERMINAL ALTERNATIVE B3



As previously illustrated, Alternative B3 modifies the parking garage in order to add additional curbfront and lanes on the ground level. This would require the removal of the second floor of the parking garage above the new curbfront in order to provide adequate van and bus clearances. Commercial vehicles would likely use this curbfront. Also, the new curbfront would provide waiting areas for passengers along with 3 lanes for traffic. The existing rental car center would remain in place.

The B3 Alternative was selected as it provides the necessary capacity at a lower capital cost than the other alternatives without compromising level of service, customer convenience and constructability. Additionally, B3 has a greater ability to be incrementally expanded over time as demand warrants.

CONTACT INFORMATION

Comments on the Master Plan Update Study can be emailed to: info@mitchellairport.com or mailed to: General Mitchell International Airport; Attn.: Master Plan Update Study, 5300 S. Howell Avenue, Milwaukee, WI 53207-6156.

As chapters of the Master Plan Update Study are completed, they will be posted on the Airport Web site at www.mitchellairport.com in the *Airport Projects* link. This is the fifth newsletter in the Airport Master Plan series. The newsletters are also posted on the Airport Web site. If you would prefer to receive printed copies of past issues, please call 414-747-5300.

1st Public Workshop Held on August 13, 2002

Information provided on the Master Plan Update and its process. Opportunity to articulate your vision of GMIA 20 years into the future.

2nd Public Workshop Held on January 28, 2004

Information presented on forecasts of future aviation activity, requirements for terminal, parking, access, and airfield capacity.

3rd Public Workshop Held on March 28, 2006

Information presented on 6 Terminal Alternatives for future GMIA improvements with the operational, economic, and environmental implications of the alternatives; and the potential for runway expansion.

Final Public Workshop Thursday, December 6, 2007

**Best Western Midway Hotel
5105 S. Howell Avenue
Milwaukee, WI 53207**

**2:00 p.m. – 4:00 p.m. and
6:00 p.m. – 8:00 p.m.**

- **Review and Comment on Preferred Alternative for Future GMIA Improvements**