

Appendix J Public Involvement

Summary of Public Comments and Responses

The comment period on the Draft EA extended from April 28, 2008 to June 9, 2008. Eight written comments were received during this period and are included after this summary page. Six comments were received from individuals and two came from individuals representing groups (Tom Rave - Executive Director of the Airport Gateway Business Association and James Baker - representative of the Airport Neighbors Association). Three comments received were noise related, two of which were not relevant to the RSA project and require no response. Mr. Baker's comments related to noise are addressed at the end of this summary. Three comments received were supportive of the project; including Tom Rave's and require no further response. The Airport will consider Mr. Rave's request to participate in discussions of the appearance of the 6th Street roadwork, recognizing that as a City street, adherence to City design criteria will need to be met.

Three commenters provided opinions of how the safety areas should be fixed which differed from the selected alternatives; one suggesting two additional tunnels (at Layton Avenue and the C&NW Railroad) and the other a major reroute of College Avenue. Mr. Baker's letter favors Alternative 5A3, which was eliminated during the alternatives analysis. A response to these three specific comments on the proposed action for bringing Runways 1L/19R and 7R/25L safety areas into compliance is provided below:

Selected Alternative Response

The Federal Aviation Administration (FAA) provides guidance in its Order 5200.8 *Runway Safety Area Program* and Order 5200.9 *Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting Systems* on how to bring non-compliant runway safety areas into compliance. The development of alternatives and the selection of a preferred alternative for Runways 1L/19R and 7R/25L followed this guidance. The selection involved a rigorous analysis of alternatives in full coordination with the Airport, its users, Air Traffic Controllers, and the FAA. The selected alternative includes the use of declared distance for take-offs from Runway 1L and landings on Runway 1L. It provides a traditional graded safety area on the south end of the runway. Declared distances is a recognized alternative by the FAA to bring safety areas into compliance with its design criteria. Many factors are considered in the selection of a preferred alternative. According to FAA guidance, and as noted on Page 16 on the EA, the evaluation considers that *"NEPA procedures require a balanced decision considering the FAA's mission, transportation factors, environmental impacts, costs and safety benefits."* It was concluded in the EA that Alternative 4C3, which included a declared distance component meets the purpose and need of the project. Comments which suggested alternatives which considered the future C1 runway or additional tunnels were not considered further as Alternative 4C3 meets the purpose and need for safety area compliance in a prudent and feasible way.

Mr. Baker's letter also raised concerns about the noise associated with the preferred alternative for Runway 1L/19R. The following response is provided:

Noise

The EA was completed to comply with NEPA, which require an evaluation of noise impacts associated with a proposed action. The FAA recognizes the Integrated Noise Model (INM) as a tool for conducting noise analyses. Data inputs from the Airport's current Part 150 Noise Study were used as it is the best data available. Additionally, the EA compares impacts of a preferred alternative to a no-action. For each of the alternatives analyzed in the EA for noise impacts, it was expected that aircraft would use the same departure settings as they do currently. The INM modeled the baseline conditions (no action) and each alternative using the same standard departure climb profiles for each aircraft. For each alternative, the appropriate runway end and displaced threshold coordinates were used as inputs to INM; in other words, if a specific alternative included a change in either threshold, INM modeled that change in threshold. In addition, the INM incorporates use of reverse thrust in all modeling efforts. The noise chapter of the EA presents the 65 DNL for base conditions and each alternative, with a technical analysis that notes if the alternative triggered a 1.5 dBA increase over a noise sensitive use (ie residential) at the 65 DNL, which is the threshold of significant noise impacts used by the FAA. Analysis showed that there were no substantial changes to the 65 DNL, in fact changes were on the order of tenths of a DNL change in noise. The analysis included in the Draft EA satisfies the FAA and NEPA guidance, and no modifications or changes to the noise analysis included in the Draft EA are required.

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC INFORMATION WORKSHOP
MAY 12, 2008 North End Residents

COMMENT SHEET

Name: Frank J. Petelinsek

Address: 64 E. Oak St.

Phone: 414-762-4212

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

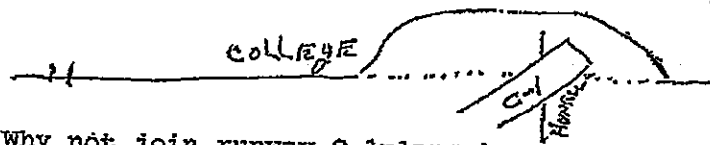
After going to the Public Information Workshop on
May 12 for safety area at the runway end. I feel that
three safety areas are:
1) 19R a tunnel at Layton
2) IL a tunnel at College
3) 25L a tunnel at C&NW Railroad
to meet the FAA Standard 500 foot wide by 1000 foot
long safety area at the runway end

(Use reverse side if needed)

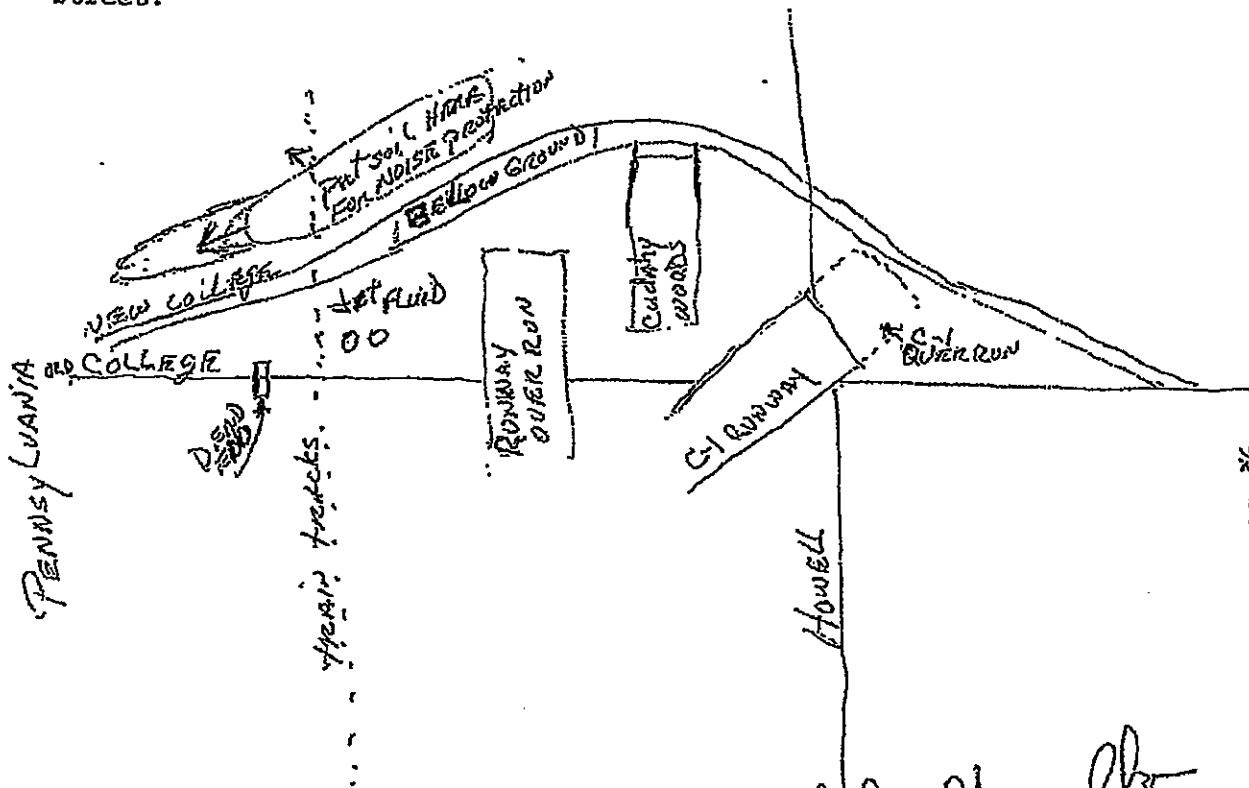
Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

1/2.

The idea to tunnel over college avenue is poor planning and too costly. The airport owns land south of college and the airport master plan for runway C-1 calls for college to be moved south.



Why not join runway C-1 plans to runway over run and move college pass the runway over run This would reduce the cost college avenue. Put college lower pass the runway and save the move and planning for 2016 moving of college for runway C-1. The new college avenue would run on an angle from pennsylvania putting the jet fluid on fenced airport land running passed the over run the other side of cuddy woods and rejoin old college at the new bridge by 13 street.



Richard Sawelto

This will :

1. put jet fluid on FRENCH AIRPORT LAND.
2. cut costly TUNNEL
3. use soil from COLLEGE to BANK Hill to help NOISE FROM OVER RUN RUNWAY.
5. FREE ~~to~~ FLOW OF TRAFFIC AS NEW COLLEGE IS BUILDING USE OLD; NO NEEDED TO CLOSE NORTH SOUTH RUNWAY FOR BUILDING TUNNEL.
6. GIVES OVER RUN AREA TO C-1 AS MASTER PLAN AND OVER RUN PLANS ARE TOGETHER.

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC INFORMATION WORKSHOP
MAY 13, 2008 South End Residents – Oak Creek

COMMENT SHEET

Name: RICHARD HOUSEFELD - NICHOLSON REALTY

Address: 6183 S. PACKARD

Phone: 414-305-6592

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

WOULD LIKE FAA - PART 150 MAPS

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC INFORMATION WORKSHOP
MAY 14, 2008 East End Residents - Cudahy

COMMENT SHEET

Name: Dorothy Feuling
Address: 3001 E. Carpenter Ave
Phone: 414.481.8853

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

I'm concerned about the airport noise at night. My bedroom is on the west side of the house and the noise wakes me up and keeps me awake. Why not expand the noise contour area?
I cannot open my window at night due to the noise.

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC INFORMATION WORKSHOP
MAY 15, 2008 West End Residents - Milwaukee

COMMENT SHEET

Name: TOM RAVE

Address: 17310 WINSTON PARK CT BROOKFIELD, WI 53045

Phone: 262-844-1330

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

(AGBA) MY INTEREST IS BECAUSE OF MY ROLE AS EXECUTIVE DIRECTOR OF AIRPORT GATEWAY BUSINESS ASSOCIATION, WHICH IS INTERESTED IN ENHANCING THE VITALITY AND ECONOMIC DEVELOPMENT AROUND THE AIRPORT. Etc.

THE PROPOSED RUNWAY CHANGES, WHILE MEETING THE FAA'S REQUIREMENTS, THAT LEAVE LAYTON AV AND COLLEGE AV IN TACT FROM A TRAFFIC MOVEMENT STANDPOINT IS VERY FAVORABLE. ALSO, MAINTAINING 6TH ST AS A THROUGH STREET EVEN THOUGH IT IS LENGTHENED TO THE WEST IS EXTREMELY IMPORTANT TO THE DEVELOPMENT OF THE AREA.

AGBA WOULD HAVE TO PARTICIPATE IN DISCUSSIONS ABOUT THE APPEARANCE OF COMPLETED ROADWORK THAT IS PART OF THE PROJECT, WHICH HELPS US FULFILL OUR ROLE IN THE AREA.

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC HEARING
MAY 29, 2008

COMMENT SHEET

Name: Chad Johnson

Address: 4408 South Lake Drive Cudahy, WI

Phone: (414) 507-6955 53110

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below.

The plan seems well thought out and also seems to consider all the important impact possible. As long as the Diotic impact is minimal I have no problem with this plan. It is nice to see a plan to bring the airport up to compliance.

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

Laura Morland

From: James Zsebe [jzsebe@mitchellairport.com]
Sent: Wednesday, May 28, 2008 9:35 AM
To: Laura Morland
Subject: FW: Runway safety improvement.

-----Original Message-----

From: PR [mailto:pr@mitchellairport.com]
Sent: Tuesday, May 27, 2008 10:38 AM
To: jzsebe@mitchellairport.com
Subject: FW: Runway safety improvement.

From: Mhglaske@aol.com [mailto:Mhglaske@aol.com]
Sent: Tuesday, May 27, 2008 10:25 AM
To: info@mitchellairport.com
Subject: Runway safety improvement.

I am supportive of all the improvements that were suggested for runway safety. Not because the present plan is not safe, but because it is cheaper to do it now than wait for so called, "Next Year." In my years of using Mitchell, I never was too worried about missing the end of the runway.

I would like to see the South end taken care of first because it would help clean up College Avenue and get that mess taken care of. I have lived at the present address for about 50 years, and that part of the road has been a mess for most of that time. It would make pleasant way to go west or east without all the congestion and bad road. A bridge or tunnel would be a great solution, plus a new divided roadway would be great. I have head that Oak Creek has as problem with some of this, but now that a new US Post office is planed for the corner of College and Pennsylvania, they will surly change their outlook, as it will bring an industry to the city.

I don't fly much any more, except for personal reasons, but the improvements should be made for the future. Mr. Bateman, his staff, and some of the County supervisors should be commended for the work they have done to improve what they have!

Regards,

Matelan Glaske
1813 Oak Street
So. Milwaukee, WI
414-762-7689

I hope this not too late, as I almost forgot about it.

Get trade secrets for amazing burgers. [Watch "Cooking with Tyler Florence" on AOL Food.](#)

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
PUBLIC INFORMATION WORKSHOP
MAY 12, 2008 North End Residents

COMMENT SHEET

Name: JAMES BAKER

Address: 4640 S - QUINCY AVE, MILWAUKEE, WI 53207

Phone: 414-744-0283

Please write your comments on the space below and place in comment box located on comment table. If you choose to mail back your comments at a later time, please return the form to the address listed below:

SEE ATTACHED

(Use reverse side if needed)

Milwaukee County's General Mitchell International Airport
Runway Safety Area Improvement Project
5300 S. Howell Avenue
Milwaukee, Wisconsin 53207

June 5, 2008

As a concerned citizen and representative of the Airport Neighbors Association, Milwaukee, WI, I hereby present my comments on the Runway Safety Area improvement project proposed for GMIA so they may be included in the final analysis.

As I understand, the preferred, less expensive alternative containing a component of "declared distances" is being proposed for GMIA. This would not be the best or safest alternative for runway 1L/19R. This type of solution for non-compliant runway safety areas does very little to enhancing safety and would, in all likelihood, promote additional environmental concerns to adjacent neighborhoods. In my estimation any alternative that relies on declared distances to provide safety should be considered unacceptable. I believe Alternative 5A3 in which runway 1L/19R is shifted south is the only acceptable alternative.

SAFETY

Adoption of "declared distances" defeats the purpose of the FAA directive: protection for both the flying public and those in proximity to the airport.

Declared distances do not have the ability to constrain aircraft that may have overshot or undershot a runway; aborted a high-speed take off; or experience a loss of hydraulics or power upon landing or take off. Water, snow and ice on the runway exacerbate the situation.

In an emergency, hypothetically imposed "declared distances" become moot. The pilots' concerns reside in the survival of his passengers, his crew, his cargo, his aircraft, and anything that may be in his path -- most likely in that order. Without the necessary area to restrain an aircraft, as required by the FAA directive, no risk has been abated. Milwaukee County government (ultimately the citizens of Milwaukee County) could possibly be found liable for knowingly condoning an unsafe condition while it built too much airport in too little a space.

NOISE

The EA indicates that noise contours change very little if "declared distances" are employed. This does not make sense. I am quite certain that shorter runway lengths require higher take off thrust settings. This is especially true of today's fully loaded flights -- both cargo and passenger. Higher thrust settings require a greater fuel burn, which ultimately translates into more noise.

I believe that a satisfactory rate of climb to fly well above the surrounding neighborhoods will not be attained soon enough, thus impacting neighborhoods further out with additional noise. If a greater rate of climb is employed there will be undue stress placed on the airframe that could present a safety concern in older, more fatigued aircraft. Passenger comfort and safety may be compromised as well.

If the length of a runway is declared to be shorter then, logically, the aircraft would have to stop faster. This would indicate higher settings and longer duration of thrust reversal on landing. This, of course, results in more noise to the surrounding community. I have not seen the issue of thrust reversal mention once in the Draft EA.

I believe this is sufficient reason for insisting that the "noise" aspect of this Draft EA be reassessed and that more accurate noise impact findings be incorporated in the Final EA. It is incumbent upon the drafters to realize they are employing data from a Part 150 Study that, to the best of my knowledge thus far, has not been technically approved. Members of the Airport Neighbors Association have found, and reported, what we believe are serious flaws in that study.

WHY ALTERNATIVE 5A3 SHOULD BE USED

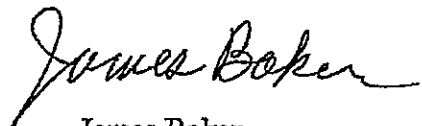
There are additional bonuses to Alternative 5A3: ground safety is enhanced; the likelihood of incursions is reduced; a greater portion of jet exhaust fumes would be kept on airport property instead of blowing into adjacent neighborhoods; and noise impacts would be less -- requiring fewer funds to be spent dubiously on mitigation efforts. The shifting of noise south would impact far fewer homes in a less densely populated area. The savings in mitigation efforts could help offset the higher cost of Alternative 5A3. If we are to spend the flying public's money, let's spend it wisely.

We are aware that safety trumps all – as it should. Would it be imprudent then to conclude that a safety concern could be declared at almost any time? The opportunity is made ever so available with “declared distances.” Discerning a safety condition versus expedience of operation might be a difficult task.

SUMMARY

In my opinion, and the opinion of many of our members, “declared distances” should be eliminated as an acceptable alternative in providing runway safety at GMIA for reasons stated above. I also believe that a finding of no significant impact would be difficult if not impossible to sustain if “declared distances” were used. It is conceivable that declared runway distances may be ignored in favor of a safer, more economical use of the aircraft, i.e.; load factors, thrust settings, fuel dumpings, tire and brake wear, fuel burn on thrust reversal, etc. The only satisfactory alternative is 5A3 in which the runway is shifted south the necessary distance. In addition to providing full utilization of 1L/19R, it also accomplishes the objective of “true” versus “hypothetical” safety for airport users and groundside public alike. And it reduces the environmental impact to the overburdened neighborhoods to the north of the airport. It is the essence of what the compliance program was intended to accomplish.

Thank you for your attention in this important matter. I will be sending a copy of this to our local officials as well.



James Baker
4640 S. Quincy Ave.
Milwaukee, WI 53207

3077419
 PG 508195556

Milwaukee County Dept Of
 Attn: Accounts Payable Ste 301
 901 N 9th St
 Milwaukee, WI 53233

AFFIDAVIT OF PUBLICATION

Patti Guerrero hereby states that she is authorized by Journal Sentinel Inc. to certify on behalf of Journal Sentinel Inc., publisher of the Milwaukee Journal Sentinel and The Sunday Journal Sentinel, public newspapers of general circulation, printed and published in the city and county of Milwaukee; that a notice of which the printed one hereto attached is a true copy, was in the Daily Edition on the twenty-fifth, of April 2008. That the Milwaukee Journal Sentinel and The Sunday Journal Sentinel are newspapers printed in the English language and that said printed copy was taken from said printed newspapers.

Patti Guerrero

Patti Guerrero

State of Wisconsin)
) SS:
 County of Milwaukee)

Subscribed and sworn before me this 12 day of June, 2008.

Serni Roe

Notary Public State of Wisconsin
 My Commission Expires 2-20-11

of Draft Environmental Assessment, Public Information Workshops and Public Hearing In the Matter of State and Federal Aid for Runway Safety Area Improvements at General Mitchell International Airport, Milwaukee, WI.
 A petition resolution requesting state and federal financial assistance is being filed by Milwaukee County with the Wisconsin Department of Transportation, Bureau of Aeronautics to help carry out the following proposed action at General Mitchell International Airport: Safety Area Improvements to comply with Federal Aviation Administration design standards for Runways 1E/19R and 7R/25L Safety Areas.
 All interested persons are notified of the availability of a Draft Environmental Assessment (EA) of the effects of the proposed improvements. The project does include wetland impacts. The Draft Environmental Assessment is available for examination at the following locations:
 Rippecahoe Public Library, 2912 South Howell Ave, Milwaukee, WI; Cudahy Family Library, 3500 Library Drive, Cudahy, WI; Oak Creek Public Library, 8620 South Howell Avenue, Oak Creek, WI; and St. Francis Public Library, 4230 South Nicholson Avenue, St. Francis, WI. The Draft EA can also be viewed

on the GMA Website at www.mitchellairport.com by selecting the airport projects link to the Runway Safety Area Improvement Project. Notice is hereby given that the Airport will hold public information workshops on May 12, 13, 14, 15 and a concurrent public information workshop/public hearing on May 29, 2008. Meetings on all days will be held from 2:00pm to 4:00pm and from 6:00pm to 8:00 pm at the Best Western Airport Hotel, 5105 South Howell Avenue, Milwaukee, WI. The purpose of the workshops is to provide the public with information on the EA and the opportunity to speak with airport personnel and their consultant. The purpose of the May 29th hearing to be held concurrently with the workshop is to address the proposed actions. All interested persons are invited to attend and present concise, relevant oral and written statements concerning the economic, social and environmental effects of the proposed action and its consistency with the goals and objectives of each affected area's land use or planning strategy. Persons with an interest in or knowledge about historical and archaeological resources in the project area developed under this EA are invited to present such information at the public meetings. Additional written comments may be filed with the Airport if received by June 9, 2008. Such testimony should be directed to the following address: Runway Safety Area Improvement Project, Airport Engineers Office, General Mitchell International Airport, 5300 South Howell Ave, Milwaukee, WI 53227.

STATE

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Information Workshop - May 12, 2008 - Best Western Airport Hotel
NORTH END - MILWAUKEE & St. FRANCIS

PLEASE SIGN IN

NAME

DAN GRIMM

ADDRESS

373A S. KANSAS, MILWA, WI 53207

14 horizontal lines for additional sign-in entries.

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Information Workshop – May 12, 2008 – Best Western Airport Hotel
NORTH END – MILWAUKEE & ST. FRANCIS

PLEASE SIGN IN

NAME

ADDRESS

Carrie Peiser

1919 E Eden Pl. St. Francis 53235

JAMES SODKE

3560 S. Clement Ave 53257

Benny Boteman

~~645~~ 5800 S Howell Ave 53207

Frank J. Petelin

61 F Oak St. Oak Creek 53104

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Information Workshop – May 12, 2008 – Best Western Airport Hotel
NORTH END – MILWAUKEE & ST. FRANCIS

PLEASE SIGN IN

NAME

ADDRESS

Angela K. Krasnowsky 3701 S. Dow Ave St. Francis 53235
Carl Frischholz 511 E. Common 53207
Sue Johnson 3174 S. Howard Ave Milw 53207

Milwaukee County's General Mitchell International Airport
 RUNWAY SAFETY AREA IMPROVEMENT PROJECT
 Public Information Workshop - May 13, 2008 - Best Western Airport Hotel
 SOUTH END - OAK CREEK

PLEASE SIGN IN

<u>NAME</u>	<u>ADDRESS</u>
Keri Martinson	800 Maple St. South Milwaukee WI
Rose Antonson	1111
Mitch Gluska	1813 OAK ST. South Milwaukee WI
Gay Van Beck	1301 E. Collins Oak Creek WI
Edna + Mary Petelinsek	611 F Oak St Oak Creek WI
Ray A. Hotal	7470 S. STEVENS E " "
Mary Wilbur	3069 S. Shoreline Milwaukee WI 53207
Carol D. Nagel	7209 S. Quincy Ave Oak Creek WI 53154
ARTHUR OSERAND	6206 S. ILL AU CIRCLE W I 53110
RICHARD GAWELKO	3908 E HANNOY Cudahy WI 53110
ARLYN FIENE	7180 S. CLEMENT AVE OAK CREEK WI 53154
Shelby Jankowski	122 E CARROLL MIL WI 53207

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Information Workshop – May 14, 2008 – Best Western Airport Hotel
EAST END – CUDAHY

PLEASE SIGN IN

<u>NAME</u>	<u>ADDRESS</u>
Dorothy Feuling	3001 E. Carpenter Ave Cudahy
Dan Feuling	3001 E. Carpenter Ave Cudahy
Charlotte Grovish	5706 S Merrill Cudahy

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Information Workshop - May 14, 2008 - Best Western Airport Hotel
EAST END - CUDAHY

PLEASE SIGN IN

NAME

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Emil & Elaine DeAlroy 3945 E. Northfield Cudahy 53116
William Zschar 3400 E. Northfield Ave

Pam & Jeff Burckhard 5261 S. Nicholson Ave., Cudahy 53110
GARY PACZESKY 152 W. GOLDENF AVE MILWAU 53207

GREGORY MNANCY LORKOWSKI 4625 S. KANSAS AVE ST FRANCIS 53235

Milwaukee County's General Mitchell International Airport
RUNWAY SAFETY AREA IMPROVEMENT PROJECT
Public Hearing – May 29, 2008 – Best Western Airport Hotel

PLEASE SIGN IN

NAME

ADDRESS

James Moran 6216 E. State St. #406 Milwaukee 53202
Michael Eckert 5839 S. 15th Place Milwaukee 53221
Toni Fae 330 W. College Ave. Milwaukee 53207
Charles Johnson 4408 South Lake Drive, Cudahy 53110
