



APPENDIX E.13

Aerotropolis Meeting

Milwaukee Gateway Aerotropolis Corporation

Milwaukee County's Mitchell International Airport

December 7, 2020



MASTER PLAN 2040



Master Plan Process

- FAA-guided process

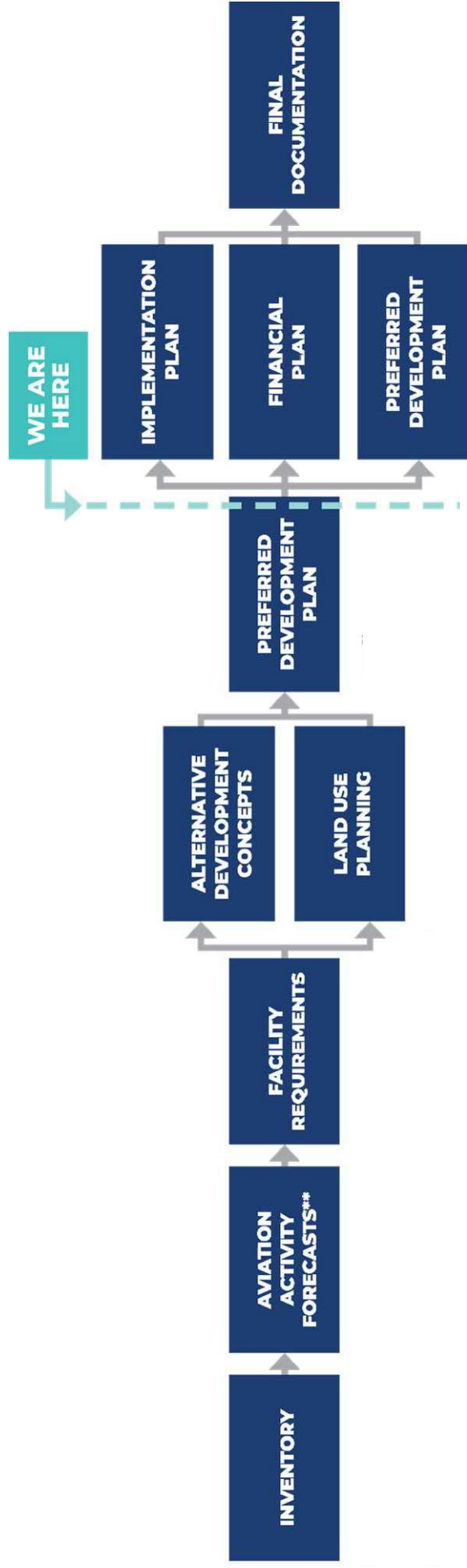


The goal of a master plan is to provide the framework needed to guide future airport development that will cost effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.

FAA AC 150/5070-6B, Airport Master Plans

- Unique to the issues and challenges faced by MKE
- Objectives
 - Forecast activity
 - Define and justify proposed development
 - Provide effective graphic representation of development (ALP Drawing)
 - Establish realistic implementation schedule
 - Propose an achievable financial plan
 - Establish a flexible framework for continued planning and decision-making
- Serves as a guide to MKE's future

Master Plan Status



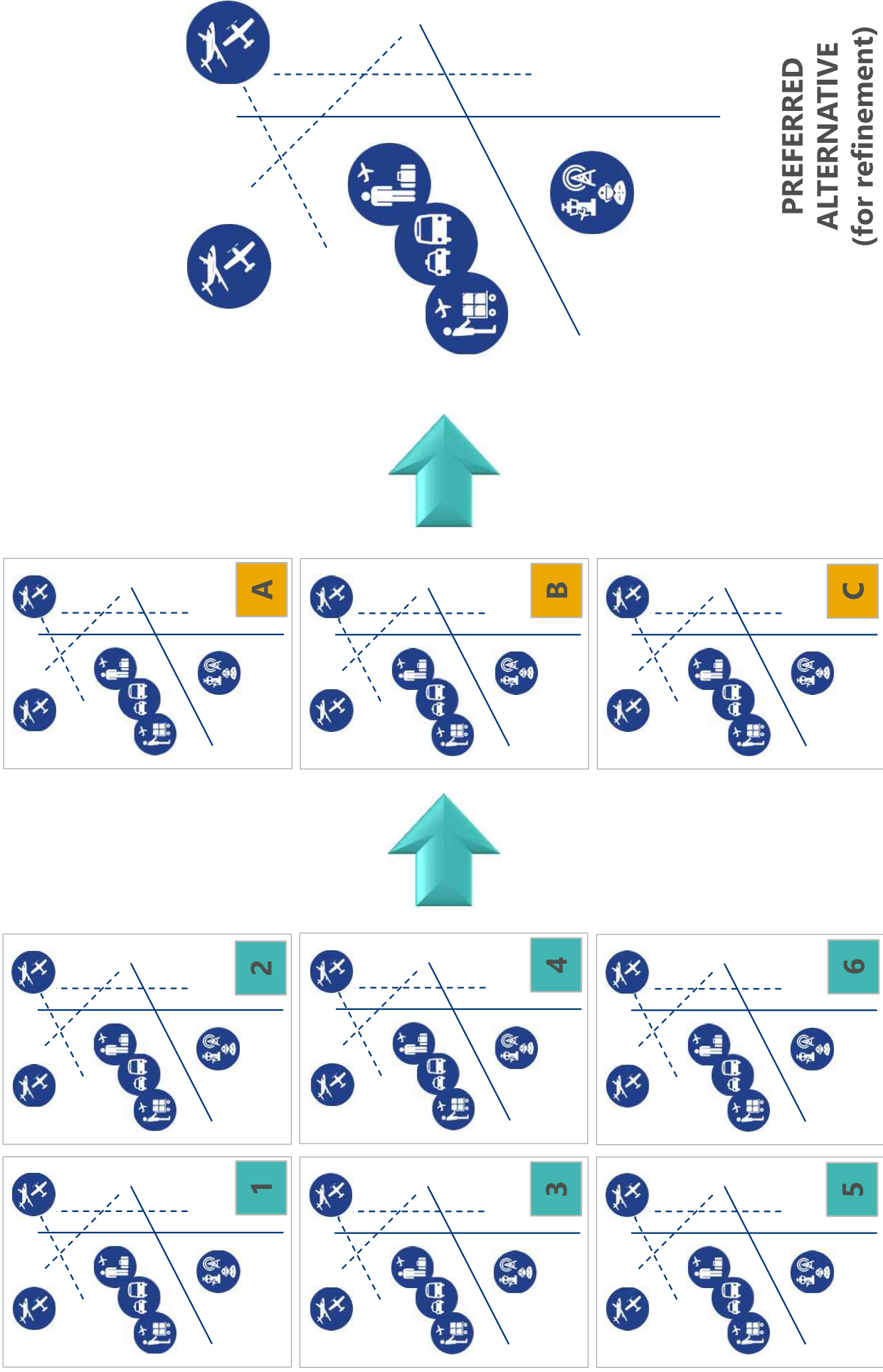
The FAA approves two specific elements of the Master Plan Update: Baseline Forecast and Airport Layout Plan drawing set.

Master Plan Opportunities

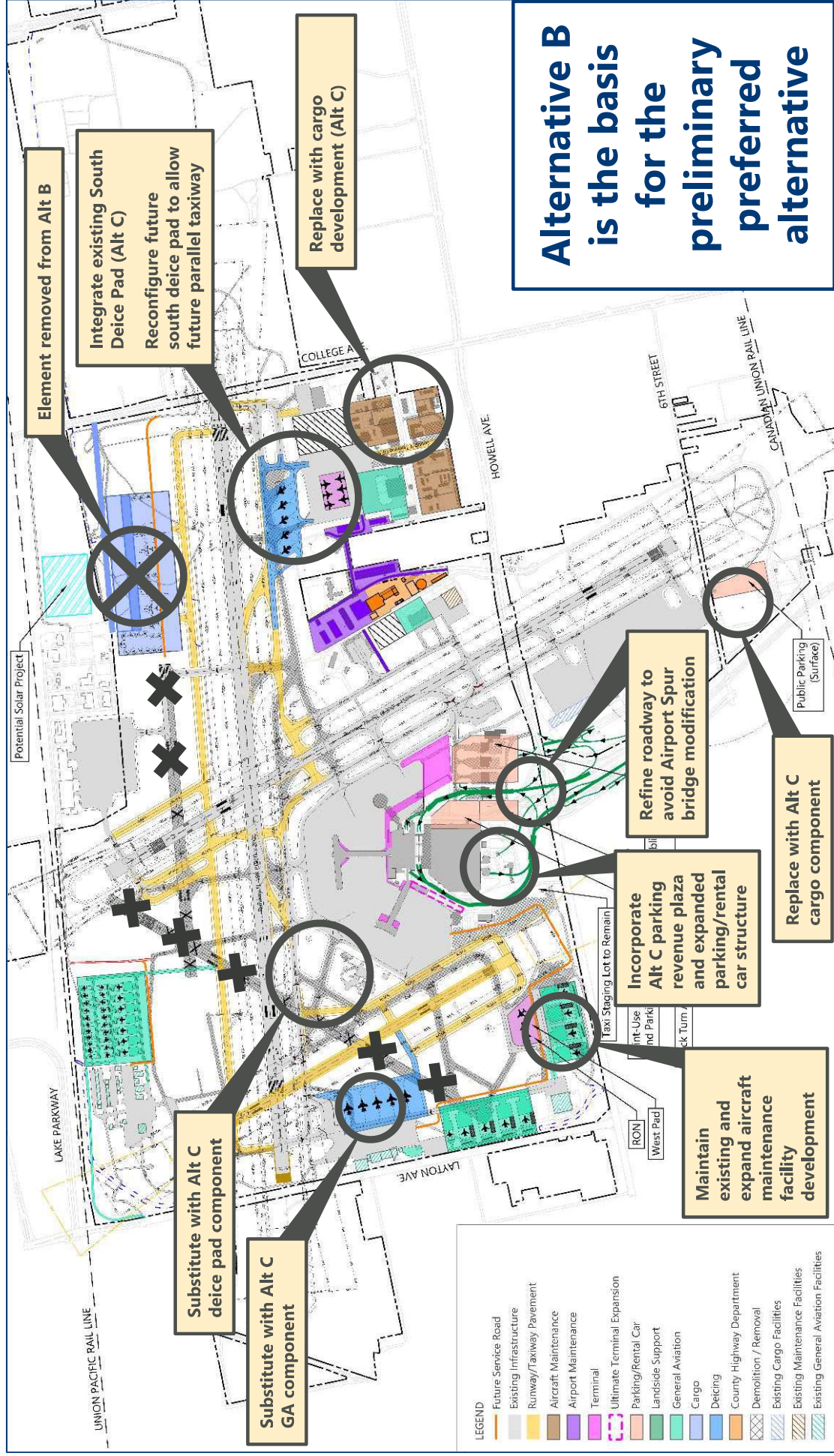
- Balance airfield, terminal, and landside capacities
- Conform to current FAA standards
- Right-size facilities to match demand
 - Reduce O&M cost exposure
 - Expand on-airport development areas
- Consolidate similar facilities and operations: safety and efficiency
- Accommodate technological change
- Prioritize customer convenience and experience
- Identify developable airport land not required to meet aeronautical demand
- Provide opportunities for enhanced revenue generation
- Define Capital Improvement Plan (CIP) to support project priorities, budgeting and planning
- Preserve ultimate (post-2040) growth potential
- Right-size airport facilities while accommodating 2040 demand

FOCUS: Right-sizing of MKE to align with forecast demand, preserving the flexibility to respond to changes and accommodate post-2040 needs

Alternatives Analysis Process



Preliminary Preferred Alternatives (initial refinements identified)



Next Steps

- Refine Preferred Alternative (underway)
- Overall Master Plan Process
 - Prepare Implementation Plan and Financial Analysis
 - Develop Draft Capital Improvement Program (CIP)
 - Prepare Environmental Overview
 - Land use assessment to explore potential non-aeronautical development areas
 - Prepare ALP Drawing Set and Narrative Report (FAA signs and approves ALP)
 - Finalize and submit Master Plan report
- Upcoming meetings
 - Present alternatives analysis and Preferred Alternative to the public (Public Open House #4)
 - Final TAG/SAG Meeting #5

Questions



Google Earth Pro, 2017; Landsat/Copernicus, 2017; TerraMetrics, 2017 (aerial photography - for visual reference only, may not be to scale).



APPENDIX E.14

Airline Meeting

Introductions and Agenda

Brief Process Review: Began with 6 integrated alternatives | workshopped to get to 3 short-listed

Three short-listed alternatives formed the basis – *brief description of each*
Used **evaluation criteria** and workshops to get to preliminary preferred alternative

Selected **Alternative B** as preliminary preferred
List key points in this alternative

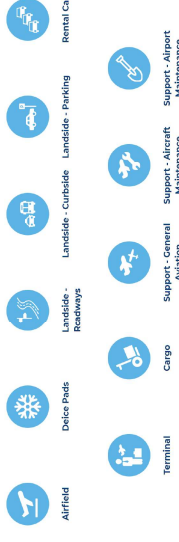
Made **refinements** to preliminary preferred alternative
list refinements or show inset graphics where areas changed
Airfield Discussion (*runway/taxiway system and right sizing*) – key for airlines
Terminal Discussion – discuss potential gate reconfiguration? (M&H Task)

Deice Pad Discussion
Aircraft Maintenance Discussion or **landside facilities?**

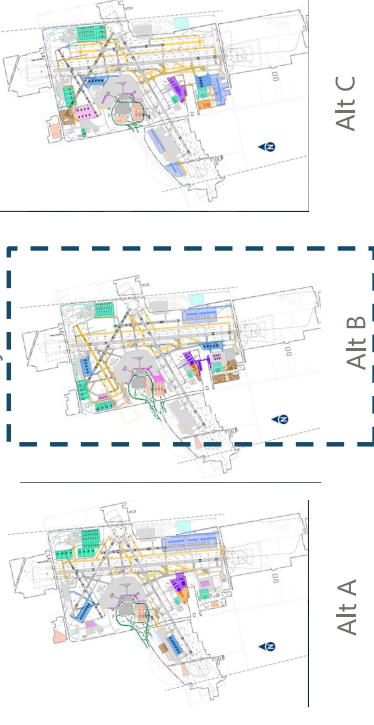
Implementation? – Does MKE want a *high-level discussion of project timing?*

Conclusion and Q&A

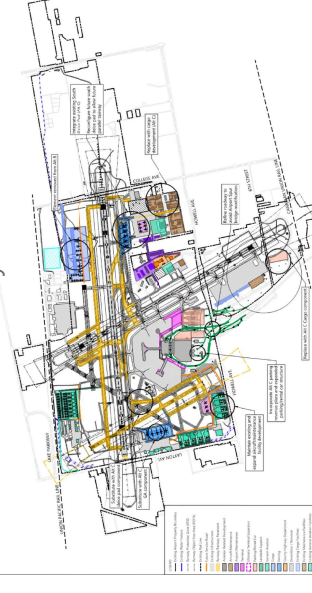
3->1 Evaluation Criteria (list on slide and expand upon)



Selection of Preliminary Preferred Alternative



Refinements to Preliminary Preferred Alternative





APPENDIX E.15

Northeast Hangar Group Meeting

NE Hangar Tenant Group

Milwaukee County's Mitchell International Airport

November 30, 2020

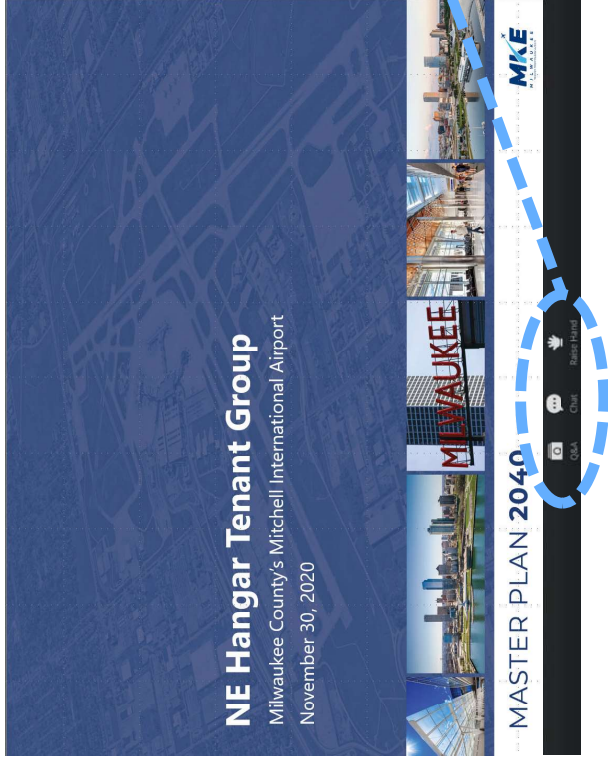


MASTER PLAN 2040



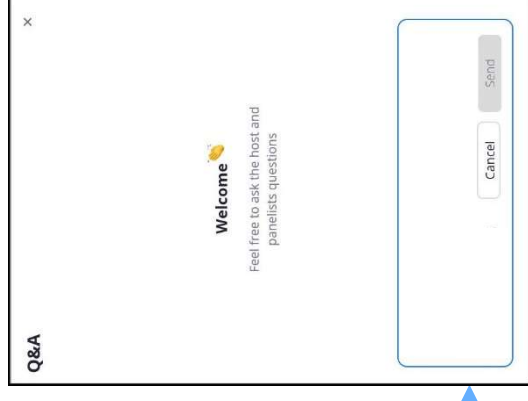
Webinar Features

- Presentation/interactive format
- Questions and comments
 - Q&A
 - Raise Hand



Presenter will share your question and unmute you

Presenter will unmute you for question/comment



Presenters

- Colleen Quinn, Ricondo
- Michael Truskoski, Ricondo

Panelists

- Matt Hoffman, MKE
- Ian Thielecke, MKE
- Kim Berry, MKE

Overview

- Master planning process and status
- Drivers and opportunities
- Alternatives analysis (GA-related development)
- Preferred alternative (under refinement)
- Questions

Master Plan Process

- FAA-guided process

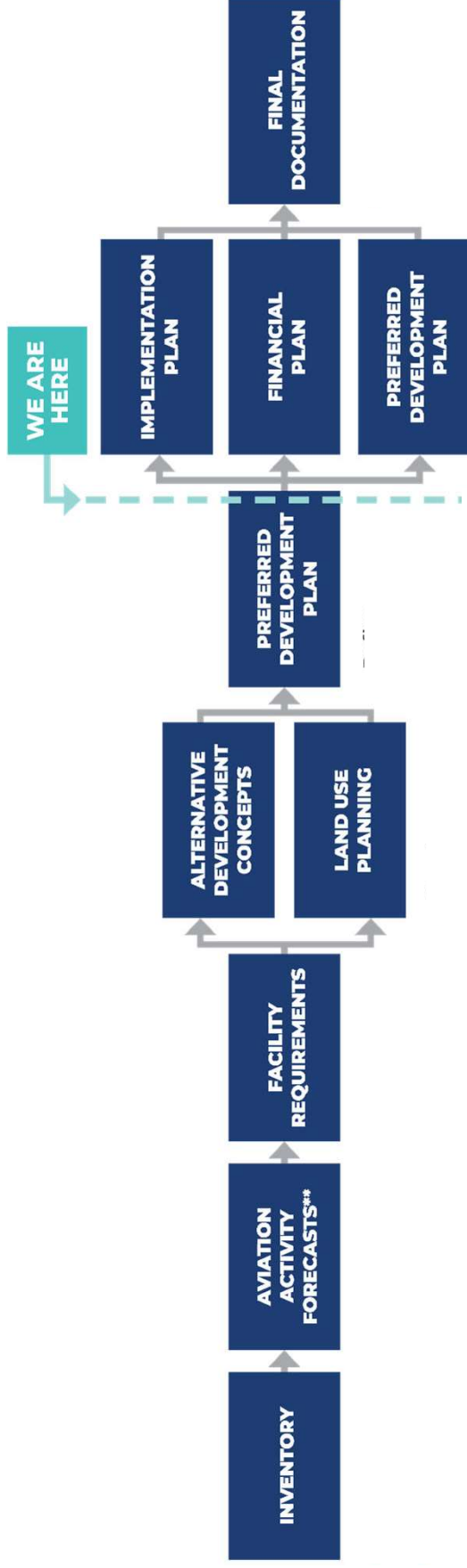


The goal of a master plan is to provide the framework needed to guide future airport development that will cost effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts.

FAA AC 150/5070-6B, Airport Master Plans

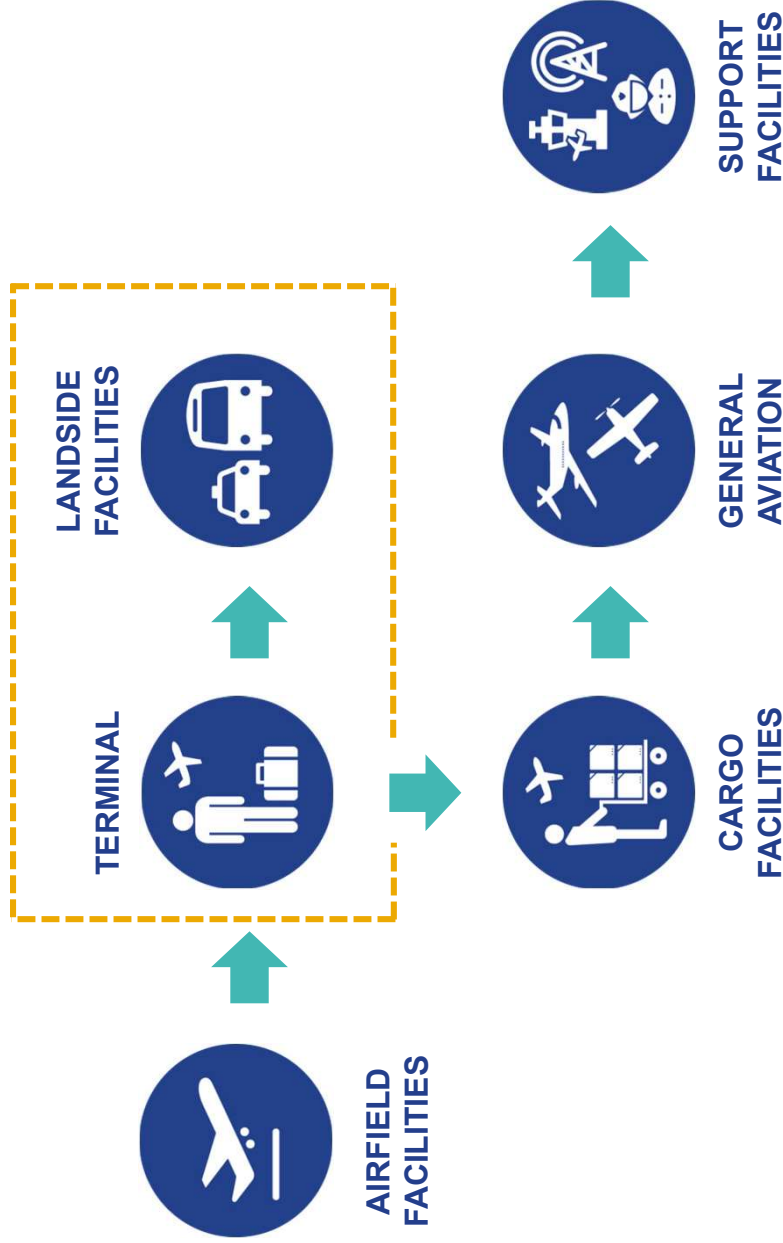
- Unique to the issues and challenges faced by MKE
- Objectives
 - Forecast activity
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 - Provide effective graphic representation of development (ALP Drawing)
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- Serves as a guide to MKE's future

Master Plan Process



The FAA approves two specific elements of the Master Plan Update: Baseline Forecast and Airport Layout Plan drawing set.

Facility Hierarchy



Given facility hierarchy, selection of each component influences decision on subsequent components

- Airport Maintenance
- Aircraft Maintenance
- Airport Operations
- Airport Administration
- Aircraft Rescue & Fire Fighting
- FAA/TSA/CBP
- Other

Principal Drivers - Alternatives Evaluation

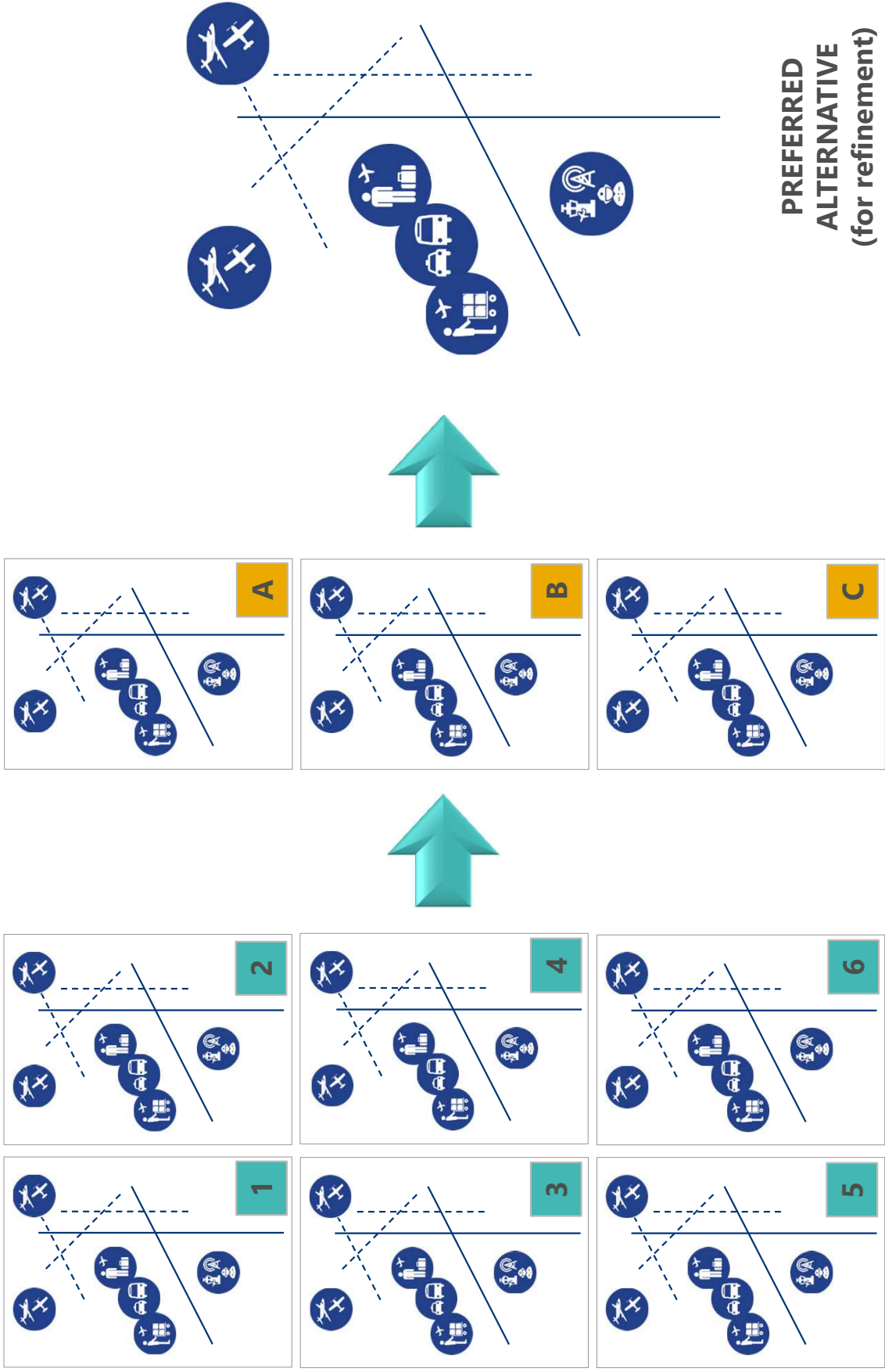
- Right-size airport facilities while accommodating 2040 demand
- Maintain long-term flexibility and scalability for all airport features
- Consolidate operationally similar facilities and activities where appropriate
- Prioritize customer convenience and experience
- Consider post-2040 development/capacity potential
- Accommodate future development within current MKE property boundary

FOCUS: Right-sizing of MKE to align with forecast demand, preserving the flexibility to respond to changes and accommodate post-2040 needs

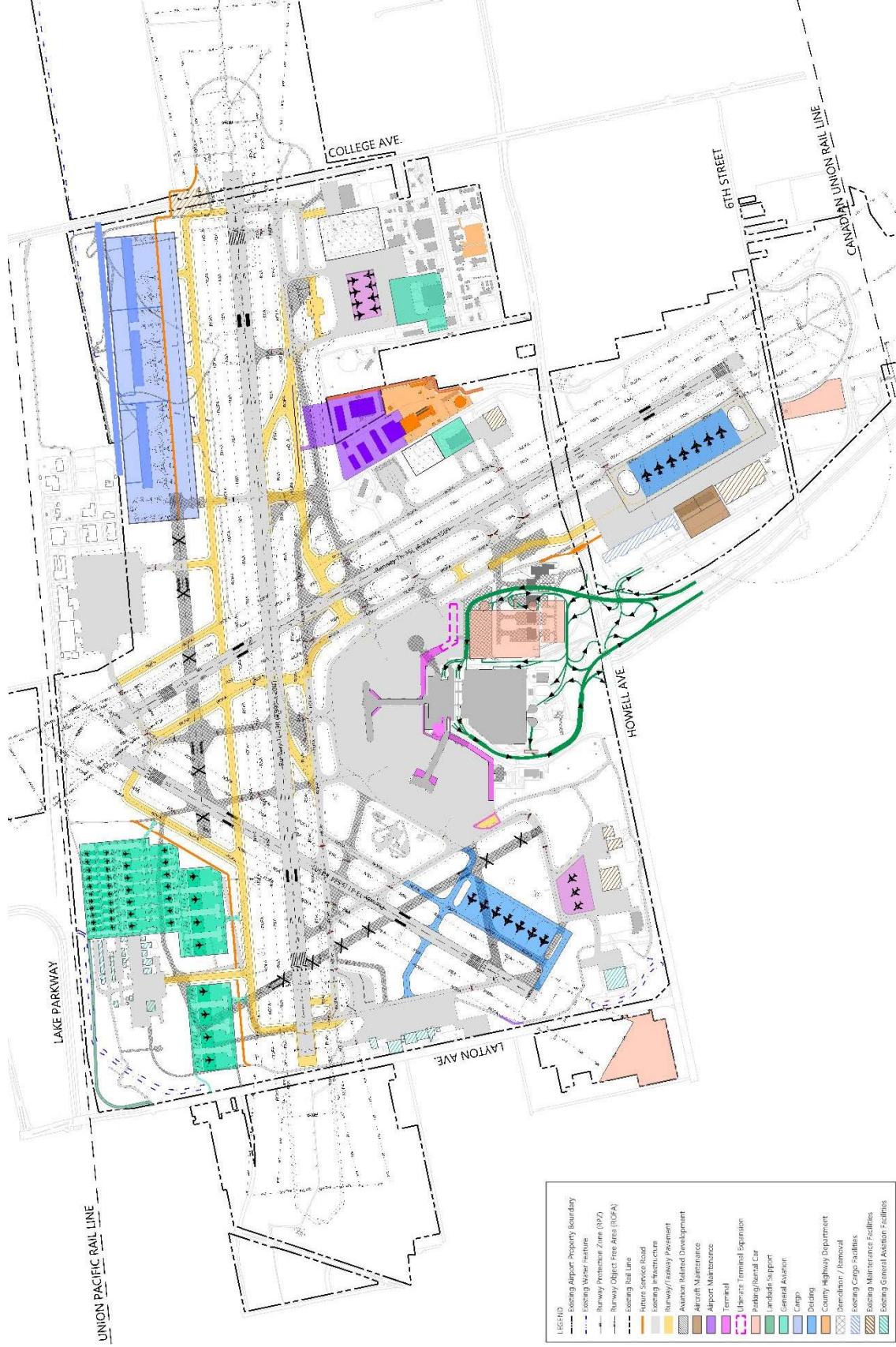
Master Plan Opportunities

- Balance airfield, terminal, and landside capacity
- Conform to current FAA standards
- Consolidate similar facilities and operations
 - Enhance safety
 - Maximize efficiency
- Right-size facilities to match demand
 - Reduce O&M cost exposure
- Accommodate technological change
- Define highest and best use of developable airport land
- Provide opportunities for enhanced revenue generation (reduce airline cost exposure)
- Ultimately define Capital Improvement Plan (CIP) to support project budgeting and planning
- Preserve ultimate (post-2040) growth potential

Alternatives Analysis Process



Shortlisted Alternative A

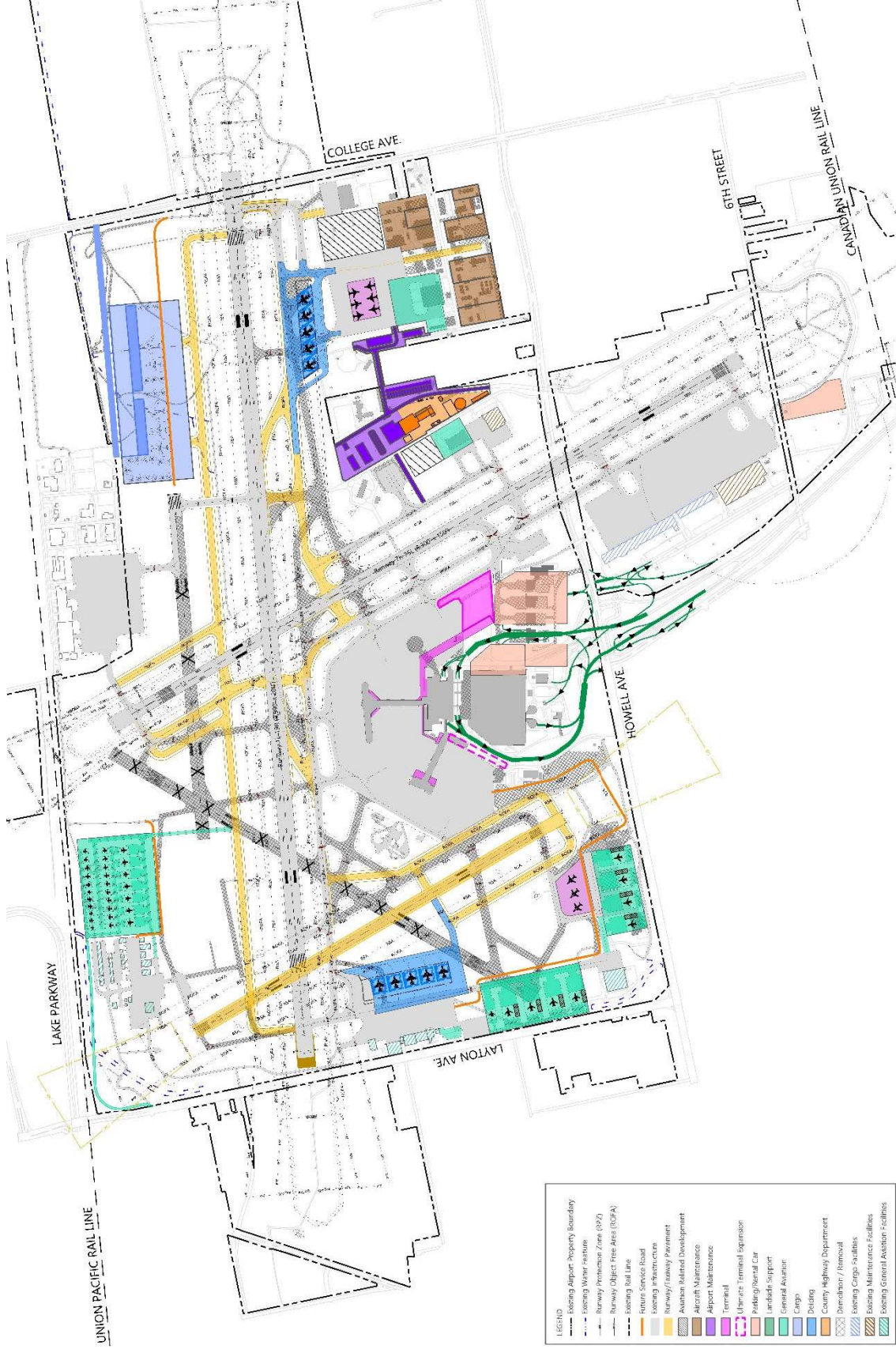


LEGEND

- Existing Airport Property Boundary
- Existing Water Feature
- Runway Protection Zone (RPZ)
- Runway Object Free Area (ROFA)
- Existing Soil Line
- Existing Structures
- Future Services Road
- Existing Infrastructure
- Runway/Runway Permitment
- Auxiliary Related Development
- Airport Maintenance
- Terminal
- Utilities Terminal Expansion
- Parking/Guard Car
- Vehicle Support
- General Aviation
- Cargo
- Building
- County Highway Department
- Demolition/Removal
- Existing Cargo Facilities
- Existing Maintenance Facilities
- Existing General Aviation Facilities



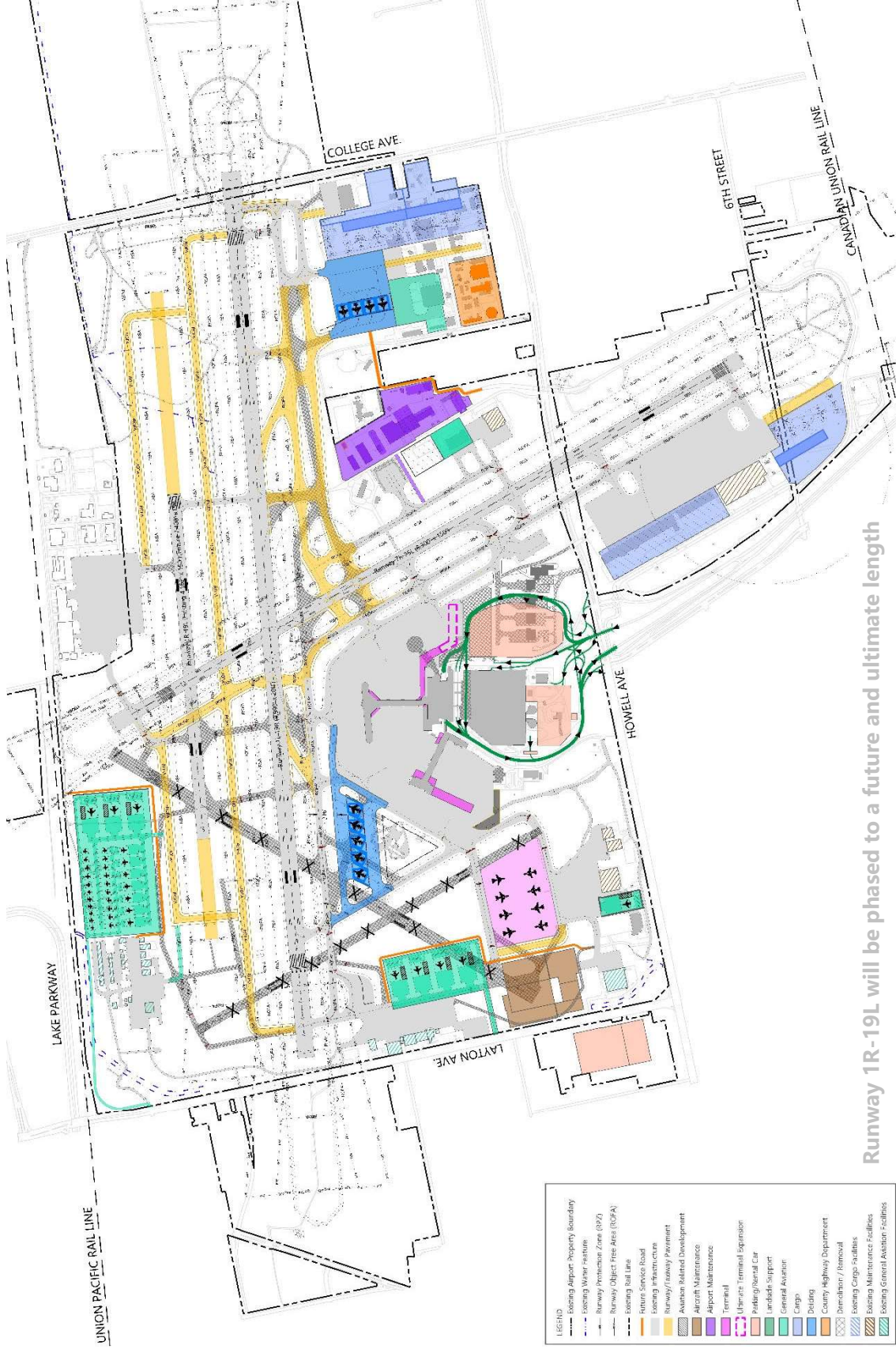
Shortlisted Alternative B



LEGEND

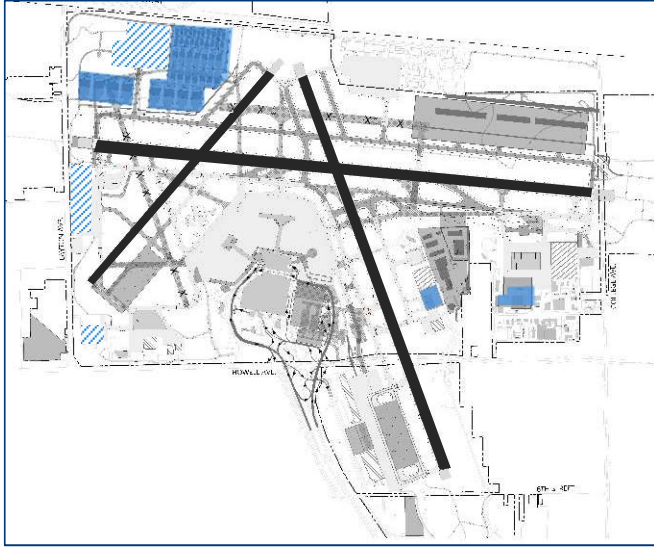
- Existing Airport Property Boundary
- - - Existing Water Feature
- - - Runway Protection Zone (RPZ)
- - - Runway Object Free Area (ROFA)
- - - Existing Soil Line
- Existing Rail Line
- Existing Infrastructure
- Existing Services Road
- Runway/ taxiway Perimeter
- Airport Related Development
- Airport Maintenance
- Airport Maintenance
- Terminal
- Ultimate Terminal Expansion
- Parking/Guard Car
- Landside Support
- General Aviation
- Cargo
- Dolding
- County Highway Department
- Driveway/ Removal
- Existing Cargo Facilities
- Existing Maintenance Facilities
- Existing General Aviation Facilities

Shortlisted Alternative C



Runway 1R-19L will be phased to a future and ultimate length

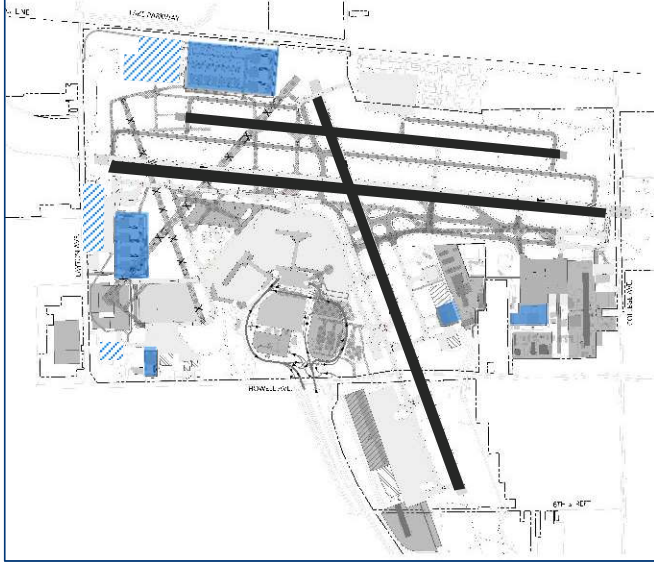
General Aviation Development Alternatives



Alternative A



Alternative B



Alternative C

-  Existing GA Development Areas
-  Future GA Development Areas



General Aviation Facilities Conclusion – Alt. A

Primary Advantages

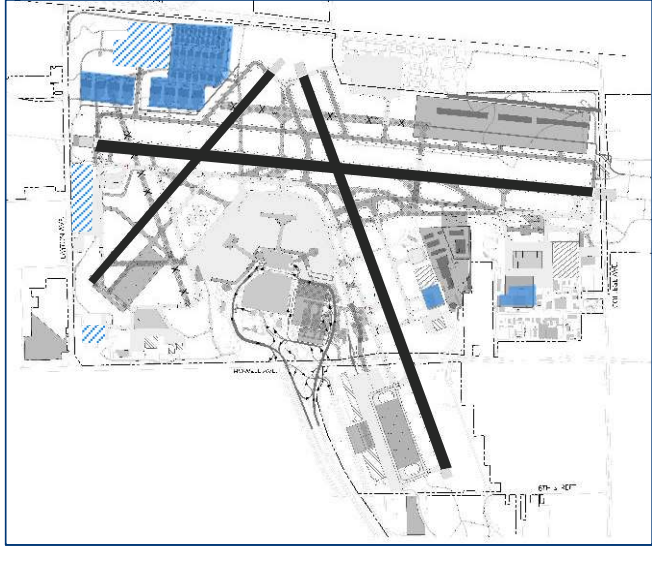
- 1 Incremental expansion potential in response to demand
- 2 Development concentrated in area with limited utility for other types of development

Primary Challenges

- 1 Facilities configuration requires adjustment to accommodate preferred Airfield Alternative B
- 2 Corporate GA facilities not segregated from small GA facilities
- 3 Not compatible with ultimate protection of RW 1R-19L airspace

Trade-offs (if selecting Alt A)

- 1 Consolidation of GA facilities does not facilitate segregation of corporate GA development
- 2 GA development not compatible with RW 1R-19L protection (ultimate condition)



-  Existing GA Development Areas
-  Future GA Development Areas

General Aviation Facilities Conclusion – Alt. C

Primary Advantages

- 1 Incremental expansion potential in response to demand
- 2 Limited segregation of corporate GA facilities from small GA facilities
- 3 Development concentrated in area with limited utility for other types of development

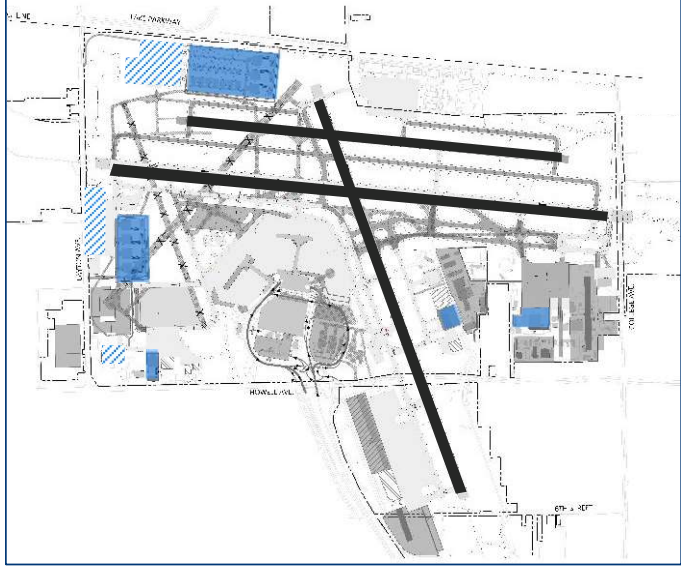


Trade-offs (if selecting Alt C)

- 1 Limited segregation of corporate GA facilities necessary to avoid development abutting Layton Ave

Primary Challenges

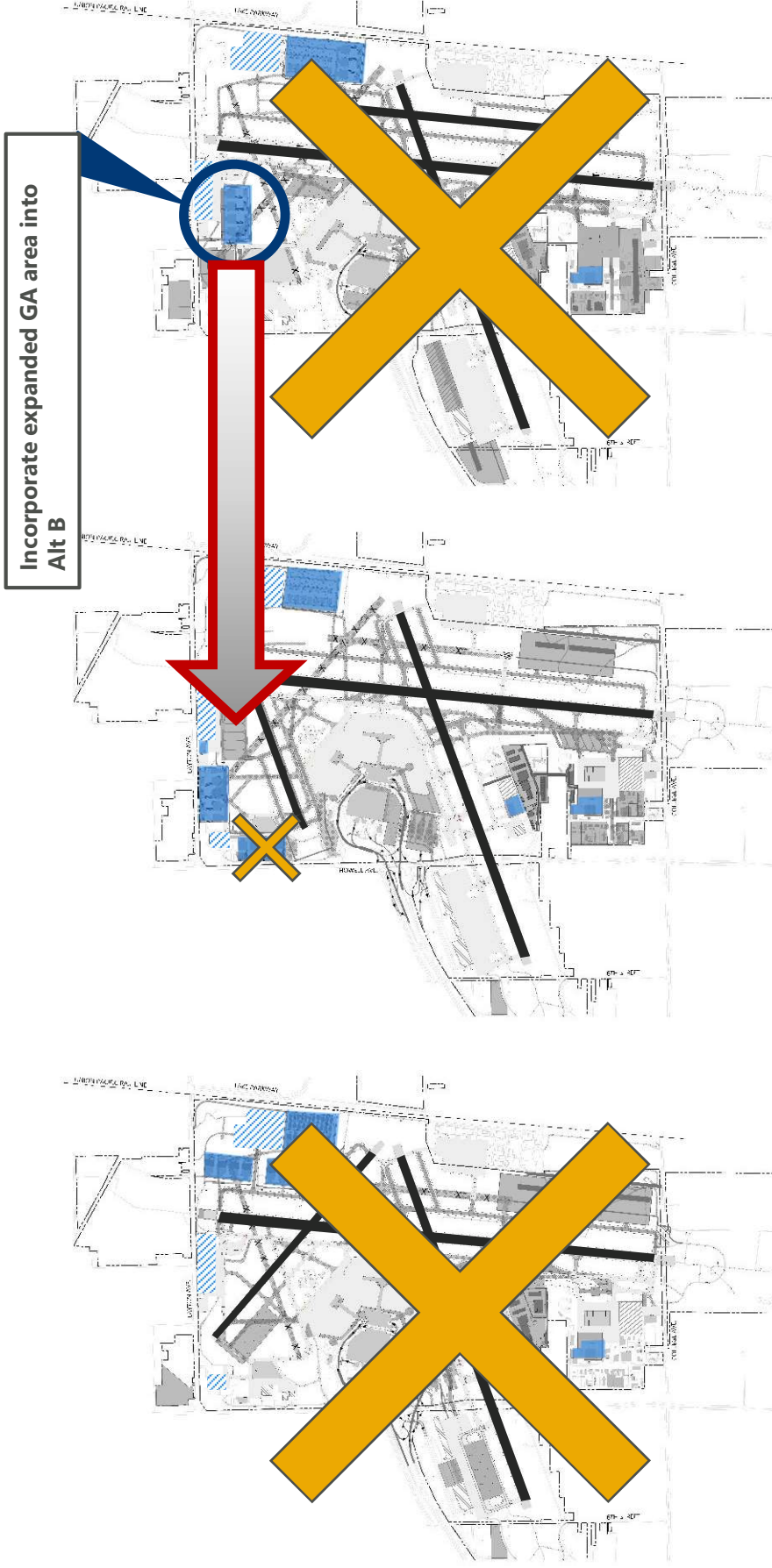
- 1 Corporate GA facilities in north quadrant require adjustment to accommodate preferred Airfield Alternative B



- Existing GA Development Areas
- Future GA Development Areas



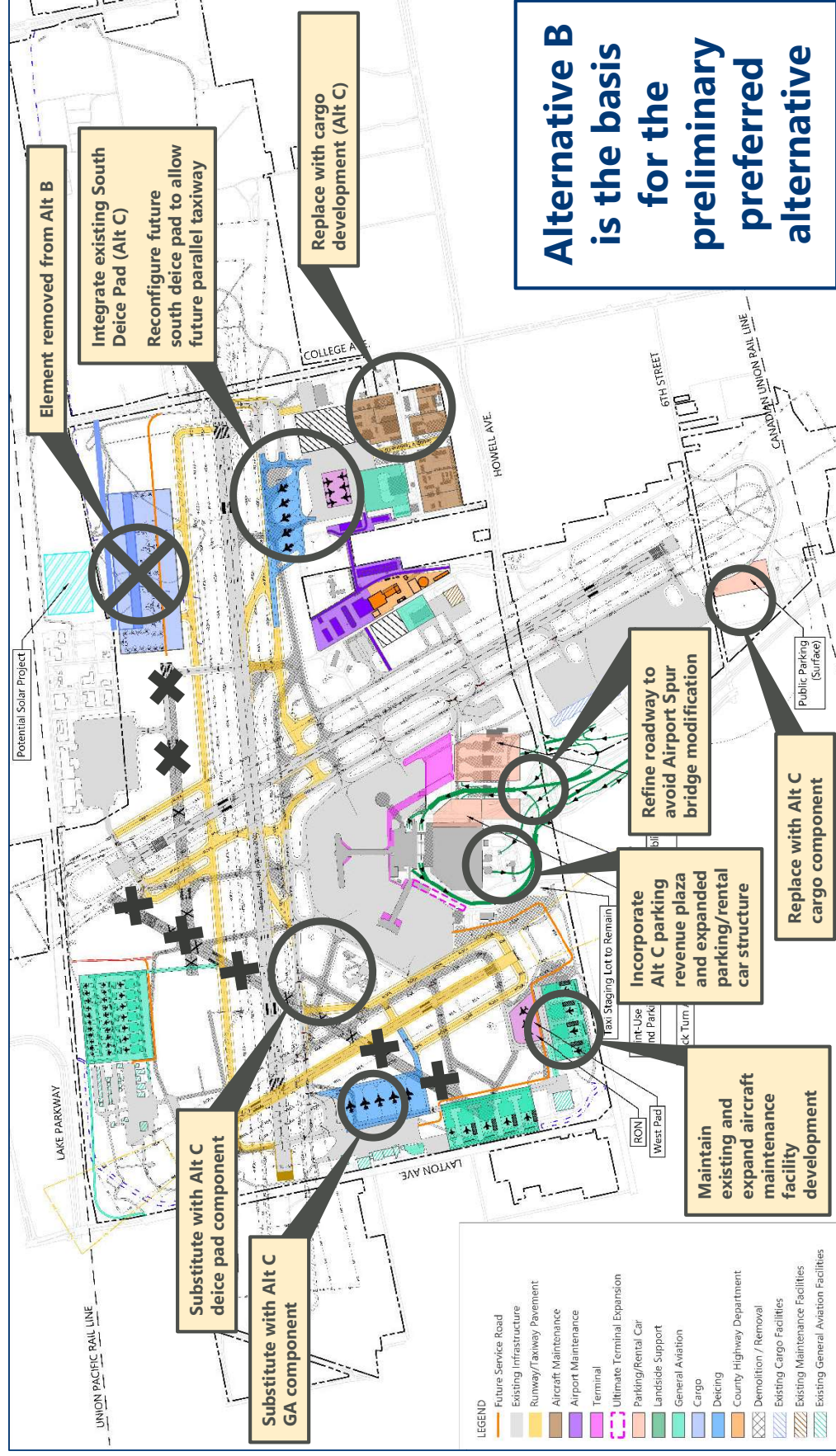
General Aviation Locations



- Existing GA Development Areas
- Future GA Development Areas



Preliminary Preferred Alternative (initial refinements identified)



Next Steps

- Refine Preferred Alternative (underway)
- Overall Master Plan Process
 - Prepare Implementation Plan and Financial Analysis
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Questions



Google Earth Pro, 2017; Landsat/Copernicus, 2017; TerraMetrics, 2017 (aerial photography - for visual reference only, may not be to scale).



APPENDIX E.16

Transportation and Public Works (TPW) Committee Meeting #1

Airport Master Plan Update Transportation, Public Works and Transit Committee

Milwaukee County's Mitchell International Airport

March 11, 2020



MASTER PLAN 2040



Master Plan Process

- FAA-guided process

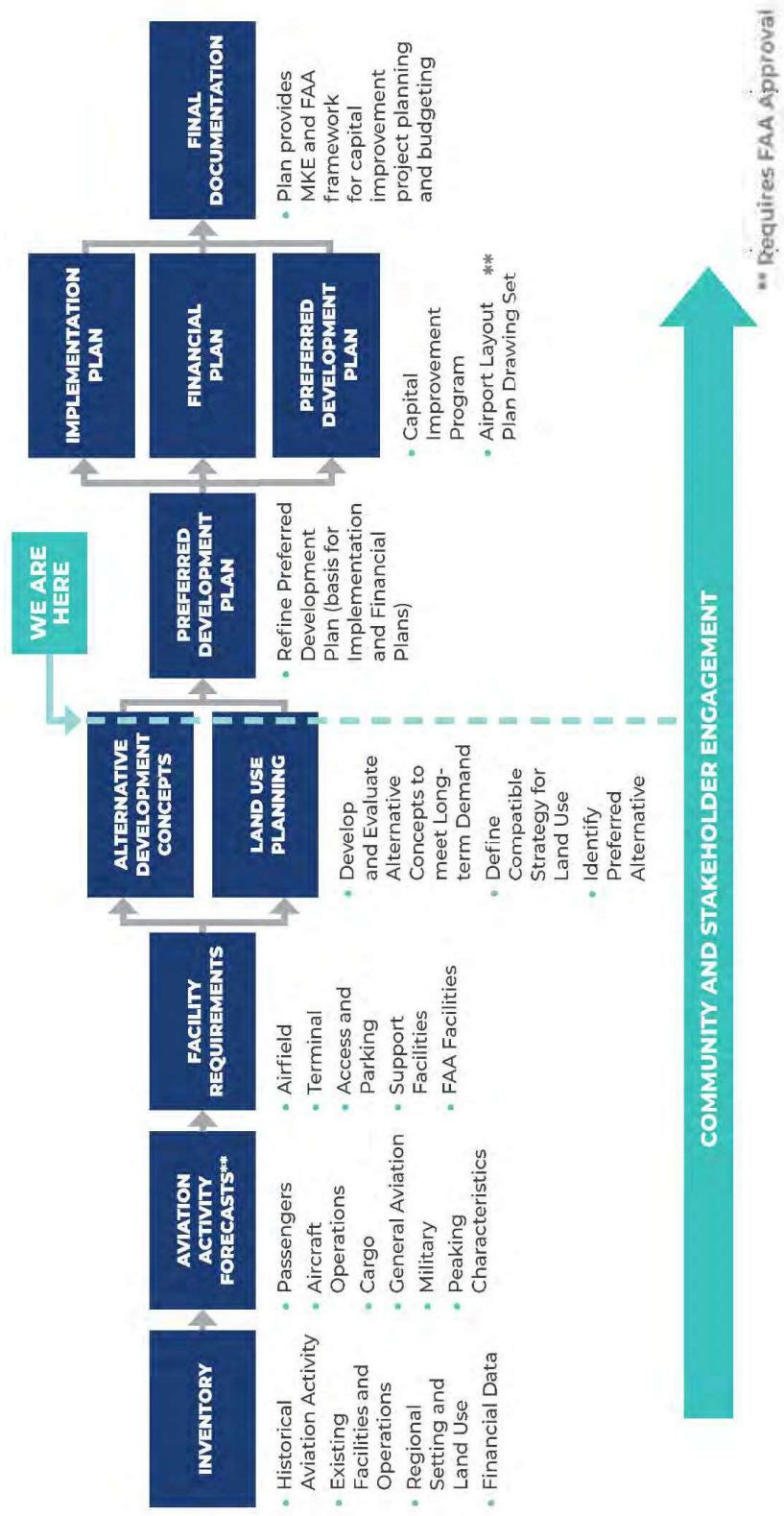


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Master Plan Process



The FAA will approve two specific elements of the Master Plan Update: Baseline Forecast and Airport Layout Plan drawing set.



Draft Master Plan Goals

- Affirm a **future-focused airport** that supports aviation growth in a safe, efficient, and cost-effective manner through an organized and synergistic long-range development plan.
- Recognize opportunities to **enhance the sustainability, resiliency, and environmental sensitivity** with continued growth of MKE.
- Seek opportunities for **enhanced customer and passenger experience**.
- **Optimize infrastructure and resources** in an operationally, financially, and sustainable manner.
- Adopt **scalable development plans** that flexibly accommodate variations in demand and technology over the planning horizon.
- Protect **long range utility** of the Airport (post-2040).
- Recognize opportunities for enhanced **non-aeronautical revenue generation** in the utilization of MKE property and amplify the revenue-generating potential of Airport property.
- Define a long-range development plan that **reflects MKE's role in the community** and recognizes diversity in community stakeholder priorities.

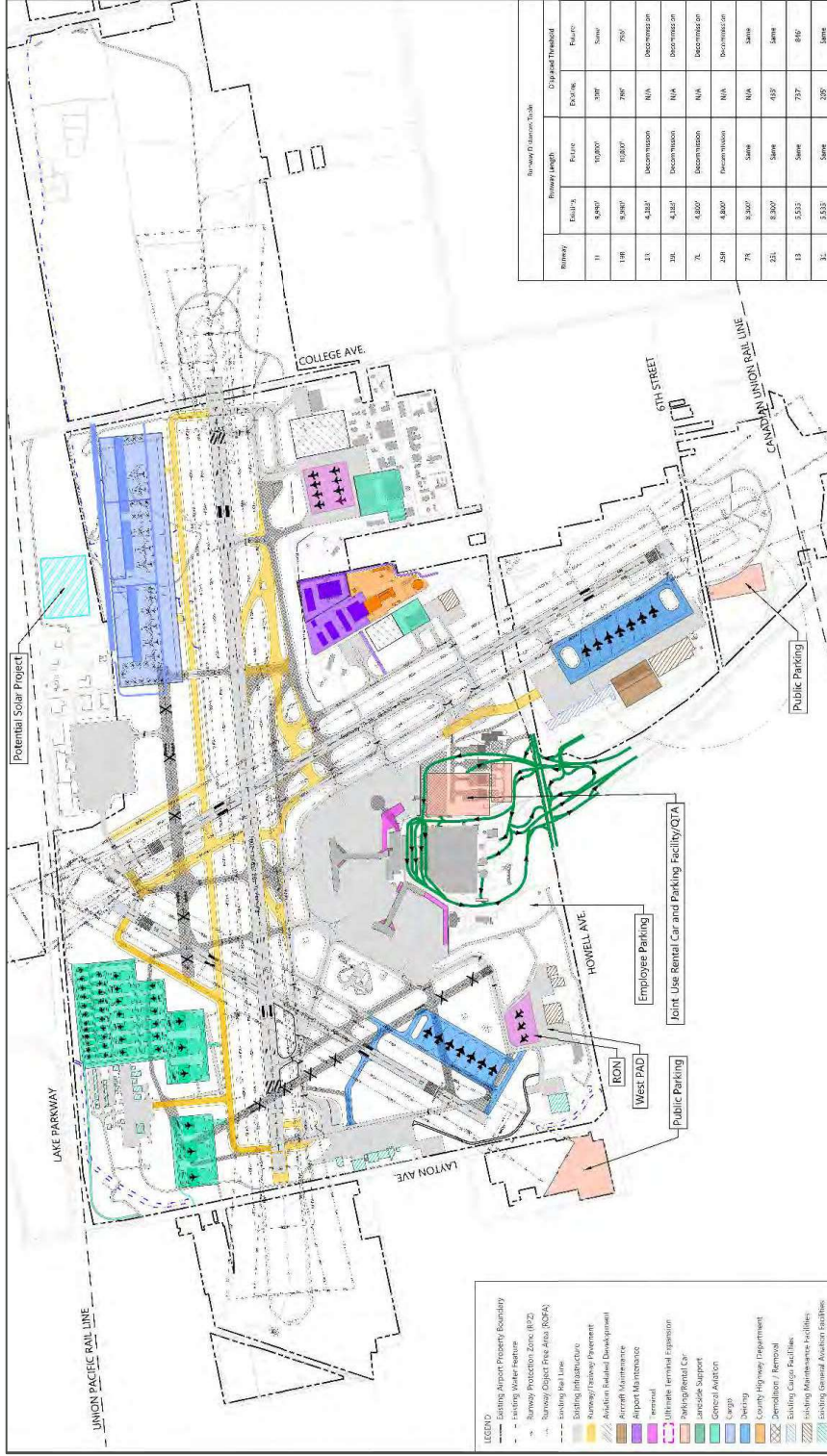
Master Plan Challenges

- Compliance with current FAA airfield safety and geometry standards
- Align airfield capacity with forecast of activity → right size airfield (long term need and per FAA funding guidance)
- Additional gates: +4 to +10 gates, depending on operational assumptions (portion of gate need will be met by Concourse E)
- Terminal space needs: holdrooms, passenger amenities, ticketing/check-in, security screening, baggage handling/make-up
- Security Checkpoint (SSCP) Consolidation potential
- Landside needs: additional terminal roadway capacity, public parking, rental car relocation/consolidation
- Cargo needs: facility and aircraft apron
- General aviation: hangar and aircraft apron (particularly corporate aircraft)
- **Long-term balance of airfield, terminal and landside capacity (system performance)**

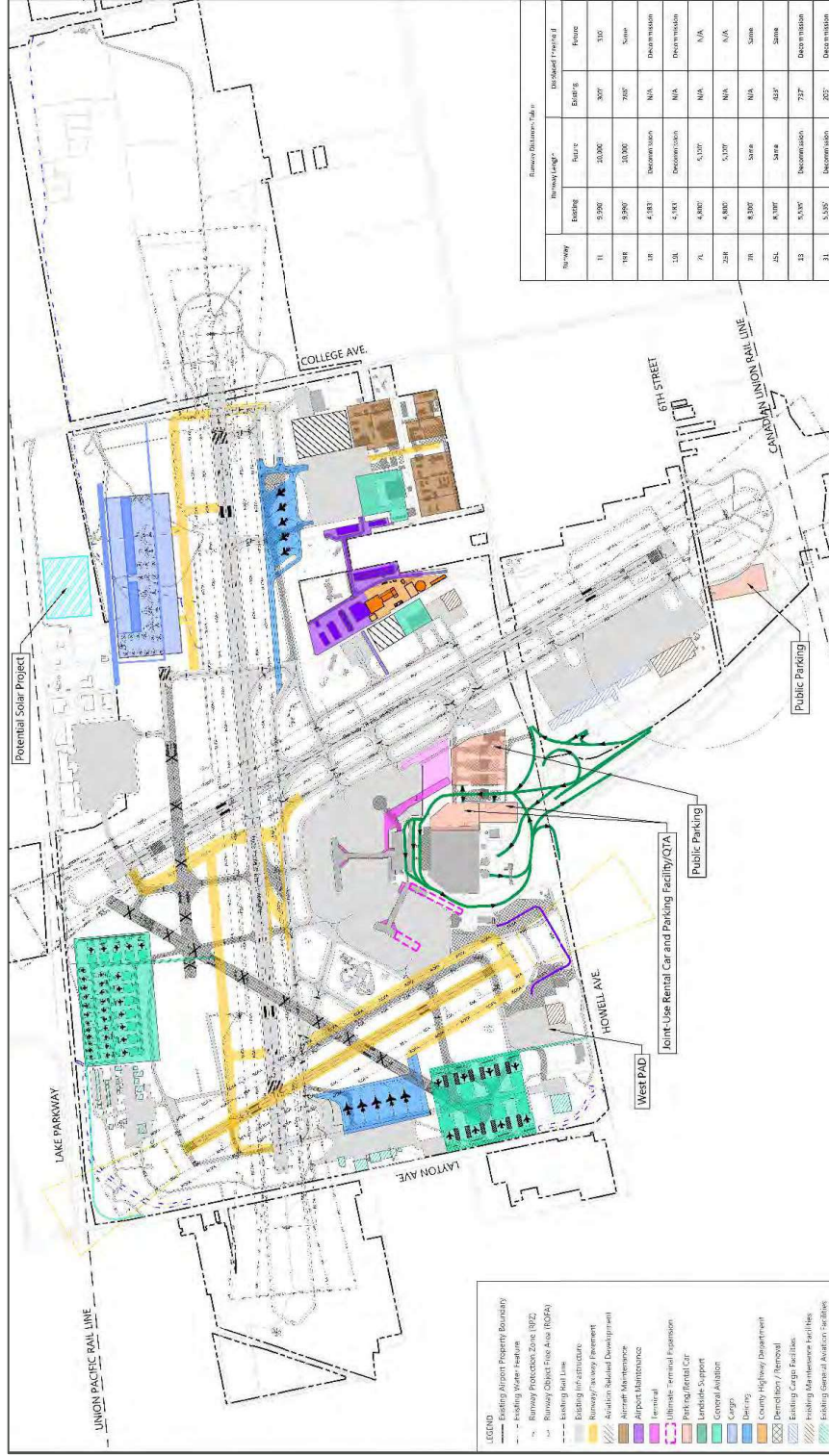
Master Plan Opportunities

- Balance airfield, terminal, and landside capacity
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- Consolidate similar facilities and operations
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 - Maximize efficiency
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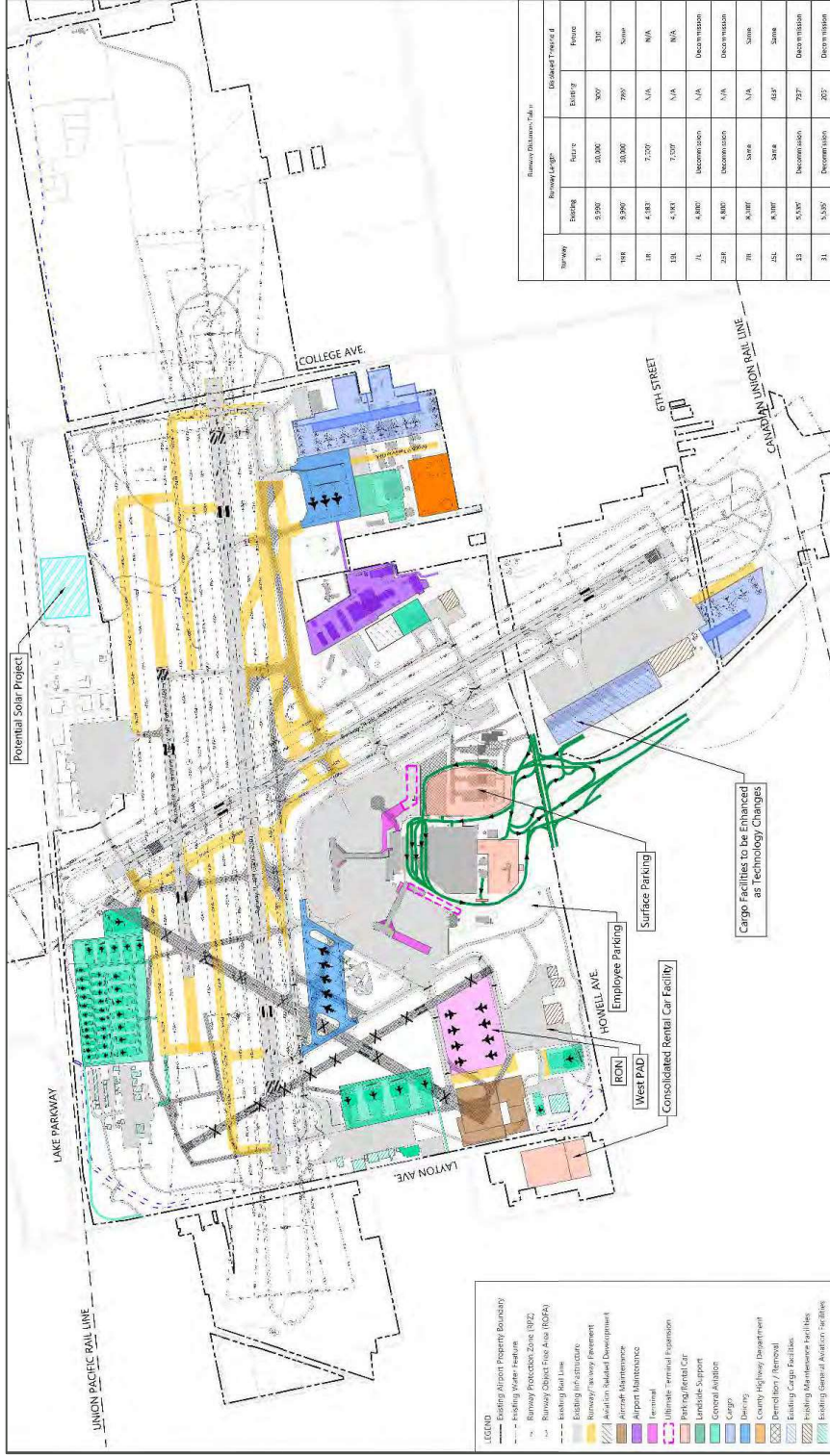
Alternative A



Alternative B



Alternative C



Stakeholder and Public Engagement

- 4 Public Open Houses
 - Engage planning team
 - Submit comments
- Two advisory committees
 - Technical Advisory Committee

Role: Provide input and feedback on technical aspects of the master planning analyses and conclusions.

- Stakeholder Advisory Committee

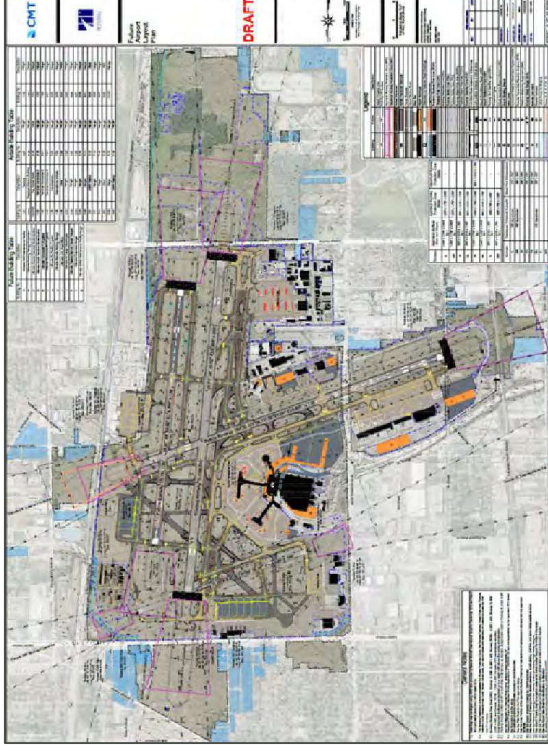
SAG Role: Provide input and feedback on factors that influence the role of the Airport in the region, the relationship of the Airport to the community, and serve as a conduit for Master Plan information throughout the community.

- 5 meetings of each advisory committee
- Project webpage with comment/input portal



Next Steps

- Detailed evaluation of alternatives
 - Selection and refinement of preferred alternative
 - Environmental Overview
 - Implementation Plan
 - Financial Feasibility Analysis
 - Stakeholder and public engagement
 - FAA Review
 - Airport Layout Plan (ALP) drawing set and supporting narrative
 - FAA review period: up to 180 days
 - FAA-approved ALP supports federal funding requests
- Capital Improvement Plan



Current ALP drawing set comprises 44 sheets

***Anticipated submittal to FAA:
mid to late 2020***

Questions



Google Earth Pro, 2017; Landsat/Copernicus, 2017; TerraMetrics, 2017 (aerial photography - for visual reference only, may not be to scale).





APPENDIX E.17

Transportation and Public Works (TPW)
Committee Meeting #2



Milwaukee County

Legislation Details

File #: 22-372 **Version:** 1 **Name:** FAA Approval of the Airport Layout Plan
Type: Action Report **Status:** Signed
File created: 2/17/2022 **In control:** County Clerk
On agenda: **Final action:** 4/7/2022
Title: From the Director, Department of Transportation, requesting approval to submit all necessary documentation to the Federal Aviation Authority (FAA) for its review and approval of the Airport Layout Plan in conjunction with the airport's 2040 master plan.

Sponsors:

Indexes:

Code sections:

Attachments: 1. 22-372 REPORT, 2. 22-372 RESOLUTION, 3. 22-372 FISCAL NOTE, 4. 22-372 POWERPOINT, 5. 22-372 COUNTY BOARD RESOLUTION

Date	Ver.	Action By	Action	Result
4/7/2022	1	County Executive	SIGNED	
3/24/2022	1	Milwaukee County Board of Supervisors	ADOPTED	Pass
3/9/2022	1	Transportation, Public Works and Transit Committee	RECOMMENDED FOR ADOPTION	Pass
2/28/2022	1	Board Chairwoman	REFERRED	

Milwaukee County

COUNTY BOARD OF SUPERVISORS
County Courthouse
901 N. 9th Street, Rm. 201
Milwaukee, WI 53233



Journal of Proceedings - Final

Thursday, March 24, 2022

9:30 AM

VIRTUAL MEETING

This meeting was live-streamed on the County Legislative
Information Center:

<https://milwaukeecounty.legistar.com/Calendar.aspx>

Milwaukee County Board of Supervisors

*1st, Liz Sumner - 2nd, Sequanna Taylor
3rd, Sheldon A. Wasserman - 4th, Ryan Clancy
5th, Marcelia Nicholson - 6th, Shawn Rolland
7th, Felesia A. Martin. - 8th, Steven Shea
9th, Patti Logsdon - 10th, Priscilla Coggs-Jones
11th, Joseph J. Czarnecki - 12th, Sylvia Ortiz-Velez
13th, Willie Johnson, Jr. - 14th, Jason Haas
15th, Eddie Cullen - 16th, John F. Weishan, Jr.
17th, Anthony Staskunas - 18th, Russell Antonio Goodwin, Sr.*

County Clerk George L. Christenson

74 [22-372](#) From the Director, Department of Transportation, requesting approval to submit all necessary documentation to the Federal Aviation Authority (FAA) for its review and approval of the Airport Layout Plan in conjunction with the airport's 2040 master plan.

- Attachments:** [22-372 REPORT](#)
 [22-372 RESOLUTION](#)
 [22-372 FISCAL NOTE](#)
 [22-372 POWERPOINT](#)
 [22-372 COUNTY BOARD RESOLUTION](#)

A motion was made by Supervisor Goodwin, Sr., that this Action Report be ADOPTED. The motion PREVAILED by the following vote:

Aye: 17 - Clancy, Cullen, Czarnecki, Goodwin Sr., Haas, Johnson Jr., Logsdon, Martin, Ortiz-Velez, Rolland, Shea, Staskunas, Sumner, Taylor, Wasserman, Weishan Jr. and Nicholson

Excused: 1 - Coggs-Jones

75 [22-378](#) From the Director, Department of Transportation, requesting authorization to amend Chapter 69 Section 69.02 of the General Ordinances to add a No Parking on West Rawson Avenue (CTH BB) from South 27th Street to South Howell Avenue by recommending adoption of the following:

- Attachments:** [22-378 REPORT](#)
 [22-378 RESOLUTION/ORDINANCE](#)
 [22-378 FISCAL NOTE \(received 03/02/11\)](#)
 [22-378 W. RAWSON AVENUE MAP](#)
 [22-378 W. RAWSON AVENUE MAP \(duplicate\)](#)
 [22-378 COUNTY BOARD RESOLUTION/ORDINANCE](#)

A motion was made by Supervisor Goodwin, Sr., that this Resolution/Ordinance be ADOPTED. The motion PREVAILED by the following vote:

Aye: 17 - Clancy, Cullen, Czarnecki, Goodwin Sr., Haas, Johnson Jr., Logsdon, Martin, Ortiz-Velez, Rolland, Shea, Staskunas, Sumner, Taylor, Wasserman, Weishan Jr. and Nicholson

Excused: 1 - Coggs-Jones

Airport Master Plan Update Transportation, Public Works and Transit Committee

Milwaukee County's Mitchell International Airport

March 9, 2022



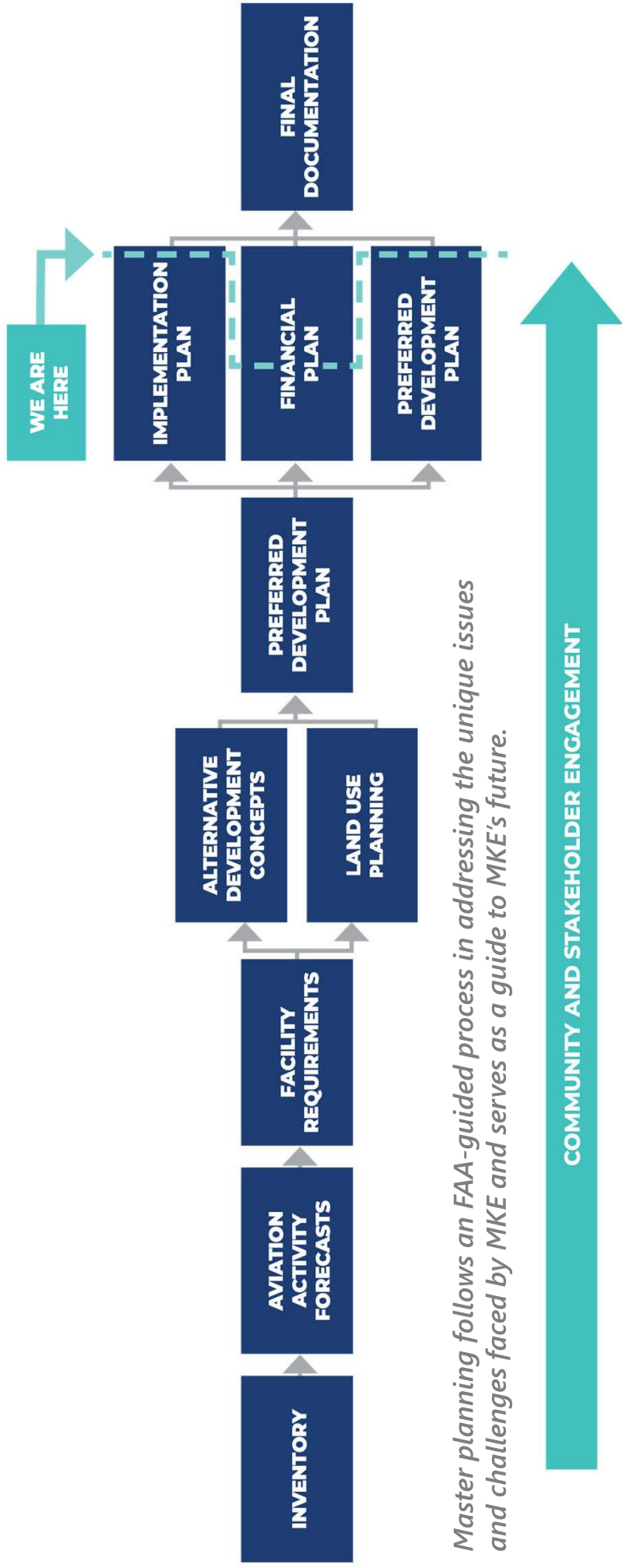
MASTER PLAN 2040



Master Plan Process



The FAA approves two specific elements of the Master Plan Update: Baseline Forecast and Airport Layout Plan drawing set.



Master planning follows an FAA-guided process in addressing the unique issues and challenges faced by MKE and serves as a guide to MKE's future.

An FAA-approved Airport Layout Plan is a prerequisite for the issuance of a federal grant for eligible airport improvements.

Master Plan Goals

- Affirm a **future-focused airport** that supports aviation growth in a safe, efficient, and cost-effective manner through an organized and synergistic long-range development plan.
- Adopt **scalable development plans** that flexibly accommodate variations in demand and technology over the planning horizon.
- **Optimize infrastructure and resources** in an operationally, financially, and sustainable manner.
- Recognize opportunities for enhanced **non-aeronautical revenue generation** in the utilization of MKE property and amplify the revenue-generating potential of Airport property.
- Seek opportunities for **enhanced customer and passenger experience**.
- Recognize opportunities to **enhance the sustainability, resiliency, and environmental sensitivity** over time with continued growth of MKE.
- Protect **long range utility** of the Airport (post-2040).
- Define a long-range development plan that **reflects MKE's role in the community** and recognizes diversity in community stakeholder priorities.

Master Plan Challenges & Opportunities



Airfield

- Compliance with current FAA airfield safety and geometry standards
 - *Configure pavement geometry/dimensions to conform to current FAA standards*
- Meet airfield capacity requirements
 - *Right-size airfield to align with forecast of activity*
 - *Reduce O&M cost exposure and protect federal funding eligibility*
 - *Preserve ultimate (post-2040) capacity growth potential*



Terminal and Gates

- Meet long-term gate demand
 - *Add gates incrementally in response to demand (redeveloped Concourse E foundation)*
 - *Accommodate fleet evolution with universal gate capability*
- Meet terminal space needs (holdrooms, passenger amenities, ticketing/check-in, security screening, baggage handling/make-up)
 - *Incrementally increase terminal functional areas*
 - *Accommodate technological change*
 - *Initiate Security Checkpoint (SSCP) consolidation as triggered by demand*

Master Plan Challenges & Opportunities (cont'd)



Landside

- Meet long-term landside needs
 - *Prioritize customer experience/convenience*
 - *Adjust terminal roadway alignment, enhance capacity*
 - *Expand public parking, rental car operations, employee parking, and terminal curbside*



Cargo

- Meet long-term cargo needs in response to demand
 - *Expand existing cargo campus*
 - *Develop second cargo campus (MKE Regional Business Park)*



General Aviation

- Meet long-term general aviation (GA) needs
 - *Expand existing GA campus (northeast quadrant)*
 - *Develop second GA campus (north airfield)*
 - *Consolidate similar facilities and operations to enhance safety and efficiency*

Master Plan Challenges & Opportunities (cont'd)



Development

- Define highest and best use of developable airport land
 - *Potential land development framework*
 - *Provide opportunities for enhanced revenue generation (reduce airline cost exposure)*



Long-Range Plan

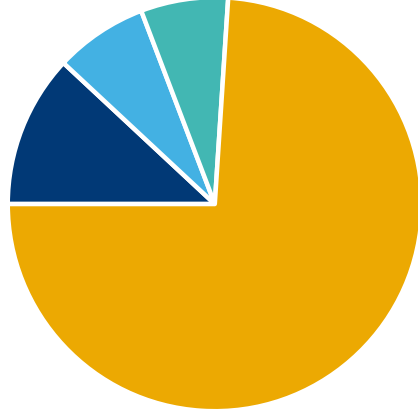
- **Long-term balance of airfield, terminal and landside capacity (system performance)**
 - *Right-sizing airfield, supported by incremental facility expansions in response to demand*
 - *Capital Improvement Plan (CIP) to support project budgeting and planning*
 - *Preserve ultimate long-range (post-2040) growth potential*

Master Plan Outcome: Durable plan for incremental and organized development in response to demand, prioritizing the long-term utility and economic viability of MKE

Stakeholder and Public Engagement

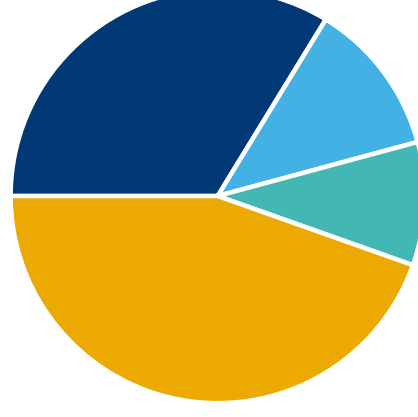
- Five Technical Advisory Group Meetings
- Five Stakeholder Advisory Group Meetings
- Airline Briefing
- Four Public Open House Meetings
 - Three in-person
 - One virtual
- Ongoing public comment opportunity (www.mkeupdate.com or www.mkeplan.com)

PUBLIC MEETING ATTENDANCE



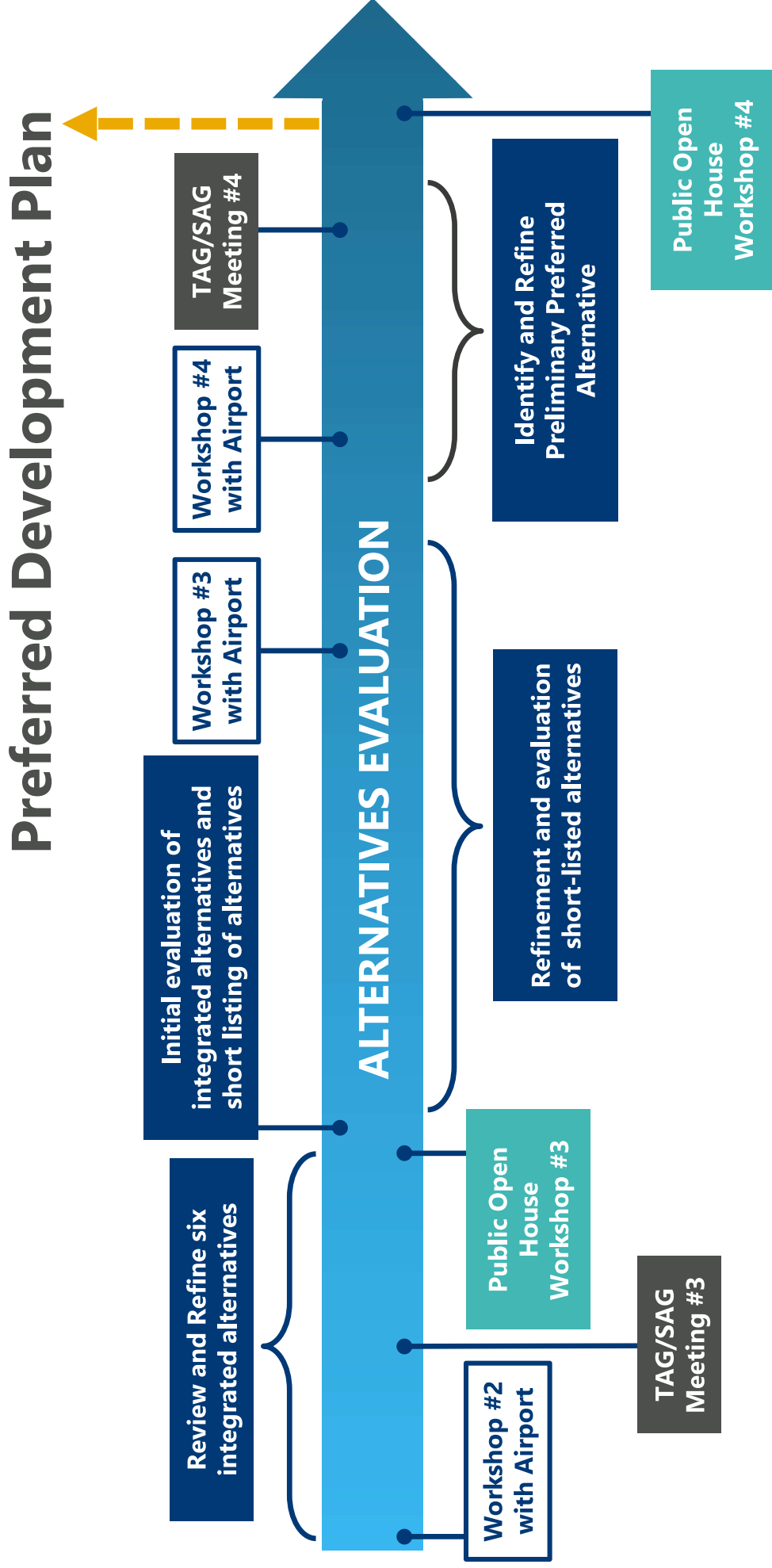
- PUBLIC MEETING #1
- PUBLIC MEETING #2
- PUBLIC MEETING #3
- PUBLIC MEETING #4

COMMENTS RECEIVED



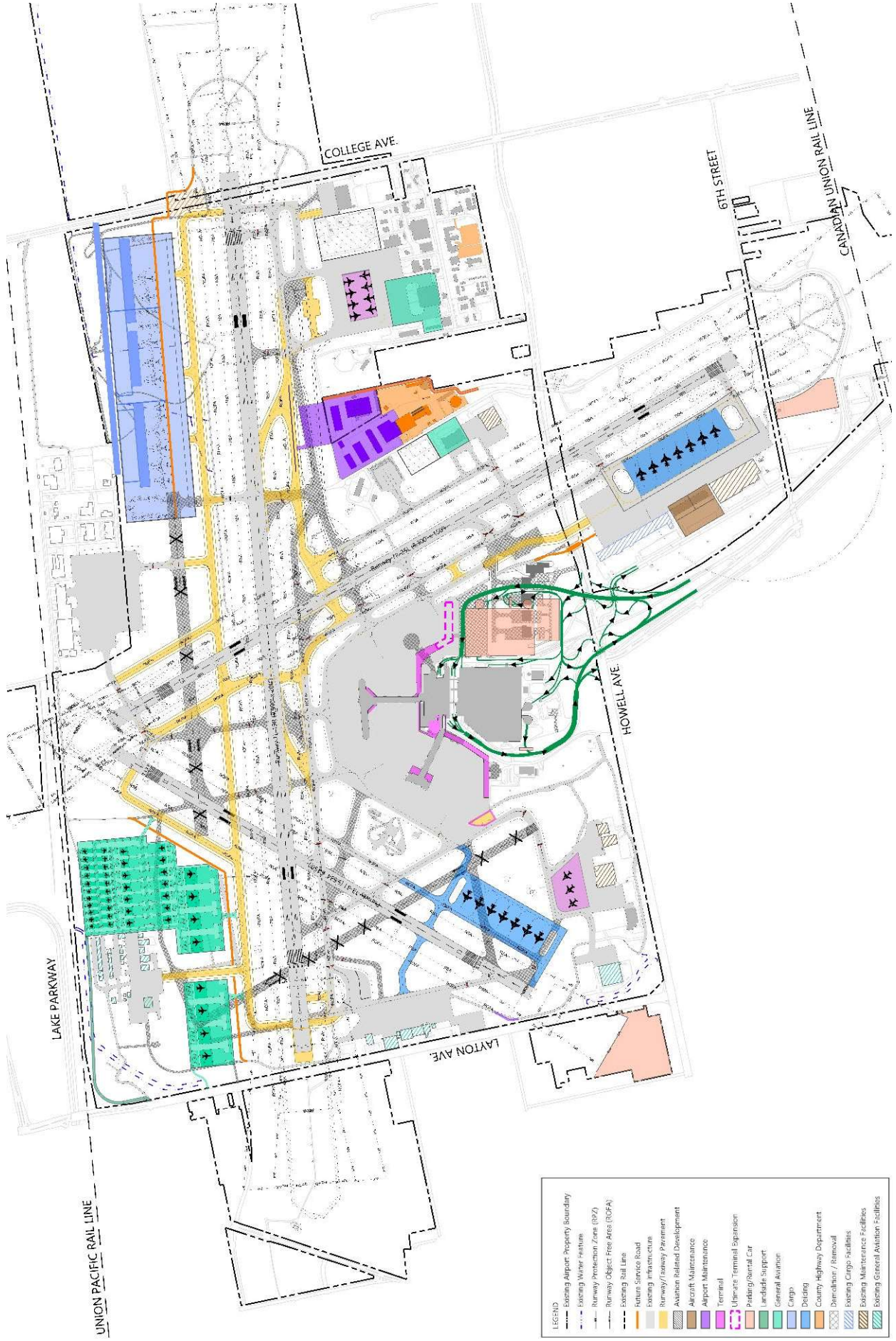
- PUBLIC MEETING #1
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- PUBLIC MEETING #4

Alternatives Analysis



Alternatives were explored in an inclusive and transparent manner, engaging stakeholders through conception, evaluation, selection, and refinement.

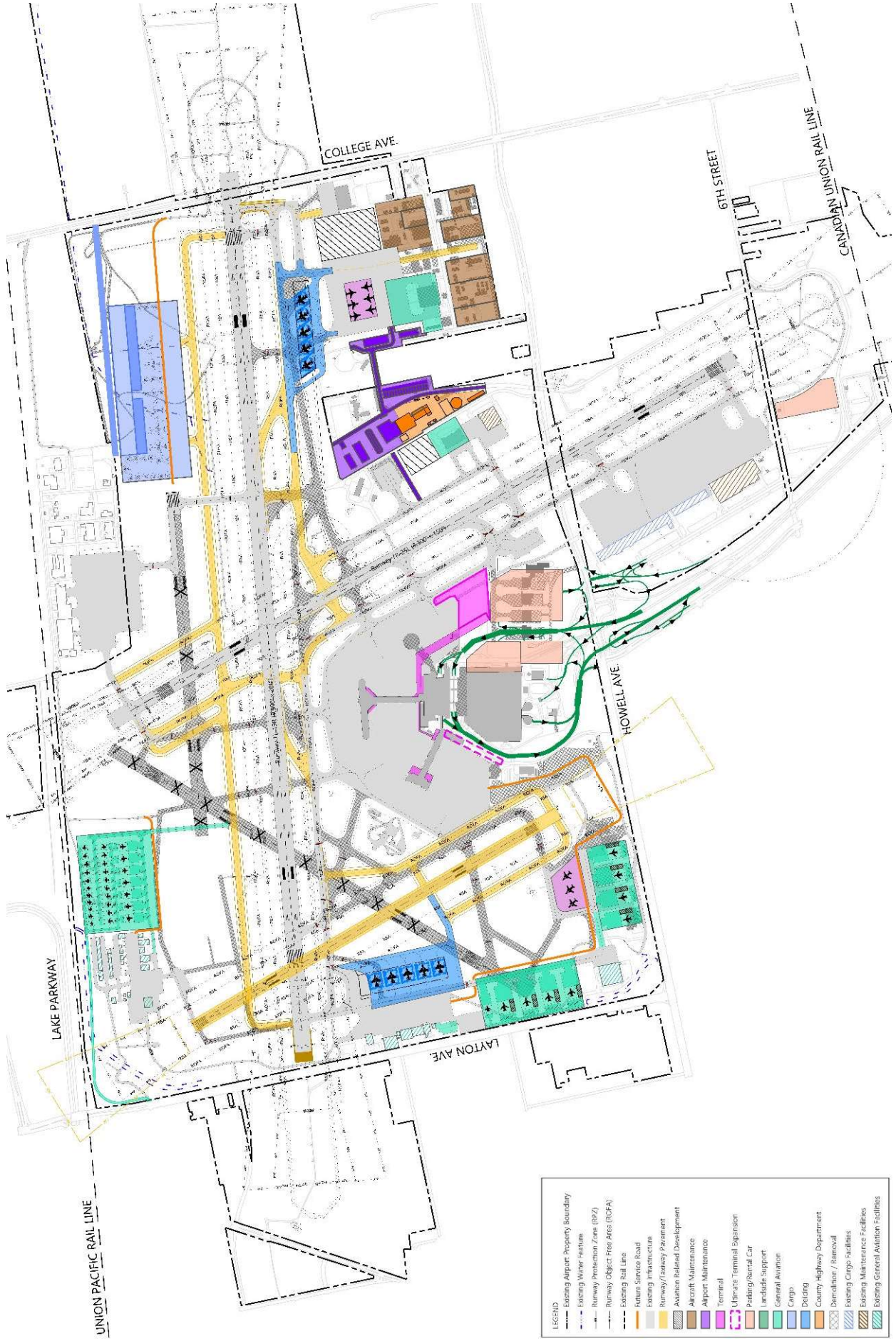
Shortlisted Alternative A



LEGEND

- Existing Airport Property Boundary
- Existing Water Feature
- Runway Protection Zone (RPZ)
- Runway Object Free Area (ROFA)
- Existing Rail Line
- Future Service Road
- Existing Infrastructure
- Runway/Taxiway Pavement
- Aviation Related Development
- Aircraft Maintenance
- Airport Maintenance
- Terminal
- Ultimate Terminal Expansion
- Parking/Serial Car
- Landside Support
- General Aviation
- Cargo
- Deicing
- County Highway Department
- Demolition / Removal
- Existing Cargo Facilities
- Existing Maintenance Facilities
- Existing General Aviation Facilities

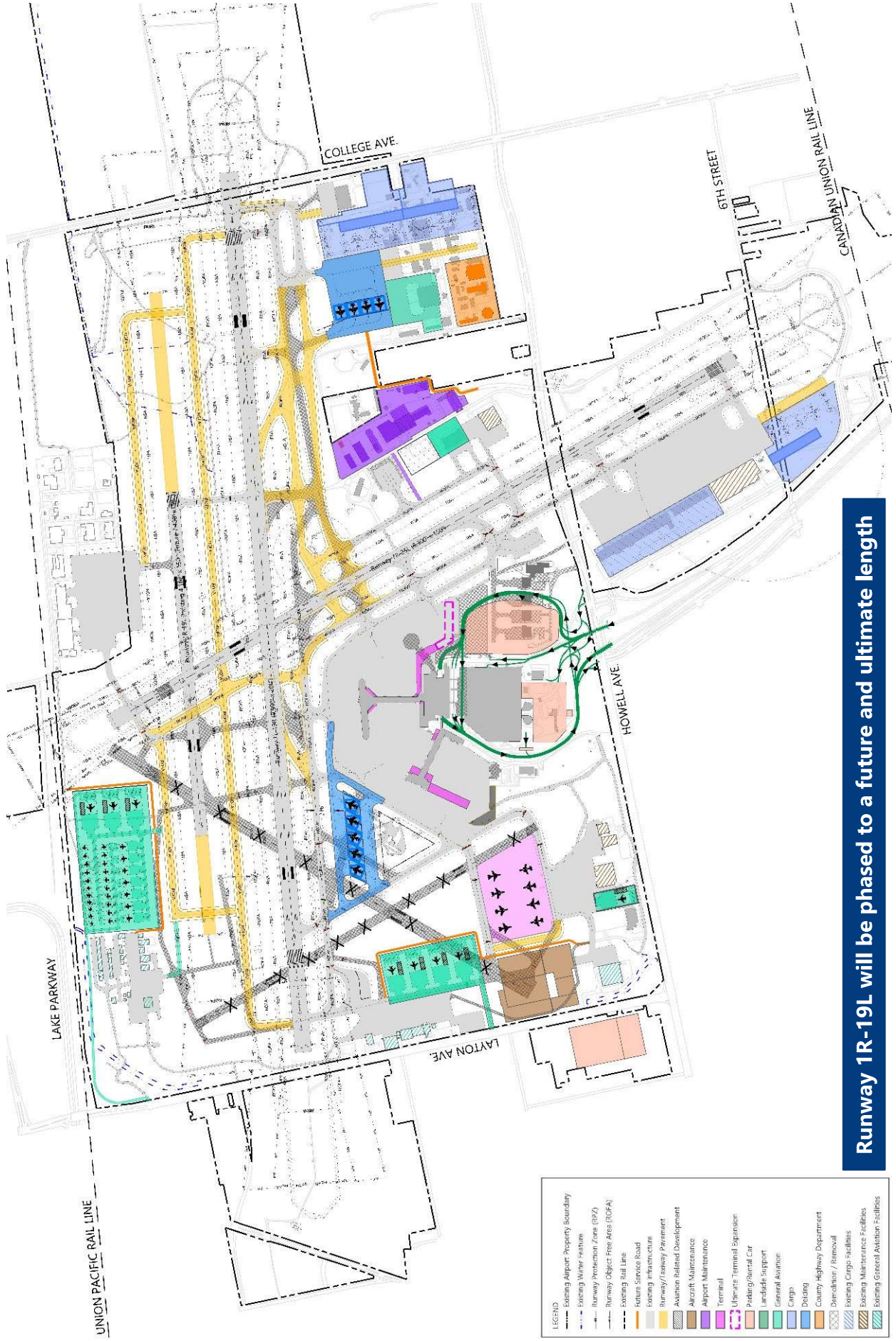
Shortlisted Alternative B



LEGEND

- Existing Airport Property Boundary
- Existing Water Features
- Runway Protection Zone (RPZ)
- Runway Object Free Area (ROFA)
- Existing Rail Line
- Future Service Road
- Existing Infrastructure
- Runway/Taxiway Pavement
- Aviation Related Development
- Airport Maintenance
- Airport Maintenance
- Terminal
- Ultimate Terminal Expansion
- Parking/Serial Car
- Landside Support
- General Aviation
- Cargo
- Design
- County Highway Department
- Demolition / Removal
- Existing Cargo Facilities
- Existing Maintenance Facilities
- Existing General Aviation Facilities

Shortlisted Alternative C



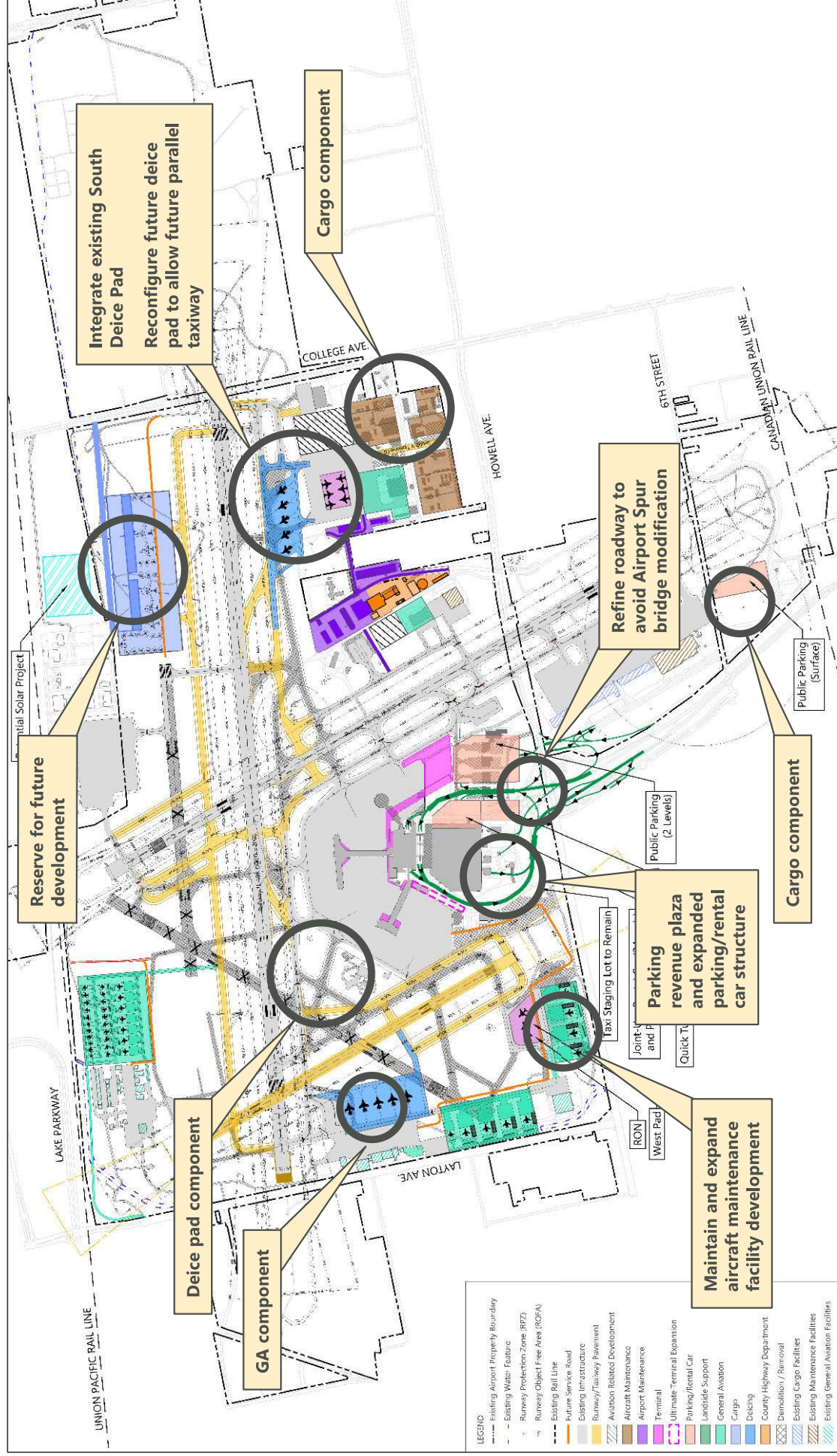
LEGEND

- Existing Airport Property Boundary
- - - Existing Water Feature
- - - Runway Protection Zone (RPZ)
- - - Runway Object Free Area (ROFA)
- - - Existing Rail Line
- - - Future Service Road
- - - Existing Infrastructure
- - - Runway/Taxiway Pavement
- - - Aviation Related Development
- - - Aircraft Maintenance
- - - Airport Maintenance
- - - Terminal
- - - Ultimate Terminal Expansion
- - - Parking/General Car
- - - Landside Support
- - - General Aviation
- - - Cargo
- - - Deicing
- - - County Highway Department
- - - Demolition / Removal
- - - Existing Cargo Facilities
- - - Existing Maintenance Facilities
- - - Existing General Aviation Facilities

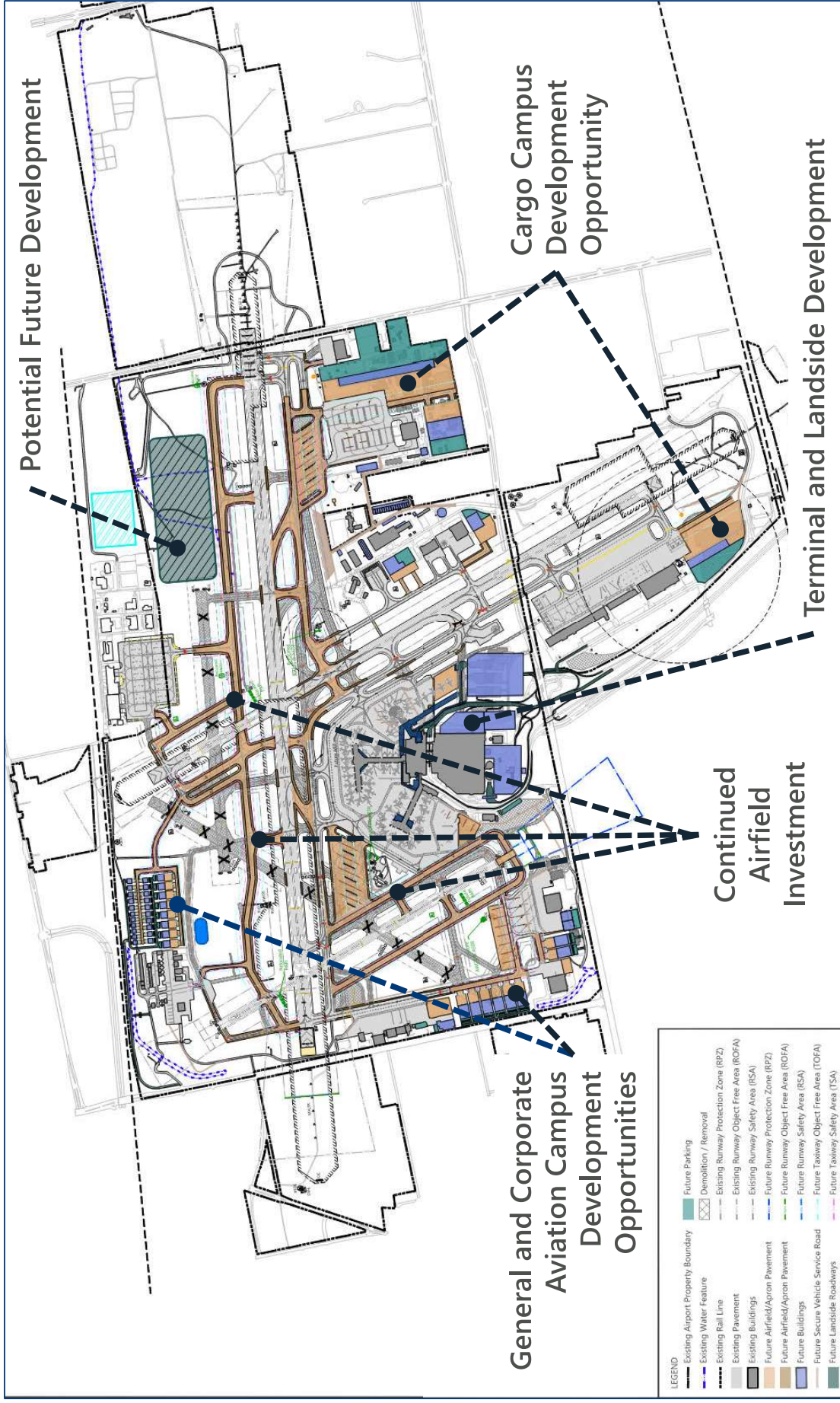
Runway 1R-19L will be phased to a future and ultimate length

Preferred Alternative Refinements

The Preferred Alternative was a hybrid of elements of Alternatives B and C.



Preferred Development Plan



Key Elements of Development Plan

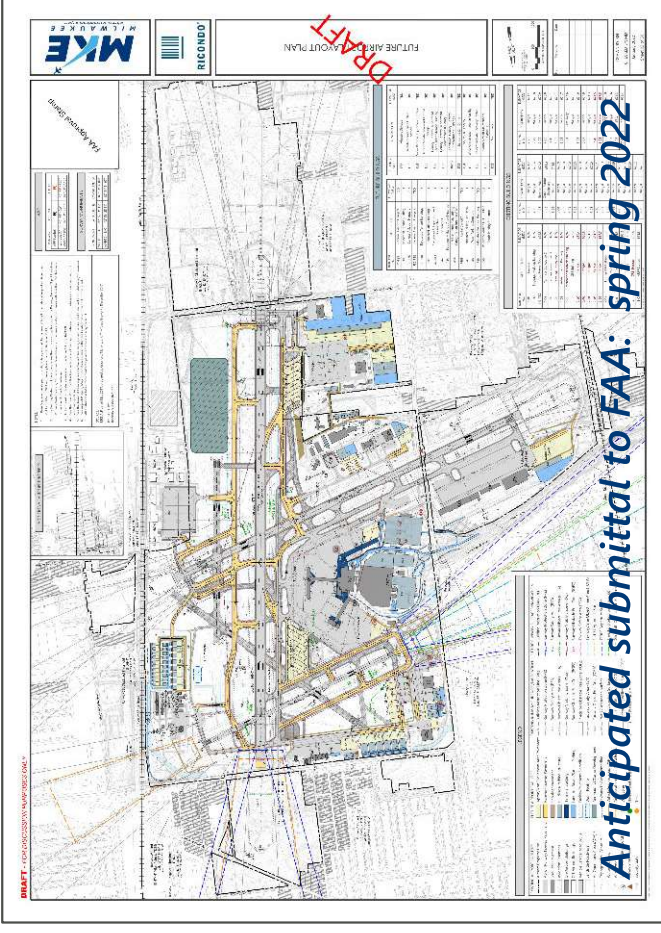
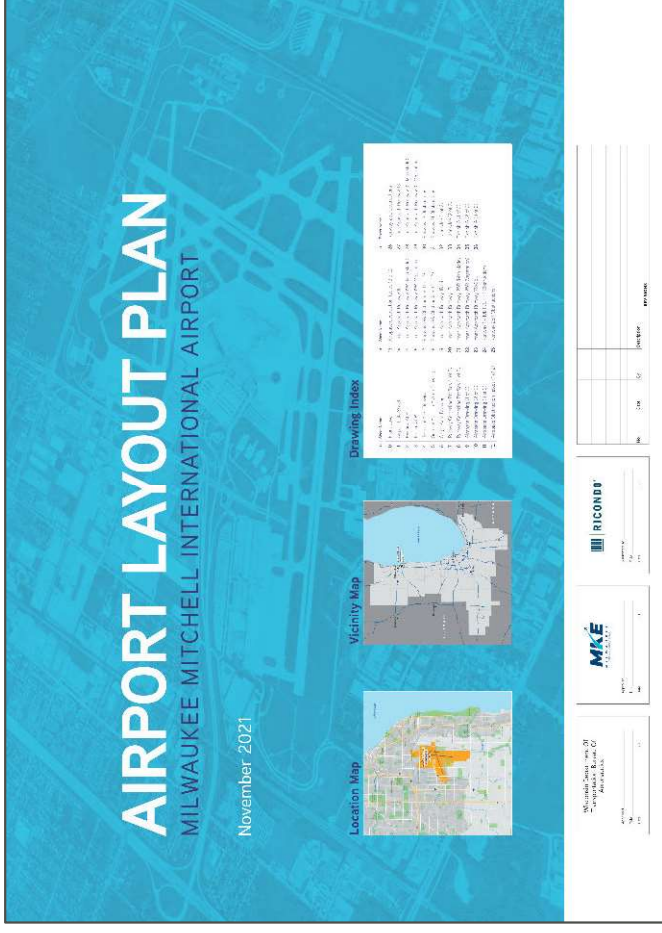
- **Right-size airfield** → changes phased over time as dictated by activity levels, aging facilities, lack of federal funding eligibility
 - Decommission RW 1R-19L
 - Decommission RW 13-31
- Incorporate **redeveloped Concourse E**
 - 2-gate base building
 - Expand up to 10 gates based on future demand triggers and use profile
- Ability to **expand landside** facilities → expand as demand triggers are reached
 - Phased public parking structure
 - Joint-use rental car (CONRAC) and public parking structure
 - Realigned roadway access to terminal
- **Second Cargo Campus** (MKE Regional Business Park)
- **Dual General Aviation Campuses** → corporate and smaller GA aircraft
- Land use potential for **non-aeronautical development** as parcels become available

Runway Utilization (2016-2019)

- RW 1L-19R: 56% utilization
- RW 7R-25L: 41% utilization
- RW 7L-25R: 2-3% utilization
- RW 13-31: 1% utilization
- RW 1R-19L: < 1% utilization

Next Steps

- Finalize long-range Capital Improvement Plan
 - Project timing (triggered by demand)
- Financial Feasibility Analysis
- Documentation: *Technical Master Plan Narrative*
- FAA Review and Approval
 - Airport Layout Plan (ALP) drawing set and supporting narrative → graphic depiction of existing and future development; basis for FAA review
 - FAA review period: up to 180 days
 - FAA-approved ALP supports federal funding requests
- **County approval necessary for submittal of ALP documents**



Questions



Google Earth Pro, 2017; Landsat/Copernicus, 2017; TerraMetrics, 2017 (aerial photography - for visual reference only, may not be to scale).

COUNTY OF MILWAUKEE
Inter-Office Communication

Date: February 15, 2022

To: Marcelia Nicholson, Chairperson, County Board of Supervisors

From: Donna Brown-Martin, Director, Department of Transportation

Subject: From the Director, Department of Transportation, requesting approval to submit all necessary documentation to the Federal Aviation Authority (FAA) for its review and approval of the Airport Layout Plan in conjunction with the airport's 2040 master plan.

File Type: Action Report

REQUEST

The Department of Transportation is requesting the board authorize the Director of Transportation and the Airport Director to submit all documentation necessary to complete the Airport Layout Plan on behalf of Milwaukee County to the Federal Aviation Administration (FAA).

POLICY

Board approval is required by the FAA to adopt an Airport Layout Plan (ALP) as an element of the airport's Master Plan. The approved ALP is the guiding document for the FAA to provide federal funding for eligible projects.

BACKGROUND

The airport master plan update was approved as a capital project in 2017 to identify the current and future needs of the airport development on airport property. The last master plan was completed in 2008 and since that time many things have changed within the industry necessitating a master plan update. The master plan is developed based on an aviation forecast that takes into account current activity and anticipated growth based on a number of market-based factors. This largely becomes the basis for funding decisions made the FAA and establishes project ranking and eligibility.

The airport, along with its consulting team, has conducted a thorough analysis of all aspects of the airport to determine current conditions and future needs. What is clear based on current aviation traffic is that the airport has an overabundance of underutilized pavement of which not all will be supported by future grant funds. Therefore, one of the first considerations that needed to be made was what pavements the airport needs to invest in and what pavements should no longer remain. Additionally, there are non-standard pavements that need to be corrected based on

recent FAA standards updates as to how runway, taxiway, and ramp pavements intersect.

Addressing what pavements would remain and what would be removed became the driver of the alternatives' analysis. Five alternatives were initially considered for review by stakeholders and members of the public. These five alternatives were also presented to the Transportation, Public Works, and Transit Committee back in 2021. With input provided by all interested parties, the airport ultimately concluded which alternative best matched the objectives of the airport in terms of current needs and future growth. That information is further provided in a presentation to the committee as attached.

ALIGNMENT TO STRATEGIC PLAN

3B: Enhance the County's fiscal health and sustainability

FISCAL EFFECT

There is no fiscal impact.

TERMS – N/A

VIRTUAL MEETING INVITES

Presented by: Brian Dranzik, Airport Director

PREPARED BY:

Brian Dranzik, Airport Director

APPROVED BY:

Julie Esch, Deputy Director

Donna Brown-Martin, Director of Transportation

ATTACHMENTS:

Presentation, Resolution, and Fiscal Note

CC: Kelly Bablitch, Chief of Staff, Milwaukee County Board of Supervisors
Janelle M. Jensen, Legislative Services Division Manager, Office of the County Clerk

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 15, 2022

Original Fiscal Note

Substitute Fiscal Note

SUBJECT: Authorizing the Director of Transportation and the Airport Director to submit all necessary documentation to complete the Airport Layout Plan (ALP) on behalf of Milwaukee County to the Federal Aviation Administration.

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated. ¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

A. Airport is requesting authorization to fill the Airport Layout Plan with the FAA. An approved ALP is required for consideration of future federal funding for airport projects.

B. None.

C. None.

D. None.

Department/Prepared by: Brian Dranzik, Airport Director

Authorized Signature: Julie Esch, Deputy Director

Did DAS-Fiscal Staff Review? Yes No

Did CBDP Review?² Yes No Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

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File No.
(Journal,)

(ITEM NO.) From the Director, Department of Transportation, requesting approval to submit all necessary documentation to the Federal Aviation Authority (FAA) for its review and approval of the Airport Layout Plan in conjunction with the airport's 2040 master plan.

A RESOLUTION

WHEREAS, GMIA has been working on an update to the airport's Master Plan as authorized in the 2017 capital budget; and

WHEREAS, the airport began working on the Master Plan with its consulting team in 20xx after FAA grant approval; and

WHEREAS, Over the course of the last 3 years, airport and consulting staff have worked to gather all relevant information to provide a through; and

WHEREAS, throughout the process, the airport has continued to refine planning alternatives with the input from the public and various stakeholder groups and has provided updates to supervisors adjacent to the airport and the TPWT Committee; and

WHEREAS, the Committee on Transportation, Public Works, and Transit was most recently provided with an overview report regarding the preferred alternative at its committee meeting on March 9, 2022: and

WHEREAS, as a result of the work done by airport staff, consulting staff, and outreach and input provided by stakeholders, the airport is now ready to submit documentation reflective of the preferred alternative to the Federal Aviation Authority (FAA) for its review and approval of the Airport Layout Plan (ALP) which is a necessary document to obtain future federal grant funding; now, therefore,

BE IT RESOLVED, the Milwaukee County Board of Supervisors hereby authorizes the Director of Transportation and the Airport Director to submit all documentation necessary to complete the Airport Layout Plan on behalf of Milwaukee County to the Federal Aviation Authority.



APPENDIX E.18

Project Webpage



MKE REGIONAL BUSINESS PARK

A guide for MKE's future.

What is a Master Plan Update?

Milwaukee County has started the preparation of an Airport Master Plan Update to guide future development at MKE. Economic development in southeastern Wisconsin, and a changed aviation industry are among the reasons for an update of MKE's previous master plan. It is time to define the future of the Airport to ensure that it continues to meet growth in the Milwaukee area and the southeastern Wisconsin region, and remains a driving economic force in the state of Wisconsin.

The master plan update will focus on the future, ensuring the Airport is prepared to meet aviation demand, to link the southeastern Wisconsin community to both domestic and international destinations, to maintain its focus on enhancing customer service, and to optimize the utilization of Airport infrastructure and resources in an operationally, financially, and environmentally sustainable manner.

Milwaukee County and Milwaukee Mitchell International Airport encourage you to visit this site regularly and to take advantage of opportunities for feedback to the study.





MKE RECOMBOBULATION AREA

Plan Schedule

The Master Plan Update for Milwaukee Mitchell International Airport will be prepared over the coming months, scheduled for completion by the summer of 2020. It is being funded by the Federal Aviation Administration (FAA), the State of Wisconsin, and user fees; no property tax dollars are used for the airport's capital improvements or for its day-to-day operation.

At specific milestones in the Master Plan Update intermediate conclusions and information will be shared with stakeholders. Specifically, four meetings are planned to share study material and provide an opportunity for public feedback. As these meetings are scheduled, information on the dates and times will be posted on this webpage. The first public meeting is anticipated to occur in early 2019.



Legend: Public Meeting



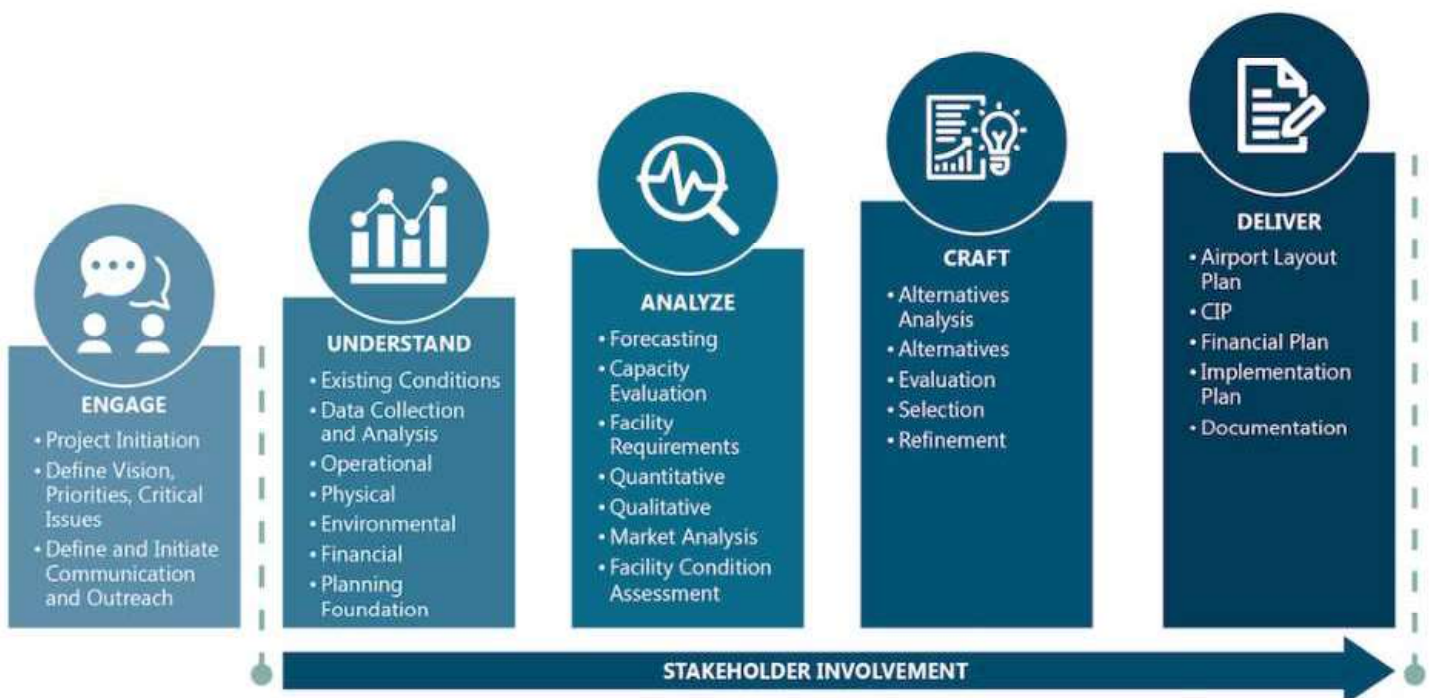
MKE BAGGAGE CLAIM

The Planning Process

The MKE Master Plan Update will describe MKE's future. It will serve as Milwaukee County's strategy for the development of the airport over a planning horizon going out to 2040. The Airport Master Plan process is guided by the FAA and ultimately results in projections of future passenger and aviation activity growth (such as aircraft take-offs and landings) and preparation of an Airport Layout Plan, which graphic defines how the Airport will evolve to accommodate increasing activity.

The Master Plan Update will follow a defined study process, starting with gathering information about existing facilities and aviation activity and preparing a 22-year forecast of passenger, aircraft, and cargo activity. Next steps will assess the capabilities of existing facilities and determine how well these facilities can accommodate the forecast growth in demand. The gap between what existing facilities can efficiently handle and the future activity is the basis for creating future development alternatives – those changes at the airport that are necessary to meet future demand. Ultimately, a preferred development path will be selected from the alternatives and a plan for its implementation defined.

Throughout the master planning process, public involvement and stakeholder coordination will be critical to ensuring the selected plan meets the needs of airport users and provides a safe operating environment while supporting the community by maintaining the Airport's role as an economic engine in the state and the region.





MKE TERMINAL, THE EARLY DAYS

History of MKE

MKE has changed significantly since its early years as Butler Airport, located in the northwest corner of Milwaukee County. By 1927 the airport was moved to its current location and commercial flights started. The airport's name was changed to General Mitchell Field in 1941.

The Airport changed over the last several decades as aircraft evolved, technology changed, and air travel expanded. Longer runways, larger aircraft parking areas, enhanced terminal buildings, expanded parking facilities, and numerous other improvements were undertaken to meet travel needs. In 1986 its name was changed to General Mitchell International Airport to recognize the arrival of international air service and supporting federal facilities available at the Airport.

All airports must stay current with continually evolving safety and security standards, often requiring changes in the airport layout or in the way that the airfield, terminal, roads, and other facilities are operated. MKE's master plan was last updated in 2006, a time when the Airport served as an airline hub. With the end of hub operations at MKE, updates to FAA standards, regional economic development, and growing demand, the 2006 master plan must be revisited.

This Master Plan Update will describe a future for MKE that maintains a safe and efficient operating environment, that incorporates technology and operational changes to improve security and enhance traveler experiences, that supports tenants and users of the Airport, and that positions MKE to support growth and economic development in Wisconsin, both regionally and state-wide.



MKE TERMINAL/ADMINISTRATION BUILDING, 1940



VIEW OF MKE LOOKING NORTH FROM THE MKE REGIONAL BUSINESS PARK

FAQs

Questions will be updated at various times to reflect both the current planning activities and input gathered during the planning process.

▼ Why prepare a Master Plan Update?

The Federal Aviation Administration (FAA) requires airports to maintain long-range plans for airport development so that airports make cost-effective facility and land use decisions that maintain a safe, secure, and efficient operating environment and that reflect local goals for the airport. This Master Plan Update will serve as a guide for managing and developing future facilities at MKE over the next two decades.

▼ What are the main products of MKE's Master Plan Update?

Products of the planning process will include:

- Airport long-range goals
- Inventory of existing airport conditions and performance
- Forecast of passenger, cargo, and aircraft demand
- Future development concepts
- Recommended 2040 development plan (known as "Airport Layout Plan")

▼ What is the purpose of the facilities inventory?

Airport planners conduct a facilities inventory to understand the existing capabilities of the Airport. This includes the types of facilities that are available and where they are located. Typically, planners categorize the inventory into airside (airfield and airspace), terminal, landside (passenger terminals and access facilities), general aviation, cargo, and support facilities (utilities, maintenance, emergency response facilities, and FAA facilities). Operational characteristics of the Airport are also evaluated during this step.

▼ How are the aviation activity forecasts prepared and why are they important?

Forecasts of future activity (sometimes called "demand forecasts") are prepared by reviewing historical trends and using a combination of statistical and economic modeling and professional judgment. For example, evaluating the past trends in passenger activity growth and considering the corresponding economic conditions can yield important insights. However, when projecting changes in airline service (for example, new international service), past trends are less helpful than professional judgment based on an understanding of the airline industry marketplace. Demand forecasts also consider identified industry trends (e.g., changes in average aircraft fleets/sizes).

Activity forecasts are important because the Airport must be able to meet aviation needs in the future and to provide a safe and efficient operating environment and therefore must provide the right types, configurations, and sizes of facilities as appropriate. These demand forecasts are used to establish the timing and need for future facilities.

▼ What are the significant influences on the MKE forecast?

The MKE forecast is influenced by multiple factors. The primary driver of air travel demand is regional and national economic performance. Because passengers at MKE are primarily Origin and Destination (O&D), in other words beginning or ending their journey at MKE, both business and leisure travelers are necessary to support and expand air service.

The Airport's role within an airline's route network is also an important consideration. Some airlines operate hub and spoke networks where service to and from MKE will be primarily focused on those hubs, while other airlines operate more point-to-point routes. As demand grows, airlines will typically expand service at MKE based upon passenger demand and how the Airport fits within their network.

▼ What is the FAA's role in the Master Plan Study forecast?

The FAA is responsible for the review and approval of the forecast of future activity. The agency's review is intended to ensure that forecasts are realistic, are based on reasonable planning assumptions, consider current data, and are developed using an appropriate methodology.

The FAA is also responsible for the review and approval of the Airport Layout Plan to ensure that it presents a reasonable planning concept, that it complies with FAA planning standards, and that it follows published guidance.

▼ What are the goals of the Master Plan Update?

The planning team will be working with Airport representatives to define goals to guide the development and evaluation of alternative concepts for meeting forecast demand and other planning activities. Initial discussions that relate to goal definition have been held; more conclusive discussions will follow the completion of the inventory efforts and the draft forecasts of activity. The defined goals will be published when they are available. [Learn more.](#)

▼ Will the public have input on the Airport's preferred long-range development plan?

Yes, alternative development concepts and the process used to evaluate them will be presented to stakeholder committees and at public meetings to provide the opportunity for feedback. This input will be considered during the planning process.

▼ Who will pay for the implementation of the Master Plan Update?

Public funding sources which would help to pay for the projects identified in the Master Plan Update can include: FAA Airport Improvement Program (AIP) grants (derived from taxes on national and international travel, air cargo taxes, and aviation fuel), state funding, taxes on tenant property, passenger facility charges, other Airport user fees, and general airport revenue bonds. In addition, private funding may be used for the development of specific facilities. The Master Plan will include a financial analysis of the preferred alternative outlining a funding plan of the proposed development projects. Improvement projects at the Airport will not be funded with property tax dollars.

▼ Will aircraft noise and other potential environmental impacts be considered in the Master Plan Update?

Yes, potential environmental consequences associated with long-range development at MKE will be identified and considered as concepts are formed and evaluated. Efforts are made to avoid and minimize environmental consequences as the Airport's future development is defined. Additionally, the anticipated environmental effects associated with the recommended development plan will be explored and documented in the Environmental Overview section of the Master Plan report. As specific development actions (i.e., individual projects) are initiated, an evaluation of associated environmental consequences will be made as required by the National Environmental Policy Act (NEPA).

Also, a current noise footprint, reflecting an analysis of noise associated with the existing airfield, will be modeled to create a baseline for comparison of future aircraft noise changes as activity increases over the next decade.

▼ How is the Master Plan Update addressing aircraft noise? Will the master plan update address funding for noise mitigation?

Comparative aircraft noise impacts will be assessed as part of the master plan. Following selection of the preferred alternative, a comparative noise assessment will be completed utilizing the forecast of aviation activity as the basis for analysis. This noise assessment will compare the noise contours generated by use of the future airfield with the noise contours generated by the use of the existing airfield, considering the same number of aircraft operations. Aircraft noise is dependent on a number of factors including types of aircraft and aircraft engines, location and capabilities of runways, and Airport Traffic Control (ATC) flight patterns and procedures, among others. The master plan study will estimate the changes in noise exposure associated with the evolving airfield, signaling future environmental review that is anticipated to be needed when changes to the airfield are implemented. The FAA's threshold for significance in noise exposure is an increase of 1.5 decibels or more.

▼ Will the Master Plan Update address the integration of the Milwaukee Streetcar?

Options for mass transportation connectivity to the Airport is integral to the passenger journey. The Milwaukee Streetcar is a new and exciting development intended to increase connectivity in the downtown and surrounding areas. The master plan update will not preclude service by the Milwaukee Streetcar; however, additional detail about the Streetcar infrastructure, operation, and alignment would be needed before the Airport can plan for specific accommodation.

▼ How are flight plans determined? Have flight plans changed recently?

The FAA Air Traffic Division works in conjunction with MKE Airport Traffic Control Tower (ATCT) representatives and with surrounding airports to establish flight paths in the vicinity of MKE, prioritizing safety. Consideration is given to the influence of air traffic at surrounding airports and to the investments made in noise exposure mitigation in the vicinity of MKE. As aviation demand or other changes occur at the Airport, adjustments may be made to flight patterns for arriving and departing aircraft. Though there have been minor modifications made to flight tracks in recent years, these have been designed to accommodate other airspace uses in the region as well as make arrival and departures more efficient and consistent with completed noise mitigation investments.

▼ How can I stay informed about project developments, milestones, and meetings?

The Airport and master plan team provide a website to support communication of master plan activities: MKEUpdate.com. The master planning process includes a series of four public information open house sessions, scheduled as project milestones are reached and announced on the project website and via MKE social media accounts. Additionally, announcements are run in the newspaper and mailings made to 30,000 addresses in the vicinity of MKE. Please check the website for upcoming master plan activities.

▼ Will environmental consequences of airport development be addressed in the master plan update?

An overview of potential environmental consequences will be made as part of the master plan process. Environmental constraints are considered in the development of alternatives and are assessed in more detail once a preferred development framework is adopted. The environmental overview considers elements such as noise, effects on wildlife, floodplains, waterways, and stormwater impacts, among others.

▼ Will the proposed alternatives affect air traffic in the vicinity of the Airport?

The control of air traffic is the responsibility of the FAA and is coordinated among airports in the region to prioritize safety and seek operational efficiencies. The number of runways available to accommodate air traffic in the future will influence FAA's air traffic management as demand for aircraft arrivals and departures grows. The size and type of aircraft and the potential for interaction among diverse aircraft types influences the FAA's management of the MKE airspace.

▼ Do the proposed alternatives result in the traveling public paying more to fly to/from MKE?

In general, the traveling public will not notice a notable increase in costs. Development at the Airport can be paid for using several funding mechanisms to cover a portion of the costs including FAA AIP grants (derived from taxes on national and international travel, air cargo, and aviation fuel), taxes on tenant property, passenger facility charges, other Airport user fees, and general airport revenue bonds. Private funding may support the development of specific facilities. Improvements at the Airport will not be funded with property tax dollars.

▼ When will future development at the Airport begin?

The need for and timing of additional facilities and infrastructure depends on multiple factors including passenger and aircraft demand, technology evolution, FAA procedures, age and condition of facilities, and related considerations. As aviation activity increases, MKE will adapt to those changes by implementing necessary projects. Other factors such as private investment in facilities (e.g., hangars) can influence the location and types of facilities available to passengers and airport tenants. The master plan study will include an implementation plan that seeks to align development with specific triggers such as demand that exceeds capacity, a change in regulations, tenant/airline actions, environmental considerations, facility condition and maintenance needs, and related factors. In general, development will occur when triggered, supported by funding availability.

▼ How will the alternatives affect my ability to get to and from the Airport?

The master plan study will continue to accommodate airport access for all users, operators, and tenants. Enhancements in the access network will be made as demand dictates and as other facility modifications may occur. The County will accommodate future MKE access modes as links to the Airport emerge.

▼ How will my Airport experience change as these projects are implemented?

The master plan study provides a development framework that allows the Airport to adapt to change and growth in a flexible and scalable manner. This is done for several reasons but paramount to minimize impacts to the traveling public during project construction while still accommodating new and different types of development at MKE. Passengers and community members can expect to see modified or new facilities at the Airport in coming years as the County invests in providing a safe and efficient operating environment in modernized facilities that meets the needs of passengers and tenants.

▼ Will the proposed alternatives affect me as a property owner near the Airport?

Property owners near the Airport may see noticeable development taking place on Airport-owned land, however, potential impacts to surrounding property will be considered as projects are implemented with a goal of recognizing opportunities for enhancing the sustainability, resiliency, and environmental sensitivity of airport operations and development. Airport facilities will evolve during the next twenty years as community development occurs, travel demand increases, and air service enhancements are realized. The master plan update is focused on defining a long-range development plan that reflects MKE's role in the community and recognizes diversity in community stakeholder priorities.

▼ What is the proposed timeline for this development?

The master plan update covers a 22-year planning horizon (2018 – 2040), with consideration given to specific improvements that would be needed at interim 5- and 10-year horizons. This provides a short-, medium-, and long-term determination of airport needs and allows changes to be implemented in an organized and incremental manner.

▼ How will the Airport utilize existing, undeveloped property to meet the 2040 demand?

As aviation demand increases over time, the Airport will seek to utilize existing available or open development areas under County ownership to meet the need for enhanced or expanded facilities before property acquisition is considered. Among the master plan goals that the Airport has established is a focus on supporting aviation growth in a safe, efficient, and cost-effective manner through organized long-range development and consideration of non-aeronautical revenue generating opportunities. Accordingly, with respect to currently undeveloped County-owned airport property, the Airport will evaluate the potential use of undeveloped property in meeting goals established in the master plan.

▼ Will the Airport be acquiring any residential land for aeronautical need within the 2040 planning horizon?

The Airport is not currently considering acquiring residential land for aviation or non-aviation related development to meet projected 2040 aeronautical requirements.

▼ Will the Airport consider selling property not required for aviation facilities over the 2040 planning horizon?

The Airport is obligated to meet federal grant assurances that are a condition of accepting federal grant monies for airport development and property acquisition. Any property action considered as a result of the master planning process must conform to these grant assurances and would require additional analysis beyond the scope of the master plan study.

▼ Is the Airport considering development plans from surrounding communities in its planning efforts?

The Airport seeks to both reflect and contribute to organized and productive land uses in the vicinity of the Airport. Stakeholder committees contributing to the master plan update include representatives from surrounding communities to provide input on the development plans and priorities of these communities.

▼ Does the Airport require 5 runways to support future operations?

Through the master plan process, the Airport will seek to balance the capacity provided by the runway network with the forecast demand (both magnitude and characteristics) over the 2040 planning horizon. Current activity forecasts through 2040 do not reflect a need for five runways at MKE.

▼ Will existing tenant facilities be relocated on the airport?

Over the planning horizon it is possible that some facilities may require relocation to consolidate similar/related types of operations and activities or to make effective use of existing facilities and developable areas within the Airport boundary. As demand increases over time, the Airport will seek to best utilize space and facilities to meet the long-term demand needs of all airport users.

▼ How does the Airport select a final development framework to accommodate long-term demand?

An organized and documented process is used to initially screen development alternatives to define a shortlist of candidate alternatives, and subsequently to evaluate in greater detail (qualitatively and quantitatively) the shortlisted alternatives. Ultimately, a preferred alternative is identified. Following identification, the preferred alternative is refined to mitigate weaknesses that may be identified in the evaluation process and to maximize the alternative's alignment with the master plan goals. The alternatives evaluation process and results are included in the final technical documentation.

▼ What factors influence the number of runways required over the planning horizon?

Multiple factors influence airfield capacity, which is the driver for the number of runways required to meeting demand. Examples of relevant factors include (but are not limited to) the following:

- Safety
- Operational flexibility and redundancy
- Forecast activity
- Aircraft operations (demand) characteristics
- Financial and funding considerations
- Airfield circulation complexity
- Ultimate (post-2040) demand and capacity

▼ What factors will be considered in identifying the runways to remain in the long-term development plan?

The identification of the future airfield (runway) network will reflect consideration of airfield safety, airfield capacity, environmental constraints, operational flexibility and efficiency, financial implications, complexity of implementation, and development opportunities, among other factors.

▼ Why are roadway modifications required as part of the long-term development plan?

Conceptual modifications and realignments to the roadway network focus on resolving identified or predicted deficiencies, such as limited vehicle weave distances and sight lines, enhancing capacity to accommodate forecast increases in demand (vehicle traffic), enhancing wayfinding for drivers, supporting revisions to the curbside environment in front of the terminal, and accommodating additional development in the vicinity of the terminal core.

Engage with MKE's Future

Milwaukee Mitchell International Airport and Milwaukee County value your input to the planning process and encourage you to provide input over the course of the [Master Plan Update](#). MKE is Milwaukee's link to the nation and the globe, but importantly, it also contributes to the economic strength of the Milwaukee area and the southeast Wisconsin region. As Milwaukee and the state of Wisconsin realize the growth and economic benefits associated with emerging development, the demands on the aviation infrastructure will increase, making it critical that feasible, affordable, scalable, and flexible solutions be defined to meet those challenges. Feedback from stakeholders and the community is necessary to ensure that these solutions consider local and regional priorities, as well as conform to FAA guidance.

We encourage you to continue to visit our project website to stay current on Master Plan Update progress and related information.

Feedback on our Master Plan Update can be provided by completing the form below. The master plan team will document and compile input received, using it to expand the [Frequently Asked Questions](#) page on this website to ensure that topics of broad interest are addressed. Input received will become part of the project record documented at the conclusion of the study.

In addition to the input form, you are encouraged to attend the fourth and final public meeting of the planning study. Due to the effects of the pandemic, this meeting is being held virtually and can be accessed via the link below. Comments will be accepted through October 10, 2021, additional comments can continue to be submitted after October 10 via the comment form below.

Open House Schedule

All public Open House Meetings have concluded.

Past Open House Meetings

- Public Open House #1 - concluded on January 16, 2019, 3-7 p.m.
- Public Open House #2 - concluded on July 1, 2019, 3-7 p.m.
- Public Open House #3 - concluded on January 22, 2020, 3-7 p.m.
- [Virtual Public Open House Meeting #4](#) - concluded October 10, 2021.

Community Input Form

First Name Required

Last Name Required

Zip Code

Email Address Required

I would like to receive news and information from MKE

Yes

Message Required

Submit



MKE BAGGAGE CLAIM CANOPY

Project Materials & News

As the Master Plan Update planning process progresses, relevant project materials will be posted to this website to allow viewers insight into the planning process and milestones. Project materials will allow the viewer to visualize intermediate planning ideas and conclusions.

Please return to this page in the future as project information emerges.

Project materials

- [DRAFT Master Plan Update Goals](#)

Past Community Meeting Materials

- [Public Open House #1](#)
- [Public Open House #2](#)
- [Public Open House #3](#)
- [Virtual Public Open House Meeting #4](#)