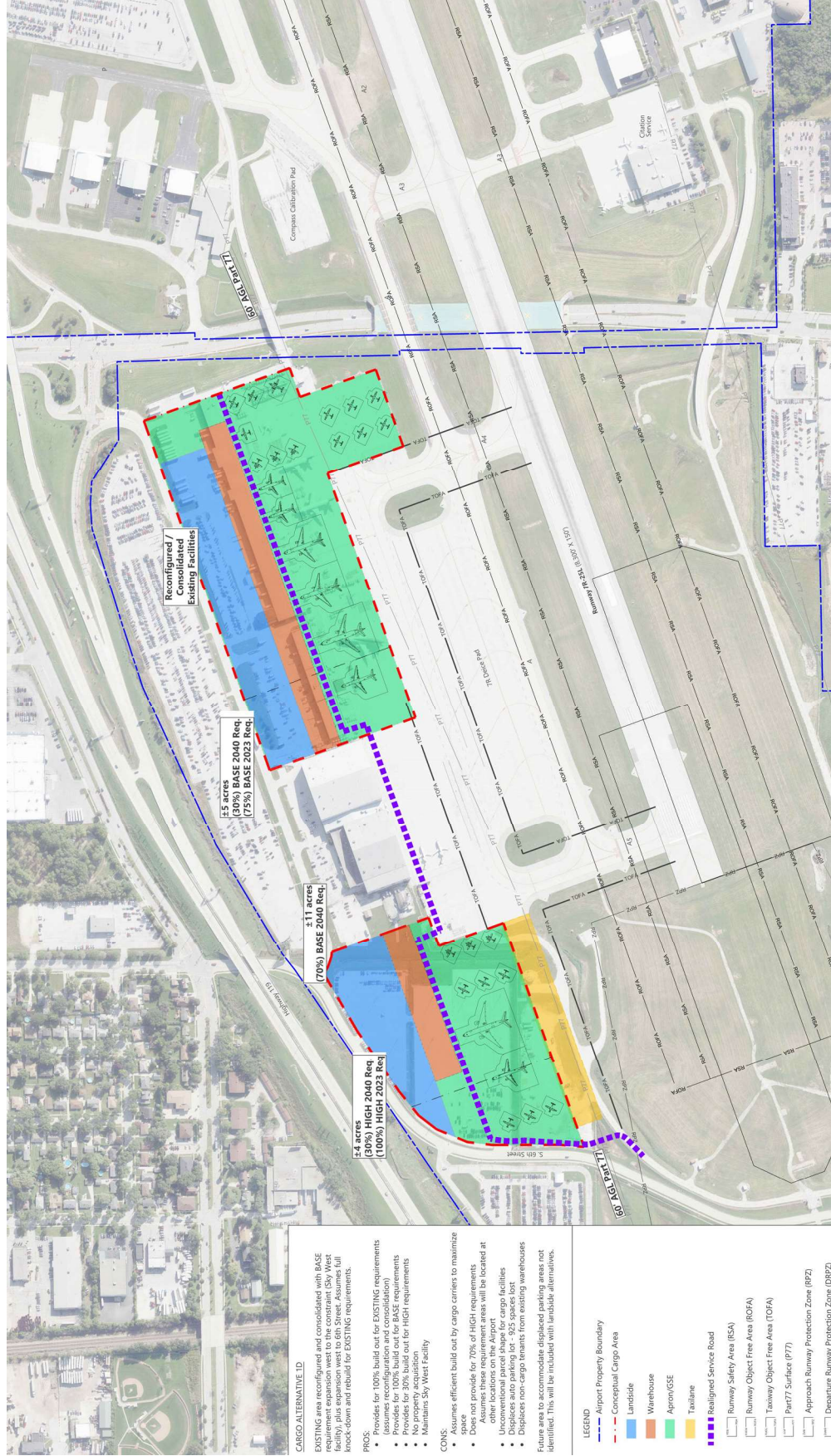


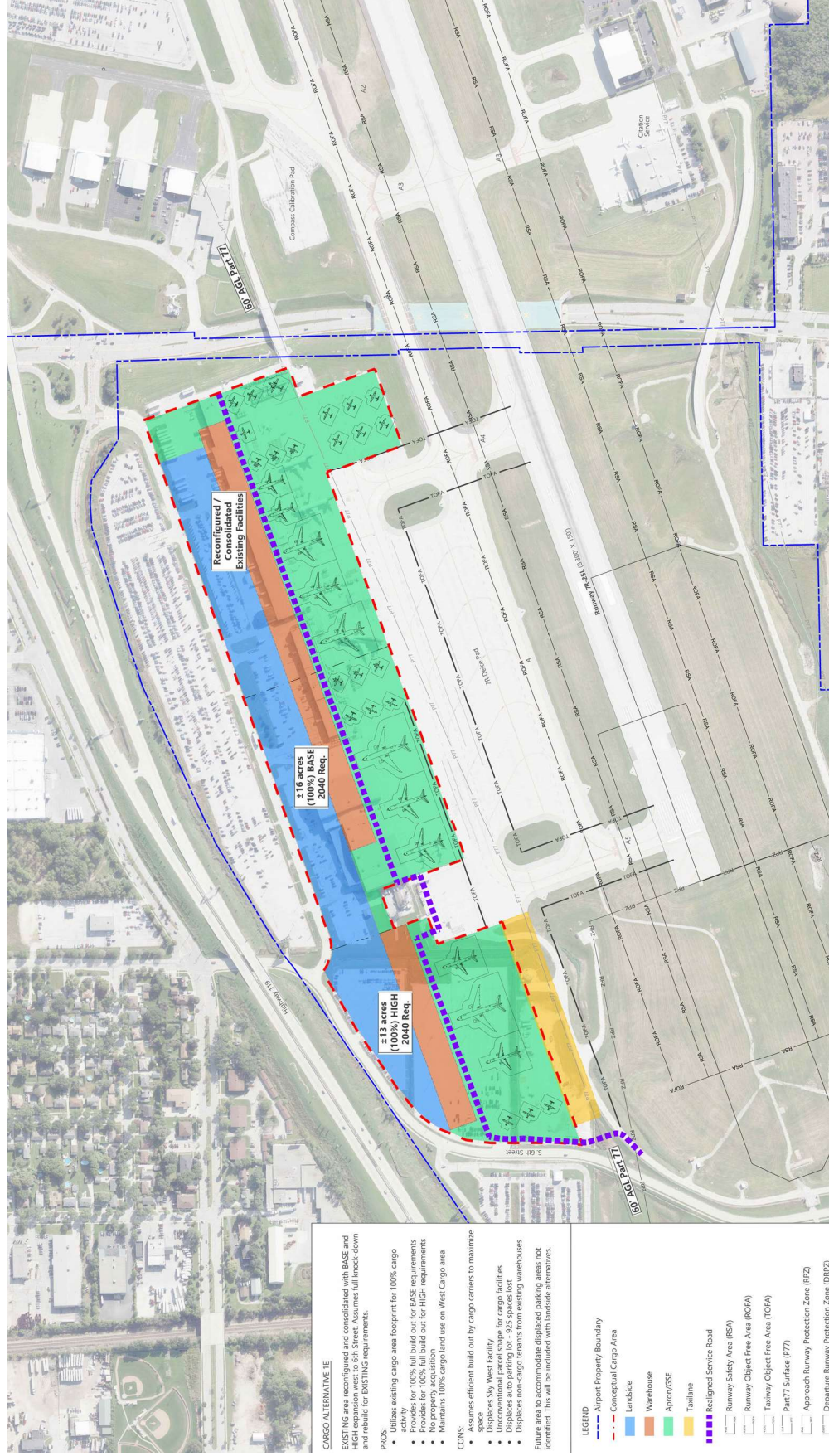
EXHIBIT 5-38 CARGO FACILITIES COMPONENT ALTERNATIVE 2 (WEST 2)



NOTES: Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; purple dash – vehicle service road. Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.

EXHIBIT 5-39 CARGO FACILITIES COMPONENT ALTERNATIVE 3 (WEST 3)



NOTES:
 Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; purple dash – vehicle service road.
 Cargo facilities accommodate both narrowbody and widebody aircraft.
 SOURCE: Mead & Hunt, October 2019.

EXHIBIT 5-40 CARGO FACILITIES COMPONENT ALTERNATIVE 4 (WEST 4)

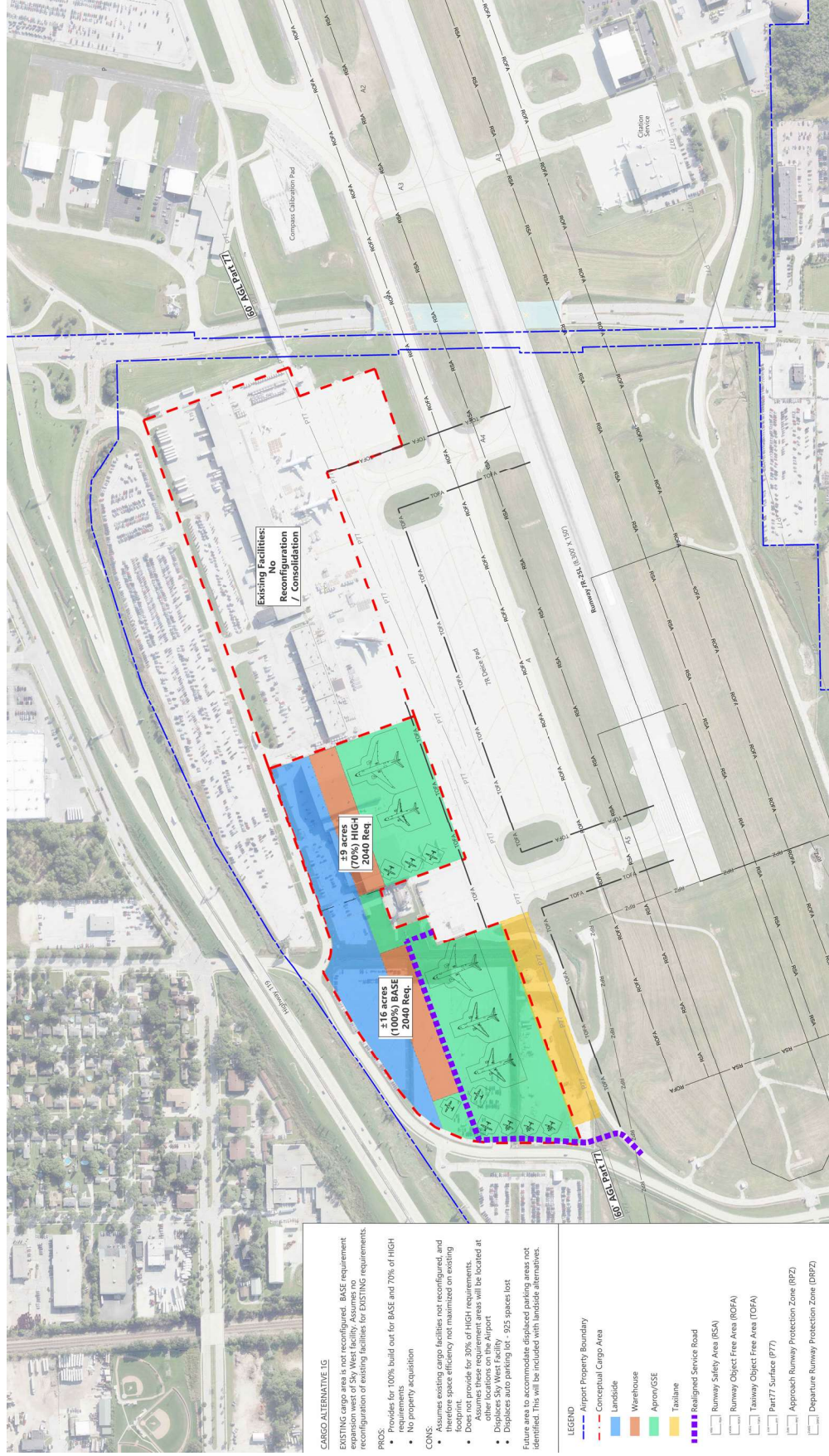
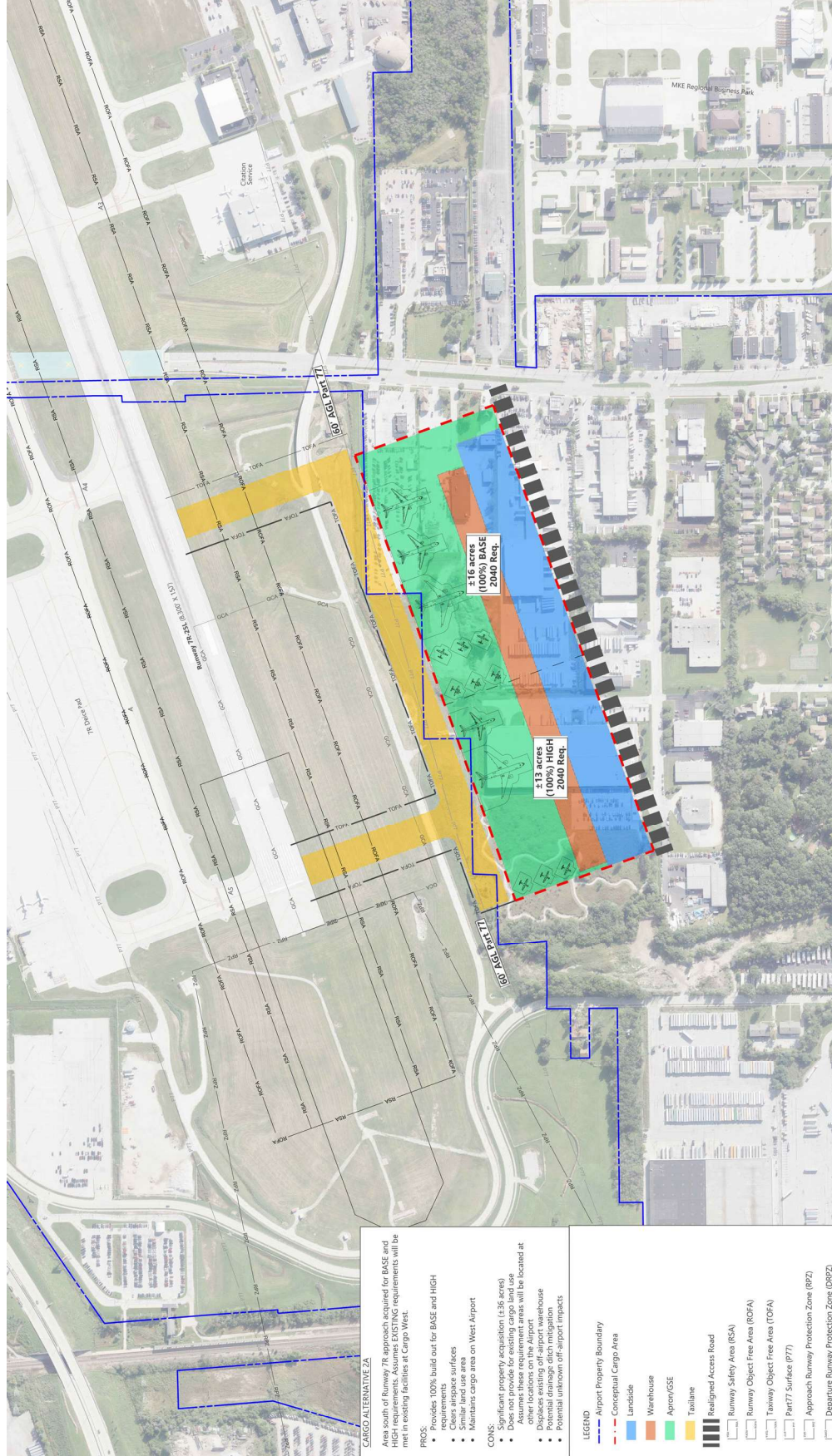
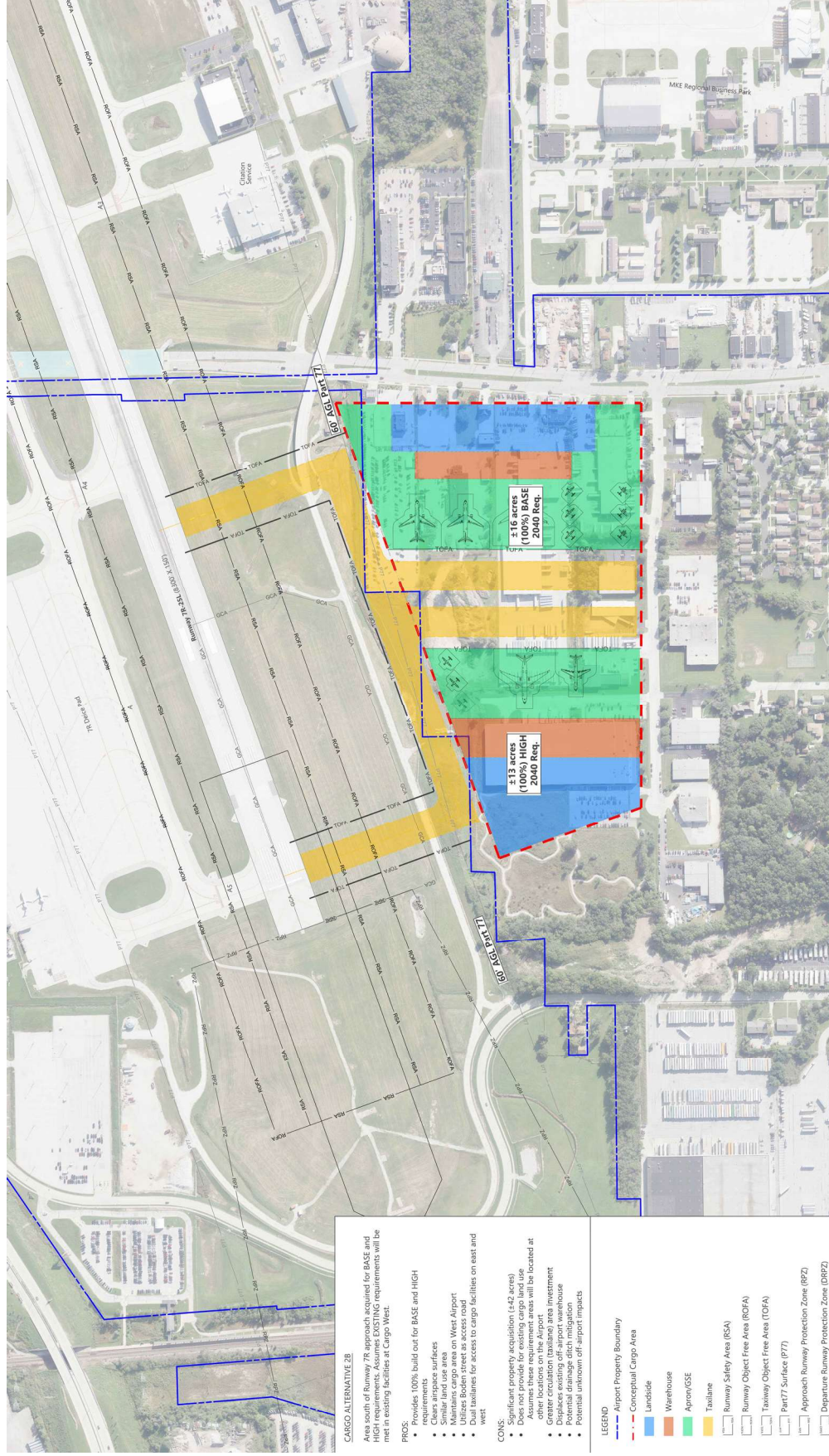


EXHIBIT 5-41 CARGO FACILITIES COMPONENT ALTERNATIVE 5 (WEST 5)



NOTES:
 Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; gray dash – public access road.
 Cargo facilities accommodate both narrowbody and widebody aircraft.
 SOURCE: Mead & Hunt, October 2019.

EXHIBIT 5-42 CARGO FACILITIES COMPONENT ALTERNATIVE 6 (WEST 6)



CARGO ALTERNATIVE 2B
 Area south of Runway 78 approach acquired for BASE and HIGH requirements. Assumes EXISTING requirements will be met in existing facilities at Cargo West.

PROS:

- Provides 100% build out for BASE and HIGH requirements
- Clearance surfaces
- Similar land use area
- Maintains cargo area on West Airport
- Provides 100% build out for BASE and HIGH requirements
- Dual taxilanes for access to cargo facilities on east and west

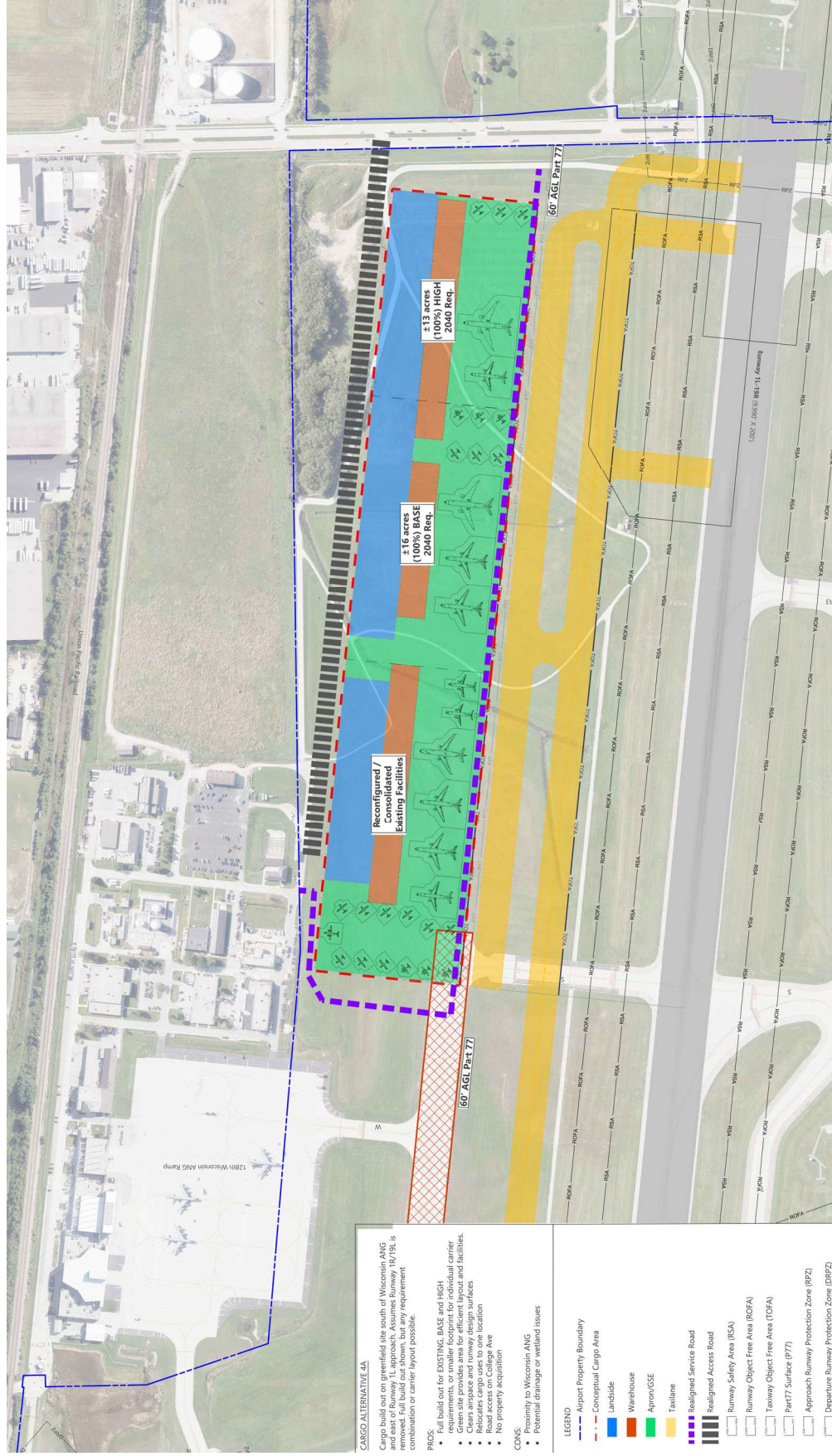
CONS:

- Significant property acquisition (4.42 acres)
- Does not provide for existing cargo land use
- Other locations on the Airport for cargo facilities will be located at other locations on the Airport
- Greater circulation (taxilane) area investment
- Displaces existing off-airport warehouse
- Potential for increased off-airport impacts
- Potential unknown off-airport impacts

- LEGEND**
- Airport Property Boundary
 - - - Conceptual Cargo Area
 - Landside
 - Warehouse
 - Apron/GSE
 - Taxilane
 - Runway Safety Area (RSA)
 - Runway Object Free Area (ROFA)
 - Taxiway Object Free Area (TOFA)
 - Part 77 Surface (P77)
 - Approach Runway Protection Zone (ARPZ)
 - Departure Runway Protection Zone (DRPZ)

NOTES:
 Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings.
 Cargo facilities accommodate both narrowbody and widebody aircraft.
SOURCE: Mead & Hunt, October 2019.

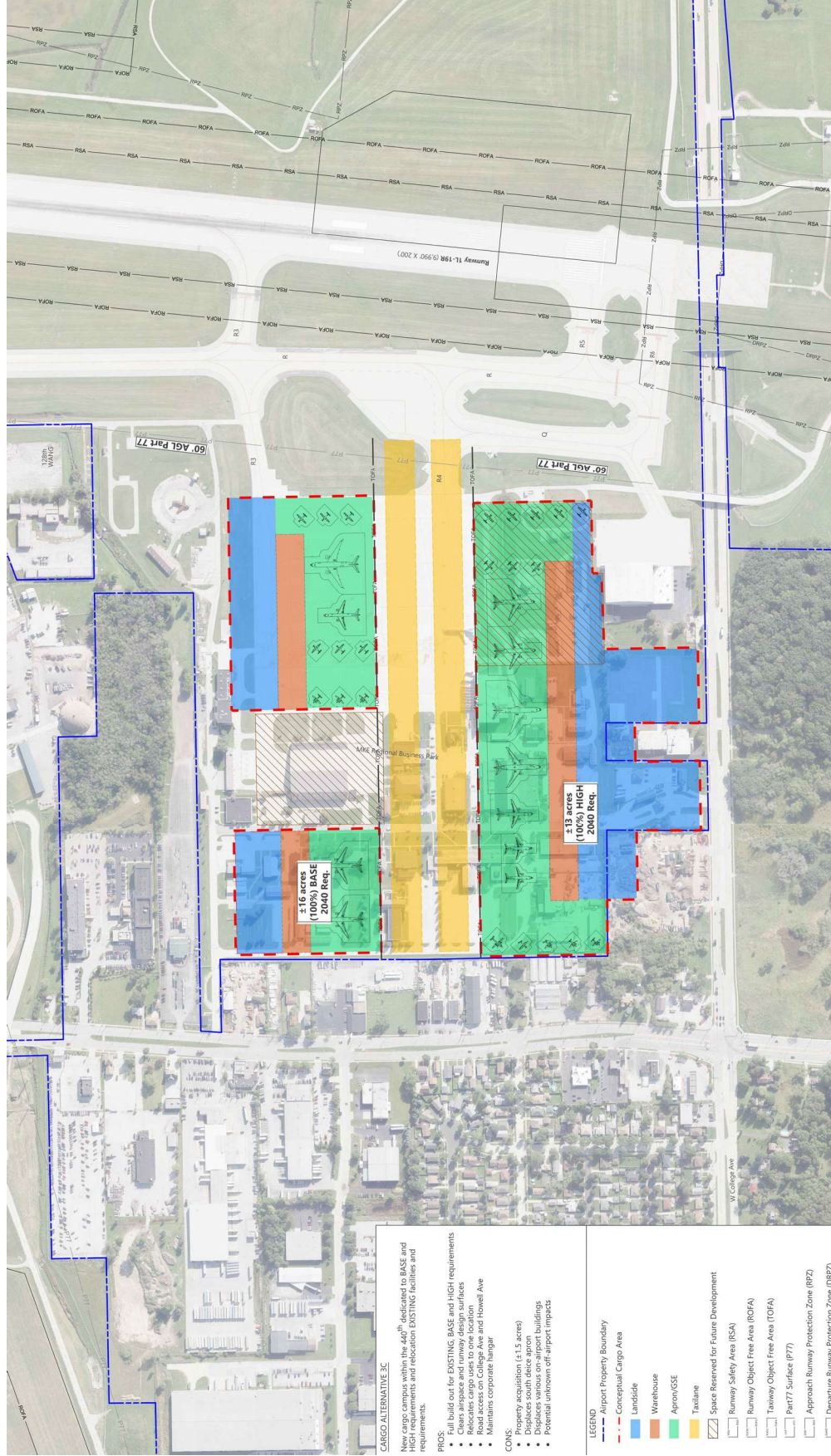
EXHIBIT 5-43 CARGO FACILITIES COMPONENT ALTERNATIVE 7 (EAST)



NOTES:
 Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; gray dash – public access road.
 Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.

EXHIBIT 5-44 CARGO FACILITIES COMPONENT ALTERNATIVE 8 (SOUTH)



NOTES:
 Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings.
 Cargo facilities accommodate both narrowbody and widebody aircraft.
 SOURCE: Mead & Hunt, October 2019.

TABLE 5-6 (1 OF 2) SUPPORT FACILITIES COMPONENT ALTERNATIVES – CARGO

ALTERNATIVE	DESCRIPTION
Alternative 1 (West 1)	<ul style="list-style-type: none"> ▪ A new cargo facility is constructed west of the existing SkyWest building and ASR antenna. ▪ UPS is relocated, and all UPS functions are moved out of the MKE Air Freight Building to mitigate UPS's split operation. ▪ This alternative does not accommodate the full cargo requirements. ▪ This alternative does not impact the SkyWest facility. ▪ This alternative displaces the Super Saver B lot. ▪ This alternative does not accommodate the full (baseline and high growth scenario) cargo facility requirement.
Alternative 2 (West 2)	<ul style="list-style-type: none"> ▪ The existing cargo area is reconfigured at Cargo West, and the SkyWest facilities are retained. ▪ A new facility is created west of the SkyWest and ASR site toward 6th Street. ▪ Only 30 percent of the high growth scenario is accommodated. ▪ The existing cargo facilities are reconstructed to implement technological advancements and improve cargo processing capabilities. ▪ This alternative does not impact the SkyWest facility. ▪ This alternative displaces the Super Saver B lot. ▪ This alternative accommodates the baseline cargo facility requirements but only 30 percent of the high growth scenario cargo facility requirements.
Alternative 3 (West 3)	<ul style="list-style-type: none"> ▪ The area at the Cargo West campus is reconfigured, consolidated, and expanded. ▪ The cargo area is expanded westward toward 6th Street. ▪ The existing cargo facilities are reconstructed to implement technological advancements and improve cargo processing capabilities. ▪ This alternative displaces the SkyWest facility. ▪ This alternative displaces the Super Saver B lot. ▪ This alternative accommodates the baseline and high growth scenario cargo facility requirements.
Alternative 4 (West 4)	<ul style="list-style-type: none"> ▪ The existing cargo area facilities are maintained at Cargo West (no reconfiguration of existing facilities). ▪ The Cargo area is expanded west of the SkyWest/ASR facility. ▪ This alternative displaces the SkyWest facility. ▪ This alternative displaces the Super Saver B lot. ▪ This alternative accommodates the baseline cargo facility requirements but only 30 percent of the high growth scenario cargo facility requirements. ▪ Future development penetrates the ASR critical area, which requires FAA airspace review.
Alternative 5 (West 5)	<ul style="list-style-type: none"> ▪ The existing cargo area facilities are maintained at Cargo West (no reconfiguration of existing facilities). ▪ Cargo facilities are developed south of Runway 7R (requires the acquisition of approximately 36 acres). ▪ The existing off-Airport warehouse-type facilities are displaced in the acquisition area. ▪ This alternative accommodates the baseline and high growth scenario cargo facility requirements.
Alternative 6 (West 6)	<ul style="list-style-type: none"> ▪ The existing cargo area facilities are maintained at Cargo West (no reconfiguration of existing facilities). ▪ Cargo facilities are developed south of Runway 7R (requires acquisition of approximately 42 acres). ▪ Boden Street is utilized for new cargo area vehicular access. ▪ The existing off-Airport warehouse-type facilities are displaced in the acquisition area. ▪ This alternative accommodates the baseline and high growth scenario cargo facility requirements.

TABLE 5-6 (2 OF 2) SUPPORT FACILITIES COMPONENT ALTERNATIVES – CARGO

ALTERNATIVE	DESCRIPTION
Alternative 7 (East)	<ul style="list-style-type: none"> ■ A new cargo campus is constructed on undeveloped land area (greenfield site) south of the WI ANG base and east of the Runway 1L approach. ■ The greenfield site allows for an efficient layout for facilities. ■ This alternative assumes Runway 1R-19L is decommissioned. ■ All cargo facilities are consolidated into a single campus. ■ This alternative accommodates the baseline and high growth scenario cargo facility requirements.
Alternative 8 (South)	<ul style="list-style-type: none"> ■ A new cargo campus is constructed within the MKE Regional Business Park. ■ All cargo facilities are consolidated into a single campus. ■ This alternative requires approximately 1.5 acres of property acquisition. ■ The aircraft south deice apron is displaced. ■ Various on-Airport buildings are displaced within the MKE Regional Business Park. ■ This alternative accommodates the baseline and high growth scenario cargo facility requirements.

NOTES:

Cargo facilities accommodate both narrowbody and widebody aircraft.

ASR – Airport Surveillance Radar

UPS – United Parcel Service

FAA – Federal Aviation Administration

WI ANG – Wisconsin Air National Guard

SOURCE: Mead & Hunt, October 2019.

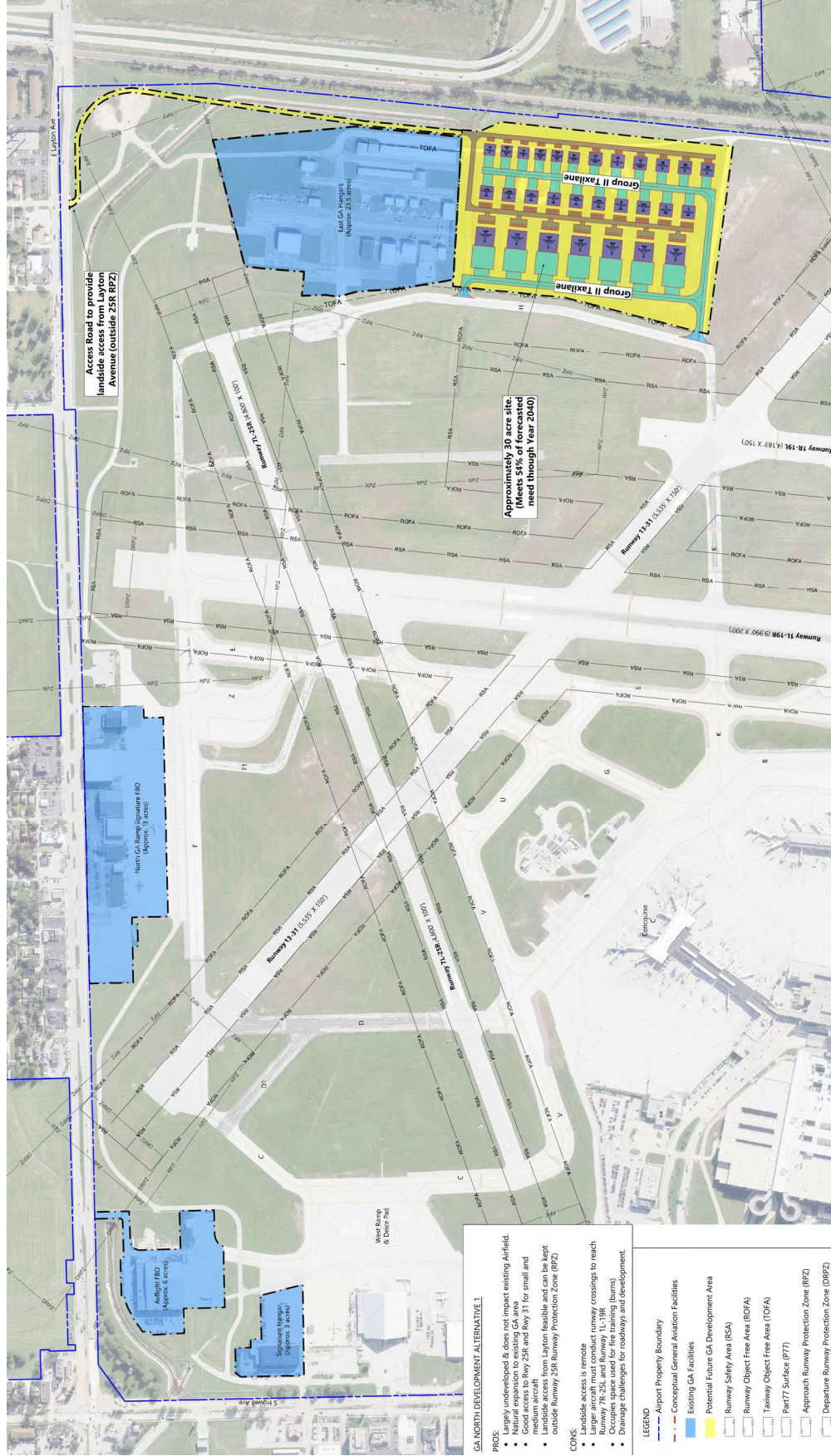
5.3.4.2 GENERAL AVIATION FACILITIES

Section 2, Inventory of Existing Conditions, describes the existing GA facilities. The identification of future GA facilities alternatives focused on addressing the following challenges:

- inefficient existing facility configurations for some tenants
- dispersed facilities (multiple locations)
- opportunity for facility and operational consolidation
- airfield/runway/landside (non-secure) access as GA facilities may be developed in interior areas

Exhibit 5-45 through **Exhibit 5-50** illustrate the six general aviation component alternatives that were identified, and **Table 5-7** summarizes these alternatives.

EXHIBIT 5-45 GENERAL AVIATION FACILITIES COMPONENT ALTERNATIVE 1



NOTES:
 GA facilities include hangars, apron, taxiway/taxilane access, and landside access and parking.
 Blue areas indicate existing GA facilities; yellow areas indicate future general aviation facilities.
 SOURCE: Mead & Hunt, October 2019.