Airport Master Plan Update
Transportation, Public Works and Transit Committee

Milwaukee County's Mitchell International Airport

March 11, 2020

MASTER PLAN **2040**

MKE
MILWAUKEE

Master Plan Process

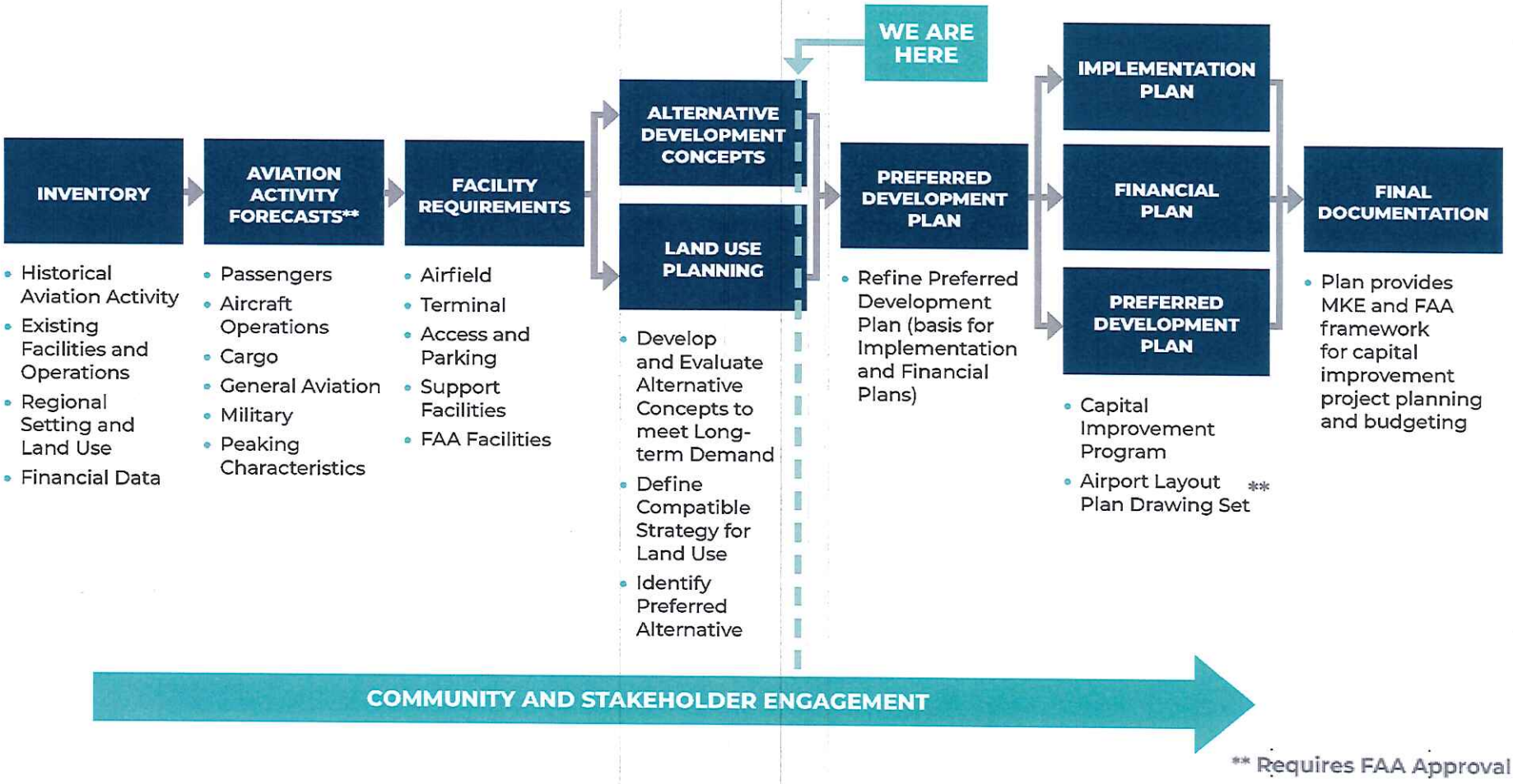
- FAA-guided process

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 Process



** Requires FAA Approval

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.

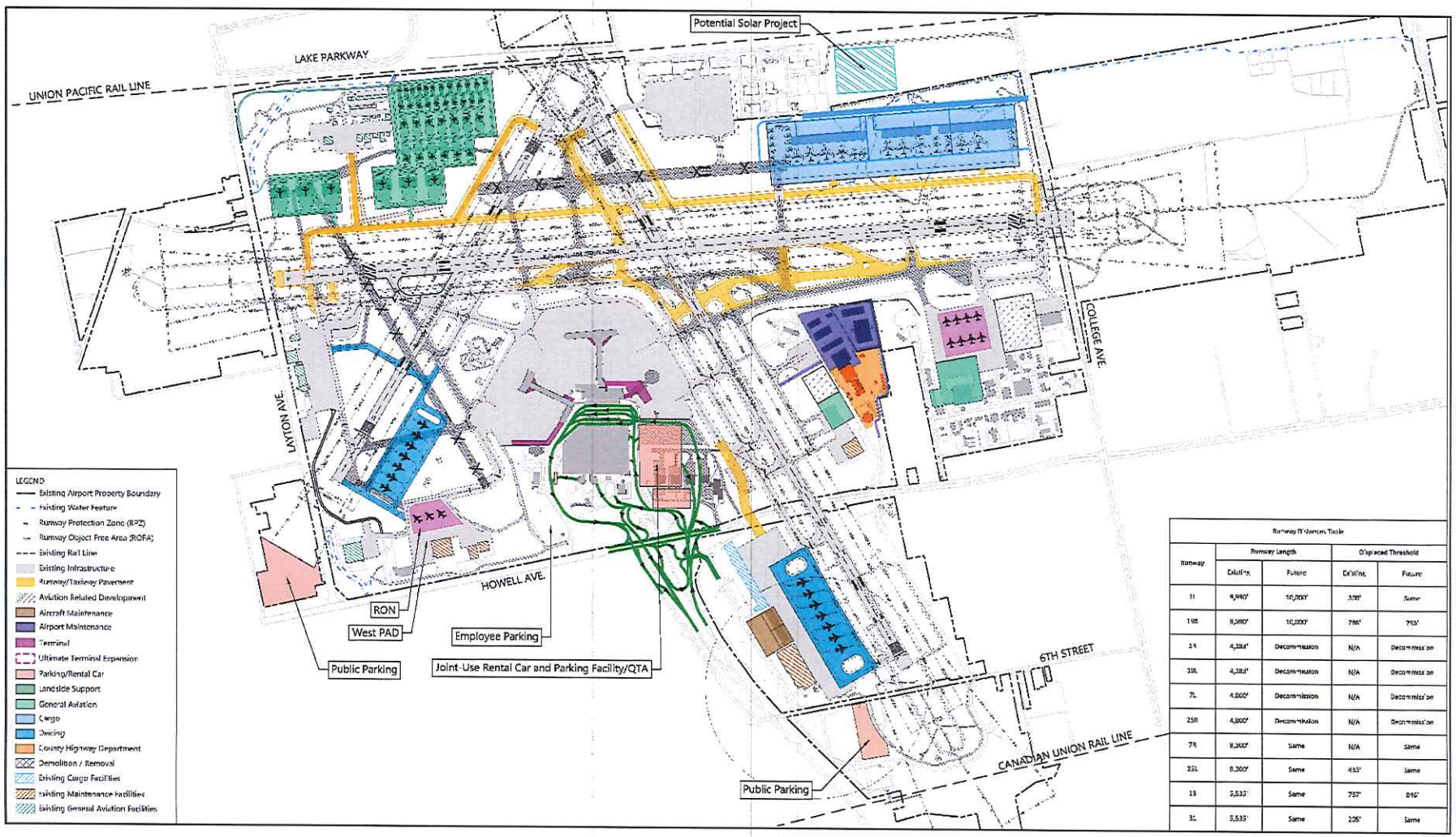
Master Plan Challenges

- 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

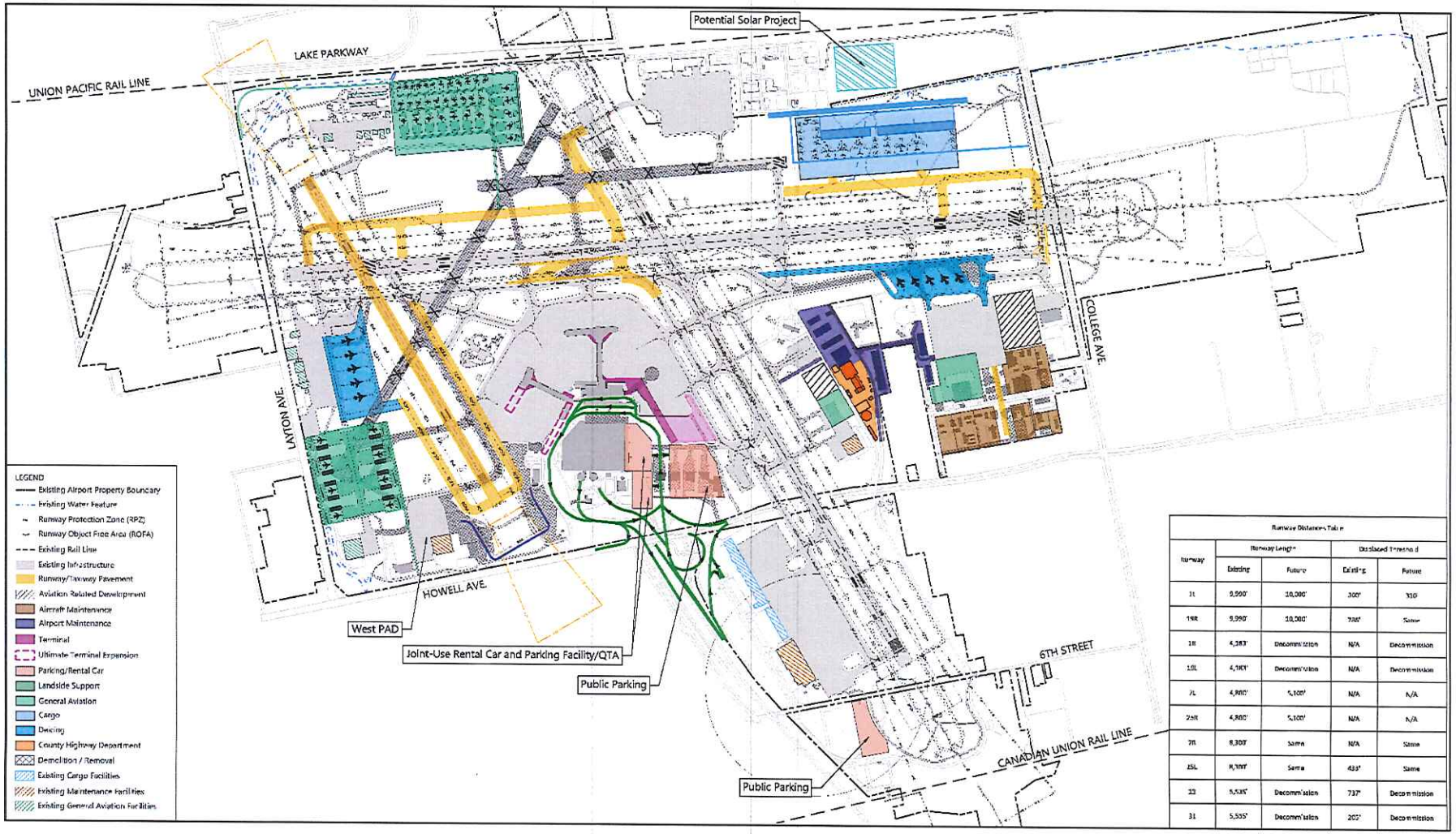
- Balance airfield, terminal, and landside capacity
- Conform to current FAA standards
- Consolidate similar facilities and operations
  - Enhance safety
  - Maximize efficiency
- Right-size facilities to match demand
  - Reduce O&M cost exposure
- Accommodate technological change
- Define highest and 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

Alternative A



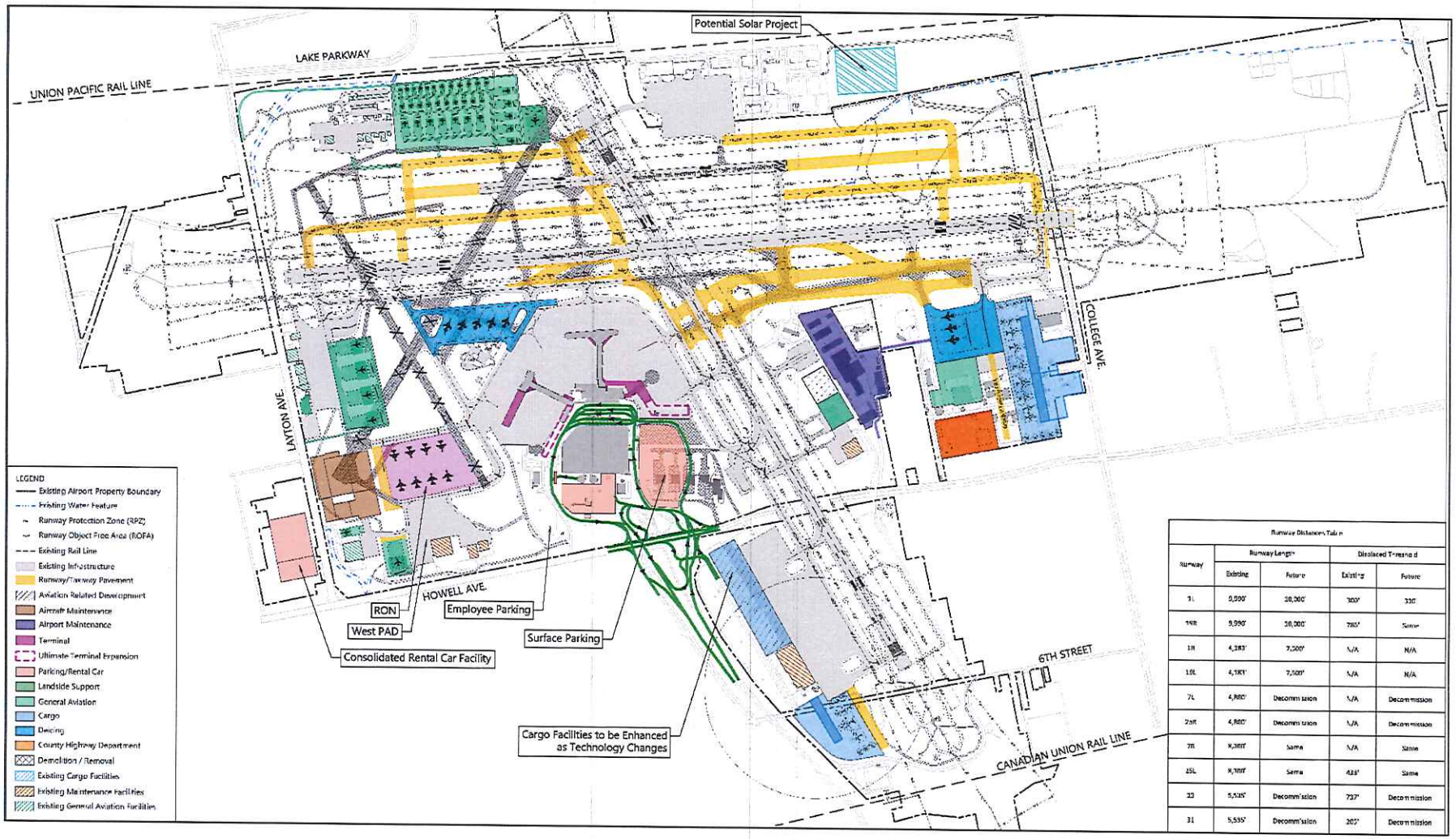
Runway	Runway Length		Displaced Threshold	
	Existing	Future	Existing	Future
1L	9,690'	10,000'	309'	Same
1R	9,690'	10,000'	786'	715'
7R	4,356'	Decommission	N/A	Decommission
19L	4,356'	Decommission	N/A	Decommission
7L	4,000'	Decommission	N/A	Decommission
25R	4,800'	Decommission	N/A	Decommission
7R	8,300'	Same	N/A	Same
25L	8,300'	Same	433'	Same
13	5,535'	Same	737'	846'
31	5,535'	Same	205'	Same

Alternative B



Runway	Runway Length		Displaced Threshold	
	Existing	Future	Existing	Future
1L	9,090'	10,000'	300'	310
19R	9,090'	10,000'	736'	Same
1R	4,283'	Decommission	N/A	Decommission
19L	4,181'	Decommission	N/A	Decommission
7L	4,800'	5,100'	N/A	N/A
25R	4,800'	5,100'	N/A	N/A
7R	8,800'	Same	N/A	Same
25L	8,700'	Same	433'	Same
13	5,535'	Decommission	737'	Decommission
31	5,535'	Decommission	203'	Decommission

Alternative C



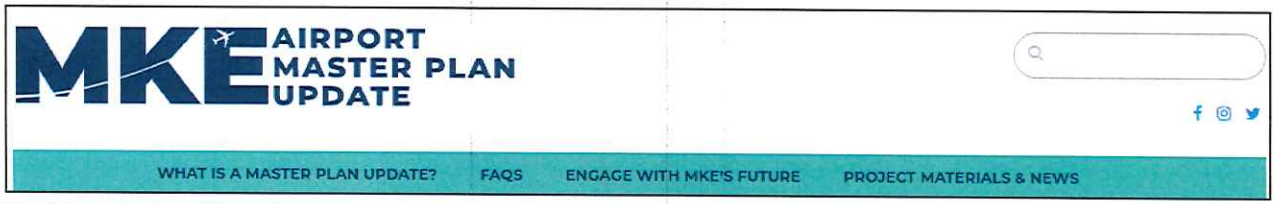
Runway Distances Table				
Runway	Runway Length		Displaced Threshold	
	Existing	Future	Existing	Future
1L	9,000'	10,000'	300'	330'
1R	9,990'	10,000'	785'	Same
1H	4,383'	7,500'	N/A	N/A
10L	4,183'	7,500'	N/A	N/A
7L	4,800'	Decommission	N/A	Decommission
2ER	4,800'	Decommission	N/A	Decommission
7R	8,300'	Same	N/A	Same
25L	8,300'	Same	428'	Same
13	5,535'	Decommission	737'	Decommission
31	5,535'	Decommission	202'	Decommission

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

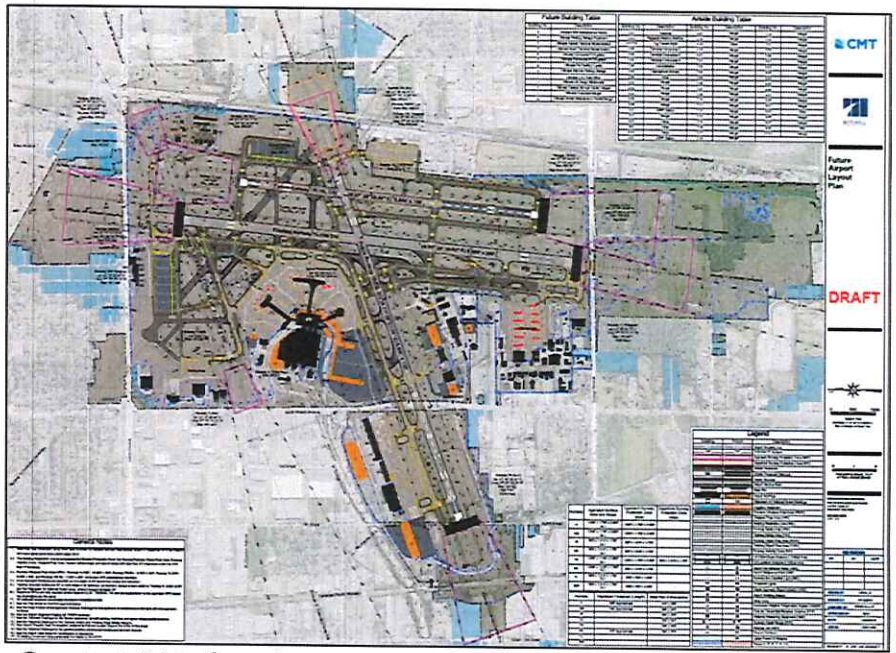


Next Steps

- Detailed evaluation of alternatives
- Selection and refinement of preferred alternative
  - Environmental Overview
  - Implementation Plan
  - Financial Feasibility Analysis

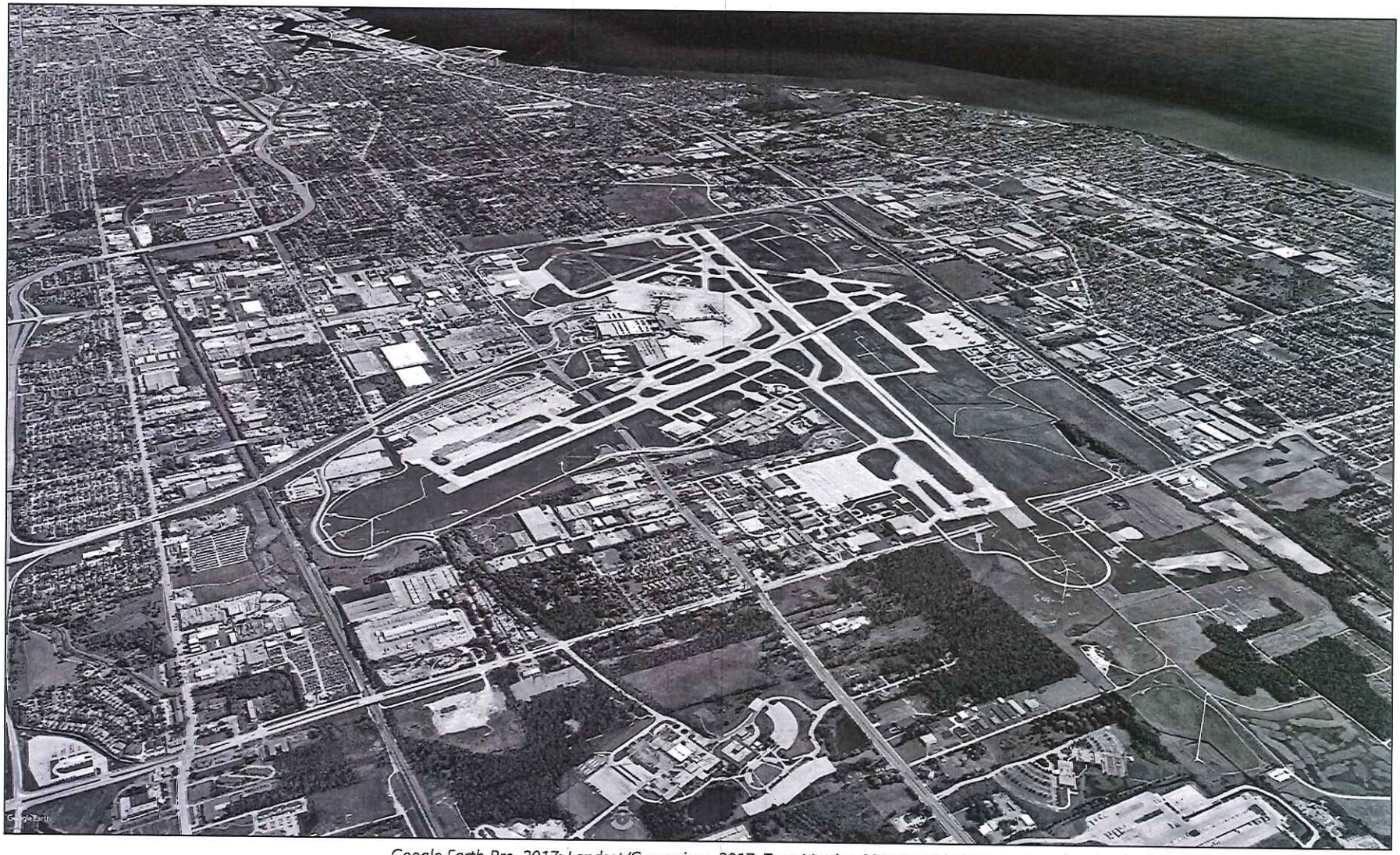
  → Capital Improvement Plan
- Stakeholder and public engagement
- FAA Review
  - Airport Layout Plan (ALP) drawing set and supporting narrative
  - FAA review period: up to 180 days
  - FAA-approved ALP supports federal funding requests

Anticipated submittal to FAA: mid to late 2020



Current ALP drawing set comprises 44 sheets

Questions



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