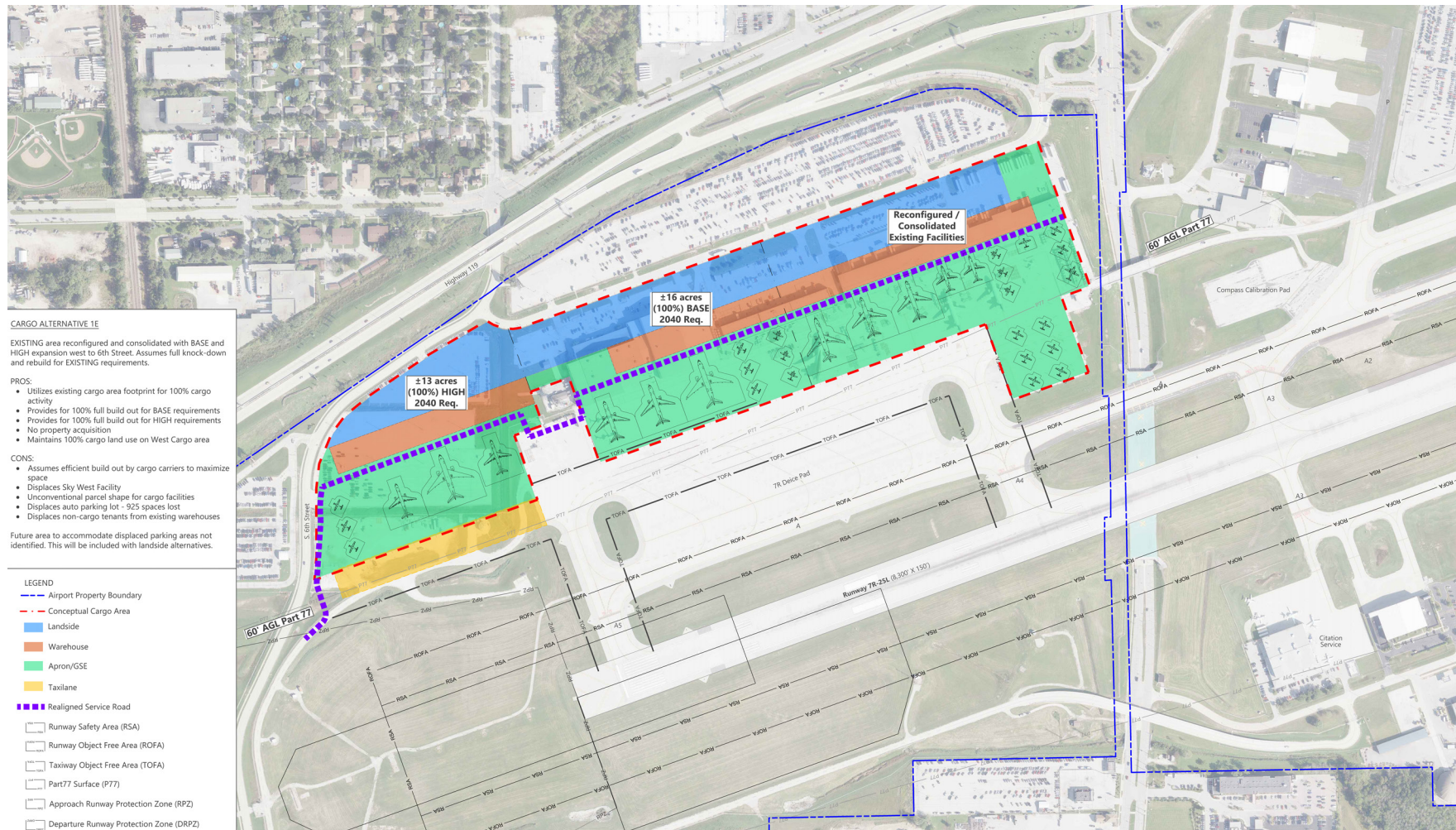




SOURCE: Mead & Hunt, October 2019.



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



## NOTES:

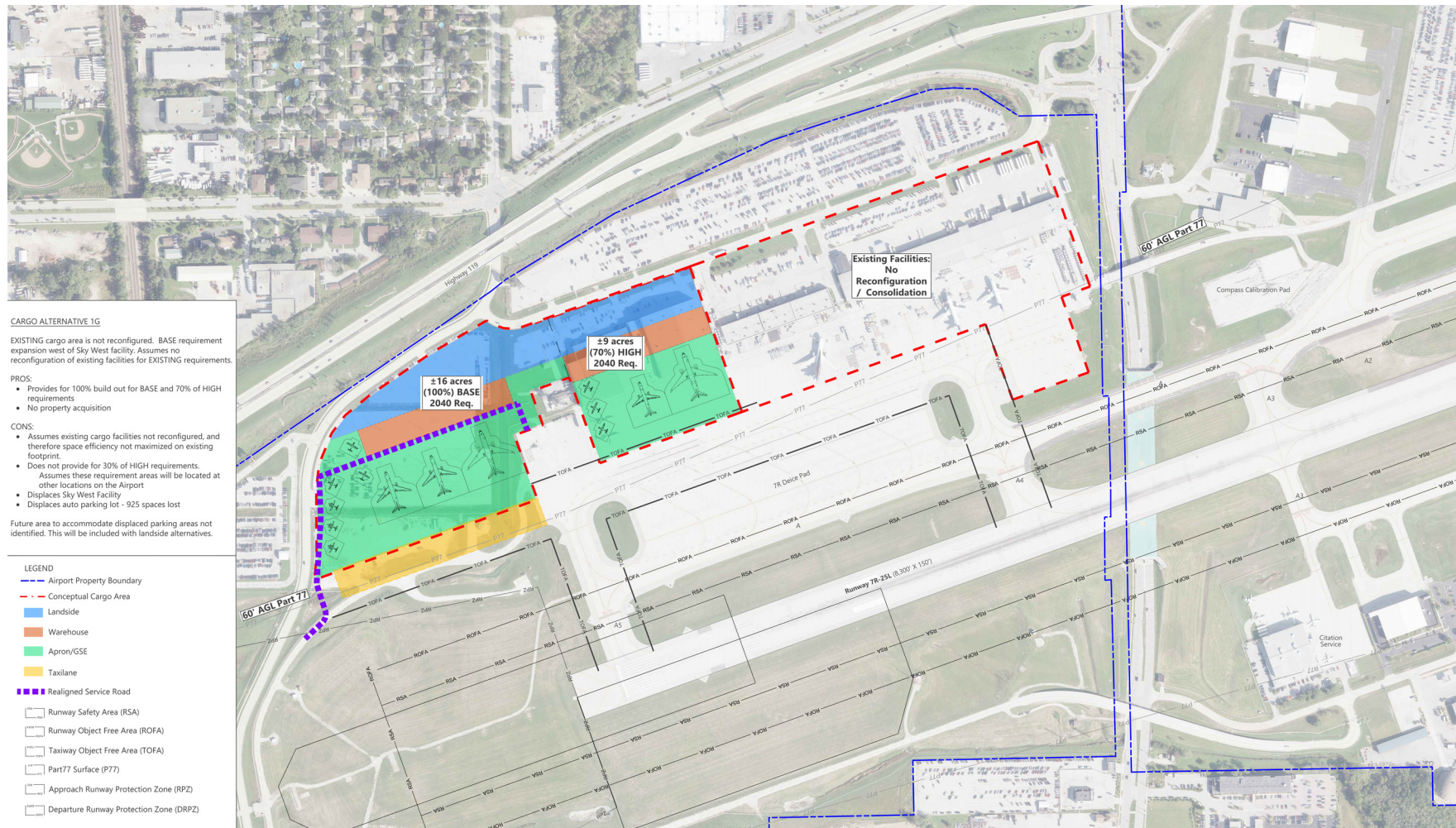
Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; purple dash – vehicle service road.

Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.



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



## NOTES:

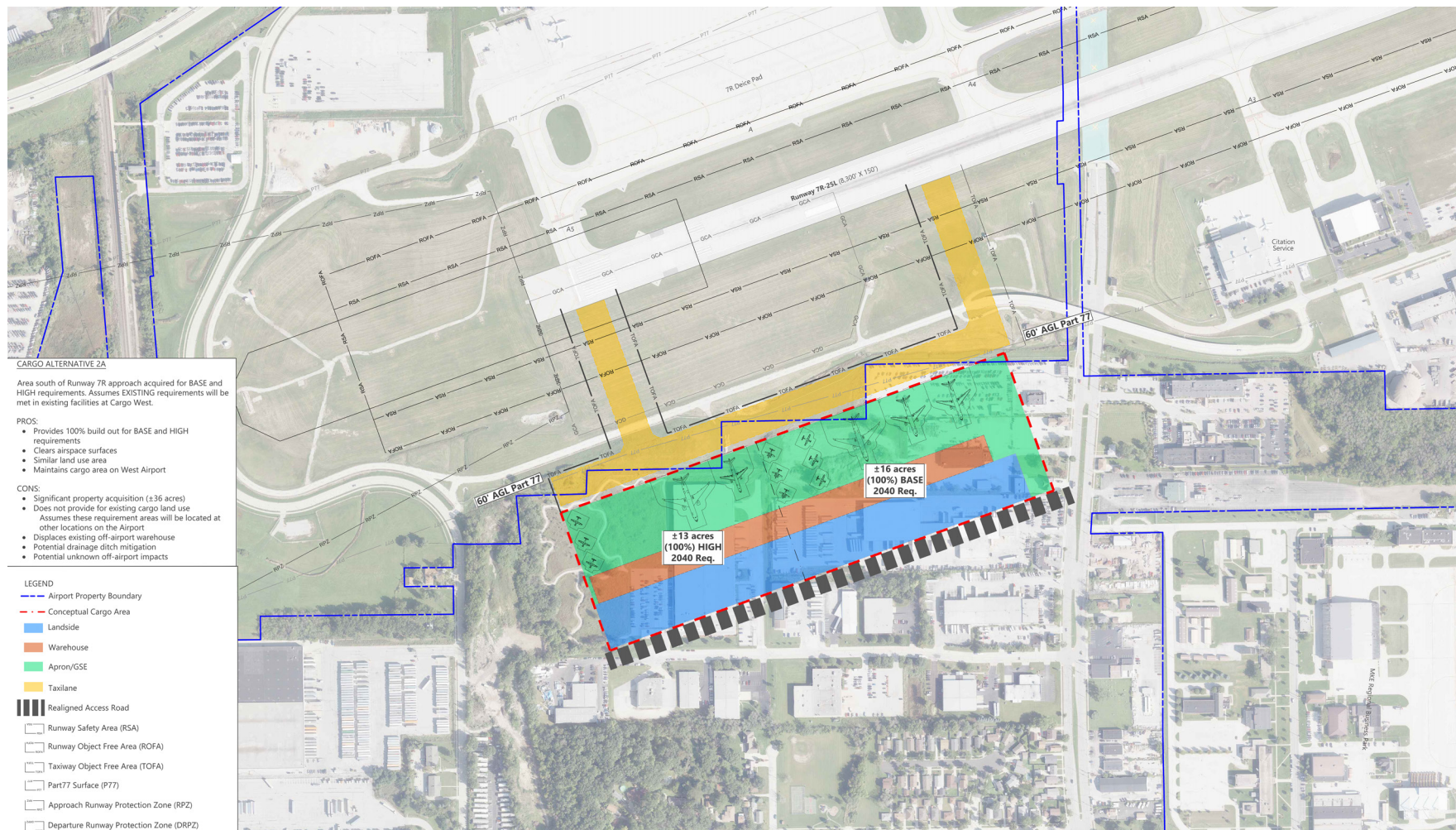
Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; purple dash – vehicle service road.

Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.



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



## NOTES:

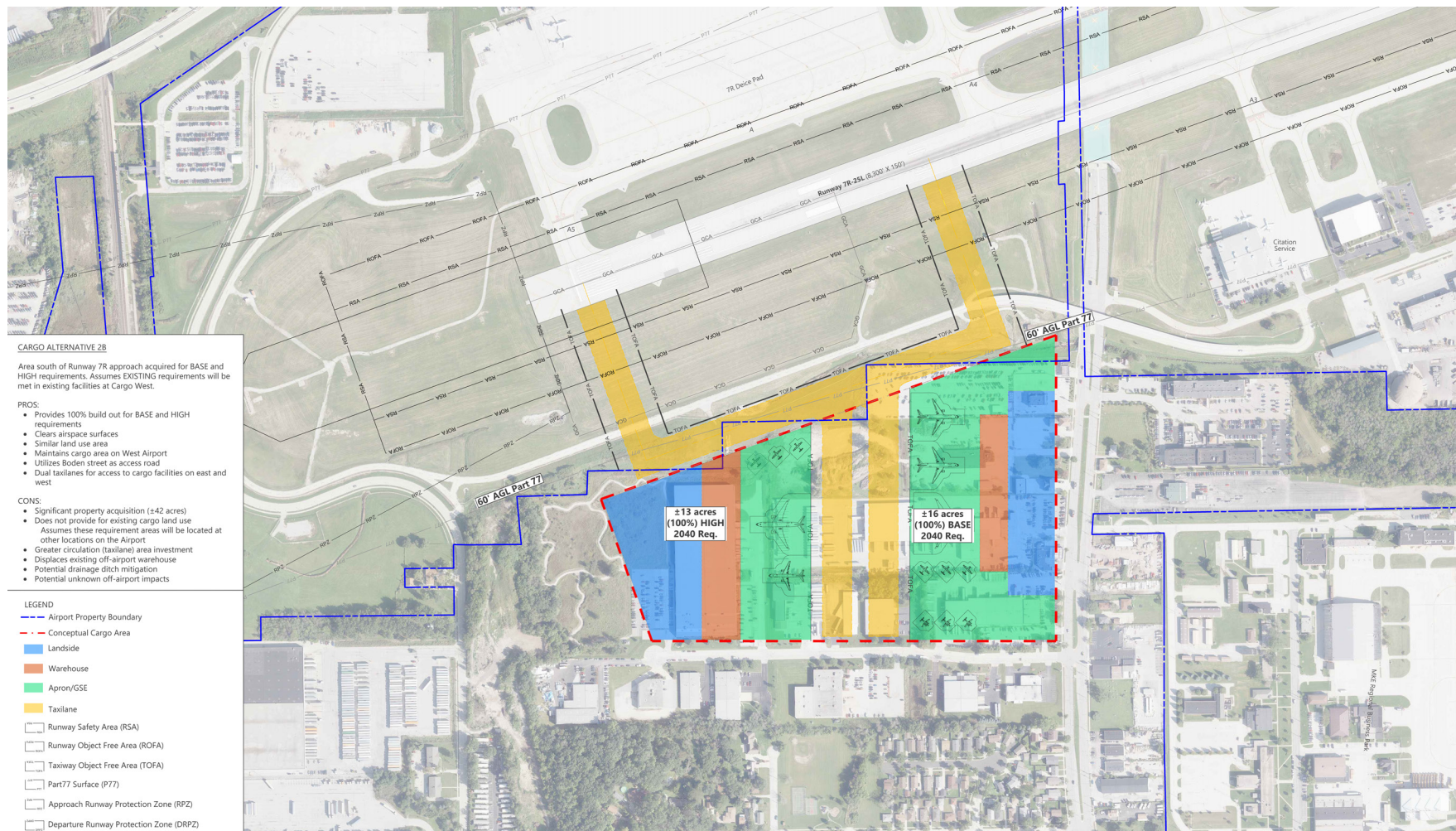
Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; gray dash – public access road.

Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.



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



## NOTES:

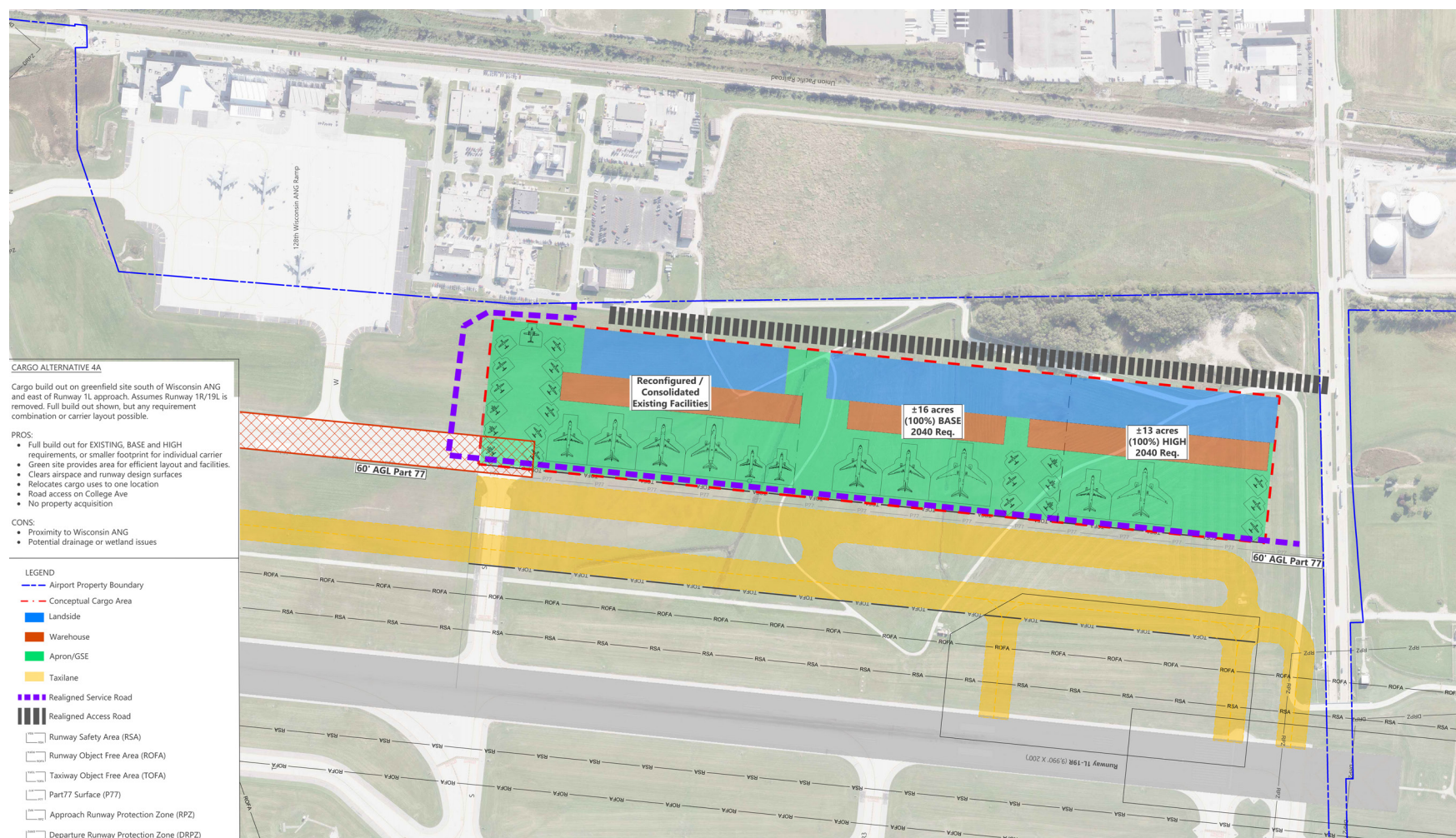
Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings.

Cargo facilities accommodate both narrowbody and widebody aircraft.

SOURCE: Mead & Hunt, October 2019.



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



NOTES:

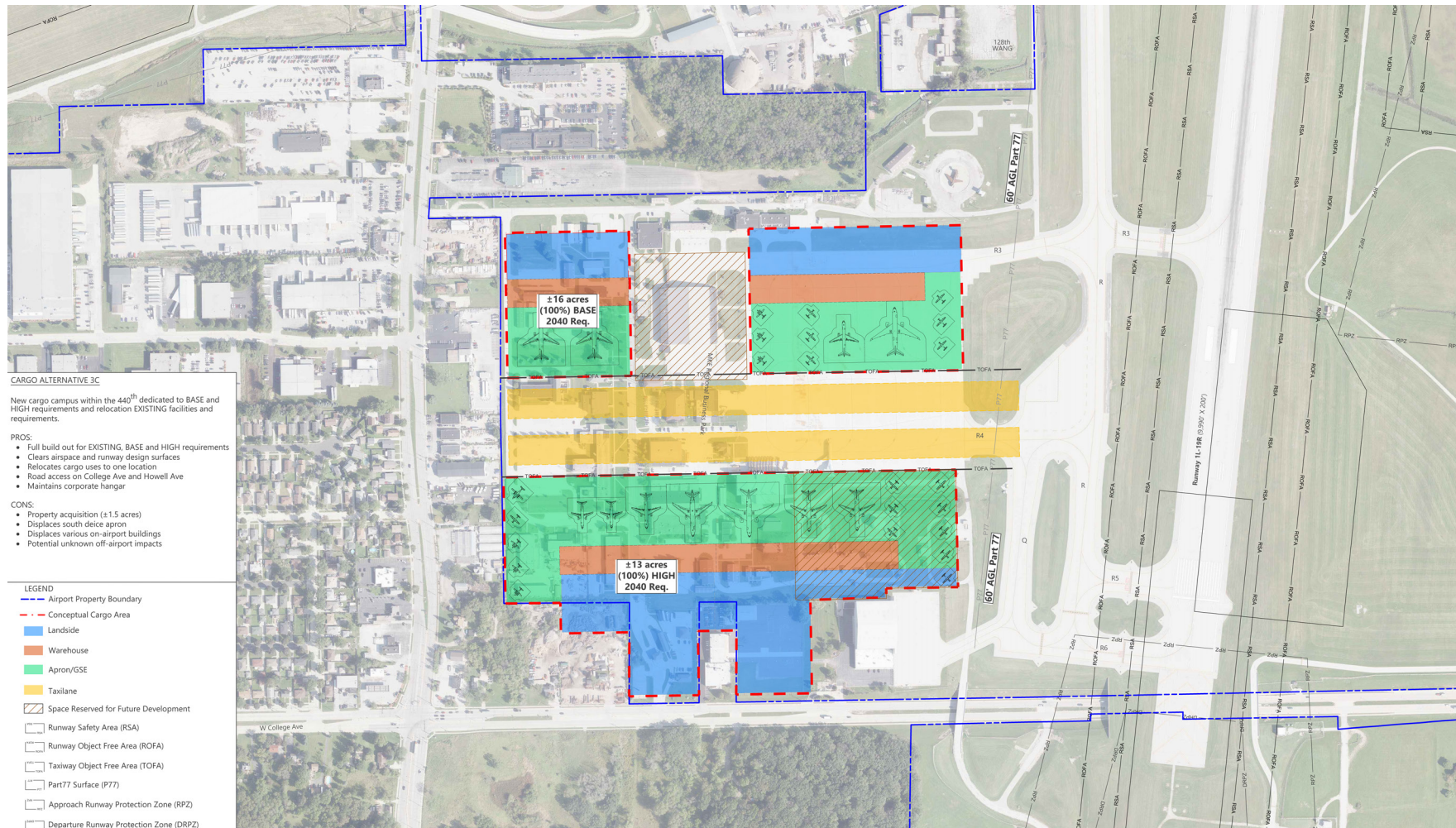
Yellow – taxiway/taxilane access; green – aircraft parking apron; blue – landside facilities; orange – cargo buildings; gray dash – public access road.

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



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

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

## 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

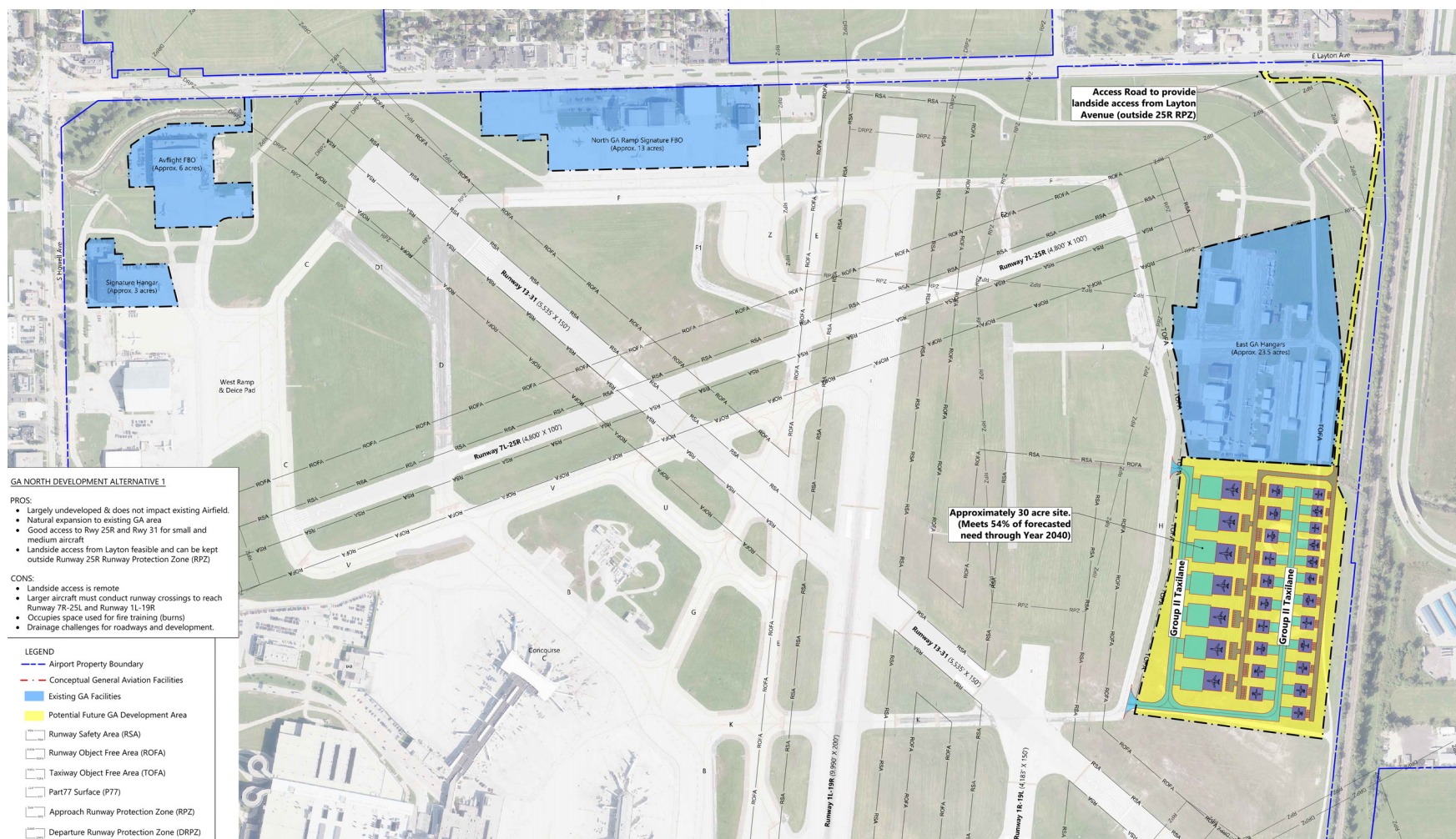
Section 2, Inventory of Existing Conditions, describes the existing GA facilities. The identification of future GA facilities alternatives focused on addressing the following challenges:

- 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.