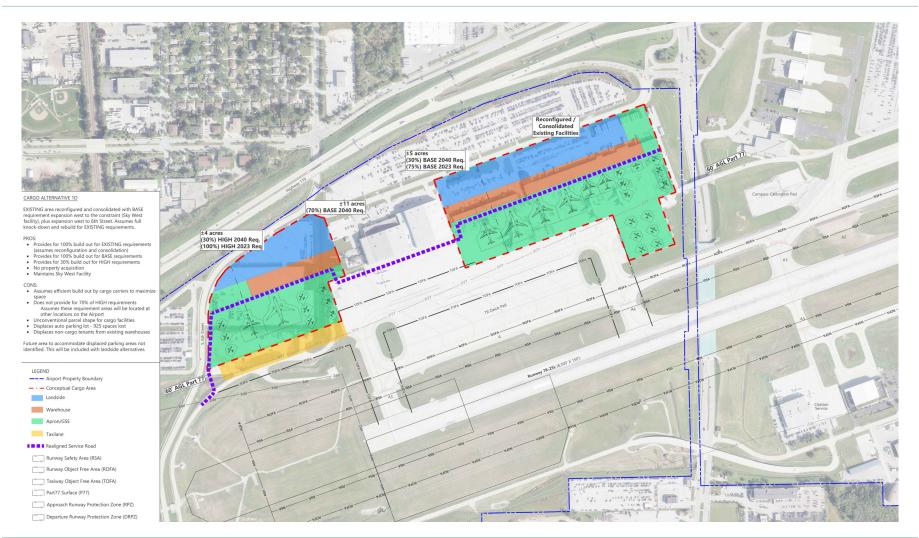
EXHIBIT 5-38 CARGO FACILITIES COMPONENT ALTERNATIVE 2 (WEST 2)

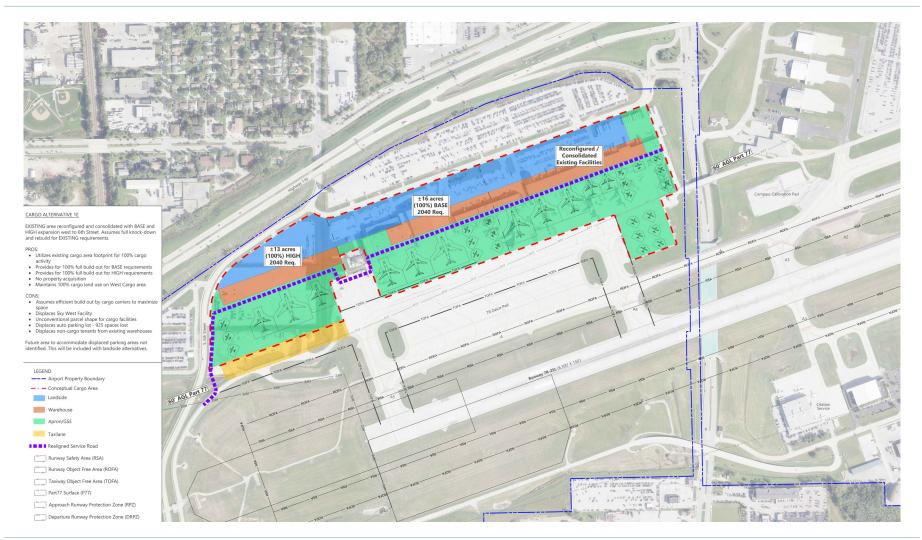


NOTES:

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.

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

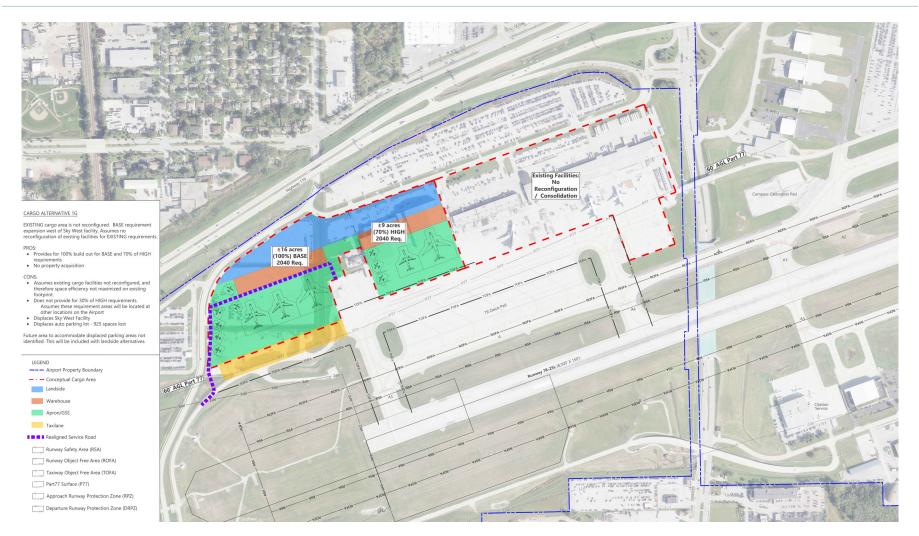


NOTES:

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.

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

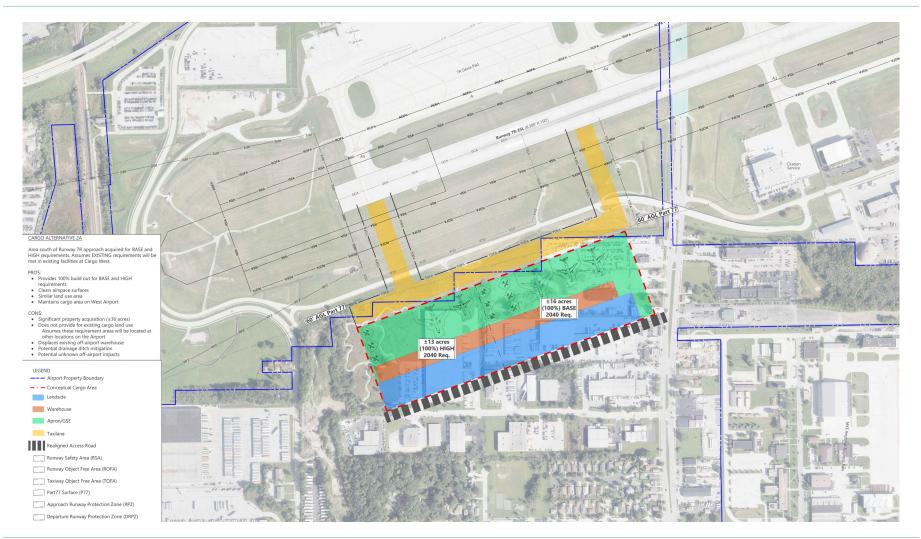


NOTES:

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.

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

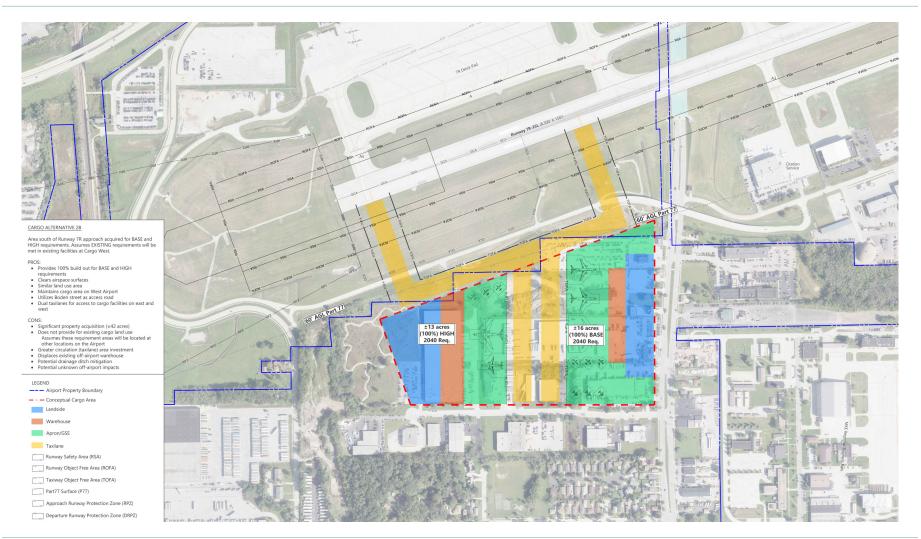


NOTES:

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.

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.

STATUS CONTRACTOR CARGO ALTERNATIVE 4A Cargo build out on greenfield site south of Wisconsin ANG and east of Runway 1L approach. Assumes Runway 1R/19L is removed. Full build out shown, but any requirement combination or carrier layout possible. **Existing Facilities** ±16 acres (100%) BASE ±13 acres (100%) HIGH 2040 Req. 2040 Req. PROS: • Full build out for EXISTING, BASE and HIGH Full build out for XXSTING, BASE and HIGH requirements, or smaller footprint for individual carrier Green site provides area for efficient layout and facilities. Clears airspace and rumay design surfaces Relocates cargo uses to one location Road access on College Ave No property acquisition 60' AGL Part 77 CONS: • Proximity to Wisconsin ANG • Potential drainage or wetland issues 60' AGL Part 77 LEGEND --- Airport Property Boundary - · - Conceptual Cargo Area Landside Warehouse Apron/GSE Taxilane Realigned Service Road Realigned Access Road Runway Safety Area (RSA) Runway Object Free Area (ROFA) Sunway 1L-19R (9,990' X 200') Taxiway Object Free Area (TOFA) Part77 Surface (P77) Approach Runway Protection Zone (RPZ) Departure Runway Protection Zone (DRPZ)

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.

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.

ALTERNATIVE	DESCRIPTION
Alternative 1 (West 1)	 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)	 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)	 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)	 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)	 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)	 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 (1 OF 2) SUPPORT FACILITIES COMPONENT ALTERNATIVES - CARGO

ALTERNATIVE	DESCRIPTION
Alternative 7 (East)	 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)	 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.

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

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.

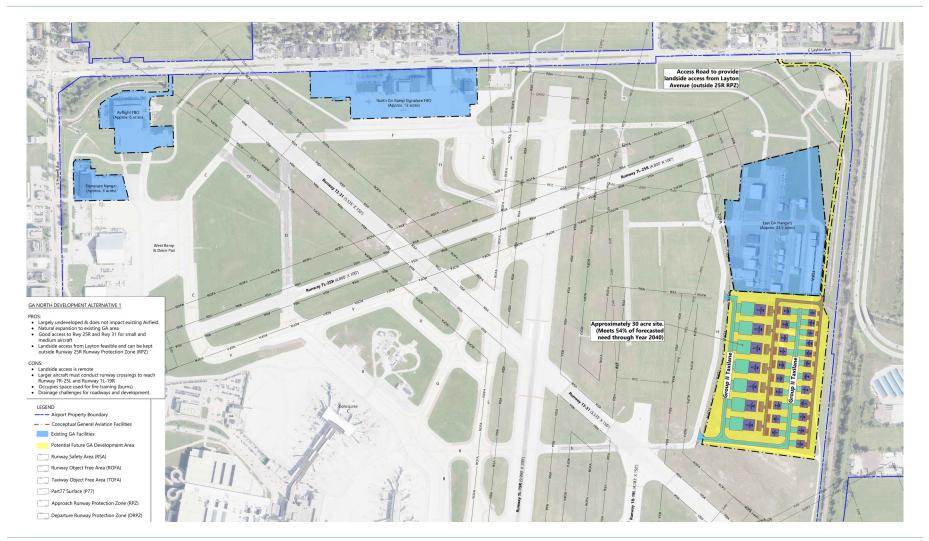


EXHIBIT 5-45 GENERAL AVIATION FACILITIES COMPONENT ALTERNATIVE 1

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.