High Growth Scenario Aviation Activity Forecast

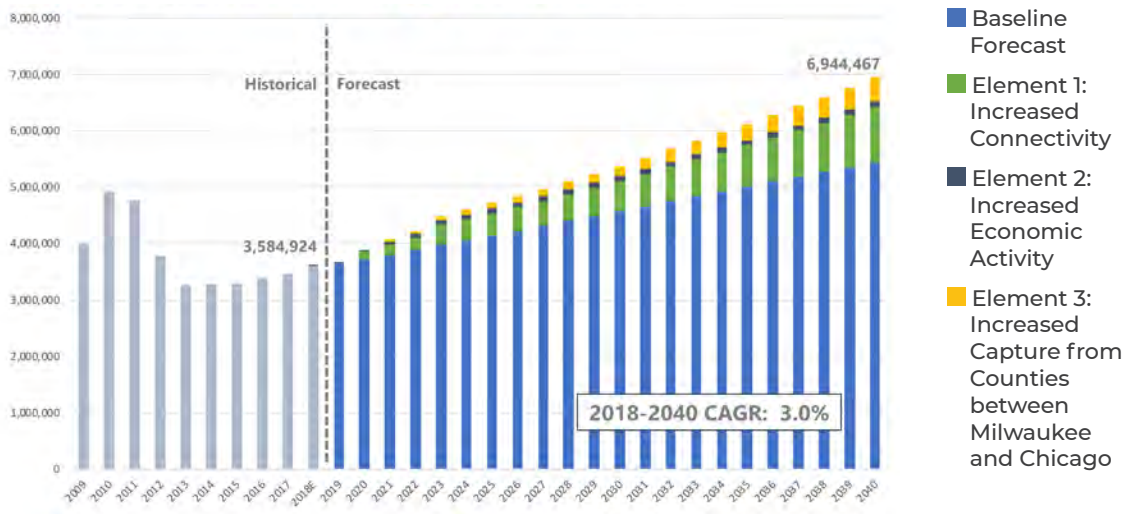
Passenger Component

- Three Enplaned Passenger High Scenario Forecast elements (modeled independently)
  - Increased connecting activity
  - Increased economic activity in Southeastern Wisconsin
  - Greater capture of passengers residing in counties between Milwaukee and Chicago (Kenosha and Racine Counties, Wisconsin; Lake and McHenry Counties, Illinois)

Cargo Component

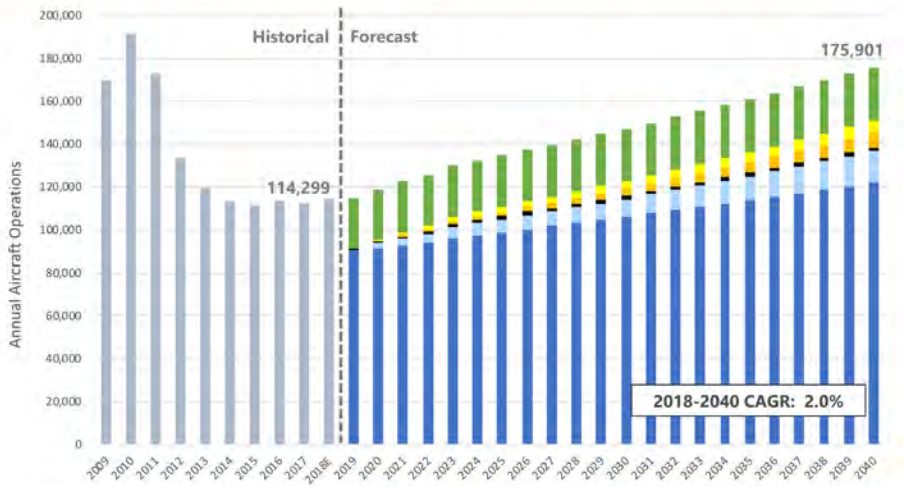
- Three Cargo High Scenario Forecast elements
  - New bidirectional demand to accommodate regional manufacturing
  - Additional DHL activity to accommodate e-commerce and recent Amazon demand patterns, and to support new Amazon Oak Creek fulfillment center
  - Additional FedEx/UPS activity to support expanding e-commerce

High Growth Scenario Passenger Forecast



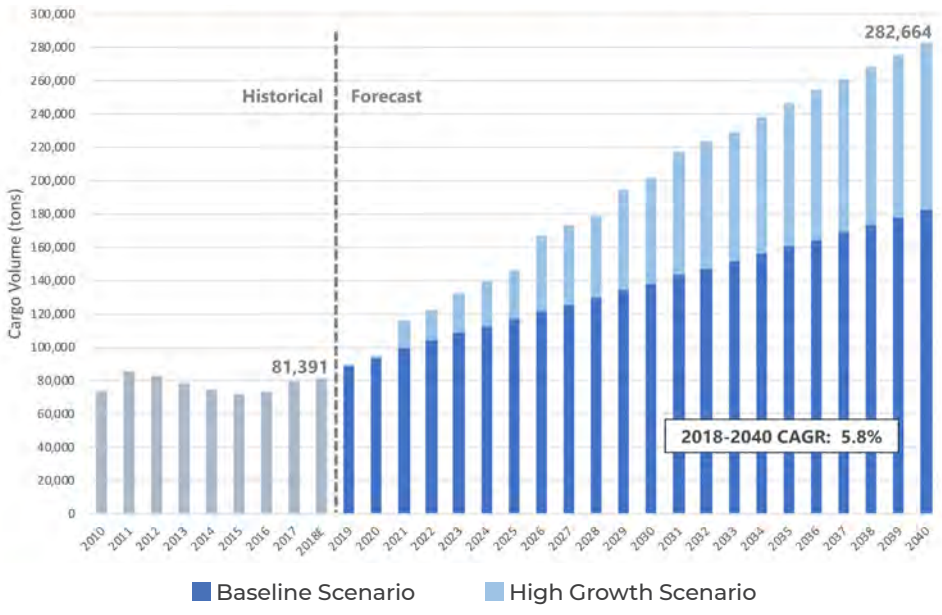
Source: Milwaukee Mitchell International Airport (Historical); Ricondo & Associates, Inc. (Forecast), May 2019.

High Growth Scenario
Aircraft Operations Forecast



Source: Milwaukee Mitchell International Airport (Historical); Ricondo & Associates, Inc. (Forecast), May 2019.

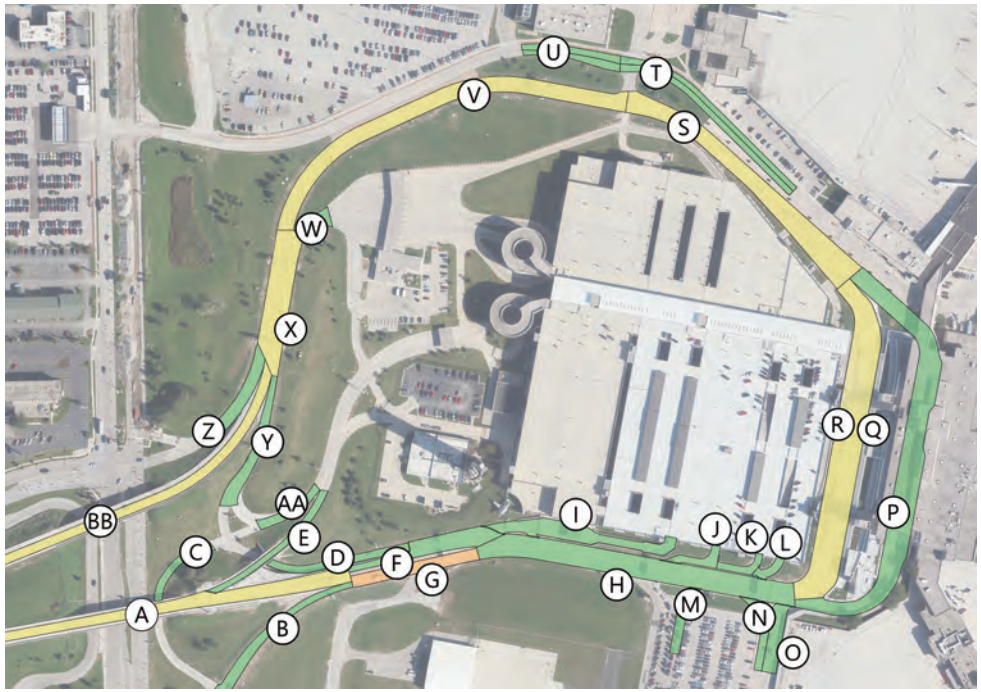
High Growth Scenario
Cargo Volume Forecast



Source: Milwaukee Mitchell International Airport (Historical); Ricondo & Associates, Inc. (Forecast), May 2019.

Terminal Roadway Requirements

High Growth Scenario



LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Optimal — Severe Congestion/Delay

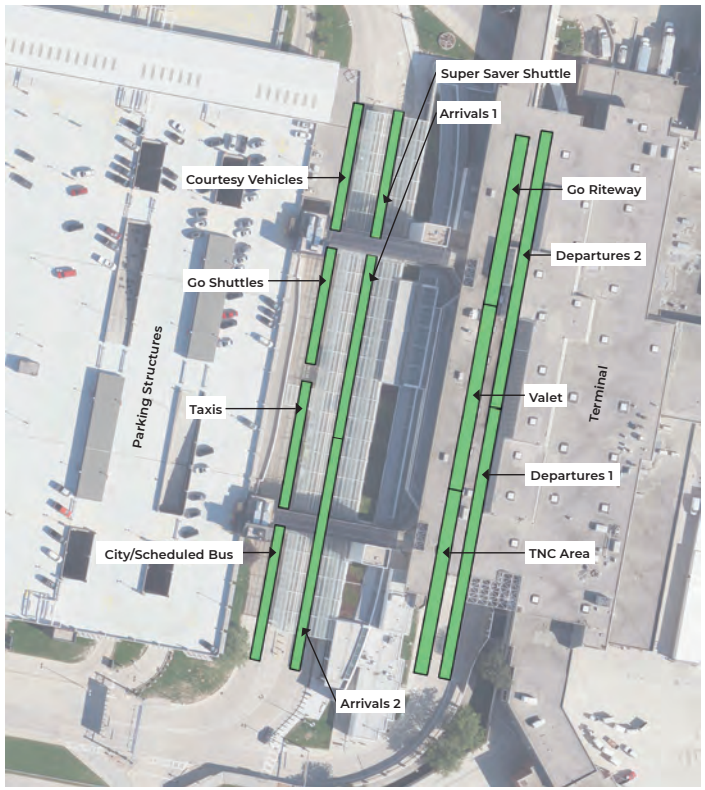
Level of Service (LOS): Operating performance of a roadway or curbside, measured quantatively.

Summary

- Morning Traffic Peak: All links operate at LOS C or better
- Afternoon Traffic Peak: All links operate at LOS C or better (except where noted)

Link	Roadway Segment	PM 2023	PM 2028	PM 2040
A	Airport Spur EB inbound	C	C	D
G	Inbound Roadway to Terminal after ramp from Howell Road	C	D	E
Q	Arrivals Inner Curb	C	C	D
S	Outbound Roadway Leaving Curb	C	C	D
V	Outbound Roadway after IAB Enter/Exit	C	C	D
X	Outbound Roadway after Parking Exit	C	C	D
BB	Airport Spur Outbound Split Towards I-94	C	C	D

Terminal Curbfront Requirements



Arrivals 1

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Courtesy Vehicles

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

City/Scheduled Bus

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040			D	

Arrivals 2

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Go Shuttles

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Go Riteway

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Departures 1

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Taxis

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

TNC Area

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Departures 2

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Valet

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

Super Saver Shuttles

	Baseline		High	
	AM	PM	AM	PM
Existing				
2023				
2028				
2040				

- LOS A — 0-90% curb utilization
- LOS B — 91-110% curb utilization
- LOS C — 111-130% curb utilization
- LOS D — 131-170% curb utilization
- LOS E — 171-200% curb utilization
- LOS F — >201% curb utilization

Level of Service (LOS): Operating performance of a roadway or curbside, measured quantatively.

Gate Requirements Summary

- Gate requirements presented as a range reflecting the needs under various operating scenarios

REQUIREMENT	GATING SCENARIO 1		GATING SCENARIO 2		GATING SCENARIO 3	
	Baseline Forecast	High Growth	Baseline Forecast	High Growth	Baseline Forecast	High Growth
2023	35	35	33	33	35	35
2028	36	37	35	35	36	36
2040	39	42	35	35	36	36
TOTAL NEW GATES REQUIRED	**+7**	**+10**	**+4**	**+4**	**+4**	**+4**

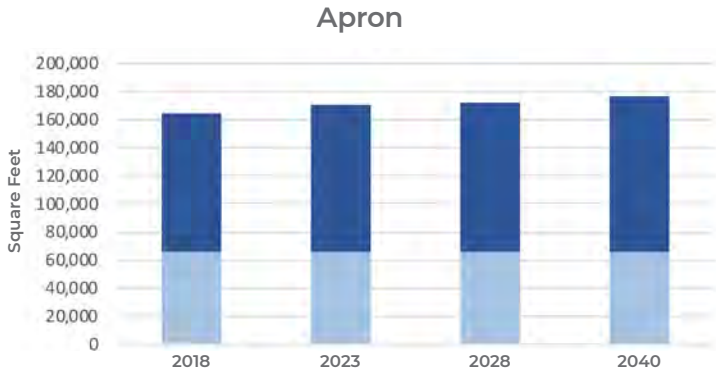
Summary 2040 Gate Requirements

- Baseline: 4 to 7 additional gates over existing
- High Scenario: 4 to 10 additional gates over existing
- Concourse E Redevelopment will meet a portion of this gate need

Note: Gating scenarios defined to reflect varying operational and gate allocation assumptions

Cargo Facilities - High Growth Scenario

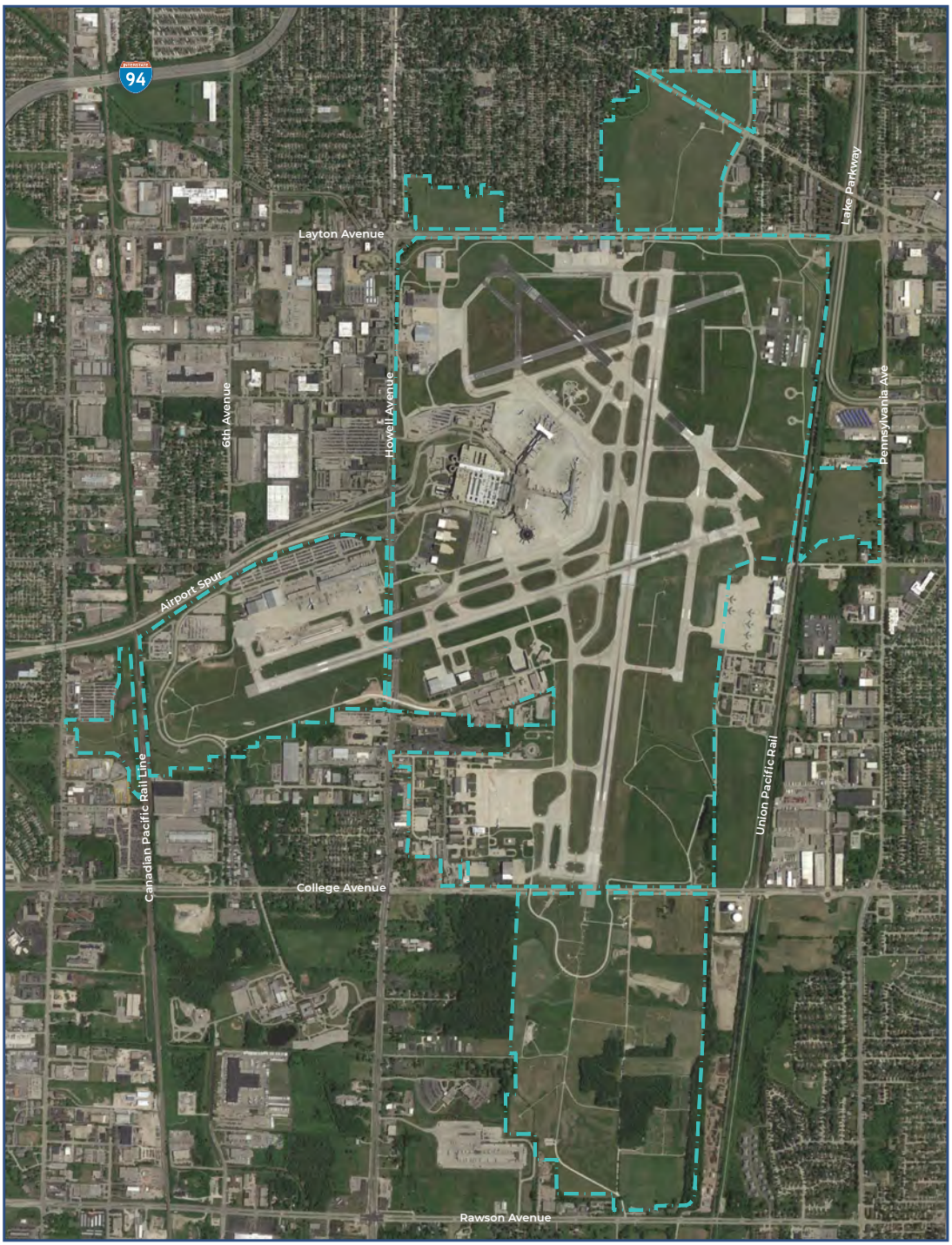
General Aviation Requirements



2018 Space Demand Total Requirements

Note: General aviation activity does not change in the High Scenario Forecast.

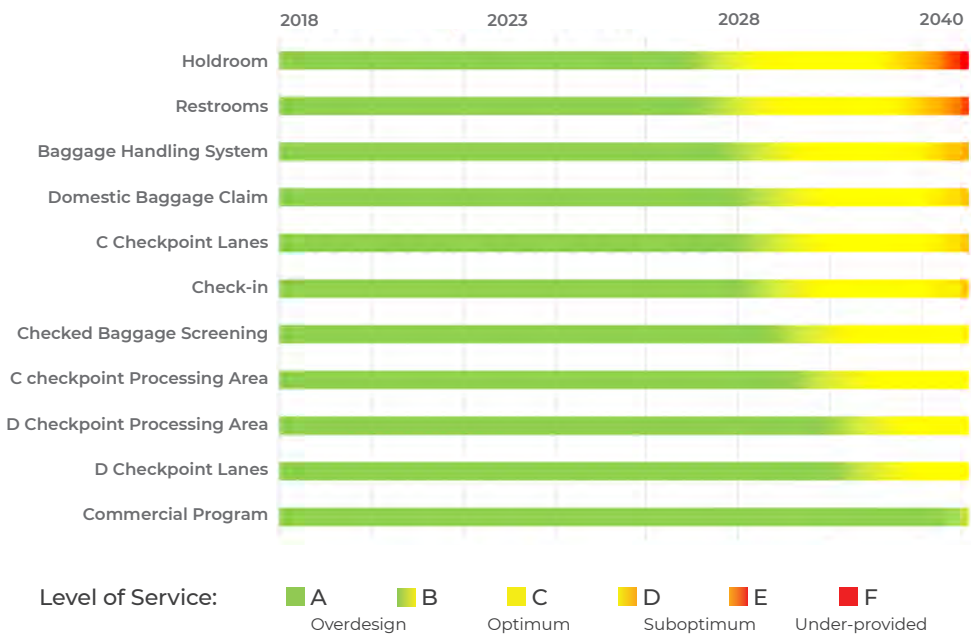
Milwaukee Mitchell International Airport



Airport Property Line

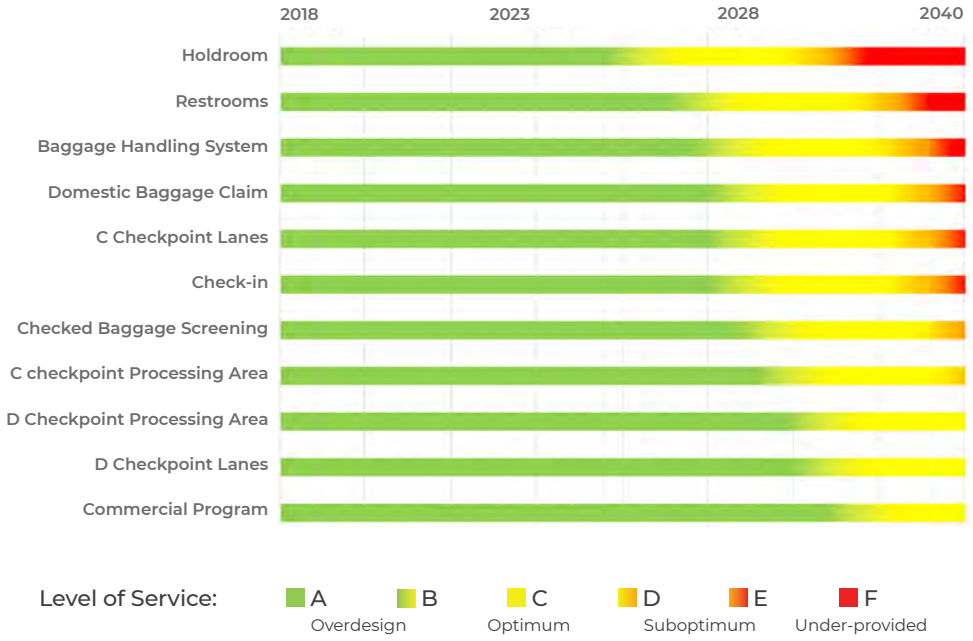
Milwaukee Master Plan Update Public Open House #2, July 1, 2019

Baseline Terminal Level of Service



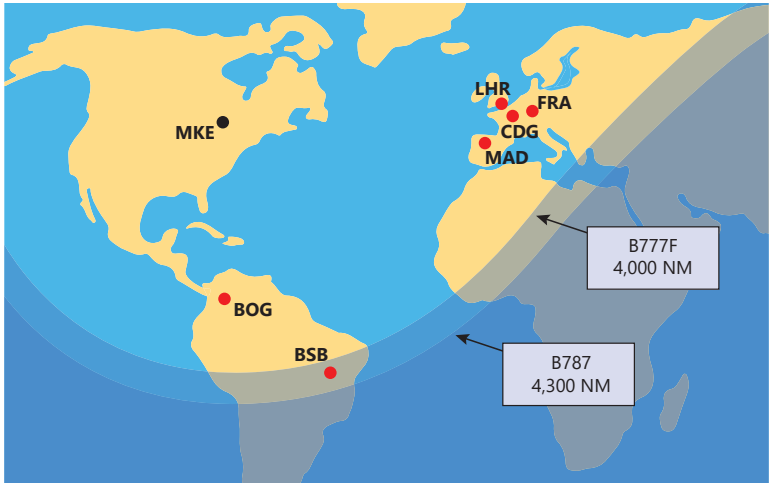
High Growth Terminal Level of Service

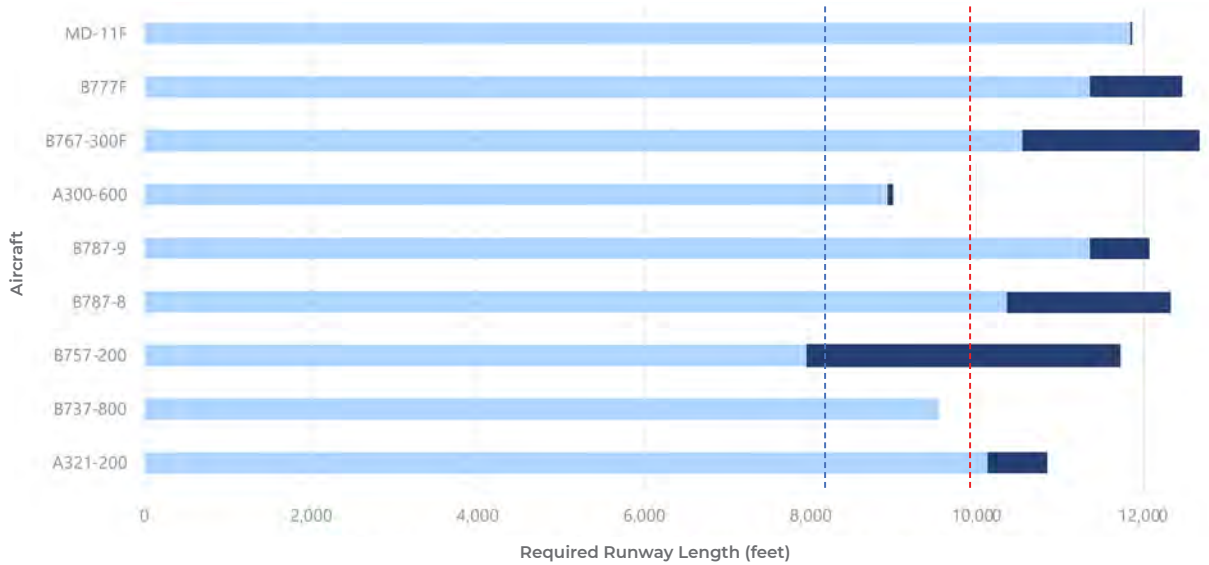
[Required Capacity relative to Existing Capacity]



Airfield Requirements

- Maximum range based on available runway length of 10,000 feet (Runway 1L-19R).
- Takeoff Distance Requirements at Maximum Certified Takeoff Weight - Hot Day

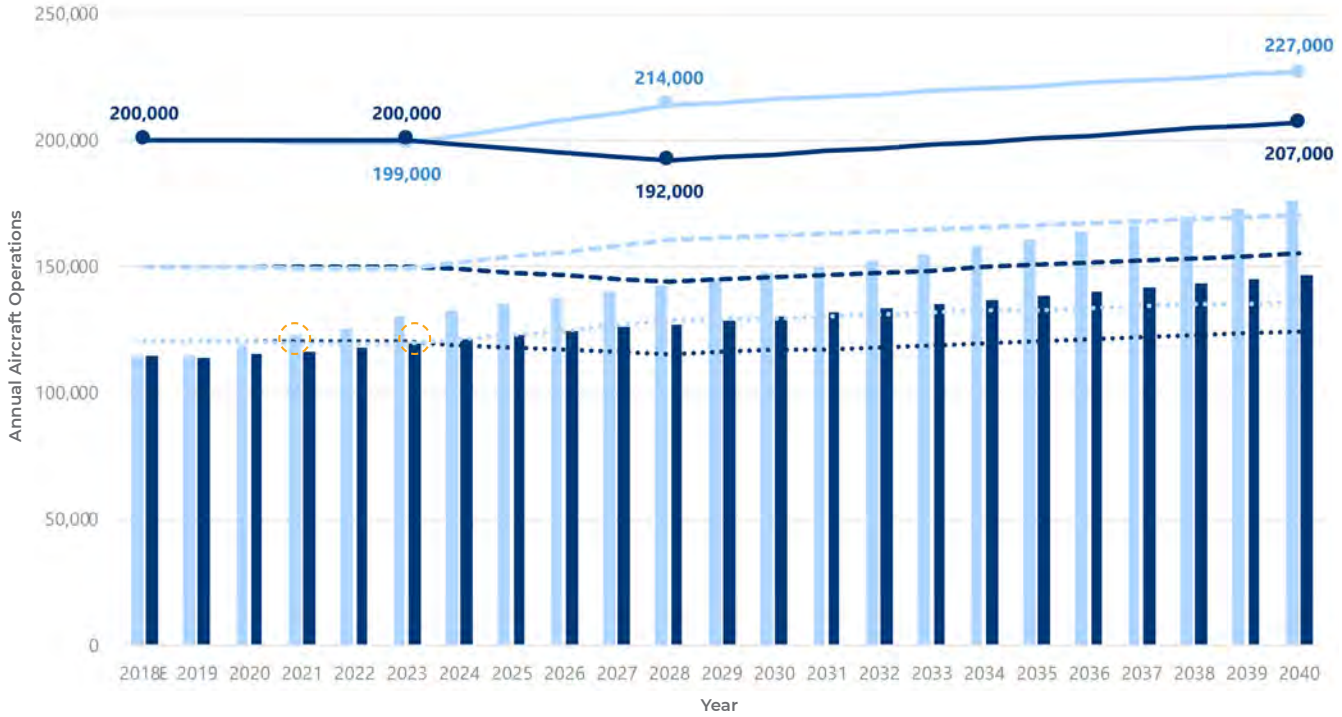




BOG – El Dorado International Airport
BSB – International Airport of Brasilia
CDG – Charles de Gaulle Airport
FRA – Frankfurt Airport
MAD – Madrid-Barajas International Airport
LHR– London Heathrow Airport

Takeoff Distance Required at MTOW
Takeoff Distance Variation Based on Engine Type
-- Runway 7R-25L 8,300 ft
-- Runway 1L-19R 9,990 ft
MTOW: Maximum Take Off Weight

Annual Airfield Capacity



ASV = Annual Service Volume
(estimate of annual airport capacity)

- The FAA recommends capacity development when activity approaches 60 to 75 percent of annual capacity. Capacity development could be in the form of a new runway, runway extension, additional exit taxiways, aircraft parking aprons.