



Public Information Workshops

Public Information Workshops will be held the week of May 12, 2008. Although you may attend any session, you are encouraged to attend the workshop that pertains to the runway area you are interested in knowing more about or that is in close proximity to where you reside. Listed below is the schedule of workshops:

May 12

Safety Improvements to
North End of Airfield
Milwaukee & St. Francis

May 13

Safety Improvements to
South End of Airfield
Oak Creek

May 14

Safety Improvements to
East End of Airfield
Cudahy

May 15

Safety Improvements to
West End of Airfield
Milwaukee

All workshops will be held from
2:00-4:00 PM & 6:00-8:00 PM
(you may attend either session)

Location:

Best Western Airport Hotel
5105 South Howell Avenue

May 29

Public Hearing

(See back page for details)

MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT

RUNWAY SAFETY AREA IMPROVEMENT PROJECT

To our Airport neighbors

The Federal Aviation Administration (FAA) has issued a national directive to bring runway safety areas (RSAs) at airports around the country into compliance with FAA airport design standards. A runway safety area must be a clear, graded surface capable of supporting aircraft movements without causing structural damage or occupant injury under normal conditions. Standards for these areas have been developed by the FAA to help protect lives and property, both in the air and on the ground, in the event an aircraft undershoots, overshoots, or veers off a runway. Both the Airport's primary and secondary runways, 1L/19R and 7R/25L, have non-compliant safety areas, as do many airports throughout the nation that were constructed or expanded in the middle of the last century. The FAA standards for these two runways require a 500-foot wide by 1000-foot long safety area at each runway end. There is a Congressional mandate to have these non-compliant RSAs fixed by 2015.

To bring its safety areas into compliance, the Airport undertook a Runway Safety Area Improvement Study. The proposed actions, along with all the alternatives considered and evaluated in the Study, are presented in the Draft Environmental Assessment that will be available at airport-area libraries starting April 28 for public review and comment. No significant environmental impacts were identified. This newsletter provides a summary of how the Airport proposes to bring its safety areas into compliance and improve safety at our Airport. We invite you to attend the public information workshops being held in May to view the study information and provide your input and comments on this important safety project.

Barry Bateman

Airport Director

WHAT'S INSIDE

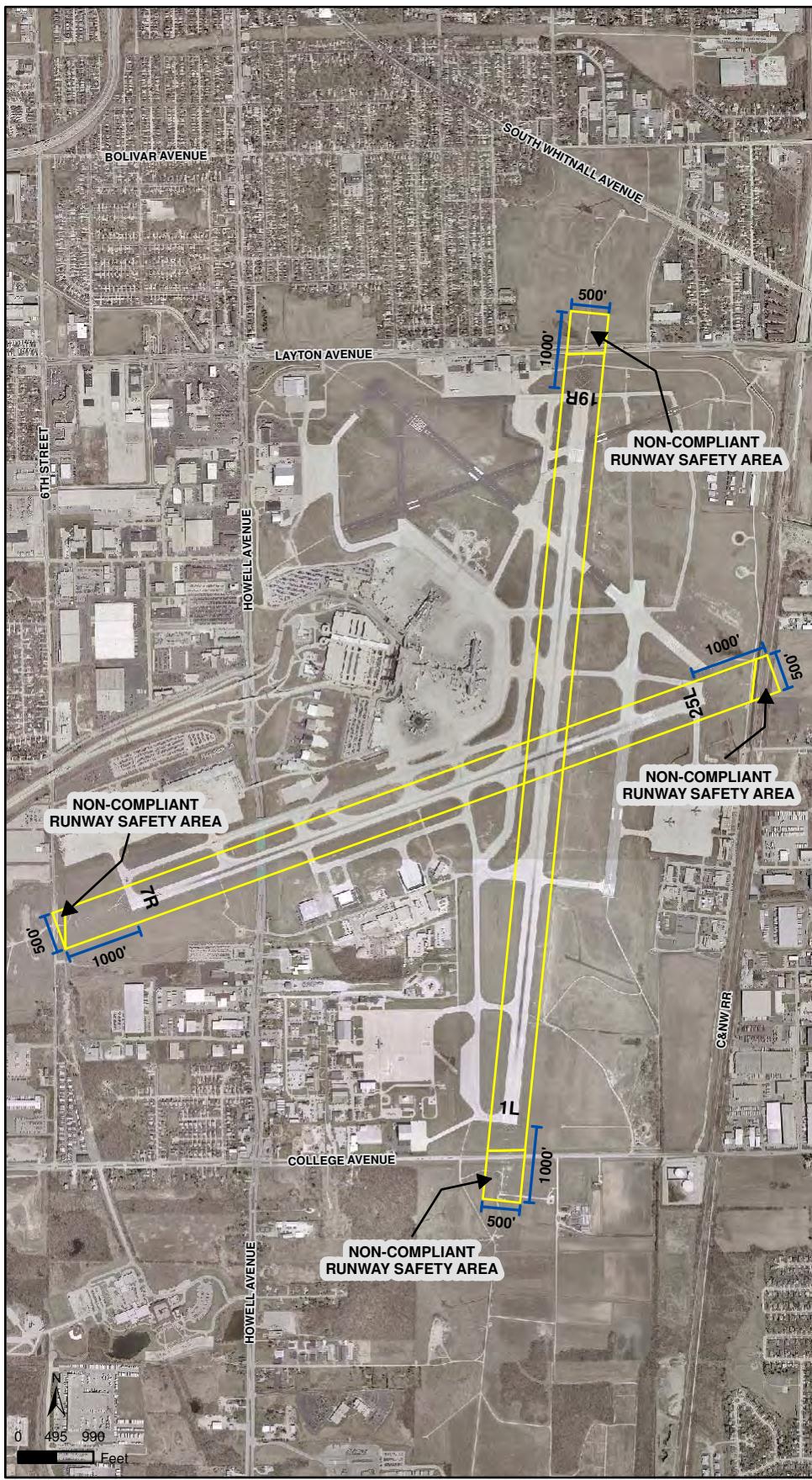
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What is an Environmental Assessment ?

An Environmental Assessment (EA) studies and evaluates the effects of a proposed project on the surrounding natural, socioeconomic, and cultural environments in accordance with the National Environmental Policy Act (NEPA). More than 20 alternatives to bring the two runways' safety areas into compliance with FAA design standards were developed in close coordination with the airlines, military, and air traffic controllers. NEPA procedures require a balanced decision considering FAA's mission, transportation factors, environmental impacts, costs, and safety benefits. Many alternatives were eliminated because of operational issues, constructability, and feasibility. The alternatives analysis and evaluation of environmental impacts are presented in the Draft Environmental Assessment, which will be available for public view and comment starting April 28 on the Airport's website and at the reference desk of the following airport-area libraries: Tippecanoe Public Library, Cudahy Family Library, Oak Creek Public Library, and St. Francis Public Library. After the comment period ends June 9, these comments will be incorporated into the Final Environmental Assessment. The FAA will then issue a decision on the Final document. Design will follow thereafter, with a goal of safety area construction beginning in 2009 and completion in 2013.

Photo Right:

The current constraints restricting Runway 1L/19R's runway safety areas are Layton Avenue on the north (Runway 19R) and College Avenue on the south (Runway 1L). For Runway 7R/25L, major constraints include 6th Street on the west (Runway 7R) and the Chicago and Northwestern Railroad (C&NW RR) on the east (Runway 25L).

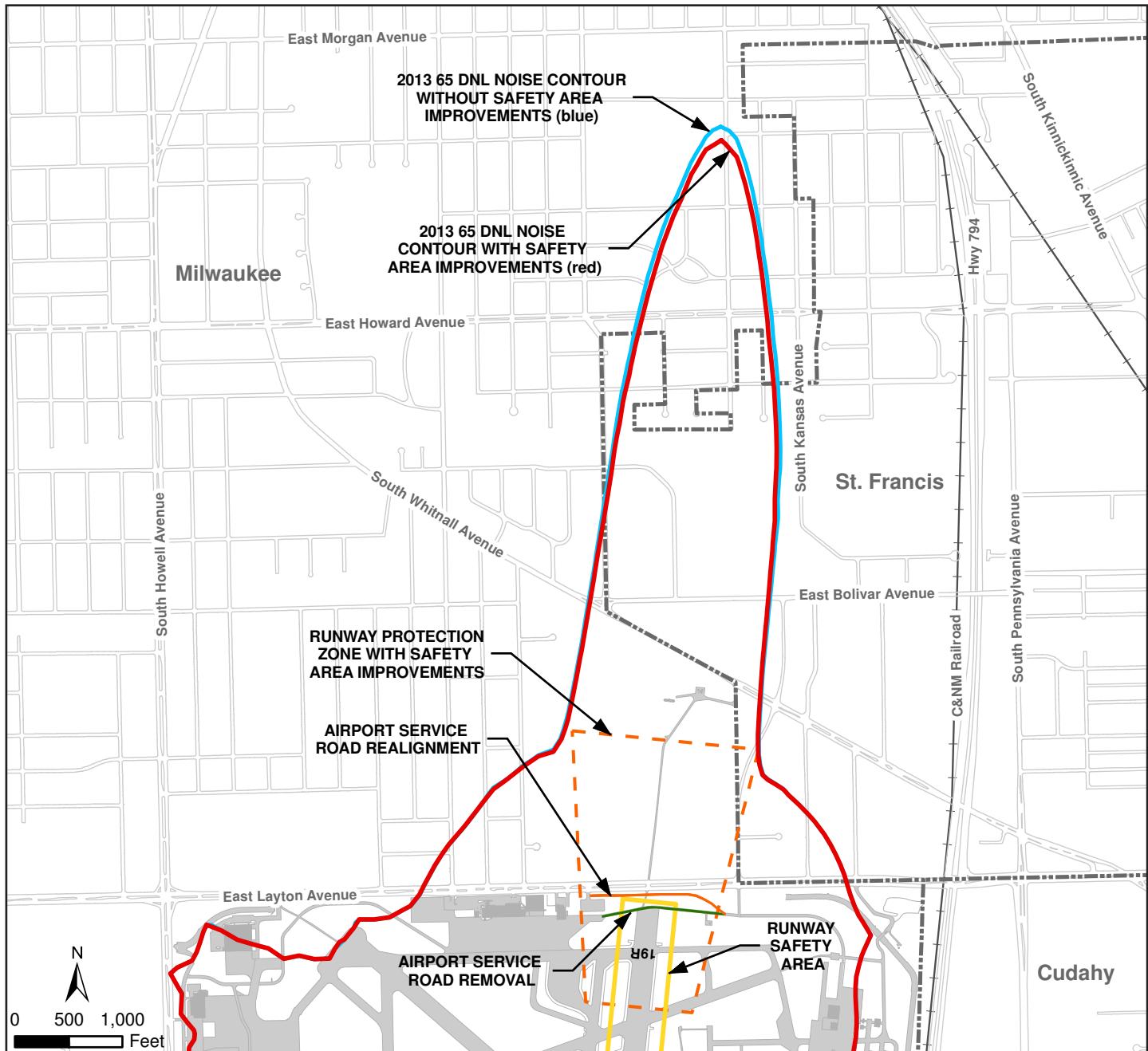


On this page and the following three pages, maps showing the proposed safety area improvement for each runway end are shown along with a description of the improvements.

Some of the proposed improvements result in changes to runway take-off and landing locations, therefore a noise analysis was

completed as part of the Environmental Assessment. The map below and those on the following pages show the 65DNL noise contours as they would look both with and without the safety area improvements in the year 2013 when construction will be completed.

MAP OF NORTH RUNWAY END — RUNWAY 1L / 19R

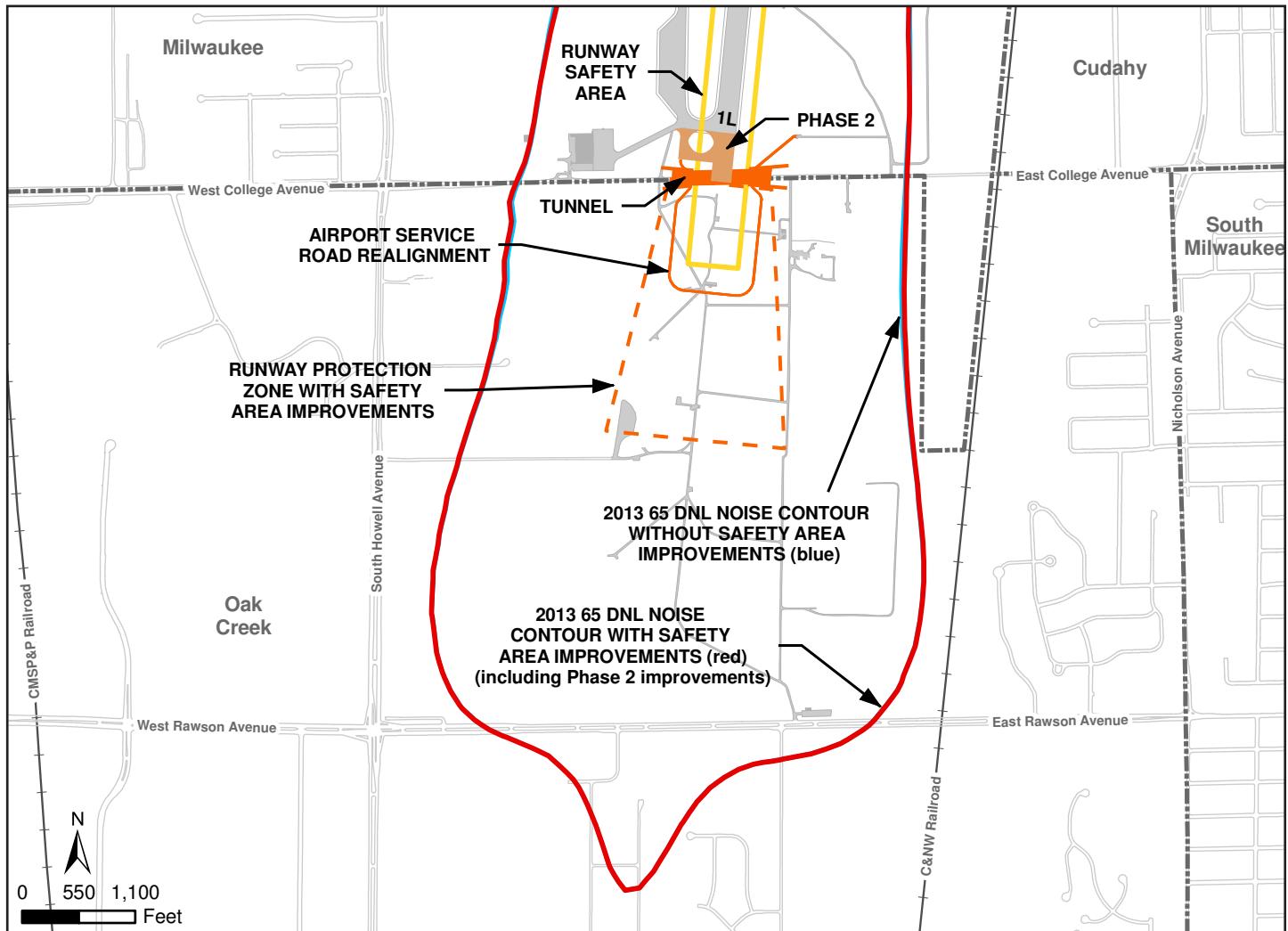


The safety area improvement for the north runway end (19R) consists of relocating the Airport service road outside of the safety area. There are no changes to Airport operations at this end of the runway, as take-off and landing locations remain the same. The changes in noise contours are associated with

the south runway end safety area improvements described on the next page.

A Public Information Workshop will be held on Monday, May 12, 2008 focusing on this runway end (19R).

MAP OF SOUTH RUNWAY END – RUNWAY 1L/19R



The safety area improvement on the south runway end (1L) consists of constructing a traditional graded safety area; a clear grassed area 500-feet wide by 1000-feet long. The improvement includes bridging over College Avenue so that the safety area can extend over the top of the tunnel. The tunnel will be similar to the Howell Avenue tunnel. The project is being coordinated with Milwaukee County's College Avenue Widening Project. The improvement also includes relocating the Airport service road around the safety area.

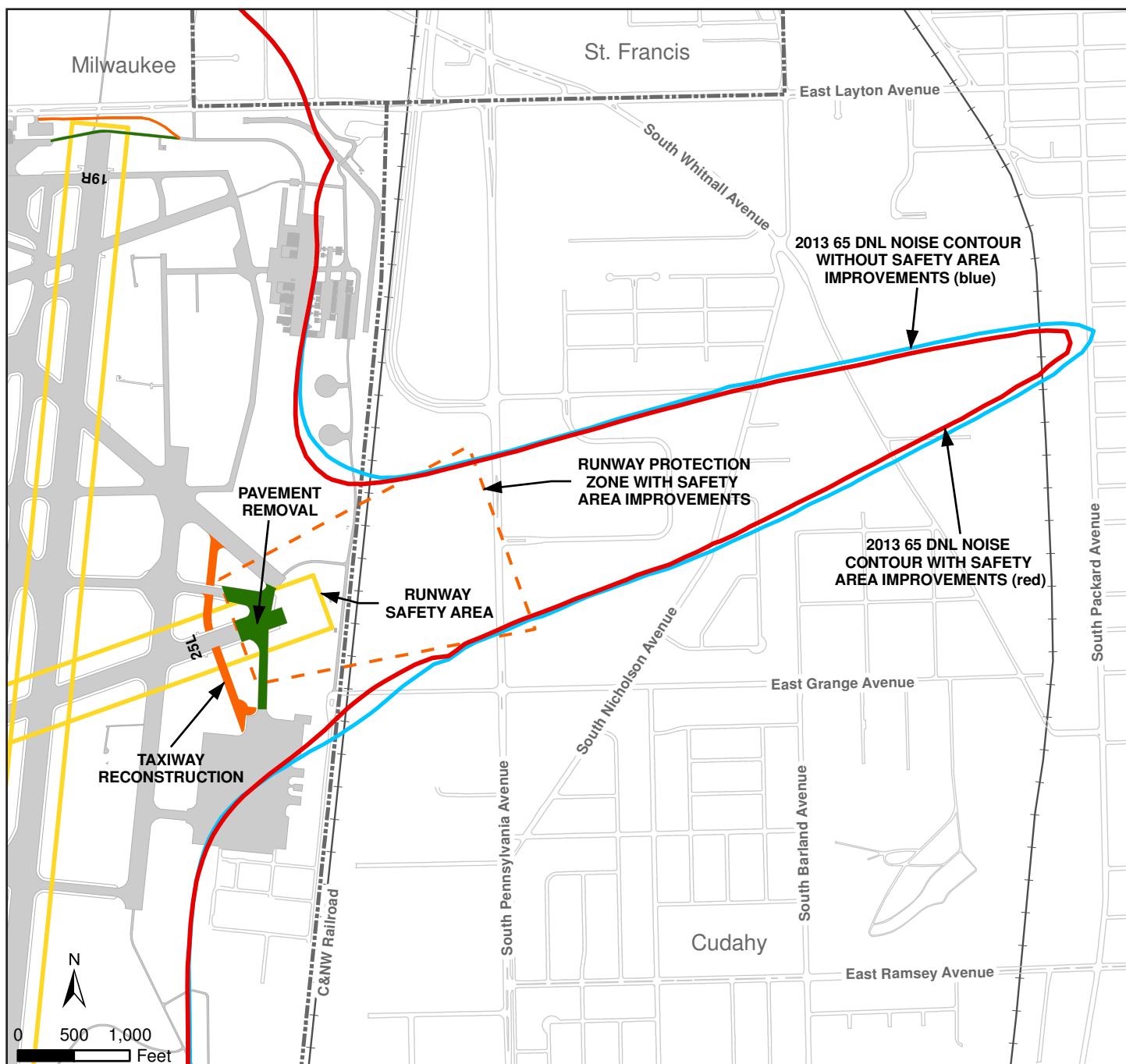
The safety area improvements at the south end will be implemented in two phases. The immediate runway safety area improvement results in no changes to the runway operation, as there are no modifications to take-off or landing locations. Therefore, there will be no noise impacts associated with this initial phase. However, this alternative reduces the useable runway length by 610 feet for aircraft departing to the north, as these operators need to consider a 1000-foot cleared safety area beyond the opposite runway end (19R north end) in

their take-off calculations. Due to operational, constructability, and feasibility issues, the only improvement to the north runway end is the relocation of the Airport service road. As a result, the effective runway safety area on the north end begins south of Layton Avenue and the useable runway length is reduced by 610 feet.

To counter this loss of runway length, Phase 2 of safety area improvements would be implemented at a future date, which consists of extending the runway and taxiway 300 feet south, as shown in the map above. Adding this pavement partially offsets the loss of runway length for take-offs to the north, but does not increase the capacity of the Airport. After Phase 2 is complete, aircraft will depart from a location 300 feet further south than they currently do, but the landing location will not change. The noise contours on the map above reflect Phase 2 improvements.

A Public Information Workshop will be held on Tuesday, May 13, 2008 focusing on this runway end (1L).

MAP OF EAST RUNWAY END – RUNWAY 7R/25L



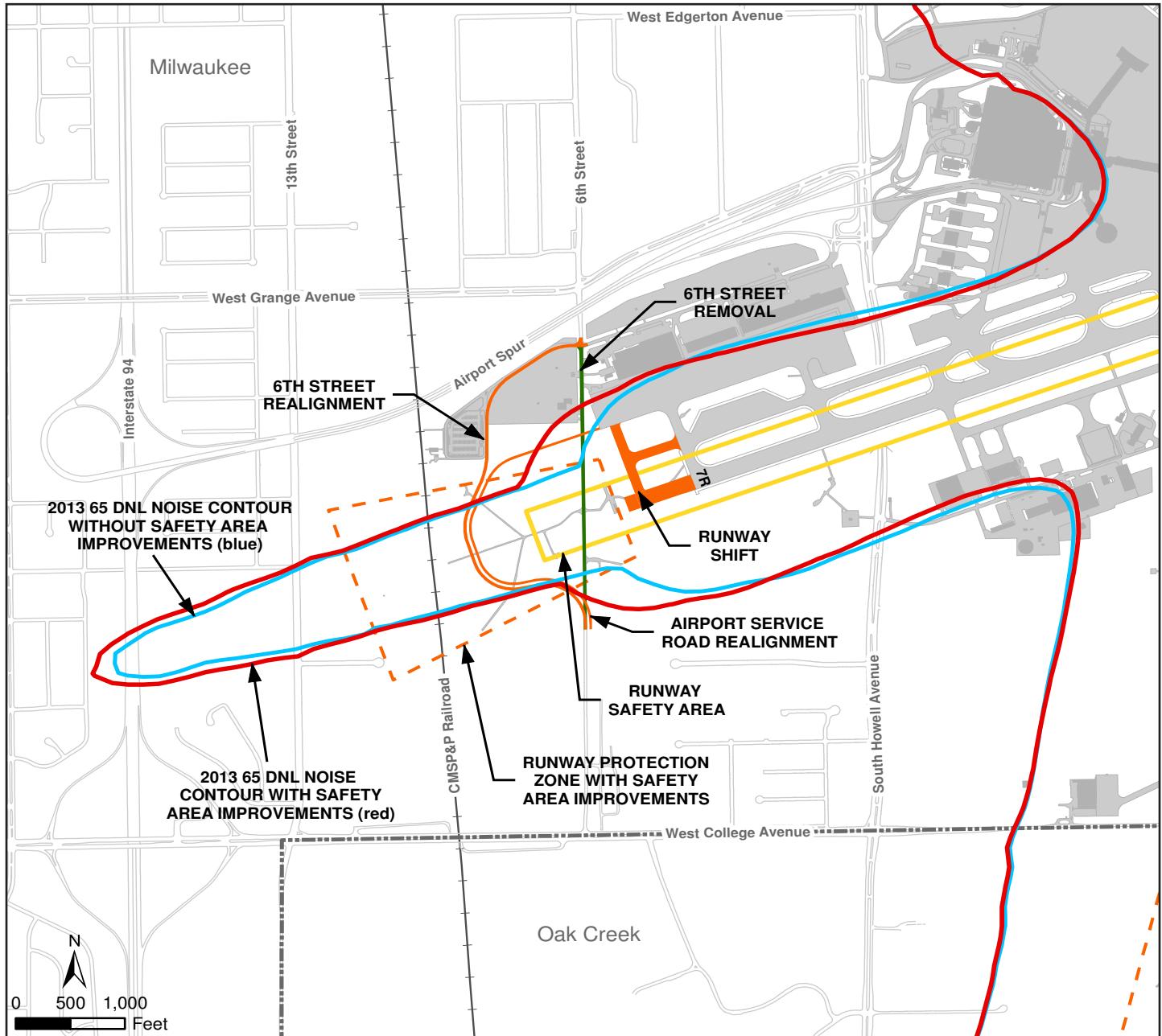
The safety area improvement for the east runway end (25L) considers shifting the runway 539 feet west, the distance needed to remove the C&NW Railroad from the runway's east end safety area. The improvements include:

- Removal of runway and taxiway pavement.
- Realignment and reconstruction of taxiways to improve safety and circulation.
- Acquisition of aviation easements to protect the runway approach (Runway Protection Zone) associated with the shifted runway.

The take-off location shifts 539 feet west, but the landing location remains the same due to existing obstructions on the east approach. The resulting minimal noise impacts with the proposed improvements are shown in the map above.

A Public Information Workshop will be held on Wednesday, May 14, 2008 focusing on this runway end (25L).

MAP OF WEST RUNWAY END – RUNWAY 7R / 25L



The Study recommends shifting Runway 7R/25L to the west, away from the C & NW Railroad tracks on the east side of the Airport. The Airport's users identified a need to maintain the same length of the current Runway 7R/25L. The safety area improvement would require extending the west runway end (7R) by 539 feet to the west. Improvements on the west end include:

- Realignment of 6th Street and Airport service road outside the new safety area.
- Acquisition of aviation easements to protect the runway approach (Runway Protection Zone).
- Less than one acre of wetland impact associated with road crossings of wetland drainages.

Both the take-off and landing locations shift 539 feet west with resulting minimal noise impacts as shown in the above map.

A Public Information Workshop will be held on Thursday, May 15, 2008 focusing on the west end (7R).

Frequently Asked Questions

How does the Runway Safety Area (RSA) Improvement Project relate to the Airport's Master Plan Update and Part 150 Noise Study?

The Master Plan Update is a long-range planning effort, which assesses the Airport's constraints and projects to meet the Airport's long term needs (typically a 20 year planning window). The RSA Project is a high priority safety project mandated by Congress and undertaken as a separate project due to its accelerated schedule, which requires the evaluation, design, and construction of the corrective measures by 2015. The two projects are being completed concurrently and the preferred alternatives developed for the RSA project will be incorporated into the Master Plan Update and Airport Layout Plan. The Part 150 Noise Study is focused on analysis and reduction of aircraft noise and is independent of the Runway Safety Area Project.

How will the project be funded?

Funding comes from fees paid by airline passengers and other users of the airport. No property tax money is used to fund airport projects.

What is the schedule for completion of the Safety Area Improvements?

Draft Environmental Assessment Available for public review - April 28, 2008

First Series of Public Information Workshops - May of 2008

Second Public Information Workshop and Public Hearing - May 29, 2008

Public Comment Period
Ends - June 9, 2008

Environmental Assessment
Finalized - late summer 2008

Design begins - fall 2008

Construction begins - 2009

Anticipated completion - 2013

Locations Where You Can View Study Materials:

The Draft Environmental Assessment will be available for viewing after April 28 at the following locations:

Tippecanoe Public Library
3912 South Howell Avenue
Milwaukee, WI

Cudahy Family Library
3500 Library Drive
Cudahy, WI

Oak Creek Public Library
8620 South Howell Avenue
Oak Creek, WI

St. Francis Public Library
4230 South Nicholson Avenue
St. Francis, WI

Visit the Airport Website

All materials related to the Runway Safety Area Improvement Project, such as maps and recommendations, can also be viewed on the GMIA Website at:

www.mitchellairport.com
by selecting the airport projects link to the Runway Safety Area Improvement Project.



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RUNWAY SAFETY AREA IMPROVEMENT STUDY

Public Information Workshops

You are invited to attend any of several Public Information Workshops scheduled for the week of May 12, 2008 to submit your views and comments on the Recommended Alternatives for the General Mitchell International Airport Runway Safety Area Improvement Project. You will be able to view exhibits and speak with project consultants and Airport staff about concerns and issues you have regarding the Recommended Alternatives. This newsletter contains a summary of the information that will be presented at the workshops. A final workshop concurrent with a public hearing will be held on May 29, 2008.

Four workshops will be held based upon the four specific runway areas. You may attend any session, but you are encouraged to attend the session specific to your interest or residential location. The schedule of workshops is as follows:

May 12, 2008	North End Safety Area Improvements
May 13, 2008	South End Safety Area Improvements
May 14, 2008	East End Safety Area Improvements
May 15, 2008	West End Safety Area Improvements
May 29, 2008	Public Hearing

Time:

The Workshops and Public Hearing will be held from **2:00-4:00 PM & 6:00-8:00 PM**. You may come any time during that timeframe.

Where:

Best Western Airport Hotel
5105 South Howell Avenue
Milwaukee, Wisconsin

Contact Information:

Comments on the Runway Safety Area Improvement Project may be emailed to: info@mitchellairport.com or mailed to:

General Mitchell International Airport
Attn: Runway Safety Improvement Project
5300 South Howell Avenue
Milwaukee, Wisconsin 53207-6156