

Mark Opitz

From: Lyman, Sandy (FAA) <Sandy.Lyman@faa.gov>
Sent: Monday, June 29, 2020 12:39 PM
To: Holbrook, Joshua P - DOT; 'greg.stern@meadhunt.com'; Mark Opitz
Cc: 'Messina, Matthew R - DOT'; Graczykowski, Mark - DOT
Subject: Resolution/Notes: Middleton Master Plan Discussion
Attachments: C29 Forecast Review - June 2020.docx; C29 MP_Response to FAA Comments.pdf

All:

Just to summarize our conversation today and let you know the outcome of my discussion with Paul (shown in red). The yellow highlighted items are the only outstanding actions.

August 2019 Comments

These comments (attached) were satisfied based on your May 7, 2020 responses and chapter updates.

June 2020 Comments

These comments (attached) were discussed in our telecon today with the following outcomes:

- Greg will leave the based aircraft at 100 in the master plan, but will see what dropped off – possibly helping Mark Opitz to resolve the unvalidated aircraft.
- Greg will leave the socioeconomic analysis in the forecast chapter for comparative purposes.
- Greg will add the r-squared values to the socioeconomic analysis and explain why the historic data may be throwing the values off.
- Greg will change the preferred forecasts for each section to FAA approved methods (market share, TAF, trend).
- Not talked about in our meeting - Sandy is OK with using non-FAA preferred methods for any of the low, medium, or high forecasts that are not chosen as the preferred forecast.
- Headquarters review is not required if this master plan is outside the normal TAF tolerances – no need to try to stay within them.
- Sandy talked to Paul, and Headquarters COVID related forecast review is not required for an extension based purely on existing traffic levels.
- If an extension is not started right after the master plan and environmental review, the local traffic will have to be revalidated anyways, so there is no value in a HQ review at this time.
- Greg is going to keep the letters of support in the master plan.
- Table 2-13 and Appendix A don't match because the table is GA operations and Appendix A is total operations.
- The critical aircraft section clearly shows that B-I is justified as the existing critical aircraft – so no changes necessary.

Sandy Lyman

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Teleworking for the immediate future.

No work travel scheduled.

Off 7/17 and 7/27.

-----Original Appointment-----

From: Holbrook, Joshua P - DOT <Joshua.Holbrook@dot.wi.gov>

Sent: Wednesday, June 17, 2020 12:08 PM

To: Holbrook, Joshua P - DOT; Lyman, Sandy (FAA); 'greg.stern@meadhunt.com'; Mark Opitz - City of Middleton (mopitz@ci.middleton.wi.us); Graczykowski, Mark - DOT

Subject: Middleton Master Plan Discussion

When: Monday, June 29, 2020 10:00 AM-11:30 AM (UTC-06:00) Central Time (US & Canada).

Where: Skype Meeting

Meeting with Mead & Hunt to clarify remaining MP issues.

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