

PUBLIC NOTICE

Milwaukee County's General Mitchell International Airport (the "Airport") intends to file with the Federal Aviation Administration (the "FAA") two Passenger Facility Charge (PFC) applications: (1) an application to amend the PFC collection amount on one prior approved project and (2) a new Application #17 to impose and use PFCs on thirteen (13) new capital projects at the Airport at a \$3.00 PFC collection rate.

The proposed effective date for the new application is April 1, 2024, and the estimated charge expiration date is December 1, 2026. For the new PFC application, \$34,482,645 of PFC collection authority will be requested. An additional \$4,098,210 of PFCs will be collected under the amendment. The Airport is seeking public comments on the applications and on the following projects:

Project No. & Title: 15.01 – NCP – Phase II Residential Sound Insulation Program (Amend)

Project Description: This project involves the voluntary sound insulation of noise-sensitive structures, including single-family and multi-family homes within the updated 65 DNL noise contour that were outside the eligibility area of the original program. Based upon the existing Noise Exposure Map and "squaring off" the eligibility boundary, there are approximately 560 dwellings as estimated in the GMIA FAR Part 150 Noise Study Update that could be eligible for sound insulation. When counted individually, there are approximately 700 single or multifamily housing units that could be eligible for sound insulation.

Project Justification: The project is needed to improve the compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the community, state and nation. The project is the continuation of the sound insulation element of the 1993 General Mitchell International Airport (GMIA) Far Part 150 Noise Study approved actions that treated approximately 1,477 homes, 1 nursing home, and 6 schools.

PFC Revenue: \$4,098,210 (additional PFCs)

Project No. & Title: 17.01 – Taxiway B Reconstruction

Project Description: The segment of Taxiway B between Taxiways A1 and A2 currently consists of 4 inches of asphalt over a 12" concrete base and a 12" aggregate sub-base course. The Taxiway B segment being reconstructed is approximately 1,000 feet long by 75' in width plus fillets and a revised connection with Taxiway P. Total SY of taxiway pavement is 13,350, not including shoulders. The taxiway is planned to be completely reconstructed with a new aggregate sub-base, a 6" econocrete base course and an 18" concrete surface course. The reconstruction will also include new asphalt shoulder pavement and new taxiway edge lighting. The location of the taxiway will also be shifted slightly to the north to improve the separation distance from the parallel Taxiway A.

Project Justification: Taxiway B has deteriorated as evidenced by a PCI of 36 and needs to be reconstructed to remain serviceable. This segment of taxiway has suffered major degradation of the asphalt surface course due to poor drainage of the underlying concrete and sub base material. The asphalt surface is separating from the concrete base creating a FOD (Foreign Object Debris) condition and requiring closure on several occasions for temporary repairs.

PFC Revenue: \$593,400

Project No. & Title: 17.02 – Perimeter Fencing

Project Description: The project will replace the remaining fencing around the perimeter of the airport, over the next 10 years (2010-2019). The project will replace approximately 21,000 LF of fencing. The new fence will be ten (10) foot high, topped with three (3) strands of barbed wire, and having an additional two (2) foot of fabric buried below grade.

Project Justification: The existing airport fencing that has not yet been replaced around the perimeter of the airport is six (6) foot high with three (3) strands of barbed wire. The replacement fencing will be consistent with current airport and Federal Aviation Administration (FAA) adopted standards for fencing in problematic wildlife areas (FAA Cert-alert No. 04-16). This style of fencing is also consistent with advancing airport security in areas where video monitoring or other types of detecting unauthorized entry into the airport perimeter are difficult to establish. TSA Aviation Security Division expressed support for this project in a letter dated January 7, 2008.

PFC Revenue: \$388,000

Project No. & Title: 17.03 – Perimeter Road Bridge Over Howell Ave. – Design and Construction

Project Description: Design and construct a vehicle bridge on the south side of Runway 7R/25L at Citation Way similar to the existing bridge that crosses Howell Avenue and provides access from the Terminal to the Cargo Ramp and hangars located north of Runway 7R-25L. This bridge will be tied into a perimeter road network located within the Secured Area of the airport that will enable vehicles to access all areas of the airfield without the need to cross open taxiways and runways or to travel on public streets. This will be a 2-lane bridge with shoulders, concrete paved.

Project Justification: The proposed bridge will carry the existing airport perimeter road that leads from the Terminal and Cargo Ramps across Howell Avenue thereby providing access within the security fence line to the Airport's Fire Station and Maintenance Facilities and eventually to the South Ramp/Deice Pad (former 440th Air Reserve Base). Once constructed, this bridge and associated perimeter road network will dramatically decrease the number of daily runway crossings thereby 1) significantly improving the level of airfield safety by reducing runway incursion potential as well as 2) decreasing aircraft delays by alleviating the need for aircraft to wait for vehicle traffic crossing the runway before arriving or departing. This secured perimeter road bridge project and the associated secured perimeter road network have been submitted to and are supported by the Runway Safety Action Team (RSAT).

PFC Revenue: \$950,000

Project No. & Title: 17.04 – Cargo Deicer Pads - Construction

Project Description: Construct a “passive” stormwater and deicing fluid collection system at the cargo ramp. A trench drain collection system will be designed along the east end of the cargo ramp which will capture the liquids draining from the ramp. The runoff liquid will be directed to a sump/crock containment system and subsequently pumped to a temporary above ground storage tank for treatment.

Project Justification: This project will address storm water runoff concerns as identified in the Airport's Wisconsin Pollutant Discharge Elimination System (WPDES) storm water Permit No. WI-0046477-03-0. The requirement is to collect 34% of annual glycol used, or less with conservation credits. If the use of this ramp for deicing was lost, the result would be reduced airfield capacity.

Aircraft either would be deiced at the terminal ramp, taking longer, or would have to taxi to another acceptable location for deicing.

PFC Revenue: \$ 80,000

Project No. & Title: 17.05 – Perimeter Road Extension (128th to College Avenue)

Project Description: This project will extend the perimeter road in the southeast corner of the Airport from the south end of the 128th Air Refueling Wing to the existing road just north of College Avenue. This road extension will be tied into the existing secured perimeter road network. The road extension will be approximately 2,750 feet long and 24 feet wide.

Project Justification: An increase in the number of reported runway incursions in the US has led Congress and the FAA to renew national vigilance on runway safety. Accordingly, Airport Staff have identified numerous ways to make the GMIA airfield an even safer operating environment. One such measure is to provide and maintain a perimeter roadway system within the security fence line that would encircle the entire airfield thereby allowing various support vehicles, many of which are not legal to operate on public streets due to their size, weight or operating characteristics, to access all reaches of the airport without crossing active runways or taxiways as is currently the practice.

PFC Revenue: \$137,500

Project No. & Title: 17.07 – Baggage Claim Area Expansion – Construction

Project Description: The expansion includes a total renovation and expansion of capacity of the approximate 45,000 square foot building including the heating ventilating and air conditioning (HVAC) system, construction of a new roof, new lighting for the interior, new lighting for the exterior roadway, new baggage conveyors and carousels, other sidewalk improvements, as well as a basic replacement of the existing canopy to cover the walkways and all or part of the road.

Project Justification: A conceptual study of the bag claim area, completed in 2000, identified several deficiencies at that time and made several recommendations to increase capacity including: 1) the removal of the rental car facilities from the bag claim building; 2) provide additional or larger carousels to increase bag claim length and frontage; and 3) remove seating and move the existing bag service offices to provide more circulation space around the carousels. Further, the 2003 Master Plan Update projected a need to increase the current bag claim frontage of 670 linear feet to 720 feet by 2006 and to 890 feet by 2011.

Enplaned passengers have increased from 3.1 million in FFY 2000 to approximately 4.8 million in 2010, an increase of 55 percent (per FAA Terminal Area Forecast of December 2010 plus GMIA statistics for FFY 2010). Within this time period the number of airline gates has increased from 42 to 48 with several gates reconfigured to enhance the capacity and flexibility of their use and to convert them to preferential-use leased gates in compliance with the GMIA Airport Competition Plan. While the Airport has experienced this substantial increase in passenger traffic no corresponding improvements have been made to the Bag Claim function to adequately handle the increased demand resulting in significant congestion in the bag claim building and arrivals roadway.

PFC Revenue: \$10,980,000 (\$5,000,000 bond capital plus est. financing and interest)

Project No. & Title: 17.10 – Purchase New Passenger Loading Bridges and Related Improvements – Design and Construction

Project Description: Purchase and install 4 new three tunnel loading bridges with ground power and pre-conditioned air units; retain a consultant to design the building modifications necessary for concourse level boarding; extend electrical power to the loading bridges; install a second-level door; move the security area to the second floor level; connect the gate to the Flight Information Display System (FIDS); and construct a podium for use by the airline.

Project Justification: Gate D30 (which is a fixed bridge) needs to be taken out of service during the In-line Bag Screening project construction. To replace this gate during that time period, the bridge at Gate D47 will be relocated to gate D46 and a new three tunnel loading bridge will be installed at Gate D47. Currently there is no loading bridge on the second level for gate D46; passengers are loaded at ramp level, limiting the size of the aircraft that can access this gate. This increases the total loading bridges by one (1) from 40 to 41 and allows for any size aircraft to use gate D46. Ramp space at Gate D30 will be permanently reduced by the In-line Bag Screening project, rendering the current fixed bridge unusable. Upon completion of the In-line Screening project, a new apron-drive bridge will be installed to replace the existing fixed bridge and restore D30 to full use. Gates 60 & 61 the bridges are over 30 years old and are being replaced with new bridges that are longer and include updated technology controls, making them easier to use. The apron-drive allows the bridges to be swung out to the aircraft and be lowered and raised if necessary to meet the height of the aircraft doors, for maximum flexibility. As a result, the new apron-drive bridge will allow for a wider variety of aircraft at this gate including regional jets to larger 737's and A330's. The airlines will therefore have similar capabilities on any of the concourses at General Mitchell International Airport as all gates will have jet bridges that will provide the maximum flexibility to accommodate a large variety of aircraft.

PFC Revenue: \$2,500,000

Project No. & Title: 17.11 – Redundant Main Electric Service Feed - Construction

Project Description: This project will construct a second two-line electric power service from WE Energies to serve the Terminal Building from a different location than the service feeders that currently exist entering the northwest side of the terminal. The new electrical service equipment required for this project would be similar to that at the Howell Avenue Service Substation and in the Power House currently utilized for provision of the existing primary service to the Terminal. In addition, the project will increase the electrical capacity at the Power House from approximately 4.3 MVA to approximately 8.6 MVA, and the new capacity at the second switchgear location will also be 8.6 MVA.

Project Justification: This project will correct a condition in the electric power service and distribution system at GMIA in which the majority of the electrical feeders into the GMIA Terminal Building are routed through a common underground duct bank and manhole system. This condition contributed to the loss of power to the Terminal in July 2007 as a contractor's mishap shorted a feeder cable and started a fire which damaged other feeders in the manhole. This necessitated interruption in power through all of the feeders in the manhole in order to extinguish the fire and make the temporary repairs. This project will improve the reliability and continuity of electric power service throughout the Terminal facility by installing redundant feeders from the new alternate source into the various distribution facilities existing throughout the Terminal. Once in place, any loss of power from either source, be it due to equipment failure or loss of utility service, could be immediately restored from the alternate source. In addition, this project will increase the electrical capacity at the terminal complex. The peak electrical demand at the terminal building has grown over the past ten years from 4.2 MVA to 6.0 MVA due to terminal expansion and to the installation of additional equipment. Planned terminal enhancements and additional equipment are projected to increase peak electrical demand from approximately 6 MVA

in 2010 to 11.5 MVA by 2025. Larger capacity transformers are required to meet the growing demand.

PFC Revenue: \$8,483,148 (\$4,620,000 bond capital plus est. financing and interest)

Project No. & Title: 17.12 – Expansion of Fleet Portion of Combined Maintenance Facility - Construction

Project Description: Construct an approximately 1,500 square feet expansion of the Fleet Maintenance portion of the Combined Maintenance Facility to allow for the entry of the combination broom/plow units to provide for their safe and efficient maintenance. The Fleet Maintenance portion of the building located at the south shop area at GMIA has maintenance bays with a length of 72 feet, approximately the length of the broom/plow units. With the garage doors closed, the maintenance bays are too short to allow GMIA's new combination broom/plow units to be serviced.

Project Justification: The Fleet Maintenance Facility, which has recently been transferred to the auspices of the Airport, is located at the South Maintenance Campus on the south side of Runway 7R/25L on Citation Way. The Fleet Maintenance Facility, which was constructed in the early 1980's, was designed for standard sized highway style SRE units. The Airport's new combo SRE units are 72 feet long and carry a 24 feet plow blade. When fully assembled, these new combos do not safely fit into the existing bays at the Maintenance Facility. Airport Fleet Maintenance Mechanics are forced to disassemble the equipment in order to bring the units indoors to service them which take a significant amount of time. This becomes a critical bottleneck during snow removal operations when every minute of downtime for one of these combo units translates to longer runway / airport closure times for snow removal. The longer closure times in turn means reduced airport capacity and increased delays & delays costs to the airlines. Thus, it is imperative that GMIA be able to quickly, yet safely service these critical pieces of SRE in order to maintain a safe & efficient airport operating environment.

PFC Revenue: \$342,430

Project No. & Title: 17.14 – Terminal Roadway Signage – Construction

Project Description: This project will provide replacement terminal roadway signs that will address standardized and updated appearance, uniform and more efficient lighting, and structural and space capacity. The signs will all be located on terminal roadways on airport property.

Project Justification: The majority of the roadway signage providing guidance into and out of the GMIA terminal roads was originally installed in the 1970's, when the first parking structure was built. Since then the signs have been altered, appended and reconfigured as conditions have required. After three decades, the signs lack consistency in size, reflectivity, lighting and appearance, and are, in some cases in need of structural repair. Replacement with new signs (including support structures) is needed to allow airport users to navigate the terminal roadways safely and efficiently.

PFC Revenue: \$2,500,000

Project No. & Title: 17.15 – Runway 7R Deicer Pad – Design and Construction

Project Description: Design and construct an aircraft deicing pad at the Cargo Apron including all necessary infrastructure and utilities to support deicing operations. The deicing pad will be located at the west end of the airport between the Cargo Apron and Taxiway Alpha (A) and Taxiways Alpha 4 (A4) and Alpha 5 (A5). It is designed to support Runway 7R departures.

Included in the project is the glycol collection system comprising of a trench drain, pump, and underground tanks. Also incorporated into this project are two snow melting units necessary to clear the snow from the deice pad and the adjacent Cargo Apron, as well as the construction of an "Ice House" or Ramp Control Tower Cab. The Ice House will be a space where the ramp controllers or deice pad commanders manage the aircraft and deice vehicle flow into and out of the deice pad in a safe and efficient manner.

Project Justification: The proposed project would provide for the design and construction of an aircraft deicing pad and all necessary support infrastructures. The deice pad is to be located at the Cargo Apron near the approach end of Runway 7R. The project is needed in order to facilitate safe and efficient deicing operations during winter operations on Runway 7R.

Currently Mitchell Airport does not have a location that can support efficient deicing operations for Runway 7R. The current aircraft deicing practice during Runway 7R operations is to have aircraft deice after pushing back from the gate. Deicing at the Terminal Apron Gates inherently creates significant congestion and delays that often results in aircraft using nearly all of their deice holdover times or deicing a second time.

This proposed Cargo Apron Deice Pad project would preserve and enhance both the safety and capacity of the national air transportation system by 1) enabling aircraft to deice and safely depart Runway 7R well within their deicing hold over times during winter conditions, and 2) eliminating congestion and delays resulting from the historical method of deicing aircraft during Runway 7R winter operations.

PFC Revenue: \$7,415,667

Project No. & Title: 17.16 – Taxiway R & R3 Reconstruction – Planning and Design

Project Description: Develop plan documents for the entire Taxiways R, R3 and Q. The design will provide for new aggregate sub-base, a 6" econocrete base course and an 18" concrete surface course. The design will also include new asphalt shoulder pavement and new taxiway edge lighting and circuits. The construction documents will be prepared in phases for bidding over the succeeding years

Project Justification: The current Taxiway R (between Runway 7R-25L and Taxiway R4) and Taxiway R3 were each constructed in 1975 and have deteriorated significantly as a result of their heavy use for access to and from Runway 1L-19R. Runway 1L-19R is utilized for the majority of commercial airline arrivals and departures at GMIA and as a result Taxiway R is traveled by over half of all commercial aircraft traffic at GMIA. The GMIA Master Plan and Airport Layout Plan currently under review for approval by the FAA calls for a relocation of Taxiway R plus the addition of a new taxiway parallel to Taxiway R between runway 7R and the south end of runway 1L. The relocation is necessary due to a larger runway-taxiway separation now required by FAA safety standards than currently exists with the present Taxiway R location.

PFC Revenue: \$50,000

Project No. & Title: 17.17 – Airport Layout Plan completion / AGIS

Project Description: Complete the ALP prepared in 2009 by making all of the modifications required by the Wisconsin Bureau of Aeronautics (WBOA) and by the FAA. Additional adjustments to the ALP will be made to include updates and to reflect as-built conditions of all construction work that has been completed since 2009. An additional element of scope within this project will be to begin entry of GMIA ALP survey data into the FAA Airport Geographic Information System (AGIS).

Project Justification: In November of 2009 the Milwaukee County Board of Supervisors adopted the Master Plan Update for General Mitchell International Airport (GMIA). A component part of the Master Plan Update is the Airport Layout Plan (ALP). An ALP is a scaled set of drawings depicting existing and future facilities and property necessary for the operation and development of the airport. It is a critical planning tool and key communication and agreement document between the Airport and the FAA.

PFC Revenue: \$62,500

The Airport welcomes the public's comments and support for these projects, and will review all comments submitted in writing by no later than December 6, 2012. Please address any questions or comments to:

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