

# PUBLIC NOTICE

Milwaukee County's General Mitchell International Airport (the "Airport" or "GMIA"), upon approval by the Milwaukee County Board of Supervisors, intends to file with the Federal Aviation Administration (the "FAA") an application to amend two approved applications (#10 and #13) to revise PFC approval amounts and increase the PFC collection rate from \$3 to \$4.50. In order to establish a \$4.50 PFC collection rate for an application, the Airport is required to obtain FAA approval to increase the collection rate of individual projects representing at least 33% of approved PFC collections for each application. To meet the 33% requirement, the Airport is requesting a \$4.50 collection rate for two previously approved PFC #10 projects and one previously approved PFC #13 project. The Airport also intends to file with the FAA an application to amend the PFC collection amount on one prior approved project within PFC Application #14. **All of these amended projects have been completed.**

If the amendments are granted, the total approved collection authority for PFC Application #10 will decrease by \$592,976. The proposed charge effective date is January 1, 2016. Due to the change in approved PFC amount and PFC collection rate, the estimated charge expiration date for PFC Application #10 is projected to be November 1, 2016. The proposed charge effective date for PFC Application #13 is November 1, 2016 and the estimated charge expiration date is projected to be February 1, 2020, due to the change in the PFC collection rate. An additional \$2,127,954 of PFCs will be collected under the amendment to PFC Application #14. The proposed charge effective date is February 1, 2020 and the estimated charge expiration date is projected to be June 1, 2021. The Airport is seeking public comments on the amendment applications and on the following projects:

**Project No. & Title: 10.03 – Concourse D Security (*Amend to \$4.50 and decrease PFC revenue*)**

**Project Description:** This project widened the Concourse D checkpoint to accommodate 6 lanes based on layouts provided by the Transportation Security Administration ("TSA"). The security area increased by approximately 6,200 square feet.

**Project Justification:** The TSA requested changes to the security checkpoints per Program Guidance Letters 02-2 and 02-3. Improvements included the widening of D Concourse checkpoint, and the addition of 2 screening lanes resulting in a total of six TSA compliant lanes in order to facilitate the processing of passengers in a timely manner. The original 4 security lanes were not in compliance with TSA space and equipment requirements. These deficiencies resulted in long queues of passengers and congestion in the checkpoint area. By letter dated June 19, 2014 the TSA confirmed that there is still a need for this project.

**PFC Revenue:** \$5,822,625 (includes bond financing and interest). This is a decrease in the PFC amount of \$592,976 due to reduced bond financing and interest costs that resulted from the Series 2004A Bond being refunded.

**Project No. & Title: 10.05 – Inline Baggage Security – Design (Phase 1) (*Amend to \$4.50*)**

**Project Description:** This project is for Phase 1 of the final design of the two (2) phases necessary to provide a new inline baggage inspection system at GMIA. Phase 1 of the project included reconfiguring the airline ticket office areas and existing bag make-up space to provide for in-line bag screening between the check-in counters and new shared bag make-up areas. Each of the two common use bag make-up rooms contain two carousels and conveyor belts which feed passenger baggage from the ticketing lobby to the makeup rooms. The four carousels and support equipment installed under Phase 1 are aligned to seamlessly integrate into

the Phase 2 portion of the project. Previously, GMIA had eight separate bag make-up rooms under exclusive-use leases.

**Project Justification:** At the end of year 2002, the TSA began the operation of equipment and procedures to screen all checked baggage in compliance with Federal mandates. This deadline required the TSA to locate the necessary equipment and operation within the ticket lobby. This arrangement has resulted in substantial congestion in the unsecured lobby area as well as significant inefficiency in both the TSA's and airlines' operations.

The vast improvement in congestion relief and the enhanced "back-of-the-house" checked baggage screening are greatly improved by this project. To continue to do this function in the public space is untenable. As reflected in the TSA's letter of support, in-line automated screening systems are considered a superior screening method to the existing screening method at GMIA. This Phase 1 project is an enabling project for the physical installation of the in-line detection machines behind the ticket counter in a secured environment. The project also enhances competition by enabling the conversion of the bag make-up rooms and run-out belts from exclusive to common-use.

**PFC Revenue:** \$1,250,000

**Project No. & Title: 13.06 – Inline Baggage Security – Construction (Phase 1)**  
*(Amend to \$4.50)*

**Project Description:** This project is for Phase 1 of the construction of the two (2) phases necessary to provide a new inline baggage inspection system at GMIA. This project provides for the reconfiguration of the existing bag make-up areas into four new, common-use make-up carrousel with an associated alteration of affected airline ticket offices. Previously, GMIA had eight separate bag make-up rooms under exclusive-use leases. This work will allow for the reallocation of ticket counters between airlines to be more reflective of the airlines' ticket counter needs.

**Project Justification:** At the end of 2002 the TSA implemented procedures to screen all checked baggage in compliance with Federal mandates. This deadline required the TSA to locate the necessary equipment and operation within the ticketing lobby. This arrangement has resulted in substantial congestion in the unsecured lobby area as well as significant inefficiency in both the TSA and airlines' operations. Both the TSA and the airlines wish to reconfigure the screening operation for better integration into the ticketing and bag check process and to relocate the TSA equipment from the ticketing lobby area. As reflected in TSA's letter of support dated February 4, 2006, in-line automated screening systems are considered a superior screening method to the existing screening method at GMIA. This Phase 1 project is an enabling project for the physical installation of the in-line detection machines behind the ticket counter in a secured environment. The project also enhances competition by enabling the conversion of the bag make-up rooms and run-out belts from exclusive to common-use.

**PFC Revenue:** \$25,702,736 (includes bond financing and interest)

**Project No. & Title: 14.13 – Acquire Snow Removal Equipment (SRE) and Aircraft Rescue and Fire Fighting (ARFF) Vehicles (Increase PFC revenue only)**

**Project Description:** This project includes the purchase of two ARFF vehicles with 3000 gallon capacity; one mass casualty medical supply van for ARFF incidents; four front-end wheel loaders; twelve combination plow/broom units with 24 ft. plows, 22 ft. brooms, jet blast; two single-axle snow vehicles equipped with 14 ft. rollover blades; and five rotary plow units. The amount of PFC funding is being increased due to a variety of scope changes from the original application. The most significant changes to the project contributing to the cost increase are 1) the purchase of a second ARFF Truck; 2) a change of plans regarding Rotary Plows; and 3) upsizing the Front-end loaders.

**Project Justification:** The Airport has developed a replacement program to insure that the equipment necessary to support airfield operations is operationally reliable and is replaced when maintenance costs exceed the amortization cost of new equipment.

**PFC Revenue:** \$16,156,954. This is an increase in PFC amount of \$2,127,954 due to changes in project scope from the original application.

The Airport welcomes the public's comments and support for these projects, and will review all comments submitted in writing by no later than June 18, 2015. Please address any questions or comments to:

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