

PUBLIC NOTICE

Milwaukee Mitchell International Airport (the "Airport") intends to file amendments to four approved Passenger Facility Charge (PFC) applications (PFC #14, #15, #16, and #17) with the Federal Aviation Administration (the "FAA") in order to revise PFC approval amounts and extend the \$4.50 PFC collection rate. To accomplish the amendments, the Airport is soliciting public comment on thirteen (13) previously approved PFC projects for which we intend to revise the PFC approval amount and/or request a \$4.50 collection rate.

If the amendments are granted, the total approved collection authority for PFC Application #14 will decrease by \$1,407,107, to \$19,440,210. The proposed effective date is February 1, 2020 and the estimated charge expiration date for PFC Application #14 is projected to be August 1, 2021. The total approved collection authority for PFC Application #15 will decrease by \$3,708,924 to \$25,457,737. The proposed effective date is August 1, 2021 and the estimated charge expiration date for PFC Application #15 is projected to be March 1, 2023. The total approved collection authority for PFC Application #16 will decrease by \$44,936, to \$28,926,493. The proposed effective date is March 1, 2023 and the estimated charge expiration date for PFC Application #16 is projected to be December 1, 2024. The total approved collection authority for PFC Application #17 will decrease by \$6,037,555, to \$26,515,973. The proposed effective date is December 1, 2024 and the estimated charge expiration date for PFC Application #17 is projected to be June 1, 2026. The Airport is seeking public comments on the application and on the following projects:

Project No. & Title: 14.04 – RSA Runway 1L, 19R, 7R and 25L design

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and increase the PFC funding due to the actual design costs being higher than originally estimated. Otherwise, there is no change in the original project description, as set forth below. Final design for the Runway Safety Area (RSA) improvements as determined by the RSA improvements alternatives study and evaluation. The RSA improvements consist of:

- Relocation and reconstruction of S. 6th St.
- Reconstruction and reconfiguration of Runway 7R-25L, Taxiways M & N
- Extension of the 7R approach end of Runway 7R-25L
- Reconstruction and reconfiguration of Runway 1L-19R, Taxiways R & Q
- Construction of a temporary bypass road to facilitate construction of the College Ave. Tunnel
- Construction of the College Ave. Tunnel for the 1L-19R RSA

These improvements are necessary to bring all of the RSAs into compliance with current FAA standards

Project Justification: Improvements to RSA's are a national high priority with the FAA in order to reduce the potential for injuries or damage due to aircraft running off of the runway pavement.

PFC Revenue: \$833,333

Project No. & Title: 14.09 – Airfield Safety Improvements

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and increase the PFC funding due to the actual costs being higher than originally estimated. The project provided safety related enhancements to the airfield during the years 2007 to 2013 including changes to airfield signs, lighting, and markings. Work included the construction of a new fire training pit access road, relocation of existing Runway 31 crash road, relocation and

installation of new Runway 31 signs, installation of TXY M guard lights, and new cables for RWY 1L pavement surface sensor.

Project Justification: To provide funding to implement annual recommendations and directives from the FAA regarding safety of the airfield.

PFC Revenue: \$482,051

Project No. & Title: 14.13 – Acquire Snow Removal Equipment + Aircraft Rescue & Firefighting Vehicles

Project Description: This project is being amended to increase the PFC collection rate to \$4.50. Otherwise, there is no change in the project description. The project includes the purchase of the following:

- One ARFF vehicle 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
- Five rotary plow units (Blowers)

Project Justification: *ARFF Units:* The ARFF units will increase airfield safety by ensuring the ability to efficiently and effectively meet the ARFF equipment and agents requirements of 14 CFR 139.317(c) for an Index C airport. The planned purchase of the 3,000-gallon fire rescue vehicle is designed to meet these requirements by replacing nearly 20 year old units, which had reached the end of their useful life in accordance with a 2005 FAA Airport Safety & Certification Inspection Safety Recommendation.

SRE Units: Snow removal operations at the Airport prior to 2008 could best be described as sufficient to meet the regulatory requirements of 14CFR 139.313 and Advisory Circular 150/5200-30, though nothing more. The historical methods and procedures for plowing the priority pavement at the Airport by using conventional single purpose snow removal equipment were both cumbersome and inefficient. This limitation combined with the complex airfield geometry at the Airport, which receives on average over 50 inches of snow each year, made for a potent combination that severely restricted airport capacity thereby significantly increasing delays and hampering airline competition to/from the Airport. This inefficiency and significant airport capacity constraint often led the Airport, Airlines, and Air Traffic Control Tower to push the edge of the envelope with regards to operational safety and to keep the runways open as long as possible in favor of moving as many aircraft through the airport as possible. Unfortunately, this course of action led to some less than stellar results. After multiple aircraft excursions, recommendations from FAA Certification Inspectors to plan and budget for SRE replacement, significant reductions in airport capacity, increased airline delays, and the inability for the airport to offer reliability for passengers and a competitive environment for the airlines, the Airport began to explore the implementation of combination plow/broom units as a possible solution.

The snow equipment acquired with this project addresses these problems.

PFC Revenue: \$15,145,983

Project No. & Title: 15.01 – Noise Compatibility Program – Phase II Residential Sound Insulation

Project Description: This project is being amended increase the PFC collection rate to \$4.50 and to decrease the PFC funding due to the net effect of an increase in project costs and an increase in AIP funding actually received over the projected AIP amounts in the original

application. 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 (some containing multiple housing units within) as estimated in the Airport’s 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. This project will provide soundproofing measures for noise sensitive uses that may include items such as new windows, solid core doors, and heating and cooling systems to allow windows to be kept closed.

Project Justification: The project is the continuation of the sound insulation element of the 1993 the Airport’s FAR Part 150 Noise Program’s approved actions that treated approximately 1,477 homes, 1 nursing home, and 6 schools as approved by the FAA in a June 2009 letter to C. Barry Bateman, Airport Director of the Airport.

Phase II of the Airport’s residential sound insulation program began with a program start-up phase that included items such as staffing and furnishing a program office, conducting a “windshield survey” to verify parcels within the FAA approved Noise Boundary, prioritizing homes for participation from most impacted to least impacted, selecting program products, and developing program policies and procedures and construction specification manuals. A pilot group of eleven homes were completed in 2011. It is anticipated that the program will complete treatment of an additional 123 homes in 2012 for a Phase II program total of 134 by year end.

PFC Revenue: \$4,786,686

Project No. & Title: 15.04 - Runway Safety Area – Runway 1L/19R and 7R/25L - construction

Project Description: This project is being amended to increase the PFC collection rate to \$4.50. Otherwise there is no change to the project description as set forth below.

The project consists of the following components:

- 1) Re-aligning 6th Street approximately 1,100 feet to the west from 1,000 feet south of Runway 7R to Grange Avenue to the north
- 2) Extending Runway 7R by 539 feet to the west and constructing new taxiways (M & N) at that end of Runway 25L
- 3) Constructing a tunnel for College Avenue
- 4) Extending Runway 1L and Taxiway R by 300 feet to the South
- 5) Associated utility and navaid relocations.

Project Justification: Improvements to RSA’s are a national high priority with the FAA in order to reduce the potential for injuries to persons and damage due to aircraft running off the runway pavement.

PFC Revenue: \$16,980,941

Project No. & Title: 15.06 – Runway Guard Lights

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and decrease the PFC amount due to actual costs being lower than originally estimated. Phase I of this project added 6 sets of elevated Runway Guard Lights (RGLs) at all intersections along Runway 7R-25L that did not currently have RGLs. This project is for Phase II, which entails installing 20 sets of RGLs at the remaining intersections that do not currently have RGLs. The RGLs will be installed at intersections of Runways 13-31, 7L-25R, and 19L-1R. In addition, this project will include several new field lighting circuits to accommodate the added guard lights.

Project Justification: In October 2008, the FAA's Safety Certification Inspector recommended that the Airport consider adding elevated RGLs at all taxiway/runway intersection holding positions that did not have guard lights. After surveying the airfield, MKE determined that a total of 27 intersections along all of MKE's runways, 6 out of 7 intersections along Runway 7R/25L, west of Runway 1L/19R did not currently have RGL's, which posed a safety issue due to lack of significant lighting for aircraft. By adding the elevated RGLs to the 5 intersections along Runway 7R/25L, airfield safety is significantly improved.

PFC Revenue: \$131,896

Project No. & Title: 16.05 – Runway 1L-19R and 7R-25L Intersection Repaving - construction

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and to increase the PFC funding due to the actual costs being higher than originally estimated. This project is the construction phase of the repaving of the intersection. The construction will occur in three phases consisting of removal and replacement of the existing bituminous pavement with new concrete in the areas outside of the respective runway safety areas (in the first two phases) and then a mill and replacement of the top 8" of the bituminous pavement in the resulting smaller intersection area (in the last phase).

Project Justification: The FAA Airport Certification Safety Inspector following the annual Part 139 inspections in both 2007 and 2008 noted in the letter of Safety Recommendation the extent of pavement deterioration and maintenance and advised to "plan and budget for replacement of the pavement". An inspection of the runway intersection pavement made in July 2008 for the Wisconsin Airport System Pavement Evaluation Update noted increasing fatigue cracking and an acceleration of pavement deterioration. The report from this inspection indicated that the average Pavement Condition Index (PCI) for the intersection pavement is 32, with individual samples scoring as low as 2. The acceptable PCI level is 65. The causes noted in the report were "structural" failures in the pavement. The report went on to describe high FOD damage potential due to the condition of the pavement. The report further indicates that the deterioration will accelerate due to water infiltration and freeze/thaw cycles.

Consequently, a project in 2009 provided for the Runways 1L-19R and 7R-25L Intersection Repaving Study which resulted in a thorough study and evaluation of the intersection involving pavement condition testing, review of the existing surface grades, planning for friction improvement and determination of best long-term pavement condition management. Coring of the pavement undertaken part of the study, found a layer of weak asphalt approximately 8 inches below the surface that has not only contributed to the deterioration of the pavement, but has accelerated the pace of the deterioration. As a result, repaving of the intersection is recommended. This project implements the final design developed in project PFC 15.05. The design was developed with consideration given to construction phasing and coordination with the airport, airlines, and the FAA to minimize disruption to the operational need of the intersection

PFC Revenue: \$1,311,924

Project No. & Title: 16.07 – Inline Baggage Security - construction

Project Description: This project is being amended to increase the PFC collection rate to \$4.50. Otherwise there is no change to the project description as set forth below.

Construct a 100' x 140' elevated structure on the north side of ticketing to house the EDS machines. To accommodate the building addition, a reconfiguration of the sheriff's checkpoint will be required. The conveyor system installed in Phase I will be extended to the elevated room with a number of diverters and pushers to ensure an efficient screening process. After bags are screened, the bags will be transferred by conveyor to individual airline carousals. A 150' x 50' centralized TSA screening area will also be created as part of this project. The passenger loading bridge at Gate D-30 will be relocated.

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. That arrangement 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 want 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. Phase I included the reallocation of ticket counters between airlines to be more reflective of the airlines' ticket counter needs. Reallocation of ticket counters and baggage make-up areas also allowed the Airport to provide facilities needed to support increased passenger activity without expanding the terminal building. The completion of Phase I now permits the implementation of Phase II. The two new areas will permit tug traffic to proceed unimpeded to the baggage makeup rooms. The project will also enable conversion of MKE's exclusive-use bag make-up areas and bag make-up carousals to common-use.

PFC Revenue: \$23,255,454

Project No. & Title: 17.03 – Perimeter Road Bridge Over Howell Ave. – design and construction

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and to increase the PFC funding due to the actual costs being higher than originally estimated. Otherwise there is no change to the project description, as set forth below.

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: This 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 significantly improving the level of airfield safety by reducing runway incursion potential. 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).

It is estimated that there are 50 vehicle crossings of Runway 7R/25L per day and significantly more than 50 during winter operations depending on the length and severity of the event. The completion of this project will eliminate all current non-emergency crossings of Runway 7R/25L.

Each section of the perimeter road, including the bridge has its own unique advantages to enhance airfield safety. Final completion of the entire roadway will allow an option for all non-emergency vehicles to go anywhere on the airfield without the need leave the secured area or to cross an active runway. Further it gives the snow removal equipment the option to exit the runways quickly upon completion of removal operations to allow the tower to reopen sooner. This bridge and the road extension, 128th to College Ave in PFC application 17.05 complete the perimeter road with the exception of a section through the airport maintenance grounds located southwest of the Taxiways R and Y. The current non-emergency crossings of Runways 7R/25L and 19R/1L will each be eliminated with the completion of the bridge over Howell Ave and the road extension from the 128th to College Ave., respectively. The completion of the remaining portion of the road through maintenance will have no affect on this outcome and safety benefit.

PFC Revenue: \$1,023,067

Project No. & Title: 17.06 – Perimeter Road Extension (128th to College Avenue)

Project Description: This project is being amended to increase the PFC collection rate to \$4.50. Otherwise there is no change to the project description, as set forth below.

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 Airport's 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.

The Airport currently has a network of perimeter roads encircling approximately two-thirds of the Airport. The Airport's goal, which has been submitted to and supported by the Runway Safety Action Team (RSAT), is to complete the perimeter road system by way of adding new stretches of roads where they are lacking and building bridges where necessary. A current gap in the perimeter road system is an access point for vehicles from the Wisconsin Air National Guard located on the east side of the Airport. The Wisconsin ANG currently crosses Runway 1L/19R, one of the Airport's two commercial service runways, a minimum of twice daily to access their satellite office located on the southwest side of the airport. Additional runway crossings by WANG vehicles occur at a variety of times for a variety of reasons including but not limited to training and accessing the Ground Run-up Enclosure (GRE).

It is estimated that there are 4 to 10 vehicle crossings of Runway 19L/1R per day. The completion of this project will eliminate all current non-emergency crossings of Runway 19L/1R.

Each section of the perimeter road, including this extension has its own unique advantages to enhance airfield safety. Final completion of the entire roadway will allow an option for all non-emergency vehicles to go anywhere on the airfield without the need to leave the secured area or to cross an active runway. Further it gives the snow removal equipment the option to exit the runways quickly upon completion of removal operations to allow the tower to reopen sooner. The bridge over Howell Ave (in PFC application 17.03) and this road extension, 128th to College Ave complete the perimeter road with the exception of a section through the airport maintenance grounds located southwest of the Taxiways R and Y. The current non-emergency crossings of Runways 7R/25L and 19R/1L will each be eliminated with the completion of the bridge over

Howell Ave and the road extension from the 128th to College Ave., respectively. The completion of the remaining portion of the road through maintenance will have no affect on this outcome and safety benefit.

PFC Revenue: \$1,023,067

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

Project Description: This project is being amended to increase the PFC collection rate to \$4.50. Otherwise, there is no change to the project description, as set forth below.

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 carrousel (higher capacity and more efficient), other sidewalk improvements, as well as a basic replacement of the existing canopy to cover the walkways and part of the road.

Project Justification: Enplaned passengers have increased from 3.1 million in FFY 2000 to approximately 4.8 million in 2011, an increase of 55 percent (per FAA Terminal Area Forecast of December 2011 plus Airport statistics for FFY 2011). 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 MKE 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.

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 carrousel 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 carrousel. 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.

Actual enplaned passengers through FFY 2011 (as noted above) have increased in step with the 2003 Master Plan projections. Further, the expected significant increase in Southwest Airlines operations at MKE and their continued no-charge policy for checked baggage will cause even more congestion in the Bag Claim area.

In response to the need to increase the capacity of the Bag Claim area, in 2002, a rental car center was constructed on the first floor of the parking structure, allowing the relocation of the car rental company offices and counters from the bag claim building and providing additional room for the bag claim function. The existing baggage claim building is over 50 years old and needs renovation. The baggage claim and mechanical equipment is worn out and needs replacement in order to preserve and enhance the capacity of the terminal building. With the Baggage Claim Area Expansion project (proposed in this application) further improvements to enhance capacity and relieve congestion will include: 1) Replacement of all five carrousel - baggage claim carousel frontage will be increased from 670 feet to 814 feet (an increase of 21.5%, allowing 72 more bags to be displayed for claiming at one time); 2) All conveyors will be replaced with wider and more shallow turns to accommodate larger items, such as golf bags, which the existing system does not; 3) The speed of conveyor #1 will be increased from 90 to 120 feet per minute, which will reduce the baggage transport time from 2.8 minutes to 2.1 minutes, making the

transport time more comparable (and more competitive for use by the airlines) to the other conveyors and carrousel, which will allow faster bag claiming to reduce congestion; and 4) The relocation of the existing airline bag services offices to the location in the building where the rental counters were formerly located to allow for two of the carrousel to be larger (for longer claim frontage) and to increase the carrousel circulation space (by approximately 1,600 SF) to reduce congestion.

PFC Revenue: \$9,250,883

Project No. & Title: 17.08 – Purchase of New Jet Bridges

Project Description: This project is being amended to increase the PFC collection rate to \$4.50 and decrease the PFC funding due to the actual costs being lower than originally estimated. Otherwise, there is no change to the project description, as set forth below.

This project is to 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: Prior to 2011, the Airport owned 20 of the total 40 loading bridges, all located at preferential use gates. In order to continue the County's efforts of implementing the Airport's Competition Plan and providing equal accessibility to all new entrants and expanding carriers, and in conjunction with the new Airport Master Lease Agreement executed in 2010, the Airport began in 2011 the process of obtaining the remaining 20 passenger bridges from the air carriers owning them. All gates under the new Lease Agreement are now preferential use.

The fixed bridge at Gate D30 needed to be taken out of service during the In-line Bag Screening project construction. Upon completion of the In-line Screening project, a new apron-drive bridge was installed to replace the existing fixed bridge in order to restore D30 to full use. The apron-drive allows the bridge to be swung out to the aircraft and be lowered or raised as 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 B-737's and A-330's.

To replace this Gate 30 during the construction period, the bridge at Gate D47 was relocated to gate D46 to allow for any size aircraft to use gate D46. Previously, there was no loading bridge on the second level for gate D46, and passengers were loaded at ramp level, limiting the size of the aircraft that can access this gate. The new three tunnel loading bridge will be installed at Gate 47, replacing the one relocated to Gate 46 and increasing the total loading number of bridges by one (1) from 40 to 41.

The two bridges at Gates 60 & 61 were over 30 years old and have been replaced with new bridges that are longer and include updated technology controls, making them easier to use. The apron-drive allows the bridge to be swung out to the aircraft and be lowered or raised as necessary to meet the height of the aircraft doors. As a result, the new apron-drive bridges will allow for a wider variety of aircraft, including larger B-737's and A-330's to be docked. The airlines will therefore have similar capabilities on any of the concourses at the Airport as all gates will have jet bridges that will provide the maximum flexibility to accommodate a large variety of aircraft.

PFC Revenue: \$1,825,260

Project No. & Title: 17.12 – Deicer Pads – design and construction

Project Description: Project is being amended to increase the PFC collection rate to \$4.50 and to decrease the PFC funding due to the actual amount of AIP grants received being more than originally anticipated, and for a change in the project scope.

The amended project description is to 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. The deicer pad will be common use and be sized to accommodate up to seven (7) Airplane Design Group (ADG) III aircraft (Boeing 737's and/or Airbus A320's) at one time. The proposed deicer pad will incorporate the existing Runway 7R Holding Bay/Run-up Pad pavement and blend directly into the existing Cargo Apron. Approximately 312,900 square feet (7.2 Acres) of new pavement will be added to build the deicer pad.

Included in this project is the glycol collection system that is integral to a deicer pad which in this case will be comprised of a trench drain, pump, and underground tanks. The glycol collection system will be designed in such a way that any of the spent aircraft deicing fluid (ADF) that drips off the aircraft down onto the ground will flow into the trench drain to the underground storage tank. The ADF can then be pumped from the underground tank into tanker trucks for shipping to the local waste water treatment plant.

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 utility connections / infrastructure to power and operate the units. Currently snow removal on the Cargo Apron consists of pushing the snow into the grassy infield island between the Apron and Taxiway Alpha (see Exhibit 17.15.1). Once the proposed deice pad is built, the size of the total area that will require snow removal including the Cargo Apron and Deicer Pad will be 1,775,970 square feet (40.8 Acres). Snow removal crews will have nowhere left to push the snow to or to pile it up. Furthermore, with this area turned into an aircraft deicing pad it would be unsafe to use a truck hauling operation to remove the snow from the Apron. Thus, building the deice pad will necessitate the need for snow melting.

This project envisions placing two (2) in-ground or stationary 160 ton/hour snowmelters in the islands adjacent to Taxiways Alpha 4 (A4) & Alpha 5 (A5) and the proposed Cargo Apron Deice pad. The stationary type snowmelters or pits will be needed in these locations versus the portable types so as to avoid creating an above ground obstacle near the aircraft operations on the deice pad.

Because the snowmelters are of the permanent in-ground variety, they require a plethora of utilities to support their operations including: 1) electricity to power the units, 2) fuel supply in the form of a natural gas line from along Howell Avenue to operate the heaters, 3) water supply to support the melting function of the units, and 4) storm water lines to convey the melted snow away. This project will address all utility connections necessary to facilitate snow melting operations.

One element of the original project has been deleted – construction of an “Ice House” or Ramp Control Tower where the ramp controllers or deice pad commanders manage the aircraft and deicing vehicle flow into and out of the deicer pad in a safe and efficient manner. This element was deleted because the current operation no longer required a separate stand-alone structure for this purpose.

Project Justification: The proposed project would provide for the design and construction of an aircraft deicing pad and all necessary support infrastructure. 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 the 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 Deicer 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: \$1,749,648

The Airport welcomes the public's comments and support for these projects and will review all comments submitted in writing by no later than July 5, 2019. Please address any questions or comments to:

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