

# **PUBLIC NOTICE**

## **Date of Posting September 21, 2026**

Milwaukee County (the County) intends to file a new Passenger Facility Charge (PFC) application #22 with the Federal Aviation Administration (the FAA) to impose and use PFCs on three (3) new projects at Milwaukee Mitchell International Airport (MKE or the Airport) plus two projects for reimbursement of PFC application and administration costs at a \$4.50 PFC collection rate.

The proposed effective date for the new application is April 1, 2033 (the legal expiration date of PFC #21), and the estimated charge expiration date is September 1, 2033. The application will request \$6,361,260 of PFC collection and use authority.

**REQUEST FOR COMMENTS:** The County welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than *October 21, 2026*. Please address any questions or comments to:

Ms. Samta Bhatnagar  
Director of Finance  
Milwaukee Mitchell International Airport (MKE)  
5300 S. Howell Ave.  
Milwaukee, WI 53207-6189  
(414) 747-6278  
Email: [sbhatnagar@mitchellairport.com](mailto:sbhatnagar@mitchellairport.com)

### **PROJECT INFORMATION**

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to ***impose and use*** PFC funds for the following projects:

#### **Project 22.01 – Rehabilitate Taxiway W, Runway 1R/19L South of Taxiway W, Taxiway S East of 1L, and Convert Runway 1R/19L South of Taxiway W to a Taxiway (Construction)**

**Project Description:** This construction project consists of the rehabilitation of Taxiway W and Taxiway S at MKE. The project will also construct a new taxiway to connect Taxiway W and Taxiway S along the alignment of Runway 1R/19L. This project will reestablish airfield circulation to the 128th Wisconsin Air National Guard ramp after the conversion of Runway 1R/19L to a taxiway. This project will update lighting, signage, and markings as needed. The total pavement area to be rehabilitated is approximately 40,000 square yards.

Project scope includes:

- Pavement removal: 25,000 square yards
- Pavement rehabilitation: 15,000 square yards
- Airfield lighting removal: 75 lights
- Airfield conduits and cabling: 20,000 linear feet
- Airfield lighting construction: 60 lights
- Airfield sign construction: 4 signs
- RWY 1-19 sign conversions: 45 signs

- Grading and restoration: 7 acres

**Project Justification:** This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update.

The most recent PCI is between 36 (very poor) and 83 (satisfactory) (published in 2023.) There was noted pavement distress, corner spalling, seal damage, joint spalling, large patch, popouts, small patch, shrinkage cracking, Longitudinal, Transverse and Diagonal (LTD) cracking, joint reflective cracking, raveling, swelling and weathering.

Runway 19L was built in 1970 and rehabilitated in 2003. Taxiway T was built in 1970 and rehabilitated in 1975. Taxiway W was built prior to 1994. The PCI was between 36 and 83 in 2023.

Per the recently updated Airport Master Plan and Airport Layout Plan, it was determined the Runway 1R/19L pavement south of Taxiway W is no longer needed and needs to be converted to a taxiway. The new taxiway to connect Taxiway W and Taxiway S along the alignment of Runway 1R/19L. This project will reestablish airfield circulation to the 128th Wisconsin Air National Guard ramp after the removal of Runway 1R/19L. This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update. This project will update lighting, signage, and markings as needed.

The design for this project was approved as Project 21.07 in MKE's PFC #21 application.

**PFC Collection Level: \$4.50**

| <b>Project Funding:</b>         | <b><u>Amount</u></b> |
|---------------------------------|----------------------|
| PFC Bond Capital                | \$ 1,608,276         |
| PFC Bond Financing and Interest | \$ 1,422,178         |
| AIP Entitlement                 | \$ 466,809           |
| AIG Funds                       | \$ 9,182,846         |
| State Grants                    | <u>\$ 1,608,276</u>  |
| Total Project Funding           | \$ 14,288,385        |

Additional information on project costs may be requested from Samta Bhatnagar using the contact information above.

### **Project 22.02 – Convert Runway 1R/19L to Taxiway (Construction)**

**Project Description:** This construction project is for the conversion of Runway 1R/19L to a taxiway. The conversion involves modification of full-depth pavements, lighting, signage, and cabling. This project is the continuation of converting the southern part of Runway 1R/19L (between Taxiway S and Taxiway W) to a taxiway.

Project scope includes:

- Pavement removal: 56,000 square yards
- Pavement construction: 8,000 square yards
- Airfield lighting removal: 40 lights
- Airfield conduits and cabling: 4,000 linear feet
- Airfield lighting construction: 20 lights
- Grading and restoration: 20 acres

**Project Justification:** Runway 1R/19L was reconstructed in 2003. According to the 2020 PCI Report, Runway 1R/19L has an average PCI of 59 and forecasted 2025 average PCI of 53. Per the recently updated Airport Master Plan and Airport Layout Plan, it was determined the Runway 1R/19L pavement north of Taxiway W is no longer needed. This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update. Also, removal of the pavement will reduce airfield operations and maintenance costs.

Design for this project was approved as Project 21.06 in MKE's PFC #21 application.

**PFC Collection Level:** \$4.50

| <b>Project Funding:</b>   | <b><u>Amount</u></b> |
|---------------------------|----------------------|
| PFC Pay as You Go (PAYGO) | \$ 925,456           |
| State Grants              | \$ 925,456           |
| BIL AIG Funds             | <u>\$ 5,552,734</u>  |
| Total Project Funding     | \$ 7,403,646         |

Additional information on project costs may be requested from Samta Bhatnagar using the contact information above.

### **Project 22.03 – North Airfield Taxiway Geometry Improvements (Realign and Shift Taxiway G and U) (Construction)**

**Project Description:** This project is for the construction of the realignment and shifting of Taxiway G, and Taxiway U at MKE. The current pavement geometry is nonstandard and under-utilized. The realignment involves a modification and shift in full-depth pavement, lights, signs, and cabling. This will help improve airfield circulation and align with the approved 2022 Master Plan update airfield layout.

This project eliminates conflict points for taxiing aircraft around the terminal environment. The project includes traffic control and airport security; pavement and miscellaneous removals; concrete and asphalt pavement construction; airfield electrical improvements; excavation and backfill; grading and drainage improvements; and pavement marking.

Project scope includes:

- Pavement removal: 150,000 square yards
- Pavement construction: 14,000 square yards
- Airfield lighting removal: 250 lights
- Airfield sign removal: 40 signs
- Airfield conduits and cabling: 7,000 linear feet
- Airfield lighting construction: 75 lights
- Grading and restoration: 50 acres

**Project Justification:** According to the 2020 PCI Report, the Runway 13/31, Taxiway G, and Taxiway U sections are average PCIs of 74, 61, and 71, respectively. The forecasted average PCIs for Runway 13/31, Taxiway G, and Taxiway U for 2025 are 64, 57, and 61, respectively.

Per the recently updated Airport Master Plan and Airport Layout Plan, it was determined the Runway 13/31, Taxiway G, and Taxiway U are no longer needed. Also, removal of the pavement will

reduce airfield operations and maintenance costs. This project will align the airfield geometry to the future airfield layout depicted in the approved 2022 Master Plan Update.

Design for this project was approved as Project 21.08 in MKE's PFC #21 application.

**PFC Collection Level:** \$4.50

| <b>Project Funding:</b> | <b><u>Amount</u></b> |
|-------------------------|----------------------|
| PFC PAYGO               | \$ 1,605,350         |
| AIP Entitlement         | \$ 7,946,922         |
| State Grants            | \$ 1,605,350         |
| BIL AIG Funds           | <u>\$ 1,685,178</u>  |
| Total Project Funding   | \$ 12,842,800        |

Additional information on project costs may be requested from Samta Bhatnagar using the contact information above.

#### **Project 22.04 – PFC Application Cost Reimbursement**

**Project Description:** This project is for eligible consultant costs and the costs of MKE's dedicated PFC coordinator associated with the preparation of PFC applications.

Tasks associated with this project include:

1. Collection and organization of project documentation
2. Drafting of PFC meeting notice letter
3. Preparation of airline consultation and public notice documents
4. Preparation of draft and final PFC application
5. Coordination with Airport and FAA staff
6. Preparation of airline notification of PFC decision

**Project Justification:** PFC funding has been selected to cover the costs of preparing and submitting PFC applications. Funding the cost of preparing PFC applications with PFC revenues (i) helps the Airport keep operating costs down; (ii) increases the Airport's overall funding capacity; and (iii) enables the airport to keep airline costs as low as possible.

**PFC Collection Level:** \$4.50

| <b>Project Funding:</b> | <b><u>Amount</u></b> |
|-------------------------|----------------------|
| PAYGO PFCs              | <u>\$ 150,000</u>    |
| Total Project Funding   | \$ 150,000           |

#### **Project 22.05 – PFC Administration Cost Reimbursement**

**Project Description:** This project will provide funding for PFC reporting, compliance, auditing project closeout expenses and the development of PFC amendment applications.

Expenses include the fully loaded costs of one full-time PFC specialist position brought on board in 2025, plus the fully loaded costs of other MKE staff for time spent working on PFC program administration. The requested amount will also pay for consultant fees associated with ongoing administration of the PFC program, in particular PFC amendments and closeout.

The requested PFC amount is intended to provide funds for PFC administration expenses until MKE has the opportunity to request funding for PFC administration in its next application, which we project to be approved in December 2030. This approach is consistent with MKE's treatment of PFC administration cost projects in prior applications approved by the FAA.

**Project Justification:** PFC funding has been selected to cover the ongoing costs of administering this application, including reporting, auditing, record-keeping and preparation of amendments. Funding the cost of administering MKE's PFC program with PFC revenues (i) helps the Airport keep operating costs down; (ii) increases the Airport's overall funding capacity; and (iii) enables the airport to keep airline costs as low as possible.

**PFC Collection Level:** \$4.50

**Project Funding:**

PAYGO PFCs

Total Project Funding

**Amount**

\$ 650,000

\$ 650,000