

**City of Chicago, Illinois
Department of Aviation**

**Proposed Application to Federal Aviation Administration
For Authority to Impose A Passenger Facility Charge, and to Use Passenger Facility
Charge Revenues, at
Chicago O'Hare International Airport**

Notice and Opportunity for Public Comment

The City of Chicago, Illinois proposes to file an application with the Federal Aviation Administration (FAA) to impose a passenger facility charge, and to use passenger facility charge revenues, at Chicago O'Hare International Airport under the provisions of the United States Code (49 USC § 40117), and Part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published in accordance with 14 CFR § 158.24.

DATES: Comments must be received on or before May 8, 2008.

ADDRESS: Comments may be mailed to Michael Zonsius, City of Chicago – Department of Aviation, 10510 West Zemke Rd., 2nd Floor, Chicago, IL 60666. See Item (viii) below.

The following information is provided in accordance with 14 CFR § 158.24(b)(1):

(i) A description of the project(s) the public agency is considering for funding by PFC's:

AIRFIELD DESIGN

Construction-ready design drawings will be prepared for the remaining airfield elements of the O'Hare Modernization Program (OMP), including Runway 9C-27C, Runway 10R-28L, extension to Runway 9R-27L, and related and enabling projects, such as Taxiway LL, necessary for implementation of these airfield elements. These airfield elements, when constructed, will complete the OMP airfield shown on the Airport Layout Plan approved by the FAA on September 30, 2005.

The first step of design will develop scope definition packages based on the facilities identified in the O'Hare Master Plan and as shown on the approved ALP. These scope definition packages will outline the key components of each airfield element, providing a comprehensive basis for design. Applicable design standards will be noted.

The next step of design will prepare detailed design documents for each airfield element in accordance with the identified scope. These designs will be prepared for at least three interim review levels (e.g., 30%, 60%, and 90%), as well as final for-construction documents. These documents will be reviewed in the same process used for Runways 9L-27R, 10L-28L and 10C-28C.

A program management team will provide overall guidance to this effort, including monitoring of schedule and budget. The construction management team will support the design process by providing periodic constructability reviews as well as cost estimation services.

WESTERN TERMINAL AREA PLANNING

Western Terminal Area Planning will refine the plan for a new unit terminal located west of the existing terminal core in the area defined in the Master Plan and shown on the ALP. Plans will be prepared for the western terminal complex including, gates, service roads, service buildings, automobile parking, access roads, intermodal connections and related facilities. The plans will include conceptual analysis and drawings that include dimensioning of overall plans, building

restriction lines, height limitations, shadow studies, and schematic drawings of building sections and profiles necessary to depict concepts and ensure that safety and operational factors are considered. This planning includes planning of public roadway access to the western terminal complex through the western boundary of O'Hare. The plans will also include alternatives for use of the western terminal complex for international gateway, domestic hub, and origin and destination service.

(ii) A brief justification for each project the public agency is considering for funding by PFC's:

Brief justifications for each project are set forth below. Detailed project justifications are contained in the Environmental Impact Statement and Record of Decision cited below, and in the other documents cited below. These documents are available for inspection by the public at www.agl.faa.gov/OMP/, or by contacting the office identified in item (viii) below.

Airfield Design.

The projects included in the proposed application are justified by the need to reduce delay and increase capacity at O'Hare. These projects complete the OMP airfield projects. The purpose of the OMP is to reduce current and projected delays at O'Hare and enhance capacity of the National Airspace System. Delays at O'Hare adversely affect regional and national air transportation. According to United States Department of Transportation statistics, O'Hare continues to experience some of the worst arrival and departure delays in the United States, as it has consistently for many years. These delays are a result of O'Hare's intersecting runway layout. The need to reduce delays at O'Hare has been historically recognized by the FAA and others, in the following documents, among others:

- *Air Traffic Congestion and Capacity in the Chicago, Illinois Region and Its Effects on the National Air Transportation System*, United States Senate Committee on Commerce, Science, and Transportation field hearing, June 15, 2001;
- *FAA Airport Capacity Benchmark Reports, 2001 and 2004*;
- *Congestion and Delay Reduction at Chicago O'Hare International Airport; Final Rule*, 71 Federal Register 51381-51404, August 29, 2006;
- *FAA O'Hare Modernization Environmental Impact Statement*, July 2005;
- *FAA Record of Decision for O'Hare Modernization*, September 2005;
- *FAA Analysis and Review of City of Chicago's Application for Letter of Intent AGL 06-01*, November, 2005;
- *FAA Final Agency Decision on City of Chicago PFC Application No. 06-19-C-00-ORD*, September 4, 2007;
- *O'Hare Modernization Act*, 620 ILCS 65/5.

In the EIS the FAA stated the purpose and need for the OMP as follows: "To address the projected needs of the Chicago region by reducing delays at O'Hare, thereby enhancing capacity of the NAS, and ensuring that the future terminal facilities and supporting infrastructure can efficiently accommodate airport users." On September 29, 2005, the FAA approved an ALP showing the projects included in the proposed application. The FAA found that the ALP, including the airfield elements that are included in the proposed application, is the best alternative to improve safety, increase capacity and reduce delays with the least environmental impact, and that it provides substantial air transportation benefits. A 2007 FAA study states that "the completion of the O'Hare Modernization Program will reduce delays to the point that the airport will not be capacity constrained in the future." *An Analysis of Airports and Metropolitan Area Demand and Operational Capacity in the Future (May 2007) ("FACT 2")*. Similarly, the Illinois General Assembly found that "O'Hare cannot efficiently perform its role in the State and national air transportation systems unless it is reconfigured with multiple parallel runways." 620 ILCS 65/5(a)(2). The airfield design work described in this notice includes the remaining airfield

elements of the OMP. This design work is a necessary step prior to construction of the airfield elements described above.

Western Terminal Area Planning

In the EIS the FAA stated the purpose and need for the OMP to include “ensuring that the future terminal facilities and supporting infrastructure can efficiently accommodate airport users.” Western terminal area planning is justified by the need to meet this purpose and need by providing added passenger handling capacity at O’Hare. Western terminal area planning is a necessary step prior to design and construction of the western terminal complex. In its Record of Decision, the FAA stated: “To meet the needs of airlines, passengers, air cargo operators, and other Airport users, the capacity of terminal and support facilities should be in balance with the capacity of the airfield.” Additional gates will allow more efficient accommodation of passengers and will provide an opportunity for enhanced competition between or among air carriers and foreign air carriers by increasing O’Hare’s inventory of available gates. The planning will also include western access to the western terminal complex and O’Hare, which the Illinois General Assembly found to be “an essential element of the O’Hare Modernization Program.”

(iii) The PFC level for each project:

Airfield Design - \$4.50
Western Terminal Area Planning - \$4.50

(iv) Total PFC revenue to be used for each project

Airfield Design - \$196,200,000
Terminal Project Area Planning \$5,000,000

(v) The proposed charge effective date for the application or notice of intent:

January 1, 2025

(vi) The estimated charge expiration date for the application or notice of intent:

May 1, 2026

(vii) The estimated total PFC revenue the public agency will collect for the application or notice of intent:

\$201,200,000

(viii) Name of and contact information for the person within the public agency to whom comments should be sent:

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