

ATTACHMENT C
CONSULTATION INFORMATION

The following items are included in this section:

- Page C-2 Proof that, on April 3, 2008, in the Chicago Sun-Times, the City provided Public Notice as required by FAR Part 158.
- Page C-3 Proof that Public Notice was provided on the Department of Aviation website. This posting ran from April 7, 2008 through May 8, 2008.
- Page C-4 Proof that Public Notice was provided on the O'Hare Modernization Program website. This posting ran from April 3, 2008 through May 8, 2008.
- Page C-5 The full text of the Public Notice
- Page C-8 March 31, 2008 letter and distribution list that provided notification to the air carriers and foreign air carriers at Chicago O'Hare International Airport as required by FAR Part 158.
- Page C-21 Letters from carriers acknowledging receipt of the notification letter.
- Page C-46 A copy of the sign-in sheet from the Air Carrier Consultation Meeting held on May 8, 2008.
- Page C-47 All materials provided at the Air Carrier Consultation Meeting held on May 8, 2008.
- Page C-55 The court-reported transcript of the contents of the Air Carrier Consultation Meeting held on May 8, 2008.

CLASSIFIEDS 312.321.2345

B-40 LEGAL NOTICES

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City of Chicago, Illinois
Department of AviationProposed 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 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.aol.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;
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- *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.

Michael Zonsius, CPA
City of Chicago - Department of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

mzonsius@ohare.com
(773) 686-3433 phone
(773) 686-6235 fax

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
ADVERTISEMENT FOR SEALED BIDS
CONTRACT NO. 107.5225

Sealed Proposals for the above numbered Contract as described below will be received by the Illinois Tollway at its offices, at 2700 Ogden Avenue, Downers Grove, Illinois 60516, until 10:30 a.m., local time, May 15, 2008, at which time the Proposals will be opened and the bids read aloud.

An optional pre-bid meeting is scheduled for April 18, 2008 at the Central Administration Building in Downers Grove, at 2700 Ogden Avenue. The meeting will be held in the Engineering Conference Room 230 at 8:00a.m.

The work to be done under this Contract shall be started on or about July 8, 2008. All work under this Contract shall be completed by November 24, 2009.

The work under this Contract shall consist of removal and reconstruction of Structure No. 421, carrying O'Plaine Road over the Tri-State Tollway, removal and reconstruction of Structure No. 431 carrying Illinois Route 132 (Grand Avenue) over the Tri-State Tollway and rehabilitation of Structure No. 441 carrying Illinois Route 173 (Rosecrans Road) over the Tri-State Tollway. The work also includes earth excavation and embankment, guardrail, noise barrier, installation of storm sewers and drainage structures, maintenance of traffic, pavement markings, installation of temporary traffic signals and restoration. The work under this Contract is to be performed on Tri-State Tollway (I-55) between Mile Post 66.2 and Mile Post 75.8 in Lake County, Illinois.

Bidders must be pre-qualified by the Illinois Department of Transportation (IDOT). Bidders are also required to be registered, or submit evidence of application, with the Illinois Department of Human Rights (IDHR). There are NO EXCEPTIONS.

Joint Ventures shall be limited to 3 individually IDOT-qualified members.

All Proposals must be on forms prescribed by the Illinois Tollway and must comply with the terms and conditions set forth in the Contract Documents. Copies of the plans, special or revised proposal forms and other Contract Documents for this Contract are available from B & H Industries, Inc. and can be viewed and/or ordered for purchase by visiting the Online Plan Room via the "Construction" web page under the "Doing Business" section on the Tollway website at www.illinoistollway.com. Copies of the 2007 Tollway Supplemental Specifications to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction (2007) can be purchased directly from B & H Industries, Inc. The 2007 Tollway Supplemental Specifications may also be viewed in the "Doing Business" section on the Tollway website. Copies of the contract documents are also available on compact disk (CD) from B & H Industries, Inc. Copies are in a portable document format (PDF). Bidders with questions or in need of assistance in purchasing Contract Documents are to contact a B & H customer service representative at 800.540.5048, extension 0.

Questions pertaining to the intent of the Contract Documents may be faxed (800.243.6105) or sent to the Illinois Tollway, attention Manar Nashif, 620.241.6500 ext. 3541, e-mail: mnashif@tphass.com to be received no later than 2:00 p.m. local time on May 8, 2008.

A completed Questionnaire and a statement of Current Contractual Obligations on forms supplied by the Illinois Tollway are required from all bidders. Each Proposal must be accompanied by a Proposal Guaranty in the amount of five (5) per cent of the total amount shown in the Proposal for the Contract. The Proposal Guaranty shall be in the form of an acceptable bid bond or a bank draft, certified check or cashier's check drawn on a solvent bank, made payable to the Illinois State Toll Highway Authority.

Award of the above Contract, if any award be made, will be to the lowest responsible bidder or bidders. The Illinois Tollway reserves the right to reject any and all Proposals and to waive technicalities.

COPIES OF PLANS, SPECIAL PROVISIONS, PROPOSAL FORMS, CONTRACT DOCUMENTS AND 2007 SUPPLEMENTAL SPECIFICATIONS ARE NOW AVAILABLE AT THE TOLLWAY CENTRAL ADMINISTRATION BUILDING.

DATE: April 3, 2008

NORTHEAST ILLINOIS REGIONAL COMMITTEE
RAILROAD CORPORATION
D/B/A METRA
INVITATION FOR BID

SEALED BIDS will be received by the Northeast Illinois Regional Committee Railroad Corporation D/B/A Metra at its offices, 547 West Jackson Boulevard, 11th Floor, Chicago, Illinois, 60661, until 2:00 P.M., L.P.T. on the day(s) indicated below. At that time, all such bids received will be publicly read aloud for the purpose of purchasing the following:

DESCRIPTION:	IFB NO.:	OPENING DATE:
Cisco Smartnet Maintenance Renewal	93405	4/22/08

All bids must be only in the form prescribed by Metra and must be made in accordance with this INVITATION FOR BID, and other contract documents, all of which are on file and available for examination at the office of METRA at the above address and are made part of this notice as though fully set forth herein. Copies of such documents can be obtained from such office on written request to METRA, Materials Management Department. Request for any change in the contract documents must be received in writing by METRA no later than (10) calendar days prior to the date for bid opening. Metra reserves the right to accept any bid or any part thereof or to reject any and all bids.

METRA in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 43 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, Subtitle A, Part 21 (Non-discrimination in Federally-Assisted Programs of the Department of Transportation) issued pursuant to said Act, hereby notifies all bidders that it will affirmatively insure that in regard to any contract entered into pursuant to this invitation, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, religion, color, sex, national origin, age, or disability in consideration for an award.

The Invitation for Bid contains specific requirements concerning DBE documents which must be submitted at the designated time.

Buyer: Kelvin Noble

ORDPFPCPublicNoticeApril08.pdf (application/pdf Object) - Mozilla Firefox

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http://www.flychicago.com/news/pdf/ORDPFPCPublicNoticeApril08.pdf

Pages

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.

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WESTERN TERMINAL AREA PLANNING

1 of 3

Done

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http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/0408_ORD_P

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WESTERN TERMINAL AREA PLANNING

Attachments

Comments

1 of 3

Done

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(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:

Michael Zonsius, CPA
City of Chicago – Department of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

mzonsius@ohare.com
(773) 686-3433 phone
(773) 686-6235 fax



City of Chicago
Richard M. Daley, Mayor

Department of Aviation

Nuria L. Fernandez
Commissioner

Chicago O'Hare
International Airport
P.O. Box 66142
Chicago, Illinois 60666
(773) 686-2200
(773) 601-8333 (TTY)

Chicago Midway
International Airport
5700 South Cicero Avenue
Chicago, Illinois 60638
(773) 838-0600
(773) 838-0795 (TTY)

www.flychicago.com

March 31, 2008

<Contact>

Re: Passenger Facility Charge (PFC) program
Chicago O'Hare International Airport (O'Hare)

Dear, <Salutation>:

In accordance with Section 158.23 of Federal Aviation Regulations (FAR), the City of Chicago (City) hereby provides written notice of its intent to file an application with the Federal Aviation Administration for authority under provisions of the United States Code (49 USC § 40117) to impose a passenger facility charge, and to use passenger facility charge revenue, for additional projects at Chicago O'Hare International Airport (O'Hare). This notice is provided to all air carriers and foreign air carriers having a significant business interest at O'Hare.

The City will hold a meeting to present such projects to air carriers and foreign air carriers operating at O'Hare on Thursday, May 8, 2008. The City will accept carrier comments, and certifications of agreement or disagreement with the proposed projects, until 5:00 pm on Monday, June 9, 2008.

Application to Impose a PFC and Use PFC Revenue for Additional Projects at O'Hare

Section 158.23(a)(1). Description of Projects

The City intends to file an application to impose a passenger facility charge, and to use passenger facility charge revenues for the following projects at O'Hare:

1. Airfield Design
2. Western Terminal Area Planning

The total amount of PFC revenue currently estimated to be associated with this proposed impose and use application is \$201,200,000. The City anticipates that this entire amount will be approved for a PFC at the \$4.50 level. Additional information regarding the above projects including detailed scopes, justifications and financing plans is included in the exhibit to this letter.

Section 158.23 (a)(2). The PFC Level, Effective Date, Expiration Date and Total Revenue

PFC Level:	\$4.50 per enplaned passenger at O'Hare
Charge Effective Date:	January 1, 2025
Estimated Charge Expiration Date:	May 1, 2026
Estimated Total PFC Revenue:	\$201,200,000

The above proposed charge expiration date and total PFC revenue reflect the current impose approval and the total amount of PFC revenue as modified only by this proposed impose and use application.



The above proposed charge expiration date and total PFC revenue reflect the current impose approval and the total amount of PFC revenue as modified only by this proposed impose and use application.

Section 158.23(a)(3). Request that a Class of Carriers not be Required to Collect PFCs.

The following is information required specifically for this application to impose a passenger facility charge, and to use passenger facility charge revenues.

- (i) Class Designation: Air Taxi.
- (ii) and (iii) Names of Known Carriers Belonging to Class Identified in this Section and Estimated Number of Annual Enplaned Passengers

<u>Carrier</u>	<u>2006 Enplanements</u>
Air Lexington, Inc.	9
Automotive Air Charter, Inc.	21
Blatti Aviation, Inc.	7
Cobb Aviation Services Inc.	13
Florida Wings	29
Jet Charter, Inc.	3
Jetdirect Aviation LLC	38
Jetlogistics, Inc.	14
Leading Edge Aviation, Inc.	4
MaxAir, Inc.	18
Meridian Air Group, Inc.	4
S and S Aviation, Inc.	3
The Air Group, Inc.	18
Tiffin Aire, Inc.	16
Wings Air Charter LLC	2
Class Total	199

- (iv) Reasons for Requesting that Carriers Identified in this Section Not be Required to Collect the PFC: The number of passengers enplaned annually by this class of carriers represents fewer than one percent of total enplanements at O'Hare. The estimated annual PFC revenue from these carriers would be approximately \$874 as compared to the estimated PFC revenues of \$161,661,302 from all other carriers. In accordance with Section 158.11 of FAR Part 158, the City may request of the FAA in its application for authority to impose PFCs and in its application for authority to use PFCs that collection of PFCs by any class of air carriers or foreign air carriers not be required if the number of passengers enplaned by the carriers in the class constitutes no more than one percent of the total number of passengers enplaned annually at the airport at which the PFC is imposed. This is the case with the class of carriers identified herein.

This is the same class that was already approved for exemption by FAA (See June 28, 1993 Record of Decision, p. 26). Information on known carriers belonging to the class has been



updated to reflect the Department of Transportation (DOT) Air Carrier Activity Information System Report for calendar year 2006, the most recent report available to the City.

Section 158.23(a)(4). Date and Location of Air Carrier Consultation Meeting.

The City will hold a meeting to present the projects to air carriers and foreign air carriers operating at O'Hare:

Thursday, May 8, 2008
Time 1:30 p.m.
Airport Administration Building,
Main Conference Room, 2nd Floor

If you or a representative are unable to attend the meeting and would like to review information to be provided at the meeting, please call Michael Zonsius of my staff at (773) 686-6235 to receive the package electronically or through the mail.

In accordance with Section 158.23(c)(1) of FAR Part 158, please provide a written acknowledgment that you have received this notice to Mr. Zonsius at the address below, or by email at mzonsius@ohare.com. The City will accept carrier comments, and certifications of agreement or disagreement with the proposed projects, until 5:00 pm on Monday, June 9, 2008. Comments and certifications of agreement or disagreement with the proposed projects included in the above actions should also be sent to either address.

Michael Zonsius
City of Chicago, Department of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Sincerely,



Nuria I. Fernandez
Commissioner
Department of Aviation



CHICAGO O'HARE
BEST AIRPORT IN NORTH AMERICA
1998 1999 2000 2001 2002 2003



Application to Impose a PFC and Use PFC Revenue for Additional Projects at O'Hare

EXHIBIT

Project Descriptions:

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, Taxiway LL, and related and enabling projects 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.

Explanation of the Need for the Projects:

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 the letter.

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 30, 2005, the FAA approved an ALP showing the projects included in the proposed PFC 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."

Financing Plan:

Airfield Design

Estimated Allowable Project Costs: \$196,200,000
PFC FUNDS: Pay-as-you-go \$196,200,000
 Bond Capital \$0
 Bond Financing and Interest \$0

***SUBTOTAL PFC FUNDS: \$196,200,000

EXISTING AIP FUNDS:

 Grant # Grant Funds in Project \$0

***SUBTOTAL EXISTING AIP FUNDS: \$0

ANTICIPATED AIP FUNDS (List Each Yr Separately):

***SUBTOTAL ANTICIPATED AIP FUNDS: \$0

OTHER FUNDS: State Grants \$0
 Local Funds \$0
 Other (please specify) \$0

***SUBTOTAL OTHER FUNDS: \$0

***TOTAL PROJECT COST: \$196,200,000

Western Terminal Area Planning

Estimated Allowable Project Costs: \$5,000,000
PFC FUNDS: Pay-as-you-go \$5,000,000
 Bond Capital \$0
 Bond Financing & Interest \$0

***SUBTOTAL PFC FUNDS: \$5,000,000

EXISTING AIP FUNDS:

 Grant # Grant Funds in Project \$0

***SUBTOTAL EXISTING AIP FUNDS: \$0

ANTICIPATED AIP FUNDS (List Each Yr Separately):

***SUBTOTAL ANTICIPATED AIP FUNDS: \$0

OTHER FUNDS: State Grants \$0
 Local Funds \$0
 Other (please specify) \$0

***SUBTOTAL OTHER FUNDS: \$0

***TOTAL PROJECT COST: \$5,000,000

PFC AUTHORITY PROPOSED

Project Description	Proposed Amount Pay-Go	Proposed Amount Bond Capital	Proposed Amount Financing & Interest	Proposed Amount TOTAL
Airfield Project Design	\$196,200,000	\$0	\$0	\$196,200,000
Western Terminal Area Planning	\$5,000,000	\$0	\$0	\$5,000,000
Total	\$201,200,000	\$0	\$0	\$201,200,000

PFC TIMLINE

Air Carrier Notification Distributed	March 31, 2008
Air Carrier Consultation Meeting	May 8, 2008
Air Carrier Comment Due	June 9, 2008
Proposed Date of Submission of Application to FAA	June 16, 2008
Anticipated Date of FAA Notice of Substantial Completion	July 17, 2008
Potential Date of FAA Final Agency Decision	October 15, 2008

Mr. David McGrath
AER Lingus
Chicago O'Hare International Airport
P.O. Box 66250, Cargo Bldg. 510
Chicago, IL 60666

Mr. Richard Pepin
Air Canada
Post Office 9000
Postal Station Aripport
Doral Quebec H4Y 1C2
Canada

Mr. George Pulino
Air France
P.O. Box 66144
Chicago O'Hare International Airport
Chicago, IL 60666

Mr. Bob Joslyn
Air Jamaica
O'Hare International Aripport
P.O. Box 66501
Chicago, IL 60666

Mr. Tim Thatcher
Air Wisconsin
5211 Eastview Street
Cheyenne, WY 82001

Mr. Mukesh (Mookie) Patel
Alaska Airlines
19300 International Blvd.
Seattle, WA 98168

Mr. Mario Bruno
Alitalia Airlines
Chicago O'Hare International Airport
P.O. Box 66162
Chicago, IL 60666

Mr. Osamu Kawabata
All Nippon Airways Co., Ltd.
1251 Sixth Avenue - 8th Floor
New York, NY 10020

Mr. Mark Buchholz
America West Airlines
Dept. CH-CRE
4000 E. Sky Harbor Blvd.
Phoenix, AZ 85034

Mr. Michael K. Wesche
American Airlines
P.O. Box 10007
Lambert International Airport
St. Louis, MO 63145

Mr. Robert J. Pastor, PE
American Eagle
4333 Armon Carter Blvd.
MD 5494
Fort Worth, TX 76155

Mr. Kevin Wade
Atlantic Southeast Airlines, Inc.
100 Hartsfield Center Pkwy.
Atlanta, GA 30354-1356

Mr. Steve Clark
British Airways
Chicago O'Hare International Airport
P.O. Box 66177
Chicago, IL 60666

Mr. Nigel Turner
British Midland Airways
Donington Hall, Castle
Donington
Derly DE74 2SB, United Kingdom

Mr. Gord Mattison
Cayman Airways, Ltd.
233 Owen Roberts Drive
George Town
Grand Cayman, Cayman Islands

Ms. Darlene Grieco
Comair d/b/a Delta Connection
77 Comair Blvd.
Erlanger, KY 41018-1274

Mr. Neil Maxfield
Continental Airline, Inc.
1600 Smith Street
Houston, TX 77002

Mr. Holden Shannon
Continental Airlines
1600 Smith Street
Dept. HWSPF, 33rd Floor
Houston, TX 77002

Ms. Pam Drenner
Delta Air Lines, Inc.
Mailstop: 877/ATG
1030 Delta Blvd.
Atlanta, GA 30354-1989

Mr. Richard Swan
El Al Airlines
Chicago O'Hare International Airport
P.O. Box 66395
Chicago, IL 60666

Mr. Fred Cromer
Express Jet Airlines
1600 Smith St.
Houston, TX 77002

Mr. Milton G. Uribe
Iberia Airlines
P.O. Box 66601
Chicago, IL 60666

Mr. Turner H. Maynor
Japan Airlines International
Chicago O'Hare International Airport
P.O. Box 66078
Chicago, IL 60666

Ms. Debra Montalto
KLM Royal Dutch Airlines
P.O. Box 1203
Elmsford, NY 10523-0903

Mr. Dae Chul Lee
Korean Airlines
Chicago O'Hare International Airport
P.O. Box 66259
Chicago, IL 60666

Mr. Luis Fernando Abarca
Lineas Aereas Costarricenses, S.A.
P.O. Box 228390
Miami, FL 33122

Mr. Jerzy Krasuski
LOT Polish Airlines
500 5th Avenue
Suite 408
New York, NY 10110

Mr. Karsten Wulf
Lufthansa German Airlines
Chicago O'Hare International Airlines
P.O. Box 66143
Chicago, IL 60666

Mr. Robert Stone
Mesa Airlines d/b/a U.S Airways Express
410 N. 44th Street
Suite 700
Phoenix, AZ 85008

Vice President of Finance
Mesaba Airlines, Inc.
1000 Blue Gentian Road
Suite 200
Eagan, MN 55121

Mr. Lawrence Marciano
Northwest Airlines, Inc.
2700 Lone Oak Parkway
Department A1135
Eagan, MN 55121-1534

Mr. Kaleem Malik
Pakistan International Airlines Corp.
505 8th Avenue
14th Floor
New York, NY 10018-6505

Vice President of Finance
Pinnacle Airlines, Inc.
1689 Nonconnah Blvd.
Suite 111
Memphis, TN 38132

Mr. John Evans
PrivatAir
611 Access Road
Stratford, CT 06615

Mr. Zaid Lambaz
Royal Joranian
Chicago O'Hare International Airport
P.O. Box 66170
Chicago, IL 60666

Mr. Bradford R. Rich
SkyWest d/b/a Delta Connection, Continental
Connection & United Express
444 South River Road
St. George, UT 84790

Ms. Mercedes C. Hernandez
Spirit Airlines, Inc.
2800 Executive Way
Miramar, FL 33325

Mr. Thomas Janczak
Swiss Airlines
Chicago O'Hare International Airport
P.O. Box 66203
Chicago, IL 60666

Mr. Joaquin Palomo
TACA International Airline
P.O. Box 20047
International Airport
New Orleans, LA 70141

Mr. Gerald Wigmore
Trans States Airlines d/b/a Trans World Express
11495 Natural Bridge Road #340
Bridgeton, MO 63044-2325

Ms. Sandra Widerborg
United Airlines
P.O. Box 66140
Chicago, IL 60666

Mr. Mark Buchholz
U-S Airways
4000 East Sky Harbor Blvd.
Dept. CH-CRE
Phoenix, AZ 85281

Mr. John Mullen
Brendan Airways, LLC
335 Bishop Hollow Road, Suit 100
Newtown Square, PA 19073

Mr. Brian Bedford
Chautauqua Airlines, Inc
8909 Purdue Road, Ste. 300
Indianapolis, IN 46268

Mr. Richard Leach
GoJet Airlines, Inc
11495 Navaid Road, Suit 303
Bridgeton, MO 63044

Mr. Keith D. Houk
PSA Airlines, Inc
3400 Terminal Drive
Vanalia, OH 45377

Mr. Brian Bedford
Republic Airline, Inc
8909 Purdue Road, Suit 250
Indianapolis, IN 46268

Mr. Brian Bedford
Shuttle America Corporation
8909 Purdue Road, Suit 250
Indianapolis, IN 46268

Vice President of Finance
Asiana Airlines, Inc.
No. 47, Osae-Dong, Kangseo-Ku
Seoul, South Korea 157-600

Mr. Alfonso Moreno-Santa
Mexicana Airlines
Chicago O'Hare International Airport
P.O Box 66035
Chicago, IL 60666

Vice President of Finance
Consortio Aviaxsa S.A. de C.V.
Av. Humberto Lobo 660
Col. del Valle San Pedro Garza García
Monterrey, Mexico N.L. C.P. 66220

Vice President of Finance
Jazz Air LP
310 Goudey Drive
Halifax International Airport
Enfield, Nova Scotia , Canada B2T 1E4

Vice President of Finance
National Aviation Company of India Limited
Air India Building, Nariman Point
Mumbai, India 400 021

Vice President of Finance
Scandinavian Airlines System
SAS Head Office
Frösundaviks Allé 1
Stokholm, Sweden 19587

Vice President of Finance
Turk Hava Yollari, A.O.
HQ, Genel Müdürlüğü, Atatürk Havalimani
Yesilköy -Istanbul, , Turkey 34 149



Mr Michael Zonsius
Chief Financial Officer
City of Chicago Dept of Aviation,
10510 West Zemke Rd ,2nd Floor
Chicago IL60666

P.O.Box 66034
AMF O'Hare
Chicago Il60666

April 10th 2008

Dear Mr Zonsius,

Aer Lingus hereby acknowledge receipt of you written notice dated March 21 2008
Regarding City of Chicago's intent to submit an application to the FAA for authority to
impose and use Passenger Facility Charge (PFC) for additional projects at O'Hare
International Airport and for project approval in accordance with 14 CFR Part 158.

Sincerely,

David McGrath
Station Manager ORD
(773) 686-6015

CC: Chairman ITAPS

AEROMEXICO®

AEROVIAS DE MEXICO, S.A. DE C.V.
O'Hare International Airport
P.O. Box 66453
Chicago, Illinois 60666

April 19, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:



Aerovias de Mexico S.A DE C.V hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in black ink, appearing to read 'Byron Banda', is written over a horizontal line.

Byron Banda
ORD Station Manager
773-462-9358



April 8, 2008
ORD.KK 100.003/X 04/bjb

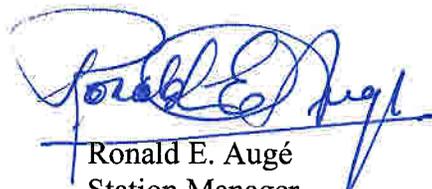
Mr. Michael Zonsius
Chief Financial Officer
City of Chicago
Department of Aviation
10510 West Zemke Blvd
2nd Floor
Chicago IL 60666

Dear Mr. Zonsius:

Air France hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the intention of the City of Chicago to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to the results of the consultation meeting scheduled on May 8, 2008.

Sincerely,


Ronald E. Augé
Station Manager

cc: I. Monteiro, NYCBG



Chicago

April 9, 2008

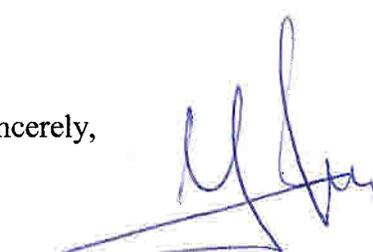
Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Alitalia Airlines, Spa. hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,



Bruno Folens
Station Manager
Sales and Distribution
Chicago O'Hare International Airport

BF/nk

O'Hare Int'l Airport
Terminal 5
P.O. Box 66162
Chicago, Illinois 60666

Tel.: (773) 686-5931
Fax: (773) 601-0681
Cable: ALITALIA

C-24



From: Michael Zonsius
To: mzensius@ohare.com; ordks
Date: 4/11/2008 6:13:18 AM
Subject: Re: PFC PROGRAM CHICAGO O'HARE INTERNATIONAL AIRPORT

Charge effective date: January 1, 2025

Estimated Charge Expiration Date: May 1, 2026

Michael F. Zonsius, CPA
Chief Financial Officer
Department of Aviation
City of Chicago

773.686.3433

>>> "ordks" <ordks@alitalia.it> 4/7/2008 9:17 AM >>>
Dear Mr. Zonsius,

Could you please confirm us the validity of the "charge effective date" and "estimated charge expiration date" as per City of Chicago letter dated March 31, 2008?

Sincerely

Nick Karydakis

(773) 686 5930

CC: Bruno', 'Folens; ordkk@alitalia.it

American Airlines®

April 7, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

American Airlines, Inc. hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,



Michael K. Wesche
Senior Principal
Corporate Real Estate

MKW/m

ordltr38.doc



April 7, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

ANA-All Nippon Airways Co. LTD hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

Thomas Trapp
Station Manager
O'Hare International Airport

CC: M. Kawahara, N.Terazaki, D.Wright

A STAR ALLIANCE MEMBER 

ALL NIPPON AIRWAYS CO., LTD.

Chicago Airport Office

P.O. BOX 66467, O'Hare International Airport, Terminal 5, UL-228, Chicago, IL 60666-0647

Administration (773) 686-5220

Passenger Service (773) 686-5216

April 14, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Asiana Airlines, Inc. hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

Chang ki. Kim

Station Manager
Asiana Airlines

ordltr38.doc



April 8 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Austrian Airlines hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Rohrhofer".

Peter Rohrhofer
Station Manager Chicago
Austrian Airlines

Austrian Airlines AG
Member of IATA

O'Hare Int'l. Airport
P.O. Box 66515
Terminal 5
Chicago, IL 60666
Phone 1-773-686-5351
Fax 1-773-686-5352
www.austrian.com

Reservations & Information
1-800-843-0002

Registered with Vienna
Commercial Court under
FN 111000k, registered
office in Vienna
DVR: 0091740



April 21st 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

bmi hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Sanders', with a long horizontal flourish extending to the right.

Paul Sanders
General Manager US Stations
Chicago O'Hare International Airport

PS/doc 020

ordltr38.doc

BRITISH AIRWAYS



April 9, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

British Airways hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

Jim Barry
Area Director Central/South

Cc: Ken Deming, Manager Properties Americas



George Bush Intercontinental Airport
PO Box 60371 AMF, Houston, Texas 77205

Operations (281) 233 3220 Administration (281) 233 3205 Fax (281) 233 3232

British Airways Plc Registered office: Waterside, P.O. Box 313, Harmondsworth, UB7 0GB Registered in England No. 1777777

From: "Foote, Shelly" <SFoote@Rjet.com>
To: <mzonsius@ohare.com>
Date: 4/25/2008 2:41:30 PM
Subject: Chautauqua Airlines

Mr. Zonsius,
Please let this email serve as notification that Chautauqua Airlines did receive your notification to impose a passenger facility charge dated March 31, 2008. In the future, please forward all correspondence to Joan Gibbons
Director of Properties & Facilities
Republic Airways
8909 Purdue Road, Suite 300
Indianapolis, IN 46268
jgibbons@rjet.com

Thank you,
Shelly Foote
Assistant to the Controller and Directors of Finance and Properties & Facilities

From: "Joan Arlinghaus" <JArlingh@comair.com>
To: <mzonsius@ohare.com>
Date: 4/30/2008 2:33:32 PM
Subject: PFC Meeting

Mr. Zonsius,

This will serve as Comair's written acknowledgment of receipt of notice, dated March 31, 2008, for the PFC Application for Additional Projects at O'Hare and PFC meeting on May 8, 2008. Please be advised that Comair is unable to attend and will be represented by Delta Airlines for this meeting and application response.

Please contact me with any questions.

Kind Regards,

Joan Arlinghaus
Properties and Contract Services Representative
Comair, Inc.
(859) 767-2814
(859) 767-2960 Fax
jarlingh@comair.com

Via Electronic & U.S. Mail

April 4, 2008

Mr. Michael Zonsius
City of Chicago – Department of Aviation
P.O. Box 66142
Chicago, IL 60666

Re: ORD – Air Carrier Consultation Meetings Notice Response

Dear Mr. Zonsius:

Continental Airlines, Inc. acknowledges receipt of the City of Chicago's Notice to Air Carriers to Impose and Use new PFC charges as required by 14 CFR, 158.23, dated March 31, 2008. These acknowledgments are provided pursuant to the Rule and shall not constitute agreement with the proposed projects. These acknowledgements are provided without prejudice to any position that Continental Airlines, Inc. may take in the future relative to the appropriateness of the proposed projects.

Continental Airlines, Inc. appreciates the opportunity to comment on the projects and will be represented at the consultation meetings scheduled on Thursday, May 8, 2008.

Sincerely,



Neil A. Maxfield
Sr. Manager, Global Real Estate
Continental Airlines

cc: Jim Hanselmann, Continental Airlines (via e-mail)
APCR (via e-mail)
ORD PFC Correspondence File

From: "Drenner, Pam" <Pam.Drenner@delta.com>
To: "Michael Zonsius" <AV00204@cityofchicago.org>, <mzonsius@ohare.com>
Date: 4/16/2008 11:38:12 AM
Subject: PFC Consultation

Michael,

I received your PFC Notice for the 5/8/08 PFC Consultation regarding the 17 months request for PFC application toward the design of OMP Phase 2. I will participate either by attending or calling in.

Thanks,
Pam

Pam Drenner | Regional Director - Properties

DELTA | Corporate Real Estate | Airport Affairs

(404-714-3186 | 6 404-714-0989 | C 404-202-1045

pam.drenner@delta.com

<mailto:pam.drenner@delta.com>



April 21, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Iberia Airlines hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,



Milton G. Uribe
Station Manager
Iberia Airlines of Spain



JAPAN AIRLINES

O'Hare International Airport
P.O. Box 66078
Chicago, Illinois 60666

18 April 2008
ORDKKU08/001

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago
Department of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Japan Airlines International Co., Ltd. (JAL) hereby acknowledges receipt of your written notice dated 31 March 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration (FAA) for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing and learning more about the proposed PFC at the consultation meeting scheduled for 08 May 2008.

Sincerely Yours,

Turner H. Mayner
Staff Vice President/Station Manager
O'Hare International Airport

c.c. SKZ
BTU
SKG
CICATEC

KOREAN AIR



O'HARE INTERNATIONAL AIRPORT
P.O. BOX 66259 · CHICAGO, IL 60666-0043
TEL. (773) 686-2730 FAX (773) 686-0735
SALES (773) 894-8000 RSVN : (800) 438-5000

April 30th, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Korean Air hereby acknowledges receipt of your written noticed dated March 31st, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8th, 2008.

Sincerely,

Tracy Olivares
Operations Manager
Korean Air

Cc: Yong Ho Lim/Station Manager

Your reference

Our reference/Date

Telephone ext.

04/09/2008

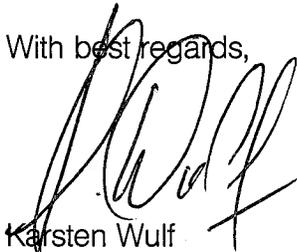
City of Chicago
Department of Aviation
Mr. Michael Zonsius
Chief Financial Officer
10510 West Zemke Road,
2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius,

with this letter we would like to acknowledge that we have received your written notice from March 21, 2008 regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare Intl. Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discuss the proposed PFC at the consultation meeting scheduled for May 8, 2008.

With best regards,



Karsten Wulf
General Manager
Lufthansa German Airlines





April 17, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Mexicana de Aviacion , hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in black ink, appearing to read "Mauricio Penaranda".

Mauricio Penaranda
Airport Manager (Interim)

Cc: Alfonso Moreno-Santa
Regional VP Airports USA & Canada



Northwest Airlines, Inc.
Department A1135
2700 Lone Oak Parkway
Eagan MN 55121-1534
nwa.com

April 24, 2008

Mr Michael Zonsius
City of Chicago, Department of Aviation
10510 West Zemke Rd, 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Pursuant to 14 CFR §158.23 (c) (1), Northwest Airlines, Inc. acknowledges receipt of the Issuance of Notice provided by the City of Chicago regarding your intention to amend and to impose a Passenger Facility Charge (PFC) for the period Jan 1, 2025 to May 1, 2026 pursuant to 14 CFR §158.23 (a). This acknowledgement is provided pursuant to the Rule and shall not constitute agreement with the proposed projects. This acknowledgment is provided without prejudice to any position that Northwest Airlines, Inc. may take in the future relative to the appropriateness of the proposed projects.

Sincerely,

Blaine Peters
Regional Director – Airport Affairs
Northwest Airlines Inc.
Dept. A1135
2700 Lone Oak Parkway
Eagan, MN 55121-1534
Phone: 612-727-4756
Blaine.Peters@NWA.Com



April 29, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Scandinavian Airlines System (SAS) hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in blue ink, appearing to read "James", is written over the typed name.

James P. Brennan
Director Finance & Human Resources - The Americas

Swiss International Air Lines Ltd.
General Counsel, USA
776 RexCorp Plaza
Uniondale, NY 11556-0776

Telephone: +516 247 4070
Fax: +516 247 4044
Email: erin.sweeney@swiss.com



April 24, 2008

Mr. Michael Zonsius
Chief Financial Officer
City of Chicago, Dept. of Aviation
10510 West Zemke Rd., 2nd Floor
Chicago, IL 60666

Dear Mr. Zonsius:

Swiss International Air Lines Ltd. ("SWISS") hereby acknowledges receipt of your written notice dated March 31, 2008, regarding the City of Chicago's intent to submit an application to the Federal Aviation Administration for authority to impose and use a Passenger Facility Charge (PFC) for additional projects at O'Hare International Airport and for project approval in accordance with 14 CFR Part 158.

We look forward to discussing the proposed PFC at the consultation meeting scheduled for May 8, 2008.

Sincerely,

A handwritten signature in cursive script that reads "Erin K. Sweeney".

Erin K. Sweeney
General Counsel, USA

From: "Luis Abarca" <labarca@taca.com>
To: <mzonsius@ohare.com>
Date: 5/7/2008 11:26 AM
Subject: Passenger Facility Charge (PFC) Program

CC: "Vicente Palacios" <vpalacios@taca.com>
Good morning Mr. Zonsius, this is to confirm the reception of your notice dated March 21, 2008 about PFC program of Chicago O'hare International Airport.

I would like to inform you that from our side we do not have any comments related to this matter.

Best regards,

Luis Fernando Abarca Durán

Revenue Accounting & Taxes Manager

GRUPO TACA

* (503) 2247-3997 - (1800) 880-2560 ext.3997

* labarca@taca.com

* "The magic of Latin America . . . the warmth, pride & passion of TACA...at your fingertips...www.TACA.COM

April 10, 2008

VIA FACSIMILE and U.S. MAIL
(773) 686-6235

Mr. Michael Zonsius
City of Chicago – Department of Aviation
10510 West Zemke Road – 2nd Floor
Chicago, IL 60666

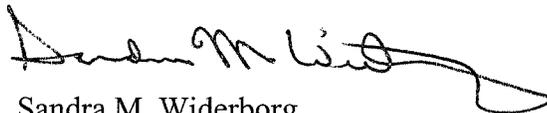
ORD – Passenger Facility Charge Consultation Meeting Notice

Dear Mr. Zonsius:

United Air Lines, Inc. hereby acknowledges receipt of the City of Chicago's Notice of its intent to file an application with the Federal Aviation Administration for authority to impose and use \$201.2 million of PFCs for OMP Airfield Design and Western Terminal Area Planning, dated March 31, 2008.

It is our understanding that this acknowledgement is required to retain United's right to certify its approval or disapproval of proposed PFC projects. We further understand that an airline consultation meeting has been scheduled for May 8, 2008 to discuss the proposed PFC application in greater detail. United plans to attend the May 8, 2008 PFC consultation meeting.

Sincerely,



Sandra M. Widerborg
Regional Manager – Corporate Real Estate

Sign-In Sheet

Chicago O'Hare International Airport
 Passenger Facility Charge Air Carrier Consultation Meeting
 Thursday, May 8, 2008, 1:30pm
 Aviation Administration Building – Conference Room India

NAME	AFFILIATION	PHONE#
1 Michael Boland	OMP	773-462-7307
2 Joe Gabbert	APCR/Airlines	773-686-7674
3 Mike Hanlon	JDA/Airlines	773 462 7336
4 Guy C. Finvold Hunt	SAS	773 686 5880
5 Michael Cassenino	DOA	773-686-3579
6 Chip Sandifer	UAL	312-997-8080
7 Susan Widerberg	UA	773 601-3938
8 Mike Wesche	AA	314 429 8440
9 KRISTINA WOODWARD	Ricardo Associates Inc	312-606-0611 x149
10 DAVID WOODCOCK	TERMINALS AIRLINES	773 894-2555
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**Chicago O'Hare International Airport
Passenger Facility Charge Program**

Air Carrier Consultation Meeting

Thursday, May 8, 2008
1:30 pm

Agenda

Introduction and Opening Remarks

Review of Proposed Projects and PFC Authority

Review of Detailed Financial Plan

Review of PFC Timeline

Adjournment

EXHIBIT

CHICAGO O'HARE INTERNATIONAL AIRPORT

PFC PROJECTS

<u>Item</u>	<u>Page</u>
Project Descriptions and Explanation of Need	2
Financing Plan	5
Projected Sources and Uses of Funds	6
PFC Timeline	7

CHICAGO O'HARE INTERNATIONAL AIRPORT

PFC PROJECTS

Project Descriptions:

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.

Explanation of the Need for the Projects:

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 the letter.

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 30, 2005, the FAA approved an ALP showing the projects included in the proposed PFC 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."

CHICAGO O'HARE INTERNATIONAL AIRPORT

PFC PROJECTS

Financing Plan:

Airfield Design

Estimated Allowable Project Costs: \$191,588,175

PFC FUNDS: Pay-as-you-go \$191,588,175

Bond Capital \$0

Bond Financing and Interest \$0

***SUBTOTAL PFC FUNDS: \$191,588,175

EXISTING AIP FUNDS:

Grant # Grant Funds in Project \$0

***SUBTOTAL EXISTING AIP FUNDS: \$0

ANTICIPATED AIP FUNDS (List Each Yr Separately):

***SUBTOTAL ANTICIPATED AIP FUNDS: \$0

OTHER FUNDS: State Grants \$0

Local Funds \$0

Other (please specify) \$0

***SUBTOTAL OTHER FUNDS: \$0

***TOTAL PROJECT COST: \$191,588,175

Western Terminal Area Planning

Estimated Allowable Project Costs: \$5,000,000

PFC FUNDS: Pay-as-you-go \$5,000,000

Bond Capital \$0

Bond Financing & Interest \$0

***SUBTOTAL PFC FUNDS: \$5,000,000

EXISTING AIP FUNDS:

Grant # Grant Funds in Project \$0

***SUBTOTAL EXISTING AIP FUNDS: \$0

ANTICIPATED AIP FUNDS (List Each Yr Separately):

***SUBTOTAL ANTICIPATED AIP FUNDS: \$0

OTHER FUNDS: State Grants \$0

Local Funds \$0

Other (please specify) \$0

***SUBTOTAL OTHER FUNDS: \$0

***TOTAL PROJECT COST: \$5,000,000

Table 1

Projected Sources and Uses of Funds (in millions)

Sources of Funds	Total	World Gateway Program	OMP Phase 1	OMP Completion Phase	Phase 1 Noise	Completion Phase Noise
Federal - AIP Entitlement Funds	\$56	\$ -	\$56	\$ -	\$ -	\$ -
Federal - AIP Discretionary-LOI Funds	600	-	300	300	-	-
Federal - AIP Discretionary-Add'l Discretionary Funds	47	-	47	-	-	-
PFCs - PFC Bond Funds - Previously Issued	502	-	502	-	-	-
PFCs - PFC Bond Funds - Future	793	-	30	556	70	137
PFCs - PAYG Funds	761	-	409	312	40	-
GARBs - Previously Issued	1,469	-	1,469	-	-	-
GARBs - Future	2,226	417	346	1,451	12	-
Total	\$6,453	\$417	\$3,158	\$2,620	\$122	\$137
Uses of Funds	Total					
OMP Phase 1	\$3,158					
World Gateway Program (Taxiway LL)	417					
OMP Completion Phase						
Runway 9C-27C	1,361					
Runway 9R Extension	233					
Runway 10R-28L	768					
Program Contingency	252					
Western Terminal Area Planning	5					
Noise Program						
OMP Phase 1	122					
OMP Completion Phase	137					
Total	\$6,453					

Sources: OMP Project Management Office, May 2008; Fullerton & Friar, May 2008; Ricondo & Associates, Inc. May 2008

Prepared by: Ricondo & Associates, Inc.

PFC TIMELINE

Air Carrier Notification Distributed	March 31, 2008
Air Carrier Consultation Meeting	May 8, 2008
Air Carrier Comment Due	June 9, 2008
Estimated Date of Submission of Application to FAA	June 16, 2008
Estimated Date of FAA Notice of Substantial Completion	July 17, 2008
Estimated Date of FAA Final Agency Decision	October 15, 2008

In The Matter Of

**CHICAGO O'HARE INTERNATIONAL
AIRPORT PASSENGER FACILITY
CHARGE PROGRAM**

vs.

**AIR CARRIER CONSULTATION
MEETING**

**CITY OF CHICAGO, DEPT. OF AVIATION
May 8, 2008**

**Urlaub Bowen & Associates, Inc.
312-781-9586
Fax 312-781-9228
urlaubbowen@sbcglobal.net**

CITY OF CHICAGO

DEPARTMENT OF AVIATION

In the Matter of:

CHICAGO O'HARE INTERNATIONAL AIRPORT
PASSENGER FACILITY CHARGE PROGRAM

AIR CARRIER CONSULTATION MEETING

TRANSCRIPT OF PROCEEDINGS had in the
above-entitled matter at the O'Hare Communications
Center, O'Hare International Airport, Chicago,
Illinois, on the 8th day of May 2008, commencing
at 1:30 p.m.

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PRESENT:

MR. MICHAEL BOLAND,
First Deputy Director, OMP

MR. MICHAEL F. ZONSIUS, CPA

MS. KRISTINA L. WOODWARD,
Managing Consultant

MS. SANDY WIDERBORG, UA

MR. MIKE WESCHE, AA

MS. PAM DRENNER (via telephone)

MS. GRY FINVOLD HUNT, SAS

MR. MIKE HANLON, JDA

MR. JOE GABBERT, APCR

MR. CHIP SANDIFER, UA

* * * * *

1 MR. ZONSIUS: Okay. Good afternoon. My
2 name is Michael Zonsius, and I work for the City of
3 Chicago Department of Aviation.

4 This consultation meeting will be
5 for the PFC actions outlined in the notification
6 letter dated March 31st, 2008, and as the actions
7 relate to the O'Hare Modernization Program. I will
8 tender the remaining portion of this meeting to
9 Mr. Michael Boland.

10 MR. BOLAND: Thank you, Michael.

11 What we just passed out to you is
12 similar to -- or is identical to the notice that
13 you received in the mail that describes the various
14 projects for which PFC authority is sought. And
15 then the only thing that was not in the notice that
16 was mailed is the detailed plan of finance, which
17 is Table 1.

18 The important difference between
19 this and what was noticed up prior is a \$5 million
20 difference in cost. We had double-counted some
21 scope, so the original notice was for 201.2, it is
22 now 1.96 -- 1.96 million 200. Otherwise, right to
23 it.

24 And that came out of the Airfield

1 Design section that you will recall in the
2 Financing Plan on page 5. The Airfield Design
3 section was originally 1.96 million, it is now
4 1.91 million.

5 MS. WIDERBORG: Do you want to walk us
6 through the plan of finance?

7 MR. BOLAND: Sure. If you go to what's
8 page 6, it's not numbered as such, up top you have
9 Uses -- or Sources of Funds rather. And they
10 include the various projects that people are
11 familiar with. The Gateway program, the 417 is a
12 cost associated with the taxiway project from the
13 Gateway project that we intend to design as part of
14 this PFC application and use the funds to design
15 that.

16 OMP Phase 1, those costs are the
17 costs of the runways that are already under
18 construction. The completion phase, these are the
19 construction costs associated with the remaining
20 airfield components, as well as the western terminal
21 planning. The Phase 1 noise costs you're familiar
22 with. And then the last column is the estimated
23 noise cost to complete any noise mediation required
24 in the record of decision for the OMP.

1 The Uses of Funds then just totals
2 where you have OMP costs of Gateway costs that we
3 discussed. The completion phase costs are then
4 broken out between the various runway components,
5 contingency, and then the terminal planning.

6 MR. WESCHE: Michael, just to make sure that
7 I understand this correctly, some of the previous
8 preliminary documents that we received I believe
9 showed a Phase 2 of a 6.2 about or thereabouts.
10 That is totally separate from this 6.4, right?

11 MR. BOLAND: What this 6.4 -- I'm not sure
12 exactly the numbers you're familiar with, but these
13 cost estimates don't include anything other than
14 \$5 million for terminal planning. If you included
15 the construction costs associated with the western
16 terminal, it is a larger number.

17 MR. WESCHE: Okay.

18 MR. BOLAND: So this 6.4 million is different
19 than that. Does that make sense?

20 MR. SANDIFER: This has the completion of all
21 airfield?

22 MR. BOLAND: That is correct.

23 MR. SANDIFER: 5 million for planning?

24 MR. BOLAND: For the western terminal.

1 MR. SANDIFER: Access western terminal.

2 MR. BOLAND: That's correct.

3 MR. SANDIFER: But none of the actual
4 construction?

5 MR. BOLAND: That is correct.

6 MR. SANDIFER: Since we're on that, these
7 numbers, I can see that they're dated here as being
8 updated. Are they escalated numbers from the '01?

9 MR. BOLAND: They're estimated.

10 MR. SANDIFER: The last time these were
11 costed out, I talked about this a few times in
12 different meetings.

13 MR. BOLAND: Sure. The original estimate for
14 the program goes back to 2001, 6.6 about. These
15 relied on those estimates with real database on
16 experience in Phase 1. For example, unit pricing
17 and the like applied to what we're seeing. And
18 adjusted for --

19 MR. SANDIFER: No, in '08 dollars.

20 MR. BOLAND: -- escalated dollars. So
21 escalated through construction.

22 MR. SANDIFER: Escalated dollars.

23 MR. BOLAND: Through construction.

24 MR. HANLON: The GARBs, future remaining

1 GARBs of the previous approved from the MII for
2 Phase 1? Sorry.

3 MR. BOLAND: Yes. Yes. That's correct.

4 MR. HANLON: There's no extra for costs.

5 MR. BOLAND: That's absolutely correct.

6 MR. GABBERT: What's included in the 417?

7 Does that include the field system relocation?

8 MR. BOLAND: That's the estimate to do the
9 taxi, that's correct, with the field system. And
10 that's an escalated number.

11 MS. WIDERBORG: So let's see. The revised
12 number for the airfield projects is now 1.91.2;
13 is that correct?

14 MR. BOLAND: The design of the airfield --
15 if you go to page 5 in what was distributed today,
16 this shows the costs and the financing associated
17 with what this application seeks. So the 1.91 that
18 I spoke of is our estimate to design the three
19 runway components, 9 Center-27 Center, 9 Right
20 Extension, 10 Right-28 Left, as well as the Gateway
21 programs, Taxiway project that we were just talking
22 about.

23 MR. WESCHE: Since we're on that right now --

24 MR. BOLAND: And I'm sorry to interrupt.

1 It's also the cost to design as well as manage
2 the design effort. So that would be programmed
3 administration costs associated with that.

4 MR. WESCHE: How did you arrive at 1.91,588?
5 I mean, is that a function of what you estimate the
6 construction costs to be?

7 MR. BOLAND: That's correct. That's correct.

8 MR. WESCHE: And the construction costs you
9 outlined on the next page?

10 MR. BOLAND: Correct. Correct.

11 MR. WESCHE: So that's just a percentage of --

12 MR. BOLAND: It's two things. It is a
13 percentage of construction for the design effort.

14 MS. WIDERBORG: Which is how much?

15 MR. BOLAND: The --

16 MS. WIDERBORG: The percentage?

17 MR. BOLAND: Oh, 8 percent. I'm sorry.
18 8 percent of construction for the design effort.
19 And then what I'm calling, for lack of a better
20 term, a program admin-type costs where you would
21 have a PM, CM, city staff, master civil design
22 effort. We have costs associated with FAA
23 reimbursements for design reviews, environmental
24 assessments, utility coordinations. Those are all

1 based off in relying upon our current experience,
2 with the ongoing Phase 1 under construction.

3 MR. WESCHE: Okay. And since we're talking
4 about the basis of the 1.91, what was the basis for
5 the 5 million for planning element?

6 MR. BOLAND: The estimate there is based on
7 similar planning-type efforts. Time and material,
8 duration that it ought to take about this long with
9 this many bodies working at about this rate kind of
10 approach. Similar to like a master plan, if you
11 will.

12 MR. HANLON: That's a fairly round number.
13 Do you expect to get some more detail on that
14 before going forward with it substantially or --

15 MR. BOLAND: That's the number we'll have in
16 the application --

17 MR. HANLON: Right.

18 MR. BOLAND: -- and justify. I'd be
19 surprised if it's -- you spend exactly that to the
20 penny, but that's the estimate approximately.

21 MR. HANLON: Okay.

22 MR. BOLAND: And unlike the design estimates,
23 which are percentage of construction, you get down
24 to the last dollar, that was not put together. So

1 that's why it's more rounded or rounded.

2 MR. HANLON: And you haven't done a
3 procurement for somebody to do that work as of yet?

4 MR. BOLAND: That's correct.

5 MR. GABBERT: Are these PFC double-barrel
6 bonds, or are these PFC bonds?

7 MR. BOLAND: They could be either. I mean,
8 the previously issued and then the future bonds
9 would either be stand-alone or double-barrel.

10 MR. WESCHE: I'm just curious, is there a
11 reason why in your Table 1 we're talking about
12 Phase 2, the OMP, but you're only including a
13 portion of Phase 2? Is there a reason why you
14 didn't include, you know, the entire scope of
15 Phase 2 in this table?

16 MR. BOLAND: We believe we have included the
17 costs associated with our effort at this point to
18 move that forward. We're not including the
19 construction costs because we're not seeking
20 construction dollars or design dollars at this
21 point. The \$5 million is a planning activity for
22 the western terminal, and those were the costs I
23 think you're speaking to.

24 MR. WESCHE: Well, the OMP completion phase

1 of 2.6 billion --

2 MR. BOLAND: Correct.

3 MR. WESCHE: -- that does include
4 construction for the runways?

5 MR. BOLAND: That's right.

6 MR. WESCHE: Okay. But it doesn't include
7 construction of other elements that are in Phase 2?

8 MR. BOLAND: Correct, mainly the terminal and
9 people-moving and the like. And that's because
10 we're not seeking to do the design at this time,
11 just the main thing.

12 MS. WIDERBORG: What components -- do you
13 have a list of the components that are incorporated
14 in the 2.6 for the airfield projects as far as
15 enabling projects associated with that?

16 MR. BOLAND: Certainly it was detailed in the
17 master plan, as well as the airport layout plan,
18 and the FAA EIS, and those can be shared.

19 MS. WIDERBORG: Well, you know, for example,
20 you know, the relocation of the employee parking in
21 the north hangar area, was that incorporated in
22 part of these costs?

23 MR. BOLAND: Yes.

24 MS. WIDERBORG: And fueling, any impacts to

1 fueling?

2 MR. BOLAND: Yes.

3 MS. WIDERBORG: And the 761 PAY-GO, the 3 --
4 actually the 312 for the OMP completion phase, that
5 includes the planning money?

6 MR. BOLAND: Yes. This \$200 million,
7 that's -- we're talking about \$1.96 million of this
8 application. Is that your question?

9 MS. WIDERBORG: Correct.

10 MR. BOLAND: Yes.

11 MS. WIDERBORG: So it's actually -- this
12 application is for 1.96.6, right? Is that what
13 the -- taking the 1.91 --

14 MR. BOLAND: Yes.

15 MS. WIDERBORG: Okay.

16 MR. BOLAND: Yes.

17 MS. WIDERBORG: Okay.

18 MR. ZONSUIS: So the difference then between
19 the 312 and 1.96 is additional PAY-GO capacity that
20 you expect to have that you're spending on the OMP?

21 MR. BOLAND: Right, for construction dollars,
22 right.

23 MR. WESCHE: And is that all the additional
24 PAY-GO capacity that you expect at this airport, or

1 are you reserving any of it for other non-OMP
2 projects?

3 MR. BOLAND: We carried forward assumptions
4 of GARB application and PFC application that were
5 in the master plan. So I don't know that that is
6 100 percent allocation of all available PFCs. We
7 carried forward that application, and the models,
8 you know, supporting that number is available.

9 MR. ZONSUIS: Okay.

10 MR. HANLON: Mike, in your calculation of
11 PFC and PFC capacity, which are the forecasts that
12 we've had historically, did you use or did you do a
13 new forecast of placement activity to derive that?

14 MR. BOLAND: The feasibility report forecast
15 used in the last bond deal was the forecast that
16 was used.

17 MR. HANLON: That was prior to some of the
18 recent airline actions that have merged and
19 airlines that have ceased to operate and those type
20 of things, that hasn't been factored in?

21 MR. BOLAND: The bond deal that closed this
22 year, January, the end of January. So it was the
23 feasibility report done for that. So depending on
24 which airlines you're speaking of ...

1 MS. WOODWARD: Let me interrupt real quick.
2 You're talking about the length of duration for
3 this particular amount of PFC funds to be collected?
4 We just used the round number of 150 million per
5 year, since it was so far out in the future. Is
6 that the question you are asking?

7 MR. WESCHE: 150 million --

8 MS. WIDERBORG: That you'll be collecting?

9 MS. WOODWARD: -- revenue per year.

10 MS. WIDERBORG: That's what that's based on?

11 MS. WOODWARD: Historical PFC collections.

12 MS. WIDERBORG: Which up to what point you're
13 saying you're keeping the 150 consistent?

14 MS. WOODWARD: Yes, that's how it's been.

15 MR. HANLON: You tied it 450 for certain
16 enplanement levels.

17 MS. WOODWARD: We tied it at 450, and you
18 also -- well, let me step back.

19 We just used \$150 million as a round
20 number to project the duration that it would take
21 to collect the 196.6.

22 MR. HANLON: Consistent for every year
23 throughout the horizon. You talked about it in
24 nearing your collection period?

1 MR. BOLAND: This application extends the
2 City authority from 2024 to 2025; is that right?

3 MS. WOODWARD: Yes.

4 MR. BOLAND: Did I get that right? So what
5 Kristina is saying is that this is based on \$150
6 million a year. So in two years, you'd have \$300
7 million.

8 MR. HANLON: Right.

9 MR. BOLAND: So something that produces the
10 1.96.

11 MR. HANLON: Okay.

12 MS. WIDERBORG: Can we get a copy -- can we
13 get a copy of whatever PFC capacity analysis that
14 you're using so that we understand?

15 MR. BOLAND: There's information that I can
16 check to see if the model -- I don't know what you
17 mean by PFC capacity. I think we can show you
18 something that shows that the amount of money
19 we're projecting here is available.

20 MR. SANDIFER: I think we'd like to see the
21 full run of already-subscribed PFCs. Give us one
22 sheet that says between today and the end of the
23 application, here's what we project based on our
24 actual passenger projections, and here's how

1 they're allocated, here's how we have surplused.
2 Based on a 450, we can kind of get a picture of
3 taking this one piece at a time answers the whole
4 question in one swoop. What we've allocated, what
5 we haven't allocated, where we've come from through
6 the duration.

7 Sandy, is that what you were asking?

8 MS. WIDERBORG: That takes care of -- that
9 shows where other capacities were other capacities,
10 et cetera.

11 MR. BOLAND: Yeah. I know that I can provide
12 the analysis that looked at the amount of PFC GARBs
13 or, I'm sorry, PFCs that would be used to support
14 this \$878 million number. I don't know what else --
15 we'll certainly share that, if you want more
16 information, so let me know.

17 MS. WIDERBORG: Well, I think we expanded
18 out beyond that. We're asking that specifically,
19 not just to support this, but the whole program
20 and --

21 MR. SANDIFER: A wholistic look-see, what
22 we've already done in the past, and we've got it
23 all in one place.

24 MR. BOLAND: I know what I have.

1 MR. SANDIFER: Right.

2 MR. BOLAND: I don't know if I have the
3 other.

4 MR. SANDIFER: Give us what you have. We'll
5 ask for more.

6 MS. WIDERBORG: Who do we need to ask for to
7 get that if you don't have it or don't have the
8 ability to get it?

9 MR. BOLAND: I will -- we can ask to have it
10 be run --

11 MS. WIDERBORG: Okay.

12 MR. BOLAND: -- if that's ...

13 MS. WIDERBORG: That would be helpful.
14 Thanks.

15 MR. BOLAND: Okay.

16 MR. WESCHE: Michael, not a specific
17 question as it relates to this table, but in prior
18 discussions that we've had with you all, we've
19 agreed to form some working group to look at
20 program assumptions and costs, benefits, kind of a
21 validation process, if you will.

22 MR. BOLAND: Um-hmm.

23 MR. WESCHE: Given that that process hasn't
24 really begun yet, why do you feel that it's

1 necessary to move forward with this PFC application
2 right now rather than wait until we, you know, at
3 least get into the validation process?

4 MR. BOLAND: Well, I think the City believes
5 that the -- I guess a couple of things. That the
6 runways that we're seeking to design for here are
7 needed to reduce delays that have chronically been
8 a problem at the airport. And a capacity that's
9 needed at the airport in getting that done as
10 quickly as possible will produce those benefits as
11 quickly as possible.

12 Moving forward with this application
13 at this time, because the PFC process takes some
14 time in getting the money available to procure
15 designers, we need to begin that now. We can begin
16 final design construction, the design documents, so
17 that by 2010 we can be in construction on that
18 project.

19 Waiting until some later date isn't
20 going to make that any more achievable. So moving
21 forward with that on this plan or for that scope on
22 this schedule will bring those benefits and then
23 the length of the process, I guess, would be my
24 two-part answer to that question.

1 And I think -- I guess another
2 point, that the need for the project has been
3 validated. I mean, the FAA has studied models,
4 and the benefit cost analyses have shown that you
5 clearly need to do this project.

6 I think the City is happy to discuss
7 with the airlines the benefits in reaffirming the
8 benefits that have already been proven out, and
9 we'll be happy to go through that process. And I
10 think we have, at least preliminary, some meetings
11 scheduled, so ...

12 MS. WIDERBORG: And what happens to your
13 schedule if during, you know, these discussions and
14 these working groups, you know, we determine that
15 the whole phasing of this program is going to be
16 significantly detrimental to the operation, you
17 know, in trying to meet that time frame? What
18 happens then?

19 MR. BOLAND: I think the City has a track
20 record of implementing projects, certainly Phase 1
21 and ongoing maintenance, without negatively
22 impacting the airport, and that would certainly
23 be our goal here. And we certainly think -- I
24 mean, that was looked at originally, that moving

1 forward on that schedule, we can implement this
2 without negative impact on the airport.

3 MS. WIDERBORG: Do you have some statistic or
4 information that you can provide us to show us how
5 that process will work and get you your completion
6 date as you've identified in your program that we
7 can start looking at?

8 MR. BOLAND: I believe we have a meeting
9 scheduled to take care of those issues.

10 MS. WIDERBORG: Sounds like you've already
11 done that work. It would be helpful to have that
12 ahead of the time that we actually start.

13 MR. BOLAND: The City doesn't intend to not
14 share information that's already been done on that
15 subject.

16 MS. WIDERBORG: So you will provide it to us
17 in advance of the meeting?

18 MR. BOLAND: Or at the meeting was the plan
19 to give that.

20 MS. WIDERBORG: And, again, if we find out
21 you're going through that process and we do
22 determine that, you know, it does significantly
23 impact us, and we don't maybe get the benefits of
24 Phase 1 as a result of --

1 MR. BOLAND: I'm not going to speculate.

2 MS. WIDERBORG: -- you'll take another look
3 at that schedule?

4 MR. BOLAND: I'm not going to speculate as
5 to what might happen. We think we can do it, we're
6 going to design it. That's what this money is for,
7 so we can figure it out and get it implemented on
8 this schedule. Yes.

9 MR. WESCHE: I guess is it necessary to
10 commit this much of your PFC capacity now when --
11 in view of the fact that we've got a lot of, you
12 know, capital need here at the airport overall that
13 are PFC-eligible projects as well?

14 MR. BOLAND: We have looked at the design
15 schedule here. The way the City's procurement
16 works, when we enter into a contract, we generally
17 have to have all the money for that contract at
18 that time. So the 100 percent funding available to
19 fund the contracts, the design schedule has these
20 procurements coming online, largely all of them.
21 The design is going to take place in three years,
22 with most of it happening, as I said, in '09 and
23 '10.

24 Given the length of time to go

1 through a PFC application, there wasn't a lot of --
2 breaking it up doesn't make a lot of sense. You
3 would be just right back into another application
4 in less than a year's time. So we thought moving
5 forward like this was prudent.

6 MS. WIDERBORG: So just -- again, going back
7 to like the whole employments and PFC collections
8 that gets the money, has the money, and the time
9 frame that you needed it is now basically over the
10 next, well, 24 months, is that about right?

11 MR. BOLAND: The design will take place
12 between '09 and -- it's a three-year period, '09,
13 '10, and '11.

14 MS. WIDERBORG: The implement calculation
15 that you use, when did you start with that, with
16 the 150?

17 MS. WOODWARD: Well, the previous PFC
18 application has an expiration date. So from that
19 expiration date going forward is what we estimated
20 how long it would take to collect the 1.96. So we
21 used the 150 per year and prorated it in the second
22 year. I think that brought us out to May. I'd
23 have to check the notice again.

24 MR. WESCHE: One and a quarter years, you

1 tacked on whatever the number --

2 MS. WOODWARD: Right.

3 MR. WESCHE: -- whatever the math works out
4 to be?

5 MR. BOLAND: Right.

6 MS. WIDERBORG: All right. And I think, from
7 what you said, you just took it as a straight -- a
8 straight amount. You didn't really factor in any
9 of the --

10 MS. WOODWARD: We weren't --

11 MS. WIDERBORG: -- any of the, you know, the
12 anomalies, what's going on in the industry today?

13 MS. WOODWARD: No. We're not saying it's
14 4.50 for enplanement and there's a deduction of
15 so much for the -- we weren't looking at it from
16 building up like that. We were just using the
17 round figure and prorating it. It's out at 2025,
18 so there wasn't forecast that we were using at that
19 point. I believe that's how it was done in
20 previous applications as well.

21 MR. WESCHE: We had talked about the fielding
22 system costs being in the road Gateway program,
23 saying they'd ask about enabling -- some of the
24 enabling projects?

1 MR. BOLAND: Right.

2 MR. WESCHE: I just want to make sure the
3 cost of the design, the 1.91 million, I believe it
4 is --

5 MR. BOLAND: Yes.

6 MR. WESCHE: -- does that include all the
7 projects that will result from OMP Phase 2, such
8 as employee parking relocation and miscellaneous
9 building relocation, like hangars and that kind of
10 thing?

11 MR. BOLAND: Yes.

12 MR. WESCHE: Because I didn't think the --
13 like employee parking in particular, I didn't think
14 that that was included in your construction cost
15 estimate.

16 MR. BOLAND: To the extent employee parking
17 needs to be relocated because of a relocation of a
18 facility where, for example, the 9 Center end of
19 the runway, there are, I think, four or five
20 facilities up in that corner of the northeast
21 corner of the airport that will be impacted by that
22 runway. So we have a cost estimate associated with
23 that impact to relocate those folks. To the extent
24 there's employee parking associated with that cost

1 estimate or that relocation, that's contained in
2 the cost estimate.

3 MS. WIDERBORG: But that's not the question
4 I asked earlier. The question I asked earlier was
5 the north hangar employee parking that American,
6 United, Continental, you know, the other people,
7 the large parking areas that are required to
8 be relocated as part of the project, is that
9 incorporated in your construction costs?

10 MR. BOLAND: Maybe I didn't understand the
11 question. The facilities in that area that are
12 impacted by the runway that will be relocated that
13 are necessitated by that runway, those costs are
14 associated with that. If there's some other
15 employee parking relocation project that's not
16 an OMP project, then we don't have those costs, of
17 course.

18 MR. HANLON: But, I mean, the way parking
19 works in the hangar, there's not specifically
20 parking associated with a given building, just a
21 large parking area. And many of the people going
22 into those large parking areas, there's a need to
23 replace the parking, like you say, 100 spaces with
24 this hangar that goes. You've essentially taken up

1 all of the parking lot space by putting the
2 buildings in it. So then their PMs, the
3 enplanement needs to replace all the parking up
4 there. We're trying to get whether that was
5 covered in the construction costs for the
6 buildings.

7 MR. BOLAND: The costs associated with the
8 relocation. So if, in fact, it impacts an existing
9 facility that then has to be moved, it would be
10 incorporated with this, yes.

11 MR. HANLON: Okay.

12 MS. WIDERBORG: So just to clarify, so those
13 parking, all the significant major employee parking
14 that needs to be relocated as a result of something
15 that needed space, that is included in the dollars
16 that you have here?

17 MR. BOLAND: If we're moving building X and
18 it winds up in tenant Y's parking lot, the place
19 that everybody agrees, the cost of replacing tenant
20 Y's parking would be incorporated in these
21 estimates. Did that make sense?

22 MS. WIDERBORG: It was just a simple yes or
23 no question. Is it included or not? That was the
24 question.

1 MR. BOLAND: Well, I apparently wasn't clear
2 before, so I want to make sure that we're talking
3 about the same thing. If we're impacting a
4 facility, the costs associated with impacting that
5 facility are included in this estimate, yes.

6 MS. WIDERBORG: Do these costs -- I guess
7 there were a number of components that were
8 deferred from the Phase 1 program?

9 MR. BOLAND: Yes.

10 MS. WIDERBORG: Are any of those -- and do
11 you have specifics on which ones are now going --
12 that are now included in this OMP completion phase?

13 MR. BOLAND: There are projects in there,
14 yes, that were deferred from the first phase.

15 MS. WIDERBORG: Is there anything that you're
16 aware of that would not be included in the next OMP
17 completion phase that would be -- would be required
18 to be done as a result of undertaking the next set
19 of airfield projects?

20 MR. BOLAND: That's not incorporated in here?

21 MS. WIDERBORG: Anything that would be
22 impacted by the next phase that is not included in
23 the cost estimate.

24 MR. BOLAND: I'm not aware of that.

1 MS. WIDERBORG: But the concept is, it should
2 be?

3 MR. BOLAND: Yeah.

4 MS. WIDERBORG: Okay.

5 MR. WESCHE: Michael, on your Table 1, again,
6 your sources of funds, you're showing 300 million
7 of additional LOI funds?

8 MR. BOLAND: That's correct.

9 MR. WESCHE: Is that -- is that kind of a
10 plug number almost, if you will?

11 MR. BOLAND: Yes. I mean, the City has not
12 had any conversations with the FAA about what that
13 LOI would look like. That's the amount of
14 discretionary money received in the first phase of
15 the program, so we carried that forward.

16 MR. WESCHE: Okay.

17 MR. GABBERT: In the future GARB, you have
18 12 million in Phase 1 noise? That was approved as
19 pure GARB. Isn't it all double-barrel?

20 MR. BOLAND: It was my understanding there
21 may have been some OMP costs that were approved as
22 GARBs. That was -- we can check, but that's what --
23 that's what I understood that that was for.

24 MR. GABBERT: Well, I think the agreement was

1 that what was approved would pay for all the noise
2 costs and all the noise costs are made by
3 double-barrel bonds?

4 MR. BOLAND: Yeah. I can certainly check on
5 that, but it was my understanding there was some
6 small portion that was attributable to GARBs.

7 MS. DRENNER: This is Pam from Delta, and I
8 have a -- can I ask a question?

9 MR. BOLAND: Of course.

10 MS. DRENNER: So this is going to carry us
11 through all the reconfigurations of the airfield,
12 but none of the taxiway or plug-ins from the
13 western terminal, all of that is included in
14 Phase 3?

15 MR. BOLAND: This is designed to complete all
16 of the airfield -- this would -- this would produce
17 construction-ready final design documents for all
18 of the airfield components. It would not produce
19 those same type of documents for the terminal
20 facility.

21 MR. WESCHE: But, Pam, if I understood your
22 question, you are asking about the taxiway?

23 MR. BOLAND: We certainly would build the
24 taxiways.

1 MR. WESCHE: For the west terminal?

2 MS. DRENNER: Yeah, and the facility, and
3 then you have all the airfield.

4 MR. BOLAND: There's no costs, for example --

5 MS. WIDERBORG: For the taxi?

6 MR. BOLAND: -- the taxiway going to and from,
7 because the runways are right there. We're doing
8 that in some respects in the current phase right
9 now, where you stem out, for example, out of 10
10 left, those are stemmed out from where the apron
11 future footprint of the terminal would be.

12 MR. HANLON: So in terms of future concrete,
13 the dividing line is essentially the outline of the
14 future apron in terms of what's in and what's out
15 as you envision the airfield versus terminal
16 definition?

17 MS. DRENNER: Okay.

18 MR. BOLAND: Sure.

19 MS. DRENNER: Okay.

20 MR. GABBERT: How detailed of a study do you
21 expect to get for \$5 million on a western terminal?

22 MR. BOLAND: We hope to answer as we move
23 forward with the design to be able to make sure
24 that the area needed for the terminal is protected

1 so that we're not going to do something with runway
2 construction or something that might make it
3 more difficult, that as roadway projects to the
4 west advanced by other agencies, we're able to
5 participate and keep up with that effort to make
6 sure that what we're doing or what they're doing
7 would be consistent and get some sense of how
8 that facility would work in the future. Does that
9 answer -- and I can read that, but ...

10 MR. GABBERT: Yeah. I'm just trying to
11 figure out what document you're going to get when
12 this is all done.

13 MR. BOLAND: I would think of it as -- I
14 mean, it won't be an airport-wide master plan, but
15 a master plan-type document for that facility, yes.

16 MS. WIDERBORG: Is it the intent of the City
17 and the OMP to work closely with the airlines to
18 help to develop the design of these projects?

19 MR. BOLAND: I think the City has enjoyed
20 an excellent partnership with the airlines in the
21 first phase of the program, and we would want to
22 continue that and the same sort of benefits as we
23 go forward, so yes.

24 MR. SANDIFER: Michael, you've got on your

1 Sources and Uses sheet one billion four of future
2 GARBs for completion?

3 MR. BOLAND: Right.

4 MR. SANDIFER: We haven't gotten to an MII
5 on those projects. So, you know, this sheet, I'm
6 taking, proposes that that would be a rate-based
7 charge. Have you done any work on alternate funding
8 sources beyond what we see here for those amount of
9 GARBs, given that we haven't gotten the MII yet?
10 I just wanted your thoughts on that.

11 MR. BOLAND: The City, as I said earlier,
12 uses the master plan assumptions to come up
13 with that number. I think that given that the
14 construction needs where those GARBs would first
15 be needed, where 2010, we're hopeful to have
16 something like that before then.

17 MR. SANDIFER: I didn't know if there
18 was more capacity and we had discussion of more
19 capacity and federal, the PFC, other alternate
20 funding. I mean, is this showing a tapped out of
21 all funding sources and, you know, what falls out
22 the bottom are rate-based GARBs, or is there
23 anything else that's not evident on this sheet
24 that you've looked at in your analysis?

1 MR. BOLAND: I think to your tapped-out
2 question, these are, again, assumptions that were
3 previously made. So to the extent more PFCs were
4 available or more AIP were available, they could
5 serve to reduce the other three sources. So, I
6 mean, just by way of illustration purposes, we're
7 to get a billion four in AIP, for example, maybe
8 we'd swap out and the GARB would be \$300 million,
9 but I have not --

10 MR. GABBERT: Is that your plan?

11 MR. BOLAND: I have --

12 MR. GABBERT: You're working on that?

13 MR. BOLAND: We would not oppose such a
14 result.

15 MR. SANDIFER: Right.

16 MR. BOLAND: Anything else?

17 Sandy, anything else?

18 MS. WIDERBORG: No.

19 MR. BOLAND: Okay. We're done.

20 MR. ZONSIUS: Yes.

21 (Which were all the proceedings
22 had in the above cause.)

23

24

1 STATE OF ILLINOIS)
) SS:
2 COUNTY OF C O O K)

3

4 I, Lisa Picciano Fellis, a Certified
5 Shorthand Reporter in and for the County of Cook
6 and State of Illinois, do hereby certify that I
7 reported in shorthand the proceedings of said
8 hearing as appears from my stenographic notes so
9 taken and transcribed under my direction.

10

11 IN WITNESS WHEREOF, I have hereunto set
12 my hand and affixed my seal of office at Chicago,
13 Illinois, this 10th of June, 2008.

14

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