

City Council

Agenda Cover Memorandum

Meeting Date: February 6, 2012

Item Title: Questions to CDA and FAA regarding OMP timeline

Action Requested:

- Approval
- For discussion
- Feedback requested
- For your information

Staff Contact: Jim Hock, City Manager

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Background:

At the August 22, 2011 COW meeting, Mayor Schmidt advised that all questions or comments from the City of Park Ridge to the O'Hare Noise Compatibility Commission (ONCC) should be decided upon by a consensus of the City Council.

At the September 14, 2011 O'Hare Airport Commission meeting, the commissioners agreed upon a list of 11 questions they would like asked of the ONCC to clarify substantial changes presented by the Chicago Department of Aviation (CDA) and the Federal Aviation Administration (FAA) in the timeline relative to the O'Hare Modernization Program completion.

At the September 26, 2011 COW meeting, 10 of the 11 questions were approved for submission. These were delivered to ONCC on October 7, 2011. The City received responses thereto on January 17, 2012, and these were discussed at OAC's January 25, 2012 meeting. The commissioners recommend that the City forward these same questions, along with ONCC's answers, directly to both CDA and FAA with a request for more detailed and definitive answers for the benefit of the residents of Park Ridge.

Recommendation:

Move approval of questions to be forwarded to the CDA and FAA.

Budget Implications:

Does Action Require an Expenditure of Funds: Yes No

If Yes, Total Cost:

If Yes, is this a Budgeted Item: Yes No

Attachments:

- Questions posed to and answers from ONCC regarding OMP timeline

**Questions to ONCC to Clarify Substantial Changes
Presented by CDA/FAA in the Timeline Relative to OMP Completion**

The City of Park Ridge presented the O'Hare Noise Compatibility Commission ONCC with ten questions. Each question as presented by Park Ridge is provided in red below with a response from ONCC in black.

Question 1: As per the statement made to Mayor Schmidt during his O'Hare tour, who has committed to the "Granville" runway being put on indefinite hold?

Response 1: It is believed that the statement that the runway is on "indefinite hold" was the best information that was available at the time of the O'Hare tour. The City of Chicago, United Airlines and American Airlines did state that they remain committed to the construction of all runways included in the O'Hare Modernization Program. They further committed that they would re-enter discussions about the completion phase no later than March of 2013. The Chicago Department of Aviation reports Runway 9C/27C is currently scheduled for commissioning in 2020.

Question 2: The statement "no decommissioning" of the northwest runway appears to be incorrect. Has the written plan to decommission the runways changed? What has it been changed to and what is the new timeline.

Response 2: ONCC is unaware of any statement related to "no decommissioning" of the northwest runway. Runway 32L/14R and Runway 32R/14L are still projected to be de-commissioned at or before OMP completion. The written plan referred to in question 2 is presumed to be the Record of Decision for O'Hare Modernization. That document has not changed. The original planned decommission date of 2014 is anticipated to be pushed back and a new timeframe is expected.

Question 3: When will the construction of the Granville runway begin and is this in writing?

Response 3: A start date for the Runway 9C/27C construction has not been provided to the ONCC. ONCC would expect a start date to be announced following discussions between the Chicago Department of Aviation and the airlines which are scheduled to take place prior to March 2013.

Question 4: With the change in construction schedules, what percentage changes can be expected in runway usage, during the next eight years, to existing runways?

Response 4: ONCC has not been provided with this information, nor do we believe it exists for the time period covered. The closest data that is available could be found in the supporting documentation to the EIS which created the Noise Contours for Construction Phase II as expressed in Exhibit 5.1-7 of the Final EIS.

Question 5: Do these changes reflect an increase or decrease in past usage?

Response 5: The exhibit referred to in the Question 4 response indicates usage changes to all runways. Utilization of runways are different for each runway – some increase, some decrease.

Question 6: How closely will this revised usage align with future usage once OMP is completed?

Response 6: The usage depicted in Exhibit 5.1-7 Noise Contours Construction Phase II changes when compared to Exhibit 5.1-10 Noise Contours, Build Out Phase. The EIS supporting documentation would have the flight allocations used to create the contours depicted in the exhibits. The exhibits were created based on flight projections and fleet mix for those years. Without a new runway utilization projection for any interim conditions, it would be speculative to offer any opinion related to interim usage and how it would align with future usage.

Question 7: When will CDA/FAA provide a new percentage usage analysis of what the communities surrounding O'Hare can expect to experience during the next eight years of runway changes due to delayed completion?

Response 7: CDA and FAA have not indicated what, if any, additional analysis will be prepared as part of any environmental review related to the change in scheduled completion.

Question 8: How do the changes impact on the existing noise contour?


Response 8: The existing noise contour is depicted in EIS Exhibit 5.1-4 Noise Contours Construction Phase 1. The impact of delaying runway construction is that this contour remains in place longer than originally projected. Additionally, the Phase II Contour would remain in place longer than originally planned. Of course, these contours were created based on projected flight levels and fleet mix for the years originally contemplated in the EIS. If re-modeled based on the new timeframes there could be some adjustments to the contour. Overall, the contour could shrink due to fewer flights and newer, quieter aircraft being added to the fleet mix.

Question 9: Do new noise studies accompany these revised usage percentages that are resulting from the changes to the commissioning schedules? If not, why not?

Response 9: There has not been a determination that new noise studies will be prepared. If they are prepared, projected runway usage percentages would be a critical part of the noise study.



Question 10: What further revisions are anticipated to the construction schedule?

Response 10: ONCC is not aware of any additional revisions beyond getting more refined timeframes for OMP Completion Phase Projects following meetings between the Chicago Department of Aviation, American Airlines and United Airlines. Additional revisions could occur should the City of Chicago secure construction funding through other resources.



**Chicago
O'Hare
International
Airport**

**Draft
O'Hare Modernization
Environmental Impact Statement**

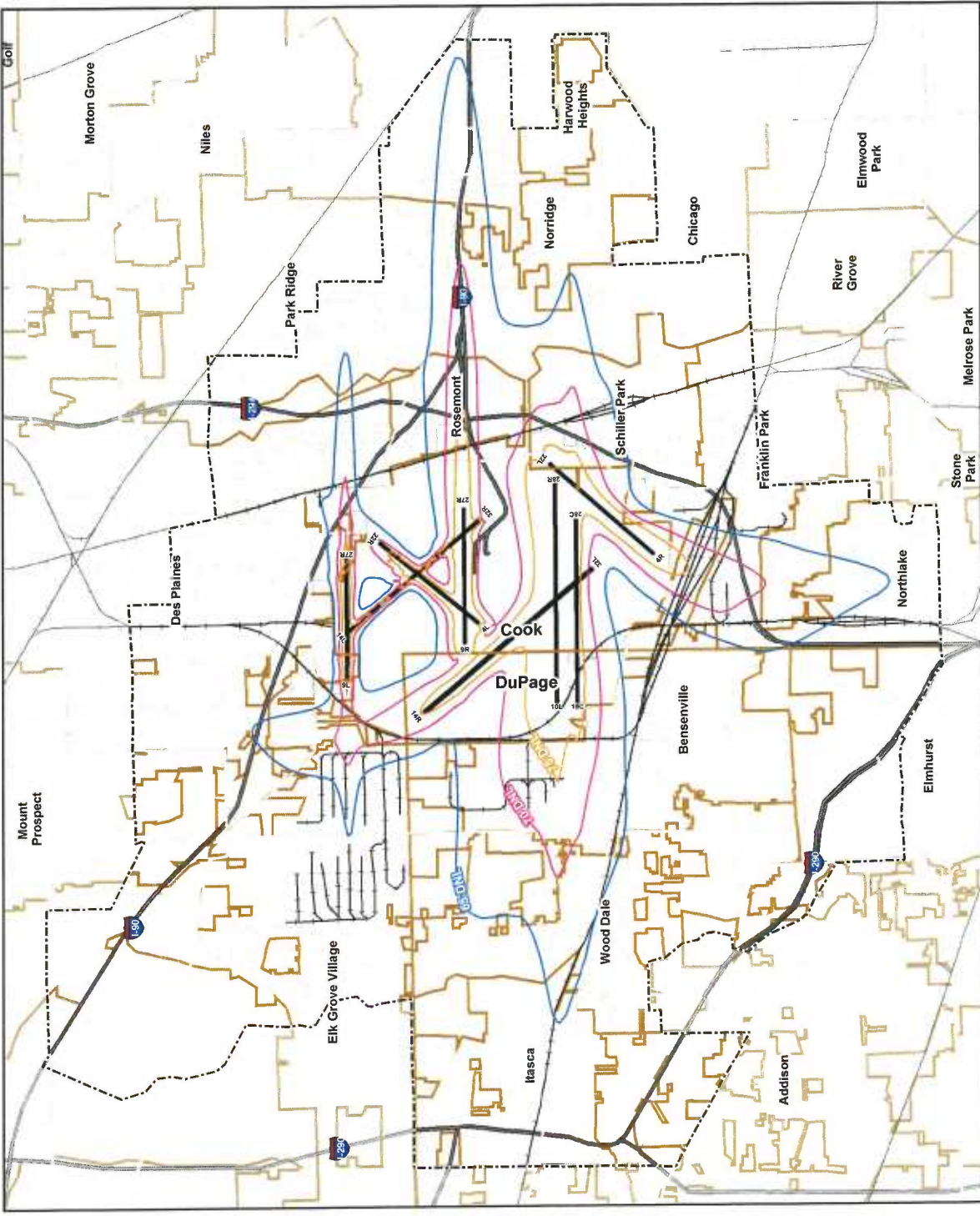



- Rail Roads
- Freeways
- Secondary Roads
- Local Streets
- 65 DNL
- 70 DNL
- 75 DNL
- Project Area
- Municipal Boundary
- Compatible Land Use
- Residential
- Public, Hospitals, Institutional
- Existing Airport Property


**Noise Contours
Construction Phase II
Alternatives C, D, and G**

► Exhibit 5.1-7

5.1-24




Source: 3111 Maps, Inc. © 2004. Land Use © 2007. City of Cook. 30% Maximum Flyover Prohibited. 100' Noise Contour. 100' Maximum Flyover Prohibited. 200'



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**Draft
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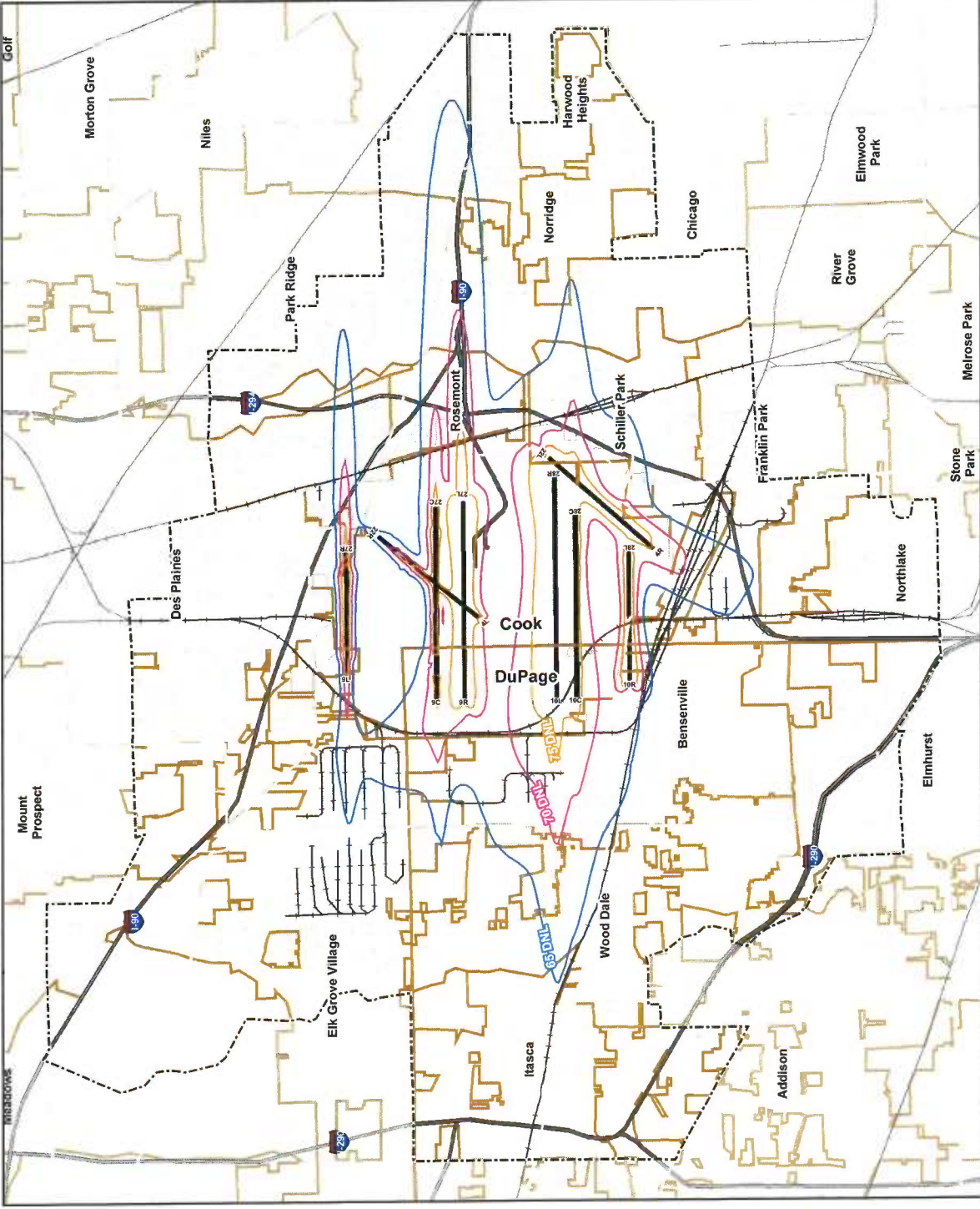


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**Noise Contours,
Build Out Phase
Alternative C**

► Exhibit 5.1-10





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Draft
**O'Hare Modernization
Environmental Impact Statement**

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**Noise Contours
Construction Phase I
Alternatives C, D, and G**

► Exhibit 5.1-4

