

APPENDIX O

PUBLIC SCOPING COMMENTS

This appendix contains comments received during the scoping period for this Environmental Assessment (EA). The scoping process gives federal, state, and local government agencies and officials, as well as members of the public, the opportunity to provide input on the range of issues that will be considered in this EA. Scoping materials outlining the proposed projects and actions, alternatives, and purpose and need were made available on FAA's website.

The 45-day scoping comment period began on May 25, 2021, and ended on July 9, 2021. Comments were accepted via the project website, e-mail, telephone, and mail. The comments received are shown in the following sections:

- **O.1 Organization Scoping Comments**
- **O.2 Comments from Individuals**

0.1 ORGANIZATION SCOPING COMMENTS

Name: Johnson, Craig

Address: IL

Org/Agency: Suburban O'Hare Commission (SOC)

The Suburban O'Hare Commission (SOC) hereby submits the following comments on the ORD Terminal Area Plan and Air Traffic Actions Environmental Assessment:

In regard to Section 1.4 of the Scoping Materials - Support Facilities Not Required by the Terminal Projects:

The proposed west employee landside access falls short of the long-term commitment by ORD to provide western access to the communities west of the airport that comprise 65% of ORD's passenger base.

The promise of western access was key to gaining the support of our communities west of the airport for the OMP. SOC encourages expanding CDA project # 13 to provide western access to benefit the majority of ORD originating passengers.

Western access would provide for a more efficient flow of passengers at the airport. SOC recognizes that the City of Chicago is authorized to spend up to \$40m after December 31, 2022 for the planning, environmental review and partial design of expanded western facilities. SOC encourages CDA to take

advantage of that opportunity and expand the western access to include the public terminal access from the airport, not a bus ride around the airport.

While there may be some challenges to provide public access there are programs such as the TSA trusted traveler that could be expanded to expedite screening in conjunction with the employee screening already planned for project # 13.

In regard to Section 1.5 of the Scoping Materials - Air Traffic Actions for Offset Approach Procedures for Runway 10L/28R:

The proposed action retaining offset approaches enables simultaneous independent quadruple approaches and maximizes the number of aircraft operations that ORD can support.

The increase in the number of maximum operations possible will require an analysis of several dependent factors including but not limited to the following, which we encourage the FAA to study:

- Increased number of arrivals due to independent simultaneous approaches verses dependent simultaneous approaches;
- Gate capacity and throughput;
- Taxi times; and
- Departure output capacity.

Moreover, increased aircraft operations will result in increased noise impacts. The FAA stated in the June 2021 ONCC meeting that the current plan is to evaluate noise impacts of the proposed action under the existing Fly Quiet Program conditions. Any change to the Fly Quiet program would be evaluated at that time.

However, increased operations can translate into increased delays which would increase the amount of air traffic encroaching on the nighttime fly quiet hours of 10:00 PM to 7:00 AM. Actual data shows that the FAA under-represented nighttime operations in the 2005 and 2015 studies by a significant percent. Realistic data should be utilized for this noise analysis and we stand ready to assist with this effort.

It is critical that current and future nighttime noise be accurately represented in this Environmental Assessment. The proposed action must be modeled with accurate nighttime noise represented by current nighttime activity, future cargo growth activity, and additional estimated noise impacts due to delays related to additional arrival capacity.

If the proposed action implementation, when modeled as noted above, can be implemented without significant impact to surrounding communities, then SOC would support the proposed action. If the proposed action, when modeled as noted above, results in a significant impact to surrounding communities, then the FAA and ORD should delay the implementation until appropriate mitigation can be identified and secured for the significantly impacted.

Sincerely,

Craig B. Johnson, Chairman
Suburban O'Hare Commission

Name: Loper, John

Address: Wheaton, IL 60187

Org/Agency: DuPage County / Government

DuPage County supports the TAP and advocates its continued development to the logical conclusion that western access is fully functional for both employees and passengers.

The TAP discusses what the CDA refers to as "Support Facilities Not Required by Terminal Projects." Among these facilities is the proposed first phase of western access. CDA proposes to construct a parking deck and employee screening facility adjacent and connected to IL 390, York Road and I-490. However, CDA has not provided any details on what the agency is proposing in terms of parking quantity, number of employees, employee arrival and departure schedule, and construction phasing. The County is proposing to reconstruct York Road in the very near term. It is imperative that this department have the best available information in order to appropriately plan and design its intersections with the ramps that will allow employee and transit vehicles access to the proposed parking and screening facility. The County recommends that the CDA share its parking and traffic study information with the DuPage County Division of Transportation as well as the Illinois Tollway as soon as possible.

The TAP currently only includes above ground transportation for employees from the Screening Facility to their many destinations across the airport. An automated people mover (APM) or Pedestrian tunnel connecting the Employee Screening Facility and Satellite Concourses 1 and 2 is not considered in this phase. However, in building Satellite Concourses 1 and 2, the City is including a pedestrian and utility tunnel that anticipates the APM in its alignment. Under the 2018 Lease and License Agreement between the City and the Airlines, a western passenger terminal and agreement of the major airlines in interest (MII) is not required in order for the City to perform an Environmental Review of "Completion of Consolidated APM and Utility Tunnel and Installation of APM." The City may perform this work as part of TAP Phase I environmental review. The County recommends that the City activate provision 10.3.4 (a) of the agreement and proceed with this review.

Name: Maloney, Marty

Address: Park Ridge, IL 60068

Org/Agency: City of Park Ridge / Municipality

The City of Park Ridge adopted the attached Resolution on July 6, 2021.

CITY OF PARK RIDGE**RESOLUTION 2021-41****A RESOLUTION FOR PUBLIC COMMENT TO THE FEDERAL AVIATION
ADMINISTRATION ON THE SCOPING PROCESS TO THE CHICAGO O'HARE
INTERNATIONAL AIRPORT TERMINAL AREA PLAN AND AIR TRAFFIC PROCEDURES
ENVIRONMENTAL ASSESSMENT**

WHEREAS, the City of Park Ridge, a northwest suburb of Chicago, houses nearly 40,000 residents. We have a vibrant community, access to major expressways and rail service, proximity to downtown Chicago and the convenience of air travel using O'Hare International Airport; and

WHEREAS, residents move to this area with the understanding airplane noise is part of the fabric of the community. However, there are areas for concern as air traffic to and from O'Hare increases, new runways were constructed as part of the O'Hare Modernization Plan (OMP), and the changes have adversely affected the quality of life for residents of Park Ridge; and

WHEREAS, the Federal Aviation Administration has begun a Scoping Process as part of an Environmental Assessment (EA) to determine if a proposed Terminal Area Plan and Air Traffic Procedures at O'Hare has the potential to significantly affect the environment. The EA will help determine whether the FAA will need to complete an Environmental Impact Statement (EIS); and

WHEREAS, Park Ridge has a high residential density with multiple runways are pointed in its direction. Many neighborhoods in Park Ridge did not qualify for any soundproofing during the OMP because of the drawing of the 65 DNL noise contour. We aim to be good partners with the FAA and are willing to be active participants in discussions and studies going forward as evidenced by previous public comments and our membership in the O'Hare Noise Compatibility Commission; and

WHEREAS, the ONCC is currently considering a new Fly Quiet program to help determine overnight operations at O'Hare. It is questionable how such public policy can be considered let alone implemented with the EA in process potentially leading to an EIS. Alternatives to not only Fly Quiet, but airport operations in general, could have a dramatic impact not only for Park Ridge but neighboring communities in O'Hare's northeast quadrant; and

WHEREAS, the enormity of the 35 projects in the proposal, including construction of new terminals, on-airport hotels, airfield and taxiway improvements and support facilities most surely will have an environmental impact, and could alter life in Park Ridge for decades to come; and

WHEREAS, the Mayor and City Council believe the FAA Scoping Process and Environmental Assessment should lead to an Environmental Impact Statement.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF
THE CITY OF PARK RIDGE, COOK COUNTY, ILLINOIS, AS FOLLOWS:**

SECTION 1: Each of the recitals above is incorporated by reference into this Section 1.

SECTION 2: The City Council hereby submits public comment to the FAA to consider several of the environmental resource categories during the Scoping Process, including, but not limited to noise and noise-compatible land use, air quality and cumulative impacts. It is in those areas, among others, that Park Ridge is already negatively impacted by the OMP and could sustain further impacts by the Terminal Area Plan and Air Traffic Procedures. The FAA Scoping Process and Environmental Assessment should lead to an Environmental Impact Statement for review, at a minimum, of the 65 DNL noise contour and a renewed residential sound insulation program.

SECTION 3: This Resolution shall be in full force and effect upon its adoption as provided by law.


SECTION 4: That the Mayor is authorized and directed to sign and the City Clerk is authorized and directed to attest to this Resolution.

Adopted by the City Council of the City of Park Ridge this 6th day of July, 2021.

VOTE:

AYES: Alderman Moran, Sanchez, Wilkening, Harrington, Melidosian, Biagi and Joyce (7)
NAYS: None (0)
ABSENT: None (0)

Approved by me this 6th day of July, 2021.



Marty Maloney, Mayor

Attest:



Brigid Madden, Deputy City Clerk

Name: mermuys, jeff

Address: wood dale, IL 60191

Org/Agency: city of wood dale / government entity

Overall, the City of Wood Dale is supportive of development on the west side of the airport when it comes to terminal expansion and the economic development it provides to the City and region. We do feel, however, that this plan does not go far enough. The City of Wood Dale has long advocated for "Western Access", the idea that passengers could access the terminals via the west side of the airport and not have it be just a parking lot for airport employees.

While supportive of an improved and expanded O'Hare Airport, the City of Wood Dale does not agree with the current mix of runway usage. The City of Wood Dale advocates for heavier use of the northern runways which have more compatible land uses. Additionally, the Residential Sound Insulation Program needs modifications to help mitigate the negative impacts from runway usage. The main modification needed is to soundproof Wood Dale homes who are impacted who live to the south of Irving Park Road. Runways over residential homes can never be fully mitigated.

As for the topic of codifying the 2.5 degree offset of runway 10R/28L the City of Wood Dale continues to object to the use of this runway as well as runway 10C/28C at all on the basis that residential homes under these runways constitute incompatible land uses. As the FAA states, if the 2.5 degree offset was removed it would reduce the number of arrival rate on both 10C and 10R. The City of Wood Dale views a reduction in arrivals over residential as a positive result. Why isn't the offset approach not being considered at north runways like on south side? We want equal disbursement of runway usage on both north and south runways.

Name: Summers, Evan

Address: Bensenville, IL 60106

Org/Agency: Village of Bensenville / Municipality

On the topic of the Terminal Area Plan, the Village of Bensenville is supportive of development on the west side of the airport. We do feel, however, that this plan does not go far enough. The Village of Bensenville has long advocated for "Western Access", the idea that passengers could access the terminals via the west side of the airport. 65% of all passenger traffic comes from west of O'Hare and Western access would provide for a more efficient flow of passengers at the airport. The Village recognizes that the City of Chicago is authorized to spend up to \$40m after December 31, 2022 for the planning, environmental review and partial design of expanded western facilities. The Village of Bensenville is supportive of that planned spending and we look to encourage CDA to take advantage of that opportunity.

As for the topic of codifying the 2.5 degree offset of runway 10R/28L the Village of Bensenville continues to object generally to the use of this runway as well as runway 10C/28C at all on the basis that residential homes under these runways constitute incompatible land uses. The Residential Sound Insulation Program (RSIP) has been a valiant effort to help mitigate the negative impacts but does not fully alleviate the problem. Runways over residential homes can never be fully mitigated. The Village of Bensenville advocates for heavier use of the northern runways which have more compatible land uses.

As the FAA states, if the 2.5 degree offset was removed it would reduce the number of arrival rate on both 10C and 10R. The Village of Bensenville views a reduction in arrivals over residential as a positive result. Finally, I would like to know more about why runway 9L/27R is not used for arrivals in eastflow. The land use for 9L arrivals is much more compatible that that of runway 10R. As a layman, it would make sense to use runway 9L when simultaneous approaches are necessary.

Respectfully submitted,

eks

Name: Summers, Evan

Address: Bensenville, IL 60106

Org/Agency: Village of Bensenville / Municipality

The Village of Bensenville adds the following additional questions and commentary related to this EA.

- (1) What assumptions are the FAA using for the contour development? How is the FAA addressing the drop in operations due to COVID?
- (2) Is the FAA using any assumptions related to Fly Quiet, and if so, which assumptions?
- (3) Will the FAA be including anything related to the proposed nighttime rotation program? If yes, what are those assumptions? If no, why not?
- (4) Ask how long has the FAA been working on this EA and why very little notice is being given to the public?
- (5) What additional public outreach is the FAA going to undertake? Speaking on behalf of Bensenville residents, the ones directly impacted by the 2.5* offset, the outreach thus far has been inadequate.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

July 6, 2021

REPLY TO THE ATTENTION OF:
Mail Code RM-19J

Amy B. Hanson
Chicago Airports District Office
Federal Aviation Administration
2300 E. Devon Avenue
Des Plaines, Illinois 60018-4696

**Re: Scoping Comments for the Terminal Area Plan and Air Traffic Procedures
Environmental Assessment, O'Hare International Airport, City of Chicago, Cook
County, Illinois**

Dear Ms. Hanson:

The U.S. Environmental Protection Agency has reviewed the May 2021 scoping materials for the projects referenced above. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Aviation Administration (FAA) is the lead agency under NEPA, and the City of Chicago Department of Aviation is the project proponent.

The planned Environmental Assessment (EA) would cover 35 projects, which are divided into the following categories: (1) Terminal Projects, (2) On-Airport Hotels, (3) Airfield and Taxiway Improvements Not Required by the Terminal Projects, (4) Support Facilities Not Required by the Terminal Projects, and (5) Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L. Beginning in 2019 and continuing to date, EPA has engaged in coordination around the air quality methodology for this EA; we appreciate the opportunity to provide input early in the NEPA process. Please find EPA's scoping recommendations within the enclosed (1) Detailed Scoping Comments and (2) Construction Emission Control Checklist.

Thank you for the opportunity to review this project. When the NEPA document becomes available, please send an electronic copy to Jen Tyler, the lead reviewer for this project, at tyler.jennifer@epa.gov. Ms. Tyler is also available at 312-886-6394.

Sincerely,

Kenneth A. Westlake
Deputy Director
Office of Tribal and Multi-media Programs

Enclosures: (1) Detailed Scoping Comments, (2) Construction Emission Control Checklist

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ENCLOSURE 1: SCOPING COMMENTS FOR THE TERMINAL AREA PLAN AND AIR TRAFFIC PROCEDURES ENVIRONMENTAL ASSESSMENT, O'HARE INTERNATIONAL AIRPORT, CITY OF CHICAGO, COOK COUNTY, ILLINOIS

Project Description

The scoping materials, dated May 2021, briefly describe the 35 projects to be covered under the EA. EPA is eager to learn how full implementation of the proposed projects would impact operational capacity at O'Hare International Airport (ORD); such information will enable EPA to assess potential impacts on human health and the environment and recommend best practices.

Recommendations for the NEPA Document:

- Explain how the proposed projects could individually and collectively impact operations at ORD. Include (1) the numbers of additional gates, take-offs, and landings that would be possible with full implementation, (2) changes in airplane taxi-time, (3) changes in vehicle traffic, and (4) changes to impermeable surface areas.
- Include a Purpose and Need Statement that meets the requirements of the Council on Environmental Quality Regulations for Implementing NEPA (40 CFR § 1502.13). Ensure that the Purpose and Need Statement is applicable to each of the 35 projects to be covered under the EA.
- Evaluate all reasonable alternatives, in line with the CEQ NEPA Regulations (40 CFR § 1502.14).

Noise Impacts

EPA's website explains that there are direct links between noise and health.¹ Upfront assessment of noise impacts could inform alternative selection and mitigation measures, if needed.

Recommendations for the NEPA Document:

- Assess noise impacts from both construction and long-term operations.
- Compare noise levels between the no-action alternative and all action alternatives.
- Consider whether any schools, medical facilities, nursing homes, or other facilities with sensitive populations would experience an increase in noise levels. Please highlight any changes from the noise contours for the full build-out of the O'Hare Modernization Program as documented in the Environmental Impact Statement and Record of Decision.
- Consider opportunities to minimize and mitigate increases in noise levels, if applicable, such as insulation and window treatments at affected buildings and modifying flight patterns, among other opportunities.

Air Quality

The proposed projects would result in temporary emissions from construction equipment. In addition, changes to physical infrastructure, ground traffic, and air traffic could alter long-term emissions from ORD.

Recommendations for the NEPA Document:

- EPA would appreciate continuing to coordinate with FAA around the methodology for the air quality analysis so that we may assist in addressing issues at the earliest possible time. Please work with Mike Leslie at Leslie.michael@epa.gov.

¹ <https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution>

- Discuss the study area's attainment status under the National Ambient Air Quality Standards, and describe applicable Conformity requirements under the Clean Air Act Section 176(c). If you'd like to discuss the Conformity analysis with EPA while developing the NEPA document, notify Mike Leslie.
- Discuss potential emissions sources from the construction phase of the proposed project. Consider: truck trips, demolition, and use of construction equipment.
- Identify and commit to specific measures to reduce construction emissions. Options include: (1) limiting idling time for construction trucks and heavy equipment, and (2) soliciting bids that require zero-emission technologies or advanced emission control systems. See additional best practices in the enclosed Construction Emission Control Checklist.
- Assess changes to long-term emissions that would result from the proposed projects. Consider potential changes to aircraft taxing, holding, takeoffs, landings, and air traffic patterns, as well as on-road vehicle traffic accessing the airport.
- Compare greenhouse gas emissions (GHGs) between alternatives and discuss practices to minimize GHGs.
- Consider potential health effects, including childhood asthma and other respiratory illnesses, from temporary and long-term air emissions.

Energy Efficiency & Environmental Best Practices

EPA recognizes and applauds Chicago Department of Aviation's Sustainable Airport Manual.²

Recommendations for the NEPA Document:

Describe (1) how the Sustainable Airport Manual would be applied to the proposed projects and (2) which environmentally sustainable practices would be incorporated.

Children's Health and Safety

Executive Order 13045 on Children's Health and Safety directs each federal agency to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children and to ensure that its policies, programs, activities, and standards address these risks.

Recommendations for the NEPA Document:

Require construction contractors to establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents.

Environmental Justice (EJ) and Community Impacts

Executive Order 12898 directs federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations.

Recommendations for the NEPA Document:

- Describe existing community characteristics and potential community impacts.

² Chicago Department of Aviation, Sustainable Airport Manual, available at:
<https://www.flychicago.com/community/environment/sam/Pages/default.aspx>

- Identify low income and/or minority populations that may be impacted by the proposed projects. Compare percentages of low income and/or minority residents that would be affected to an appropriate reference community to determine whether the projects could have disproportionately high and adverse effects. Include maps and summary tables.
- Describe targeted outreach to communities with environmental justice concerns and explain how community input is being used to inform decision-making.
- Provide specific measures to avoid, minimize, and mitigate any anticipated adverse impacts to communities, especially communities with environmental justice concerns.

Climate Resiliency

The National Climate Assessment³ finds that in the Midwest, extreme heat, heavy downpours, and flooding will affect infrastructure.

Recommendations for the NEPA Document:

- Include a discussion of reasonably foreseeable effects that changes in the climate may have on the study area and the proposed projects, including long-term integrity of infrastructure. This could help inform the development of measures to improve the resilience of the proposed projects.
- Consider resiliency and adaptation measures or plans to ensure that the proposed infrastructure would maintain structural integrity and safe operating conditions under changing heat and precipitation conditions. For example, consider anticipated future frequencies of severe precipitation events when sizing stormwater control features. See EPA's Adaptation Resource Center⁴ for assistance.

Contamination

For the safety of the public and on-site construction workers, it is important to investigate possible contamination in the construction area before moving soils. Investigating and addressing potential challenges early in the process can avoid future delays or accidental exposures or releases.

Recommendations for the NEPA Document:

- Discuss best practices that would be used to avoid releasing hazardous materials, such as lead and asbestos, during demolition. Commit to testing for hazardous materials before demolition and directing all work crews to follow applicable state and federal requirements for demolition, storing, hauling, and disposal of such materials.
- Disclose the study area used for the analysis of soil and groundwater contamination and provide a rationale to support the study area boundary.
- Consider performing Phase I site assessments. This includes background and historical investigations and preliminary property inspections. For guidance, see ASTM International Standard E1527-13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." Include a map in the NEPA document indicating any potential areas of concern and discuss findings.
- If the Phase I site assessment indicates potential contamination, consider conducting a Phase II assessment. Phase II assessments include sampling activities to identify the types

³ U.S. Global Change Research Program, 2017 Climate Science Special Report: Fourth National Climate Assessment, Volume 1, available at: <https://www.globalchange.gov/browse/reports>

⁴ EPA's Climate Adaptation Resource Center, available at: <https://www.epa.gov/arc-x>

- and concentrations of contaminants and the areas of contamination. If Phase II assessments are conducted, summarize findings in the NEPA document.
- If sampling is deemed necessary by FAA, then coordinate sampling plans with the Illinois Environmental Protection Agency; summarize coordination in the NEPA document.
 - Describe how contaminated soils would be handled and stored on-site, if applicable. Include details on covering materials for protection from wind and rain.

Aquatic Resources

If any Waters of the U.S. (Waters) are present within the study area, then the NEPA document should consider how they may be impacted and identify ways to avoid, minimize, and mitigate impacts.

Recommendations for the NEPA Document:

- Describe the quality, size, and location of any aquatic resources present within or adjacent to the proposed projects, and state whether they may be impacted.
- If applicable, discuss Clean Water Act Section 401 water quality certification and Section 404 permitting requirements for dredging and filling of Waters.
- If applicable, discuss efforts to first avoid and then minimize potential impacts to Waters, in line with the Clean Water Act (CWA) Section 404(b)(1) Guidelines.
- If applicable, discuss how cost, logistical, or technological constraints preclude avoidance and minimization of any known impacts to Waters.
- If applicable, discuss proposed mitigation types, ratios, and potential locations. Include mitigation sequencing per the CWA Section 404(b)(1) Guidelines and describe how mitigation would comply with the 2008 Mitigation Rule.

Threatened and Endangered Species Impacts

Section 7 of the Endangered Species Act (ESA) directs all federal agencies to ensure that any action they authorize, fund, or carry-out does not jeopardize the continued existence of a threatened or endangered species or proposed or designated critical habitat. Implementing regulations found at 50 CFR Part 402 specify how federal agencies are to fulfill their ESA Section 7 consultation requirements.

Recommendations for the NEPA Document:

- Use the U.S. Fish and Wildlife Service (FWS) "Information for Planning and Conservation" tool to obtain a list of trust resources in the study area.⁵
- Determine whether the proposed action may affect trust resources. If trust resources may be affected, engage in consultation with FWS. Document coordination and formal consultation in the NEPA document with the goal of aligning NEPA and ESA Section 7 consultation processes.

⁵ FWS Information for Planning and Conservation (IPaC) tool is available at: <https://ecos.fws.gov/ipac/>

ENCLOSURE 2

**U.S. Environmental Protection Agency
Construction Emission Control Checklist**

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.⁶ We recommend FAA consider the following protective measures and commit to applicable measures in the subsequent NEPA document.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).⁷
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).⁸
- Locomotives: Locomotives servicing infrastructure sites should meet, or exceed, the EPA Tier 4 exhaust emissions standards for line-haul and switch locomotive engines where possible.
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).⁹
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.

⁶ Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. *The Lancet*. June 15, 2012

⁷ <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

⁸ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

⁹ <https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards>

- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

ITASCA SCHOOL DISTRICT 10

ADMINISTRATIVE CENTER
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ITASCA, IL 60143-1722
(630) 773-1232 Fax (630) 773-1342

June 30, 2021

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Room 320
Des Plaines, IL 60018

Re: Permanent O'Hare Changes – Permanent Offset to Runway 10R/28L

To whom it may concern,

I am writing on behalf of Itasca School District 10 in opposition to permanently implementing offset approach procedures at O'Hare for Runway 10R/28L. Since it went into effect in 2015, the noise from aircraft overhead has been persistent and pervasive. Especially at the primary school - Kindergarten through Second grades - where children are in their most formidable developmental years. The impact from the noise has been multi-faceted and impacts behavior, learning and social-emotional growth. The direct overhead flight path has been a significant hindrance as the district attempts to develop curriculum which incorporates outdoor methods of instruction. Not only does it have an impact on the above stated, elevated noise from aircraft have been shown to have an impact on learning.

Per "Aviation Noise Impact: State of the Science" published in Noise & Health volume 87, Mar-Apr. 2017, aircraft noise "is associated with children having poorer reading and memory skills. There is also an increasing evidence base which suggests that children exposed to chronic aircraft noise at school have poorer performance on standardized achievement tests, compared with children who are not exposed to aircraft noise." The article goes on to state, "Studies have shown that interventions to reduce aircraft noise exposure at school do improve children's learning outcomes. The longitudinal, prospective Munich Airport study[22] found that prior to the relocation of the airport in Munich, high noise exposure was associated with poorer long-term memory and reading comprehension in children aged 10 years. Two years after the airport was closed, these cognitive impairments were no longer present, suggesting that the effects of aircraft noise on cognitive performance may be reversible if the noise stops."



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As mounting evidence suggests an adverse impact on child cognitive development, including reduced memory retention and poorer academic performance, the district cannot in good faith support the permanent implementation of a flight path that flies directly over one of the district's buildings and impedes on the operations of the remaining schools in the district.

Any final determination must include solutions to ameliorate the adverse impacts to Itasca School District 10's students. Possible solutions should include re-routing aircraft away from the schools to eliminate adverse conditions, or funding for better soundproofing and improved air quality at the buildings.

Professionally,
Brian Weintraub
Director of Operations/CSBO



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July 9, 2021

VIA EMAIL:

Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue, Room 320
Des Plaines, IL 60018
TAPandATEA@faa.gov

**RE: Scoping Comments on Chicago O'Hare International
Airport Terminal Area Plan and Air Traffic Procedures
Environmental Assessment**

Dear Ms. Hanson:

The Service Employees International Union ("SEIU") respectfully provides the following comments to the Federal Aviation Administration ("FAA") in response to FAA's "Scoping Materials"¹ and "Scoping Presentation"² regarding the forthcoming Draft Environmental Assessment ("DEA") for 35 various projects falling within five broad categories (i.e., terminal improvements, on-site hotels, airfield/taxiway improvements, support facilities, and air traffic actions for Runway 10R/28L) (collectively "Project") proposed by the City of Chicago Department of Aviation ("City") at Chicago O'Hare International Airport ("Airport").

In short, SEIU is extremely concerned that the FAA and City have decided to proceed with an abbreviated DEA as compared to a more comprehensive environmental impact statement ("EIS") for purposes of review under the National Environmental Protection Act ("NEPA"). This is a very large project including 35 admitted sub-projects/components, including but not limited to a new 2.2 million-square-foot global terminal, multiple expanded/new concourses, multi-million square feet of taxiways, two on-site hotels, millions of square feet of development/pavement to create new western access to the Airport, and making permanent offset (angled) approach procedures for Runway 10R/28L that was intended to be merely temporary. It is not conceivable that a Project of this size and scope warrants something less than a full-blown EIS.

¹ See https://www.faa.gov/airports/great_lakes/TAPandATEA/media/tap-pds-scoping-package-vpb-20210514.pdf; see also https://www.faa.gov/airports/great_lakes/TAPandATEA/#comment-submission.

² See https://www.faa.gov/airports/great_lakes/TAPandATEA/media/environmental-assessment-scoping-process.pdf.

Based on our review, it seems that the Scoping Materials predetermines the EA process by relying on a misleading description of the Project objectives, downplaying its foreseeable consequences, and ignoring cumulative impacts caused by this and related projects. These are fundamental flaws under NEPA, which requires FAA to provide an accurate description of the Project's cargo inducing nature, how it will enable the western access to the Airport, and lead to foreseeable expansion of a massive local/regional freight/logistic hub that will cause significant Project impacts and cumulative impacts when considering similar related logistic/infrastructure-related projects.

Such an unduly narrow concept of the Project ultimately masks significant impacts caused by the increase in heavy-duty trucks traveling to/from the Airport as a result of this Project, which directly affects local/regional air quality, hazards, and climate change in the form of increased greenhouse gas ("GHG") emissions. So too, the Project will exacerbate noise impacts via increased night flights and making permanent a flight path that has been long overlooked. These impacts are real and disproportionately impact Environmental Justice ("EJ") communities of color that shoulder a disproportionate burden of environmental harms caused by society—like worsening air, noise, and public health risks. These EJ issues are of critical importance to SEIU's members.

NEPA requires the FAA to take a hard look at these issues and impacts and consider feasible mitigation measures and reasonable alternatives—such as the suite of specific mitigation measures proposed on page 18 below. Therefore, SEIU respectfully requests that the FAA and City reconsider its decision to use an EA, proceed via an EIS, and consider the measures proposed below.

I. STANDING OF SEIU

SEIU represents approximately two million members across the United States and Canada. SEIU's members work in the healthcare industry, state and local government, and service industries. SEIU's members include, among others, janitors, airport workers, and security officers. One of SEIU's local union affiliates, Service Employees International Union Local 1 ("Local 1"), represents 50,000 workers throughout the Midwest, including janitors, security officers, airport workers, higher education faculty, food service workers, and others. SEIU's Airport Workers United campaign has organized 35,000 contracted aviation service workers. Airport workers, who are largely people of color, immigrants, and women, are on the frontlines of our nation's aviation system, keeping cabins clean, airports secure, and elderly and disabled passengers cared for – even through a global pandemic, climate disasters, and busy travel seasons.

Many of SEIU's members and their families face the challenges of living in communities disproportionately impacted by environmental impacts, including air quality, traffic, and noise. As noted by SEIU President Mark Kay Henry:

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“SEIU members live and work in some of the most polluted zip codes in America and are part of communities that are most impacted by climate change. We know first-hand that our fights for economic, racial and immigrant justice are inextricably linked to the fight for environmental justice.”³

It is for this reason that environmental justice is one of SEIU's priorities. Here, for example, Local 1 has approximately 2,300 members that live in zip codes impacted by the Project's proposed offset approaches to the Airport, many of which are within EJ communities already disproportionately impacted by noise and other environmental impacts involving Airport operations. SEIU is devoted to assuring health and prosperity for working families throughout the region, particularly those affected by Airport operations.

Additionally, highlights from Resolution 108A (Environmental Justice for Working People) approved by SEIU delegates at the Union's 2016 convention include:

- Working people, including SEIU members, their families and communities are directly and too often disproportionately affected by the threats of air and water pollution, climate change and extreme weather events.
- These problems aren't just more prevalent where working people live. We are also more likely to be confronted with environmental and health hazards at work—and less likely to receive adequate protection from them.
- As SEIU members know well from their own communities, climate change is real and poses significant threats to people's health and livelihood, and disproportionately affects working people, the poor and people of color.
- For more than two decades, SEIU members worked to promote safe and green practices in the workplace that improve our natural environment and have been on the front lines of responding when environmental injustice and climate change catastrophe strike like drought and wildfires, catastrophic flooding and the calamities resulting from Hurricane Katrina, Super-Storm Sandy, Typhoon Haiyan and the water crisis in Flint, Michigan.
- As one of the largest organizations of working people, the majority of whom are people of color, and as residents of communities hardest hit by environmental abuse and climate change, we are uniquely positioned to contribute to building a wider movement that creates fundamental change in our economic and political systems to win economic, racial, immigrant, gender and LGBTIQ equality and environmental justice.⁴

Furthermore, SEIU have demonstrated a strong commitment in addressing environmental concerns, as evidenced by membership in the BlueGreen Alliance, a national coalition of labor unions and environmental groups that calls for working people to be front and center in the U.S. response to climate change and rejects the false choice between economic security and a healthy planet.⁵ All this work by SEIU and their members is relevant to this Project.

³ See <https://www.theguardian.com/us-news/2016/may/24/seiu-union-fighting-climate-change-priority>.

⁴ <https://www.labor4sustainability.org/wp-content/uploads/2016/10/SEIU-Environmental-Justice-Resolution-05.24.16-Final.pdf>.

⁵ <https://www.bluegreenalliance.org/wp-content/uploads/2019/07/Solidarity-for-Climate-Action-vFINAL.pdf>

II. BACKGROUND ON NEPA REQUIREMENTS

NEPA is “our basic national charter for protection of the environment.” 40 C.F.R. § 1500.1(a). As such, NEPA requires federal agencies to consider environmental harms and the means of preventing them in an EIS before approving “major Federal actions significantly affecting the quality of the human environment.” 42 U.S.C. § 4332(2)(C). NEPA “emphasizes the importance of coherent and comprehensive up-front environmental analysis to ensure informed decisionmaking to the end that the agency will not act on incomplete information, only to regret its decision after it is too late to correct.” *Blue Mountains Biodiversity Project v. Blackwood*, 161 F.3d 1208, 1216 (9th Cir. 1998) (internal citations omitted); *see also* FAA’s own Order 5050.4B ¶ 2 (“In approving the Federal actions necessary to support an airport development proposal, the approving FAA official must consider environmental effects as fully and as fairly as it does technical, economic, and other non-environmental considerations.”). Only after thoroughly evaluating a reasonable range of alternatives and the environmental impacts associated with each in compliance with NEPA may an agency determine its preferred course of action. This serves NEPA’s broad purpose “to promote efforts which will prevent or eliminate damage to the environment.” 42 U.S.C. § 4321. As explained by the *Kern v. Bureau of Land Mgmt.* court:

“[NEPA] has ‘twin aims. First, it places upon [a federal] agency the obligation to consider every significant aspect of the environmental impact of a proposed action. Second, it ensures that the agency will inform the public that it has indeed considered environmental concerns in its decisionmaking process.’” *Kern v. Bureau of Land Mgmt.*, 284 F.3d 1062, 1066 (9th Cir. 2002) (quoting *Balt. Gas & Elec. Co. v. Natural Res. Def. Council, Inc.*, 462 U.S. 87, 97 (1983)).

The purpose of an environmental assessment is to determine whether the federal action is significant enough to require an environmental impact statement. If found significant, an environmental impact statement must be prepared. *See* 40 C.F.R. § 1508.22. As explained by the *Anderson v. Evans* court:

“... girth is not a measure of the analytical soundness of an environmental assessment. No matter how thorough, an [environmental assessment] can never substitute for preparation of an [environmental impact statement], if the proposed action could significantly affect the environment.” *Anderson v. Evans*, 371 F.3d 475, 494 (9th Cir. 2002).

To this end, courts reviewing the adequacy of NEPA documents apply the “hard look” doctrine, asking whether “the agency [took] a ‘hard look’ at the problem” before taking action. *Maryland-National Capital Park & Planning Com. v. U. S. Postal Service*, 487 F.2d 1029, 1040 (D.C. Cir. 1973). As recently explained by the Ninth Circuit:

/ / /

“Taking a ‘hard look’ includes ‘considering all foreseeable direct and indirect impacts. Furthermore, a “hard look” should involve a discussion of adverse impacts that *does not improperly minimize negative side effects.*’ [Citation]. ‘[G]eneral statements about possible effects and some risk do not constitute a hard look absent a justification regarding why more definitive information could not be provided.’ [Citation].” *League of Wilderness Defenders-Blue Mts. Biodiversity Project v. United States Forest Serv.*, 689 F.3d 1060, 1075 (9th Cir. 2012) (emph. added).

This “hard look” doctrine is also embodied in applicable FAA guidelines, which clearly states that the “EA must show that FAA took the required ‘hard look’ at these impacts to support an FAA decision to prepare a [Finding of No Significant Impact [“FONSI”]] or an EIS.” Order 5050.4B ¶ 706.f; *see also id.*, Intro, p. 2 (an EA or EIS must show that “FAA officials have taken ‘a hard look’ at the environmental impacts a proposed action and its reasonable alternatives would cause.”). Hence, before adopting a mitigated FONSI, FAA must take a “‘hard look’ at the problem” after it has “identified the relevant areas of environmental concern” Order 1050.1F ¶ 6-2.3

III. FAA SHOULD CONSIDER THIS PROJECT UNDER AN EIS

NEPA requires FAA to prepare a full EIS rather than an EA where the proposed major federal action would “significantly affect[] the quality of the human environment.” 42 U.S.C. § 4332(C). Such is the case here.

Under NEPA regulations, the significance of an action is determined by evaluating both the context of the action and the intensity of the impact, requiring agencies to consider “several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality ... [including] [b]oth short- and long-term effects are relevant.” 40 C.F.R. § 1508.27(a). To this end, 40 C.F.R. § 1508.27(b) provides ten factors to be considered in evaluating significance, including but not limited to:

- “(1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
- (2) The degree to which the proposed action affects public health or safety.
* * *
- (4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
- (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- (6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

(7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.”

If any one or more of these factors are present, an EIS is required. *See Public Citizen v. Department of Transportation*, 316 F.3d 1002, 1023 (9th Cir. 2003) (“If [the agency’s] action is environmentally ‘significant’ according to any of these criteria, then [the agency] erred in failing to prepare an EIS.”); *Ocean Advocates v. U.S. Army Corps of Eng’rs*, 402 F.3d 846, 865 (9th Cir. 2004). “If any ‘significant’ environmental impacts might result from the proposed agency action then an EIS must be prepared before agency action is taken.” *Grand Canyon Trust v. Federal Aviation Administration*, 290 F.3d 339, 340 (D.C.Cir. 2002) (emph. original).

Here, the issues discussed in this comment letter implicate many of the above-listed factors, including the scale of the Project, cumulative impacts from existing and foreseeable related projects, the existing controversy regarding noise impacts, and the disparate impacts suffered by EJ communities (to name a few). Thus, an EIS is required here. *See Public Citizen v. Department of Transportation*, 316 F.3d 1002, 1023 (9th Cir. 2003) (“If [the agency’s] action is environmentally ‘significant’ according to any of these criteria, then [the agency] erred in failing to prepare an EIS.”); *Ocean Advocates v. U.S. Army Corps of Eng’rs*, 402 F.3d 846, 865 (9th Cir. 2004). “If any ‘significant’ environmental impacts might result from the proposed agency action then an EIS must be prepared before agency action is taken.” *Grand Canyon Trust v. Federal Aviation Administration*, 290 F.3d 339, 340 (D.C.Cir. 2002) (emph. original).

Unfortunately, it would seem that at this early stage—before even considering scoping comments—the FAA has predetermined that the 35 components of the Project will be reviewed under an “Environmental Assessment” rather than a full-blown EIS (see Scoping Materials, p. 1). SEIU urges the FAA not to put the cart-before-horse and respectfully requests it reconsiders its decision to proceed under a more thorough EIS—as required under NEPA.

IV. KEY ISSUES THAT NEED TO BE ADDRESSED IN THE NEPA DOCUMENT/DEA

A. THE FAA MUST PROVIDE ALL RELEVANT DOCUMENTS AND SUFFICIENT INFORMATION ABOUT THE ENTIRE PROJECT

A NEPA document must provide adequate information for decisionmakers or the public to accurately assess the environmental impact of a proposed project. *Natural Res. Def. Council v. U.S. Forest Serv.*, 421 F.3d 797, 811 (9th Cir. 2005), citing *Animal Def. Council v. Hodel*, 840 F.2d 1432, 1439 (9th Cir. 1988) (“Where the information in the initial EIS was so incomplete or misleading that the decisionmaker and the public could not make an informed comparison of the alternatives, revision of an EIS [was] necessary to provide a reasonable, good faith, and objective presentation of the subjects required by NEPA.”). As the court in *Trout Unlimited v. Morton* found:

“... an EIS is in compliance with NEPA when its form, content, and preparation substantially (1) provide decision-makers with an environmental disclosure sufficiently detailed to aid in the substantive decision whether to proceed with the project in the light of its environmental consequences, and (2) make available to the public, information of the proposed project's environmental impact and encourage public participation in the development of that information.” *Trout Unlimited v. Morton*, 509 F.2d 1276, 1283 (9th Cir. 1974) (emph. added).

To this end, NEPA documents must disclose all referenced or underlying documents, and such documents need to be made available for public review. 5 U.S.C. § 4332(2)(C) (stating that “Copies of such statement . . . shall be made available . . . to the public.”); 40 C.F.R. § 1502.21 (“No material may be incorporated by reference unless it is reasonably available for inspection by potentially interested persons within the time allowed for comment.”); 40 C.F.R. § 1506.6(f) (“environmental impact statements, the comments received, and any underlying documents available to the public”); 43 C.F.R. § 1610.2 (“Supporting documents to a resource management plan shall be available for public review at the office where the plan was prepared.”). Thus, supporting materials that were not made readily available to the public cannot be relied upon to defend the adequacy of a NEPA document. *California v. Block*, 690 F.2d 753, 765 (9th Cir. 1982) (“Given this inaccessibility, the worksheets may not be considered in determining the . . . Final EIS’s adequacy.”). Quite simply, agencies must provide the “hard data” on which the NEPA documents bases its conclusions. *Idaho Sporting Congress v. Thomas*, 137 F.3d 1146 (9th Cir. 1998). Failure to do so only circumvents public scrutiny of the project, which is “essential to implementing NEPA.” 40 C.F.R. § 1500.1(b).

Soo to, the FAA guidelines stress adequate disclosure of critical documents relied upon in a NEPA document. *See* Order 5050.4B ¶ 1007.m (“Circulation and review are important parts of NEPA’s attempt to ensure informed decisionmaking. Appendices improve reader understanding of the analyses and make the document easier to review. Since information in an appendix is extremely relevant to the EIS and FAA’s decision process, the responsible FAA official must circulate the material with the EIS or make the appendices available to the public (40 C.F.R. 1502.18(d)) . . . Such material should be made reasonably available to the public for inspection during the comment period (40 C.F.R. § 1502.2).”)

Here, SEIU urges FAA to provide a clear and complete scope of the Project, ultimate objectives, and explanation of how the proposal fits within the context of prior environmental review and plans for the Airport. This, is not achieved in the existing Scoping documents that appear to downplay significant aspects of this Project. First, a main part of the Project is the construction of a new international terminal, which includes two satellite concourses that will expand the airport’s gate capacity, which will ultimately increase cargo flight capacity at the Airport. The new concourses will double the size of existing ones and will be able to accommodate wide-bodied planes. This Project will add 22 gates and help the Airport increase its capacity to 100 million passengers by 2026,⁶ which is far beyond FAA passenger demand projections going out as far as 2045.⁷ So too, the proposed expansion is being proposed when

⁶ https://www.dailyherald.com/news/20210322/all-systems-go-on-i-490-the-toll-road-that-could-change-ohare-access-and-suburban-driving?cid=search_

⁷ https://www.faa.gov/data_research/aviation/taf/media/taf_summary_fy_2017-2045.pdf.

there has already been a substantial increase in cargo volume. As of September 2020, airport cargo tonnage increased by 6.1 percent from September 2019, rising from 1.3 million metric tons to 1.4 million metric tons.⁸ Other sources suggest even higher increases, potentially growing 15 percent to more than 2 million metric tons, with the number of freighter flights escalating 25 percent to 30,400.⁹ This increase in cargo is attributed to widebody jets, which according to an analysis by consultant Logistics Capital & Strategy, international imports shipped on widebody jets rose 22 percent at the Airport—more than any other major gateway in the U.S. during the same period.¹⁰ It is beyond the pale to not require a full-blown EIS for a Project of this magnitude.

FAA must explain how this massive Project will merely “retain operational capacity” (as suggested by Scoping Presentation, p. 6), when in reality, the Project will serve to increase capacity at the Airport well beyond that previously reviewed. This must be explained with adequate discussion and documentation of assumptions and planned forecasts from relevant prior environmental assessments and planning documents, such as the 2005 O'Hare Modernization Program EIS (“2005 EIS”),¹¹ the 2015 O'Hare Re-Evaluation EIS (“2015 EIS”),¹² and other relevant documents like regional transportation plans¹³ and air conformity determinations. This data should include how this Project is consistent/inconsistent with prior models and estimates, the accuracy of prior growth predictions, and the impacts of growth that exceed former assessments. Absent this data, the public has no ability to fully understand how this Project and all 35 subcomponents will or will not serve the purported objectives or serve ulterior motives.

Second, the Project is widely known to be a critical step to open the Airport's western access for the freight/logistics and goods movement industry. This is not adequately identified or discussed in the Scoping Materials, which lists several components in vague terms like “Support Facilities that Have Independent Utility from the Terminal Projects” (see Presentation Materials, p. 18; see also Scoping Materials, Tbl. 1 provided below).

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⁸ <https://www.civicfed.org/blog/city-continues-move-forward-ohare-modernization-plan>.

⁹ <https://www.freightwaves.com/news/cargo-handlers-move-to-airport-suburbs-to-escape-ohare-congestion>.

¹⁰ Ibid.

¹¹ Including passenger and cargo forecasts and aircraft operations, contained in Appendix B: Aviation Demand Forecasts, https://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Appendix%20B.pdf.

¹² Appendix B: Aviation Forecast Review, [ftp://public-ftp.agl.faa.gov/2015 Re-Eval/Final Re-Eval/Appendix_B.pdf](ftp://public-ftp.agl.faa.gov/2015%20Re-Eval/Final%20Re-Eval/Appendix_B.pdf).

¹³ See e.g., 2040 Comprehensive Regional Plan (Oct. 2010), <https://www.browardmpo.org/images/WhatWeDo/LRTP/IL-CMAP-LRTP.pdf>;

EA Project Grouping	[CDA Project Number] and Figure Number	Project Name (full)	Proposed Resultant Footprint Area (sq. ft. unless otherwise specified)
Terminal Projects	[1] 1	O'Hare Global Terminal and Concourse and Associated Apron Pavement	2.2 million
	[2] 1	Satellite 1 Concourse and Associated Apron and Taxiway Pavement	700,000
	[3] 1	Satellite 2 Concourse and Associated Apron Pavement	530,000
	[4] 1	Terminal 3 Concourse B Northeast End Expansion	41,000
	[5] 1	Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion	34,000
	[6] 1	Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel	N/A
	[7] 3	Terminal 5 Curbside Addition and Interior Reconfiguration	63,000
	[8] 3	Terminal 5 Roadway Improvements	195,000 sq. ft. new roadway
	[9] 3	Terminal 5 Curbside Expansion	100,000 sq. ft. new roadway; 76,000 reconfigured roadway
	[26] 3	Terminal 5 Parking Garage - Phase 2	55,000
	[16] 1	Taxiways K and L Extension (Between Taxiway A11 and Taxiway A13)	260,000 sq. ft. new taxiway
	[17] 1	Taxiways North of Satellite 2 (Between Relocated Taxiways A and B and Penalty Box Hold Pad)	620,000 sq. ft. new taxiway
	[29] 1	Taxiways A and B Reconfiguration (Between Penalty Box Hold Pad and Taxiway G)	780,000 sq. ft. of new taxiway
	[30] 1	Taxiway G (Existing Taxiway H; Between Future Taxiway T and Taxiway A1)	700,000 sq. ft. of new taxiway
	[31] 1	Taxiways H and J (South of Runway 9R Extension from Taxiway SS to Runway 4L/22R)	750,000 sq. ft. of new taxiway
	[33] 1	Terminal 1 Concourse C Expansion (North)	32,000
	[T1] 2	Temporary Walkway/Extended Jetway from Concourse C (With 6 Gates)	20,000
	[T2] 2	Temporary Heating and Refrigeration Facility (Near Satellite 2)	64,000
On-airport Non-aeronautical Projects	[22] 4	Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation	170,000
	[25] 4	Terminal 5 Hotel Facility and Pedestrian Bridge	175,000

EA Project Grouping	[CDA Project Number] and Figure Number	Project Name (full)	Proposed Resultant Footprint Area (sq. ft. unless otherwise specified)
Airfield and Taxiway Improvements	[20] 5	Bravo Hold Pad Conversion	890,000 sq. ft. of pavement
	[23] 6	Runway 9L/27R Exit Taxiways	405,000 sq. ft. of new taxiway
	[24] 5	Runway 28R Blast Pad Expansion	58,000
	[32] 5	Taxiways P, V, and Y Reconfiguration (Between Taxiway RR and the Existing Runway 28R Hold Pad)	1.3 million sq. ft. of new taxiway
	[37] 5	Demolition and Removal of Temporary Taxiway T Between Taxiway P and Taxiway PB (North of Runway 10C/28C)	removal of 35,000 sq. ft. of taxiway
	[38] 5	Taxiway DD Realignment at the Taxiway Q Intersection (near the South Central Cargo Apron)	replacement and realignment of 120,000 sq. ft. of taxiway
Support Facilities	[10] 9	West Heating and Refrigeration Facility	130,000
	[11] 9	West Employee Screening Facility	720,000
	[12] 9	West Employee Ground Transportation Facility and Parking Garage	740,000
	[13] 9	West Employee Landside Access	800,000 sq. ft. new roadway
	[14] 9	West Landside Detention Basins	9 acres land; 66 acre-ft. stormwater
	[15] 7, 9	Airside Service Roadways	512,000 sq. ft. new roadway
	[19] 8	Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation	67,000
	[21] 7	Commercial Vehicle Holding Area (CVHA) Expansion	172,000
Air Traffic Actions	[35] 9	Centralized Distribution and Receiving Facility (CDRF)	280,000
	N/A [10-15]	Offset Approach Procedures for Runway 10R/28L	N/A

These subcomponents, however, are necessary precursors to provide direct access to the west side of the Airport and directly serve to significantly expanded cargo/logistic industry. As mentioned in recent reports, the City hopes that this “will be the thin edge of the wedge that leads to a long-desired western terminal at O’Hare.”¹⁴ Additionally, proposed Airport roadway work aligns with construction already underway to complete a ring road on O’Hare’s western boundary that will link to I-90 north, I-294 on the south, and eventually Route 390 in the

¹⁴ Ibid.

center.¹⁵ The full-access interchange between I-490 and Route 390 also will provide access from O'Hare to York and Irving Park roads. These are all interconnected related projects despite being outside the Airport's boundaries, including 16 ramps and 15 bridges "that will deliver full mobility into and out of the west side of the airport."¹⁶ Local boosters say there are more than 125 square miles of land that borders Route 390 heading into I-490 that is *prime for development*.¹⁷ Some proponents have noted that once completed, "the new I-490 Tollway can connect businesses and communities with O'Hare, transit facilities, major freight transportation hubs, distribution centers and multiple interstate highways, including the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294)."¹⁸ Even the U.S. government reportedly designated Illinois Route 390 and I-490 Tollways as a Project of National and Regional Significance.¹⁹ All of these efforts are directly tied to substantially increasing cargo/logistic volume at the Airport and surrounding areas,²⁰ which will open the door to the massive impacts resulting from foreseeable development (discussed below). Obviously, a full-blown EIS is needed to analyze all this.

Third, this western access will lead to a *significant increase in warehouse and logistics development* south, southwest, and west of the Airport to potentially rival the equivalent developments over the last 30 years east and northwest of the airport. Altogether, O'Hare has approximately two million square feet of airside cargo facilities with space for 40 jumbo freighters (including the B747-8F), with another two million square feet of cargo facilities landside.²¹ These operations include a new 820,000 square-foot cargo center developed by Aeroterm, a third-party developer, which opened the Phase I building in the northeast cargo area in 2016. Cargo areas also include Phase II of the Aeroterm development, a 240,000 square-foot building that opened in August 2017.²² Phase III, which will add approximately 135,000 square feet, is scheduled for completion in early 2020. All told, the final complex will include 915,000 square feet of warehouse space.²³ Other cargo handling companies are also expanding to areas around the Airports.²⁴ Three of the larger companies, Alliance Ground International ("AGI"), Maestro International Cargo, and Swissport, all have recently added nearly 500,000 square feet of warehouse space adjacent to the Airport. This represents a 40 percent increase for AGI and more than doubles Maestro's capacity.

Given the existing high demand to expand cargo/logistic facilities, *what will be the impacts of a new cargo campus at the Airport that can potentially handle 50 percent more cargo traffic and freighter aircraft than before?* Obviously, expanding cargo capacity will lead to increased demand for warehouse uses in the Airport's surrounding areas—which is in hot

¹⁵ See <https://www.dailyherald.com/news/20210322/all-systems-go-on-i-490-the-toll-road-that-could-change-ohare-access-and-suburban-driving?cid=search>.

¹⁶ See <https://www.journal-topics.com/articles/western-access-plan-to-ohare-airport-begins-to-crack-open/>.

¹⁷ Supra fn. 15

¹⁸ See <https://www.dailyherald.com/article/20181211/DISCUSS/181219940?cid=search>

¹⁹ Ibid.

²⁰ Supra fn. 15.

²¹ See <https://www.flychicago.com/business/cargo/Pages/default.aspx>.

²² See <https://emma.msrb.org/P11425854-P11101285-P11510544.pdf>.

²³ See <https://airportimprovement.com/article/o-hare-int-l-continues-expand-cargo-capacity-new-landside-warehouse>.

²⁴ See <https://www.freightwaves.com/news/cargo-handlers-move-to-airport-suburbs-to-escape-ohare-congestion>.

demand and already creating impacts. For example, cargo bottlenecks are common at O'Hare during peak shipping periods because of limited warehouse space and truck zones.²⁵ While freight facilities can accommodate a steady flow of frequent small cargo loads, there has been a spike in facilities swamped with less frequent but larger cargo loads typified by larger-body plans like a full Boeing 777 or 747 plane that will commonly disgorge huge loads in a single day (e.g., four or five times bigger than normal cargo plans) or the equivalent of nine to ten truckloads.²⁶ Increasing cargo capacity at the Airport will put an already hot commodity (e.g., warehouse, freight, logistic uses) on steroids—particularly in infill locations with access to the Airport, major highways, and where there is a strong labor pool.²⁷ What are the impacts of all this on air quality, noise, traffic and local communities?

Collectively, these seemingly clear Project objectives are not identified in the Scoping documents, which is concerning given impacts already suffered under current conditions. For example, freight companies have already expressed concerns about the amount of cargo leading to an increased number of hours that trucks are operating, as well as more activity at night and in the early morning.²⁸ Furthermore, the area near the Airport is already acutely impacted by logistics truck travel. According to the 2018 Cook County Freight Plan, O'Hare is now ranking fourth nationally in cargo tonnage with 60 percent of freight in Cook County traveling by truck, nine of the top 20 highway bottlenecks in the Upper Midwest are located in Cook County on the Interstate system, and the areas along the periphery of the Airport are among the most congested for truck traffic.²⁹ The DEA must include a fair and accurate definition and objectives of the Project if it wishes to properly address all direct/indirect impacts from this transformative proposal that goes well beyond just new runways.

Of course, the enormous impacts of all this must be disclosed and vetted. Development of warehouses and freight facilities—as well as the increased traffic and mobile emissions—are clearly foreseeable given the apparent objectives of the Project. This must be clearly identified and recognized if the FAA is to take a hard look at the resulting impacts of the Project.

B. THE FAA CANNOT EXCLUDE RELEVANT PROJECTS AND IGNORE CUMULATIVE IMPACTS

“The importance of analyzing cumulative impacts in [environmental assessments] is apparent[,]” and courts will find NEPA review deficient if it fails to include an adequate cumulative impact analysis. *Kern v. United States Blm.*, 284 F.3d 1062, 1076 (9th Cir. 2002). A cumulative impact “is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” 40 C.F.R. § 1508.7 (emph. added).

²⁵ Ibid.

²⁶ <https://www.freightwaves.com/news/cargo-handlers-move-to-airport-suburbs-to-escape-ohare-congestion>.

²⁷ <https://www.dailyherald.com/business/20210621/industrial-site-sold-for-304-million?cid=search>

²⁸ See <https://www.cfiperishables.com/ohares-congestion-issue-is-dire/>.

²⁹ See https://www.cookcountyil.gov/sites/default/files/cc_freightplan_dec4_finalv5lr.pdf

Here, as discussed above, the massive Project is proposed in a context of existing high demand for new warehouse/freight uses, serial expansions of Airport operations (as evidenced by the 2015 and 2015 EISs), and numerous infrastructure projects that are intertwined with the Airport's expansion of cargo capacity and western access. Cumulatively, these related projects will create an unprecedented freight/logistic hub near the Airport, with significant environmental implications—locally and regionally—for Airport stakeholders. It is clearly foreseeable that approval of the Project will lead to much higher demand on warehousing/logistics facilities and, thus, must be analyzed under the DEA. (See Airport Desk Reference, Ch. 3, pp. 1-2; *see also* 1050.1F Desk Reference ¶ 15.1.) This is critical if the FAA is going to take a hard look at the Project's various impacts discussed herein.

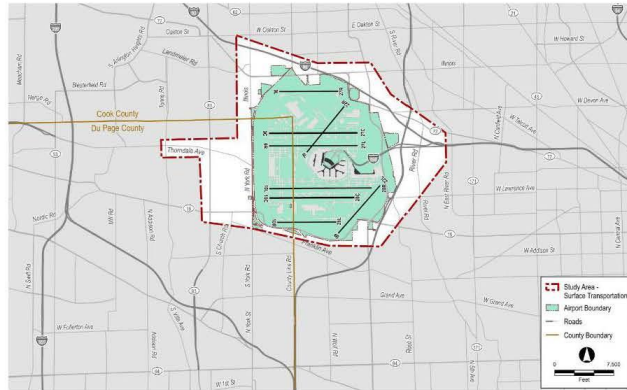
C. THE FAA MUST TAKE A HARD LOOK AT TRAFFIC-RELATED IMPACTS, INCLUDING ALL FORESEEABLE DIRECT/INDIRECT EFFECTS ON TRAFFIC, AIR QUALITY & GHGs

NEPA requires federal agencies to take a “hard look” at the environmental consequences of their proposed action, including all foreseeable direct and indirect effects and the likely cumulative impact of the agency action. *Idaho Sporting Congress, Inc. v. Rittenhouse*, 305 F.3d 957, 973 (9th Cir. 2002); 40 C.F.R. §§ 1502.16, 1508.7, 1508.8. Under FAA guidelines, a project's traffic generation is a factor directly/indirectly related to several covered resources, including air quality (1050.1F Desk Reference, p. 1-4 [“such as exhaust from project-generated vehicle traffic on the surrounding road network”]); traffic (*id.* at p. 8-13 [“operational effects including ... increased traffic”]); socioeconomics (*id.* at 12-6 [“Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities”]); environmental justice (*id.* at 12-10 [“increased traffic congestion”]); and noise (*id.* at C-11 [“on-road mobile ground sources (such as ground access vehicles)” may be modeled separately from aircraft noise]). *See* 5 U.S.C. § 4332(2)(C); 40 C.F.R. §§ 1502.21, 1506.6(f), 1610.2; Order 5050.4B ¶ 1007.m; *California v. Block*, 690 F.2d 753, 765 (9th Cir. 1982); *Idaho Sporting Congress v. Thomas*, 137 F.3d 1146 (9th Cir. 1998).

Here, as a threshold matter, the DEA must provide an accurate description of existing traffic conditions, such as level of service (i.e., congestion) at existing facilities and impacts already suffered by affected communities. Moreover, in addition to the direct impacts from the Project's subcomponents, the DEA must analyze the Project's cumulative impact when accounting for the existing and foreseeable expansion to the logistic infrastructure serving the Airport. This includes heavy-duty truck traffic and mobile emissions near such facilities and along major corridors between these facilities and the Airport. Often, these types of facilities cluster near one another once established (e.g., once one warehouse is developed, many more follow). The DEA must identify these facilities/routes and consider the Project's impact in the context of the existing and foreseeable traffic generated by expanding the Airport's cargo capacity and developing the western access to O'Hare. This expansion will not be limited to the currently proposed surface transportation study area (*see* Scoping Presentation, p. 33; excerpt provided following page).

/ / /

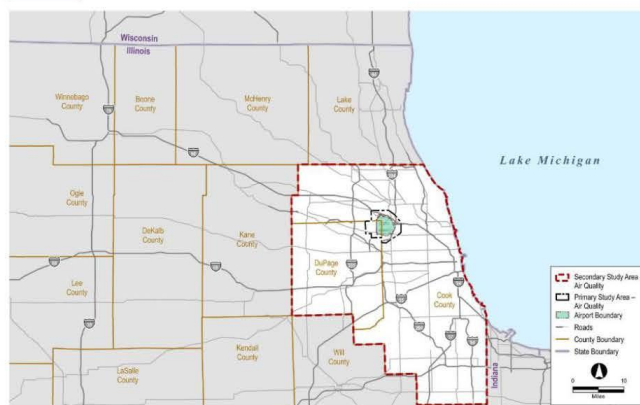
What Is the Study Area for Surface Transportation?



Because increase traffic inherently involves potential impacts on air quality and GHG emissions, the DEA should adopt a traffic study area no less restrictive than the proposed secondary study area for air quality (*id.* at p. 35; excerpt provided below). Analysis should identify all sensitive receptors (e.g., residents, elderly, parks/school, etc.) and consider the impacts caused by increased heavy-duty truck traffic congesting roadways and emitting increased air pollutants.

Furthermore, the DEA must consider the Project's direct and foreseeable impacts on climate change, including but not limited to GHG emissions caused by the Project's construction, operation, and foreseeable expansion to the freight/logistic industry—where mobile emissions from heavy-duty trucks will constitute a significant contributor to GHG emissions.

What Is the Secondary Study Area for Air Quality?



The Secondary Study Area encompasses both DuPage and Cook counties, which are within a US EPA-designated ozone nonattainment area.

D. THE FAA MUST TAKE A HARD LOOK AT ALL DIRECT/INDIRECT HAZARDOUS MATERIAL IMPACTS INCLUDING TOXIC AIR CONTAMINATES

Hazardous materials are also a covered resource under the FAA guidelines (*see* Order 1050.1F, Exh. 4-1), which are defined “broadly” to include any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. 1050.1F Desk Reference, p. 7-2. The term hazardous materials include both hazardous wastes and hazardous substances, as well as petroleum and natural gas substances and materials. *See* 49 C.F.R. § 172.101. FAA guidelines require the NEPA document to “clearly identify any contaminated sites at the proposed project site or in the immediate vicinity of a project site.” 1050.1F Desk Reference, pp. 7-7, 7-9.

Here, a significant potential hazard will be toxic air contaminants, such as diesel particulate matter (“DPM”)—a known carcinogen—that are prevalent from heavy-duty trucks traveling to and from the Airport as a result of the Project. These have an acute effect on sensitive populations such as residents, children, the elderly, and those along freeways and truck routes. The DEA must take a hard look at these DPM and hazardous substance impacts. To this end, the DEA again should include a study area no less restrictive than the secondary study area for air quality, identify existing and foreseeable truck routes and clusters of Project-induced logistic facilities, and the potential sensitive receptors to be impacted.

E. THE FAA MUST TAKE A HARD LOOK AT ALL DIRECT/INDIRECT NOISE IMPACTS, INCLUDING INCREASED CARGO NIGHT FLIGHTS & MAKING PERMANENT THE OFFSET APPROACH FROM RUNAWAY 10R/28L

Federal agencies also must take a “hard look” at direct, indirect, and cumulative effects on noise. Under FAA guidelines, while “current noise conditions is usually confined to aircraft noise[,] ... the inclusion of other noise data, such as background or ambient noise or notable levels of noise in the study area from other sources (e.g., highways, industrial uses) is appropriate where such noise data is pertinent to understanding the affected environment and to considering the environmental impacts of the proposed action and alternative(s).” 1050.1F Desk Reference, p. 11-8. Additionally, FAA guidelines require disclosure of “noise increases of [Day-Night Average Sound Level (“DNL”)] 1.5 dB or more over noise sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, or that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.” *Id.*

Here, the Project presents at least two key noise issues that must be given a hard look. First, increasing cargo capacity at the Airport will increase night flights. A substantial and ongoing increase in the number of flights will drive increased noise at night and exacerbate other problems. For example, according to a 2015 study of aircraft noise at the Airport sponsored by the Suburban O'Hare Commission:

- The Airport's "effort to increase cargo activity has and will continue to increase nighttime operations."³⁰
- One of the possible factors identified as inducing more nighttime operations included "additional cargo operations in newly developed cargo facilities."³¹
- The Airport's "accommodation and continued infrastructure development for cargo operations...encourages a heavy concentration of nighttime activity."
- If additional cargo operations occur, nighttime operations will likely increase. Any increase in nighttime operations will necessarily increase the size of the adversely impacted population.³²

Second, the Project proposes to permanently implement offset (angled) approach procedures for Runway 10R/28L that were intended to be temporary.³³ These noise issues have already been the subject of *substantial controversy*,³⁴ for example, during the 2015 EIS review period, critical noise comments were submitted by the United States EPA, local municipalities, and community groups voiced concern regarding:

- The shift of night landings;
- A lengthy period of interim noise disruption for residents outside the 65 DNL noise contour without mitigation;
- The lack of clarity on how FAA defined interim impacts and questioned the lack of using a relevant threshold to consider mitigation; and
- Questioned the legitimacy of noise monitoring or how the public could stay informed.³⁵

These abovementioned issues must be given a hard look, starting with a clear and accurate description of existing impacts that were once intended to be temporary but now are to be made permanent. Additionally, the FAA must consider the increase in these impacts caused by the substantial increase in cargo volume at the Airport. This is critical to SEIU' members. For example, proposed east/west flow approaches have a destination flight path that encompasses multiple zip codes (*see* Scoping Materials, p. 22-23), including zip codes where approximately 2,300 Local 1 members and their families live. The risk of noise pollution is high

³⁰ See Suburban O'Hare Commission, Chicago O'Hare International Airport Final Noise Study, (Bethesda: 2015), 10. (Study completed by JDA Aviation Technology Solutions, Bethesda, MD, under contract to the SOC.) The entire report is available on the JDA website: <http://O'Harenoiseproject.com/>. Nighttime operations are multiplied by ten times for the purposes of determining noise impacts.

³¹ See Suburban O'Hare Commission, ORD Runway Rotation Test Analysis and Recommendations, (Bethesda: 2017), 12- 13. (Study completed by JDA Aviation Technology Solutions, Bethesda, MD, under contract to the SOC.) The entire report is available on the JDA website: <http://O'Harenoiseproject.com/>.

³² Ibid.

³³ See https://www.faa.gov/airports/great_lakes/TAPandATEA/; see also https://www.faa.gov/airports/airport_development/omp/eis_re_eval/.

³⁴ See <https://abc7chicago.com/ohare-noise-45th-ward-41st-john-arena/577523/>; see also <https://www.wbez.org/stories/emanuel-announces-more-faa-meetings-on-ohare-noise/e8fdc11d-7fd4-46f3-8cbe-c495e9165bde>; <https://www.fairchicago.org/post/fair-2021-quarterly-update>; https://www.chicago.gov/city/en/depts/mayor/press_room/press_releases/2015/may/mayor-emanuel-announces-national-study-on-airport-noise-to-be-ex.html;

³⁵ See [ftp://public-ftp.agl.faa.gov/2015 Re-Eval/Final Re-Eval/Appendix I_Intro_and_Agency.pdf](ftp://public-ftp.agl.faa.gov/2015%20Re-Eval/Final%20Re-Eval/Appendix%20I_Intro_and_Agency.pdf); [ftp://public-ftp.agl.faa.gov/2015 Re-Eval/Final Re-Eval/Appendix I_Intro](ftp://public-ftp.agl.faa.gov/2015%20Re-Eval/Final%20Re-Eval/Appendix%20I_Intro_and_Agency.pdf); see also [ftp://public-ftp.agl.faa.gov/2015 Re-Eval/Final Re-Eval/Appendix I_Intro_and_Agency.pdf](ftp://public-ftp.agl.faa.gov/2015%20Re-Eval/Final%20Re-Eval/Appendix%20I_Intro_and_Agency.pdf);

among these members that will be directly impacted by making permanent these once interim approaches.

F. THE FAA MUST TAKE A HARD LOOK AT ACUTE IMPACTS SUFFERED BY ENVIRONMENTAL JUSTICE COMMUNITIES

An Executive Order adopted in 1994 directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States...” Exec. Order 12,898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 Fed. Reg. 8113 (Feb. 16, 1994) (“EO 12,898”), § 1-101. EO 12,898 directs Federal agencies to use population data “to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.” *Id.* at § 3-302. So too secondary socioeconomic effects of the Project must be assessed under NEPA. *See* 40 C.F.R. §§ 1500.8(a)(3)(ii), 1508.8, 1508.14 (“... economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.”). Under Order 1050.1F (Exh. 4-1), multiple factors should be considered when assessing a project’s impact on EJ, socioeconomic, and children’s health, such as where the Project will:

- Induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);
- Disrupt or divide the physical arrangement of an established community;
- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities;
- Produce a substantial change in the community tax base;
- Have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population, due to:
 - Significant impacts in other environmental impact categories;
 - Impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines are unique to the environmental justice population and significant to that population;
- Have the potential to lead to a disproportionate health or safety risk to children.

Here, the FAA must identify existing and new EJ communities that will suffer additional and/or new impacts from the proposed Project and foreseeable consequences of approving the Project. This review should cover all communities within all relevant study areas, including but not limited to the secondary study areas for noise, air quality, and traffic. FAA should use

reasonably available data to identify these groups,³⁶ assess the current disproportionate impact from existing environmental harms, and identify to what extent these communities will be further impacted by the Airport's expanding cargo capacity and opening of a western access hub. In addition to the impacts mentioned above (e.g., traffic, air quality, hazards, noise, etc.), the FAA should assess the extent to which the Project creates longer commutes for EJ communities. Often, EJ communities that are forced to work low-paying jobs cannot afford to live near the places they work and serve—especially in areas that lack sufficient affordable housing. This, in turn, induces longer commutes that make public transit less feasible, causes greater mobile emissions, and extends time working parents are apart from loved ones. These factors must be considered by FAA—will this Project create significant low-paying jobs, disrupt or make worse existing job/housing balance, and induce longer commutes for EJ communities. These EJ issues directly affect the Project's potential operational workforce, like SEIU members.

G. THE FAA MUST TAKE A HARD LOOK AT ADEQUATE MITIGATION MEASURES AND PROJECT ALTERNATIVES

FAA guidelines encourage FAA officials to incorporate mitigation into project design to avoid and minimize environmental impacts “[t]hroughout the environmental analysis process.” Order 1050.1F ¶ 2-3.6. An agency’s decision to forego issuing an EIS may be justified in some circumstances by the adoption of mitigation measures, but the proposed mitigation measures must be developed to a reasonable degree— “a ‘perfunctory description, or mere listing of mitigation measures, without supporting analytical data, is insufficient to support a finding of no significant impact.’” *National Parks & Conservation Ass’n v. Babbitt* (9th Cir. 2001) 241 F.3d 722, 734 (internal citations and quotations omitted); *see also* Order 1050.1F ¶ 4-4(a) & (c) (where an EA uses mitigation in order to avoid a finding of significance and preparation of an EIS, “the discussion must be in sufficient detail to describe the impacts of the mitigation ... [and] is clearly specified in terms of expected outcomes, which may include measurable performance standards.”).

A reviewing court must “consider whether they constitute an adequate buffer against the negative impacts that may result from the authorized activity ... [such that] mitigation measures will render such impacts so minor as to not warrant an EIS.” *Id.* However, said mitigation measures must be more than mere vague statements of good intentions. *See City and County of San Francisco v. United States*, 615 F.2d 498, 501 (9th Cir. 1980). This can be achieved when measures are project-related, within the agency’s control, and made real by “firm commitments” by the relevant public agencies and/or project developer. *Preservation Coalition, Inc. v. Pierce*, 667 F.2d 851, 860 (9th Cir. 1982); *see also City and County of San Francisco v. United States*, 615 F.2d 498 (9th Cir. 1980) (noise, air, and water pollution mitigated through abatement and control; traffic congestion mitigated through close cooperation with city); *see also* Order 1050.1F ¶ 6-2.3 (relied upon mitigation measures “must be implemented and/or monitored by the FAA or other entity responsible for implementing and/or monitoring mitigation.”).

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³⁶ See <https://www.cmap.illinois.gov/data/community-snapshots>.

Here, FAA must consider mitigation measures tethered to a good-faith assessment of the Project's impacts. This includes a hard look at the foreseeable direct and indirect impacts of this Project. Any truncating of this analysis via a vague project description, narrowed study area or ignoring of cumulative impacts only subverts the ability of FAA and other decisionmakers to consider feasible mitigation measures and/or a reasonable range of alternatives that reduce the Project's impacts on traffic, air quality, GHG, hazards, noise impacts and cumulative impact thereof. To this end, SEIU requests FAA consideration of mitigation measures that would reduce Project impacts suffered by EJ communities. The City should establish a stakeholders table that includes workers (and/or their representatives), EJ groups, and other impacted communities to develop a set of firm commitments related to community benefit standards. These mitigation measures must include improved labor standards for airport workers to ensure economic benefits reach impacted communities, public transit commitment and revisiting the 65+DNL noise contour, as well as:

- Funds will be directed toward studying the health impacts of airport operations on surrounding communities, including air quality, TACs, and noise impacts;
- A framework for a community-led implementation of a regional noise solution for plane and truck traffic induced by the Project;
- Require High-efficiency HVAC filtration, MERV 13 or better, provided to residents and other sensitive receptors near the Project Site;
- Consideration of all appropriate mitigation measures under applicable FAA guidelines, including but not limited (1050.1F Desk Reference ¶¶ 1.4, 2.4; 5.4, 7.4, 11.6, 12.3.4), which suggests:
 - For airport project sponsors in nonattainment and maintenance areas, participating in the FAA Voluntary Airport Low Emissions ("VALE") program;
 - Implementing any on-site treatment, engineering, or administrative controls that may be applied to reduce the hazards posed by wastes encountered;
 - Noise abatement flight procedures;
 - Sound insulation of residences and other noise-sensitive structures;
 - Construction of noise barriers or acoustic shielding to mitigate ground-level noise;
 - Measures to limit noise from machinery or trucks as they traverse streets in noise sensitive areas; and
 - Situations unique mitigation measures specific to children.

H. FAA MUST INDEPENDENTLY VET ALL DATA & FACILITATE ROBUST PUBLIC PARTICIPATION—PARTICULAR EJ GROUPS AND THOSE ALREADY IMPACTED BY AIRPORT OPERATIONS

The issues discussed herein implicate various other issues germane to the Project's DEA. For example, as previously mentioned, past environmental reviews have been the subject to controversy due to the inadequacy of data used. Here, *the FAA must independently vet the data relied in the DEA*. Under applicable guidelines, FAA must act "[i]ndependently and objectively in evaluating applicant-submitted information and EAs and taking responsibility for content and adequacy of any such information or documents used by the FAA for compliance with NEPA or

other environmental requirements[.]” Order 1050.1F ¶ 2-2.1.a.3 (emphasis added); *see also id.* at ¶ 2-2.1.d (“The FAA must independently evaluate any information or analysis submitted by an applicant before using it to support a NEPA review ... The FAA must advise and assist the applicant during preparation of the EA, and must independently evaluate and take responsibility for the EA to ensure that: (1) the applicant’s potential conflict of interest does not impair the objectivity of the document; and (2) the EA meets the requirements of this Order.” Emphasis added.).

So too, the FAA must ensure robust public participation during the DEA review process. Federal agencies must make “diligent efforts” to involve the public in preparing and implementing of their NEPA procedures (40 C.F.R. § 1506.6(a)), and “to the fullest extent possible ... [e]ncourage and facilitate public involvement in decisions which affect the quality of the human environment” (40 C.F.R. § 1500.2(d)). So too FAA guidelines encourage robust public participation, particularly where environmental justice issues are present. *See e.g.*, Airport Desk Reference ¶ 5.C (Given that CEQ recognizes cultural or social concerns of low-income or minority populations amplify that population’s perceptions of a proposed action, reaching out to environmental justice communities early is “very important step in completing efficiently and effectively an environmental justice analysis. Often, that contact is the best way to collect information essential to addressing an affected population’s culturally important concerns and needs”); Order 1050.1F ¶ 2-5(b) (“The FAA will provide public involvement opportunities and consider the results thereof, including soliciting input from affected minority and low-income populations on the proposed action and any alternatives.”).³⁷ At its core, environmental justice requires fair treatment and “meaningful involvement” of all people regardless of race, color, national origin, or income” in the NEPA review process, such that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public’s contribution can influence the regulatory agency’s decision;
- Their concerns will be considered in the decision-making process;
- The decision makers seek out and facilitate the involvement of those potentially affected; and
- With respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. *See* 1050.1F Desk Reference, ¶ 12.2.

³⁷ See also FAA (eff. 8/25/11) Community Involvement Policy Statement (“The agency regards community involvement as an essential element in the development of programs and decisions that affect the public. The public has a right to know about our projects and to participate in our decision-making process. To ensure that FAA actions serve the collective public interests, all stakeholders will have an opportunity to be heard.” Additionally, goals and tasks required from FAA include “provide the public an opportunity to comment prior to key decisions[;] ... [and] use public involvement techniques designed to meet the diverse needs of the broad public, including not only interested groups and the general public, but individuals as well.”), <http://tfmlearning.faa.gov/publications/atpubs/AIR/airapp10.html>; CEQ NEPA Guidance Re. Environmental Justice, p. 13 (effective environmental justice participation strategies include “Provision of opportunities for limited-English speaking members of the affected public to provide comments throughout the NEPA process[.] [and] [p]rovision of opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments[.]”), https://www.epa.gov/sites/production/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf.

SEIU therefore respectfully urge the FAA to take all appropriate action to vet the data relied in the DEA and ensure adequate opportunities for municipalities, public agencies, past community stakeholders, and particularly EJ communities like those represented by SEIU adequate time to meaningfully review and comment on any forthcoming DEA.

V. CONCLUSION

SEIU appreciates the opportunity to provide these comments. Again, the FAA must take a hard look at the issues discussed above in a full-blown EIS. Given the Airport's history, admitted the scale of the Project, and the context of foreseeable direct/indirect cumulative impacts, SEIU is extremely concerned by the FAA's decision to review the Project under an abbreviated environmental assessment. SEIU respectfully requests that the FAA and City reconsider its decision, proceed via a NEPA-compliant EIS, and consider the mitigation measures proposed above

Finally, on behalf of SEIU, this Office requests to receive all notices of actions, hearings, approvals, determinations, or public hearings to be held on the approval of the Project and DEA. (See 40 C.F.R. § 1506.6(b)(1).) Please send notice by electronic and regular mail to: Nicole Berner, General Counsel and Monica Guizar, Associate General Counsel, 1800 Massachusetts Ave NW, Washington, DC 20036 (monica.guizar@seiu.org).

Sincerely,

/s/

Wendy Weiner
Service Employees International Union (SEIU)
Director, Property Services Division

0.2 COMMENTS FROM INDIVIDUALS

Name: Agha, Tarek

Address: Elk Grove Village, IL 60007

We were told that this new approach is a temporary one and it will not be permanent. The noise level is terrible and it's causing mental stress and anxiety

Name: (PII)

Address: (PII)

I hope the environmental assessment is considering the impact of noise pollution on the surrounding communities, which is considerable. I live in the Oriole Park neighborhood and planes routinely fly overhead every 90 seconds-2 minutes. You can hear the one that just flew over, the one that is overhead, and the one approaching all at the same time so there are long stretches of time where you don't get literally a second of peace. You cannot converse with neighbors outside because of the noise interruptions. Please understand that this is a serious quality of life issue for many people.

Name: (PII)

Address: (PII)

I have noticed more airplane noise occurring after midnight. It seems that planes are also flying lower near midnight and into the morning hours.

I live in Gladstone Park and don't know if this is due to new flight patterns, but there are times that the house shakes because of it.

thank you

(PII)

Name: Balicki, Linda

Address: Wood Dale, IL 60191

I am protesting against the Chicago Dept. of Aviation requesting that the FAA grant permanent approval to the offset approach. The planes that come directly over my home using this approach are very low and they shake my home. I now have new cracks in my walls as i can hear the vibration that these Low planes create. Also this part of Wood Dale does not have new soundproof windows and I cannot even watch tv because they are so low and loud. They come in every couple minutes, there is not even a break! Between the south runway and the other runway turning over my house the noise is very disturbing, loud and also there is horrible wind-shear that is additional noise not including the fact that this shear scares my

dogs. I am against this permanent approval to the offset approach especially since we were guaranteed it would only be temporary situation until the new north runway was completed.

Name: Bavaro, Carolyn

Address: Wood Dale, IL 60191

The current 'diagonal' flight pattern that comes directly over my Whispering Oaks condo complex originally was supposed to be temporary until the North runway is completed later this year in 2021. The noise is intolerable. I can't open my windows or sit on my balcony to enjoy being outside in good weather because the noise is constant without relief between each flight and is so loud and powerful that it hurts my hearing. Forget about trying to talk to someone outside too. Also, the noise starts at 8am or earlier waking me up and sounding like the planes are literally coming through my condo unit! This is unacceptable noise pollution that diminishes my quality of life and right to enjoy living at my property.

Name: Bernick, Simoj

Address: Chicago, IL 60614

The rest of the world is building amazingly beautiful airports. Meanwhile the us has decades old airports that are depressing to walk through, congested and ugly. Please update ohare.

Name: (PII)

Address: (PII)

I have lived in Rosemont for about sixty years and lived with the noise from O'hare Airport. In the last two years the noise has gotten much worse. The noise has deprived me of sleep and made it difficult to enjoy our yard with family. We need some relief from the constant noise from the airport. I should be able to get a good nights sleep without being woke up by cargo planes at 3 AM. Sincerely (PII)

Name: (PII)

Address: (PII)

I encourage a full environmental review of existing and proposed activities at O'Hare including noise reduction and emissions.

Residents around the airport suffer immediate and long-term health and quality of life damages as a result of O'Hare activities.

The noise under the runways is unacceptable and everything is covered with an orange film that is probably jet fuel exhaust.

I also encourage and request an environmental investigation into the airport's effect on green spaces and waterways, including the Des Plaines River, the Cook County Forest Preserves and other waterways and parkland.

Name: Brink, Holger

Address: Chicago, IL 60625

I love the new design. Finally a step towards catching up our infrastructure with our global competition. We have allowed our infrastructure to deteriorate while other countries especially in the Mideast and Asia have leapfrogged us

Name: Bush, Robert

Address: Roselle, IL 60172

Really. Do this at your third blackhole of an airport, Chicago south suburban airport

The cost of the Lake Calumet site was \$10.8 billion.

2002 The Illinois Department of Transportation (IDOT) began purchasing land for the Will County airport site in 2002, with funding of \$75 million earmarked by the Illinois FIRST program.

2014, IDOT purchased Bult Field and some surrounding land for \$34 million for the new Chicago-area airport

2019 \$23.5 billion IDOT plan included \$205.5 million in funding for construction, land acquisition, engineering, and utilities for an I-57 interchange at Eagle Lake Road near Peotone in eastern Will County.

2019 capital bill signed into law by Governor J. B. Pritzker. The bill allocated \$162 million

2019 The state has spent nearly \$100 million since 2002 to acquire about 5,000 acres for the proposed airport.

Name: Canchola-Guzman, Christine

Address: Roselle, IL 60172

I recently read of the Chicago OHare Int'l Airport Terminal Area Plan in the local newspaper that a friend had shared.

Reading this, my heart sank. I live in Roselle, my mother lives in Roselle, and I grew up in Roselle. We have witnessed the damage that the last expansion of O'Hare made-- the air quality, noise, and bird populations. We can see the significance that lockdown provided to the rejuvenation of bird populations and wildlife, by cutting air traffic and commuting traffic. The air quality was improved and we saw birds

and wildlife we had not see in years. It was amazing. The cut in flights was a blessing for us all who live in the surrounding area of O'Hare. People chatted about it on local social media, how wonderful it was--an absolute blessing. I thanked God.

The sky was blue, the air free of emissions and constant droning of flights overhead. It was great while it lasted. We agree that flights should be cut, not increased. And now, the flights are beginning to increase again, and it's terrible.

My mother lives beneath a flight path, 536 white oak in Roselle, and sitting in her backyard, prior to lockdown, we would need to wait for flights to pass every 30 seconds. Use of mobile phones, calls often dropped. There have been times when using the landline when calls were interrupted by flight communications and I could hear "clear for landing" type discussions. It's been a hindrance for years, but has worsened the past 15 yrs.

And now, this? This has left me wonder if we want to keep our family's properties in the future with the proposed plan to do further expansion. It pains me to think this because we've wanted to keep the properties. These were prime locations, but now with the constant increased flights, it's absolutely a turn off. The towns of Bensenville, Franklin Park, Wood Dale, and Elk Grove dealt with this for years, but it's worse now. The noise, the smell, the traffic surrounding the airport. It's an eyesore and a dirty mess. It doesn't matter how many fancy lights and windows they use to fix it, it's still a stain on the landscape. Like painting lipstick on a pig, it's still a pig.

I worked near the airport, on Mt Prospect Rd near Touhy at the IGT complex.

The constant flights were awful. At times planes were so low they shook the windows. The traffic was a headache.

Do we want more of this? Absolutely not. The only thing that makes sense on the plan is devising a way to connect the Elgin-Ohare tollway to Elgin, and that's it. Otherwise, the plan is completely Chicago centered business. There is nothing to benefit the suburban residents in terms of improving quality of life on a daily basis. This is more bullying from the city of Chicago for their benefit. I protested the expansion before and I protest this as well.

The one thing we should be curbing is emissions. Does this fit better into the model of cutting carbon emissions? All this complex construction, and then increased flights? Does this help preserve habitats for the declining native wildlife? Does this improve property values surrounding the airport? Does this plan improve quality air and water for the suburbs. No, it does not, and if anyone says otherwise, it's absolute lies.

We protested the previous expansion, and the suburbs were bullied into forced submission to the plan. We've lived in this area from before the airport was the behemoth it currently is, and it's done very little for us in the suburbs in terms of quality of life. The majority of neighbors detest the city's bullying tactics. If a door to door survey were conducted to ask all residents of the surrounding area of O'Hare if they support this plan, I would be certain that the majority would say NO. The only who would say yes would be people planning to move out in the next 5 yrs (and don't care) and those who would plan to work in construction of the plan or work for the airport itself. Outside of this, residents do not want increased

flights here in the suburbs. It ruins our peace, it ruins our air, and it ruins our ecosystem and natural habitats. No, we don't want this plan to go through.

Instead using computerized human models in design plans, they should really go out and actually survey real humans who live in the region and asked them what they think, because this is what really matters, isn't it? Do people want more air traffic flying over their homes, several times a minute, all day, every day? NO!

Do the people who design these plans live beneath a flight path themselves, and if they don't, why don't they? And if they do, do they love it?

If any improvement plan should be done it should be to connect the Metra or another better managed system, directly to O'Hare, not through distant connections and late shuttles or taxis. Since there is no way O'Hare will disappear overnight, improved public transit should happen for suburban travelers. There should be a plan to improve public transit to the airport. The current method mainly requires people to get a ride from a friend, use an Uber/taxi, or drive oneself and pay expensive daily parking. The public transit now and has been slow, disconnected, and times do not fit well to shuttles. To fit a flight and use the metra sometimes requires taking a ride from the suburbs all the way into the city, then connecting to the blue line to bring them back. There is a connection that sometimes is running in Franklin Park, but not always and doesn't help those who live in other suburbs such as Wheaton or Glen Ellyn or Hoffman Estates. It's a poorly designed transit system for those who live in the suburbs. Other cities in Europe have public transit that works relatively well, to avoid auto traffic congestion and costly parking. How can a country that had an open slate, freedom to design and make things work, design a city so poorly?

My conclusion is corruption through and through. My thought on this expansion plan, its lack of vision for the future needs of our nation and the world that needs to do better in terms of urban planning and less environmental impact and damage.

We truly hope this message along with other messages people may have sent in, will be truly considered and not ignored. I am not another nimby who wants to stop development, I am a citizen who wants to see change, for the better. Protection of our natural habitats, our health and wellness, and for government and businesses to begin to take responsibility for the damage they keep making to our land, air, and quality of life. It needs to change and it should start NOW.

Thank you for your time!

Name: (PII)

Address: (PII)

I live at (PII). I have lived here for 21 years, and have not had serious issues with airplane noise until the past year, when a new runway was completed for westbound landing air traffic. There is now near continual low flying air traffic with extreme noise over my property to the point where it is difficult to spend time outside. This has greatly damaged my quality of life and I expect has impaired the value of

my property. This landing traffic needs to be reduced and/or rerouted in order for the community to enjoy the basic quality of life that had been the case until the new runway opened this past year.

Name: (PII)

Address: (PII)

The Terminal Area Plan for the Terminal 5 Curbside addition and interior reconfiguration is a guaranteed must. There is much empty space that can be used for Terminal 5's expansion, which can provide more shops and amenities. The Curbside addition should be added as the interior of Terminal 5 would feel much less cramped than it was before.

Name: (PII)

Address: (PII)

Something needs to be done about the airplane noise in Edison park. Planes fly low and are extremely loud. It disrupts our lives daily. Please approve windows and doors for the houses north of Devon and south of Touhy as these align with St Adalbert's cemetery where the planes wait in a holding pattern to start their descent.

Or change the landing patterns so that we can actually enjoy conversations in our back yard. Thank you!!!

Name: (PII)

Address: (PII)

My name is (PII), I live in Elk Grove Village Illinois and we had just bought our condo, which cost a lot of money, uh, a LOT, in Elk Grove and we are on the top floor and we get all the planes, pollution, we notice our balconies are blacker every year and there is no possible way we can get the hose up this high to even clean off the balconies, we have to do it by hand and I'm getting to old for this. For the other landing that opened just... just it opened about three years after we bought the condo in Elk Grove, it was okay, it wasn't like it is now. Now, 2am, 1am, midnight, rain snow or whatever, its.... you can't even leave your windows open in the summer because of the polluting from the planes, the pollution from the oil they use and whatever else to get up in the air, and its getting to be a joke, not a funny one, a serious one. And as I stated before, the people that live in Chicago proper they don't have this problem, its our villages, small towns outside of Chicago, that have to put up with all this. I think they would be pleased to have all this new, whatever its called, the globe or orbit or whatever it is, because it would give more jobs to people etc. but they are not thinking of everybody that's already going through it, due to the other runway that opened just recently it seems, it wasn't recent but you know what I mean. And I just don't think its good for our village, it might be good for everybody else, but I'm sorry I disagree. Have a very nice rest of the day. Take Care. Bye Bye.

(PII)

Name: Costello, Heather

Address: Chicago, IL 60631

The increased air traffic over our home has increased significantly in recent months and has become seriously disruptive to home life at times. Plane traffic has paused conversations between two people in the same room, has awoken us from sleep in the dead of night, and caused us to be unable to hear the television or radio playing in the same room in which we sit. Recent changes in runway traffic have negatively impacted our life at home. I request that such changes be reverted or that citizens who have been negatively impacted be compensated by tax reductions, window/door sound barrier improvements, or other such accommodations. Thank you.

Name: Crawford, Casey

Address: Loveland, CO 80537

Please save the iconic Light Tunnel during O'Hare updates. Like many Illinois natives, I have since left my home state and often fly back for family. Ever since taking my first flight as a kid from O'Hare and seeing the Light Tunnel, it has been one of my favorite airport features and art installation ever experienced. It is so special because it truly is an experience. An immersive experience so unexpected, beautiful and exciting that it can only bring joy and a smile to travelers faces.

Name: (PII)

Address: (PII)

Like to see comfortable and relaxing seating area bigger convenient store to purchase beverages and snacks .

Name: Downes, Jeffrey

Address: wheeling, IL 60090

The proposed hotels at #22 & #25 are unnecessary in the current glut of rooms already available at or near the airport. While I understand the need to support the cost of the projects with revenue, there is not enough demand to impact the environment, air quality, visual impact, land use, and pollution prevention. As the eastern side of the airport is closer to the Des Plaines River basin, it is further important to limit the amount of hard ground surfaces (i.e. hotels & parking) to enable sufficient run-off. More retainage basins/ponds should be put into place, as well as plant more trees to improve the area around the airport and offset the carbon emissions.

If there are any improvements to energy efficiencies in Terminal 2 & 5, as well as all other buildings, they should be implemented as well (solar, wind). Waste management should also be improved to reduce, reuse, & recycle through the various projects and bidded out accordingly. These should then follow-suit for improving waste management across the airport.

Name: (PII)

Address: (PII)

These proposed runway projects are already effecting our air quality, climate, environmental justice and our environmental health. Our community is home to many children who attend Rosemont school and I believe this will have a huge impact on their health and interrupt their education. These aircrafts are landing minutes from our homes and I am scared for our safety. They are now disrupting any outdoor activities and we can't even open our windows without hearing planes go by. This happens multiple times per hour every single day. The fumes that we see and hear are destroying our community. Please consider alternate plans for these runways!

Name: (PII)

Address: (PII)

To whom it may concern,

I have been a resident of (PII) for 47 years. When we purchased our home 6 miles from O'Hare we knew there would be occasional airplanes but nothing like we are now experiencing. I write this bleary-eyed from a 2 AM wake up by a plane flying so low it shook the windows of my home. The planes continued coming regularly the rest of the night.

Since operations have increased at O'Hare, normal living has become unbearable. Our four children and 10 grandchildren cannot gather in our yard, as we must stop speaking every few minutes to let a plane fly overhead.

The new runway configurations place a disproportionate amount of flights over residential Norwood Park. Please re-direct flights to go over the Kennedy expressway, as they always used to.

Please encourage the construction of the Peotone airport. With the support of Amazon, it is a doable alternative for the increasing number of cargo planes passing through this hub.

The pollution being dumped on our residential area by all the low-flying planes is criminal. The long-term effects will be catastrophic for our children.

Soundproofing our homes would help somewhat. Why are our neighbors one block away soundproofed while we, with the same decibels of noise pollution, are not?

Please use your authority to remedy these issues. It is the fair and right thing to do.

Sincerely,
(PII)

Name: (PII)

Address: (PII)

Hi Amy, my name is (PII), you know i came from Europe, exactly from Romanian, i traveled a lot, you know, in Europe, you know. And I would like to make a suggestion, for long time I am wondering why Chicago, why Illinois, doesn't build one of the biggest airport and one of the modern airport in the world in south of Chicago you know. If you thinking rationally, you know, logical, south of Chicago there lives 200 million people. In the north of Chicago, north of O'hare, there is just 100 million. And why in the south you cant connect, you know, with the fast train, you know, Indianapolis, Detroit, or other, you know... highway over there, you know, every time when I go to the road its so congestion. I have 4 hours before to go over there. This man billions of dollars, use that to modernize. I want, you know, in Frankfurt, Amsterdam, Helsinki, in Rome, in Budapest, last time I was in Turkish, Istanbul, the greatest airport, the biggest airport in the world, but I'm very disappointed how they did over there you know. And they want to suck, you know, to take all the transportation, even from the eastern Europe, you know, from Russia, Ukraine, and Belarus, you know, Romanian too over there, because when you travel, travel to Istanbul and then they get another charter. But why Illinois don't make modern, smart, no not that grab your luggage, you know one, you know I see elderly people, I know they have in Istanbul a lot of carts, you know, take people on the cart and ... them, more concept you know. In the south of Chicago, you know, put, you know please, on your request or people request, you know, they spend over there they make the wonder of the world, you know. On the south Chicago, a new airport, start from the beginning you know. But anyway, you know maybe I ask too much for this country you know. But Amy, you know I came 25 years ago here, I am very disappointed, you know, how this country developed, that is the reason, the former president he is right when he told, you know, that when you are landing into LaGuardia, New York, is like landing in a third world country, because we are behind, behind, behind other countries, such potential. And we spend, we shred money, you know where goes that money spent, you know to develop, to make this country, you know, how he was in 18th century, the time of JP morgan... Carnegie, you know Tesla, all these things you know. We have just Tesla, and Jeff Bezos you know, and all the other, you know, infrastructure, you know the medical ...(system?) is unbelievable how they low grade that. Thank you so, Amy I appreciate that you left a ... to listen to our frustration of the people, because this charismatic, smiling, you know governor, you know I just read a quote, we need people not just be, you know, show up on the TV, we need people to change you know, not billionaires with 11 billion in the family. Anyway, I just you know, its a message from (PII) from Transylvania, an alien in this country. Thank you so much, and change because maybe one entity can make a different change. Thank you, have a very blessed holiday. Bye bye.

(PII)

Name: frantzen, kenneth
Address: west chicago, IL 60185-5002

Until Chicago stops the political corruption and fiscal irresponsibility, no investments should be made at O'Hare Airport. The corruption would be mindboggling for this construction.

Name: frantzen, kenneth
Address: west chicago, IL 60185-5002

The Illinois Legislator is passing an ethics bill that excepts Chicago. No Federal Money should go to Chicago until the political corruption, union corruption, and fiscal incompetence is addressed.

Name: Gambaiani, Dominic
Address: Auburn, NY 13021

Hello,

While an expansion of OHare seems like a good idea, as more and more people stay home permanently due to disruptions with the office due to COVID, the money could be better spent creating mass transit from the airport to the surrounding counties. Not only is more rapid transit smart, in O Hares case, it would actually improve the traffic from I-190 and the surrounding highways, doing more for OHare as a user friendly airport. So COVID workplace disruptions may be permanent keeping people from flying as often, climate change commends us to spend money on projects of mass transit to decrease CO2 emissions and keep cars off of the road.

I strongly recommends rethinking the viability of this plan. This is money that is better off spent on other projects that will help the public and decrease CO2 emissions.

Name: (PII)
Address: (PII)

Hi my name is (PII) I'm a resident of Des Plaines and I just want to call to let you know I'm against the terminal expansion at O'hare Airport if you need to reach me my cell is (PII)

Name: (PII)
Address: (PII)

Since August 2020, the increase of noise related to the new runway at O'Hare Airport has become nearly unbearable at times. Planes landing at 5:30am wake us and our children. Planes taking off and then turn directly north over our home shake windows and items in our house. Had we known this was the plan we would have never moved to this area. Our home is over 60 years old we were not eligible for the sound remediation project and are hopeful more funding will become available to give us some peace inside our home.

Name: Hajnas, Roman

Address: Bloomingdale, IL 60108

Hello,

I wanted to express my sincere opposition to further continuation of the current temporary flight plans. Ever since the change in flight patterns, we are no longer able to enjoy sitting outside. There are airplanes landing in 30 second increments making so much noise that it is hard to have a conversation or enjoy any quiet time.

My family has been living in Bloomingdale area for 8 years now. It used to be a quiet and noise free city. Now it is being affected by changes allowed by your organization.

We are opposing any further extension or making these flight plans permanent.

Sincere regards.

Name: (PII)

Address: (PII)

I'm all for modernizing terminal 2 at O'Hare. The airports in the US are extremely outdated and Chicago should lead the way to bringing air travel back into the current decade. I am also very supportive of a western terminal to have an equitable distribution of air traffic over the city. Tax the airlines and hotels to help pay for it.

Name: Hansen, Cheryl

Address: Wood Dale, IL 60191

When runway 10R/28L opened in 2015, the offset approach was given temporary approval, allowing the simultaneous use of that runway with 10C/28C for arrivals. We were told that was an interim condition and after full OMP build out, 10R/28L would be used primarily for departures to the east. I am looking at the OMP Build Out plan as I write this, and that plan confirms that intention.

In 2013, runway 10C/28C opened and Wood Dale experienced noise like we never had before. When 10R/28L opened in 2015, our quality of life in Wood Dale continued to deteriorate. Bringing in arrivals side by side during East Flow was/is intolerable. I am directly in the path of 10R/28L and because of the

offset approach, I have a plane overhead and another arriving over the next block. I am no longer able to open my windows, the arriving jets start as early as 6:15 am waking me out of a sound sleep and even more disturbing, we are told that we don't qualify for sound insulation. These planes are arriving about 500 feet over my home (according to Flight Tracker) and that doesn't at least warrant sound insulation?

Wood Dale (and Bensenville) have been unjustly impacted by OMP. Prior to 2013, we had one runway (10L/28R) over our city. Today we have 3. Those three runways are being used for the majority of the departures and arrivals (per Chicago Tribune article 6-21-21 and ONCC Noise Reports). So what went from dealing with one runway with periodic noise prior to 2013, we now have 3 runways with constant noise 24/7. Even people with sound insulation in Wood Dale cannot sleep at night due to the excessive use of those runways. I know so many who have sold their homes because the constant noise is intolerable.

Wood Dale and Bensenville are communities with a high percentage of low-income earners and minorities. Permanent approval of the offset approach would be a total environmental Injustice to our towns. There are many potential legal ramifications for that as well, and I believe that will be the next step to restoring our lives to a peaceful existence.

This proposal to grant permanent authorization for the offset approach, once again violates the Record of Decision. Another legal issue. You need to pull this request off the Global Terminal plan and study it further. This offset approach has nothing to do with the Global Terminal and should not be considered as part of the package.

This OMP Build Out Plan has been severely flawed from the outset. Whoever designed and approved it should be terminated or sued. We had 8 runways with noise spread throughout the surrounding communities and now we still have 8 runways (3 of which are not even being used), with major problems with taxiing, excessive noise over some communities and safety factors with crosswinds. It's time to stop and rework this plan. Stop trying to "make it fit". It's not working and was never thoroughly evaluated for all the potential ramifications.

This offset approach is intolerable for Wood Dale and Bensenville. I invite you to stand in downtown Bensenville during East Flow and watch how low those jets are coming in with 4 large multi-story buildings to clear. You can't tell me that is safe. One gust of wind and there will be tragedy. Let's not wait for that to happen. I encourage you to deny permanent authorization of the offset approach. DON'T DO THIS TO US!!!!

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Pin A A

O'HARE RUNWAY REALIGNMENT

Still waiting

O'Hare's newest runway hasn't significantly changed traffic patterns — or quieted jet noise for many residents



A passenger jet is seen from the family room window of Lynne and Phil Denmark's home in Bloomingdale as they pose for a photograph on June 11. Having lived in their home since 1979, the couple said jet noise from planes landing and taking off at O'Hare International Airport has grown notably in the past three years. They hoped a runway that opened late last year would bring relief, but so far it hasn't. John J. Kim/Chicago Tribune

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By John Byrne | Chicago Tribune

When O'Hare International Airport's newest runway opened late last year, Lynne Denmark tipped a glass with neighbors in west suburban Bloomingdale to what they thought would be a new era of quieter skies after years of heavy airplane noise.

"We toasted with friends, 'It's finally open, we can get some relief,'" Denmark said.

Months later, that celebratory mood has turned into aggravation, with the roar of jet engines over her house a soundtrack that hasn't changed.

"It hasn't gotten better. If anything, it's gotten worse," she said.

Arrival and departure data from Chicago's Aviation Department bear that out, showing that older runways on the southern half of O'Hare have continued to be the site of most takeoffs and landings in recent months, leaving noise patterns in surrounding communities largely unchanged.

Denmark's earlier optimism was understandable. The newly christened long runway north of the airport's terminal was seen as a harbinger of relief to communities like Bloomingdale that bore the brunt of airplane noise for years during the airport's lengthy runway realignment project.

Officials said the northern runway would bring more balance to plane traffic after residents whose homes line up with south airfield

runways spent years dealing with the near-constant roar of low-flying jets overhead.

So far, the promised redistribution of noise hasn't transpired.

Federal Aviation Administration spokesman Tony Molinaro said that's largely because the north airfield at O'Hare "is still a work in progress."

While construction continues on extending another north airfield runway, it's "more efficient to taxi departures" on a southern runway, and use the new northern runway "as the second runway as operations get busier in a typical day," Molinaro said.

Once the other north runway "is extended and construction on the North airfield is completed, this runway will handle more operations on the North airfield," he said. That runway is expected to be finished in "late fall," according to city Aviation Department spokeswoman Christine Carrino.

After that, the plan is for a lower percentage of planes to use the Wilson Avenue flight path east of the airport, over Chicago neighborhoods like Portage Park, Jefferson Park and Albany Park, plus suburban Norridge and Harwood Heights. West of the airport that flight path goes over suburban Bensenville and Wood Dale.

But those changes mean residents living farther north will be hearing planes more often.

To hit the new runway, planes coming in from the east are lining up south of Devon Avenue, flying over the city's West Ridge, Sauganash and Norwood Park neighborhoods. Southern parts of suburban Park Ridge will also get more noise as the new runway gets more use.

Firefox

<https://digitaledition.chicagotribune.com/html5/desktop/production/d...>

To the west of the airport, the new flight path lines up through southern Elk Grove Village.

The newly extended runway opening this year will be just south of the runway that opened last year, further increasing the noise in that area if those runways start taking on more planes now landing and taking off to the south.

Another north airfield runway — which sends low-flying planes over Chicago's Edison Park neighborhood and northern Park Ridge from the east, and northern Elk Grove Village from the west — has been in operation for several years.

The newest northern runway was commissioned on Nov. 5. That month, it was used for 0% of takeoffs or departures, either during the daytime hours of 7 a.m. to 10 p.m., or during overnight operations, according to a Chicago Department of Aviation report.

The new runway usage remained flat at 0% across the board in December and January, according to Aviation Department data.

On Feb. 1, instrument landing systems were commissioned for both ends of the new runway, which officials said allows it to handle more planes. Its share of arrivals and departures increased, to 12% of daytime landings and 13% of departures. At night, the share went up to 2% of landings and 7% of departures.

An older north runway handled 29% of daytime arrivals and 2% of overnight arrivals that month.

But the bulk of O'Hare's traffic uses runways in the southern portion of the airport. In February, a single runway south of the terminal — among the eight runways currently in use at the airport — handled 54% of daytime arrivals and 79% of overnight arrivals. Another south airport runway took on 68% of daytime departures and 70% of overnight departures, according to the city.

In March, the imbalance continued. While the new runway shouldered 14% of daytime arrivals and 15% of daytime departures, a single south airport runway was responsible for 48% of arrivals during those hours, and another one in that part of the airport saw 63% of departures.

Overnight in March, one runway south of the terminal handled 78% of arrivals, and the one next to it saw 68% of departures, while the new north runway got 3% and 9%, respectively.

The older north runway handled 27% of daytime arrivals and 4% of overnight arrivals in March.

By April, the new north runway saw 17% of daytime arrivals, while the older north runway had 27%. Meanwhile, south runways combined for 51%. Departing planes used the south airfield 85% of the time and the north airfield 15% of the time.

The north airfield runways saw 28% of arrivals and 17% of departures during the night in April, while the south airfield handled the rest, according to the city.

There have been millions of complaints about the noise filed by residents since October 2013 when the Federal Aviation Administration changed O'Hare flight patterns after a fourth east-west parallel runway opened.

In addition to new runways that are intended to help balance the noise of jets in surrounding communities, the FAA has tested various "Fly Quiet" programs in recent years in an attempt to spread the noise around at night.

Denemark is done hoping for the best, especially in the short term as concerns about the coronavirus ease and air traffic in and out of O'Hare picks up. "Coming out of the pandemic, it hasn't reached its peak. It will only get worse," she said.

jettye@chicagotribune.com Twitter @_johnbtye

NEXT IMAGE

By John Byrne | Chicago Tribune

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But those changes mean residents living farther north will be hearing planes more often.

To hit the new runway, planes coming in from the east are lining up south of Devon Avenue, flying over

the city's West Ridge, Sauganash and Norwood Park neighborhoods. Southern parts of suburban Park Ridge will also get more noise as the new runway gets more use.

1 of 2 6/21/21, 3:29 PM

To the west of the airport, the new flight path lines up through southern Elk Grove Village.

The newly extended runway opening this year will be just south of the runway that opened last year, further increasing the noise in that area if those runways start taking on more planes now landing and taking off to the south.

Another north airfield runway - which sends low-flying planes over Chicago's Edison Park neighborhood and northern Park Ridge from the east, and northern Elk Grove Village from the west - has been in operation for several years.

The newest northern runway was commissioned on Nov. 5. That month, it was used for 0% of takeoffs or departures, either during the daytime hours of 7 a.m. to 10 p.m., or during overnight operations, according to a Chicago Department of Aviation report.

The new runway usage remained flat at 0% across the board in December and January, according to Aviation Department data.

On Feb. 1, instrument landing systems were commissioned for both ends of the new runway, which officials said allows it to handle more planes. Its share of arrivals and departures increased, to 12% of daytime landings and 13% of departures. At night, the share went up to 2% of landings and 7% of departures.

An older north runway handled 29% of daytime arrivals and 2% of overnight arrivals that month.

But the bulk of O'Hare's traffic uses runways in the southern portion of the airport. In February, a single runway south of the terminal - among the eight runways currently in use at the airport - handled 54% of daytime arrivals and 79% of overnight arrivals. Another south airport runway took on 68% of daytime departures and 70% of overnight departures, according to the city.

In March, the imbalance continued. While the new runway shouldered 14% of daytime arrivals and 15% of daytime departures, a single south airport runway was responsible for 48% of arrivals during those hours, and another one in that part of the airport saw 63% of departures.

Overnight in March, one runway south of the terminal handled 78% of arrivals, and the one next to it saw 68% of departures, while the new north runway got 3% and 9%, respectively.

The older north runway handled 27% of daytime arrivals and 4% of overnight arrivals in March.

By April, the new north runway saw 17% of daytime arrivals, while the older north runway had 27%. Meanwhile, south runways combined for 51%. Departing planes used the south airfield 85% of the time and the north airfield 15% of the time.

The north airfield runways saw 28% of arrivals and 17% of departures during the night in April, while

the south airfield handled the rest, according to the city.

There have been millions of complaints about the noise filed by residents since October 2013 when the Federal Aviation Administration changed O'Hare flight patterns after a fourth east-west parallel runway opened.

In addition to new runways that are intended to help balance the noise of jets in surrounding communities, the FAA has tested various "Fly Quiet" programs in recent years in an attempt to spread the noise around at night.

Denemark is done hoping for the best, especially in the short term as concerns about the coronavirus ease and air traffic in and out of O'Hare picks up. "Coming out of the pandemic, it hasn't reached its peak. It will only get worse," she said.

jebyrne@chicagotribune.com Twitter @_johnbyrne
Firefox <https://digitaledition.chicagotribune.com/html5/desktop/production/d...>
2 of 2 6/21/21, 3:29 PM

Name: Holden, Erin

Address: Park Ridge, IL 60068

The international take-offs over our home seem to be daily since travel has resumed from the pandemic. The windows shake and it's difficult to even hold a conversation inside the house, impossible to converse outside during the take offs. We have upgraded windows and new attic insulation, however these changes don't seem to make much difference. The early and late hours these planes run disturb the entire family's sleep patterns. Further expansion and use of these patterns over the homes in our area would be a detriment to home prices and quality of life for the entire town.

Name: (PII)

Address: (PII)

I'm fine with any changes that help there be gates for all the planes when they land so nobody has to sit in ORD's "penalty box" because their flight is early or some other flight is delayed. Being trapped on a plane on the tarmac is not fun, especially if it's for an hour or more. There either needs to be more gates or the ability to let passengers walk down steps to the tarmac like the old days and now like when there's a small plane. I assume the rest of the renovations and relocations of buildings and pavement make practical sense.

I hope that the environmental studies are being done for all the animals (if there's a wild section anywhere in that very paved area) and not just for the humans who ridiculously complain about the airplane noise when they live a few miles from the airport. I'd love to see environmental assessments for

innovative ways to cut waste like making glasses from the drink cart compostable and created from post consumer waste. Most plastic can't be recycled more than twice and I've never seen an airport hold vendors and airlines accountable for green practices like no pesticides and herbicides in the food. ORD could be revolutionary in encouraging large corporations toward sustainability for the planet.

Name: (PII)

Address: (PII)

I would really like to see passenger access to the proposed Western Terminal at O'Hare. Has this been studied?

Also, with this in mind has a study been done to see how much traffic would be reduced at the main terminal if a Western Terminal were to be open for passengers. Currently more than half of my commute to the airport is going around the airport. I wish there were access on the Western side for those that live West of O'Hare.

A simple study or survey could be conducted with passengers to ask, 1. Where did they commute from to get to the airport? 2. Did they use a car (taxi or personal vehicle) or public transportation? 3. Would a Western terminal reduce their commute? From this study it can be determined what percent are just driving around the airport to get in and what % would use the Western Terminal. I bet this is higher than most realize. I know many use O'hare from Wisconsin, and far western towns such as Rockford. Passenger data might be available without a survey and study could be conducted through a simpler means.

Another item that has bothered me since moving to this area is the lack of metra trains that connect to the airport. There is a station on the North Central Service but to get there is painful from the west and requires transfers and relying on a train that doesn't stop at the station very often. There are two metra lines that go right past O'Hare Airport. Why can't both be well connected to the airport? The Milwaukee West line rides past the airport for 5 to 10 minutes of the commute to downtown Chicago but has no access to the airport. Using Bensenville to a Western Terminal access or Franklin Park stop with some kind of people mover to the airport would probably be the best solution.

Having better access to Western commuters and improving public transportation where it is fast and reliable preferably faster than using a car. Will reduce pollution and improve happiness of passengers traveling to the airport. Right now O'Hare can be frustrating to access and often time to get to the terminal is longer than it should be. It can take 10 to 20 minutes once on the road into the airport terminals to get through.

I recommend any big planning to include ways to improve the commute for passengers as well.

Name: Koletsos, Nicholas

Address: Rosemont, IL 60918

I have been neighbors with O'Hare Airport for 38 years, and never has my life (and my family's) been so negatively impacted by the operations there as it has the last several months. Constant large, low flying cargo planes roaring just above our heads...literally every 40 seconds. The jet wash blows the trees and pops our ears. The vibrations shake the house, terrifying my dogs, and waking up my toddler in his bed. My poor child has to hold his ears to attempt to play in the backyard. My wife has to work from home in the basement to hold a meeting without interruption, and forget about sitting outside in the backyard we just fixed for our son.

I don't understand who thought it was a good idea to start flying these planes over a residential area and park, but it is ruining lives! I have filed a complaint on Chicago 311 nearly everyday, and have seen no improvement. The "airport windows" installed on my home are almost 21 years old, and make no difference anyhow, as the planes are so low, large, and frequent now. Please rotate runways, or purchase my property for a clearing, so no one has to experience the constant borage we have been forced to live under.

I would love a response back from the FAA or O'Hare Operations on why these runway changes have occurred and why no one considered the life altering effects they are having on an entire community.











Name: Laase, Sandra)

Address: Chicago, IL 60646

Since the diagonal runways were retired years ago, the AIRPLANE NOISE over my house in Edgebrook has been severe and lately, UNBEARABLE. As an example, on June 30, 2021 I recorded 54 flights flying VERY LOW AND LOUD directly over my house from 3:26 PM to 5:27 PM. This translates into one plane every 1-3 minutes. On that day I had planned to work on some paperwork that required concentration, but it was impossible to do. The constant noise also affects my mental well being,.e.g..generates anxiety. On June 30, 2021 I also recorded 8 low and loud flights in the 10 minutes between 8:45 PM and 8:58 PM, plus 4 other random low and loud flights. It took me several hours to log all these on the airplane noise site under FREQUENCY OF FLIGHTS. When individuals check a single FREQUENCY OF FLIGHTS, it may, in fact, be representative of the huge number of flights I recorded. Therefore, when frequency of flights is noted, it most probably reflects an UNDERCOUNT! June 30, 2021 was not an aberration. On July 6,2021 I recorded 41 flights between 5:51 PM and 8:24 PM, including 29 From 6:42 PM to 7:47 PM. (yet to be entered). This noise interferes with EVERY ASPECT OF ONE'S LIFE!

On July 9, 2021 I was awoken by 4 low and loud flights between 1:44 AM and 2:33 AM.

I am also concerned with the PARTICULATE MATTER which is generated by these planes. I have read several scientific studies done on its DETRIMENT TO HUMAN HEALTH..

Name: marcantelli, gary

Address: Addison, IL 60101-6013

I built my home 19 years ago in a once Country setting.

My taxes have increased every year, but my home value has decreased every year, DUE TO THE RUNWAYS' noise, airplanes causing my sleeping, my roof discoloring and particles breaking off, air pollution, etc.

Even when Chicago's Mayor Emanuel a few years ago was invited to my home and backyard with all the noise, pollution, etc., nothing got done.

I joined FAIR to no avail.

This situation is intolerable.

HELP!! HELP!!

Name: (PII)

Address: (PII)

See attached letter

(Content could not be extracted from document.)

(PII)

Ms Amy Hanson:

NO to the Proposed Airport Terminal Project!

I purchased My Forever Dream Home 14 years ago, no where near O'hare Airport, living in Peace & Quite, until You Re-configured All of the Runways and Opened up the New Major Runway that now runs along My 128' Wide Front Granville Avenue Property! I Now have Airplanes coming in for Landings on BOTH side of my Home!

I cried at first, when my sleep was Disrupted, not being able to fall asleep and being awoken too early @7am each morning All Seven days a week! I work from home and spend a lot of in my Gardens with fountains and birdbaths. My Privacy is Gone Now. I can wave to the Jumbo Jet window seat Passengers if

I wanted to !!! Even my Television reception is disrupted at times from these planes. I am typing this Letter out on my computer with Constant Airplane Noise coming in from BOTH side of My Home right Now. STOP We do NOT need 100 million Passengers and MORE AIRPLANE TRAFFIC Coming through O'HARE by 2026!!!

NO More Expansion at O'HARE! Enough is Enough Already!

Name: (PII)

Address: (PII)

Please conduct a thorough study on environmental and noise to minimize impact to the families and children living in surrounding neighborhoods.

Name: McMullin, Daniel

Address: Rosemont, IL 60018

I have lived in my house for 32 years, the last 6 months the planes have been flying directly over my house at 1000 feet or less elevation.

As early as 5:30 am which wakes me up from sleeping. Sometimes the planes are going over every 40 seconds. We cannot sit outside at all and have to adjust the volume on the TV constantly.

Due to this we are thinking of putting our house up for sale .I am sure it is going to be hard to get fair market value for our house due to the planes flying overhead. we should not lose money on our house due to the city of Chicago opening a new runway. We are also not eligible for soundproofing I was told the sound level doesn't meet the requirements. So we lose and the airport wins, it is not fair

Name: Montes De Oca, Benecio

Address: Park Ridge, IL 60068

Noise levels have been earth shaking and a nuisance for some time here in park ridge, illinois

Name: not provided, not provided

Address: (PII)

Low flying aircrafts and the increased aircraft frequency on this new flight path has negatively impacted my home and outdoor life. My conversations are frequently interrupted and my it has affected my sleep.

Name: not provided, not provided

Address: (PII)

Please no more air traffic over Jefferson Park. OMG we can't enjoy our homes, we can't sit outside the noise is so loud it drowns you out. The pollution from all the air fuel is poisoning our children. Please at least give us quiet weekends. Fly 5 days and give us 2 days to enjoy our parks, yards, children. We pay taxes and can't enjoy our property. We live in a beautiful part of Chicago and can't go outdoors because of the noise and pollution. We can wave to the passengers in the planes. Please STOP.

Name: not provided, not provided

Address: (PII)

The City of Chicago's plan to stuff their pockets with even more funds from the over planned double fork eating machine also known as the Dept. of Aviation where five layers of commissioners all report to each other is a continued issue.

With Sen. Durbin's plan to lift the flight cap at ORD in October of 07' in order to help supply more cash for the fat cats here -its' not working.

The final runway that just opened is a menece to the impacted families along the final approach of Granville within the south end of the 7th ward and much more.....Night time take off's at 3 am is not OK.

Name: not provided, not provided

Address: (PII)

I see no issues with regards to the environment caused by this project. I wholeheartedly support it.

Name: not provided, not provided

Address: (PII)

Air traffic over the years has increased over the western suburbs of Chicago (Wayne, Bartlett, etc) to the point that is difficult at best to carry on a conversation in our own backyard. With the proposed changes at O'Hare Airport and additional western access, a concern arises about additional air traffic over our homes.

Name: not provided, not provided

Address: (PII)

O'Hare It's already a nightmare. Until their done with the road construction around that area I would think no! Chicago is a cluster in every aspect don't need BS projects when there's bigger issue that need tending to.

Name: not provided, not provided

Address: (PII)

Please ensure access to the airport from the northwest suburbs such as Arlington Heights and Mount Prospect. Access from Mount prospect road would be ideal or York road to the newer terminals. Is that possible?

Name: not provided, not provided

Address: (PII)

The administration of O'Hare has shown incompetence, the shuttle train nightmare, parking, and the excessive time planes take in line to depart and get to a gate. A far better option to handle area air traffic would be a third airport. The competition should drive improvement at all regional airports.

Name: not provided, not provided

Address: (PII)

I encourage a full environmental review of existing and proposed activities at O'Hare including noise reduction and emissions. Residents around the airport suffer immediate and long-term health and quality of life damages as a result of O'Hare activities. The noise under the runways is unacceptable and everything is covered with an orange film that is probably jet fuel exhaust. I also encourage and request an environmental investigation into the airport's effect on green spaces and waterways, including the Des Plaines River, the Cook County Forest Preserves and other waterways and parkland.

Name: not provided, not provided

Address: (PII)

Considering the extreme volume of pollution generated by each airplane I would not be in favor of expanding the size of O'hare Airport. Ideally the idea that was originated several years ago about moving to airport to rural Will County will be reconsidered. Moving the airport pollution away from the metropolitan.

Name: not provided, not provided

Address: (PII)

O'Hare is already too large. This addition/expansion is totally unnecessary. Use this money elsewhere where it could benefit others. This would put more money in somebody's large pockets.

Name: not provided, not provided

Address: (PII)

incorporate a world class bicycle facility in the \$2.2B O'Hare Airport Terminal Project. O'Hare International Airport is in the middle of a 7 county region with an incredible bicycle infrastructure.

Name: not provided, not provided

Address: (PII)

65% of the traffic comes from over lake Michigan not the west. No matter what direction a plane comes from it is routed out Over Lake Michigan and it has to come in from the East. The same neighborhoods day after day week after week month after month get pounded with noise and pollution. Is this truly needed here in Chicago?

Name: not provided, not provided

Address: (PII)

O'Hare Airport is a noise and air-polluting nightmare for residents living under the current number of departures and arrivals. O'Hare, the airport most closely surrounded by homes in the world, needs fewer not more flights. Instead of expansion, build an airport in an area that will not threaten the health and safety of Illinois residents and taxpayers.

Name: not provided, not provided

Address: (PII)

I am TOTALLY opposed to O'Hare International Airport expansion in any form. The aircraft noise from landings and takeoffs over the northwestern suburbs of Chicago is horrendous; especially from the traffic using runway 9L-27R. I have complained about the noise pollution incessantly since 2015 to no avail. There has been no reduction regarding the level of air traffic over my suburb. Falls on deaf ears!

Name: not provided, not provided

Address: (PII)

Please include bicycle access to the airport. Bicycle parking could connect to the northern section of the proposed East Branch DuPage River trail. Any forward looking, sustainable redesign of the airport must include active transportation opportunities. Thank you.

Name: not provided, not provided

Address: (PII)

I think it's great they are finally fixing ORD, it is the ugliest airport. Terminal 3 is an eyesore. I worry about breathing in asbestos as an airline worker with the construction going on. Also employees should get a decent place to park that doesn't take us 45 min to an hour to get to the terminal it's ridiculous. We are stressed as it is and waiting for terribly staffed employee buses makes it worse. Please help

Name: not provided, not provided

Address: (PII)

How about you fix all the fucking potholes you stupid fucks, how about you actually put that money into the failing neighborhoods before Chicago turns into a ghost town. There are people literally starving in this city and you want to make an airport "pretty." As if people even see it, losers. If hell is a real place, we're all going.

Name: not provided, not provided

Address: (PII)

The O'Hare airport expansion and renovations are necessary for our nation's economy. Comparing our airports to the rest of the world, there is an urgent need to expand and modernize.

Name: not provided, not provided

Address: (PII)

The new runway that opened late December or early January has certainly brought a lot more noise late at night or the wee hours of the morning during landings if the windows are open and just being outside it's annoying and interrupting. We live on (PII) and they fly directly over the entire block East and West of us. Definitely a discussion with our neighbors.

Name: not provided, not provided

Address: (PII)

6/7/21 ... 15 hours ... every 2 minutes !!! ... of planes flying directly over my house at (PII). From 5:30 a.m. until 8:30 p.m. !!! What time are planes allowed to fly? What will be done to Prevent this recurring? Will air purifiers be provided for our health? Additional insulation? An extreme headache the entire day & evening, loss of concentration, inability to have normal phone conversation or outside activity was caused. Please do all what is necessary to prevent future occurrences. Thank you.

Name: not provided, not provided

Address: (PII)

I think they should go through with the plan to build the airport and fix it up, put some new things in, I'm not too worried about the environmental impact, i think it will be okay. O'hare has been there a long time, I cant imagine doing this is going impact anything too much, I think we just need to get the project done and get things moving. Appreciate your help hope you are doing well. Obviously, pay attention to the environment, but I don't think we need a big environmental impact, I think we should get it done. Talk to you soon, Bye.

(PII)

Name: not provided, not provided

Address: (PII)

Good morning Mrs. Hanson, my call is in regard to the O'hare expansion or their redo. I would just like to make sure that we as a org.....as tax payers are apprised of how this is going to be paid for? questions

you've got... I'm assuming my number here, call me back, Thank you Bye.

(PII)

Name: not provided, not provided

Address: (PII)

Yes, I'm calling to comment about the expansion at O'hare and I'm totally against it because I think we've learned from the COVID-19 pandemic that people are travelling less, businesses are sending their employees on business trips less because they found out they can handle their business more efficiently via "Zoom" calls or email, so I'm totally against it. And in the newspaper it said that people can submit comments through the FAA's website at faa.gov; and when i put faa.gov into my browser it comes up that ... incorrect.... i cant get there that way. So..... if you can give me another way to get there i'd appreciate it..... Thank you, my phone number is (PII).

(PII)

Name: not provided, not provided

Address: (PII)

In addition to my written letter dated June 9, 2021, is that on any given night there are runway lights, used to line up income flights, that are shining and flashing all night long into our bedroom windows.

Name: not provided, not provided

Address: (PII)

I live in Wood Dale, IL. I moved once to get away from the noise, it was normal-peaceful and QUIET! I moved a second time when the 2013 runway opened and made our lives hell again. This is my 3rd move in Wood Dale and since COVID is becoming controlled, the jets flying over my house are, once again, absolutely ridiculously frequent and out of control. I've been told to wait for "full build out" and 8 years of this life-ruining noise is ENOUGH. Because my disabled daughter's job and programs are in Wood Dale I have to live in Wood Dale. If you make permanent use of the southern runway the norm. Our hell will continue to worsen! This is NOT FAIR! Please don't make Aaron Frame's promise of full build-out bringing 25-30% noise reduction to Wood Dale, yet another LIE. Stop changing the master plan and consider the tax paying residents who have to bare this constant noise on a daily basis.

Name: not provided, not provided

Address: (PII)

When runway 10R/28L opened in 2015, the offset approach was given temporary approval, allowing the simultaneous use of that runway with 10C/28C for arrivals. We were told that was an interim condition and after full OMP build out, 10R/28L would be used primarily for departures to the east. I am looking at the OMP Build Out plan as I write this, and that plan confirms that intention. In 2013, runway 10C/28C opened and Wood Dale experienced noise like we never had before. When 10R/28L opened in 2015, our quality of life in Wood Dale continued to deteriorate. Bringing in arrivals side by side during East Flow was/is intolerable. I am directly in the path of 10R/28L and because of the offset approach, I have a plane overhead and another arriving over the next block. I am no longer able to open my windows, the arriving jets start as early as 6:15 am waking me out of a sound sleep and even more disturbing, we are told that we don't qualify for sound insulation. These planes are arriving about 500 feet over my home (according to Flight Tracker) and that doesn't at least warrant sound insulation? Wood Dale (and Bensenville) have been unjustly impacted by OMP. Prior to 2013, we had one runway (10L/28R) over our city. Today we have 3. Those three runways are being used for the majority of the departures and arrivals (per Chicago Tribune article 6-21-21 and ONCC Noise Reports). So what went from dealing with one runway with periodic noise prior to 2013, we now have 3 runways with constant noise 24/7. Even people with sound insulation in Wood Dale cannot sleep at night due to the excessive use of those runways. I know so many who have sold their homes because the constant noise is intolerable. Wood Dale and Bensenville are communities with a high percentage of low-income earners and minorities. Permanent approval of the offset approach would be a total environmental Injustice to our towns. There are many potential legal ramifications for that as well, and I believe that will be the next step to restoring our lives to a peaceful existence. This proposal to grant permanent authorization for the offset approach, once again violates the Record of Decision. Another legal issue. You need to pull this request off the Global Terminal plan and study it further. This offset approach has nothing to do with the Global Terminal and should not be considered as part of the package. This OMP Build Out Plan has been severely flawed from the outset. Whoever designed and approved it should be terminated or sued. We had 8 runways with noise spread throughout the surrounding communities and now we still have 8 runways (3 of which are not even being used), with major problems with taxiing, excessive noise over some communities and safety factors with crosswinds. It's time to stop and rework this plan. Stop trying to "make it fit". It's not working and was never thoroughly evaluated for all the potential ramifications. This offset approach is intolerable for Wood Dale and Bensenville. I invite you to stand in downtown Bensenville during East Flow and watch how low those jets are coming in with 4 large multi-story buildings to clear. You can't tell me that is safe. One gust of wind and there will be tragedy. Let's not wait for that to happen. I encourage you to deny permanent authorization of the offset approach. DON'T DO THIS TO US!!!!

Name: not provided, not provided

Address: (PII)

We would like our sanity back without the roar of jet engines continuously every two minutes six days a week. It's out of control. I can't even talk with my neighbors. End your trafficking over the west suburb of Bloomingdale immediately. It's residents have had enough.

Name: not provided, not provided

Address: (PII)

I strongly oppose the permanent usage of temporary flight patterns that bring airplanes directly over my house, as well as my neighbors, at such low levels that we can identify the kind of plane. This is disrupting to the business I run from home, general peace and quiet that we paid to have when moving here in 2014, absolutely terrifies our pets on a daily basis, puts us at risk with jet fuel exposure, and is beyond a nuisance. At any time, we can have 10-15 planes fly over our house in less than a 30 minute period. We can count them in the sky as each one rolls directly over our home. We do not live close enough to the airport for this to be even remotely acceptable.

Name: not provided, not provided

Address: (PII)

Increasing Unbearable Air traffic over 41st Ward Edison Park area. June 7, 2021 ... 15 hours ... Continuous air traffic ... every 2 Minutes ... directly overhead my residence in Edison Park. Air traffic is as early as 5:45am & late to 10:30 p.m. Frequent, excessive noise and traffic for continuous hours on end ... wears on nerves, disruptive to concentration, enjoy or work outside, phone or personal conversations & TV reception.

Name: not provided, not provided

Address: (PII)

The offset approach for 10R/28L was supposed to be temporary. The plane noise is ridiculous. We can't sit outside have a conversation as the planes keep coming down every minute or so. Even in the late evenings and early mornings we hear the planes engines. Please do not grant a permanent offset approach and honor was promised in the past.

Name: not provided, not provided

Address: (PII)

Excessive airplane noise from planes flying over the house. Way out of line. Please advise (PII)

Name: not provided, not provided

Address: (PII)

My home is at (PII). The new runway approaches has planes going so low over my home that the noise is so loud and the planes so low that the house actually shakes. I have never in my 47 years in this home seen planes this low over my home and noise this loud. Even in winter with the windows closed we can hear these planes going overhead every 60 to 90 seconds not to mention the cargo planes in the middle of the night are vexing all year round. Since the new runways opened this approach pattern has made the noise measurably louder, more frequent, and more annoying. We've lived in this home since 1973 and knew we lived by an airport. Then the approach was over the Kennedy Expressway so the noise was concentrated over cars. Now things have changed and are much, much harder to live with. For some mysterious reason much of Norwood Park, in Chicago, in which I live, was in the noise abatement map....but the map lines stop a couple of houses down from mine! All of Norwood Park in Chicago is adversely affected by the noise the new runway configuration has created. I urge all those in positions of authority to seriously consider the impact on local residents in whatever you do.

Name: not provided, not provided

Address: (PII)

We live in a condo in (PII). This offset approach brings arrivals right over our building. We were told at the time 2015 this would be a interim condition until the northern runways were completed end of 2021. The noise affects us in our building, and outside. These planes are landing every two minutes, and they are low. We are looking forward to changes to this condition. Thank you

Name: not provided, Not provided

Address: (PII)

This comment was submitted a few days ago. I did not receive a confirmation e-mail, so I am resubmitting to make sure my comments are read and included. When runway 10R/28L opened in 2015, the offset approach was given temporary approval, allowing the simultaneous use of that runway with 10C/28C for arrivals. We were told that was an interim condition and after full OMP build out, 10R/28L would be used primarily for departures to the east. I am looking at the OMP Build Out plan as I write this, and that plan confirms that intention. In 2013, runway 10C/28C opened and Wood Dale experienced noise like we never had before. When 10R/28L opened in 2015, our quality of life in Wood Dale continued to deteriorate. Bringing in arrivals side by side during East Flow was/is intolerable. I am directly in the path of 10R/28L and because of the offset approach, I have a plane overhead and another arriving over the next block. I am no longer able to open my windows, the arriving jets start as early as 6:15 am waking me out of a sound sleep and even more disturbing, we are told that we don't qualify for sound insulation. These planes are arriving about 500 feet over my home (according to Flight Tracker) and that doesn't at least warrant sound insulation? Wood Dale (and Bensenville) have been unjustly impacted by OMP. Prior to 2013, we had one runway (10L/28R) over our city. Today we have 3. Those three runways are being used for the majority of the departures and arrivals (per Chicago Tribune article 6-21-21 and ONCC Noise Reports). So what went from dealing with one runway with periodic noise prior to 2013, we now have 3 runways with constant noise 24/7. Even people with sound insulation in Wood Dale cannot sleep at night due to the excessive use of those runways. I know so many who have sold their homes because the constant noise is intolerable. Wood Dale and Bensenville are communities with a high percentage of low-

income earners and minorities. Permanent approval of the offset approach would be a total environmental Injustice to our towns. There are many potential legal ramifications for that as well, and I believe that will be the next step to restoring our lives to a peaceful existence. This proposal to grant permanent authorization for the offset approach, once again violates the Record of Decision. Another legal issue. You need to pull this request off the Global Terminal plan and study it further. This offset approach has nothing to do with the Global Terminal and should not be considered as part of the package. This OMP Build Out Plan has been severely flawed from the outset. Whoever designed and approved it should be terminated or sued. We had 8 runways with noise spread throughout the surrounding communities and now we still have 8 runways (3 of which are not even being used), with major problems with taxiing, excessive noise over some communities and safety factors with crosswinds. It's time to stop and rework this plan. Stop trying to "make it fit". It's not working and was never thoroughly evaluated for all the potential ramifications. This offset approach is intolerable for Wood Dale and Bensenville. I invite you to stand in downtown Bensenville during East Flow and watch how low those jets are coming in with 4 large multi-story buildings to clear. You can't tell me that is safe. One gust of wind and there will be tragedy. Let's not wait for that to happen. I encourage you to deny permanent authorization of the offset approach. DON'T DO THIS TO US!!!!

Name: not provided, Not provided

Address: (PII)

Wood Dale residents were told that the offset approach on runway 10R/28L was to be temporary just until the northern runways were completed at the end of 2021. Now the Chicago Dept. of Aviation is requesting permanent approval for this arrangement. We need relief from the jet noise we have endured for more than five years. Please do not grant FAA authorization for Chicago's request. The City of Chicago must keep its word to the affected western suburbs. Thank you.

Name: (PII)

Address: (PII)

Hi Amy, my name is (PII), and I live in (PII), just west of O'hare Airport and east of route 53, and I'm against anymore further expansion of O'hare airport. The airplanes, either at late at night or early in the morning at 6 o'clock, sometimes you think they are just going to land on top of your house. Its very disturbing, and just more of the fumes, the gas, there is so much pollution out here already, its absolutely terrible. I just want to let you know I am against any type of expansion of O'hare airport. Thank you. And the extension to open up the expressway, i was just hoping you guys would just widen Devon, or Thorndale and do it that way instead of bringing an expressway in there. Its just going to be a lot more pollution here in Elk Grove village, and Wooddale; I am against that also. Thank you Have a blessed day Bye.

(PII)

Name: Not provided, Not provided

Address: (PII)

I have been a life long resident of Norwood Park West. My family and neighbors agree that this past year has been the worst for air traffic noise. We are constantly woken up from sleep by airplanes that are rattle out windows and interior doors. We often ask each other, "Did you hear that plane at (varying time)?"

Name: Not Provided, Not Provided

Address: (PII)

I am protesting against the Chicago Dept. of Aviation requesting that the FAA grant permanent approval to the offset approach. The planes that come directly over my home using this approach are very low and they shake my home. I now have new cracks in my walls as i can hear the vibration that these Low planes create. Also this part of Wood Dale does not have new soundproof windows and I cannot even watch tv because they are so low and loud. They come in every couple minutes, there is not even a break! Between the south runway and the other runway turning over my house the noise is very disturbing, loud and also there is horrible wind-shear that is additional noise not including the fact that this shear scares my dogs. I am against this permanent approval to the offset approach especially since we were guaranteed it would only be temporary situation until the new north runway was completed.

Name: Nowlin, Tonya

Address: Park Ridge, IL 60068

My family moved to Park Ridge a year ago. We never anticipated the level of noise pollution that we would experience. There are days when My family cannot even hold a conversation outside as it is too loud. I'm a trauma therapist, working via telehealth from home. My clients can hear the airplane noise on their end. It is awful!! There's no getting away from it unless I leave my house. Unacceptable.

Name: Penery, Andrew

Address: Chicago, IL 60661

The addition of a western access point to O'Hare should be expected to significantly alleviate vehicular traffic on the east side of the airport, and benefits in reduced vehicle miles traveled and idling vehicle hours should factor in to any environmental assessment.

Additionally, with a long-term view of increasing mass transit connections, it may be prudent to assess the feasibility of an east-west underground people mover that does not require passing through airport security, possibly allowing a future transit hub at O'Hare west to link to the CTA system through O'Hare (especially in consideration that with the existing Blue Line terminal configuration extension of the Blue

Line itself across O'Hare would be prohibitive). Perhaps a single people mover could have a platform system allowing both secure and unsecure access to separate secure and unsecure cars. This would also provide useful redundancy for passengers potentially mistakenly exiting the airport secure area on the wrong (east or west) side, allowing them to traverse to where they intended to go.

Name: (PII)

Address: (PII)

My home is at (PII). The new runway approaches go directly over my home and yard, heading east to west. The noise is a terrible nuisance. Even in winter with the windows closed we can hear these planes going overhead between one minute and 2 ½ minutes apart. The cargo planes in the middle of the night are vexing all year round. Since the new runways opened this approach pattern has made the noise measurably louder, more frequent, and more annoying. We have to stop sentences in mid stream to wait for a quiet minute. We bought this home in 1975 and knew we lived by an airport. Then the approach was over the Kennedy Expressway so the noise was concentrated over cars. Now things have changed and are much, much harder to live with. To make matters worse, the noise is actually louder when they reverse the use of the runway and take off over our home. For some mysterious reason much of Norwood Park, in Chicago, in which I live, was in the noise abatement map....but the map lines stop a couple of houses down from mine! All of Norwood Park in Chicago is adversely affected by the noise the new runway configuration has created. I urge all those in positions of authority to seriously consider the impact on local residents in whatever you do. I understand that O'Hare is a vital transportation hub and has been called the economic engine of the Chicago metro area: however, those of us who pay taxes and the salaries of the administrators who make decisions should not be sacrificial lambs on the altar of money generation for the area. Please download the 7 minute video for a small glimpse of what we have to put up with all day and night long. Thank you, (PII).

Name: (PII)

Address: (PII)

My home is at (PII). The new runway approaches has planes going so low over my home that the noise is so loud and the planes so low that the house actually shakes. I have never in my 47 years in this home seen planes this low over my home and noise this loud. Even in winter with the windows closed we can hear these planes going overhead every 60 to 90 seconds and the cargo planes in the middle of the night are vexing all year round. Since the new runways opened this approach pattern has made the noise measurably louder, more frequent, and more annoying. We have to stop sentences in mid stream to wait for a quiet minute. We bought this home in 1975 and knew we lived by an airport. Then the approach was over the Kennedy Expressway so the noise was concentrated over cars. Now things have changed and are much, much harder to live with. To make matters worse, the noise is actually louder when they reverse the use of the runway and take off over our home. For some mysterious reason much of Norwood Park, in Chicago, in which I live, was in the noise abatement map....but the map lines stop a couple of houses down from mine! All of Norwood Park in Chicago is adversely affected by the noise the new runway configuration has created. I urge all those in positions of authority to seriously consider the impact on local residents in whatever you do. I understand that O'Hare is a vital transportation hub and

has been called the economic engine of the Chicago metro area: however, those of us who pay taxes and the salaries of the administrators who make decisions should not be sacrificial lambs on the altar of money generation for the area. Please download the 7 minute video for a small glimpse of what we have to put up with all day and night long. Thank you, (PII).

Name: Rao, Anita

Address: IL

I live in the Greater Chicago Area and most of my thousands of friends go to OHare Airport several times each month. Please do NOT do any more construction projects. Please do NOT re-do Terminal 2 or anything else. The air pollution; seeping of toxins into groundwater, soil, and air; noise pollution; raw sewage from portapotty and portajohn; and severe vibrations and rumblings from jackhammers and bulldozers are very disturbing to me and my fellow residents. Thank you for ending construction.

Name: (PII)

Address: (PII)

I fully support this proposal. The current terminal needs to be updated to compete internationally. This will also help as multiple airlines in the same alliance will have more room together. Finally this will prevent people having to change terminals when arriving internationally.

Name: (PII)

Address: (PII)

Yes this is (PII), I live in (PII). I'm not too sure exactly what you are doing on the western end. What I'm looking for help even, is what's going on over our condos, with the airplanes. To put in comments here, and its just been this way for years, is go to a website. I don't have internet, I don't have a cell phone, I don't even do iPad, I don't know what any of that is; I am a senior. And to say go to a public library, I don't have that option, Rosemont doesn't have that option. They call the village hall, they always say "(PII) why don't you get a computer", you know that's their comment. I file one complaint 20 years ago, when i moved here, with the airport and they called me immediately at my home, that it was me that called and commented on the noise. But now I'm concerned with the structure of my apartment building here, what its doing to the shelf and everything else. I don't have cable, i cant watch TV any longer. What I am looking for, and this might disrupt my plan too, cause the western end is gonna be disrupted, you might be putting more planes over here. We don't have soundproofing, condos are exempt all except for the ones Rosemont owns or by Glenn Lake. So if you can please provide me a phone number, because all a 311 does.....is to say that they submit my name, or that Rosemont gets my name, and then I'm just gonna get hell for living here. They tell me to move. So I just want to know, you know what exactly, where is somebody that don't have internet, don't say my family...my family is dead, 40 years now. What options

do seniors have that cant get access to the internet. I don't drive even, if i have to get my husband to go somewhere, that's a challenge. Don't say go to this place, go to Glenn View Library, because you cant, because you got to be living in the residence unless they looked at the ... restrictions. (PII) If you could provide me a name, number and some information who to contact, and I'm limited with certain phones, apparently they changed my zoning, I can't even call certain area codes in Des Plaines anymore, and I can't even get ahold of the phone company anymore. I have a calling plan and a land phone, so very restricting certain prefixes i can even call. So if you could leave me a message on my answering machine: who to contact, best time to get ahold of them, because maybe I'm out walking or at the park or something. Again, I don't have cell phone. But it is just frustrating here, but again I don't want to get repercussions from the village for talking to you. (PII) I am at (PII) and these planes are just constantly, constantly over. I'm constantly moving the glassware, everything out of my shelf, and I know the construction and everything else in this building after 50 some years is just going to fall apart worse than what it already is. But I don't know what's going on the western end, if that's gonna effect me or not. All that I see is what comes in on channel 7, and that's about the only channel that comes in now because of the airplanes flying directly overhead. Years ago, 30 years ago almost, you broke the windows inside my condo with the airplanes. I couldn't prove it, I knew ice fell during the winter, and it was my word with Allstate, and nothing was ever done. I doubt this is going to get anywhere, but you know get access to some people that can get there. I can't necessarily get to the either if my husband is out of town. Thank you.

(PII)

Name: Scipione, Tony

Address: Chicago, IL 60631

Thank you for reviewing my comment. I live in the 7600 block of Talcott Avenue in Chicago and ever since the new configuration, planes apparently have been diverted when landing to fly right over my house and my neighbors. The noise is way louder than usual due to their proximity (and I have been a resident in this immediate area for 35 years). I usually don't even hear the planes anymore since I have learned to zone them out, but these new ones are extremely loud. Also the same planes are down affecting my satellite television as every time they fly over my TV Pixelates and briefly. I lose connection. This never happened before. Thanks for listening to my comment.

Name: (PII)

Address: (PII)

Dear FAA - you have only to look at the incompetence and lack of transparency of O'Hare and Chicago's handling of the O'Hare people mover project to understand how things get done - or don't get done - at the airport and this city. That is just one shining example of the mess (and corruption?) that comes from them getting money and you supporting improvements. Prior to the pandemic, I was a road warrior user of O'Hare and am very familiar with how things work there and in Chicago in general, as a lifelong Chicagoland resident. In addition, I believe the FAA should be looking farther into the future and how travel will be changing with emerging technologies like high speed rail and even more advanced

concepts. Be creative about preparing for and being a part of those technologies and abandon thoughts of a massive O'Hare expansion. For many reasons just mentioned, I believe that would be a foolish waste of money and time. Be a global leader and prepare for the future of travel!

Name: (PII)

Address: (PII)

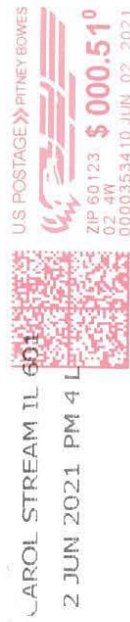
Greetings,

I am writing with regard to plan section 1.2.2

"1.2.2 [CDA project #25] Terminal 5 Hotel Facility and Pedestrian Bridge The proposed Terminal 5 Hotel project would construct a new building on the northwest section of existing public parking Lot D. There would also be a pedestrian bridge connection from the hotel to the future Terminal 5 Parking Garage."

The plan has failed to justify why a hotel might be necessary. There are plenty of hotels that do not have capacity constraints along Mannheim Rd., adding another one would result in additional supply in an area with substantial supply already in place. Furthermore, those hotels have free shuttles to the airport, and adding a Multi Modal stop would not impede their activity. A decent hotel would be better on the west side of the airport near cargo.

In conclusion, it may be more beneficial to have a Walgreens/CVS at this site. All too often travelers forget something, or need OTC medication that they cannot find in the airport. This gives them an opportunity to grab it without fumbling in their phone to find one. Anyone familiar with the area knows that this kind of facility is needed in the area and difficult to find.



Amy Hanson
Federal Aviation Administration
2300 E. Devon Ave., Room 320
Des Plaines, IL 60018
United States of America

80018-469600



May 31, 2021

RE: Chicago O'Hare Expansion

Dear Ms. Hanson:

I wish to convey my disagreement over the scope of the proposed expansion — I strongly believe we should be at least tripling the overall foot print of O'Hare and then duplicating that size to apply to Midway as well. The long term benefits would more than outweigh the costs.

Thank you for allowing this opportunity to comment.

Sincerely,



CAROL STREAM IL 601
1 JUN 2021 PM 10 L

FAA

ATTN: MS Amy Hanson

2300 E. Devon Ave, Room 320

Des Plaines, IL 60018

60018-469600



MS. Amy Hanson , FAA
2300 E. Devon Ave.Room 320
Des Plaines IL 60018.

June 1, 2021

Dear Ms. Hanson

As a bicycle advocate from Bartlett IL, I recommend that now is the time to incorporate a bicycle facility into the \$2.2B O'Hare Airport Terminal Project. A terminal facility and a protected lane ring road connected through the impending Western Access interstate project will never cost less. O'Hare International Airport is in the middle of an incredible bicycle infrastructure in our 7 county region. Thousands are employed at the country's second busiest airport. An e bike facility for travelers and our employed will make a 20 minute trip faster than an automobile.

Many rail terminals around the world have impressive bicycle facilities. The U.S. can become a world leader in airport design by adding bicycles to the O'Hare Terminal Project.

If you like, I would be very happy to review the many trail connections available to workers and travelers that could reduce many of the over 15,000 daily car trips.

Regards,

TO:
Amy Hanson
FAA
2300 East Devon Avenue
Room 320
Des Plaines, Illinois 60018

July 5, 2021

FROM:

Ms Amy Hanson:

NO to the Proposed Airport Terminal Project !

I purchased My Forever Dream Home 14 years ago, no where near O'hare Airport, living in Peace & Quiet, until You Re-configured All of the Runways and Opened up the New Major Runway that now runs along My 128' Wide Front Granville Avenue Property! I Now have Airplanes coming in for Landings on BOTH sides of my Home!

I cried at first, when my sleep was Disrupted, not being able to fall asleep and being awoken too early @7am each morning All Seven days a week! I work from home and spend a lot of time in my Gardens with fountains and birdbaths. My Privacy is Gone Now. I can wave to the Jumbo Jet window seat Passengers if I wanted to!!! Even my Television reception is disrupted at times from these planes. I am typing this Letter out on my computer with Constant Airplane Noise coming in from BOTH sides of My Home right Now.

STOP We do NOT Need 100 million Passengers
And MORE AIRPLANE TRAFFIC Coming through O'HARE by 2026!!!

NO More Expansion at O'HARE ! Enough is Enough Already!

6/9/21

Ms. Amy Hanson
Federal Aviation Administration
2300 E. Devon Ave.
Room 320
Des Plaines, IL 60018

Or to whom it may concern,

I'm writing this letter because I've been unable to log on to your website, (TAPandATEA@faa.gov). Which I got from my edition of the "Rosemont Times." The internet keeps telling me that the website I'm looking for doesn't exist! What's that all about?

Anyhow, I'm writing because I need to inform someone, hopefully with authority, that this new runway configuration, which is new this year, running from east to west right over the little town of Rosemont is very definitely affecting the quality of life for those of us on the southwestern end of the village. I am the last house in the southwest corner of the village of Rosemont. My wife and I built our home in 1977 and have lived here ever since. We were hoping to spend the rest of our lives in this house and in this community. Now we're not so sure. Was there ever any type of study done to see how peoples lives would be affected?

Where to start; as I had mentioned in my previous paragraph our quality of life has been taken away from us! We can no longer spend time outside to enjoy our patios/decks, to grill out, or to spend time outside with our neighbors and friends, as we have to stop conversations to allow the jet aircraft to "go by." Can't even have windows open in our homes any longer for a little fresh air, as the aircraft noise is unbearable. As of this morning at about 11:50am there was a 747 aircraft taking off right over our house with the right outside engine spewing very dark to black fumes. Can't possibly be good for anyones health!

Also, I must mention these aircraft fly overhead all hours of the day and night, 24 hours a day, 7 days a week! Both incoming and outgoing flights. The out going flights in the daylight hours cast shadows that invoke involuntary ducking or flinching due to the scope of that shadow. The incoming flights are so low that they are actually tearing off the tops of our trees with turbulence or a backdraft that whips the tree tops. Not unusual to have aircraft flying directly overhead at 4 or 5am making it impossible to sleep between the jet engines noise and the aircraft landing lights! We've also had incoming flights over head around 2am. Assuming they must be international flights. Can't they be routed differently during those hours?

Also, what about the pollution? What are we breathing in from all the jet exhaust. What kind of carcinogenic is being forced upon us? Will we find out later on that this jet exhaust causes cancer, emphysema or some other horrible disease. Again, was there ever any kind of study done to address these issues?

Also wanted to mention property values. What do you think has happened to the value of our homes. It certainly hasn't increased!

Also, is there any possibility of the FAA or the city of Chicago buying out the properties that are so very affected by this runway change like they did in Bensenville when Irving Park Road was relocated?

Thanks for your time.

I'd love to hear back from you or someone else of authority on any of these issues.

Sincerely,

c.c. Mayor Bradley Stephens
9501 Devon Ave.
Rosemont, IL 60018