

APPENDIX P

PUBLIC INVOLVEMENT AND AGENCY COORDINATION

This appendix discusses the public outreach activities undertaken while developing this Environmental Assessment (EA), as shown in the following sections:

- **P.1** Introduction
- **P.2** Scoping
- **P.3** Advanced Environmental Justice (EJ) Outreach
- **P.4** Public Information
- **P.5** Environmental Assessment Availability
- **P.6** Public Workshops
- **P.7** Public Comment Period
- **Attachment P-1** Copies of Scoping Materials
- **Attachment P-2** Copies of Advanced EJ Outreach Materials
- **Attachment P-3** Notices of Availability for the Draft EA
- **Attachment P-4** Public Workshop Materials
- **Attachment P-5** Public Comment Submissions and FAA Responses

P.1 INTRODUCTION

The Federal Aviation Administration (FAA) is committed to facilitating public involvement and agency input. The FAA Community Involvement Policy Statement, originally dated April 17, 1995 (updated effective July 24, 2014), clearly affirms:

The FAA is committed to complete, open, and effective participation in agency action. The agency regards community involvement as an essential element in the development of programs and decisions that affect the public.

The views of the community—local residents, the general public, and stakeholders—are important to the FAA. The 2016 update to the FAA's Community Involvement Manual reaffirms FAA's commitment to inform and involve the public. The FAA gives meaningful consideration to community concerns and views when making aviation-related decisions.

The FAA is committed to public involvement and agency input throughout this EA process. We will hold one, three-hour public workshop near O'Hare and one virtual public workshop so that attendees can learn more about the Draft EA and provide input.

In addition, FAA will have a 45-day public comment period on the Draft EA.

Comments can be submitted online at: https://www.faa.gov/airports/great_lakes/TAPandATEA/.

Comments can also be mailed or e-mailed to the following:

FAA C/O HMMH

Attention: ORD TAP and AT EA Comments

700 District Avenue, Suite 800

Burlington, MA 01803

E-mail: ORD_TAPandATEA@hmmh.com

P.2 SCOPING

The FAA held a scoping process to ensure that the concerns of the general public and federal, state, and local agencies were considered during the preparation of the Draft EA. The scoping engagement process was entirely digital, and the public comment period was 45 days, lasting from May 25, 2021, through July 9, 2021.

On May 25, 2021, the FAA alerted the public to the scoping process and made scoping materials available on the website. The public comment period was advertised through public notices in the *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald*, *Journal and Topics*, *La Raza*, and *Reflejos* starting on May 25, 2021.

On May 25, 2021, the FAA also sent e-mails to 745 stakeholders, including elected officials, school board members, activists, and Tribal leaders, asking them to participate in the scoping process.

The project team posted the following materials to the FAA project website explaining the EA and the scoping process:

- Four videos
 1. An Introduction to the Scoping Process
 2. Description of the Proposed Projects
 3. The Evaluation of Alternatives
 4. How You Can Participate in the Scoping Process
- Slideshow presentation in English
- Slideshow presentation in Spanish
- Detailed Description of the Proposed Projects

The FAA made the documents available on the TAP EA website

(https://www.faa.gov/airports/great_lakes/TAPandATEA/). The four videos were also posted on the FAA's YouTube channel. Scoping materials are available in **Attachment P-1**.

P.3 ADVANCED ENVIRONMENTAL JUSTICE OUTREACH

The FAA engaged in targeted outreach to EJ communities of concern where a potential significant impact may occur. Specifically, targeted mailings were sent on April 20, 2022, to 227 households. These mailings describe the Proposed Action and the analyses undertaken to date and are contained in **Attachment P-2**.

The following materials were included in the mailer:

- Letter in English,

- Letter in Spanish,
- Project Overview presentation in English,
- Project Overview presentation in Spanish, and
- Detailed Description of the Proposed Projects in English.

P.4 PUBLIC INFORMATION

To ensure that the public could access information about the EA, the FAA provided the early release of information related to the document through its website:

https://www.faa.gov/airports/great_lakes/TAPandATEA/

The FAA released information related to an EA overview on June 2, 2022. In addition, the FAA issued notice of public meeting dates, times, and locations on June 2, 2022. Public workshop dates, times, and locations were also published as public notices in the *Federal Register*, *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald*, *Journal and Topics*, *La Raza*, and *Reflejos* on or about June 2, 2022. Copies of these public notices are included in **Attachment P-3**.

P.5 ENVIRONMENTAL ASSESSMENT AVAILABILITY

The FAA made the EA available on its website at https://www.faa.gov/airports/great_lakes/TAPandATEA/ on June 2, 2022. The FAA also delivered notices for availability to the public libraries in Chicago and suburban communities surrounding O'Hare on June 2, 2022. See **Attachment P-3** for a list of these libraries.

P.6 PUBLIC WORKSHOPS

Due to the COVID-19 transmission risk level of HIGH in the Cook County area at the time the Draft EA was made available for public comment, the FAA announced on July 5, 2022, that the in-person workshop was changing to a virtual workshop on the originally planned in-person date of July 12, 2022. The FAA issued a press release on July 5, 2022, and updated notices were published in the *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald*, *Journal and Topics*, *La Raza*, and *Reflejos* on or about July 5, 2022. Notices in *La Raza* and *Reflejos* were published in Spanish. Copies of the public notices are included in **Attachment P-4**.

The FAA hosted two public workshops using Zoom Meetings on the following dates and times:

- Tuesday, July 12, 2022, at 6:00 p.m.
- Thursday, July 14, 2022, at 6:00 p.m.

Materials presented at the public workshops are included in **Attachment P-4**.

P.7 PUBLIC COMMENT PERIOD

The period for filing comments on the EA began on June 2, 2022, the day that the document was released to the public on the FAA's website and at public libraries. The public comment period ended 45 days later,

on July 19, 2022. Public comment submissions received during this period, as well as the FAA's responses to those comments, are included in **Attachment P-5**.

ATTACHMENT P-1 COPIES OF SCOPING MATERIALS

SCOPING MATERIALS

Descriptions of Proposed Projects

The 35 projects comprising the Environmental Assessment's (EA) Proposed Action are listed in Table 1 (page 8). They are organized into five (5) groupings. The number of projects in each grouping and its associated subsection number are in the list below.

1. Terminal Projects (18; **Section 1.1**)
2. On-Airport Hotels (2; **Section 1.2**)
3. Airfield and Taxiway Improvements Not Required by the Terminal Projects (6; **Section 1.3**)
4. Support Facilities Not Required by the Terminal Projects (9; **Section 1.4**)
5. Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L (**Section 1.5**)

Project numbers generated by the City of Chicago's Department of Aviation (CDA) appear in the section titles in brackets, e.g., "[CDA Project #1]".

Table 1 lists the areas for the project, as applicable. The table also lists abbreviated names for the projects as referred to in this scoping document if they differ from the more formal project names. The projects not associated with the air traffic actions are depicted in Figures 1 through 9 following the table. The air traffic actions and existing conditions are depicted in Figures 10 through 15. For cross-referencing purposes, Table 1 lists the figure number in which the project is depicted. CDA project numbers are also listed in Table 1.

1.1 Terminal Projects

The following 10 subsections briefly describe the 18 projects in the Terminal Projects group.

1.1.1 [CDA project #1] O'Hare Global Terminal and Concourse and Associated Apron Pavement

The O'Hare Global Terminal and Associated Apron Pavement project would replace existing Terminal 2, including Concourses E and F, with a new terminal building and attached concourse that would integrate with existing Terminal 1 and Concourse B to the west and the Rotunda to the east. The O'Hare Global Terminal and Associated Apron Pavement project would support a full range of terminal functions, including 14 to 20 aircraft gates, passenger holdrooms, check-in facilities, security screening, baggage claim and handling systems, baggage make-up areas, a Federal Inspection Station, various passenger amenities, and circulation space.

The O'Hare Global Terminal and Associated Apron Pavement project would also expand the existing Terminal 2 Airport Transit System station by providing an additional platform north of the existing Airport Transit System track and guideway. The existing pedestrian bridge connecting the Terminal 2 Airport Transit System station to the existing Terminal 2 would be replaced with a larger pedestrian bridge that would connect the expanded Airport Transit System station to the proposed O'Hare Global Terminal.

1.1.2 [CDA project #2] Satellite 1 Concourse and Associated Apron and Taxiway Pavement

The Satellite 1 project would replace sections of several taxiways with a new concourse building that would connect to the existing south end of Terminal 1 Concourse C. The Satellite 1 project would support a range of airside terminal functions, including 13 to 22 aircraft gates, passenger holdrooms, baggage handling systems and make-up areas, various passenger amenities, and circulation space.

1.1.3 [CDA project #3] Satellite 2 Concourse and Associated Apron Pavement

The Satellite 2 project would replace sections of several taxiways with a new concourse building. The Satellite 2 project would support a range of airside terminal functions, including 24 aircraft gates, passenger holdrooms, baggage handling systems and make-up areas, various passenger amenities, and circulation space.

1.1.4 [CDA project #4] Terminal 1 Concourse B Northeast End Expansion

The Concourse B Expansion project would replace an existing surface parking lot with a terminal building expansion integrating with existing Terminal 1 and Concourse B. The Concourse B Expansion would support a range of terminal functions, including check-in facilities, security screening, airline office space, various passenger amenities, and circulation space.

1.1.5 [CDA project #5] Terminal 3 Concourse L Stinger One-Gate Addition and Associated Apron Expansion

The Concourse L Stinger One-Gate Addition project would replace the AT&T Building with a new concourse addition accommodating one additional aircraft gate.

1.1.6 [CDA project #6] Consolidated Baggage, Pedestrian/Moving Walkway, and Utility Tunnel

The Consolidated Tunnel project would connect the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 with a tunnel beneath the associated apron.

The Consolidated Tunnel would include rights-of-way for baggage handling systems, utility corridors, motorized vehicle rights-of-way, and circulation space for conveying passengers, utilities, and baggage between the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2.

1.1.7 [CDA projects #7, #8, #9, #26] Terminal 5-related Projects

These four (4) projects related to Terminal 5 are the following:

- [CDA project #7] Curbside Addition and Interior Reconfiguration would renovate and expand the existing Terminal 5.
- [CDA project #8] Roadway Improvements would reconfigure the existing Terminal 5 access roadway network to increase roadway capacity, replacing existing roadways and demolishing certain areas. It would also enhance the existing access roadway network, including a viaduct to Interstate 190.
- [CDA project #9] Curbside Expansion would increase capacity of the existing upper and lower level curbsides, supplementing the existing curbsides with pavement restriping, additional lanes, and enlarged sidewalks.

- [CDA project #26] Parking Garage Phase 2 would provide for a 1,400-space¹ 7-level elevated parking structure, extending west from the future Phase 1 parking garage (not part of this EA).

1.1.8 [CDA projects #16, #17, #29, #30, #31] Taxiway Replacements

These five (5) projects are the following:

- [CDA project #16] Taxiways K and L Extension would replace sections of five (5) existing taxiways with new taxiway pavement, providing parallel Airplane Design Group VI/Taxiway Design Group 7 taxiways.
- [CDA project #17] Taxiways North of Satellite 2 would replace sections of four (4) existing taxiways and the Penalty Box Hold Pad with new taxiway pavement, providing parallel Airplane Design Group V/ Taxiway Design Group 6 taxiways.
- [CDA project #29] Taxiways A and B Reconfiguration would replace sections of two (2) existing taxiways with new taxiway pavement, increasing centerline separation to provide parallel Airplane Design Group V/ Taxiway Design Group 6 taxiways.
- [CDA project #30] Taxiway G would replace sections of existing Taxiway H with new taxiway pavement, increasing centerline separation from Runway 9R/27L to 400 feet (becomes Taxiway G).
- [CDA project #31] Taxiways H and J would replace sections of five (5) existing taxiways with new taxiway pavement, providing parallel Airplane Design Group VI/ Taxiway Design Group 7 taxiways.

1.1.9 [CDA project #33] Terminal 1 Concourse C Expansion (North)

The Concourse C North project would integrate with existing Terminal 1 Concourse C and provide space for an airline lounge area, holdrooms, commercial space, and MEP systems. The Concourse C North project would enhance passenger level of service by providing a range of airside terminal functions, including 20 aircraft gates, passenger holdrooms, various passenger amenities, and circulation space.

1.1.10 [CDA projects #T1 and #T2] Temporary Projects

These two (2) projects are described below.

The proposed Temporary Walkway/Extended Jetway from Concourse C project [CDA project #T1] would relocate Terminal 1 Concourse C gates to enable construction of proposed Satellite 1 (**Section 1.1.2**) and provide an enclosed temporary walkway during proposed Satellite 1 construction. The Temporary Extended Jetway would be removed after completion of proposed Satellite 1.

The proposed Temporary Heating and Refrigeration Facility [CDA project #T2] would support the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 and include administrative and support spaces and an accompanying landside surface parking lot with construction of a temporary facility at one of the entrances to the proposed Consolidated Tunnel (**Section 1.1.6**). The Temporary Heating and Refrigeration Facility would be removed after completion of the proposed West Heating and Refrigeration Facility (**Section 1.4.1**).

¹ In conjunction with the proposed surface parking lot associated with the proposed Roadway Improvements

1.2 On-Airport Hotels

Two (2) on-airport non-aeronautical projects are briefly described in the following two (2) subsections.

1.2.1 [CDA project #22] Multimodal Facility (MMF) Hotel, Mixed-Use Development, and Detention Basin Relocation

The proposed MMF Hotel and Mixed-Use Development project would include construction of a new building complex, i.e., a hotel with shell space for mixed-use development, a surface parking lot, and access road pavement, west of the 2018-completed MMF.

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.

1.3 Airfield and Taxiway Improvements Not Required by the Terminal Projects

The Airfield and Taxiway Improvements group consists of six (6) projects briefly described in the following three (3) subsections. These projects are not required for construction or operation of any of the projects listed in Section 1.2 above.

1.3.1 [CDA project #20] Bravo Hold Pad Conversion

The proposed Bravo Hold Pad Conversion project would replace the temporary United Airlines Temporary Employee Parking Lot with a hold pad, i.e., airfield pavement for holding aircraft. The temporary employee parking area would be relocated to the proposed West Employee Parking Garage (Section 1.4.3).

1.3.2 [CDA project #24] Runway 28R Blast Pad Expansion

The proposed Runway 28R Blast Pad Expansion project would widen the blast pad from 150 feet to 220 feet and reduce its length from 430 feet to 400 feet.

1.3.3 [CDA projects #23, #32, #37, #38] Taxiway Additions, Replacement/Realignment and Removal

These four (4) projects are the following:

- [CDA project #23] Runway 9L/27R Exit Taxiways would connect Runway 9L/27R to Taxiways C and M1 with new taxiway pavement, providing two (2) Airplane Design Group V/Taxiway Design Group 6 high-speed exit taxiways.
- [CDA project #32] Taxiways P, V, and Y Reconfiguration would replace existing sections of four (4) taxiways to accommodate Airplane Design Group VI operations.
- [CDA project #37] Taxiway T Demolition would eliminate approximately 35,000 square feet of taxiway pavement.
- [CDA project #38] Taxiway DD Realignment would realign the southernmost portion of Taxiway DD and easternmost portion of Taxiway Q.

1.4 Support Facilities Not Required by the Terminal Projects

The Support Facilities group consists of nine (9) projects briefly described in the following nine (9) subsections. These projects are not required for construction or operation of any of the projects listed in Section 1.1 above.

1.4.1 [CDA project #10] West Heating and Refrigeration Facility

The West Heating and Refrigeration (H&R) Facility would increase O'Hare heating and refrigeration capacity to support the proposed O'Hare Global Terminal, Satellite 1, and Satellite 2 with construction of a proposed plant on an undeveloped site on the western side of O'Hare property. Besides the plant, the facility would also include administrative and support spaces and an accompanying landside surface parking lot.

1.4.2 [CDA project #11] West Employee Screening Facility

The proposed West Employee Screening Facility project would support employee security screening, circulation space, and shell space for support functions and interior expansion through a new building on an undeveloped site on the western side of O'Hare property.

1.4.3 [CDA project #12] West Employee Ground Transportation Facility and Parking Garage

The proposed West Employee Parking Garage project would construct an eight-level elevated parking structure with approximately 14,000 spaces on an undeveloped site on the western side of O'Hare property to replace the temporary United Airlines Parking Lot and other parking locations.

1.4.4 [CDA project #13] West Employee Landside Access

The proposed West Employee Landside Access project would enable roadway access to proposed facilities on the western side of O'Hare. Facilities served include the proposed West H&R Facility, West Employee Screening Facility, West Employee Parking Garage, and related support facilities (associated collateral land development). The West Employee Landside Access would provide connections between the west facilities and off-airport roadways, including York Road, future Illinois Route 390, and future Interstate 490 (O'Hare West Bypass).

1.4.5 [CDA project #14] West Landside Detention Basins

The proposed West Landside Detention Basins project would increase O'Hare's stormwater detention capacity by 86 acre-feet of stormwater across three (3) detention basins on undeveloped sites comprising approximately 400,000 square feet of land area on the western side of the airport property.

1.4.6 [CDA project #15] Airside Service Roadways

To maintain airside roadway connectivity between various proposed and existing airside facilities, e.g., the O'Hare Global Terminal, Satellite 1, and Satellite 2, the proposed Airside Service Roadways project would reconfigure the existing airside service roadway network.

1.4.7 [CDA project #19] Aircraft Rescue and Firefighting Station 4 Relocation

The proposed Aircraft Rescue and Firefighting (ARFF) Station 4 Relocation project would construct a new building and associated pavement across Taxiway Z from the future United Airlines Ground Equipment Maintenance Building (the latter is not part of the EA). The ARFF Station 4 Relocation project would provide a garage building with administrative and support spaces, airside pavement, and an accompanying landside surface parking lot.

1.4.8 [CDA project #21] Commercial Vehicle Holding Area Expansion

The proposed Commercial Vehicle Holding Area (CVHA) Expansion project would reconfigure the existing CVHA to increase holding area capacity.

1.4.9 [CDA project #35] Centralized Distribution and Receiving Facility (CDRF)

The Centralized Distribution and Receiving Facility (CDRF) project would support goods delivery and recyclables removal, while consolidating deliveries away from the terminal area, enhancing security and reducing traffic congestion in the terminal area, via a new building on an undeveloped site in the western area of airport property.

1.5 Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L

The proposed air traffic actions include retaining the existing 2.5-degree offset (angled) approaches to Runways 10R and 28L. With only 3,100 feet between Runway 10R/28L and its adjacent parallel runway (Runway 10C/28C), the final approach courses to Runways 10R and 28L must be offset from their extended centerline to allow independent simultaneous approaches to Runways 10R and 10C or to Runways 28L and 28C.

Figures 10 and 11 show examples of the offset approaches for Existing Conditions during east or west flow, respectively. (See sidebar for definitions of terms.) The ground track for the downwind segment and the ground track for the final segment are south of what their corresponding locations would be if an offset procedure were not in place. The offset approach procedures currently allow for simultaneous approaches to three runways in east or west flows, with one of the three runways being Runway 10R/28L. For example, in east flow, the offset approach procedures allow for simultaneous approaches to Runways 10R, 10C, and 9L. In west flow, offset approach procedures allow for simultaneous approaches to Runways 28L, 28C, and 27R.

These offset final approach paths to Runway 10R/28L were temporarily approved in October 2015 in the Written Re-Evaluation of the O'Hare Modernization Environmental

Key Terms

Two "flow" states are considered for O'Hare: *east* flow, when winds are from the east, and *west* flow, when winds are from the west.

Portions of a pilot's approach to an airport are described in segments, as labeled in the figures. In the *downwind* segment, the aircraft flies with the wind away from the airport. During the *final* leg, the aircraft flies into the wind toward the airport.

With the exception of Runway 10R/28L at O'Hare, the point where the aircraft aligns with the runway is normally five miles from the runway's threshold and is called the *final approach fix*. For runways with an offset final approach course, the point at which that course intercepts the extended runway centerline is approximately a half mile from the threshold.

Impact Statement. The 2015 Written Re-Evaluation temporarily approved the offset approach paths to increase separation between aircraft on parallel approaches involving Runway 10R/28L. This authorization was in accordance with FAA safety guidance when the new runway was commissioned in October 2015.

Figures 12 and 13 show the approaches for the No Action Alternative, for east and west flows, respectively. The 2015 Written Re-Evaluation assumed the offset approaches would expire when Build Out of the O'Hare Modernization occurred, i.e., when the extension of Runway 9R/27L is fully operational. Consequently, the Interim and Build Out conditions of the No Action Alternative of this EA do not include the offset approaches and the associated offset downwind approach procedures, relying instead on approaches aligned with the extended runway centerline.

Simultaneous approaches to three runways in east or west flows, with one of the three runways being Runway 10R/28L, would be feasible but with a lesser degree of efficiency and capability inherent in dependent (as opposed to independent), simultaneous approaches to parallel runways.

Figure 14 and 15 show an example of approaches for the "With Project" Alternative, for east and west flows, respectively. Retaining the offset approach procedures would also enable for the future use of simultaneous, independent approaches to four runways (quadruple approaches) during east or west flows, with one of the four runways being Runway 10R/28L. For example, in east flow, aircraft could simultaneously approach Runways 10R, 10C, 9C, and 9L. In west flow, aircraft could simultaneously approach Runways 28L, 28C, 27C, and 27R. Quadruple approaches were previously assessed at O'Hare in the 2005 O'Hare Modernization Environmental Impact Statement. Retention of the currently charted but temporary offset approaches would preserve a future ability to operate quadruple approaches. Quadruple approaches have not yet been necessary since operations have not grown to a level to warrant their use; however, sufficient numbers of operations are expected by the Build Out timeframe in this EA to require their use to avoid aircraft delays.

To maintain efficient aircraft movement in the vicinity of O'Hare and to provide flexibility, the FAA proposes to retain the offset final approaches and associated offset downwind approach procedures, as analyzed in the Interim and Build Out conditions of the With Project Alternative of this EA.

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

Table 1
PROPOSED TAP PROJECTS

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 1 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

SCOPING MATERIALS

1-8

MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

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 P6 (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; 86 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

SCOPING MATERIALS

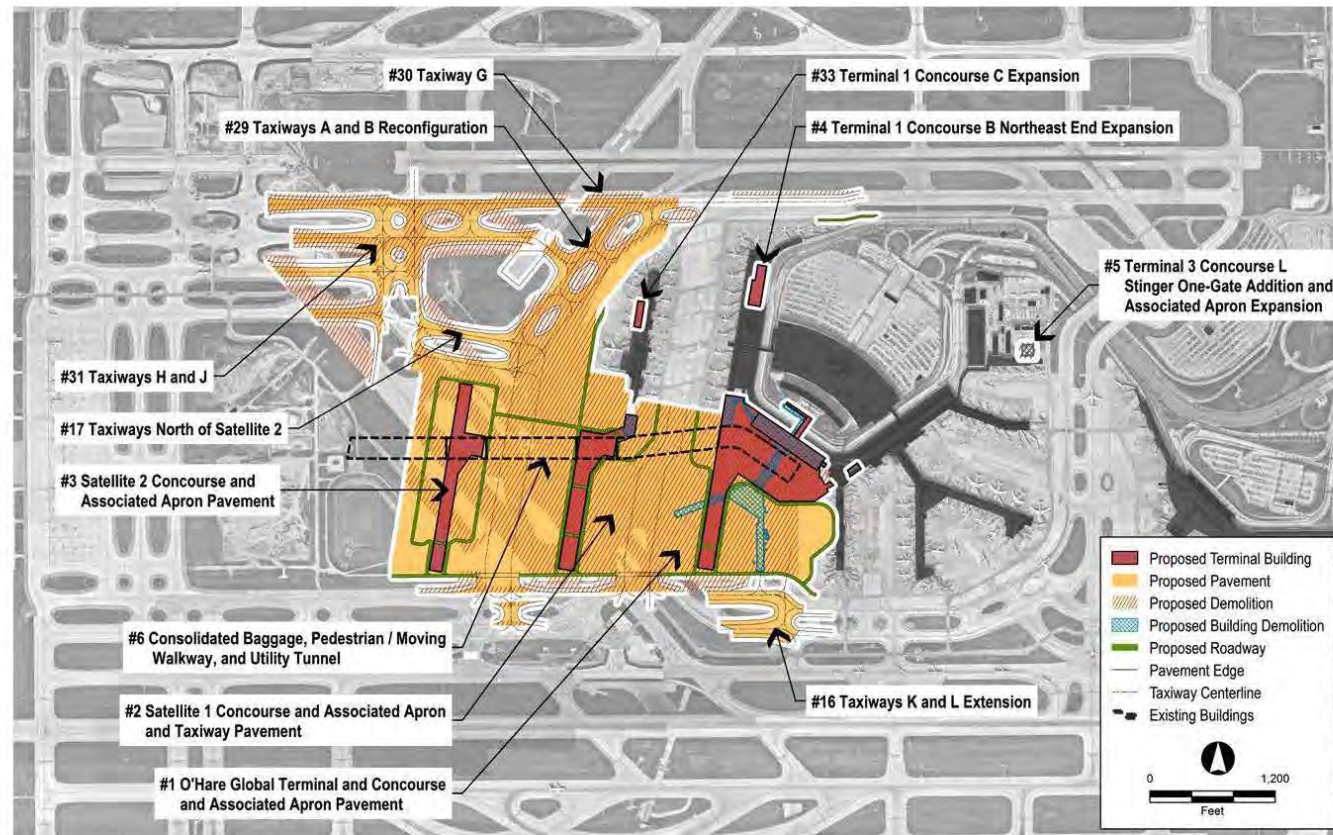
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MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 1
TERMINAL PROJECTS (SET 1 OF 3) – O'HARE GLOBAL TERMINAL AND SATELLITE TERMINAL PROJECTS



SCOPING MATERIALS

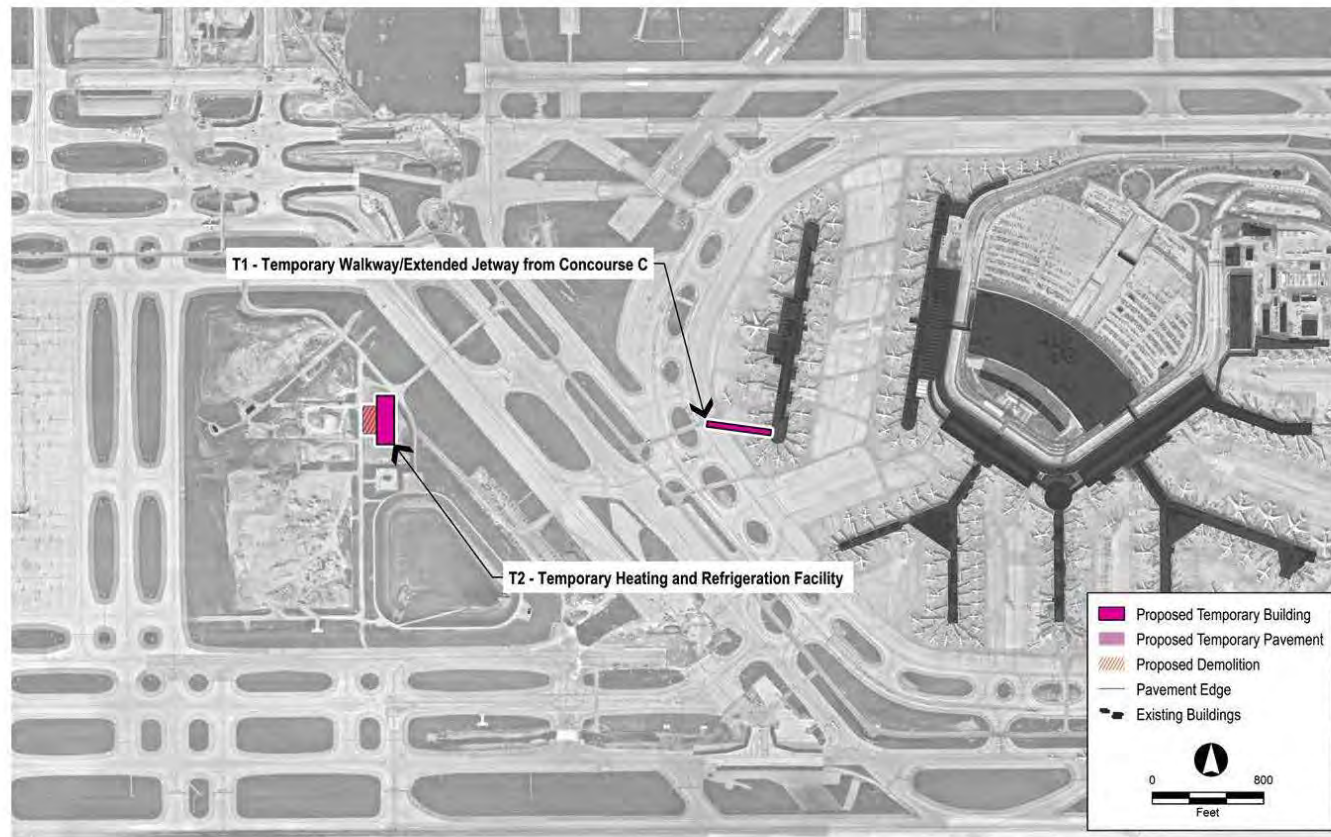
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MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 2
TERMINAL PROJECTS (SET 2 OF 3) – O'HARE GLOBAL TERMINAL AND SATELLITE TERMINAL TEMPORARY PROJECTS



SCOOPING MATERIALS

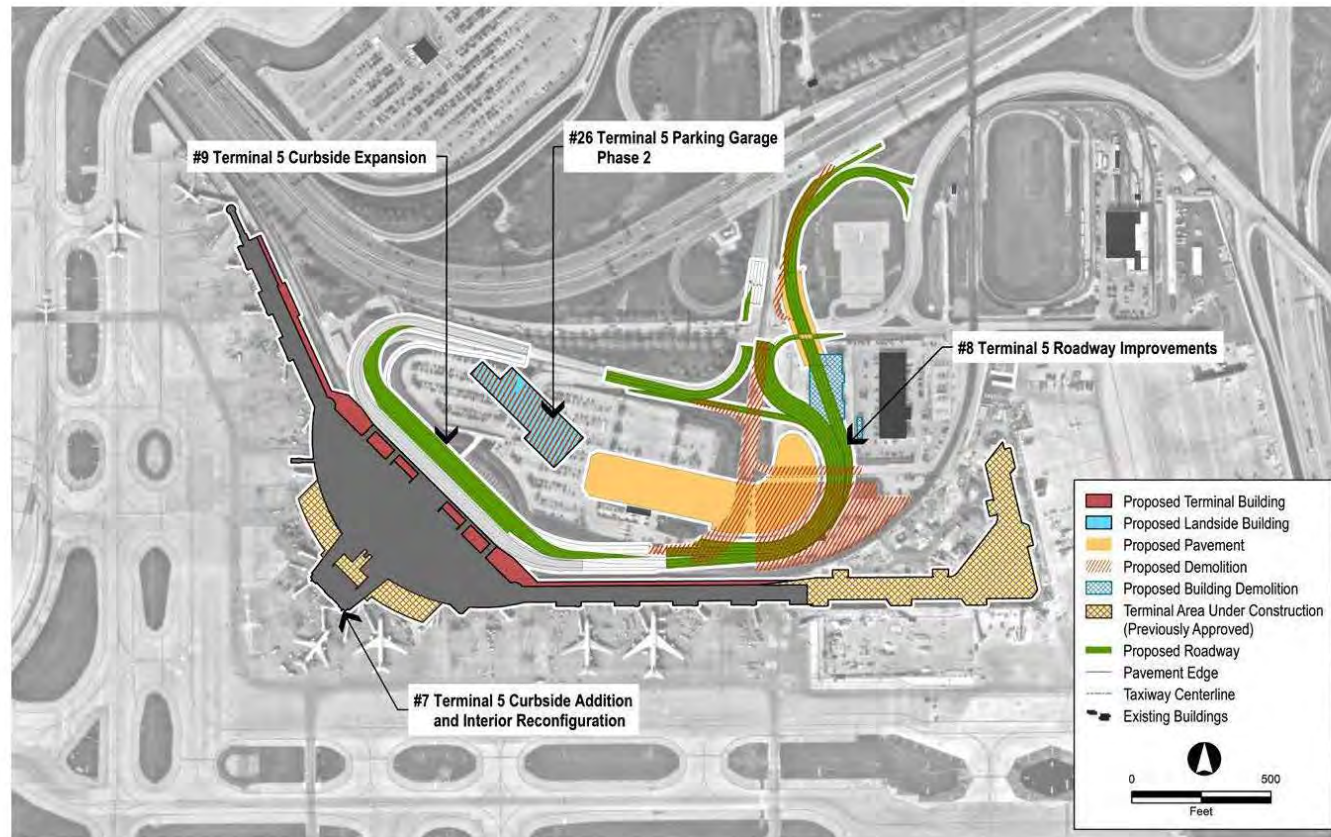
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MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 3
TERMINAL PROJECTS (SET 3 OF 3) – TERMINAL 5 PROJECTS



SCOPING MATERIALS

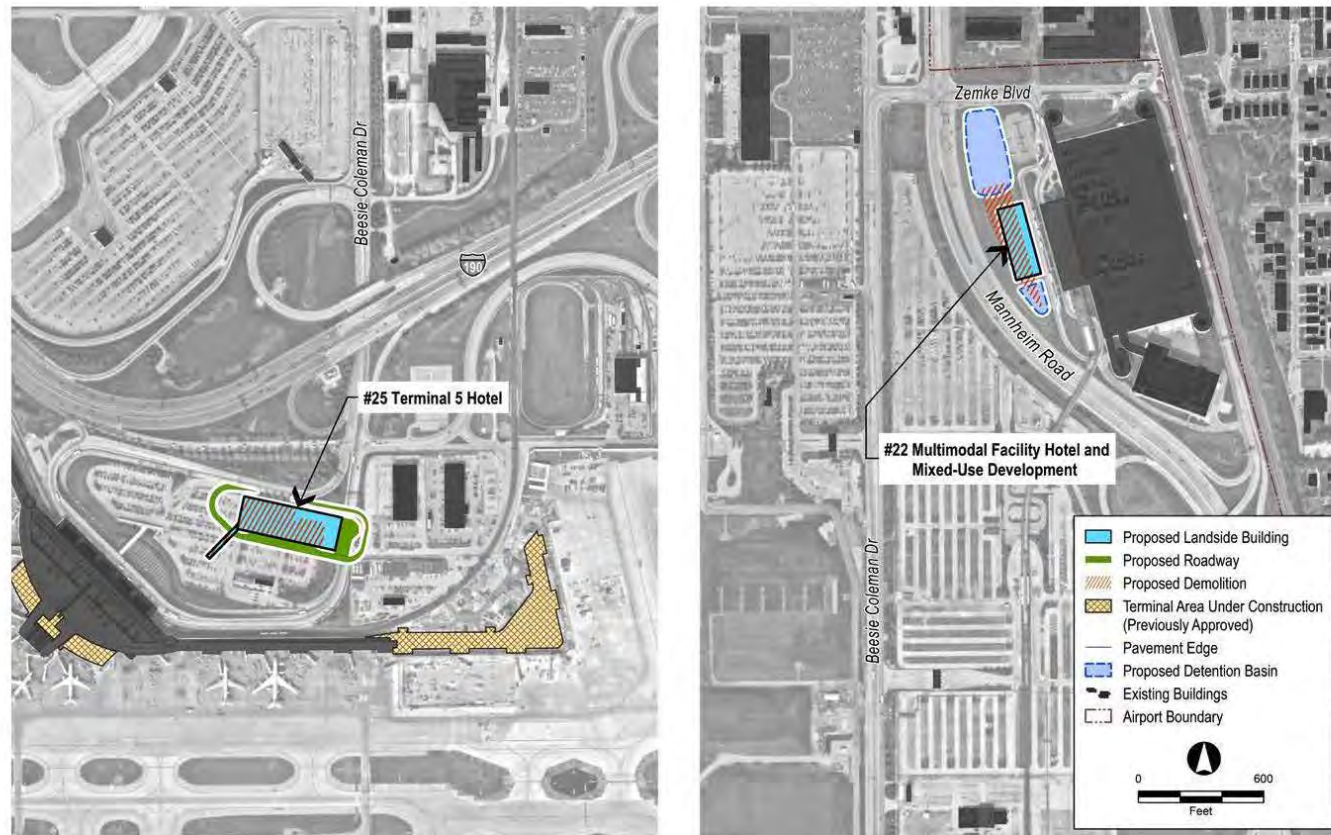
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MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 4
ON-AIRPORT HOTELS



SCOPING MATERIALS

1-13

MAY 2021

Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 5
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 2)



SCOOPING MATERIALS

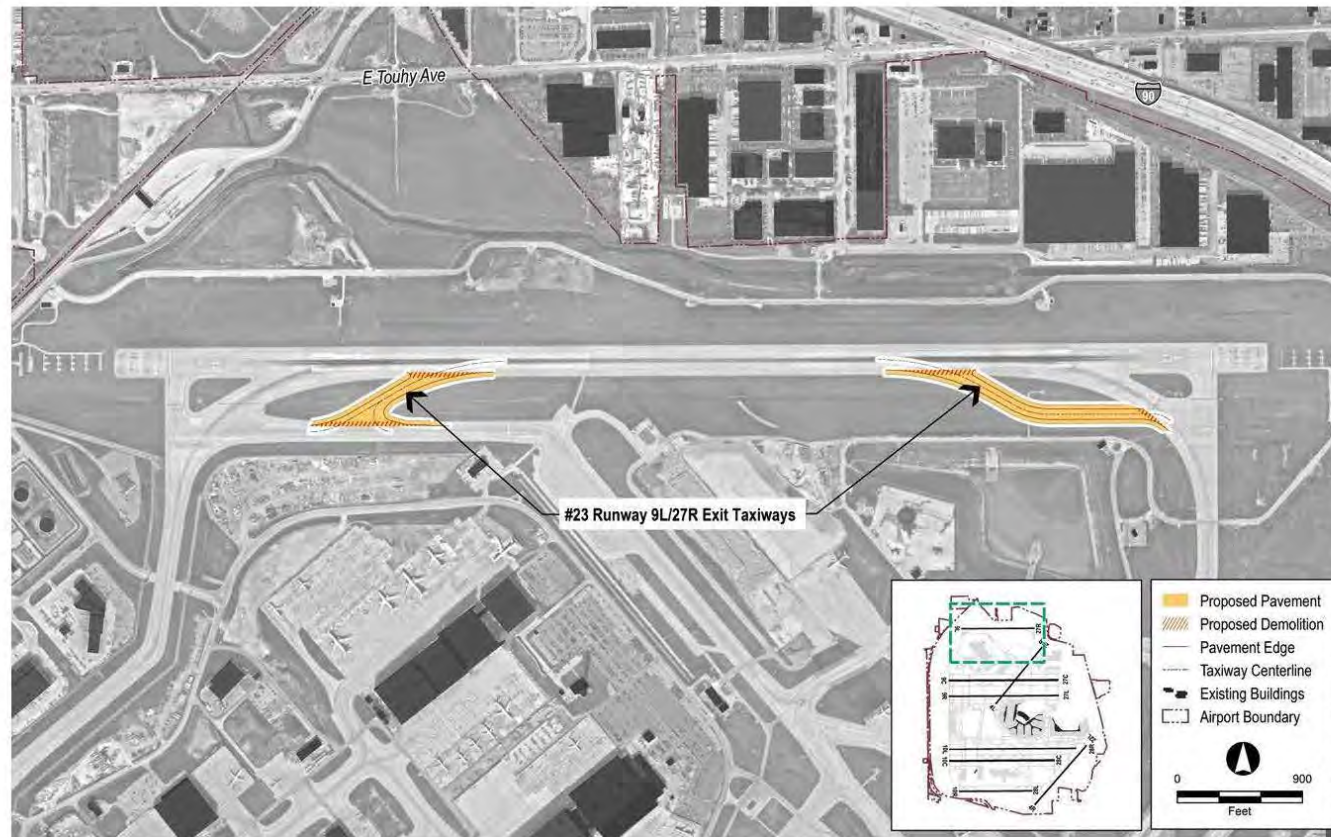
1-14

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Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 6
AIRFIELD AND TAXIWAY IMPROVEMENTS NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 2)



SCOOPING MATERIALS

1-15

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FIGURE 7
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 3)



SCOOPING MATERIALS

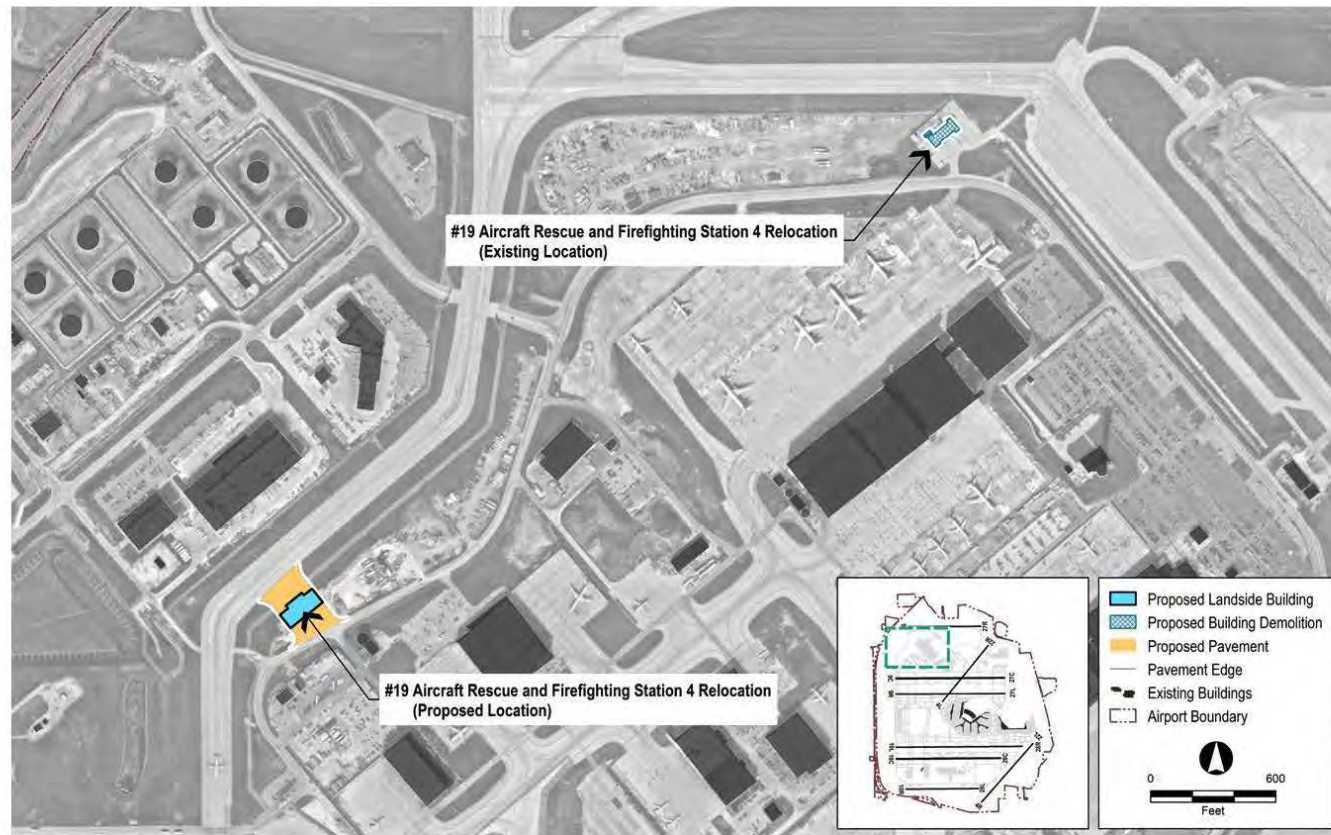
1-16

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FIGURE 8
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 2 OF 3)



SCOOPING MATERIALS

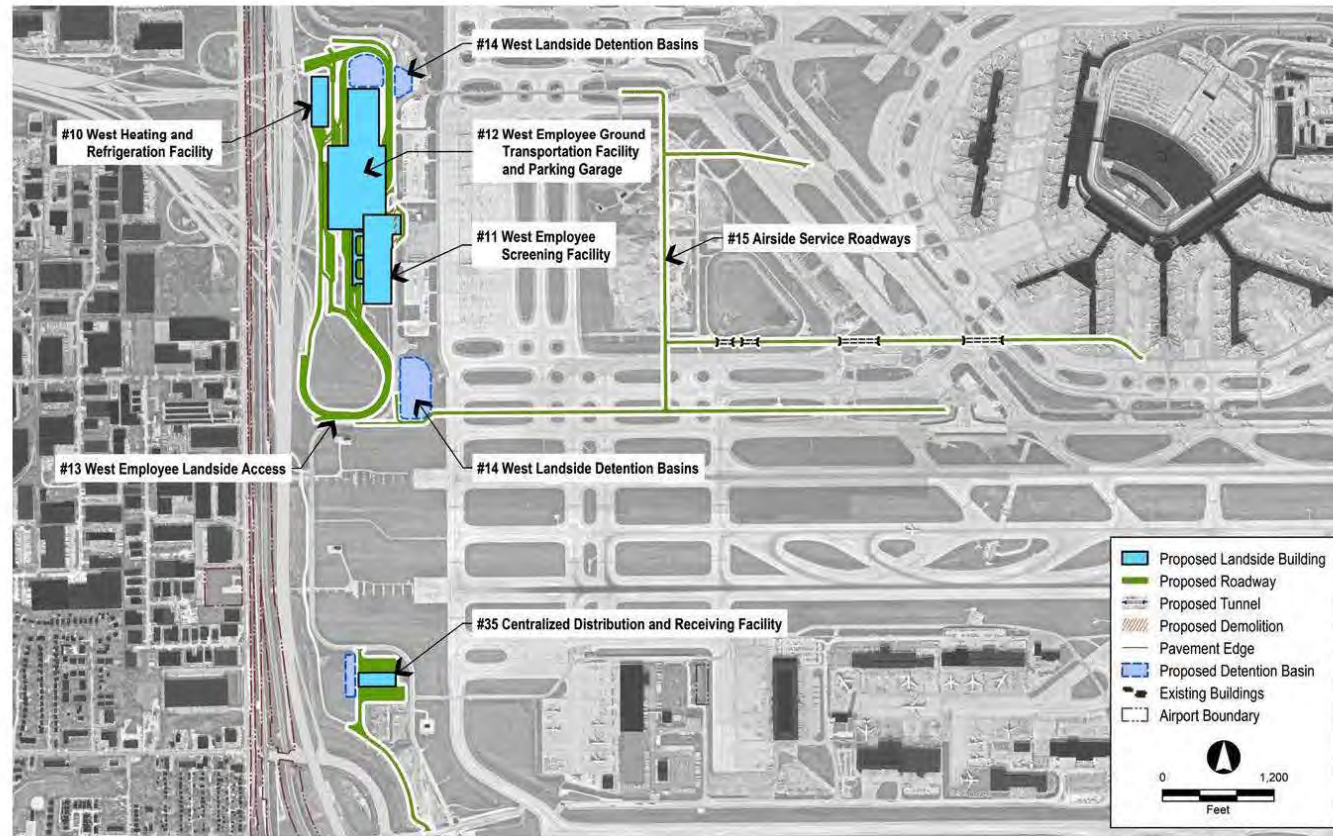
1-17

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FIGURE 9
SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 3 OF 3)



SCOOPING MATERIALS

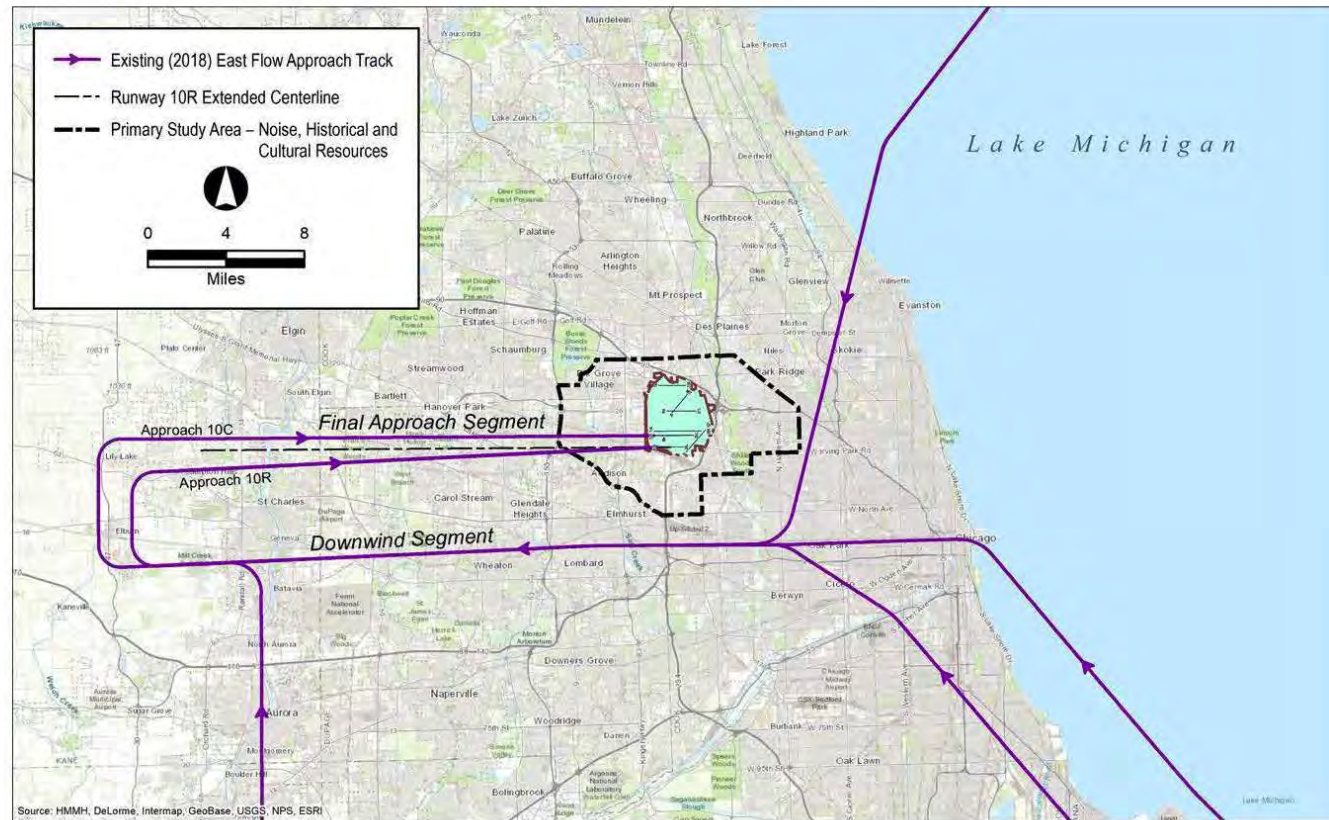
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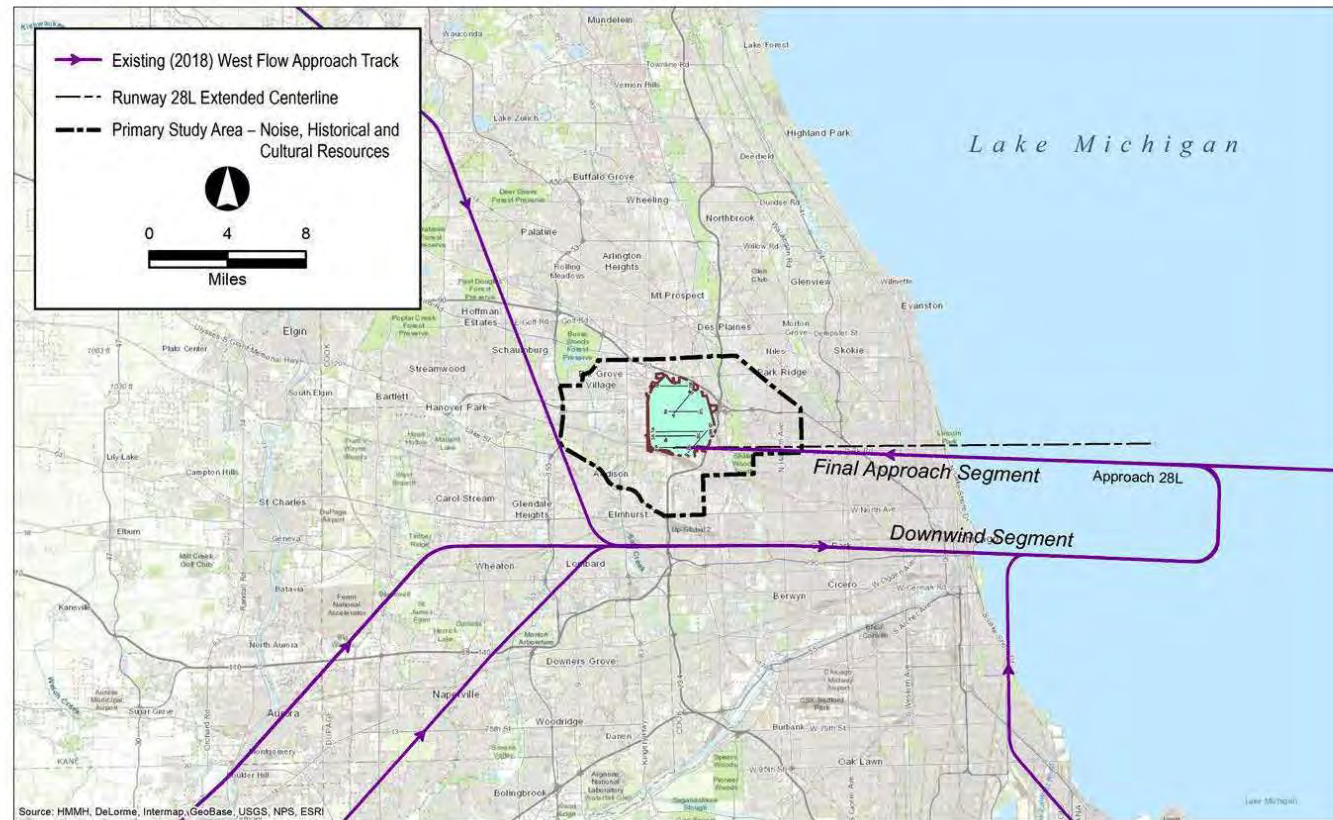
FIGURE 10
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) EAST FLOW



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

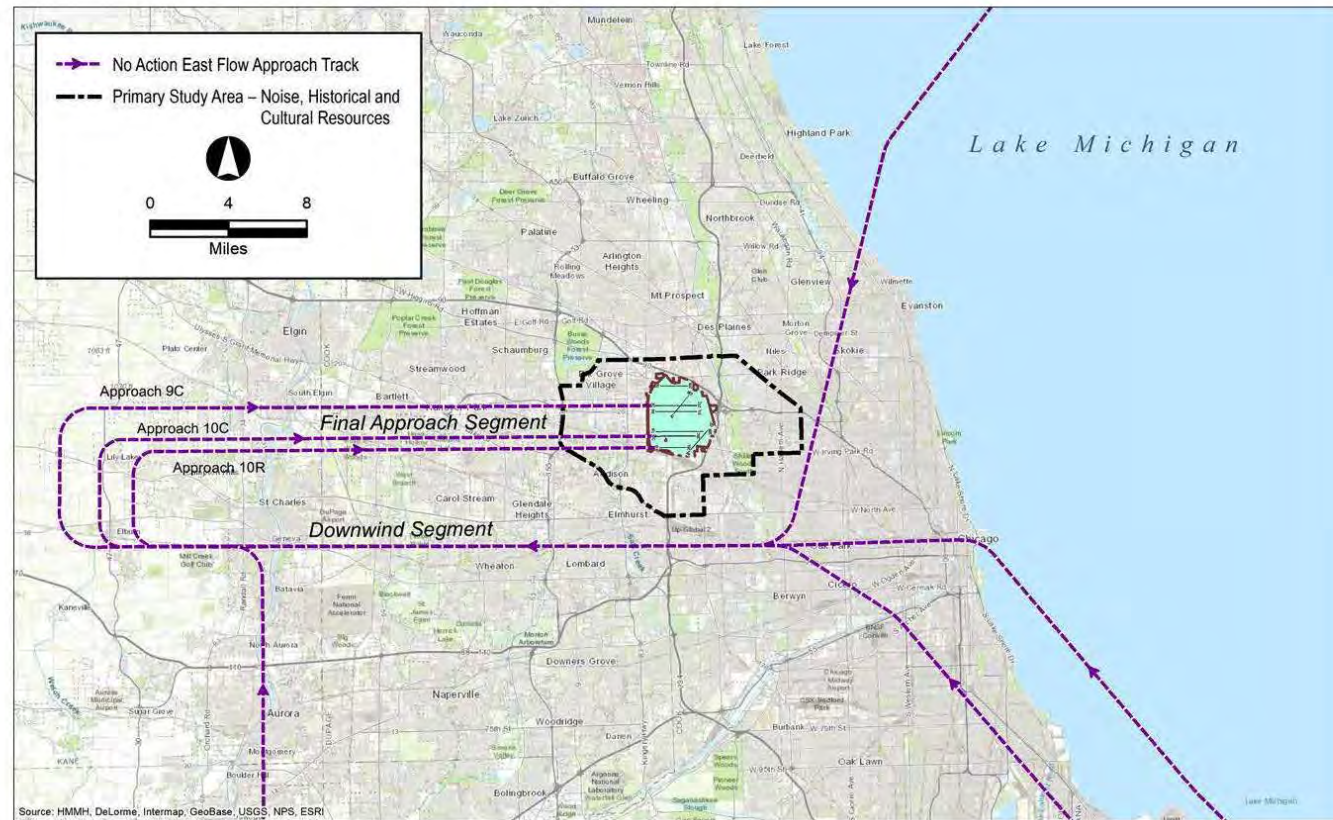
FIGURE 11
EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) WEST FLOW



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

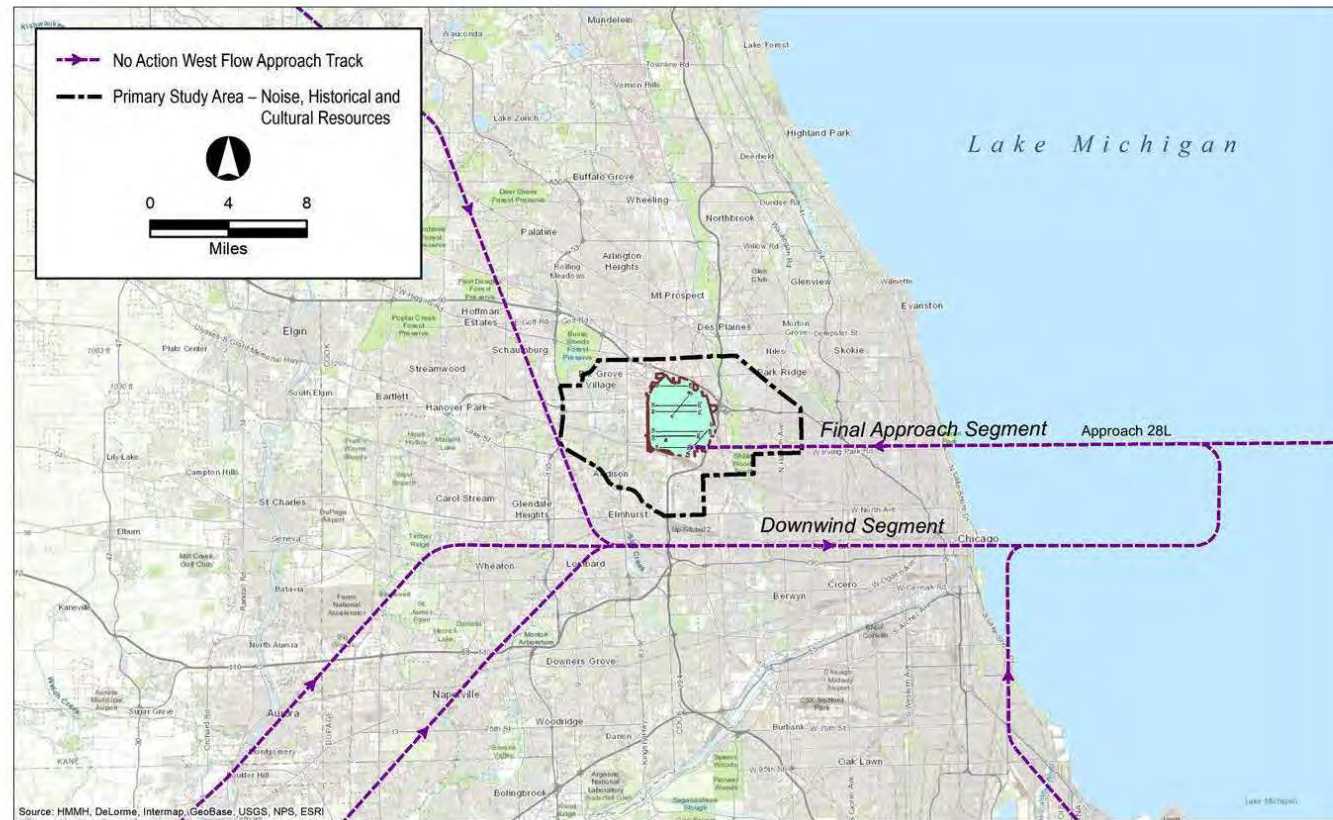
FIGURE 12
EXAMPLE OF EAST FLOW APPROACHES FOR NO ACTION



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

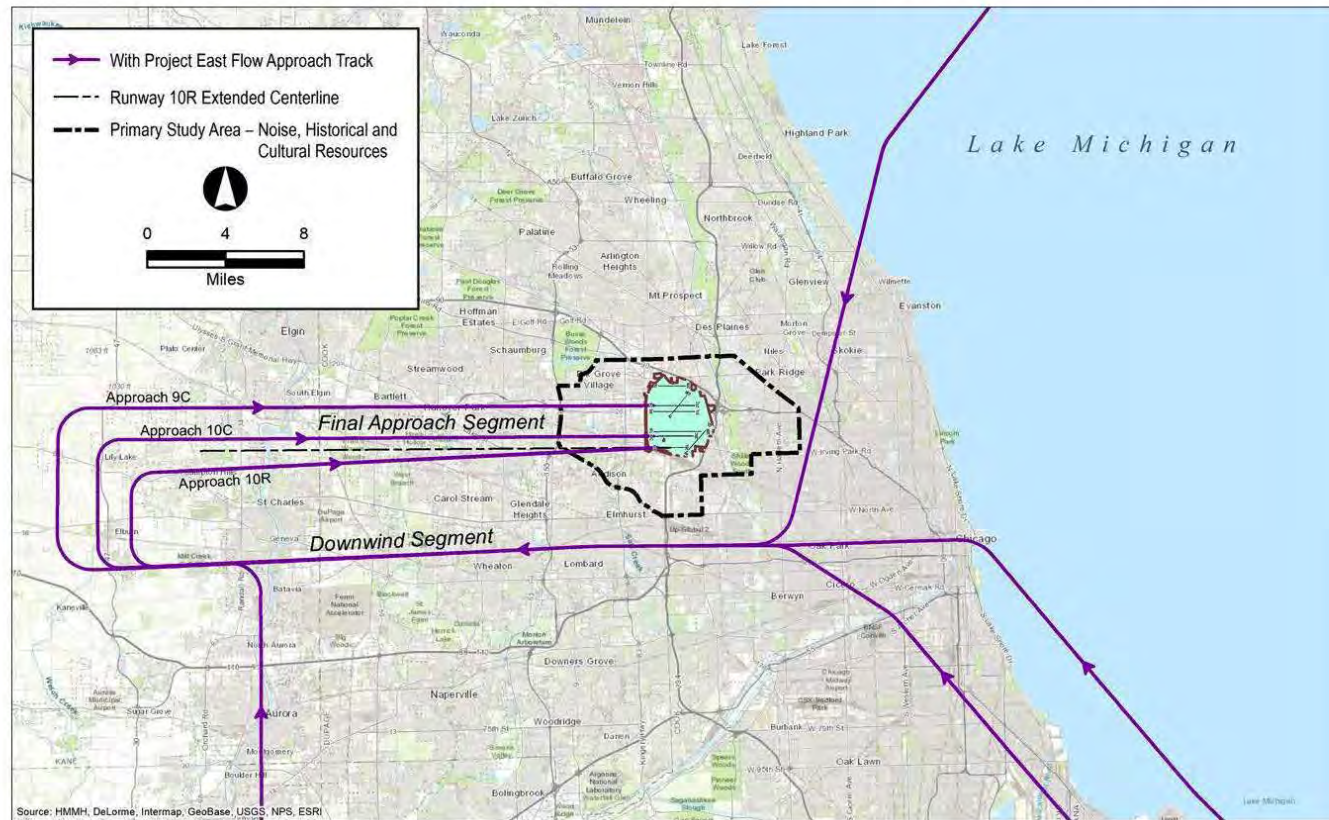
FIGURE 13
EXAMPLE OF WEST FLOW APPROACHES FOR NO ACTION



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

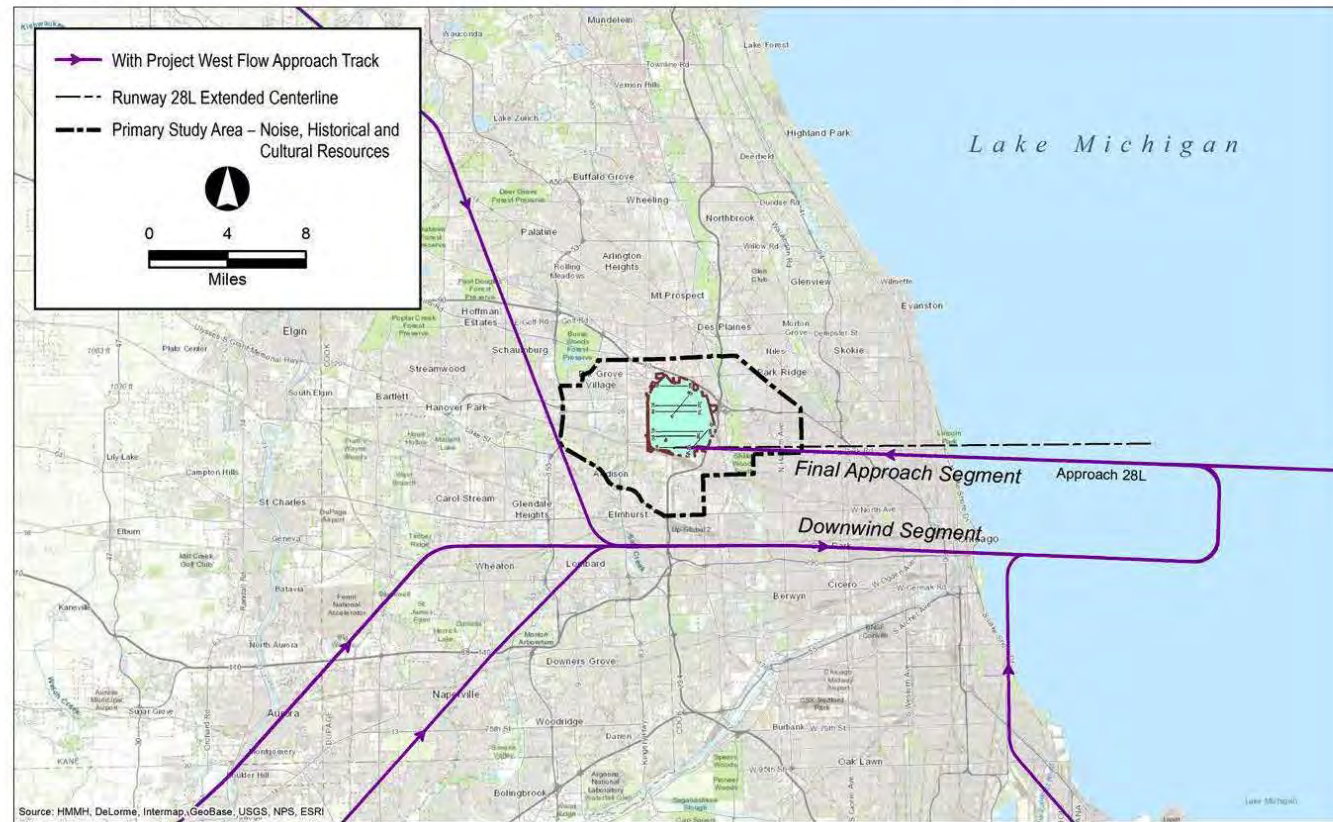
FIGURE 14
EXAMPLE OF EAST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

FIGURE 15
EXAMPLE OF WEST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT





**Federal Aviation
Administration**

Scoping Presentation

Chicago O'Hare International Airport
Terminal Area Plan and Air Traffic
Procedures Environmental Assessment





Why Is the FAA Doing an Environmental Assessment?

The FAA is conducting an Environmental Assessment to evaluate changes proposed for Chicago O'Hare International Airport.

The City of Chicago Department of Aviation proposes to make these changes:

- Terminal Area Plan
- Capital Improvement Program projects
- Hotel developments

The FAA proposes to make this change:

- Permanently implement offset (angled) approach procedures at O'Hare for Runway 10R/28L



What Is an Environmental Assessment?

- An **Environmental Assessment** is a public document that provides information and environmental analysis to help determine paths forward for a proposed project.
- The FAA prepares the Environmental Assessment under the National Environmental Policy Act, National Historic Preservation Act, Clean Water Act, Clear Air Act, and other applicable laws.
- This assessment determines whether a proposed project has the potential to significantly affect the environment.
- An Environmental Assessment helps determine whether the FAA will need to complete an Environmental Impact Statement or issue a Finding of No Significant Impact for a proposed project.



How Is the Public Involved in this Environmental Assessment?

- **Scoping:** The FAA seeks input from the public and other agencies to define the range of environmental issues and possible alternatives to study in the Environmental Assessment.
- **Consultation and Coordination:** The FAA coordinates and consults with other agencies throughout the Environmental Assessment process, such as Federal, state, tribal, and local officials.
- **Comments on the Draft Environmental Assessment:** The FAA will invite the public and other agencies to comment on the draft version of the Environmental Assessment and will respond to the comments in the Final Environmental Assessment.



What are the Steps in the Environmental Assessment and Scoping Process?





Why are these Projects Being Proposed?

Improvements at O'Hare are needed to provide adequate terminal, gate, and apron areas, and to efficiently accommodate the existing and projected activity. The range of projects has five major goals:

- Provide updated facilities that comply with industry-recommended guidelines
- Maintain financial independence and meet financial obligations
- Minimize aircraft movement taxi time
- Consolidate/relocate employee parking and screening, goods processing, and commercial vehicle holding away from the terminal core
- Retain operational capacity and avoid delay



What are the Proposed Federal Actions?

- FAA approval of the Airport Layout Plan that depicts the proposed projects
- FAA determinations of eligibility of the proposed projects for Federal funding under the Airport Improvement Program and to impose and expend Passenger Facility Charges
- Retention of previously approved air traffic control and airspace management procedures for the safe and efficient movement of air traffic



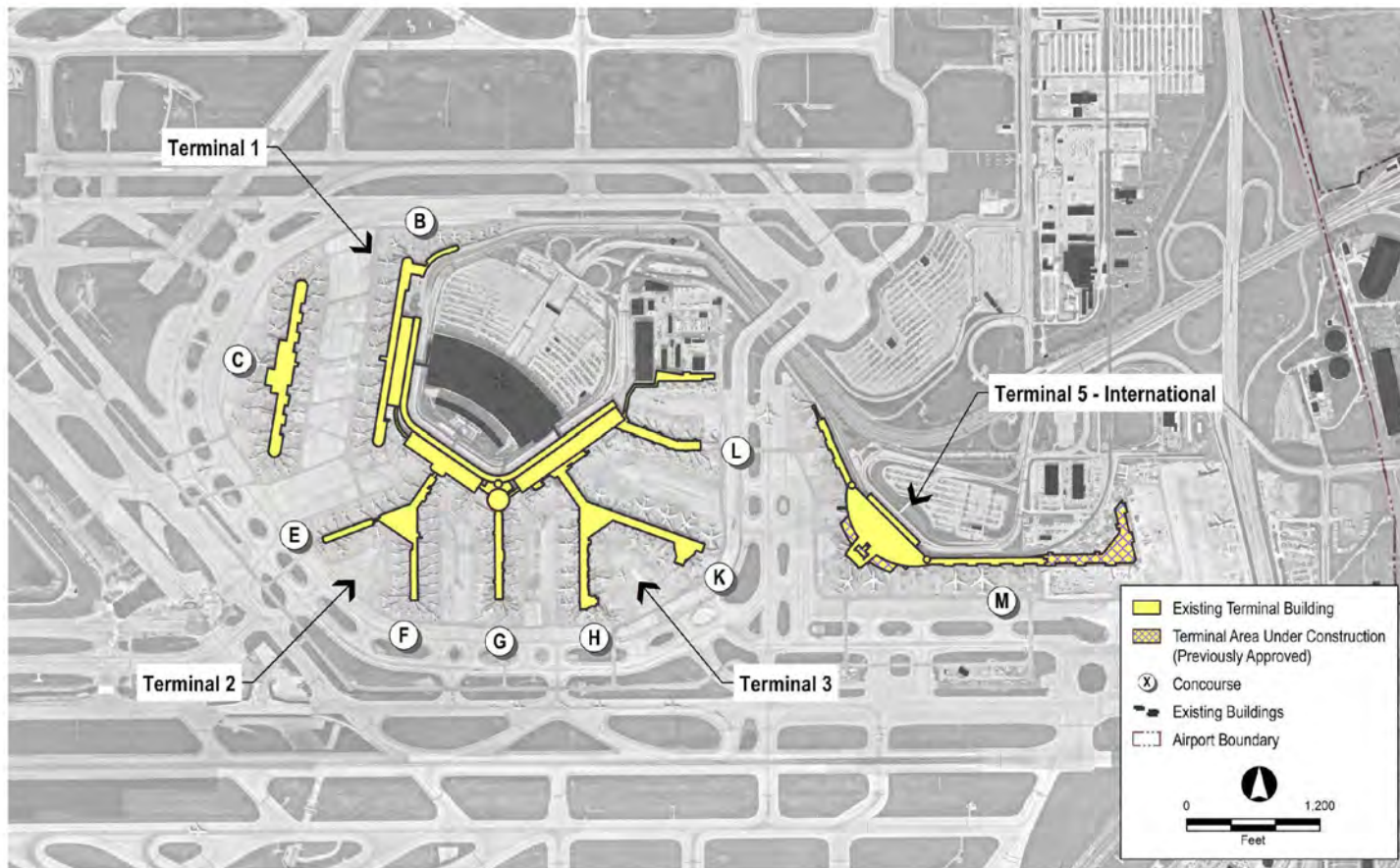
What are the Proposed Projects?

There are 35 projects that are organized into five groups:

GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5
Terminal Projects	On-Airport Hotels	Airfield and Taxiway Improvements (that are not required by Group 1 projects)	Support Facilities (that are not required by Group 1 projects)	Air Traffic Actions for Offset Approach Procedures on Runway 10R/28L



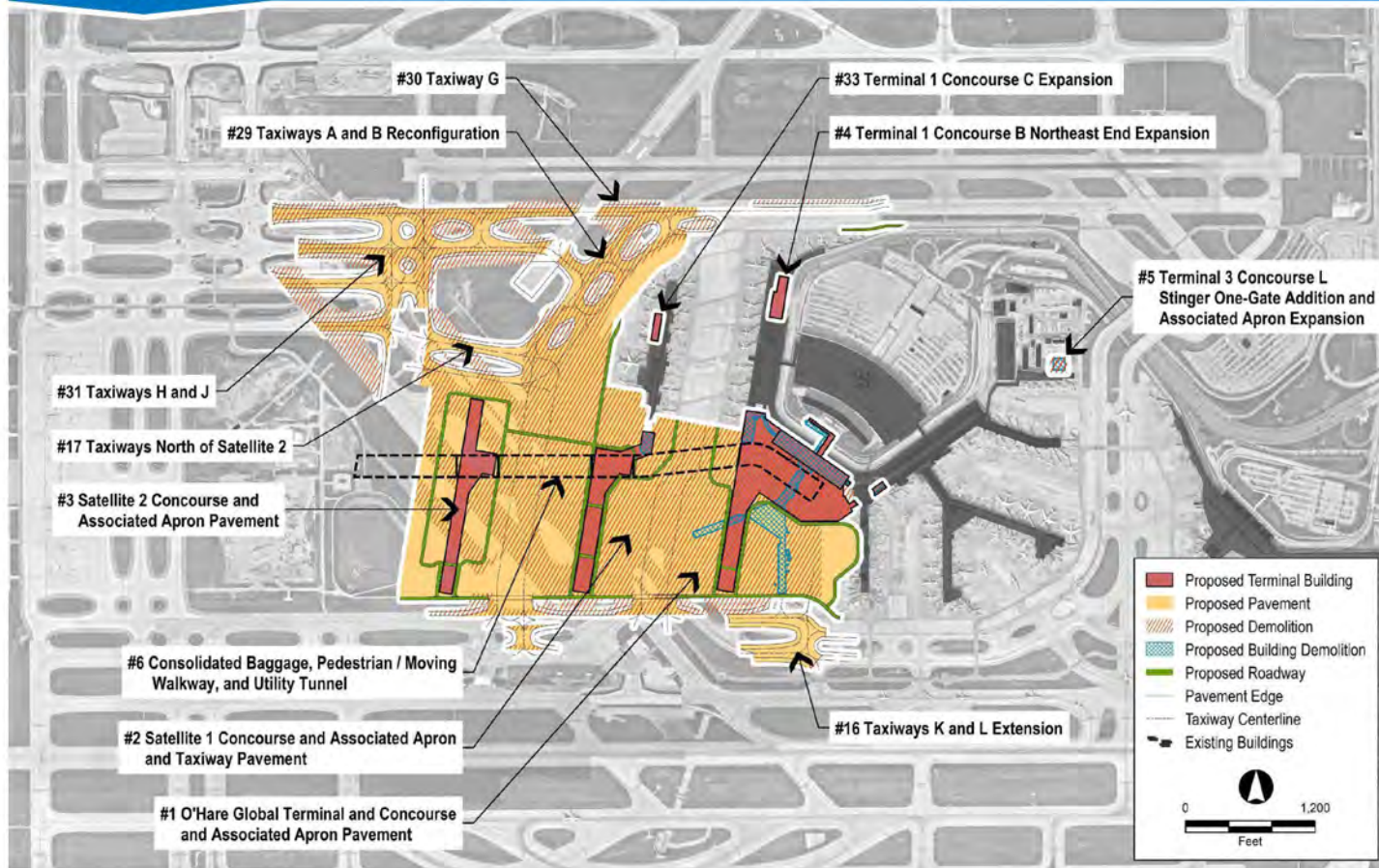
Current O'Hare Terminal Configuration





Terminal Projects – O'Hare Global Terminal and Satellite Terminal Projects

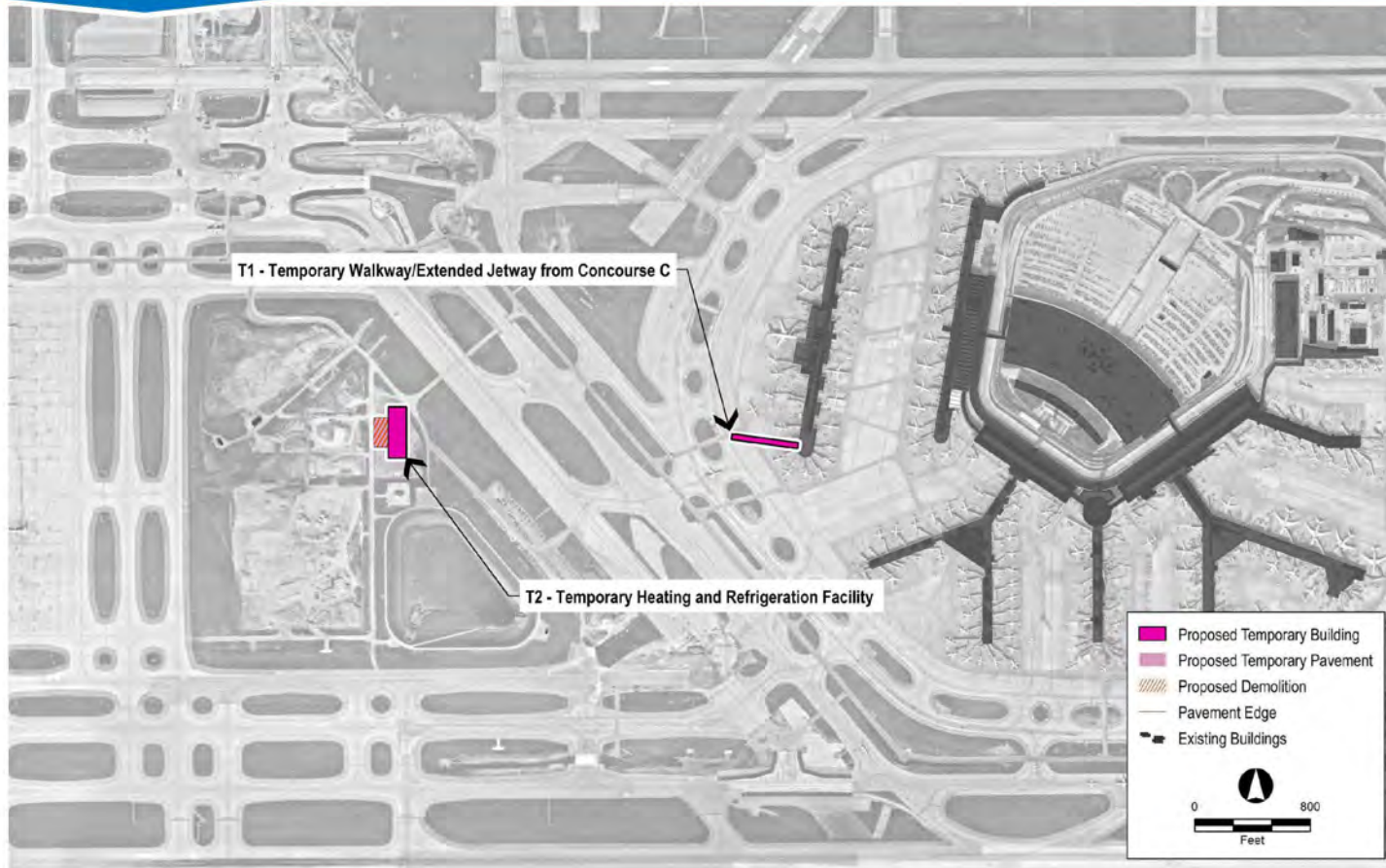
(GROUP 1, PART 1)





Terminal Projects – O'Hare Global Terminal and Satellite Terminal Projects

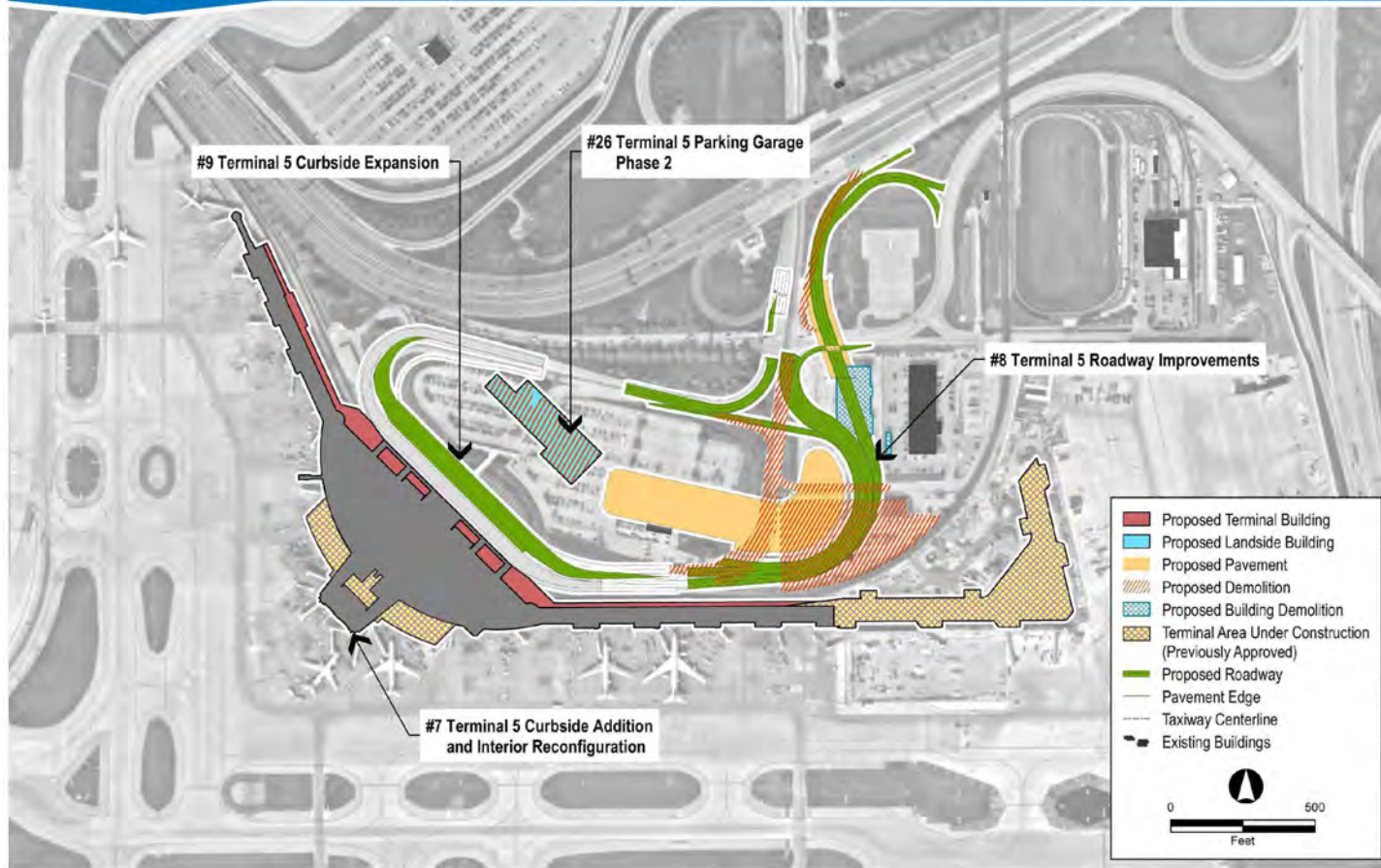
(GROUP 1, TEMPORARY)





Terminal Projects – Terminal 5 Projects

(GROUP 1, PART 2)





On-Airport Hotels

(GROUP 2)





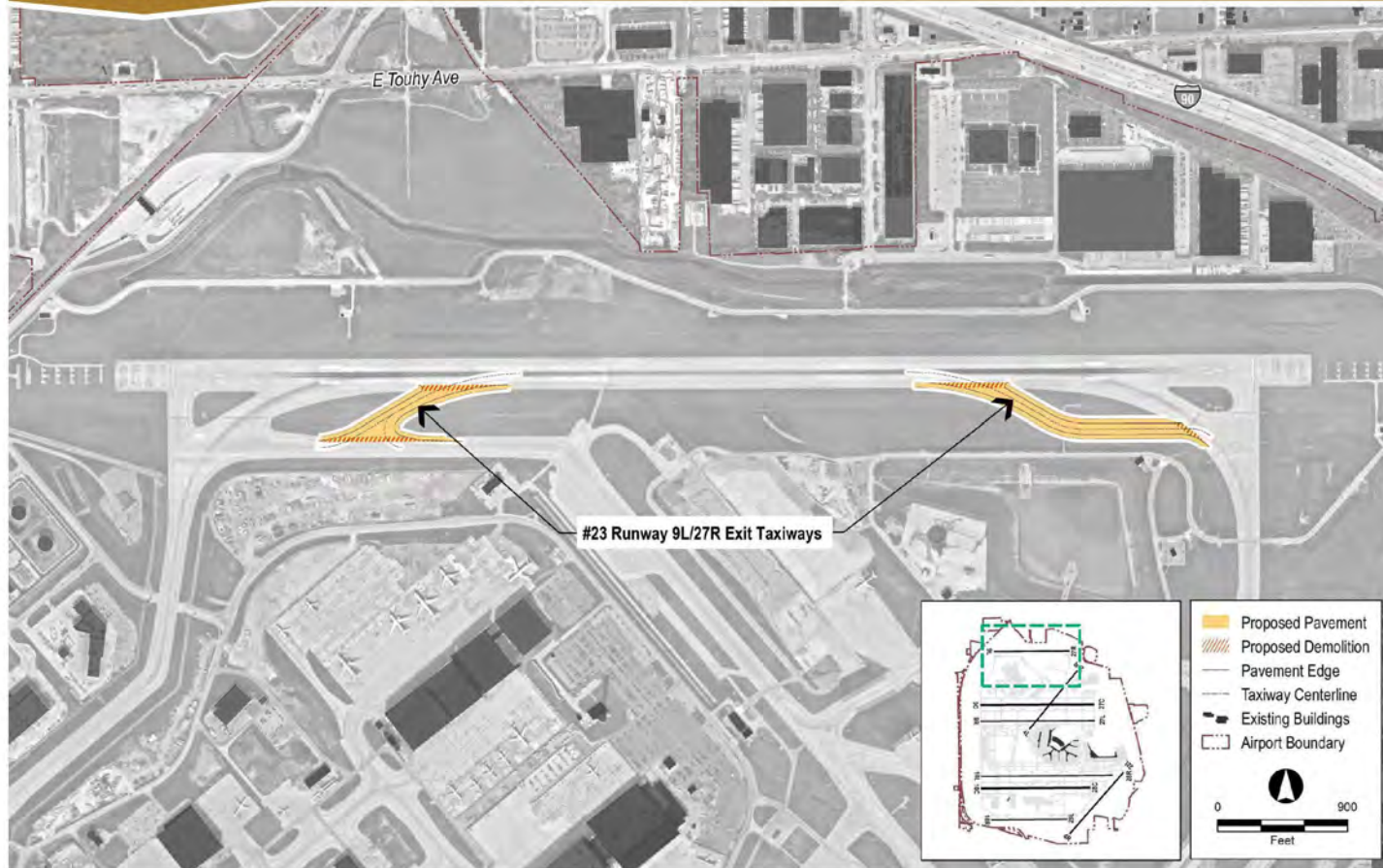
Airfield and Taxiway Improvements not Required by the Terminal Projects





Airfield and Taxiway Improvements not Required by the Terminal Projects

(GROUP 3, PART 2)





Support Facilities that Have Independent Utility from the Terminal Projects

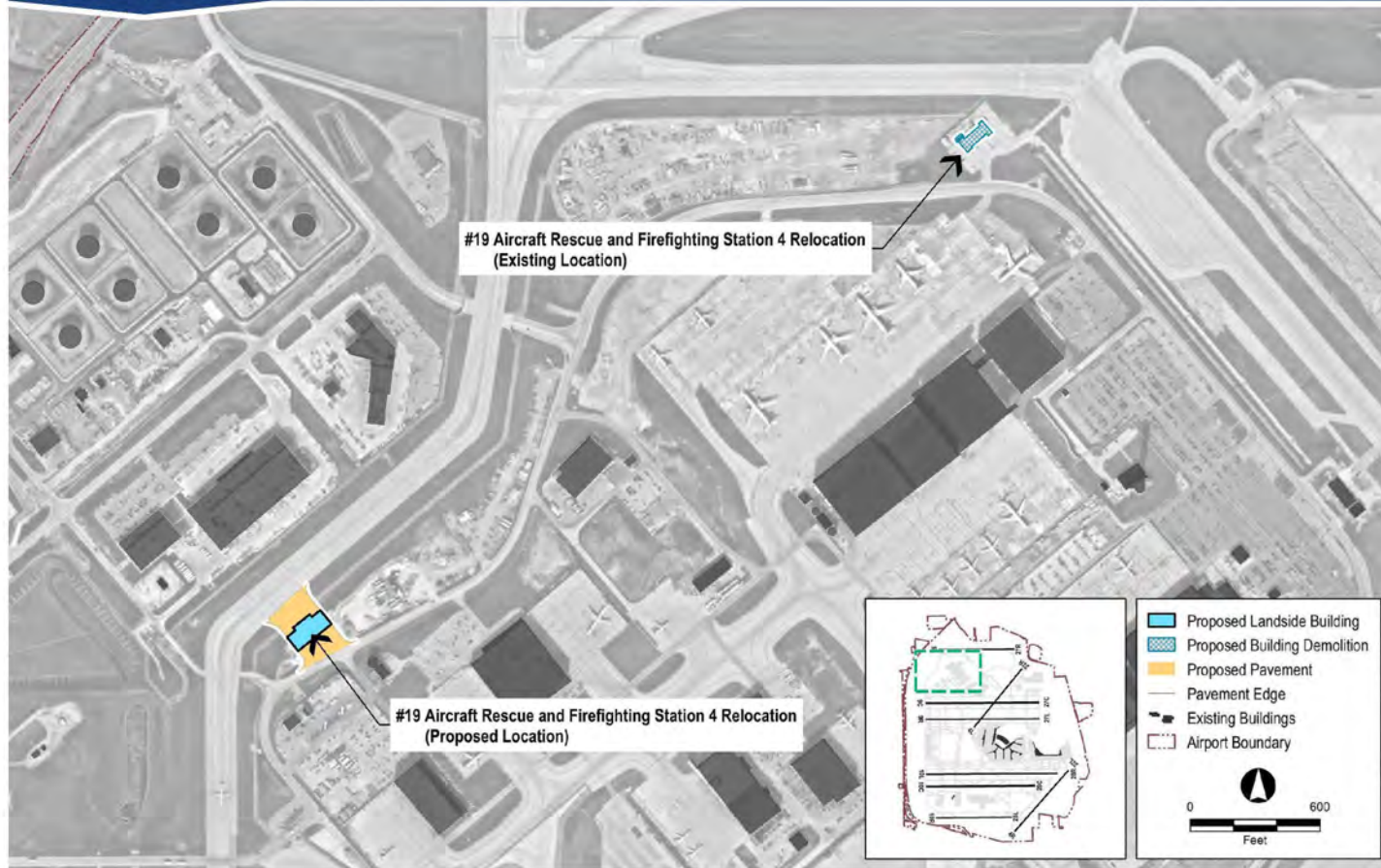
(GROUP 4, PART 1)





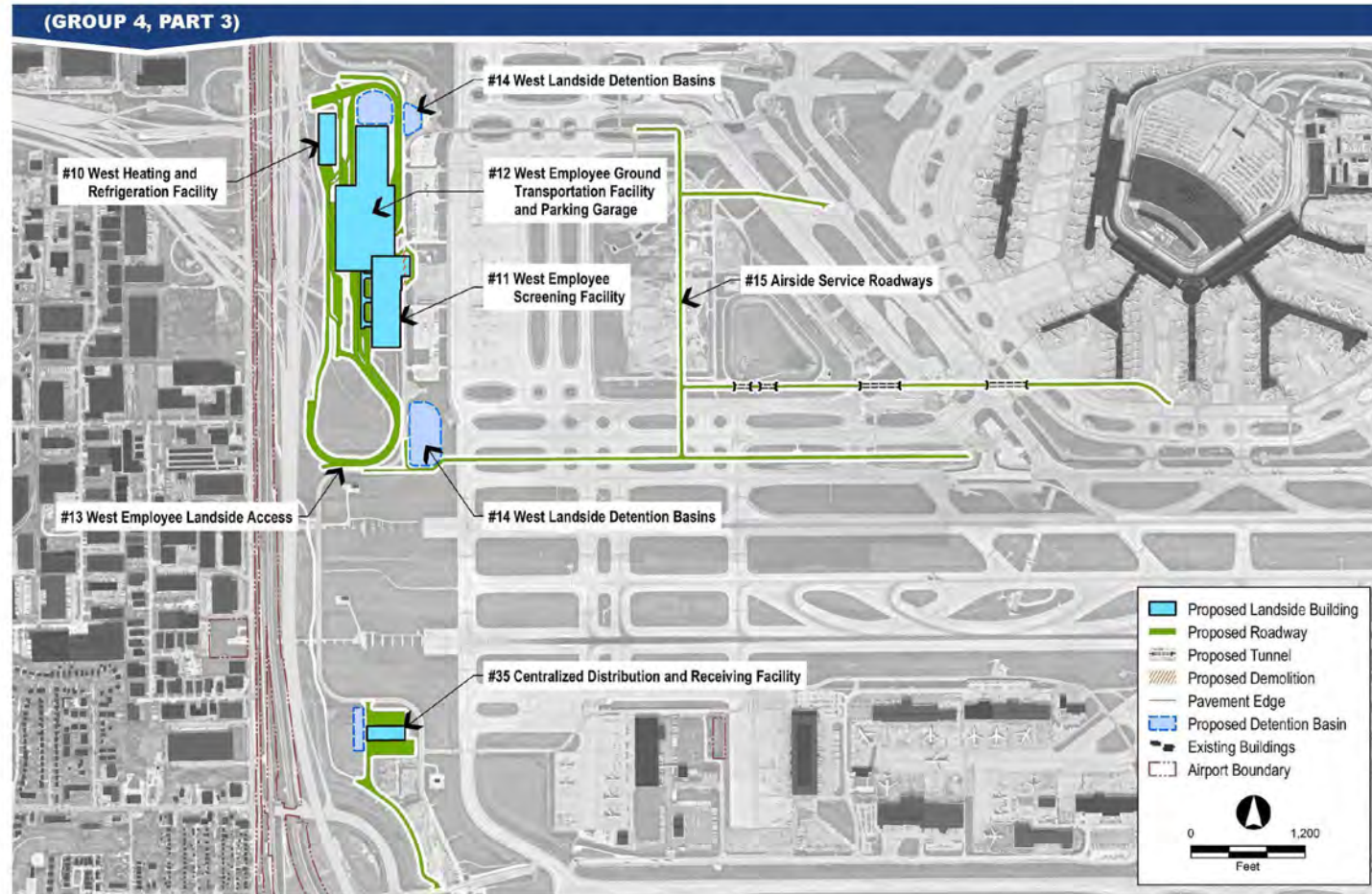
Support Facilities that Have Independent Utility from the Terminal Projects

(GROUP 4, PART 2)





Support Facilities that Have Independent Utility from the Terminal Projects





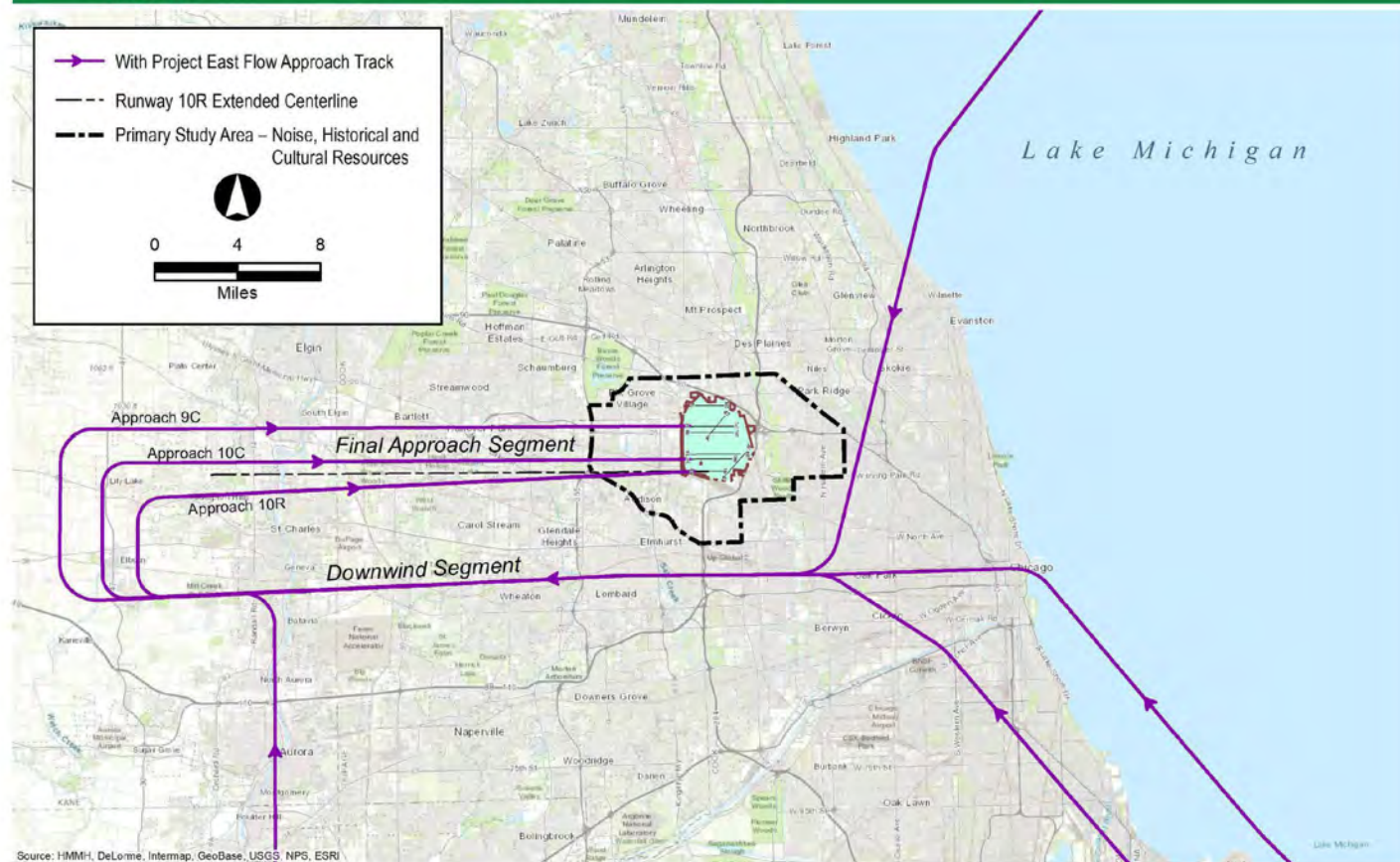
What are the Proposed Air Traffic Actions?

- The proposed air traffic actions would retain existing offset approaches to Runway 10R/28L.
- Currently these procedures allow for use of simultaneous approaches to three runways and enable previously approved simultaneous approaches to four runways in the future.
- The 2015 Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement approved these offset approaches for temporary use.



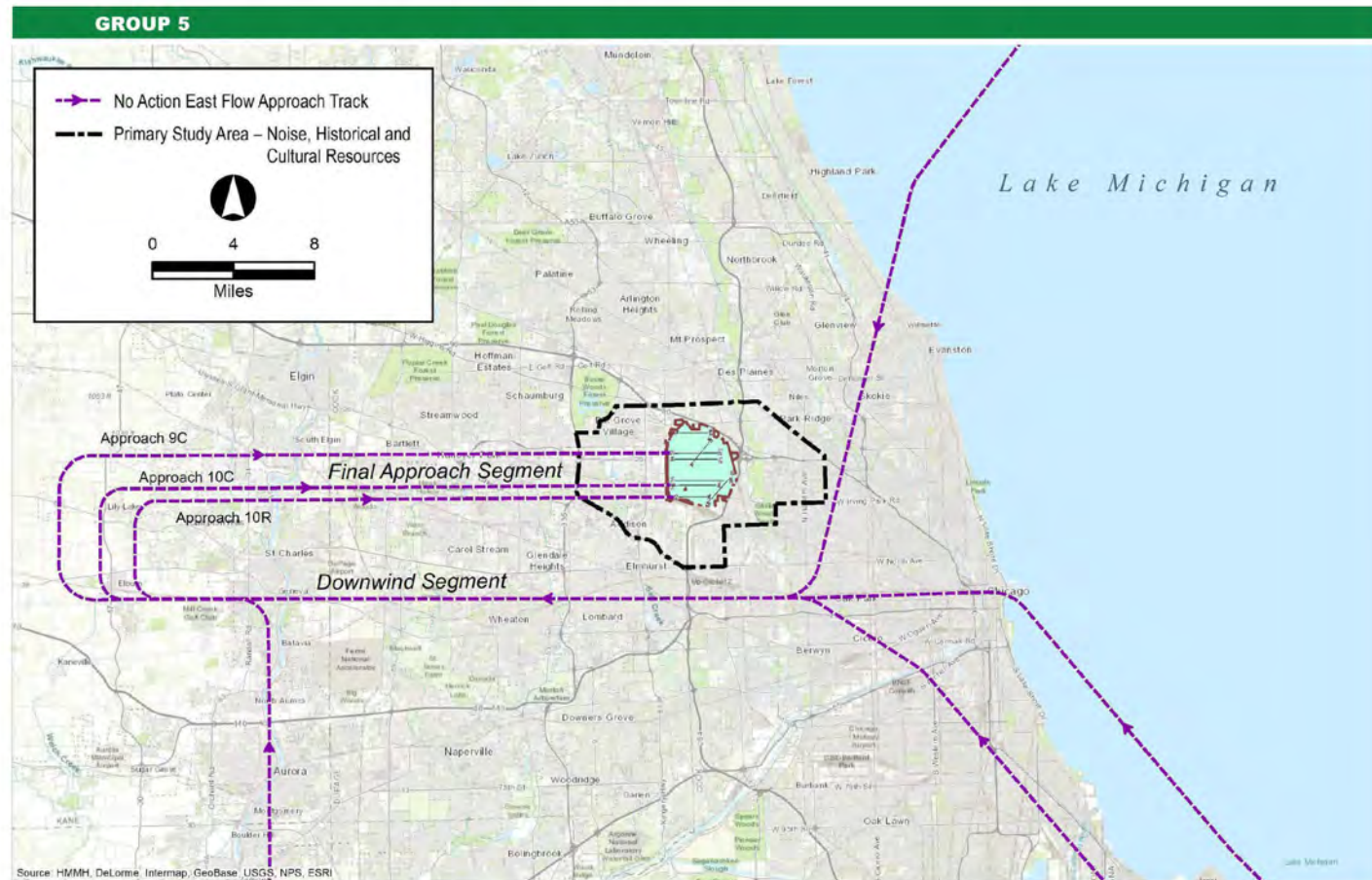
Air Traffic Actions: East Flow With Proposed Project, 2.5 Degree Offset Approaches

GROUP 5





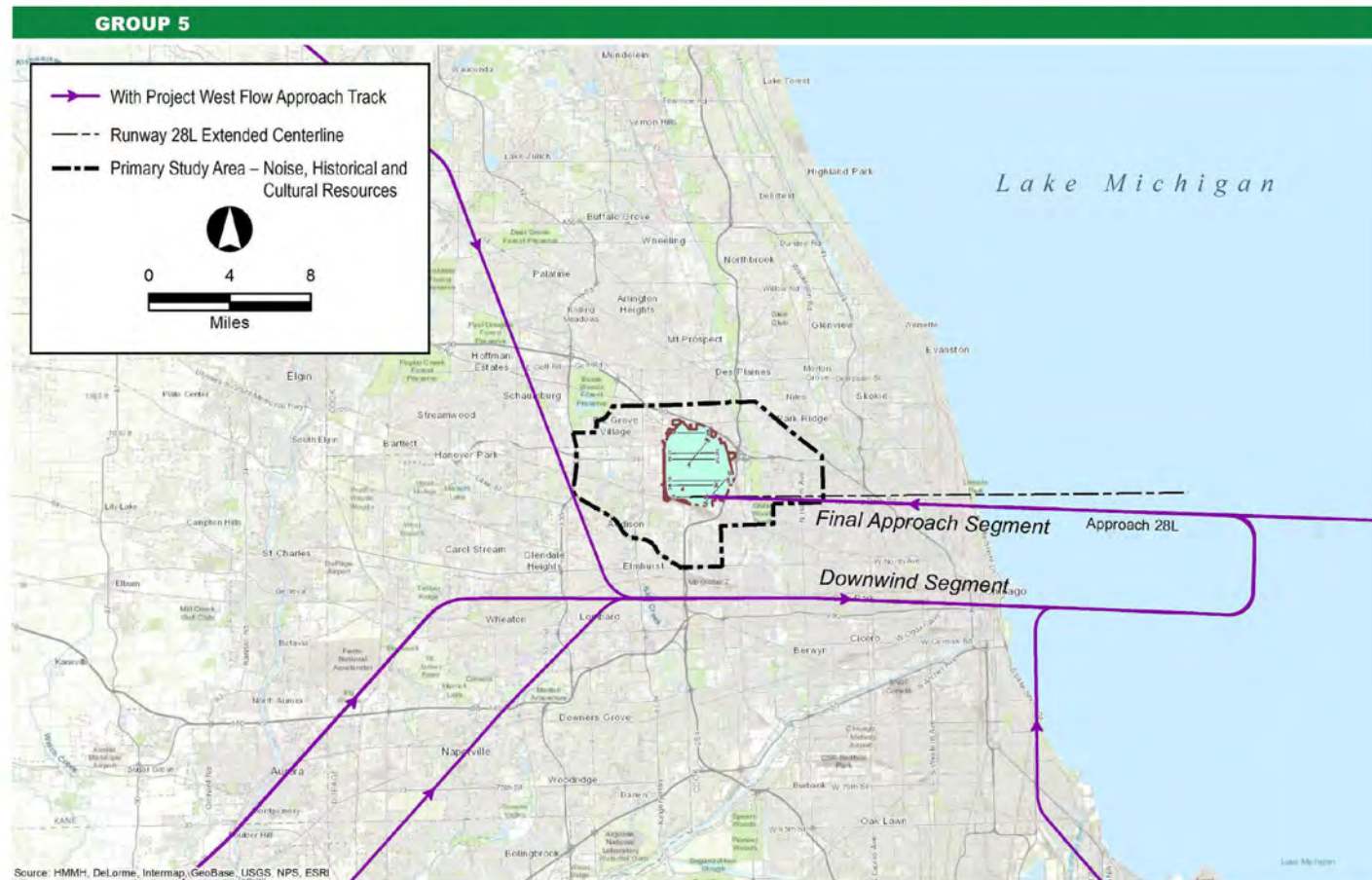
Air Traffic Actions: East Flow No Action



No Action for this Environmental Assessment means that the 2015 temporarily approved Runway 10R/28L approach procedures would no longer exist.

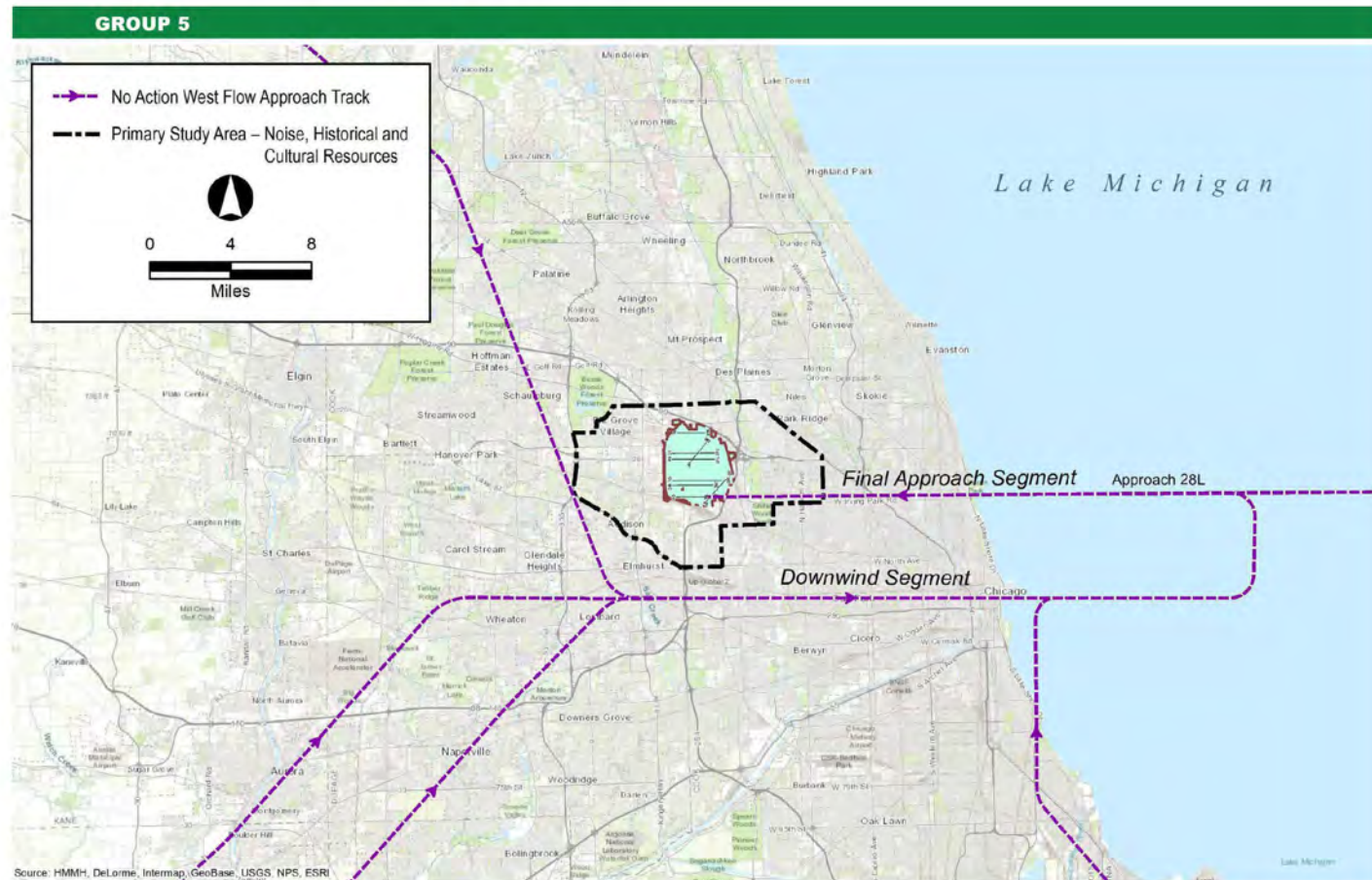


Air Traffic Actions: West Flow With Proposed Project, 2.5 Degree Offset Approaches





Air Traffic Actions: West Flow No Action



No Action for this Environmental Assessment means that the 2015 temporarily approved Runway 10R/28L approach procedures would no longer exist.



Will the FAA Evaluate Alternatives to the Proposed Projects?

- Yes, the FAA will evaluate alternatives to the proposed projects.
- The FAA is soliciting alternatives from stakeholders during this scoping process.
- The FAA will also identify alternatives that may:
 - Meet the airport's needs
 - Avoid or minimize impacts



What Alternatives Will the FAA Consider for the Proposed Terminal Buildings and Infrastructure?

- No Action (without the Proposed Projects)
- Proposed Projects
- Design Variations to the Proposed Projects
- Other Modes of Transportation/Demand Management
- Other alternatives received during scoping



What Alternatives Will the FAA Consider for the Proposed Airfield & Taxiway Improvements, Support Facilities, and Hotels?

- No Action (without the Proposed Projects)
- Proposed Projects
- Other alternatives received during scoping



What Alternatives Will the FAA Consider for the Proposed Air Traffic Actions?

- No Action (without the Proposed Projects)
- Proposed Projects
- Other alternatives received during scoping



What Conditions Will Be Evaluated?

The Environmental Assessment will study the conditions in three time periods:

- The Existing Condition (before the Proposed Projects begin)
- An Interim Year
- The year after Proposed Project completion



What Environmental Resource Categories Will Be Studied?

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Cumulative Impacts
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archaeological, and Cultural Resources
- Irreversible and Irretrievable Commitment of Resources
- Land Use
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Surface Transportation and Parking
- Water Resources: Wetlands, Floodplains, Surface Waters, and Groundwater
- Socioeconomics, Environmental Justice, and Children's Environmental Health

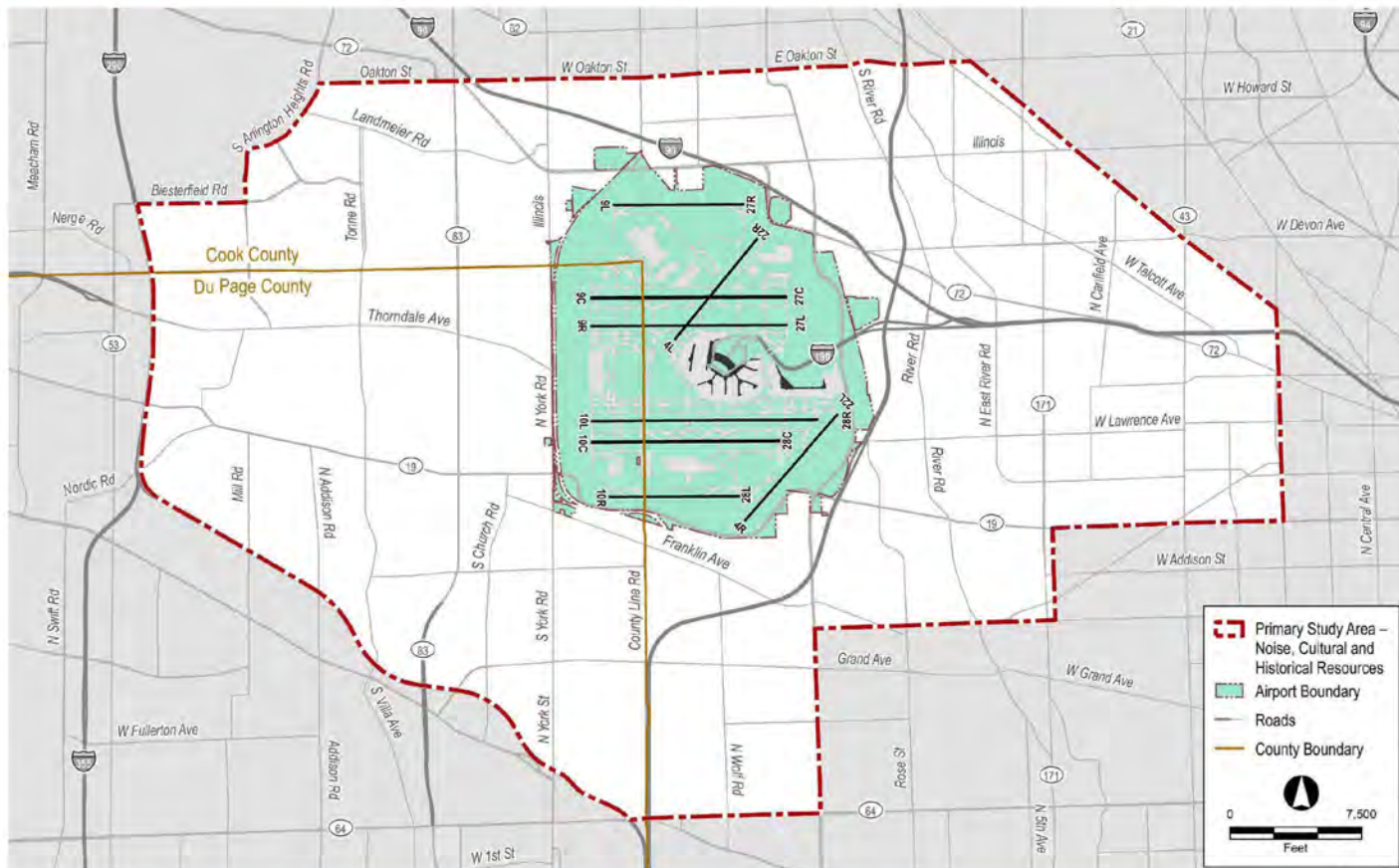


What Geographical Areas Will the FAA Study?

- A **study area** depicts the extent of the affected environment for a resource category, such as noise, air quality, or cultural and historic resources.
- The following maps show the study areas for the major resource categories for this Environmental Assessment.



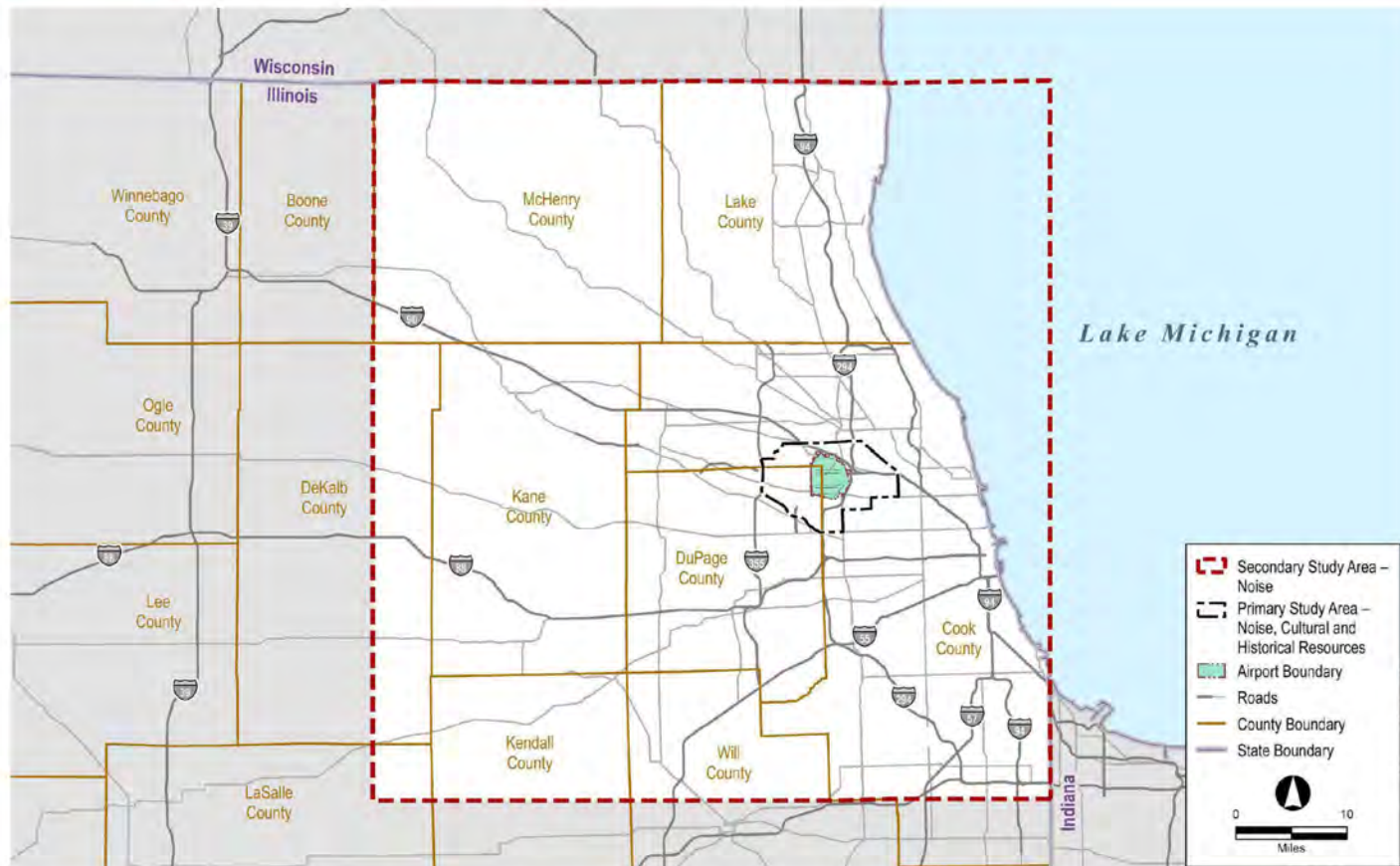
What Is the Primary Study Area for Noise and Cultural and Historical Resources?



The Primary Study Area was developed to encompass the potential area of the noise contour to evaluate detailed land use and noise sensitive sites within this area.



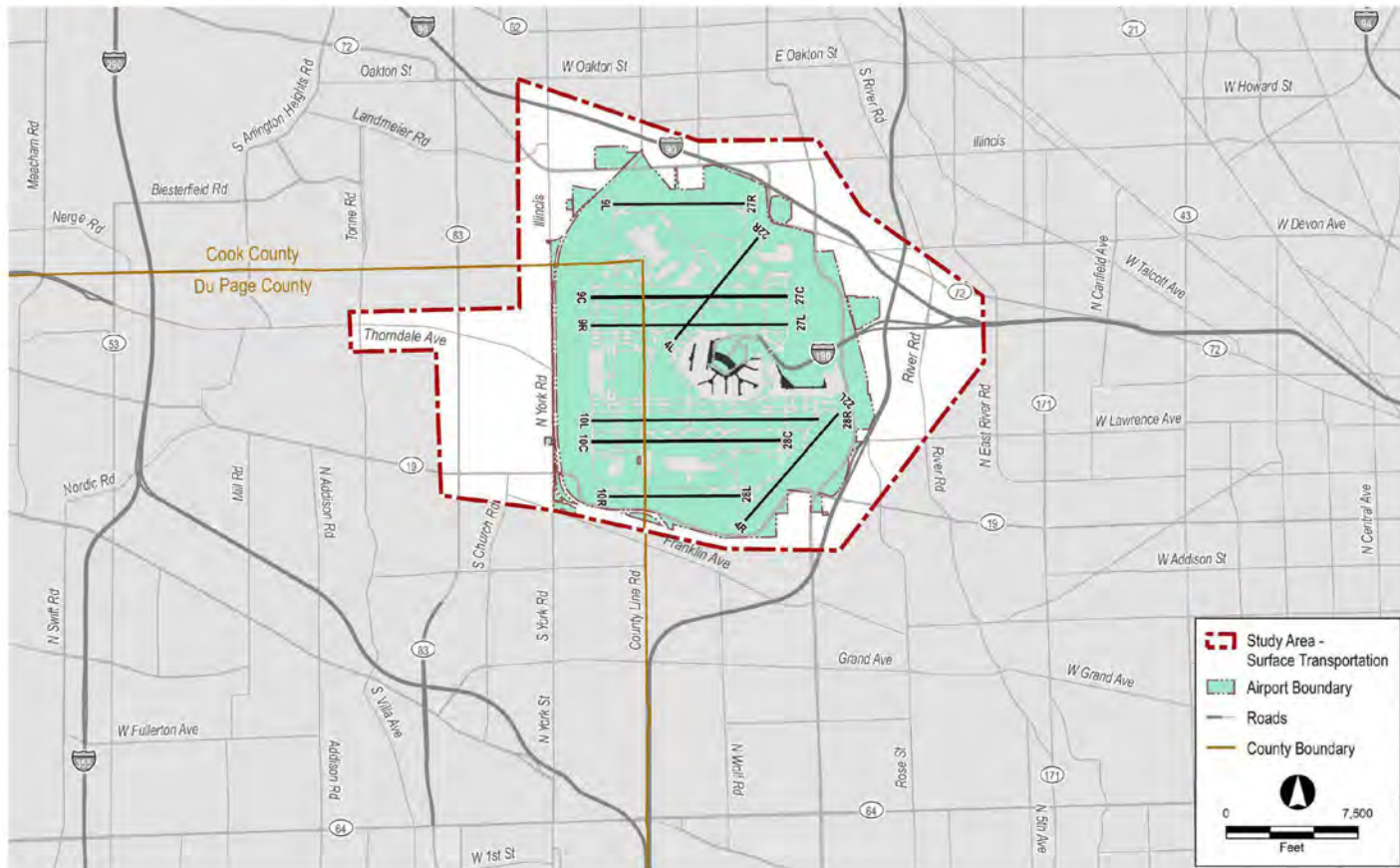
What Is the Secondary Study Area for Noise?



Since the EA is also evaluating air traffic changes, a Secondary Study Area was developed to identify a larger area for potential impacts outside of the noise contour.

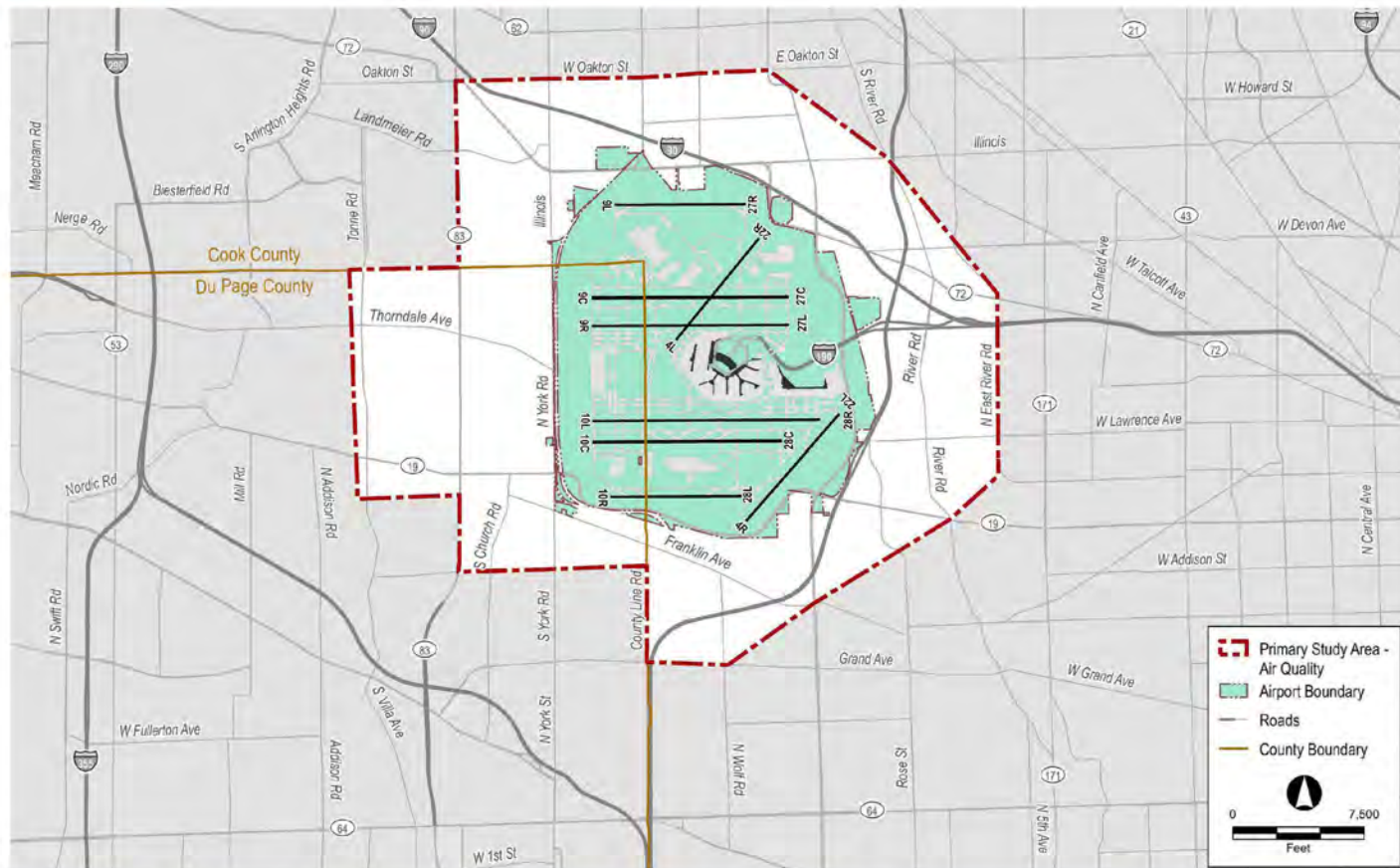


What Is the Study Area for Surface Transportation?





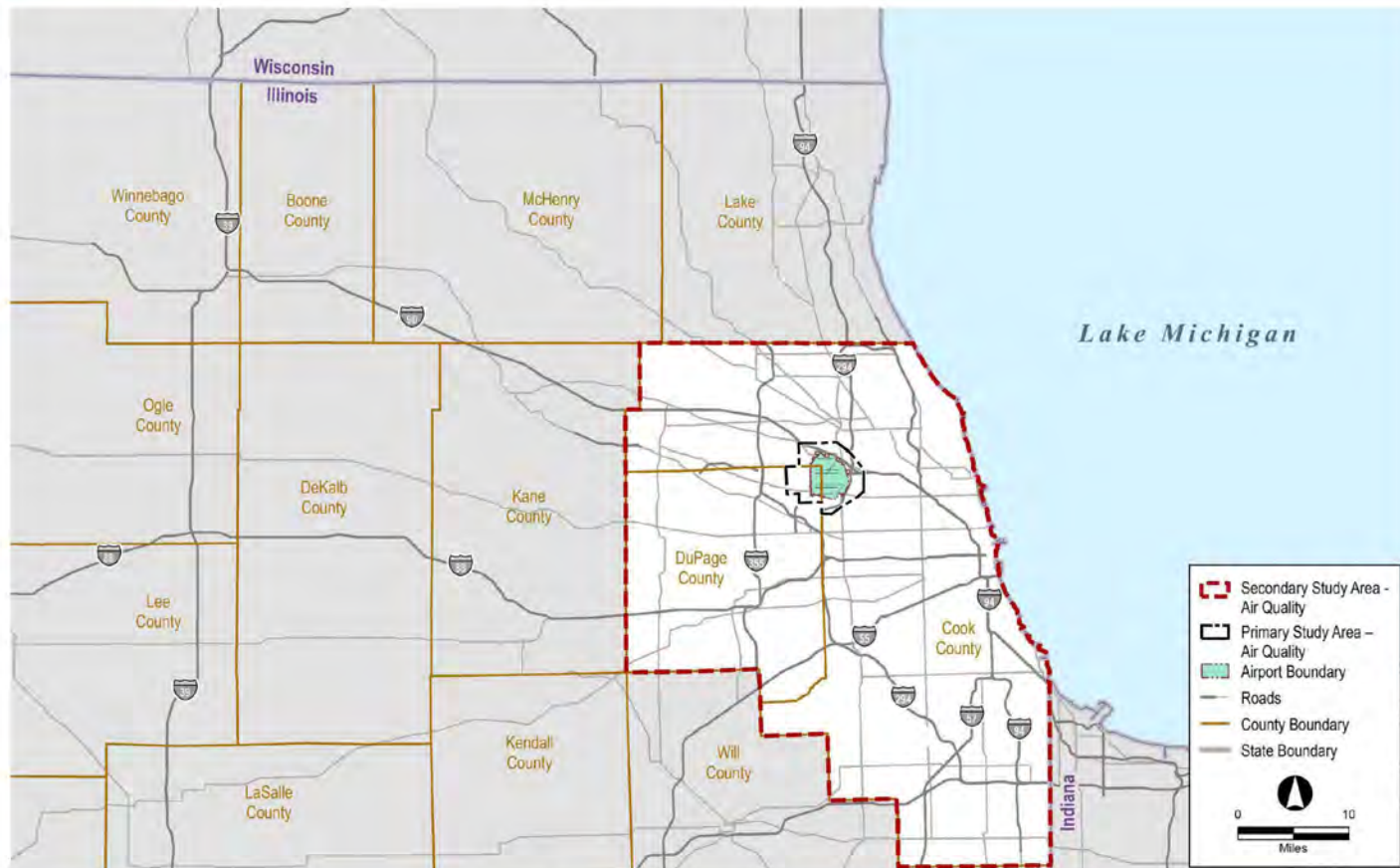
What Is the Primary Study Area for Air Quality?



The Primary Study Area was developed to assess air pollutant concentrations resulting from emission sources within and outside the airport boundary (e.g., aircraft, ground support equipment, and vehicles on surrounding roadways).



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.



How Can I Participate in Scoping?

- Submit your comment during the 45-day scoping period
- Your scoping comment will help the FAA to define the range of environmental issues and possible alternatives to study in the Environmental Assessment
- Your scoping comment will be included in the Draft Environmental Assessment



How Can My Comments Be Helpful in the Scoping Process?

Your scoping comments will be most beneficial to the FAA and the Environmental Assessment process if they focus on the following items:

- The Proposed Projects
- The scope of analysis in the Environmental Assessment
- Alternatives to the Proposed Projects



How Do I Submit My Scoping Comments?

You can submit your scoping comments via:

Web: www.faa.gov/airports/great_lakes/TAPandATEA

Email: TAPandATEA@faa.gov

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

Voicemail: (847) 294-7354

Comments must be postmarked, submitted online, or submitted via email or voicemail by midnight Central Time July 9, 2021.



What Happens Next?

- After the 45-day scoping period, the FAA will prepare the Draft Environmental Assessment.
- The public will have the opportunity to comment on the Draft Environmental Assessment.
- The FAA's responses to comments on the Draft Environmental Assessment will be included in the Final Environmental Assessment.





What if I Have Other Questions about O'Hare?

- General Information about O'Hare: www.flychicago.com
- O'Hare Noise Management: www.flychicago.com/community/ORDnoise
- O'Hare Residential and School Sound Insulation Programs: www.flychicago.com/community/ORDnoise/SoundInsulation
- O'Hare Noise Compatibility Commission: www.oharenoise.org
- Doing business at O'Hare: www.flychicago.com/business/opportunities



Thank You!



**Federal Aviation
Administration**

Presentación del estudio de alcance

Aeropuerto Internacional O'Hare de
Chicago Evaluación ambiental del
plan del área de terminales y de los
procedimientos de tráfico aéreo





¿Por qué la FAA está realizando una evaluación ambiental?

La FAA está llevando a cabo una Evaluación Ambiental para estudiar los cambios propuestos para el Aeropuerto Internacional O'Hare de Chicago.

El Departamento de Aviación de la Ciudad de Chicago propone realizar estos cambios:

- Plan del área de terminales
- Proyectos del Programa de mejoramiento económico
- Desarrollos hoteleros

La FAA propone realizar este cambio:

- Implementar de forma permanente los procedimientos de aproximaciones desplazadas (en ángulo) en O'Hare para la pista de aterrizaje y despegue 10R/28L



¿Qué es una evaluación ambiental?

- Una **evaluación ambiental** es un documento público que proporciona información y análisis ambiental para poder determinar las vías de avance de un proyecto propuesto.
- La FAA prepara la evaluación ambiental en el marco de la Ley Nacional de Política Ambiental, la Ley Nacional de Preservación Histórica, la Ley de Agua Limpia, la Ley de Aire Limpio y otras leyes aplicables.
- Esta evaluación determina si un proyecto propuesto puede afectar significativamente al medioambiente.
- Una evaluación ambiental ayuda a determinar si la FAA tendrá que llevar a cabo una Declaración de Impacto Ambiental o emitir un Dictamen de Ausencia de Impacto Significativo para un proyecto propuesto.



¿Cómo participa el público en esta evaluación ambiental?

- **Estudio de alcance:** la FAA solicita las aportaciones del público y de otros organismos para definir la gama de cuestiones ambientales y las posibles alternativas que se estudiarán en la evaluación ambiental.
- **Consulta y coordinación:** la FAA coordina y consulta con otros agencias a lo largo del proceso de evaluación ambiental, como funcionarios federales, estatales, tribales y locales.
- **Comentarios sobre la versión preliminar de la evaluación ambiental:** la FAA invitará al público y a otros organismos a comentar la versión preliminar de la evaluación ambiental y responderá a los comentarios en la evaluación ambiental definitiva.



¿Cuáles son las etapas del proceso de evaluación ambiental y el estudio de alcance?





¿Por qué se proponen estos proyectos?

Las mejoras en O'Hare son necesarias para disponer de zonas adecuadas de terminales, puertas de embarque y plataformas, y para dar cabida de forma eficiente a la actividad existente y prevista. El rango de proyectos tiene cinco objetivos principales:

- Proporcionar instalaciones actualizadas que cumplan con las pautas recomendadas por el sector.
- Mantener la independencia financiera y cumplir con las obligaciones financieras.
- Reducir al mínimo el tiempo de rodaje de las aeronaves.
- Consolidar y reubicar el estacionamiento y el control de los empleados, el procesamiento de mercancías y la retención de vehículos comerciales fuera del núcleo de las terminales.
- Mantener la capacidad operativa y evitar retrasos.



¿Cuáles son las medidas federales propuestas?

- Aprobación por parte de la FAA del Plan de Diseño del Aeropuerto que describe los proyectos propuestos.
- Determinación por parte de la FAA de la elegibilidad de los proyectos propuestos para la financiación federal en el marco del Programa de Mejoras Aeroportuarias y para imponer y expandir la tarifa de uso aeroportuario.
- Mantenimiento de los procedimientos de control del tráfico aéreo y de gestión del espacio aéreo previamente aprobados para la circulación segura y eficaz del tráfico aéreo.



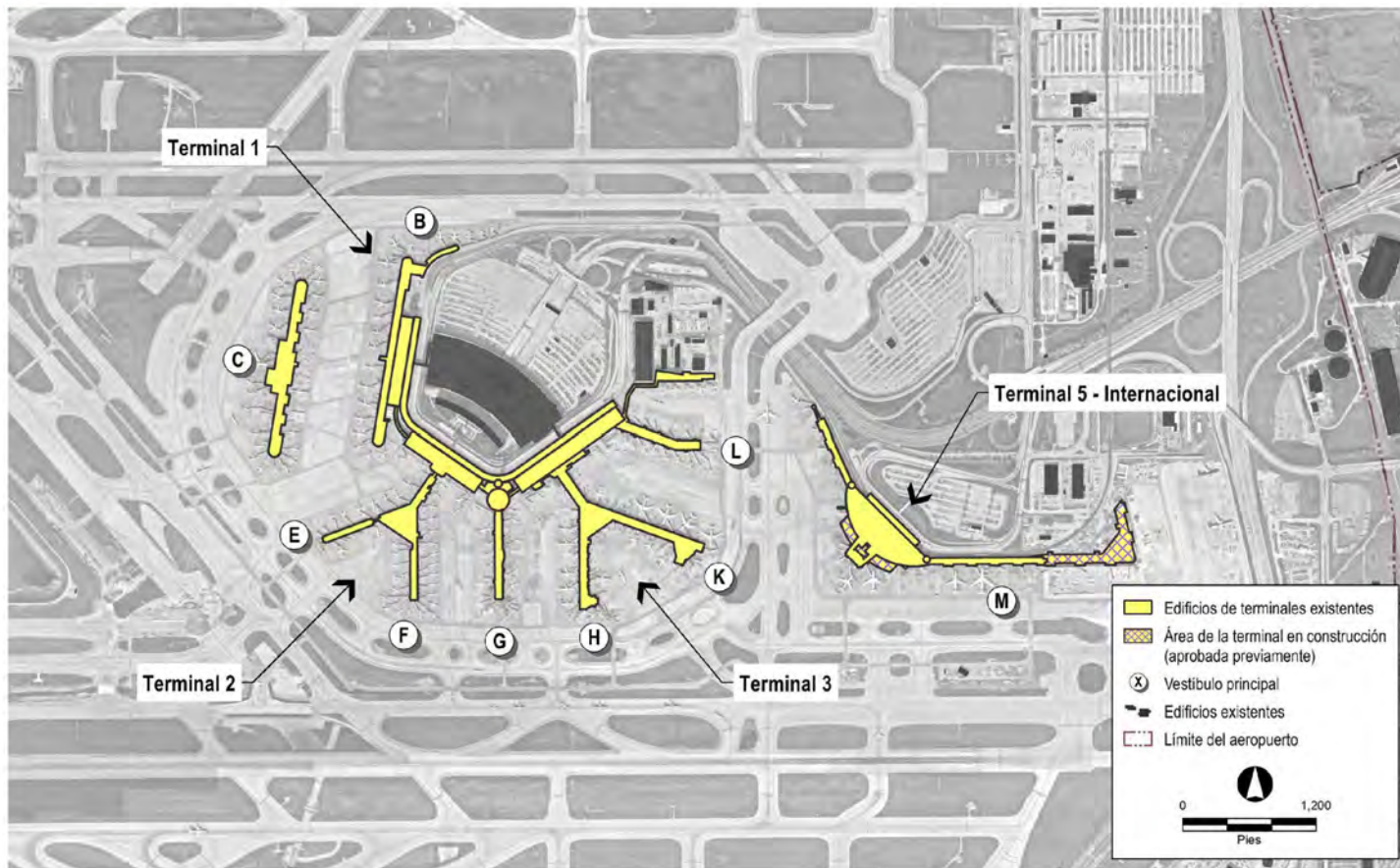
¿Cuáles son los proyectos propuestos?

Hay 35 proyectos que se organizan en cinco grupos:

GRUPO 1	GRUPO 2	GRUPO 3	GRUPO 4	GRUPO 5
Proyectos de terminales	Hoteles en el aeropuerto	Mejoras del campo de aviación y pistas de rodaje (que no se requieren en los proyectos del Grupo 1)	Instalaciones de apoyo (que no son requeridas en los proyectos del Grupo 1)	Acciones de tráfico aéreo para procedimientos de aproximaciones desplazadas en la pista de aterrizaje y despegue 10R/28L



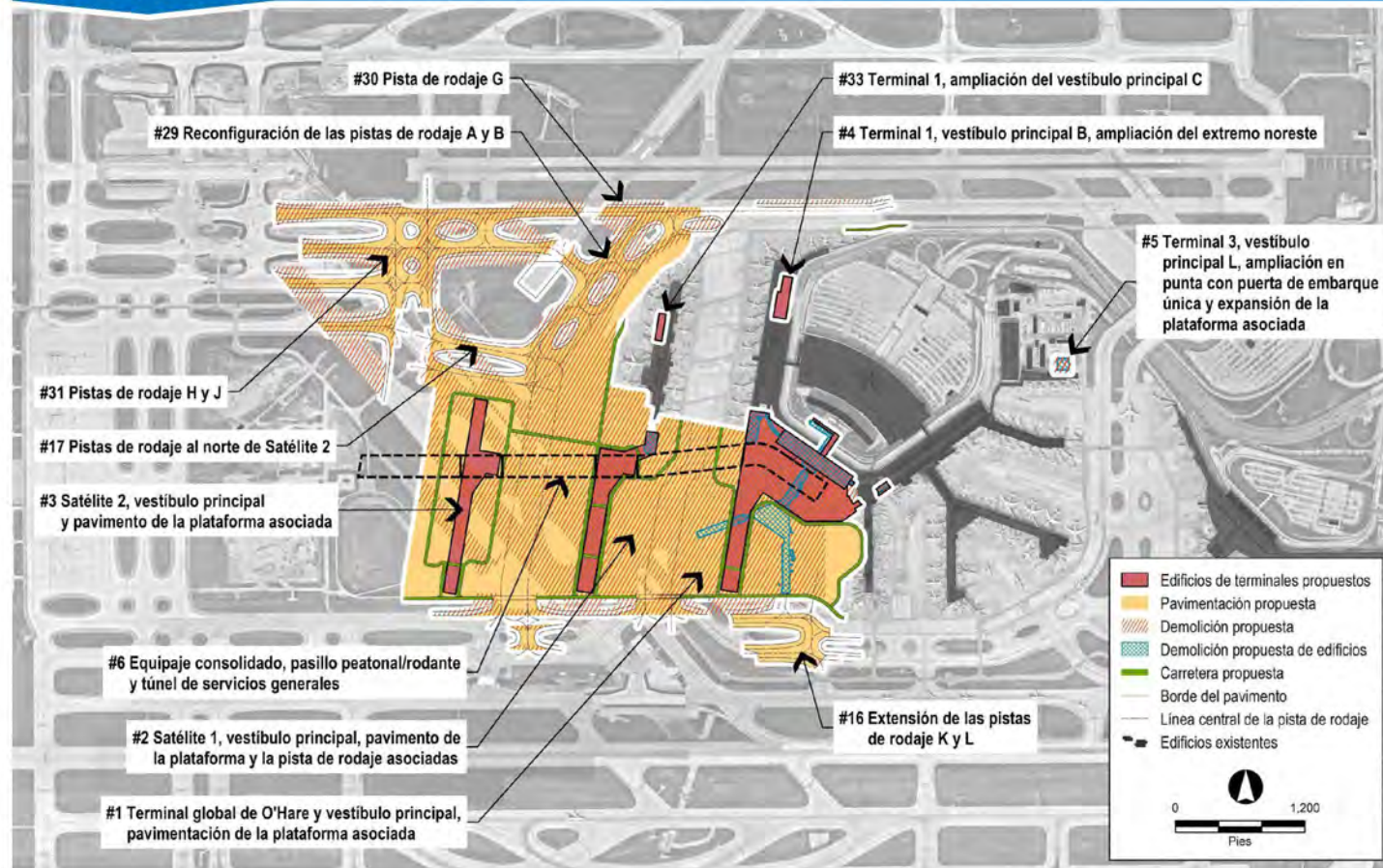
Configuración actual de las terminales de O'Hare





Proyectos de terminales - Proyectos de la terminal global y las terminales satélites de O'Hare

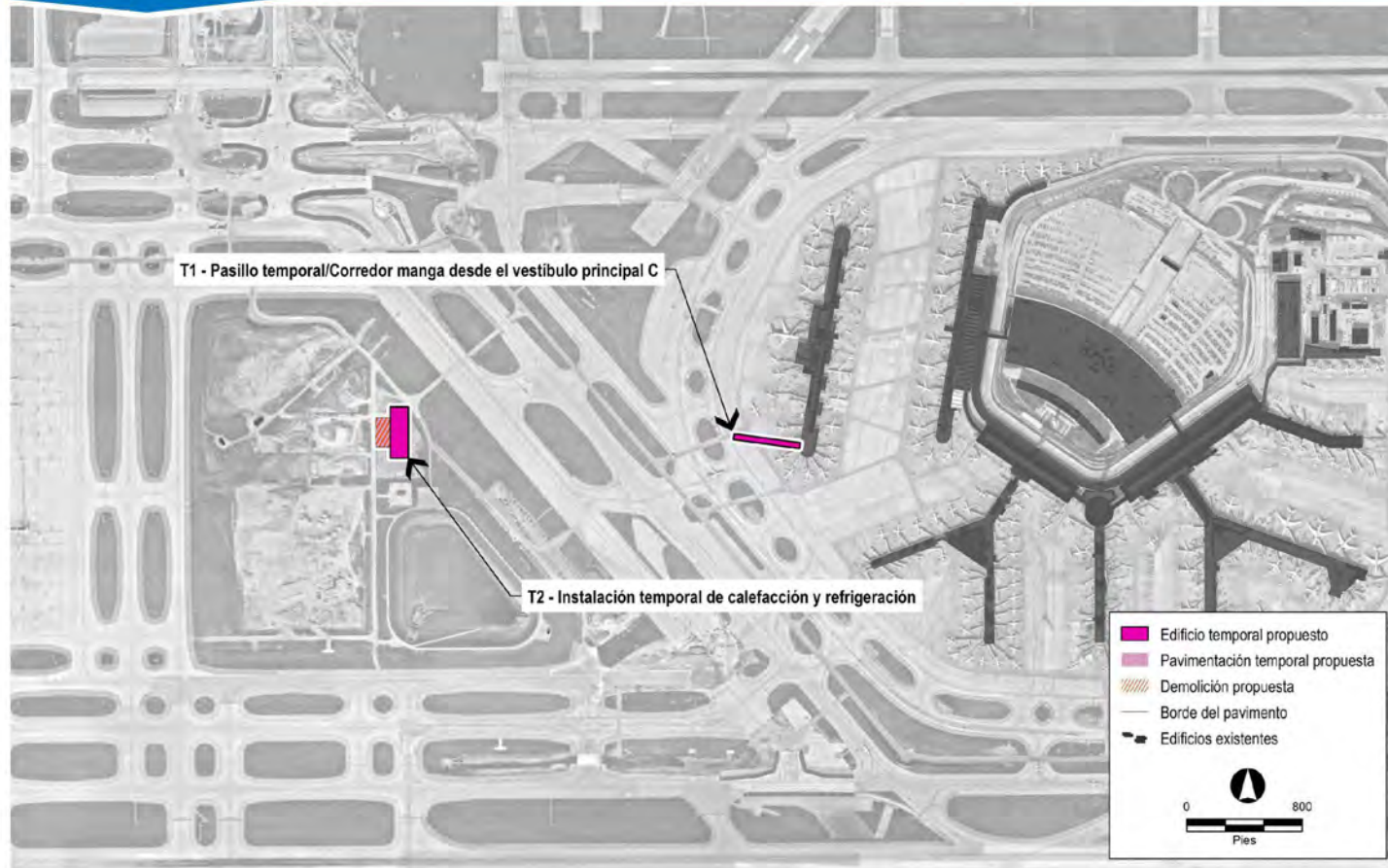
(GRUPO 1, PARTE 1)





Proyectos de terminales - Proyectos de la terminal global y las terminales satélites de O'Hare

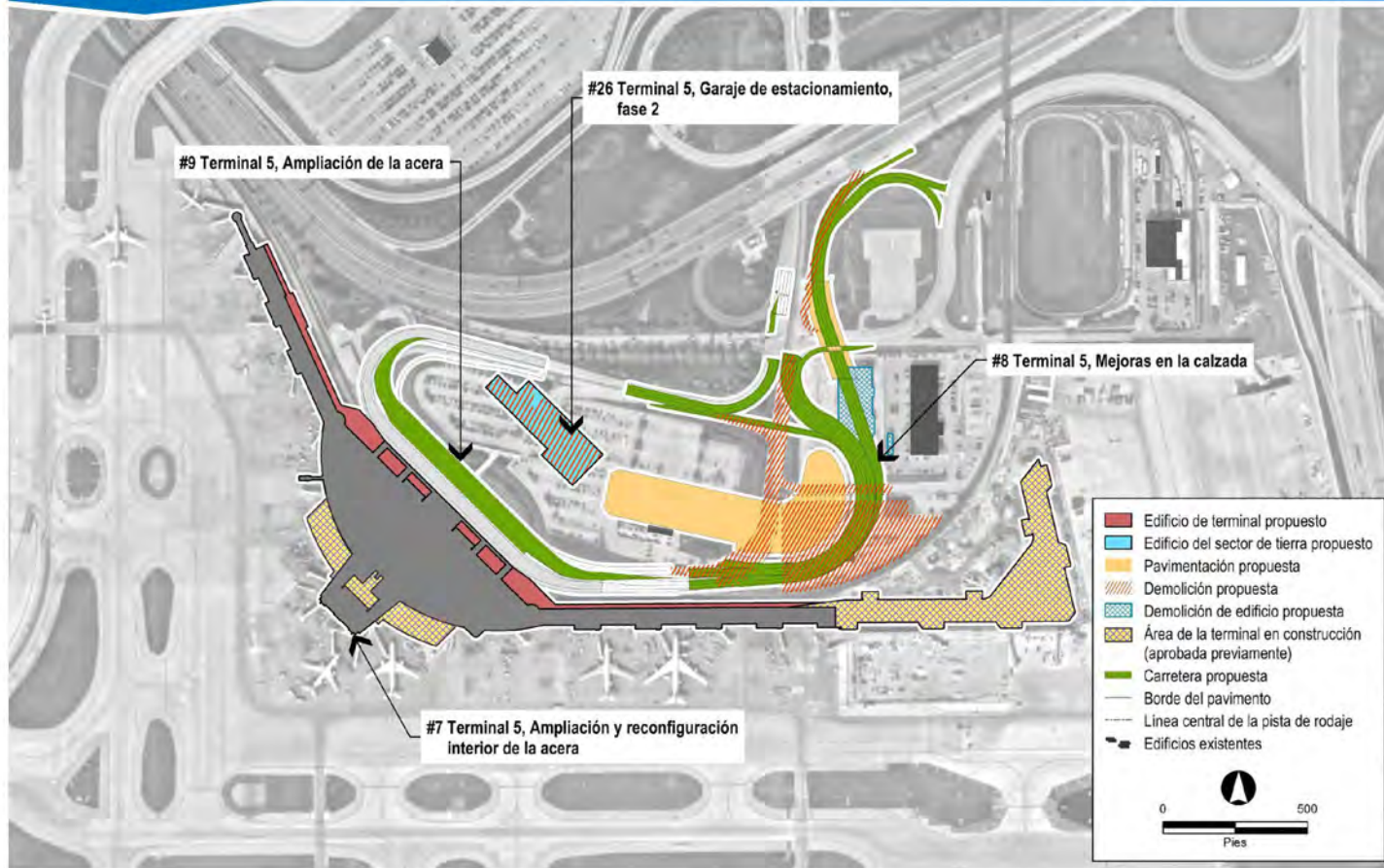
(GRUPO 1, TEMPORAL)





Proyectos de terminales - Proyectos de la terminal 5

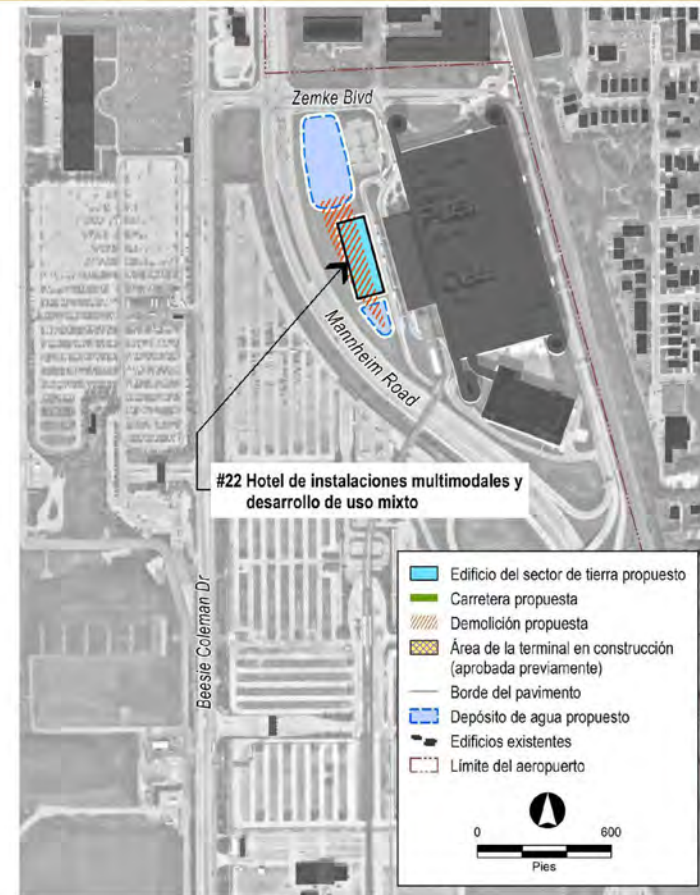
(GRUPO 1, PARTE 2)





Hoteles en el aeropuerto

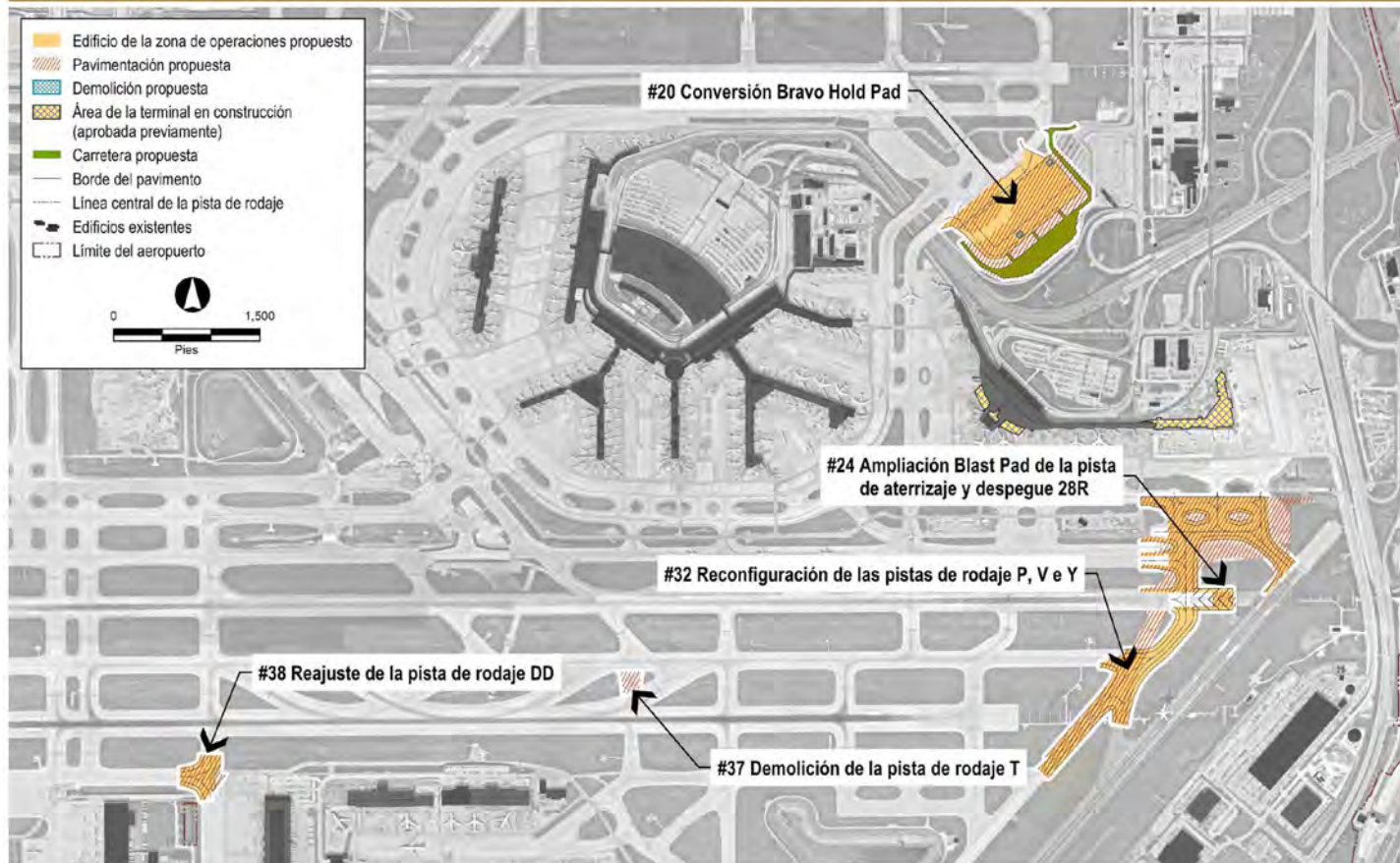
(GRUPO 2)





Mejoras en el campo de aviación y en las pistas de rodaje no requeridas en los proyectos de las terminales

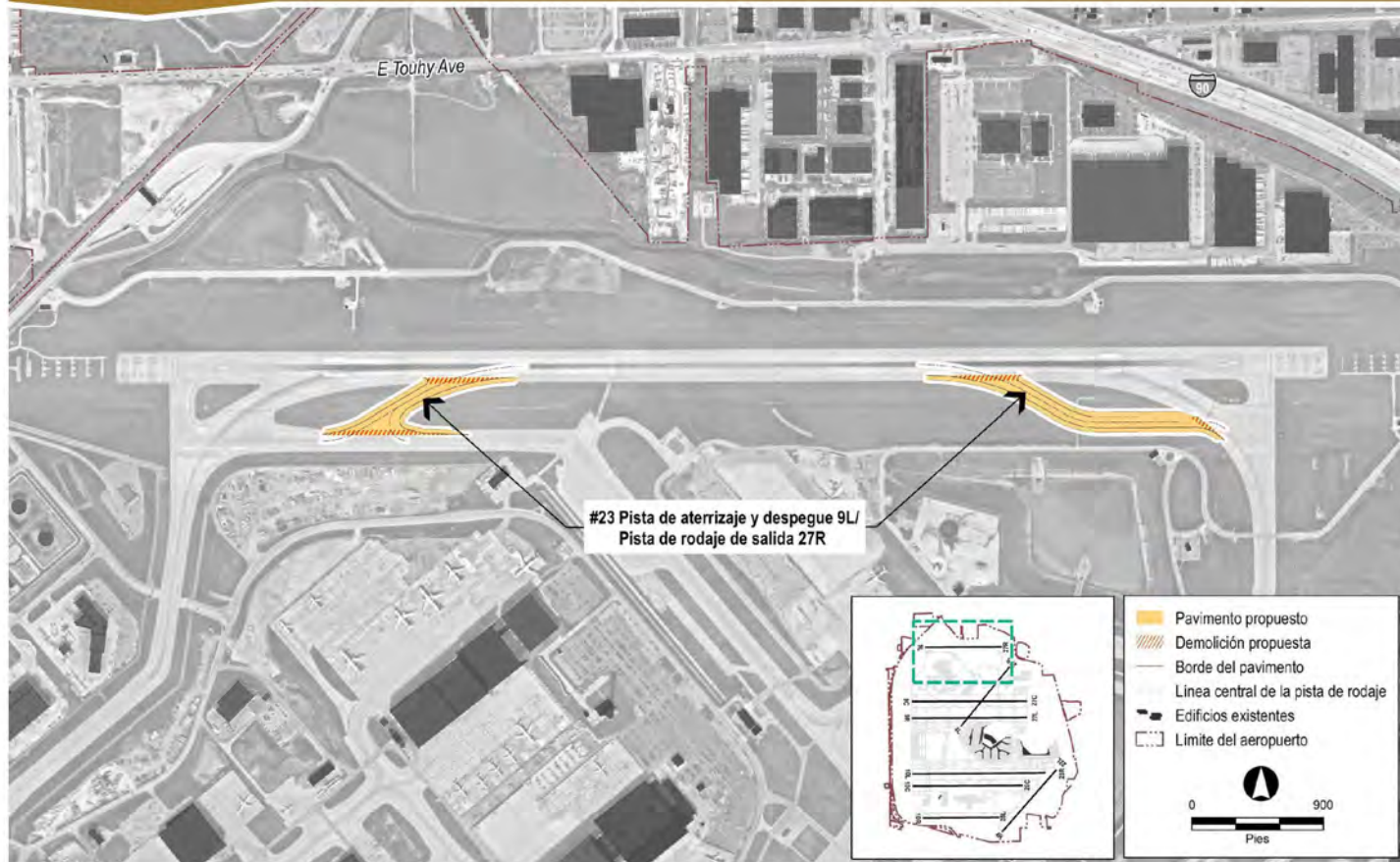
(GRUPO 3, PARTE 1)





Mejoras en el campo de aviación y en las pistas de rodaje no requeridas en los proyectos de las terminales

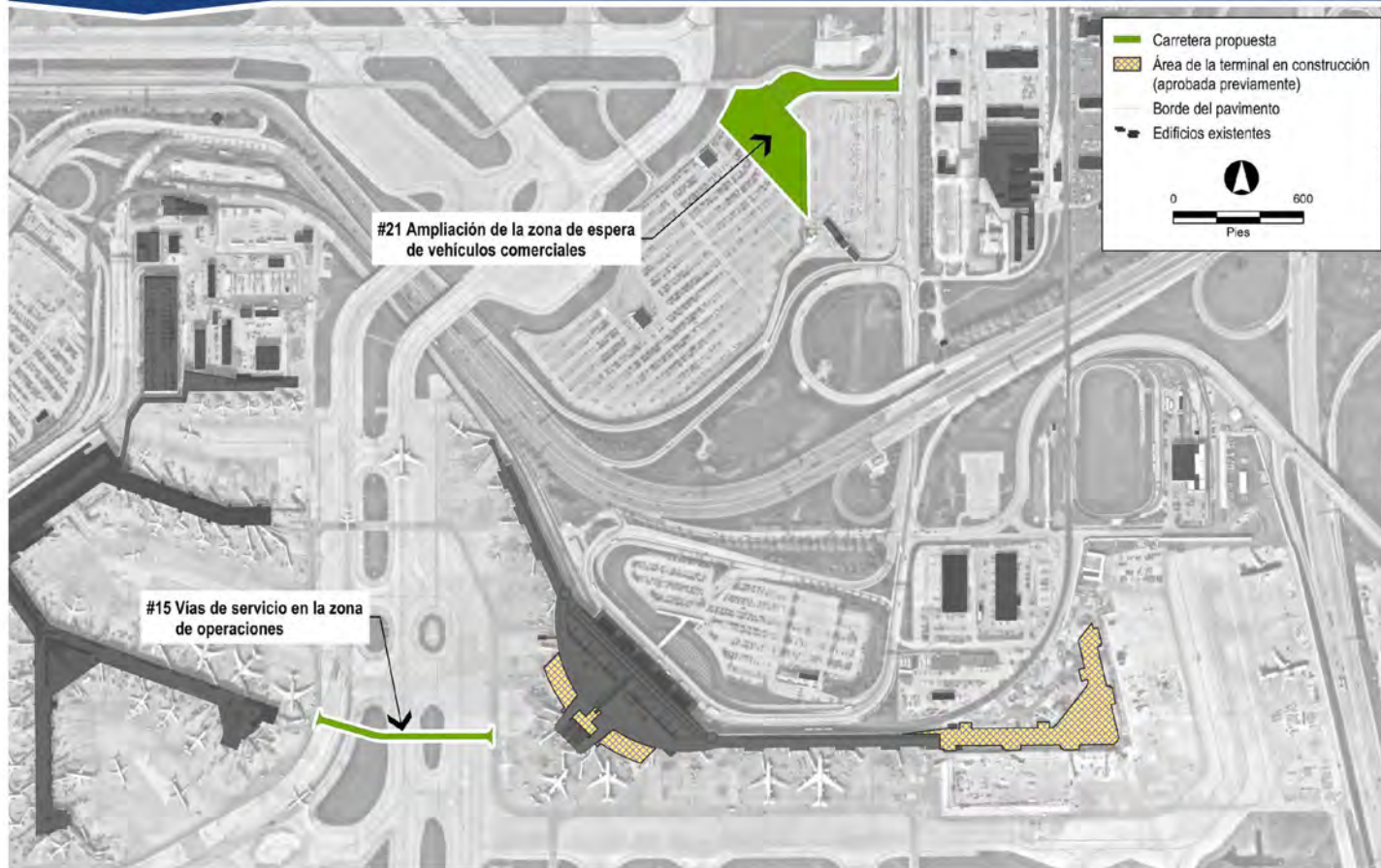
GRUPO 3, PARTE 2





Instalaciones de apoyo que tienen servicios independientes de los proyectos de terminales

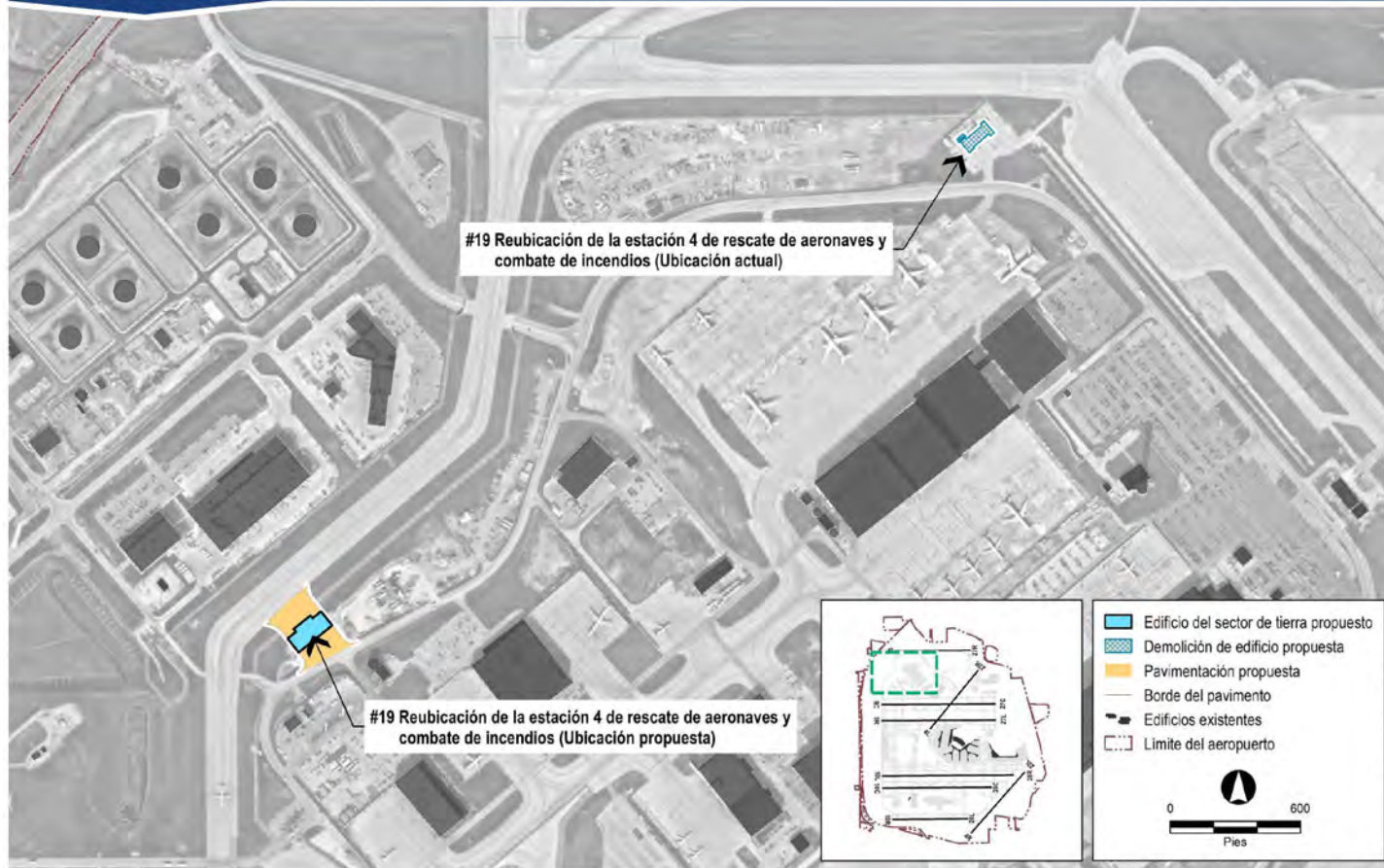
GRUPO 4, PARTE 1





Instalaciones de apoyo que tienen servicios independientes de los proyectos de terminales

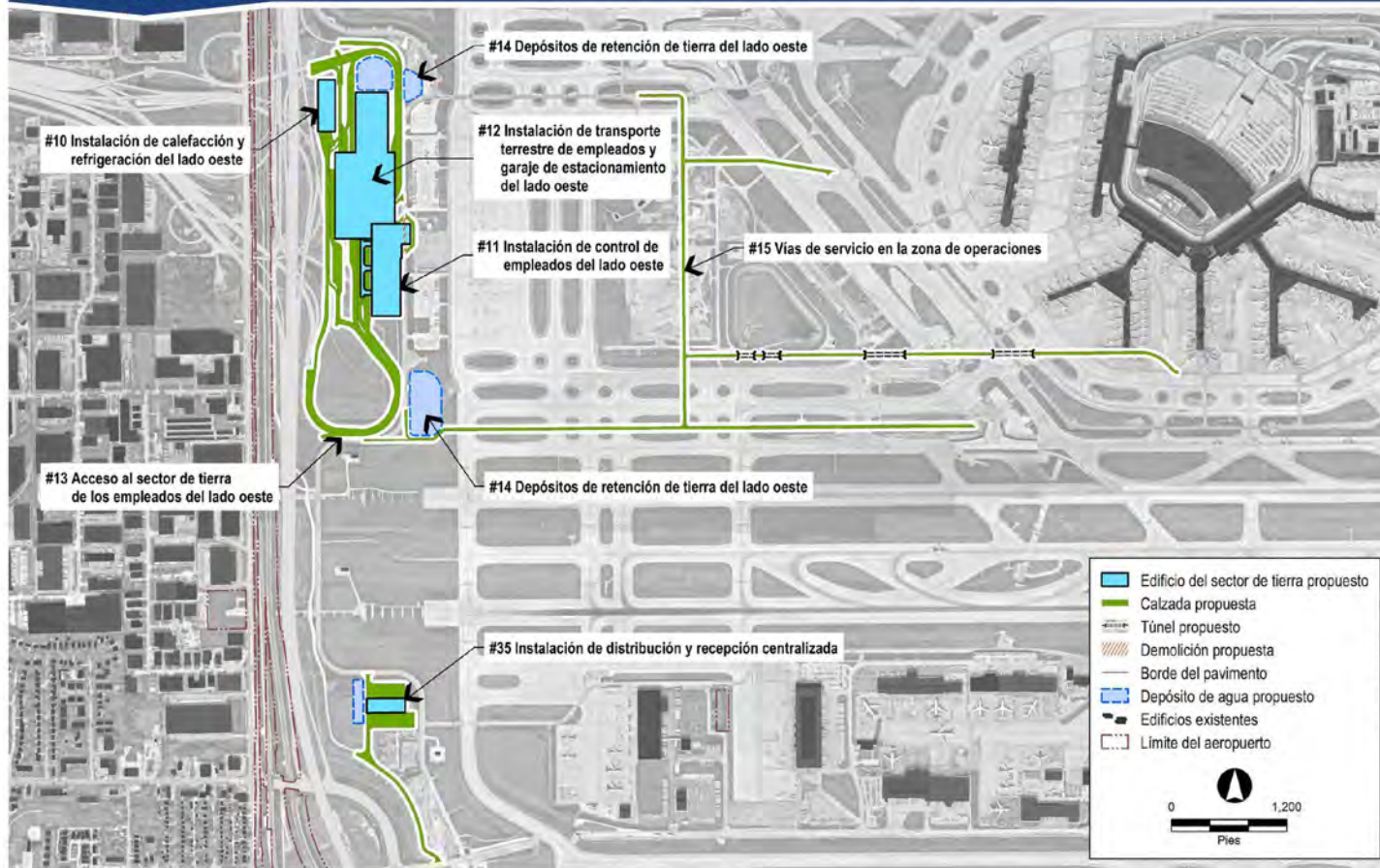
(GRUPO 4, PARTE 2)





Instalaciones de apoyo que tienen servicios independientes de los proyectos de terminales

(GRUPO 4, PARTE 3)





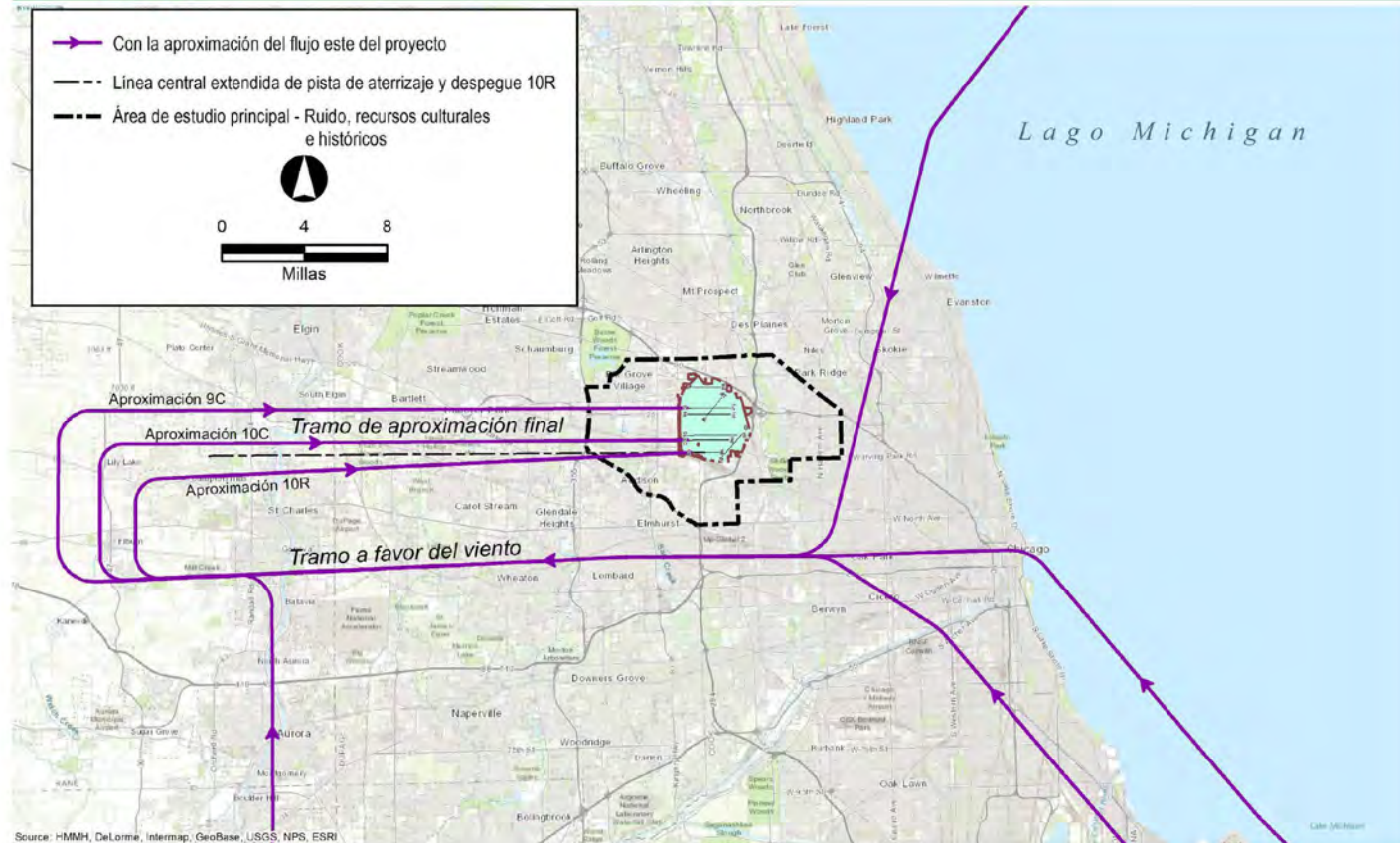
¿Cuáles son las medidas de tráfico aéreo propuestas?

- Las medidas de tráfico aéreo propuestas mantendrían las actuales aproximaciones con desplazamiento a la pista de aterrizaje y despegue 10R/28L.
- En la actualidad, estos procedimientos permiten el uso de aproximaciones simultáneas a tres pistas de aterrizaje y despegue y permiten las aproximaciones simultáneas aprobadas anteriormente a cuatro pistas en el futuro.
- La Reevaluación Escrita de la Declaración de Impacto Ambiental de la Modernización de O'Hare de 2015 aprobó estas aproximaciones con desplazamiento para su uso temporal.



Medidas de tráfico aéreo: flujo este con proyecto propuesto, aproximaciones con desplazamiento de 2,5 grados

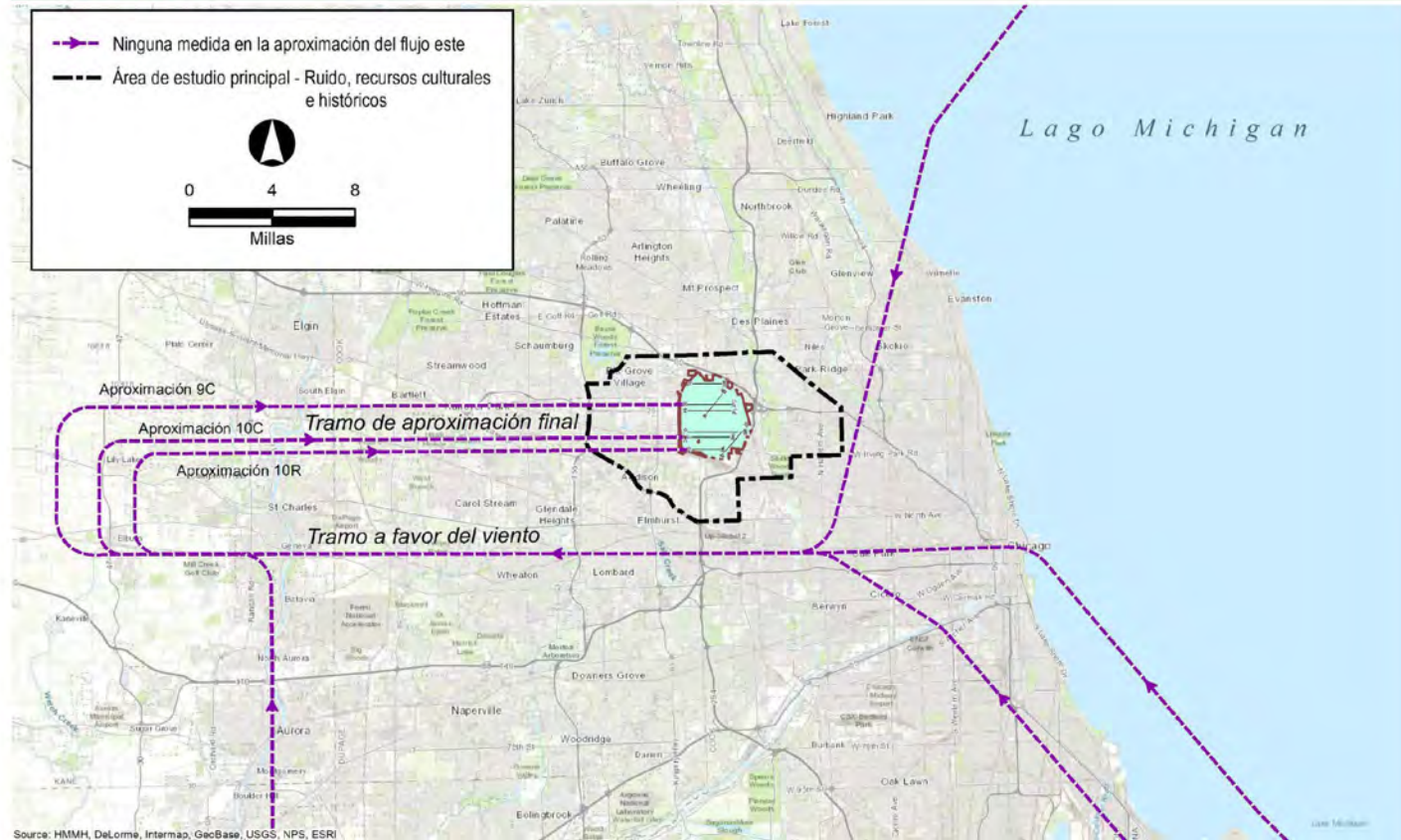
GRUPO 5





Medidas de tráfico aéreo: ninguna medida en el flujo este

GRUPO 5

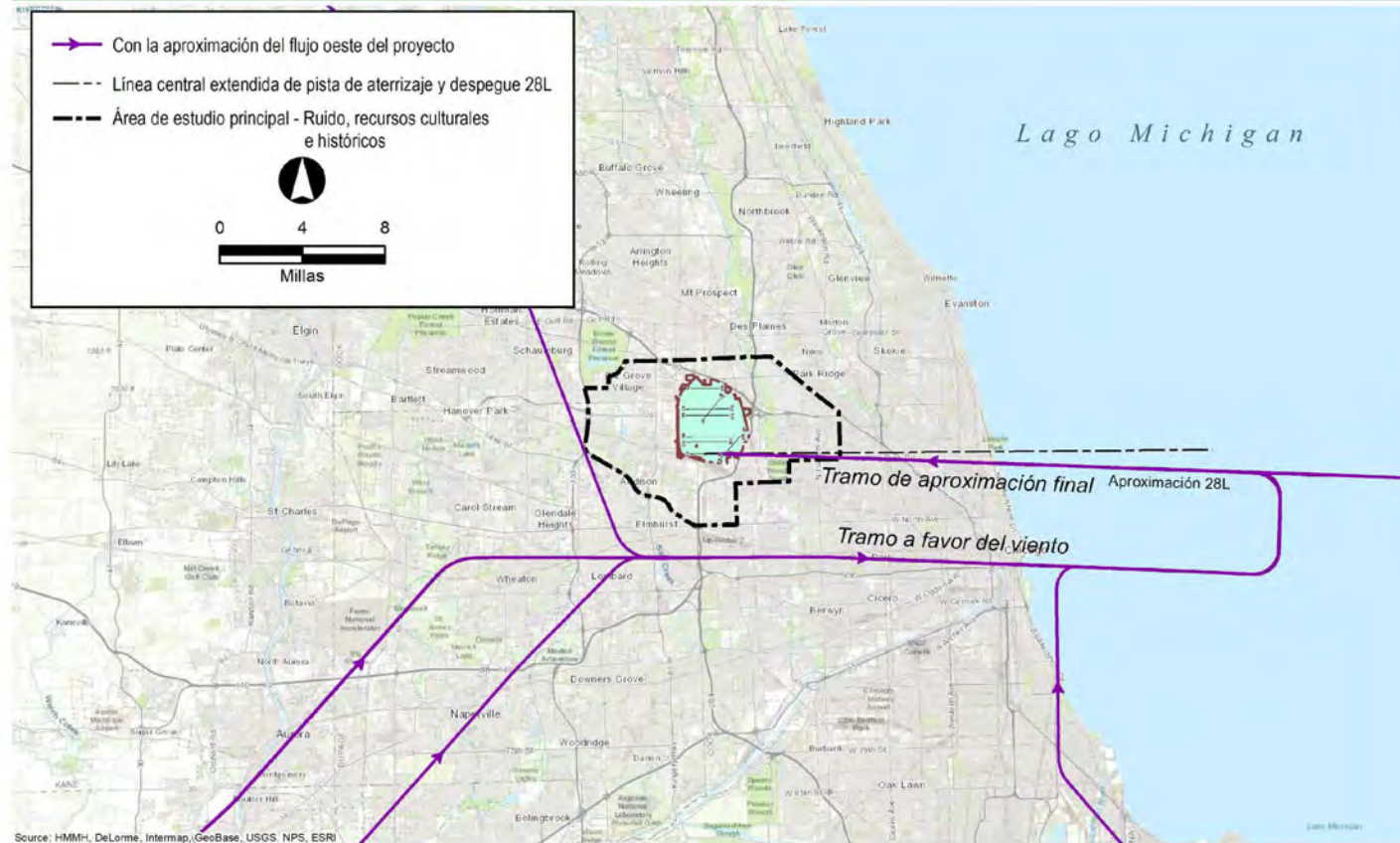


Para esta evaluación ambiental, ninguna medida significa que los procedimientos de aproximación a la pista de aterrizaje y despegue 10R/28L aprobados temporalmente en 2015 ya no existirían.



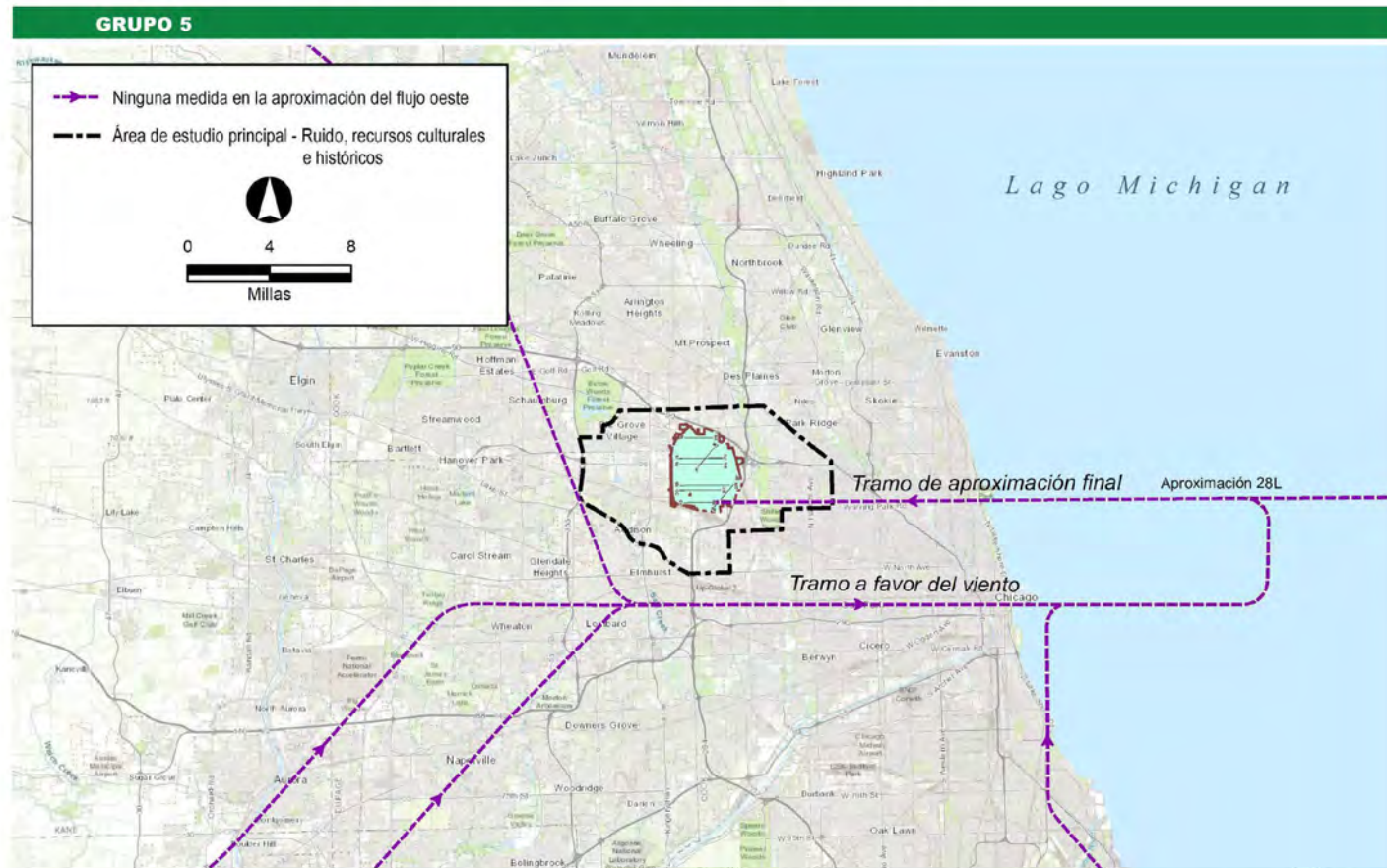
Medidas de tráfico aéreo: flujo oeste con proyecto propuesto, aproximaciones con desplazamiento de 2,5 grados

GRUPO 5





Medidas de tráfico aéreo: ninguna medida en el flujo oeste



Para esta evaluación ambiental, ninguna medida significa que los procedimientos de aproximación a la pista de aterrizaje y despegue 10R/28L aprobados temporalmente en 2015 ya no existirían.



¿Evaluará la FAA alternativas a los proyectos propuestos?

- Sí, la FAA evaluará alternativas a los proyectos propuestos.
- Durante este proceso de determinación de los alcances, la FAA está solicitando a las partes interesadas ideas alternativas.
- La FAA también identificará alternativas que puedan:
 - Satisfacer las necesidades del aeropuerto
 - Evitar o reducir los impactos



¿Qué alternativas considerará la FAA para los edificios de las terminales y la infraestructura propuestos?

- Ninguna acción (sin los proyectos propuestos)
- Proyectos propuestos
- Variaciones de diseño de los proyectos propuestos
- Otros modos de transporte/gestión de la demanda
- Otras alternativas recibidas durante el estudio de alcance



¿Qué alternativas considerará la FAA para el campo de aviación propuesto y para las mejoras de las pistas de rodaje, instalaciones de apoyo y hoteles?

- Ninguna acción (sin los proyectos propuestos)
- Proyectos propuestos
- Otras alternativas recibidas durante el estudio de alcance



¿Qué alternativas considerará la FAA para las acciones de tráfico aéreo propuestas?

- Ninguna acción (sin los proyectos propuestos)
- Proyectos propuestos
- Otras alternativas recibidas durante el estudio de alcance



¿Qué condiciones se evaluarán?

La evaluación ambiental estudiará las condiciones en tres períodos de tiempo:

- La condición existente (antes de que comiencen los proyectos propuestos)
- Un año intermedio
- El año posterior a la finalización del proyecto propuesto



¿Qué categorías de recursos ambientales se estudiarán?

- Calidad del aire
- Recursos biológicos
- Clima
- Recursos costeros
- Impactos acumulativos
- Materiales peligrosos, prevención de la contaminación y residuos sólidos
- Recursos históricos, arquitectónicos, arqueológicos y culturales
- Compromiso irreversible e irreparable de los recursos
- Uso del suelo
- Emisiones de luz e impactos visuales
- Recursos naturales y suministro de energía
- Ruido y uso del suelo compatible con el ruido
- Transporte de superficie y estacionamiento
- Recursos hídricos
Humedales, llanuras de inundación, aguas superficiales y aguas subterráneas
- Socioeconomía, justicia ambiental y salud ambiental de los niños

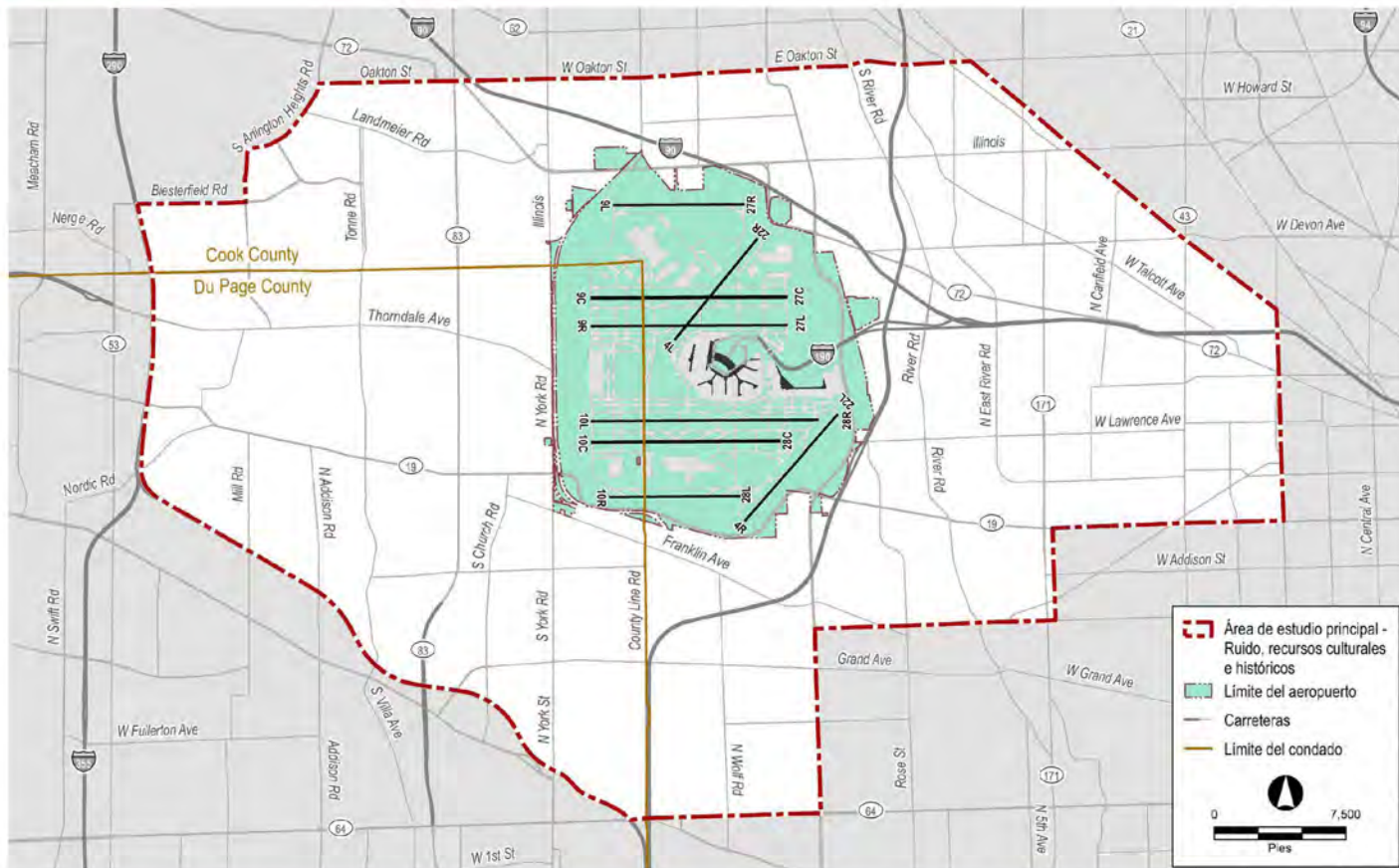


¿Qué áreas geográficas estudiará la FAA?

- Un área de **estudio representa** la extensión del entorno afectado para una categoría de recursos, como el ruido, la calidad del aire o los recursos culturales e históricos.
- Los siguientes mapas muestran las áreas de estudio de las principales categorías de recursos para esta evaluación ambiental.



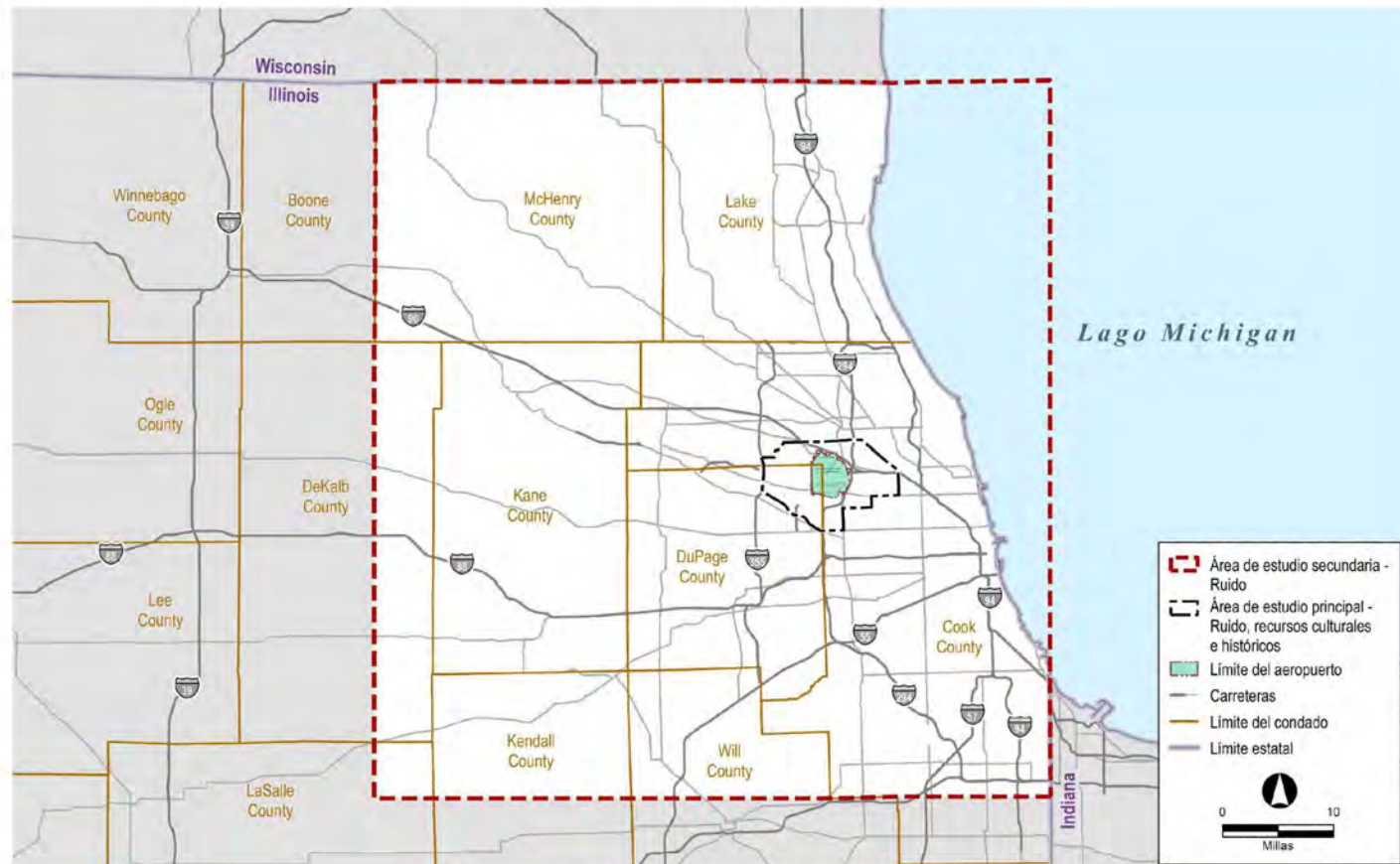
¿Cuál es el área de estudio principal para el ruido y los recursos culturales e históricos?



El área de estudio principal se desarrolló para abarcar el área potencial del contorno de ruido para evaluar el uso detallado de la tierra y los sitios sensibles al ruido dentro de esta área.



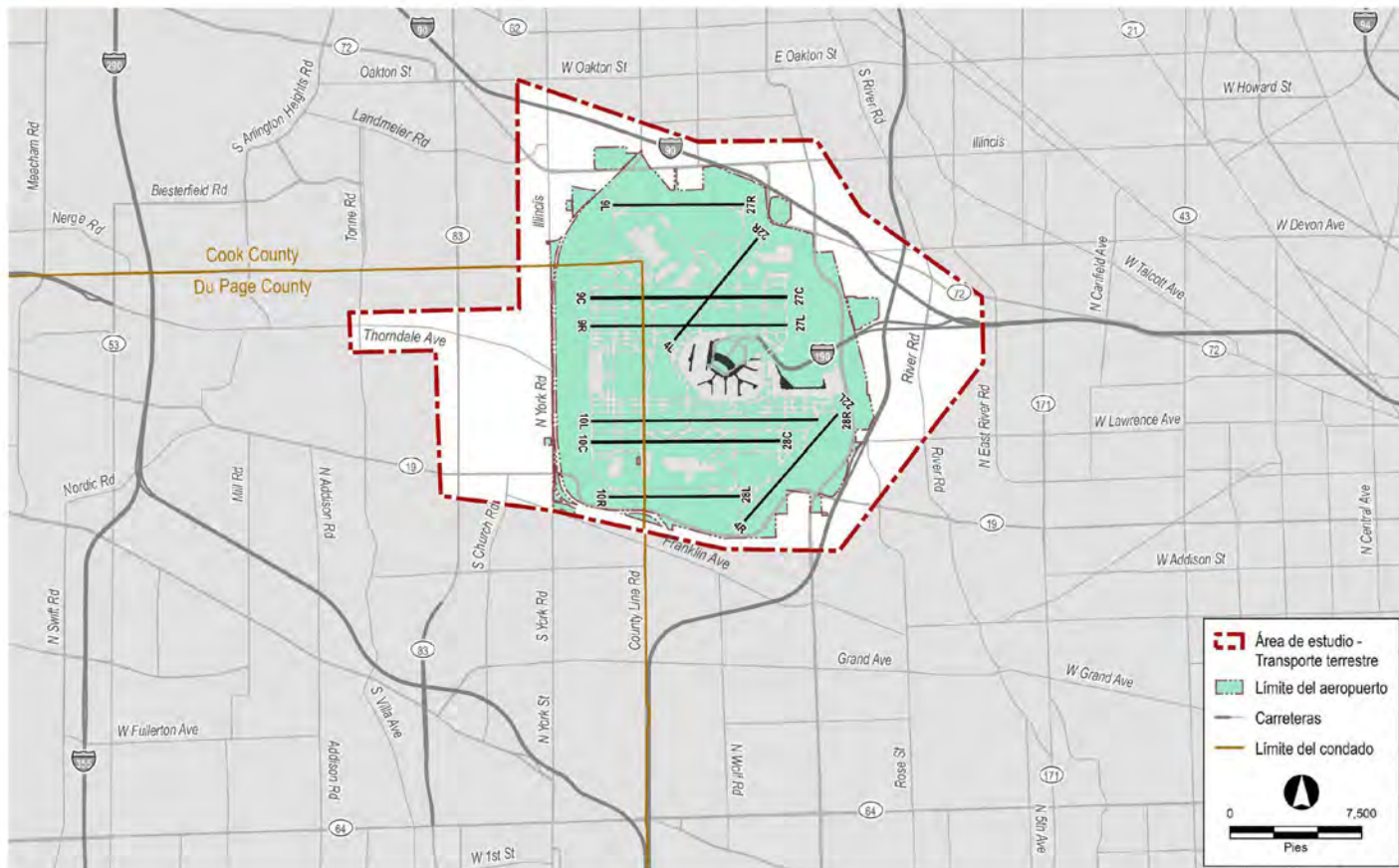
¿Cuál es el área de estudio secundaria para el ruido?



Dado que la EA también evalúa los cambios en el tráfico aéreo, se desarrolló un área de estudio secundaria para identificar un área más amplia para los impactos potenciales fuera del contorno del ruido.

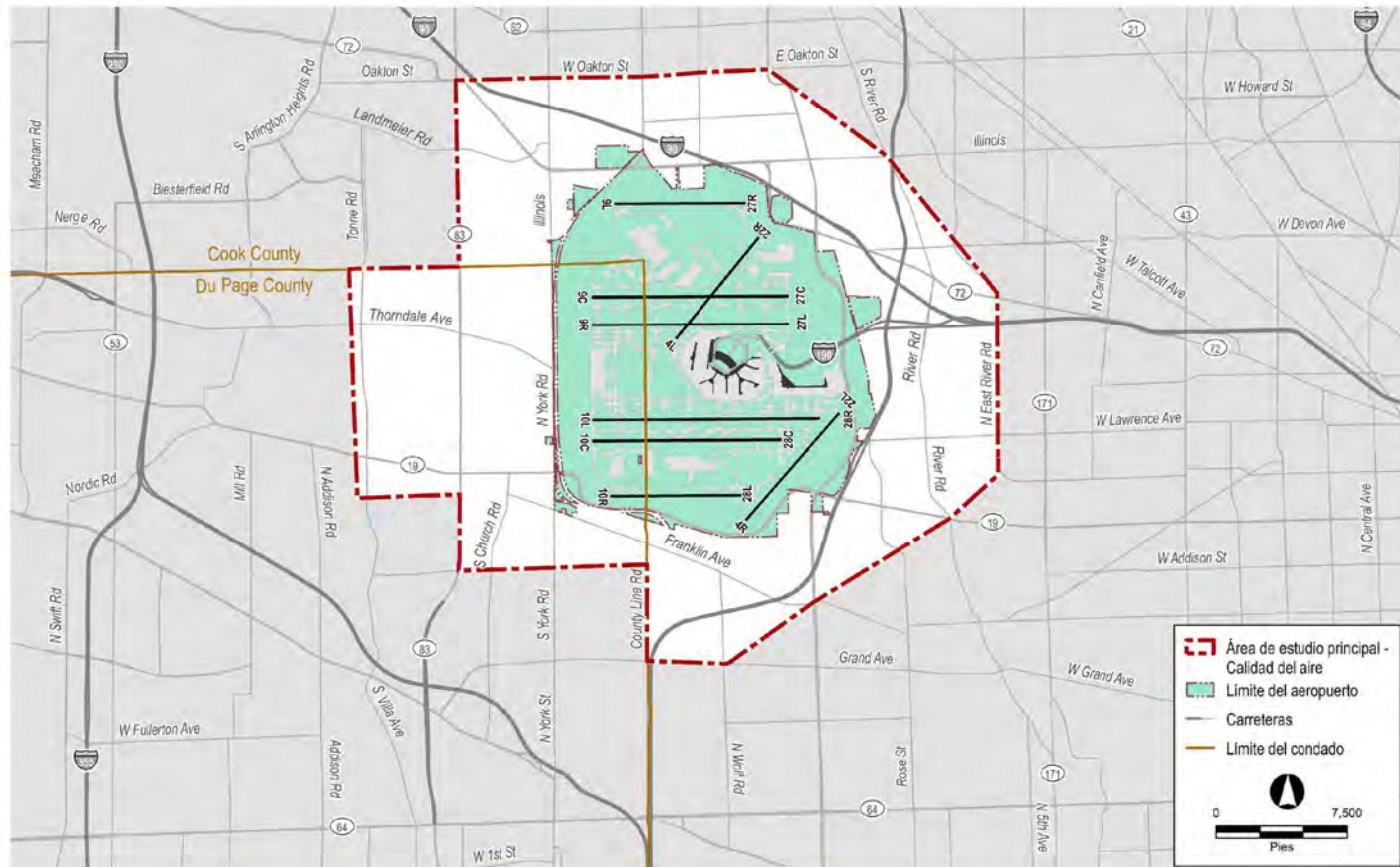


¿Cuál es el área de estudio para el transporte terrestre?





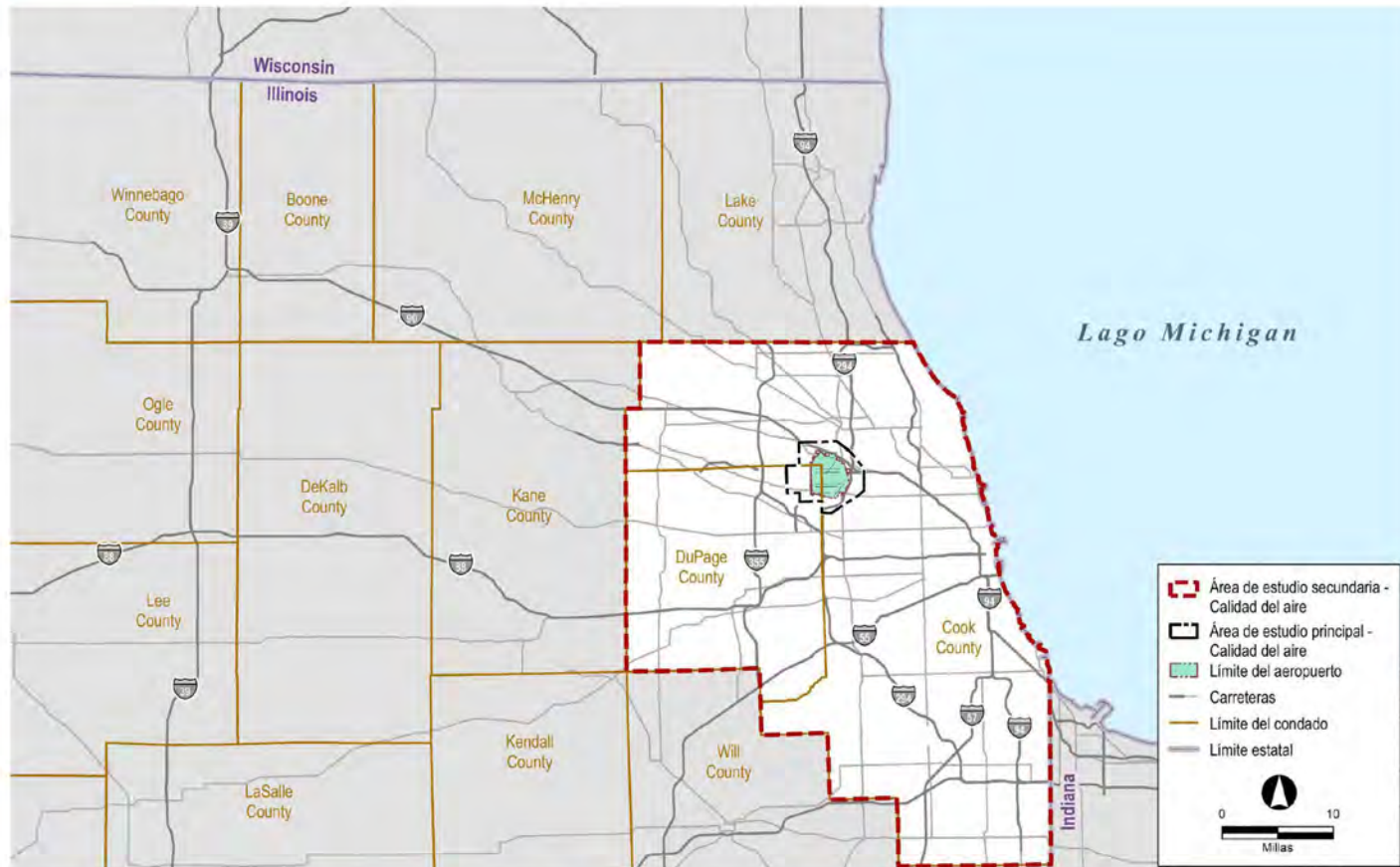
¿Cuál es el área de estudio principal para la calidad del aire?



El área de estudio principal se desarrolló para evaluar las concentraciones de contaminantes del aire que resultan de las fuentes de emisión dentro y fuera de los límites del aeropuerto (por ejemplo, aeronaves, equipos de apoyo en tierra y vehículos en las carreteras circundantes).



¿Cuál es el área de estudio secundaria para la calidad del aire?



El área de estudio secundaria abarca los condados de DuPage y Cook, que se encuentran dentro de un área de no cumplimiento de la normativa sobre el ozono designada por la EPA.



¿Cómo puedo participar en el estudio de alcance?

- Envíe su comentario durante el período del estudio de alcance de 45 días.
- Su comentario sobre el estudio de alcance ayudará a la FAA a definir la gama de cuestiones ambientales y las posibles alternativas que se estudiarán en la evaluación ambiental.
- Su comentario sobre el alcance se incluirá en la versión preliminar de la evaluación ambiental.



¿Cómo pueden ser útiles mis comentarios en el proceso del estudio de alcance?

Sus comentarios sobre el estudio de alcance serán más beneficiosos para la FAA y el proceso de evaluación ambiental si se centran en los siguientes puntos:

- Los proyectos propuestos
- El alcance del análisis en la evaluación ambiental
- Alternativas a los proyectos propuestos



¿Cómo envío mis comentarios sobre el estudio de alcance?

Puede enviar sus comentarios sobre el estudio de alcance a través de:

Web: www.faa.gov/airports/great_lakes/TAPandATEA

Correo electrónico: TAPandATEA@faa.gov

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

Mensaje de voz: (847) 294-7354

Los comentarios deben sellarse en el correo postal o enviarse en línea, por correo electrónico o por correo de voz antes de la medianoche del 9 de julio de 2021 (hora central).



¿Qué sucede después?

- Una vez transcurrido el periodo de estudio de 45 días, la FAA preparará la versión preliminar de la evaluación ambiental.
- El público tendrá la oportunidad de comentar la versión preliminar de la evaluación ambiental.
- Las respuestas de la FAA a los comentarios sobre la versión preliminar de la evaluación ambiental se incluirán en la evaluación ambiental definitiva.






¿Qué pasa si tengo otras preguntas sobre O'Hare?

- Información general sobre O'Hare: www.flychicago.com
- Gestión del ruido en O'Hare: www.flychicago.com/community/ORDnoise
- Programas de aislamiento acústico de viviendas y escuelas de O'Hare: www.flychicago.com/community/ORDnoise/SoundInsulation
- Comisión de Compatibilidad de Ruido de O'Hare: www.oharenoise.org
- Actividades de negocio en O'Hare: www.flychicago.com/business/opportunities



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The latest general information on the Coronavirus (COVID-19) is available on [Coronavirus.gov](https://www.covid19.gov). For FAA-specific COVID-19 resources, please visit [faa.gov/coronavirus](https://www.faa.gov/coronavirus).

United States Department of Transportation

Great Lakes Region

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Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment – Great Lakes Regional Airports Division

Current Status: Preparing the Environmental Assessment

The FAA held a 45-day public comment period for the scoping process for this project from May 25-July 9, 2021. During the scoping process, the FAA sought input from the public and other agencies to define the range of environmental issues and possible alternatives to study in the Environmental Assessment. The FAA is using this input to prepare the Environmental Assessment.

On This Page ...

- ↓ Introduction
- ↓ Project Updates
- ↓ Public Involvement Process
- ↓ Scoping Information

Introduction

The City of Chicago Department of Aviation proposes to construct at Chicago O'Hare International Airport:

- The Terminal Area Plan
- Capital Improvement Program projects
- Hotel developments

The FAA proposes to permanently implement offset (angled) approach procedures at O'Hare for Runway 10R/28L that were temporarily

Scoping Videos

Playlist: O'Hare Terminal Area Plan Environmental Assessment Scoping

Video 1: Overview: O'Hare Terminal Area Plan Environmental Assessment Scoping

Video 2: Project Description: O'Hare Terminal Area Plan Environmental Assessment Scoping

Video 3: Evaluation of Alternatives: O'Hare Terminal Area Plan Environmental Assessment Scoping

Great Lakes Region

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The FAA proposes to permanently implement offset (angled) approach procedures at O'Hare for Runway 10R/28L that were temporarily approved in the 2015 *Written Re-Evaluation for the O'Hare Modernization Environmental Impact Statement*.

The FAA is conducting an Environmental Assessment to evaluate these changes proposed for Chicago O'Hare International Airport.

Project Updates

Updates on the project, including the FAA's publication of environmental documents, will be added to this website.

Public Involvement Process

Thank you for your interest in engaging in the Environmental Assessment process. The FAA held a 45-day public comment period for the scoping process for this project from May 25-July 9, 2021. During the scoping process, the FAA sought input from the public and other agencies to define the range of environmental issues and possible alternatives to study in the Environmental Assessment.

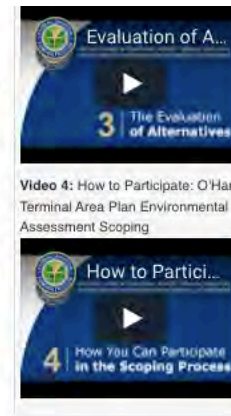
Throughout the Environmental Assessment process, the FAA is coordinating and consulting with other agencies, such as Federal, state, tribal, and local officials.

The FAA will invite the public and other agencies to comment on the draft version of the Environmental Assessment and will respond to comments in the Final Environmental Assessment.

Scoping Information

During the scoping process, the FAA provided the following information about the proposed changes, as well as the four program videos in the right sidebar.

- [Presentation on the scoping process for the Environmental Assessment \(PDF\)](#)
 - [La presentación sobre el proceso de alcance para la evaluación ambiental en español \(PDF\)](#)
- [Detailed Description of the Proposed Projects \(PDF\)](#)



Video 4: How to Participate: O'Hare Terminal Area Plan Environmental Assessment Scoping

PURPOSE BRAND

AGENCY: Federal Aviation Administration, DOT ACTION: Notice

ADORDERNUMBER: 0001126261-01

PO NUMBER: FAA DOT

AMOUNT: 375.00

NO OF AFFIDAVITS: 1

Chicago Sun-Times Certificate of Publication

State of Illinois - County of Cook

Chicago Sun-Times, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended by Laws 1959, P1494, EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, Pl.

Note: Notice appeared in the following checked positions.

PUBLICATION DATE(S): 05/25/2021

Chicago Sun-Times

AGENCY: Federal Aviation Administration, DOT
ACTION: Notice of Intent for Scoping for the Terminal Area Plan and Air Traffic Actions Environmental Assessment
SUMMARY: The Federal Aviation Administration (FAA) announces its intent to hold a scoping period for the Terminal Area Plan and Air Traffic Actions Environmental Assessment for Chicago O'Hare International Airport, Chicago, Illinois.

The City of Chicago Department of Aviation proposes to construct the following at Chicago O'Hare International Airport: the Terminal Area Plan, Capital Improvement Program projects, and hotel developments. The FAA proposes to permanently implement offset (angled) approach procedures at O'Hare for Runway 10R/28L that were temporarily approved in the 2015 Written Re-Evaluation for the O'Hare Modernization Environmental Impact Statement. The FAA is conducting an Environmental Assessment to evaluate these changes proposed for Chicago O'Hare International Airport pursuant to the National Environmental Policy Act.

The FAA is currently in the scoping process for the Environmental Assessment. During the scoping process, the FAA seeks input from the public and other agencies to define the range of environmental issues and possible alternatives to study in the Environmental Assessment. Information on participating in the scoping process is available at https://www.faa.gov/airports/great_lakes/TAPandATEA.

The scoping period ends on July 9, 2021. The FAA will issue a separate notice at the time the Draft Environmental Assessment is available.
5/25/2021 #1126261

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed

by



Susan Quinn
Manager | Recruitment & Legals

This 25th Day of May 2021

PURPOSE BRAND
875 N MICHIGAN AVE
SUITE 3100
CHICAGO, IL 60611

AVISO DE ALCANCE PÚBLICO

AGENCIA: Administración Federal de Aviación, DOT

ACCIÓN: Aviso de Intención de Alcance del Plan de Área de la Terminal y Evaluación Ambiental de Acciones de Tránsito Aéreo.

RESUMEN: La Administración Federal de Aviación (FAA) anuncia su intención de llevar a cabo un período de análisis para el Plan de Área de la Terminal y la Evaluación Ambiental de Acciones de Tráfico Aéreo para el Aeropuerto Internacional O'Hare de Chicago, Illinois.

El Departamento de Aviación de la Ciudad de Chicago propone construir lo siguiente en el Aeropuerto Internacional O'Hare de Chicago: el Plan del Área de la Terminal, los proyectos del Programa de Mejoras de Capital y los desarrollos hoteleros. La FAA propone implementar de forma permanente procedimientos de aproximación de compensación (en ángulo) en O'Hare para la Pista 10R / 28L que fueron aprobados temporalmente en la Re-Evaluación Escrita de 2015 para la Declaración de Impacto Ambiental de la Modernización del O'Hare. La FAA está llevando a cabo una Evaluación Ambiental para evaluar estos cambios propuestos para el Aeropuerto Internacional O'Hare de Chicago de conformidad con la Ley de Política Ambiental Nacional.

La FAA se encuentra actualmente en el proceso de determinación del alcance de la Evaluación Ambiental. Durante el proceso de determinación del alcance, la FAA busca información del público y de otras agencias para definir el rango de problemas ambientales y posibles alternativas para analizar en la Evaluación Ambiental. La información sobre la participación en el proceso de determinación de alcance está disponible en https://www.faa.gov/airports/great_lakes/TAPandATEA.

El período de alcance finaliza el 9 de julio de 2021. La FAA emitirá un aviso separado en el momento en que esté disponible el Borrador de la Evaluación Ambiental.

714-98027-1

Chicago Tribune
Publication Date: 05/25/2021

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SCOPING NOTICE

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