

# **ATTACHMENT P-2 COPIES OF ADVANCED ENVIRONMENTAL JUSTICE OUTREACH MATERIALS**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Great Lakes Region  
2300 E. Devon Avenue  
Des Plaines, Illinois 60018

April 20, 2022

Dear Resident:

The Federal Aviation Administration (FAA) is preparing an Environmental Assessment to evaluate the effects of the proposed Terminal Area Plan and Air Traffic Actions at Chicago O'Hare International Airport.

This Environmental Assessment will determine whether these proposed projects have the potential to significantly affect environmental factors such as noise, air quality, and water resources as well as affect historic properties.

Prior to beginning projects such as these, the FAA engages in a scoping process in consultation with Federal, state, and local government agencies and officials, as well as with members of the public, to examine the potential environmental impacts of the proposed projects.

The FAA held a 45-day public scoping period for the Environmental Assessment from May 25–July 9, 2021. A Notice of Intent to prepare the Environmental Assessment appeared in the May 25, 2021 editions of the *Chicago Tribune*, the *Chicago Sun-Times*, the *Daily Herald*, *Journal and Topics*, *La Raza*, and *Reflejos*.

Following scoping, it is critical to conduct outreach to Environmental Justice (EJ) communities, to ensure fair treatment and meaningful involvement of all people—regardless of race, color, national origin, or income—with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies for a proposed project.

The FAA wants to ensure that you, as a resident in or around the proposed project area, are aware of the project and its next steps. Included in this packet, for your reference, is an overview of the Environmental Assessment and an outline of the proposed projects.

More information about the Environmental Assessment, including videos and project updates, is available online at [http://www.faa.gov/airports/great\\_lakes/TAPandATEA](http://www.faa.gov/airports/great_lakes/TAPandATEA).

We value your input on this process. The draft version of the Environmental Assessment will be issued by Summer 2022, at which point the public will have an opportunity to review and comment on the draft document. Prior to that point, please feel free to contact the FAA directly with concerns, questions, or suggestions in one of these ways:

**Web:** [http://www.faa.gov/airports/great\\_lakes/TAPandATEA](http://www.faa.gov/airports/great_lakes/TAPandATEA)

**Email:** TAPandATEA@faa.gov

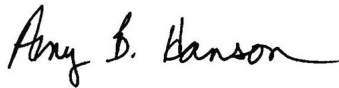
**Voicemail:** (847) 294-7354

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

In order to ensure that limited English proficiency needs have been addressed, the content of this document is available in alternative formats and other languages upon request by contacting the FAA.

Thank you for your participation in the Environmental Assessment process.

Sincerely,



Amy B. Hanson  
Environmental Protection Specialist  
Chicago Airports District Office



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Great Lakes Region  
2300 E. Devon Avenue  
Des Plaines, Illinois 60018

20 de Abril de 2022

Estimado residente:

La Administración Federal de Aviación (FAA) está preparando una evaluación ambiental para evaluar los efectos del Plan del Área de Terminales y las Medidas de Tráfico Aéreo propuestos en el Aeropuerto Internacional O'Hare de Chicago.

Esta evaluación ambiental determinará si estos proyectos propuestos tienen el potencial de afectar significativamente a factores ambientales como el ruido, la calidad del aire y los recursos hídricos, así como afectar a las propiedades históricas.

Antes de iniciar este tipo de proyectos, la FAA lleva a cabo un proceso de estudio de alcance en consulta con las agencias y funcionarios del gobierno federal, estatal y local, así como con el público, para examinar los posibles impactos ambientales de los proyectos propuestos.

La FAA abrió un período de estudio de alcance público de 45 días para la evaluación ambiental, del 25 de mayo al 9 de julio de 2021. Un Aviso de Intención de preparar la evaluación ambiental apareció en las ediciones del 25 de mayo de 2021 del *Chicago Tribune*, el *Chicago Sun-Times*, el *Daily Herald*, *Journal and Topics*, *La Raza* y *Reflejos*.

Después del estudio de alcance, es fundamental llevar a cabo el acercamiento a las comunidades que participan en el movimiento de Justicia Ambiental (EJ, por sus siglas en inglés), para garantizar un trato justo y la participación significativa de todas las personas, independientemente de su raza, color, origen nacional o ingresos, con respecto al desarrollo, la implementación y el cumplimiento de las leyes, reglamentos y políticas ambientales para un proyecto propuesto.

La FAA quiere asegurarse de que usted, como residente en la zona del proyecto propuesto o en sus alrededores, esté al tanto del proyecto y de sus próximos pasos. En este paquete, para su referencia, se incluye un resumen de la evaluación ambiental y un esquema de los proyectos propuestos.

Puede encontrar más información sobre la evaluación ambiental, incluidos los videos y las actualizaciones del proyecto, en línea en [http://www.faa.gov/airports/great\\_lakes/TAPandATEA](http://www.faa.gov/airports/great_lakes/TAPandATEA).

Valoramos su opinión sobre este proceso. La versión preliminar de la Evaluación Ambiental se publicará en el verano de 2022, momento en el que el público tendrá la oportunidad de revisar dicha versión del documento y hacer sus comentarios. Antes de ese momento, no dude en ponerse en contacto directamente con la FAA para plantear sus preocupaciones, preguntas o sugerencias de una de estas maneras:

**Web:** [http://www.faa.gov/airports/great\\_lakes/TAPandATEA](http://www.faa.gov/airports/great_lakes/TAPandATEA)

**Correo electrónico:** TAPandATEA@faa.gov

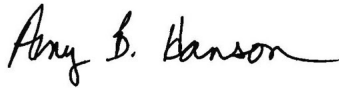
**Mensaje de voz:** (847) 294-7354

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

Con el fin de garantizar que se han tenido en cuenta las necesidades de las personas con conocimientos limitados de inglés, el contenido de este documento está disponible en formatos alternativos y en otros idiomas, previa solicitud, poniéndose en contacto con la FAA.

Gracias por su participación en el proceso de evaluación ambiental.

Atentamente,



Amy B. Hanson  
Especialista en protección ambiental  
Oficina de Distrito de los Aeropuertos de Chicago

## 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 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-space<sup>1</sup> 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**).

<sup>1</sup> In conjunction with the proposed surface parking lot associated with the proposed Roadway Improvements

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## 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.

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## 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.

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## 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.

**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)
<b>Terminal Projects</b>	[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

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)
<b>On-airport Non-aeronautical Projects</b>	[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
<b>Airfield and Taxiway Improvements</b>	[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
<b>Support Facilities</b>	[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
	[35] 9	Centralized Distribution and Receiving Facility (CDRF)	280,000
<b>Air Traffic Actions</b>	N/A [10-15]	Offset Approach Procedures for Runway 10R/28L	N/A

DESCRIPTIONS OF PROPOSED PROJECTS

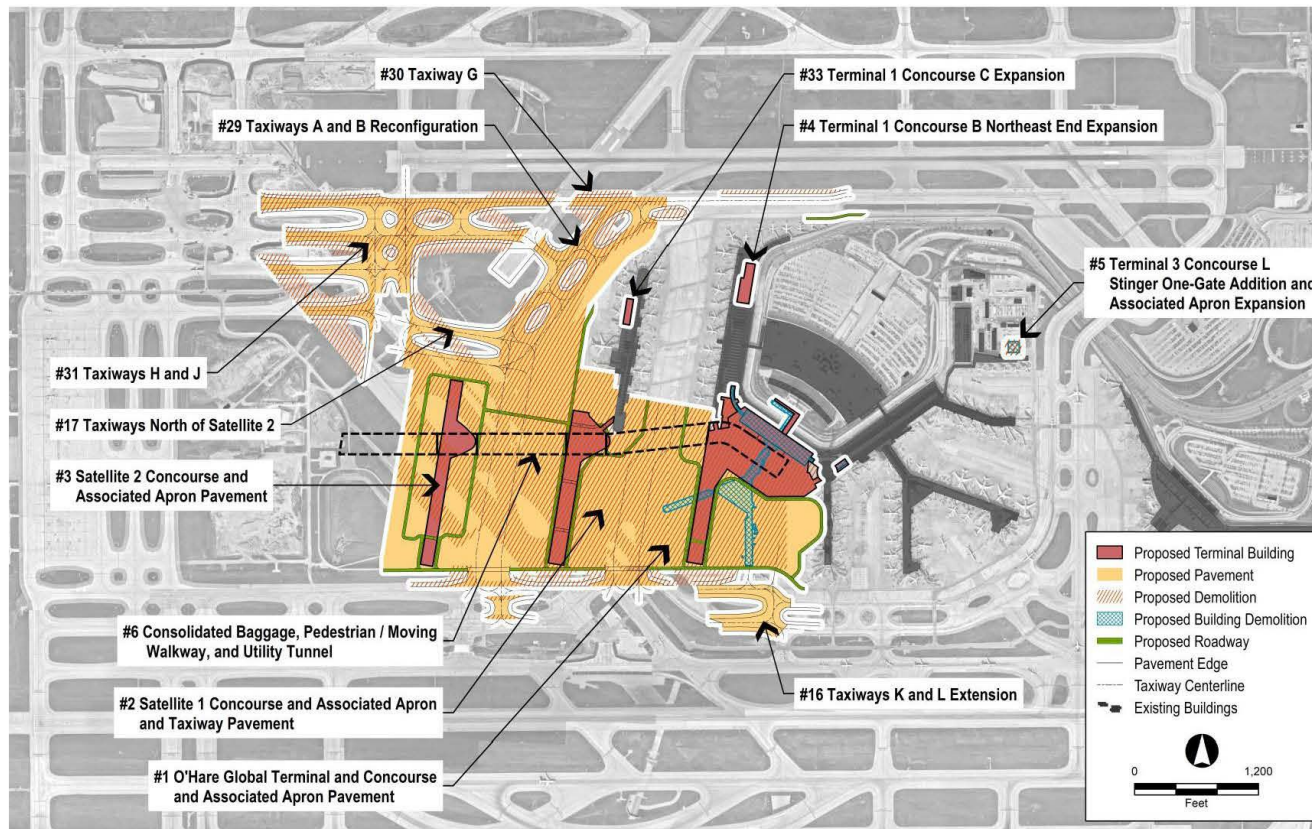
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MARCH 2022

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**



DESCRIPTIONS OF PROPOSED PROJECTS

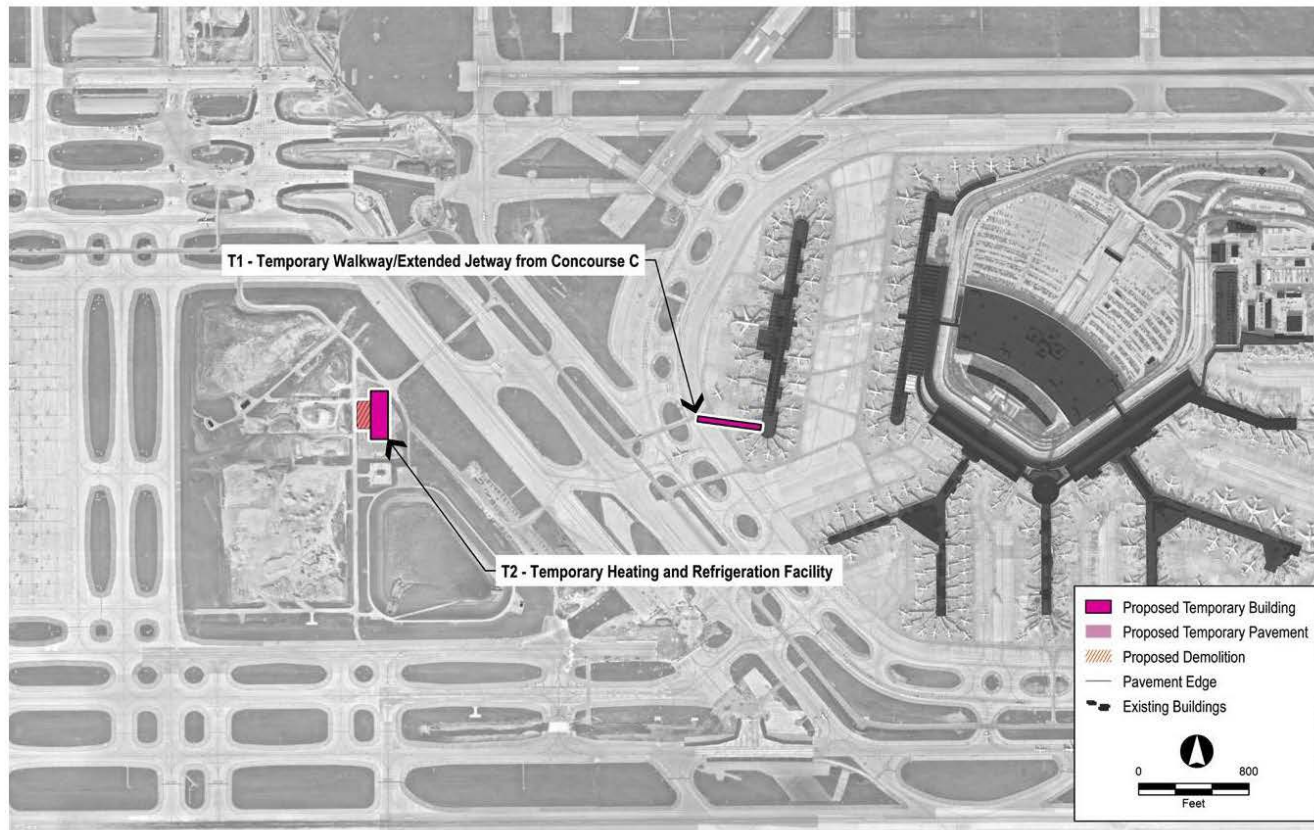
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MARCH 2022

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**



DESCRIPTIONS OF PROPOSED PROJECTS

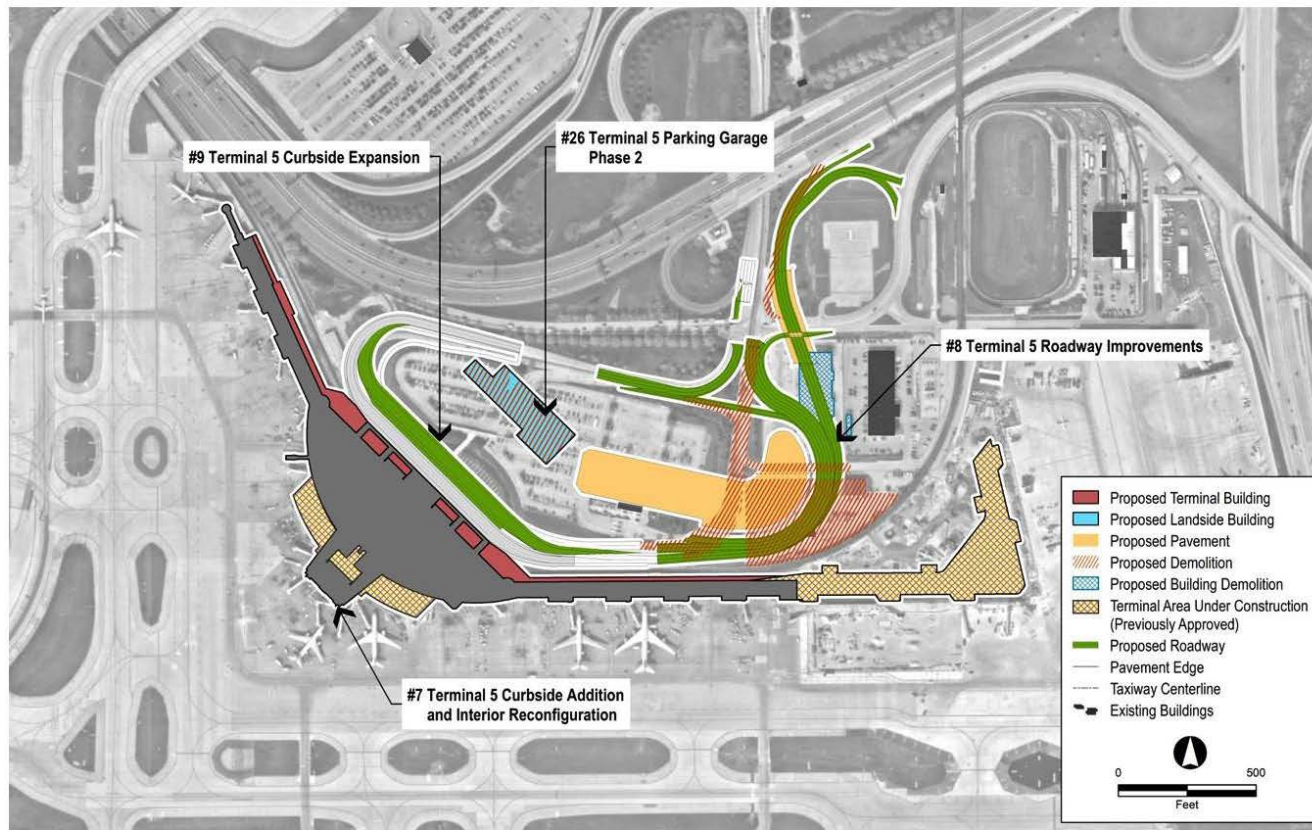
11

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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**



DESCRIPTIONS OF PROPOSED PROJECTS

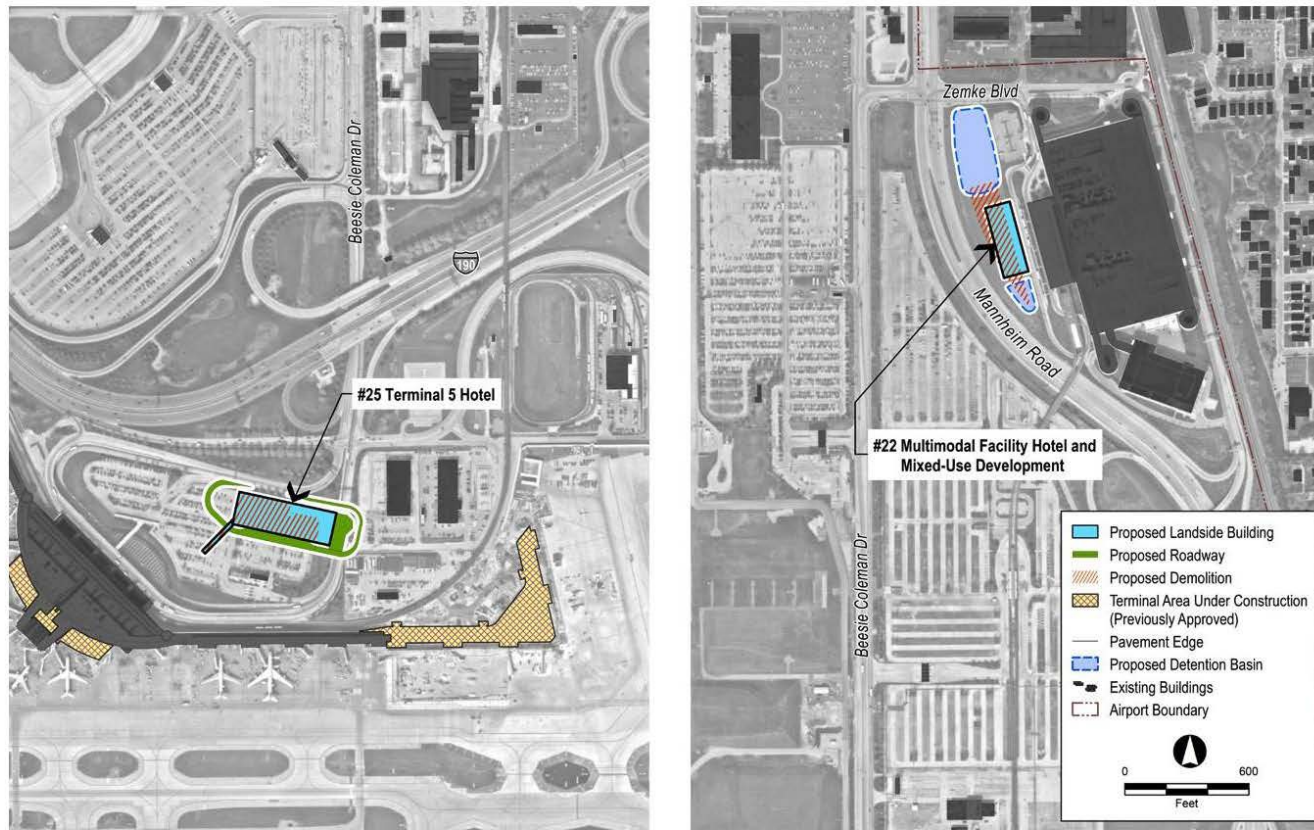
12

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**FIGURE 4**  
**ON-AIRPORT HOTELS**



DESCRIPTIONS OF PROPOSED PROJECTS

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



DESCRIPTIONS OF PROPOSED PROJECTS

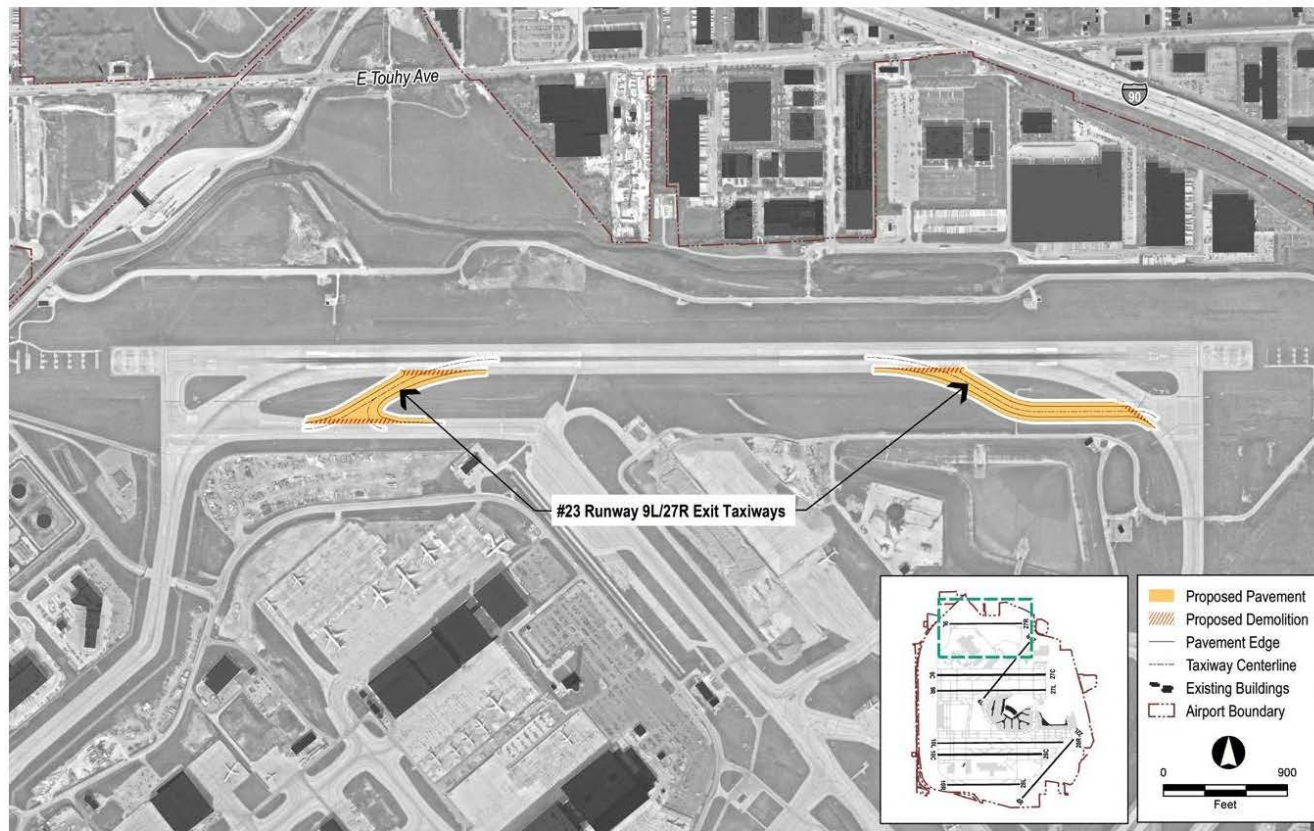
14

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



DESCRIPTIONS OF PROPOSED PROJECTS

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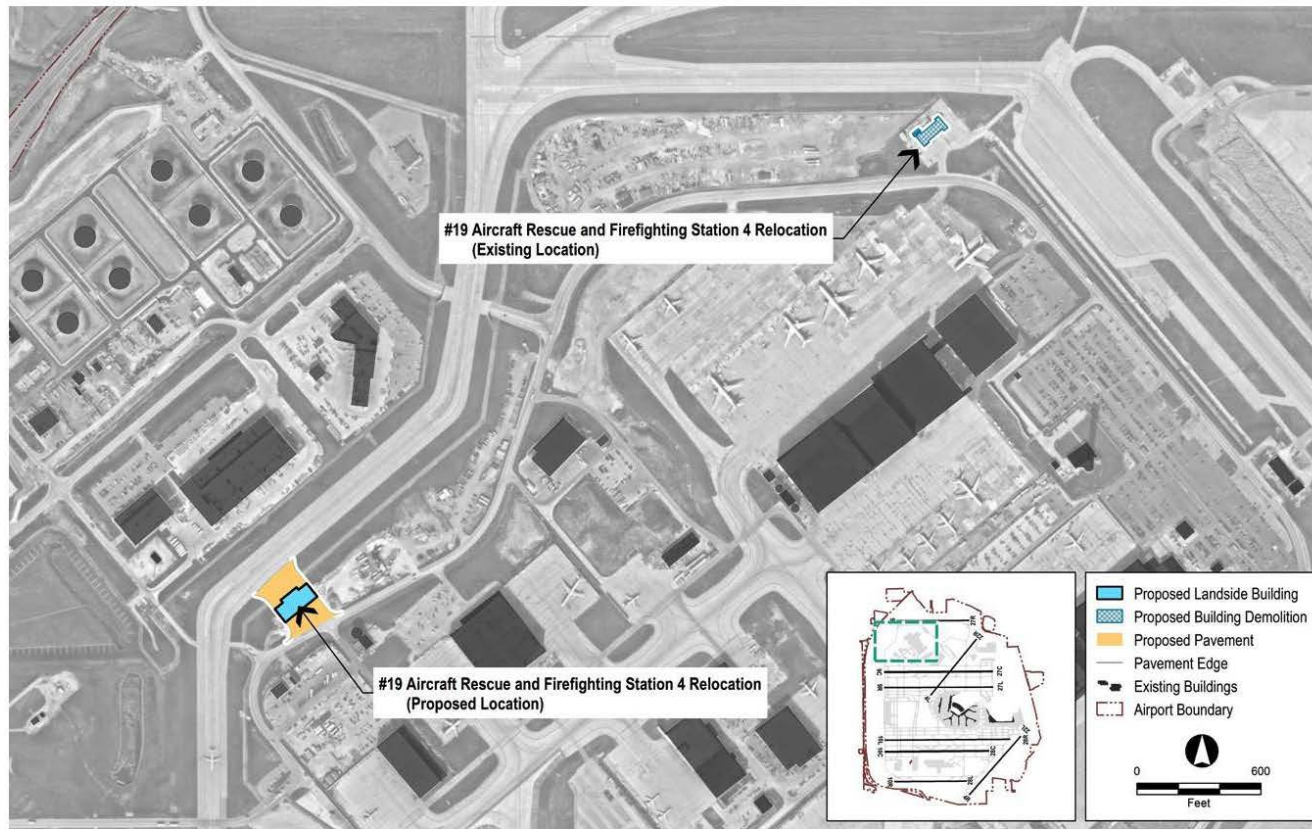
**FIGURE 7**  
**SUPPORT FACILITIES NOT REQUIRED BY THE TERMINAL PROJECTS (SET 1 OF 3)**



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



DESCRIPTIONS OF PROPOSED PROJECTS

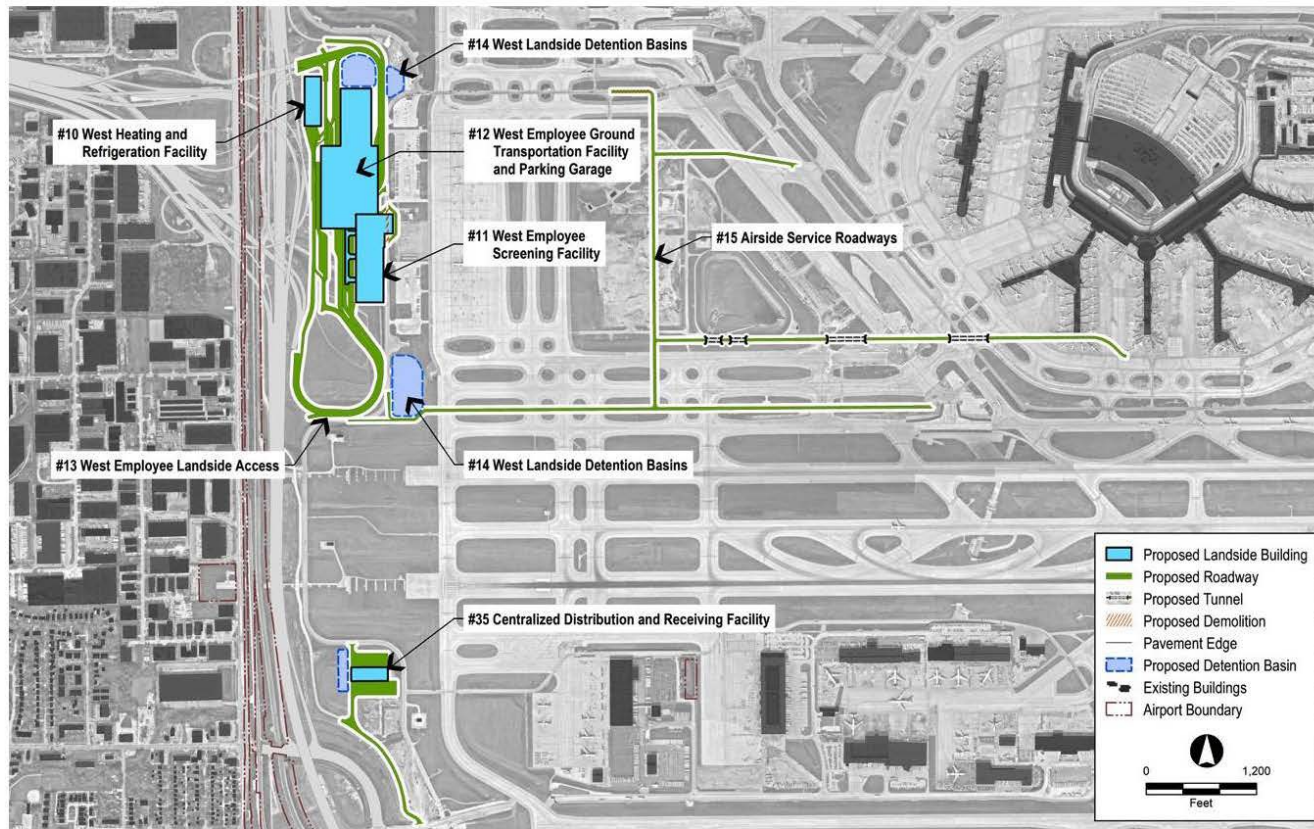
17

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



DESCRIPTIONS OF PROPOSED PROJECTS

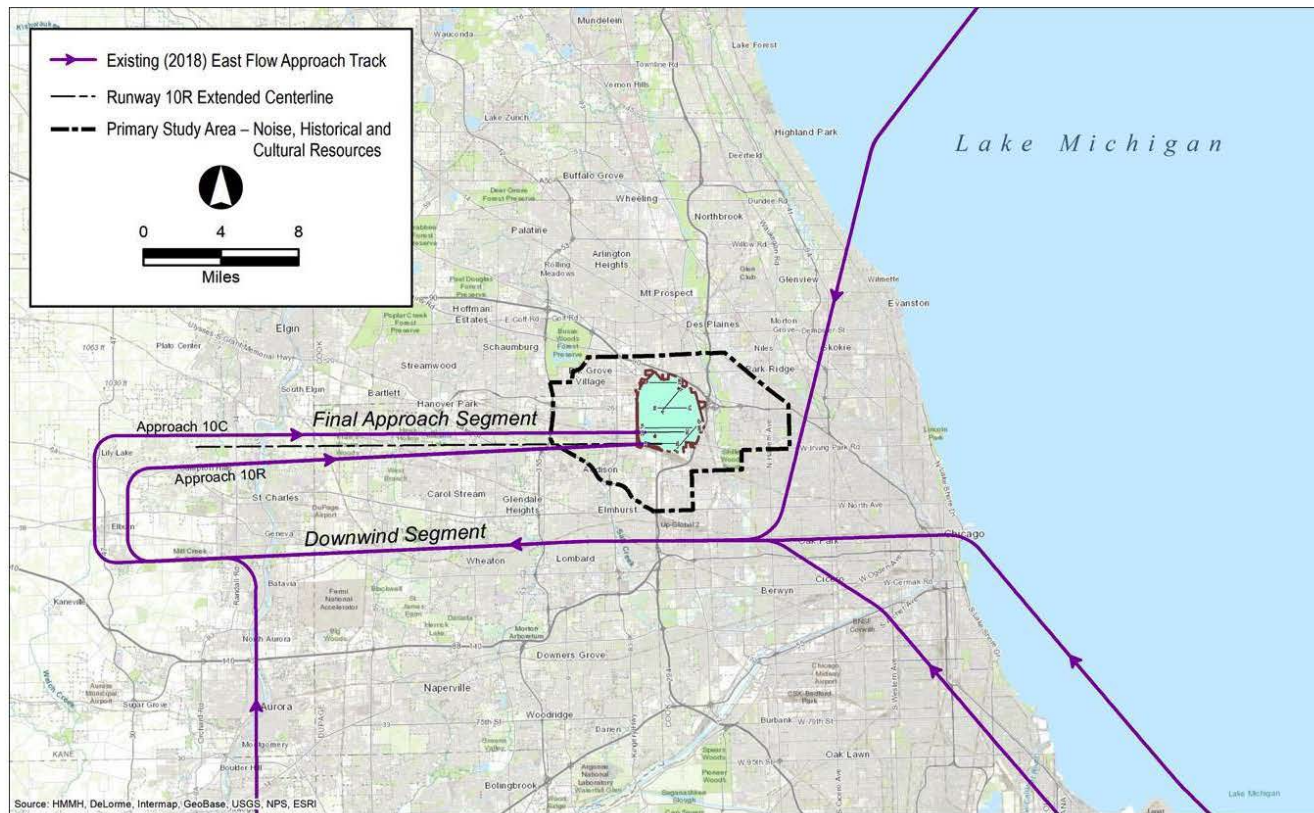
18

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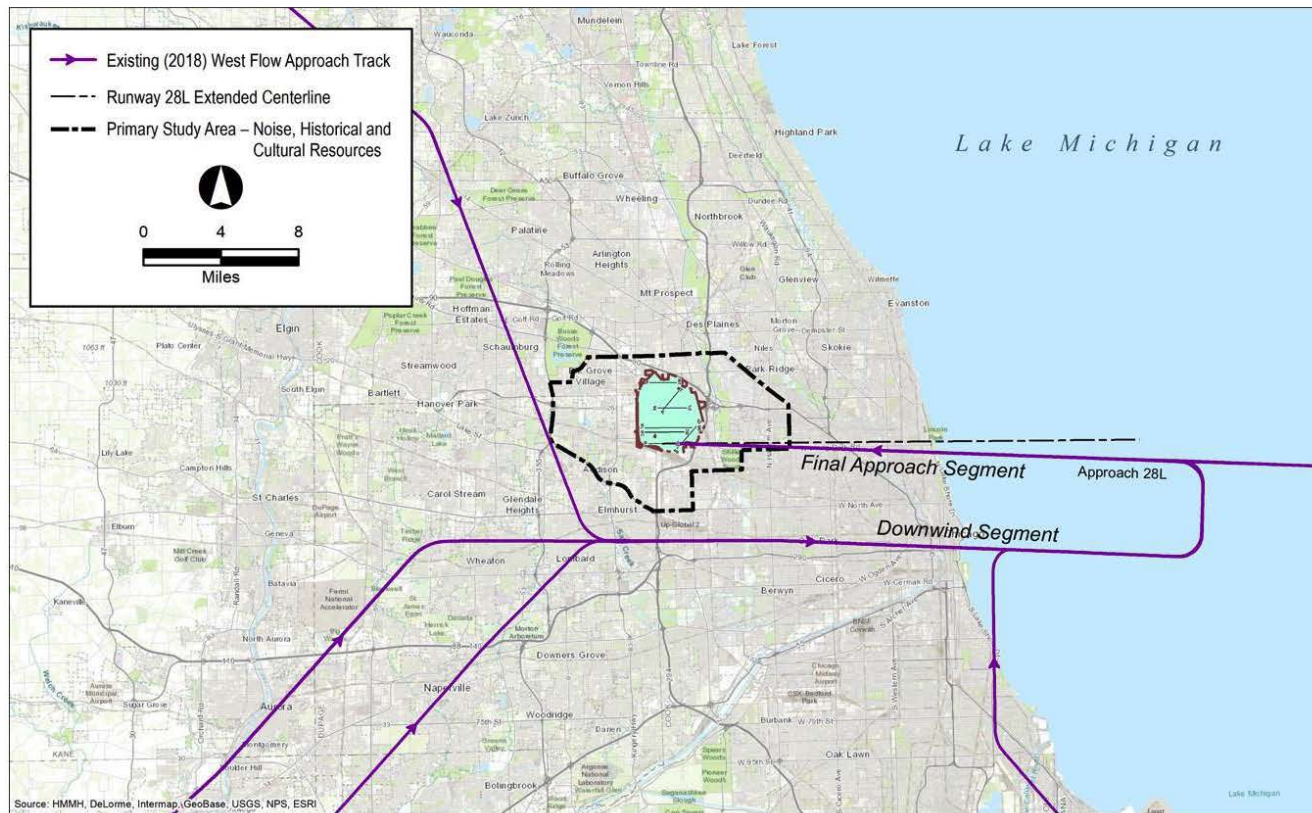
**FIGURE 10**  
**EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) EAST FLOW**



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Terminal Area Plan and Air Traffic Procedures Environmental Assessment

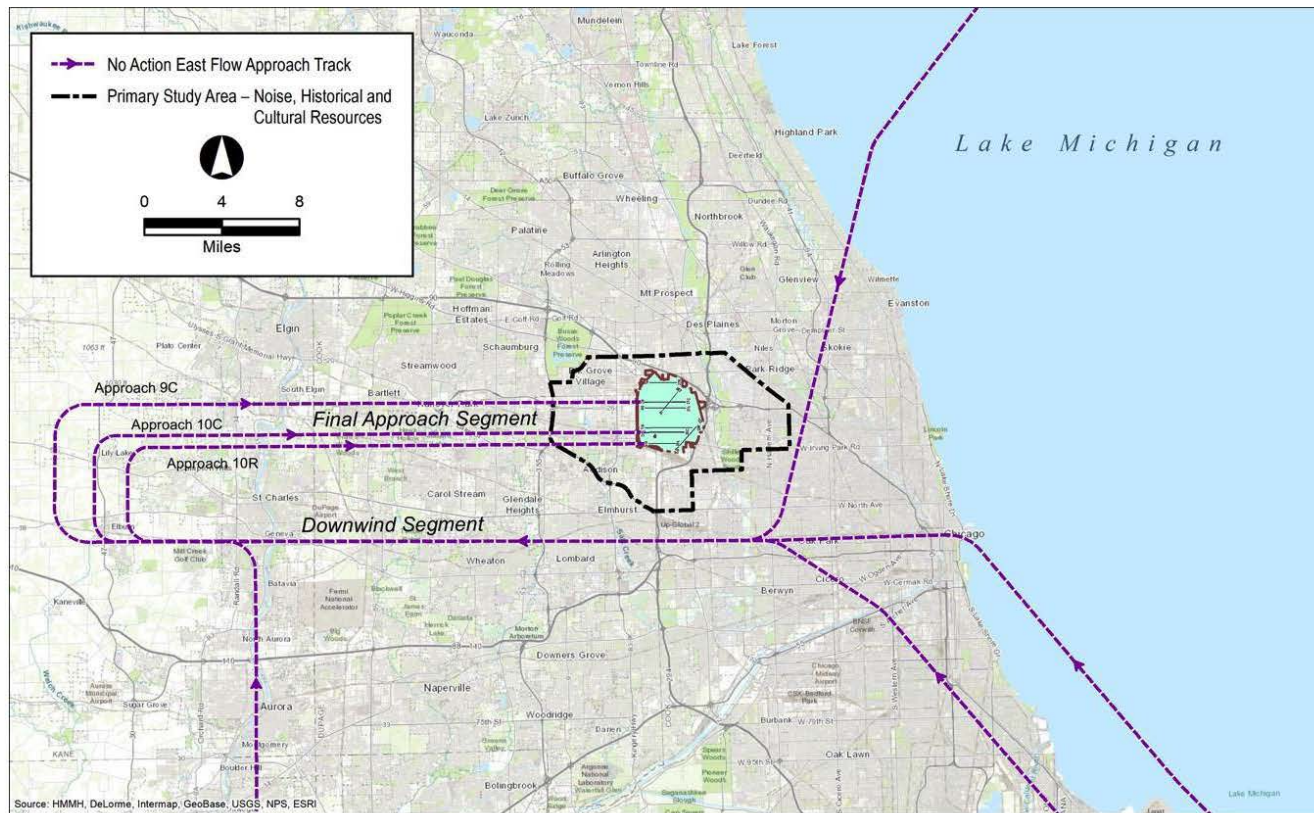
**FIGURE 11**  
**EXAMPLE OF 2.5 DEGREE OFFSET APPROACHES FOR EXISTING (2018) WEST FLOW**



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

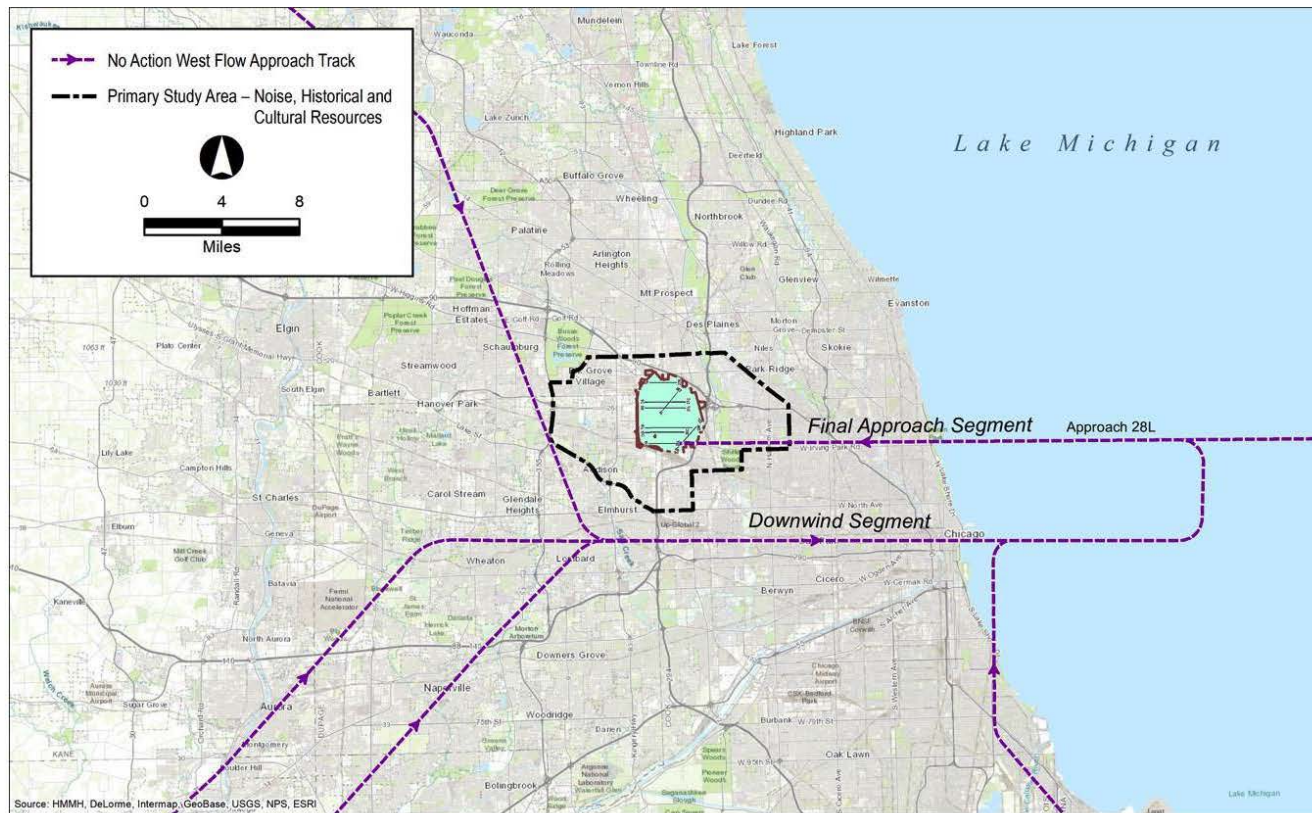
**FIGURE 12**  
**EXAMPLE OF EAST FLOW APPROACHES FOR NO ACTION**



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

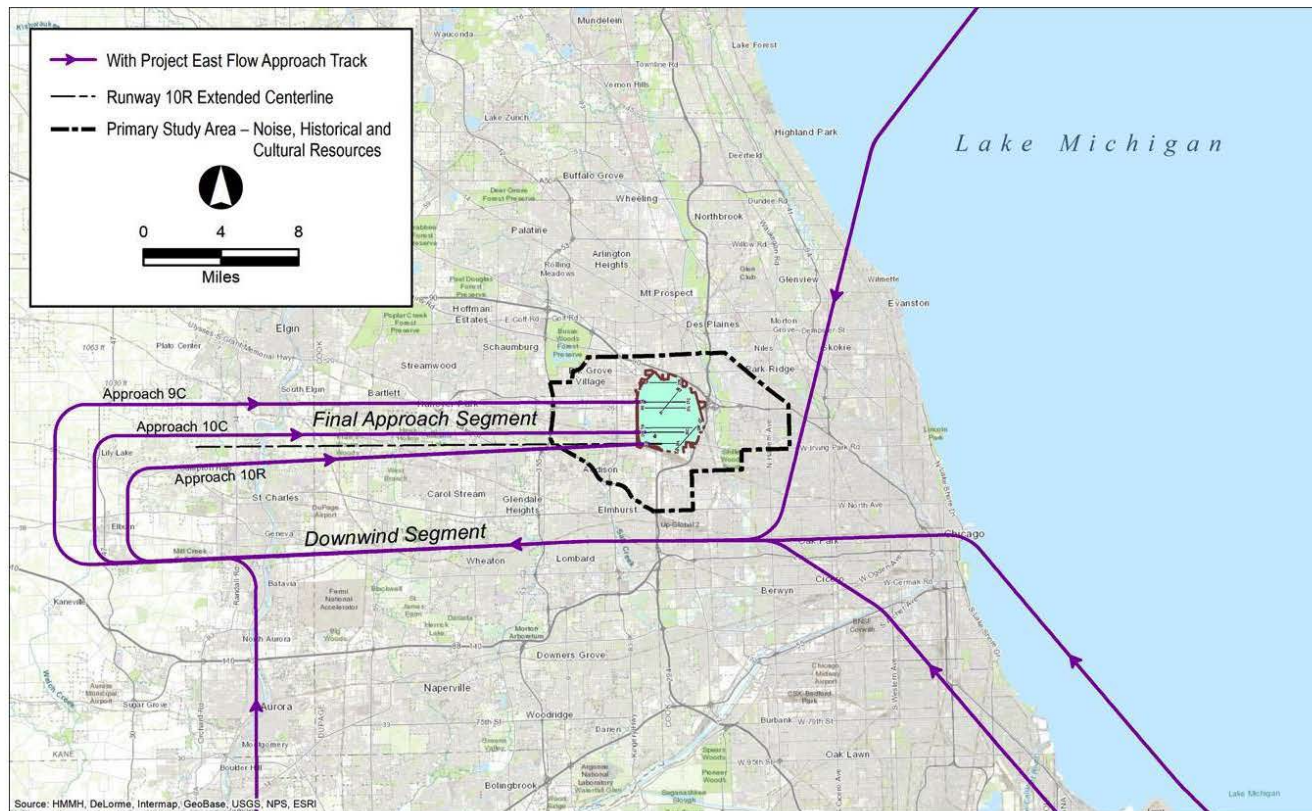
**FIGURE 13**  
**EXAMPLE OF WEST FLOW APPROACHES FOR NO ACTION**



Chicago O'Hare International Airport

Terminal Area Plan and Air Traffic Procedures Environmental Assessment

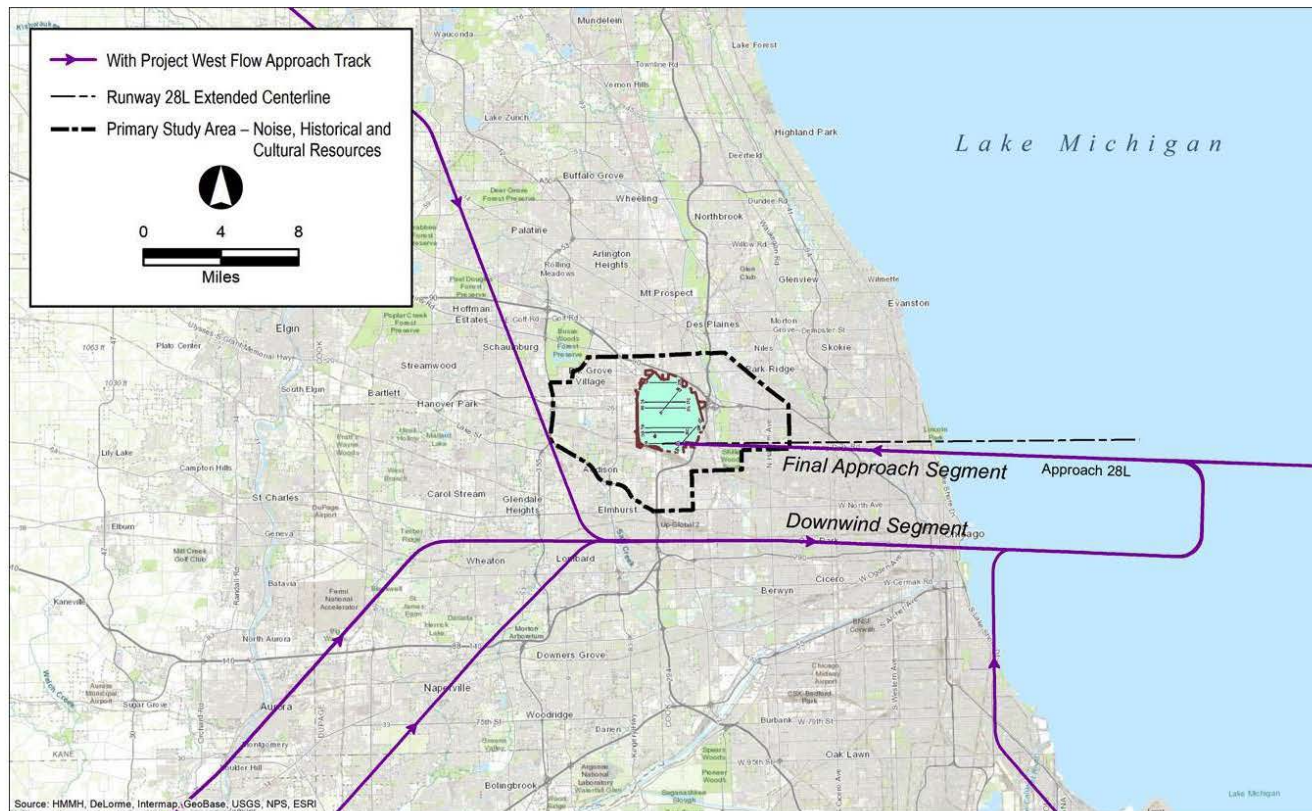
**FIGURE 14**  
**EXAMPLE OF EAST FLOW APPROACHES FOR INTERIM WITH PROJECT AND BUILD OUT WITH PROJECT**



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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**

## **Project Overview**

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, Clean 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.



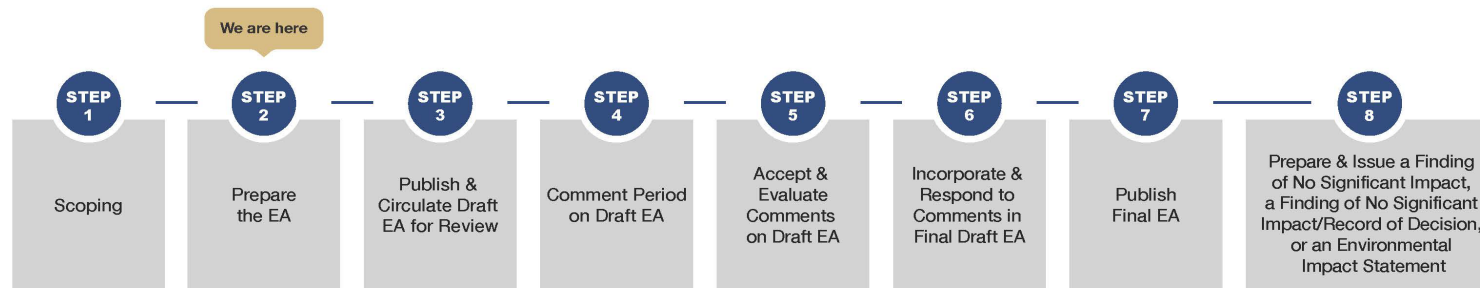
## How Is the Public Involved in this Environmental Assessment?

---

- **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. The FAA held a 45-day public comment period for the scoping process for this project from May 25 - July 9, 2021.
- **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?



## Next Steps

- 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.



## 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?

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- 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



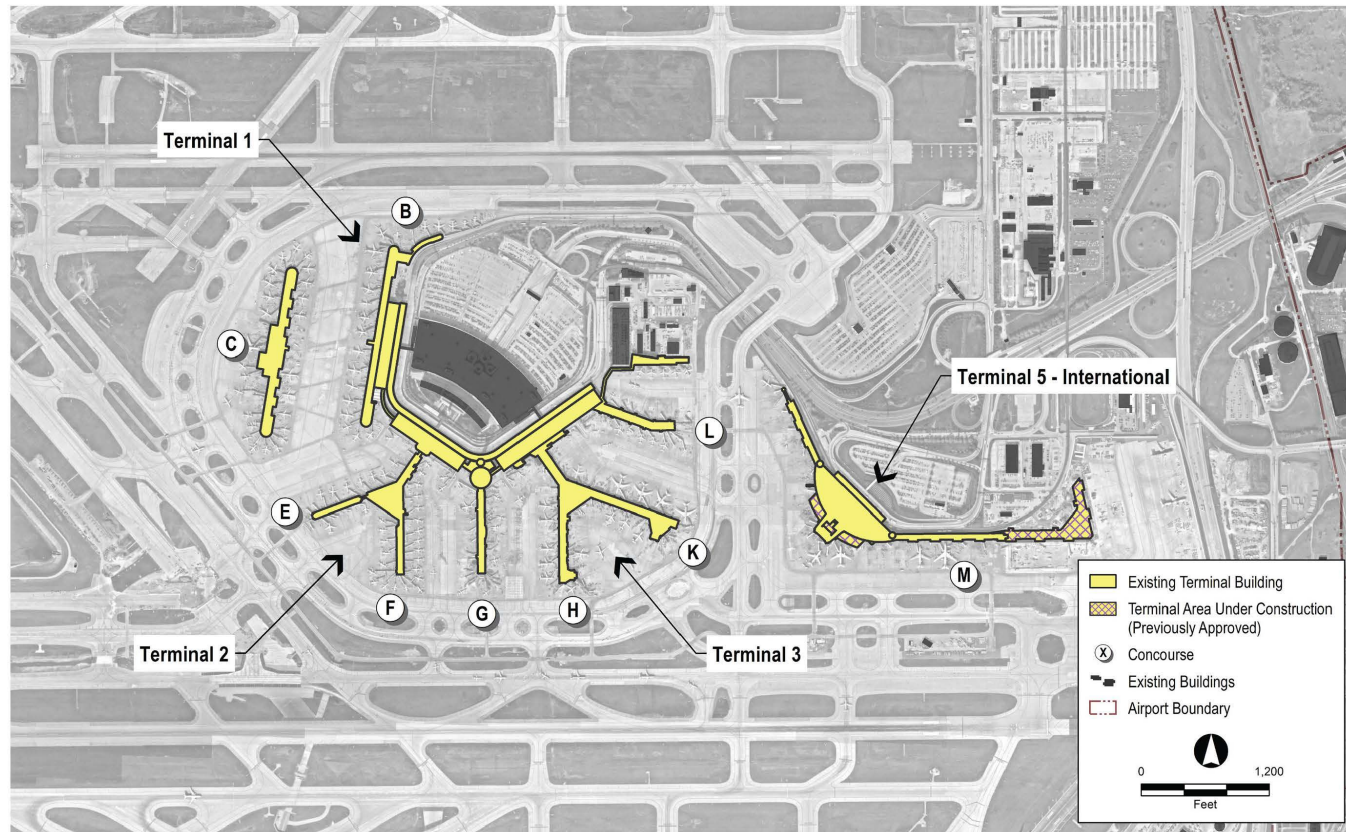
## What are the Proposed Projects?

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



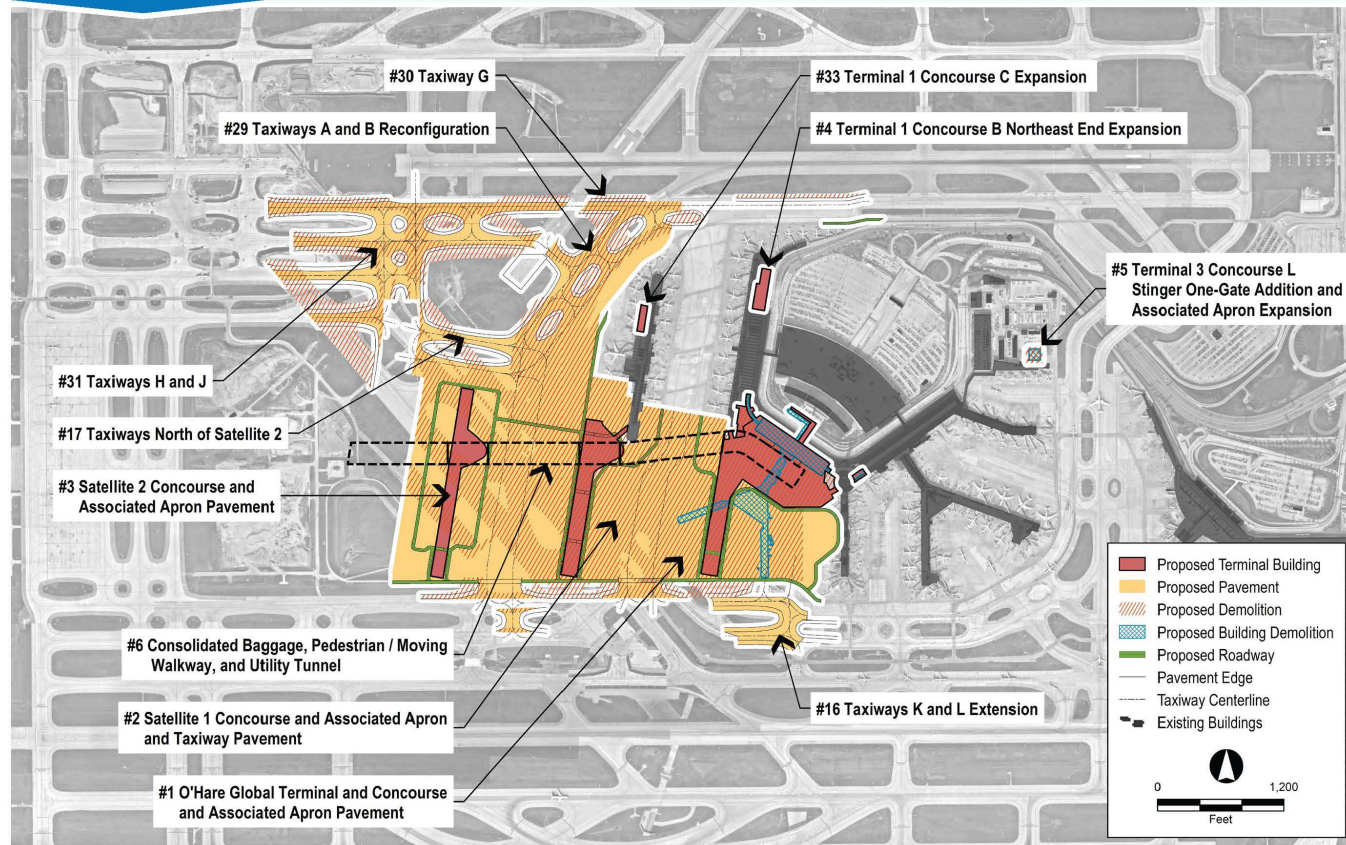
## Current O'Hare Terminal Configuration





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

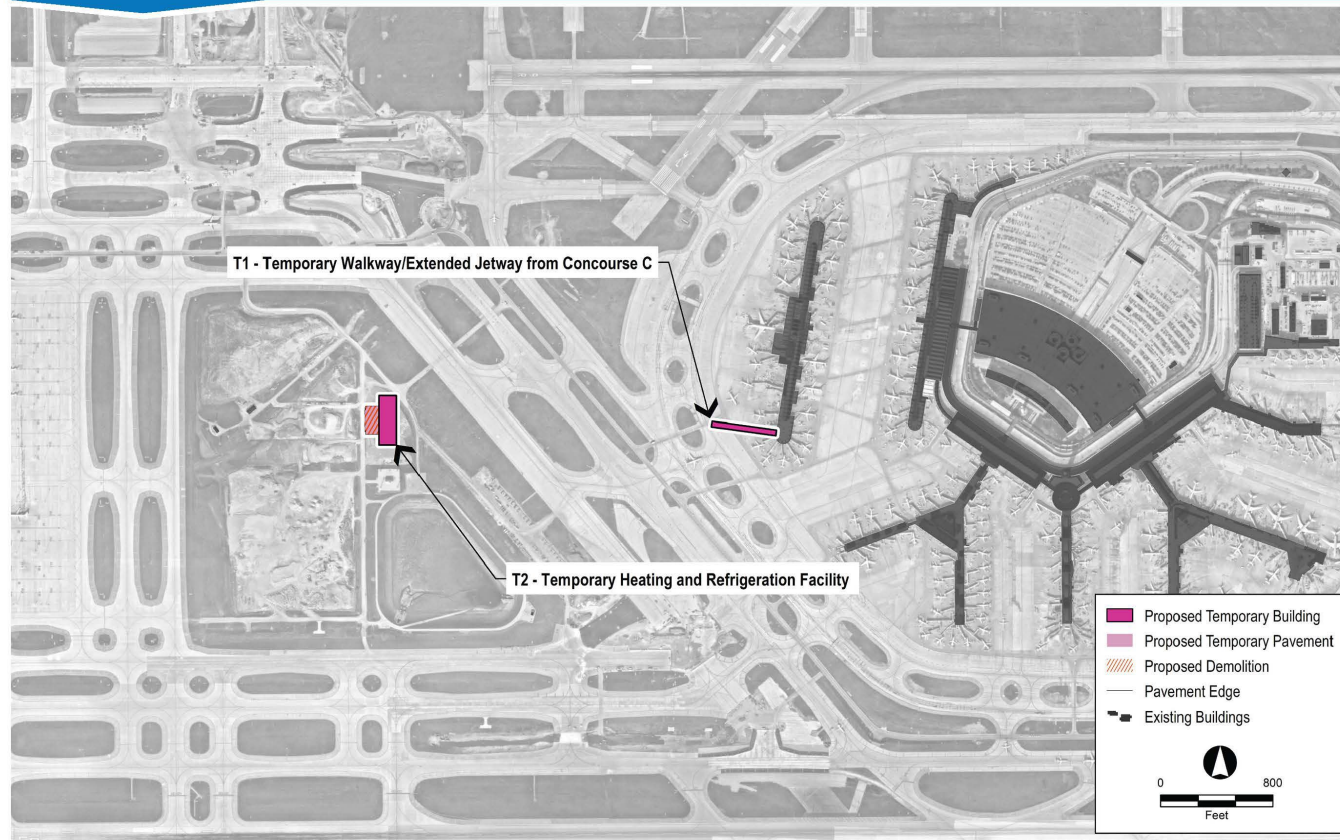
### (GROUP 1, PART 1)





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

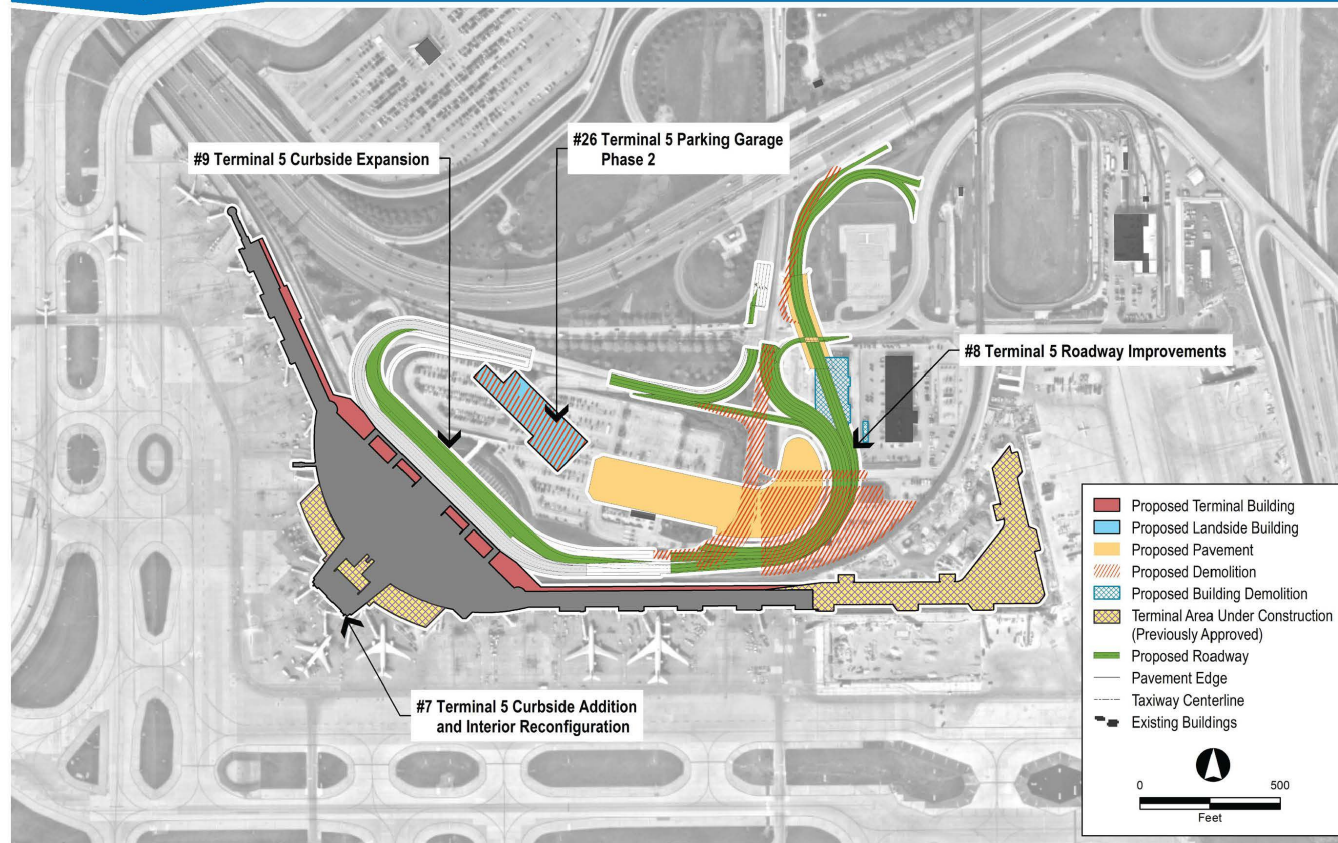
### (GROUP 1, TEMPORARY)





## Terminal Projects – Terminal 5 Projects

(GROUP 1, PART 2)





## On-Airport Hotels

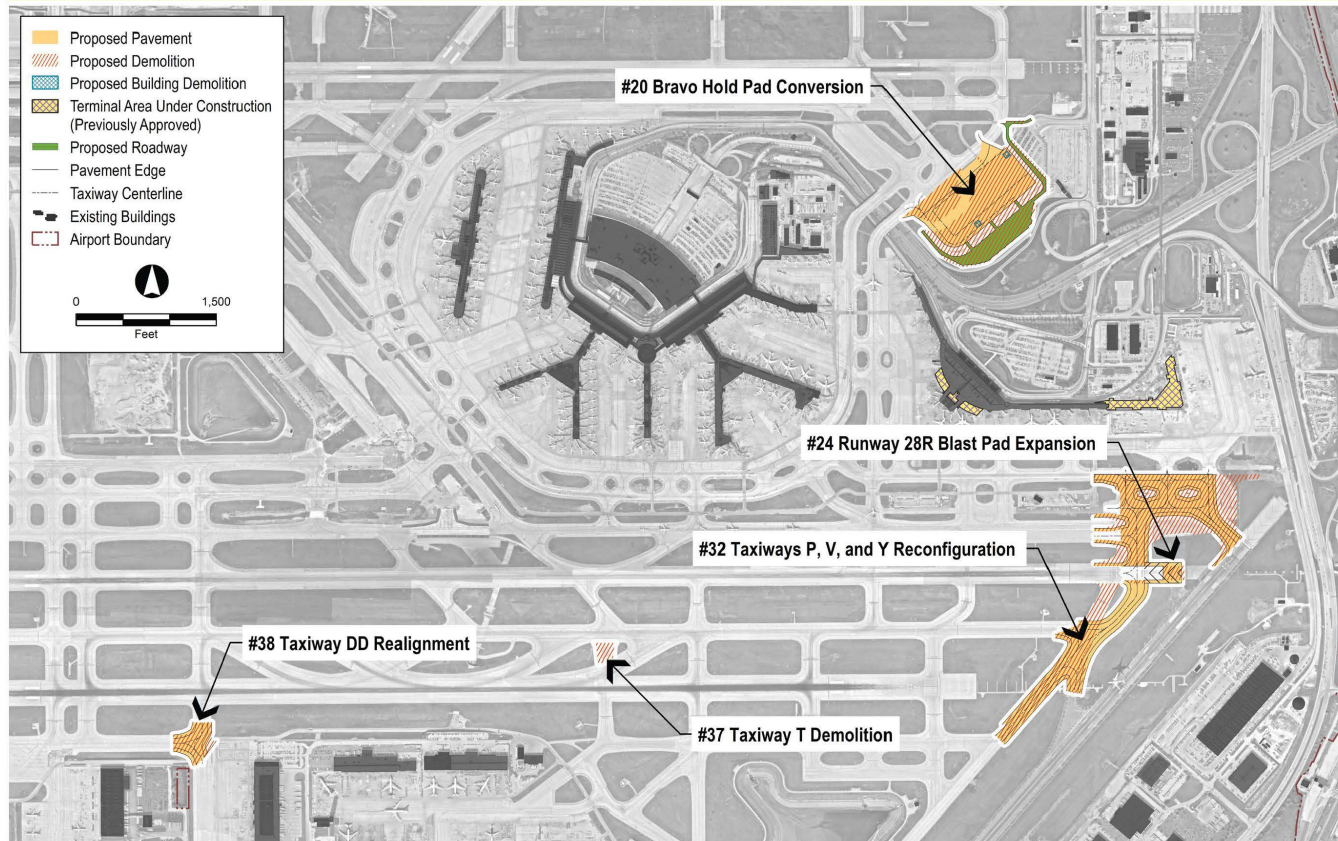
(GROUP 2)





## Airfield and Taxiway Improvements not Required by the Terminal Projects

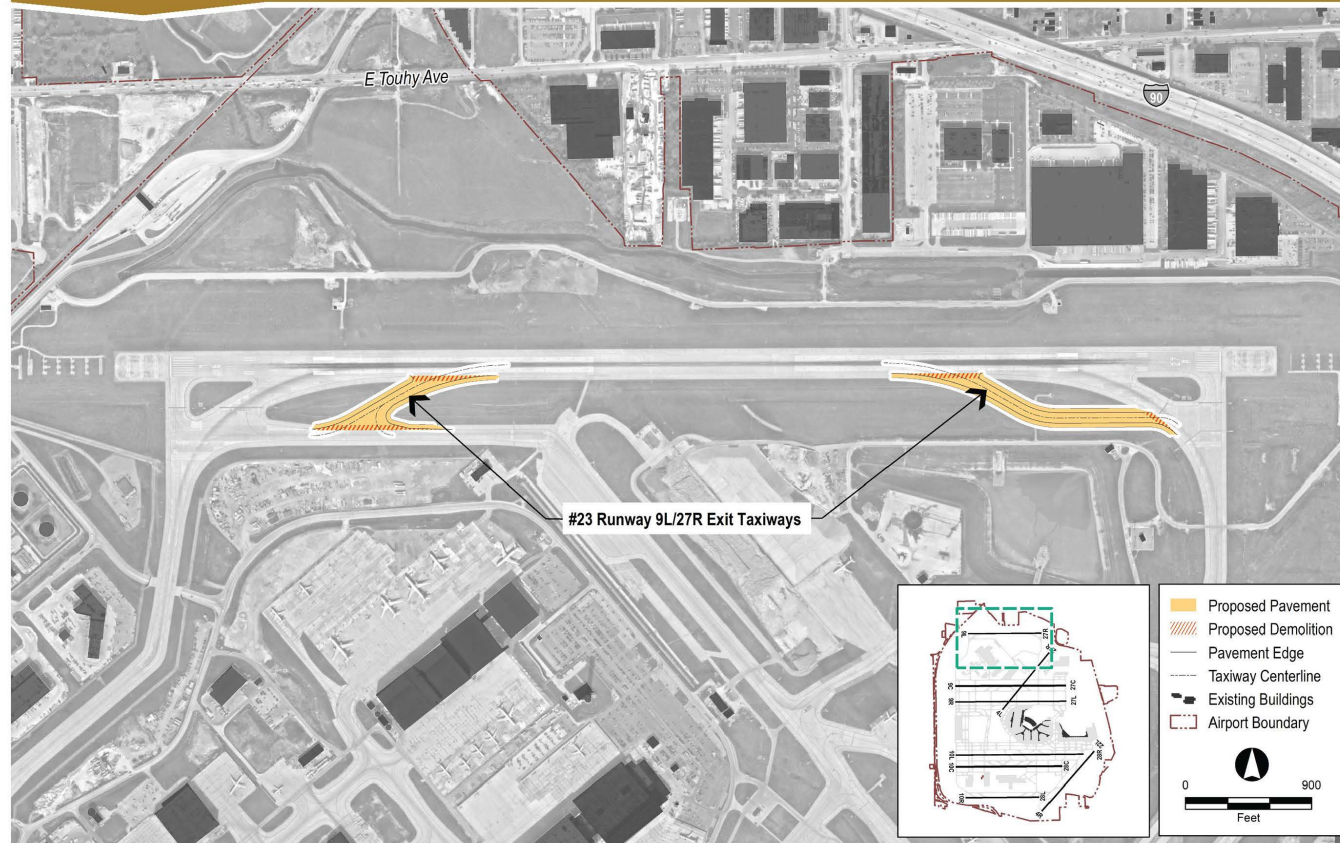
### (GROUP 3, PART 1)





## Airfield and Taxiway Improvements not Required by the Terminal Projects

(GROUP 3, PART 2)





## Support Facilities that Have Independent Utility from the Terminal Projects

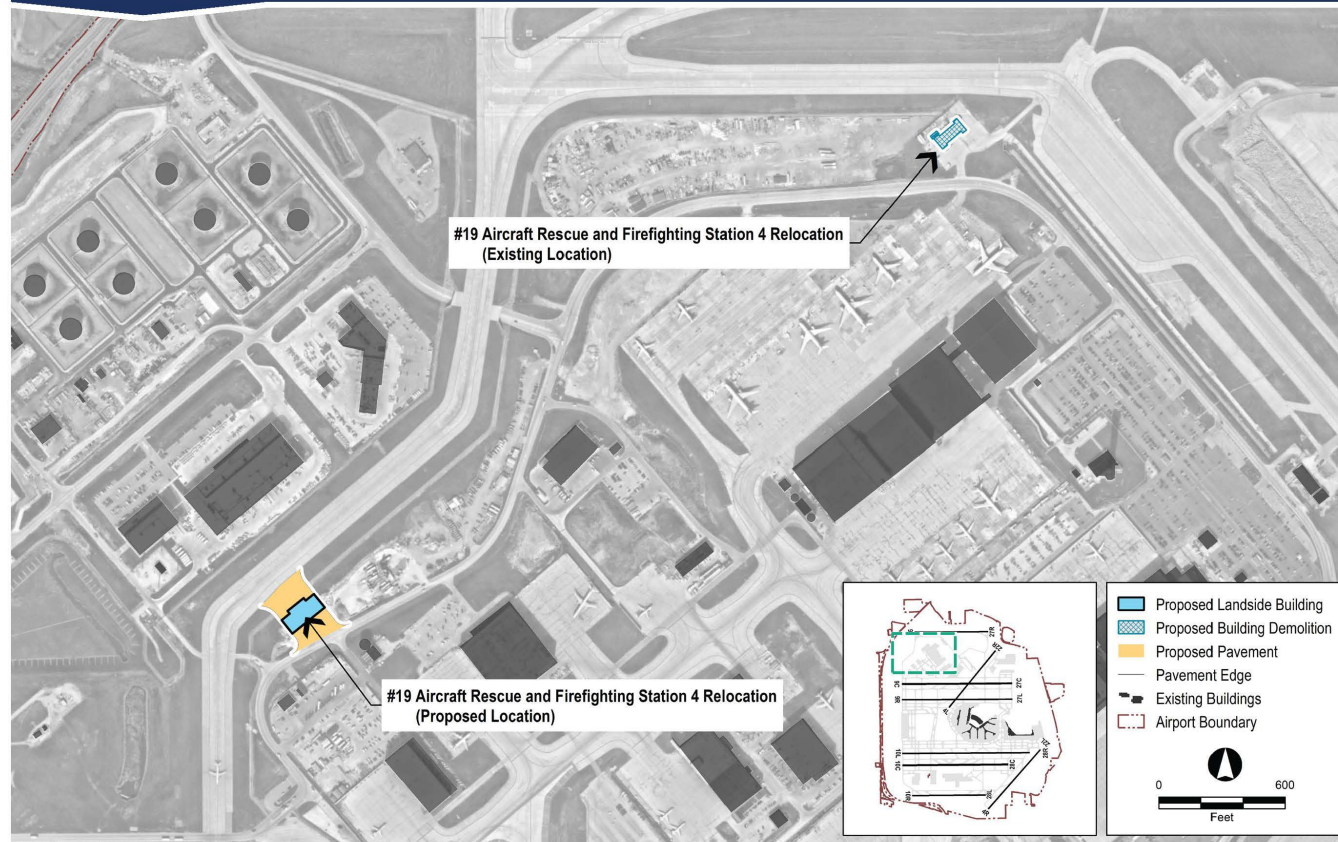
(GROUP 4, PART 1)





## Support Facilities that Have Independent Utility from the Terminal Projects

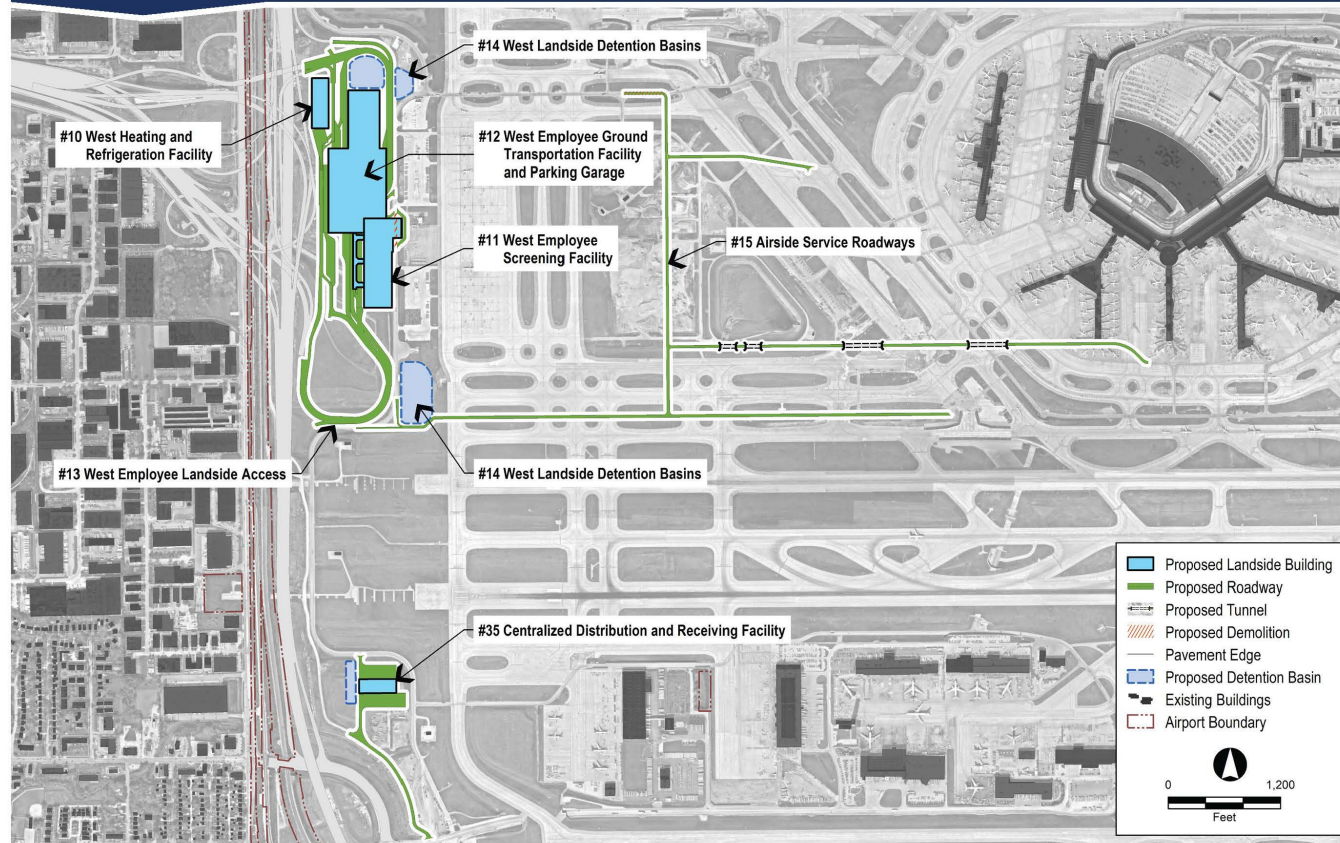
(GROUP 4, PART 2)





## Support Facilities that Have Independent Utility from the Terminal Projects

(GROUP 4, PART 3)





## What are the Proposed Air Traffic Actions?

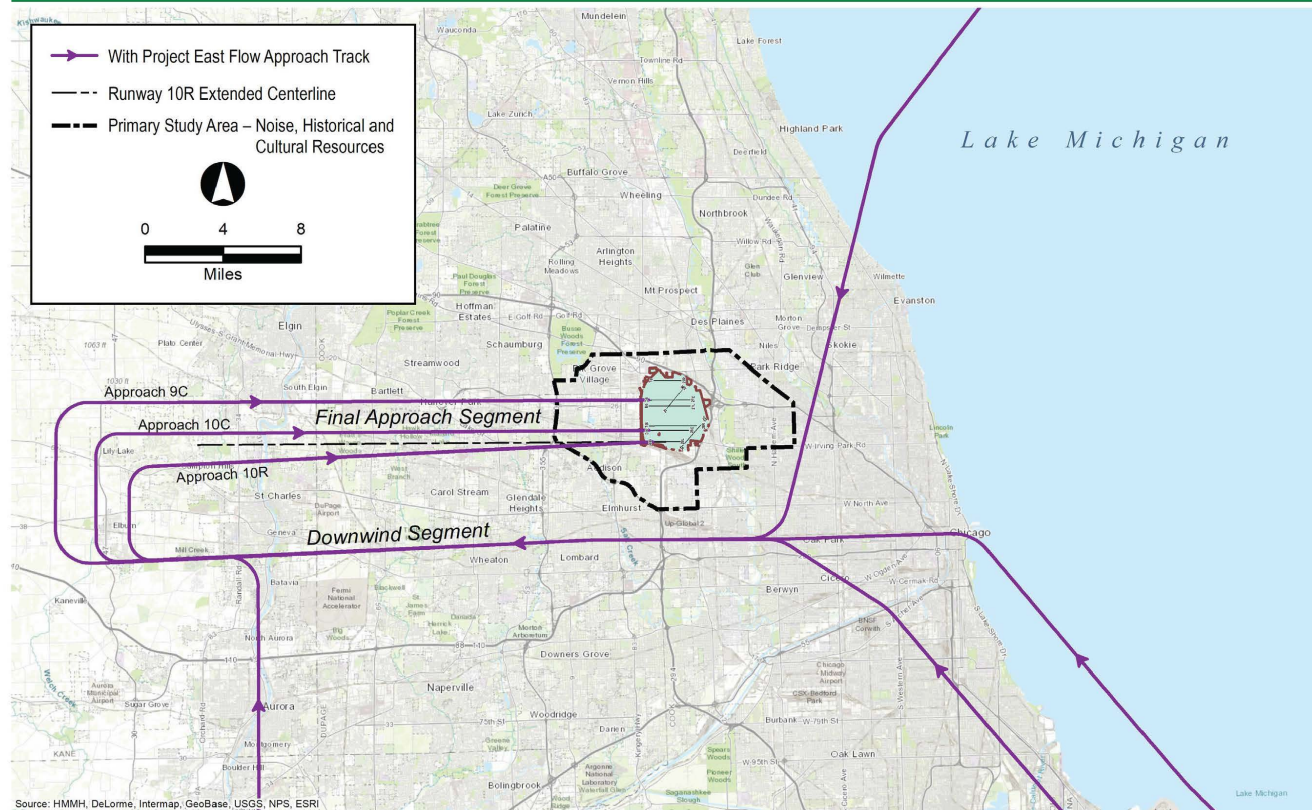
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- The proposed air traffic actions would retain existing offset approaches to Runway 10R/28L.
- Currently these procedures allow for use of simultaneous approaches to three runways and enable previously approved simultaneous approaches to four runways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



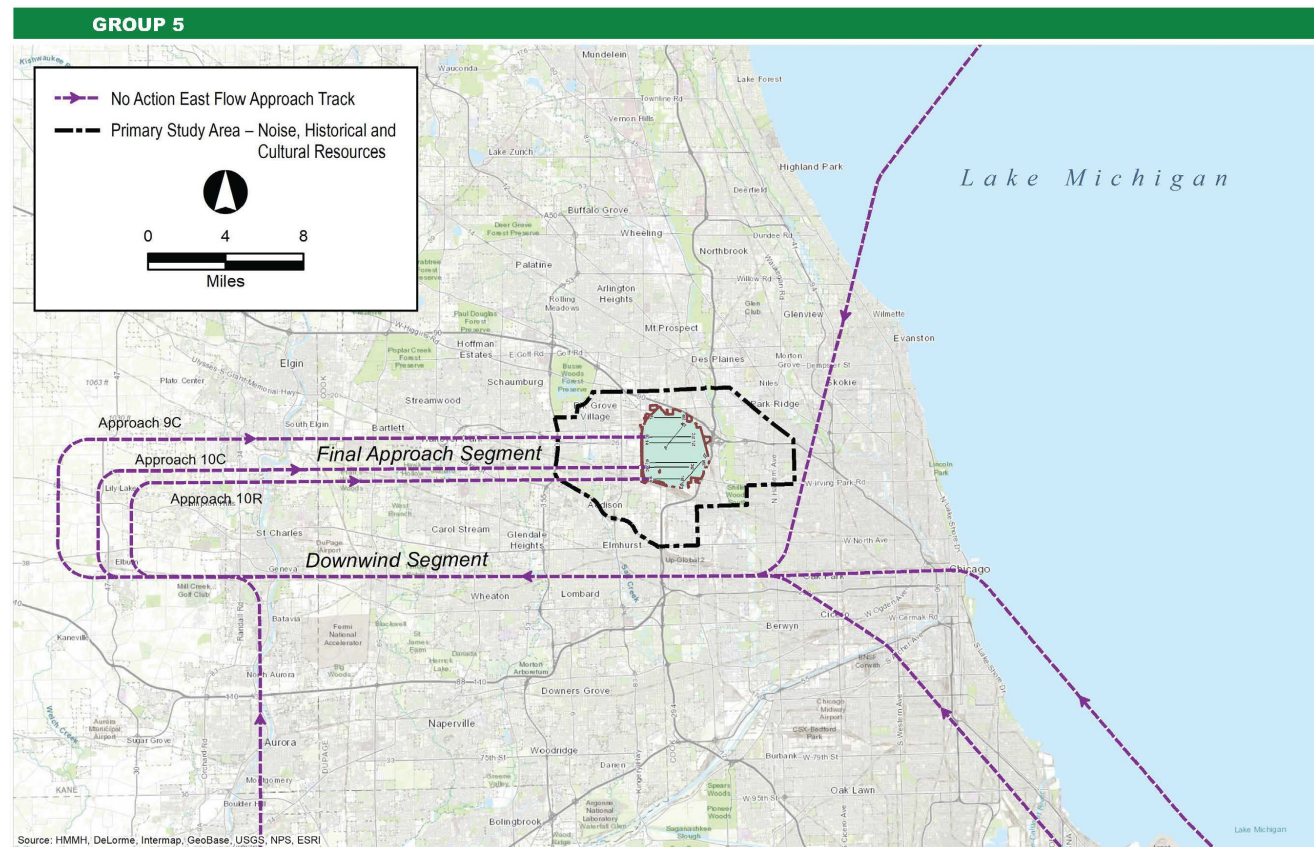
### Air Traffic Actions: East Flow With Proposed Project, 2.5 Degree Offset Approaches

## GROUP 5





## Air Traffic Actions: East Flow No Action

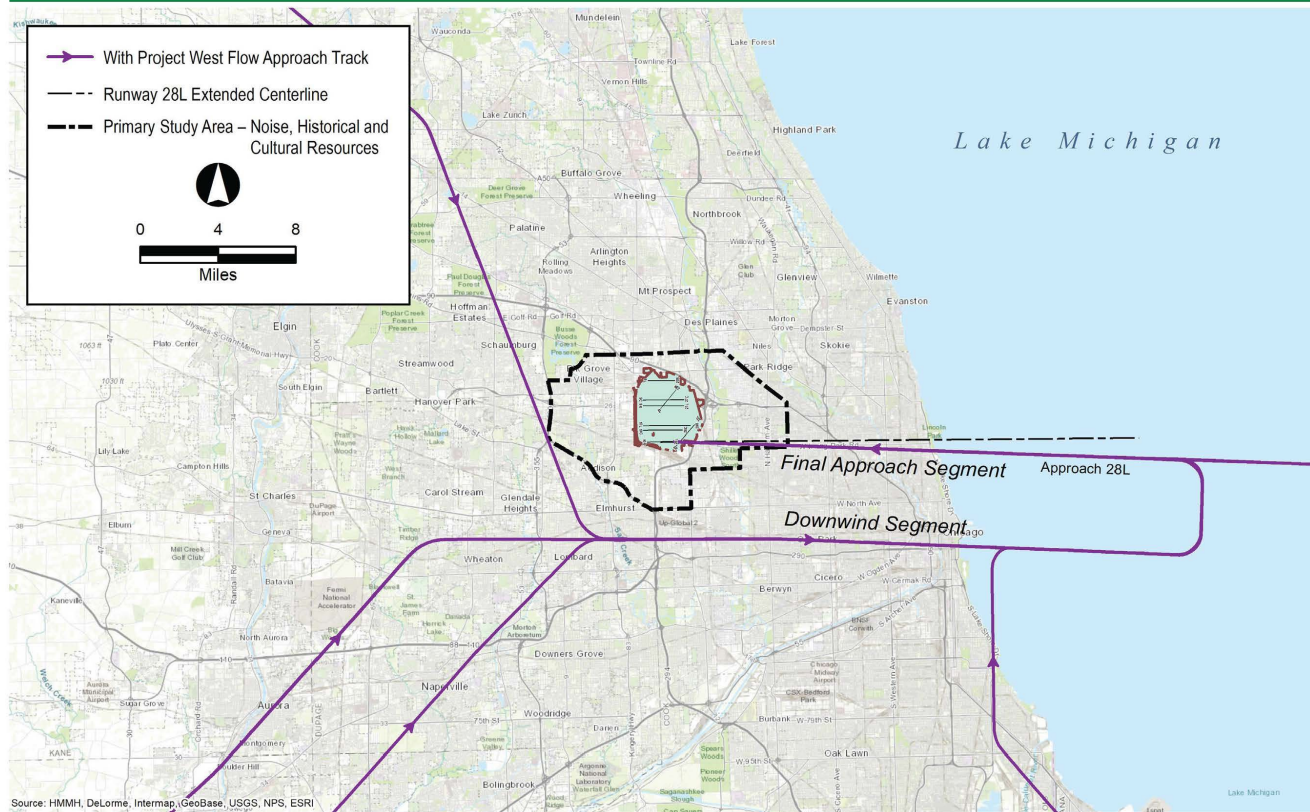


No Action for this Environmental Assessment means that the 2015 temporarily approved Runway 10R/28L approach procedures would no longer exist.



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

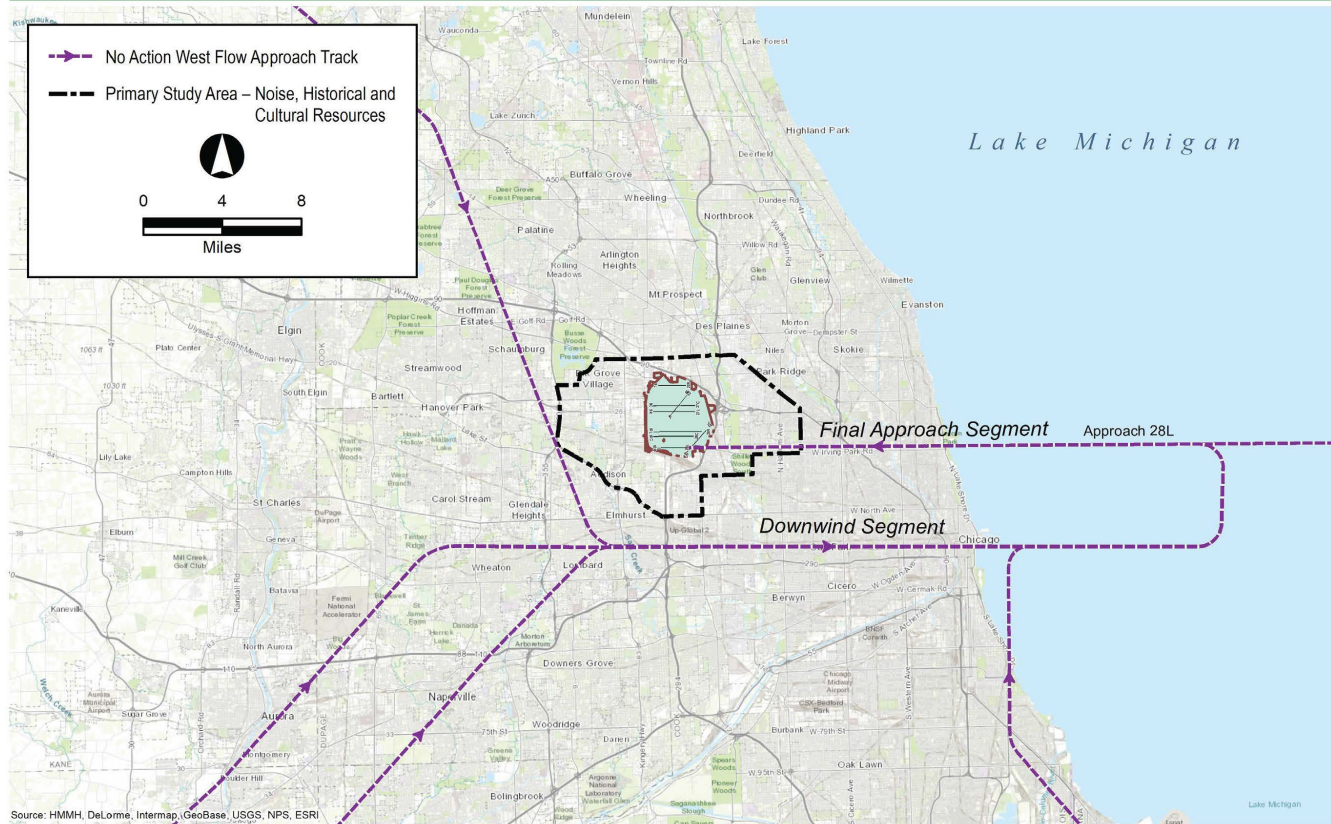
### GROUP 5





## Air Traffic Actions: West Flow No Action

### GROUP 5



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



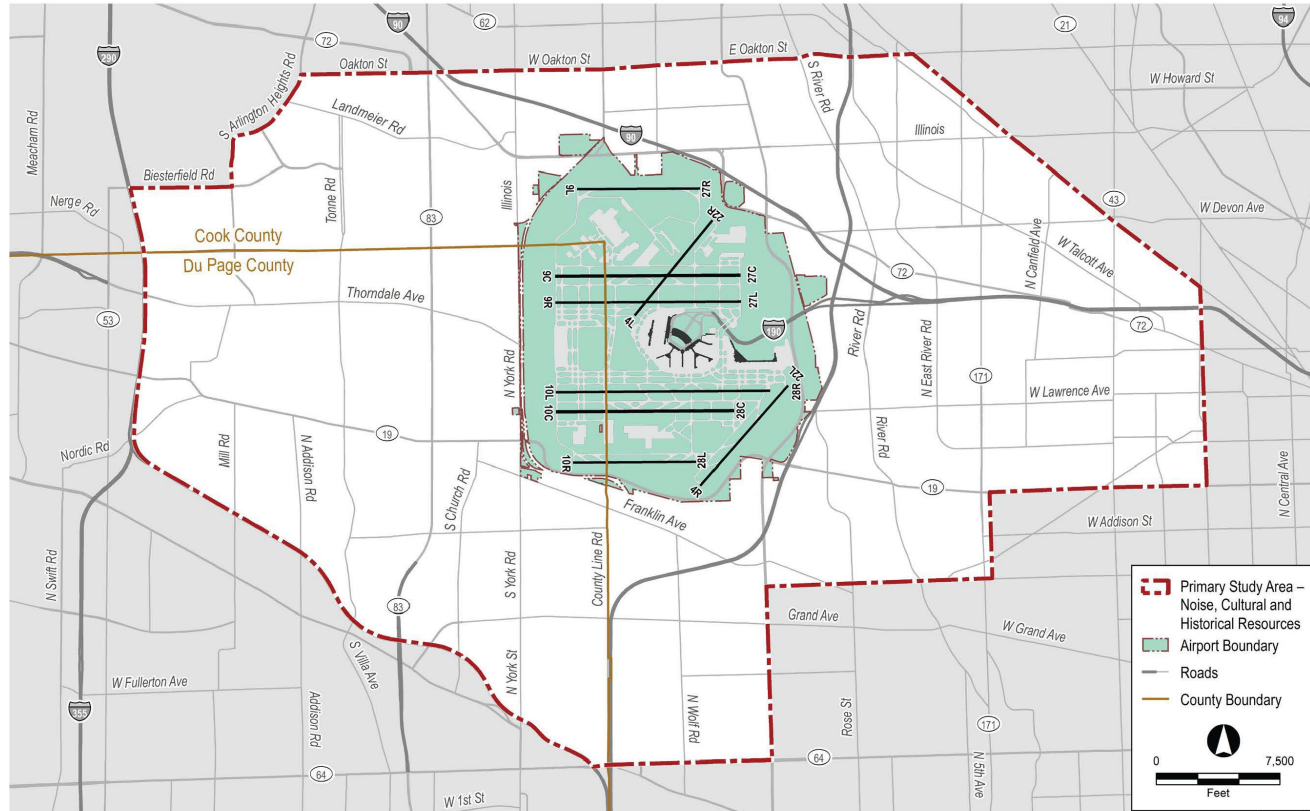
## What Geographical Areas Will the FAA Study?

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- 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.



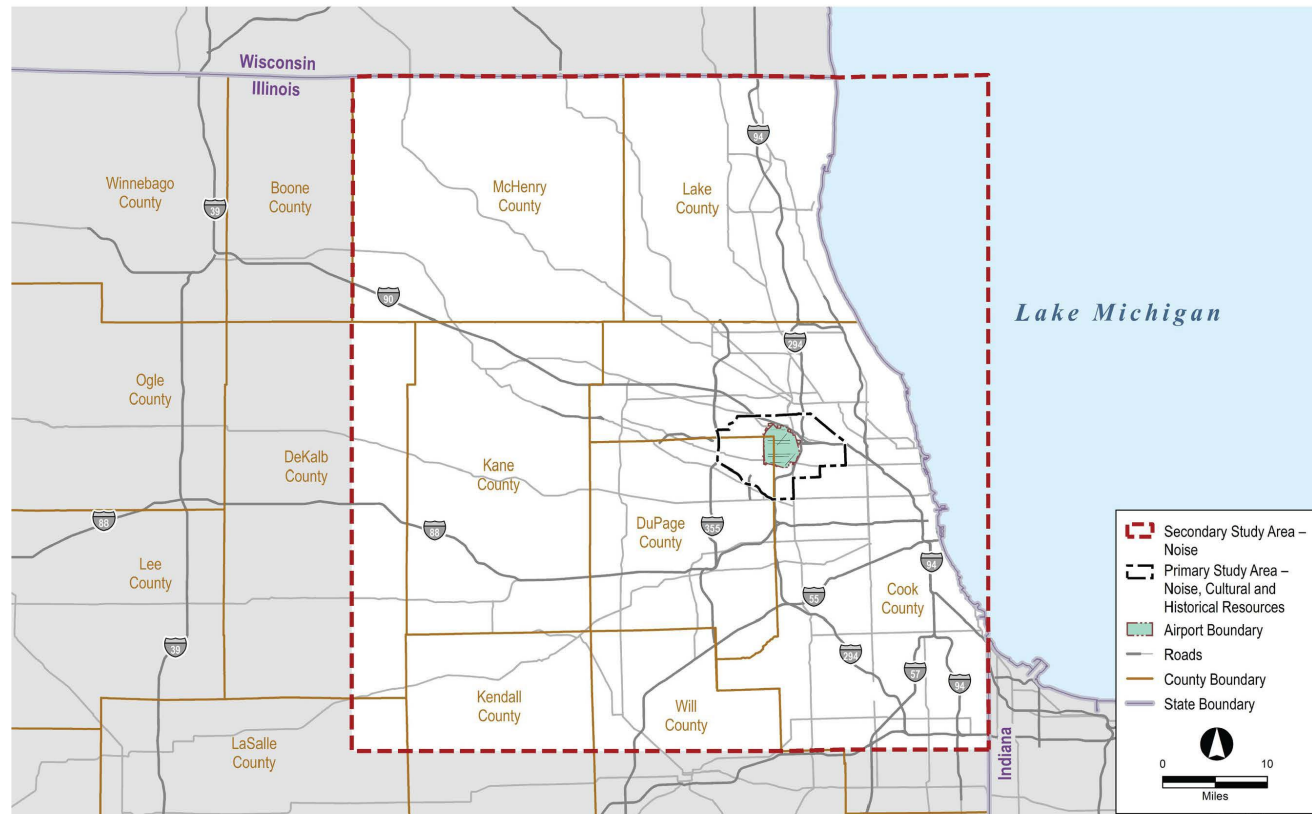
## What Is the Primary Study Area for Noise and Cultural and Historical Resources?



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.



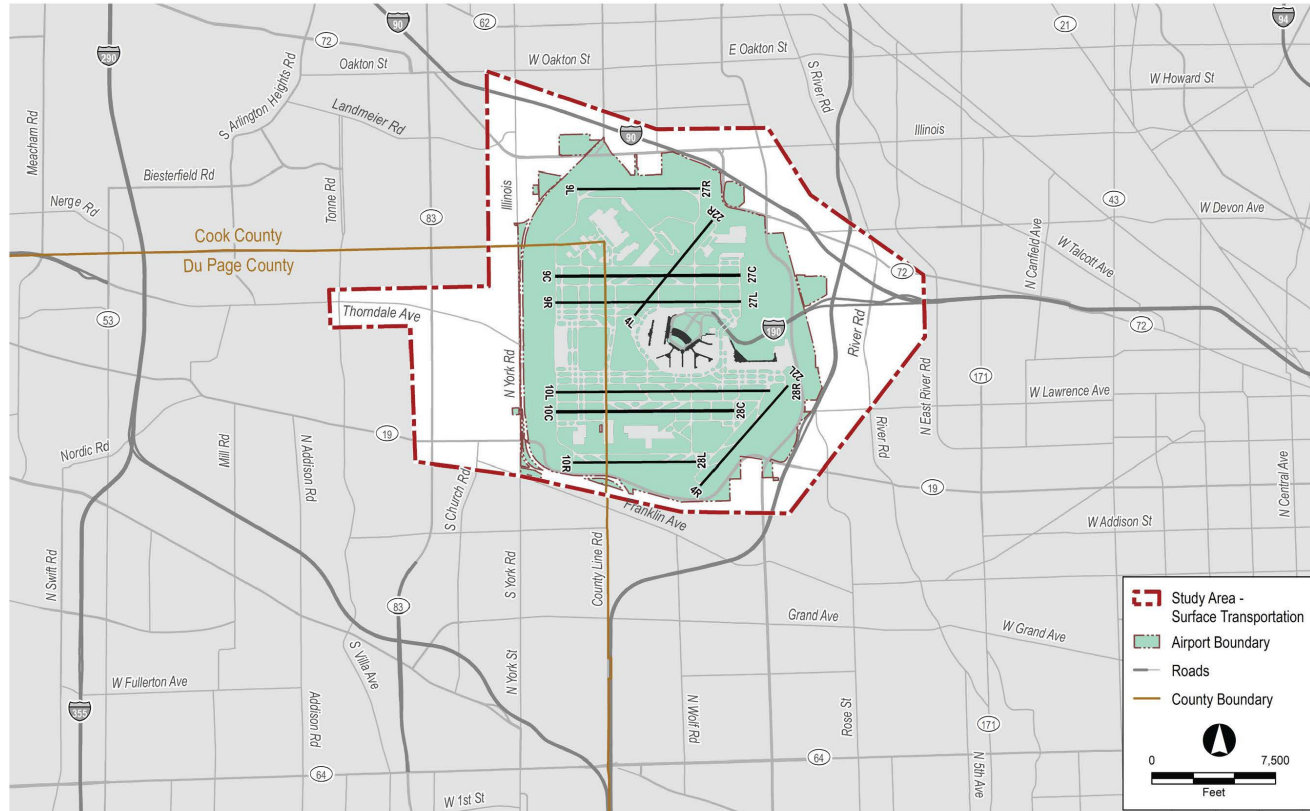
## What Is the Secondary Study Area for Noise?



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.

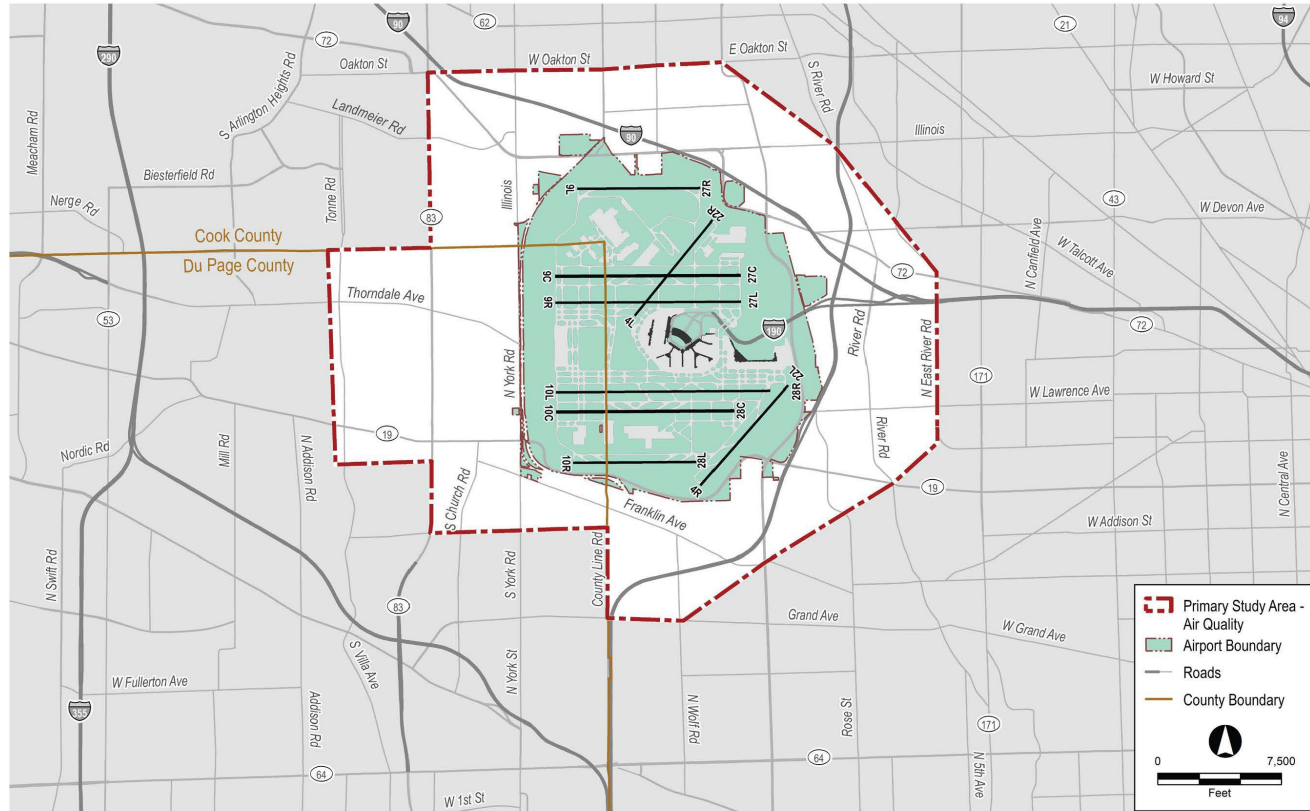


## What Is the Study Area for Surface Transportation?





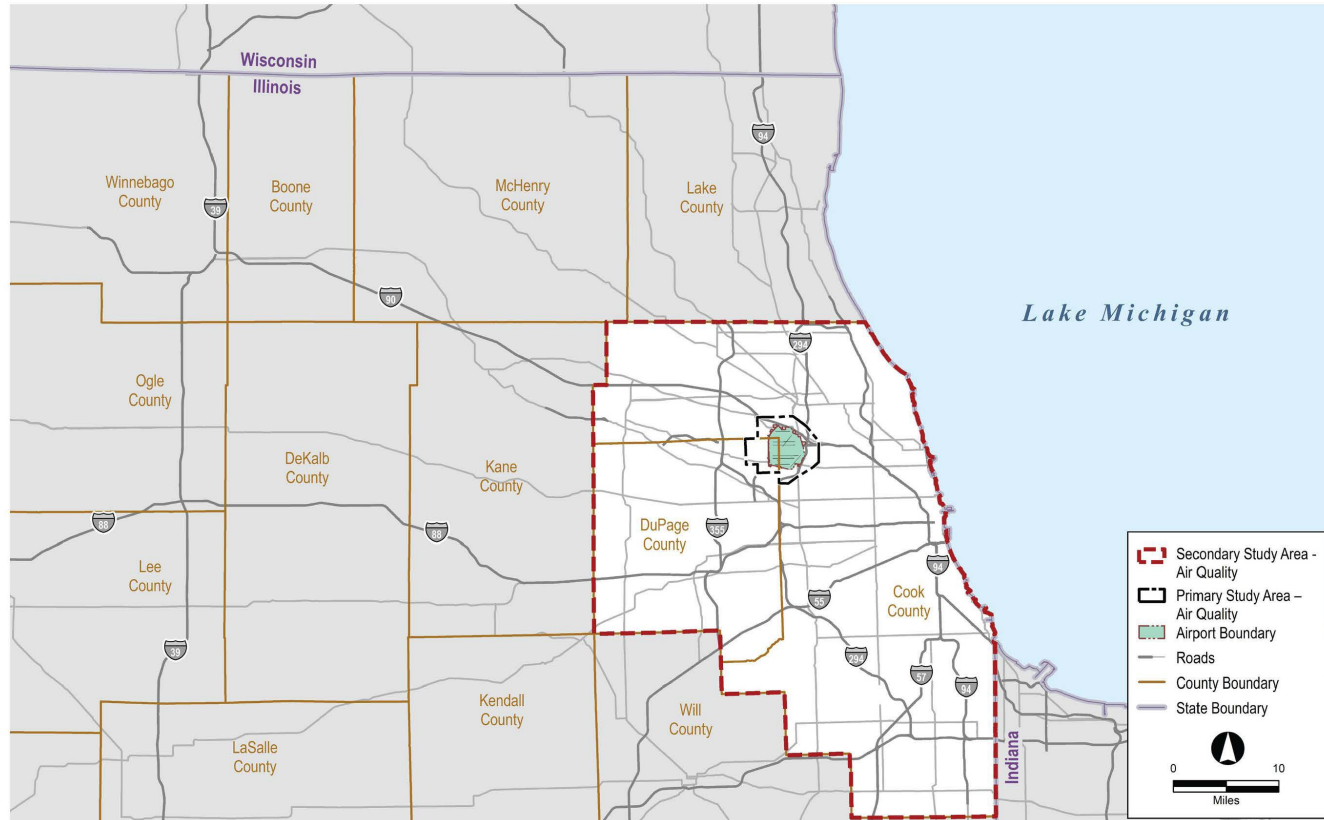
## What Is the Primary Study Area for Air Quality?



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 Provide Feedback?

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. The FAA will provide the Draft Environmental Assessment for public comment in Summer 2022. Stay tuned for updates.

If you have any immediate questions or concerns, feel free to contact the FAA directly in one of these ways:

**Web:** [www.faa.gov/airports/great\\_lakes/TAPandATEA](http://www.faa.gov/airports/great_lakes/TAPandATEA)

**Email:** [TAPandATEA@faa.gov](mailto:TAPandATEA@faa.gov)

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

**Voicemail:** (847) 294-7354



## What if I Have Other Questions about O'Hare?

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



# Thank You!

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