

TIER 2 EIS SCOPING MEETING

December 3, 2003



WELCOME TO THE FEDERAL AVIATION ADMINISTRATION SCOPING MEETING

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 1

The Federal Aviation Administration would like to welcome you here and thank you for participating in today's scoping meeting.

TIER 2 EIS SCOPING MEETING

December 3, 2003



**SCOPING MEETING OBJECTIVE:
TO OBTAIN COMMENTS FROM
FEDERAL, STATE, AND LOCAL
GOVERNMENT AGENCIES AND
THE PUBLIC ON THE
SIGNIFICANT ISSUES TO BE
CONSIDERED IN THIS TIER 2 EIS
STUDY.**

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 2

The primary purpose for today's scoping meeting is to obtain comments from Federal, state, and local agencies and the Public regarding the scope and significant issues to be analyzed in depth as part of the Environmental Impact Statement or (EIS) for the Inaugural Airport Program at the South Suburban Airport. This scoping meeting also kicks off the Tier 2 EIS study and introduces the EIS process.

PREVIOUS ENVIRONMENTAL APPROVAL - July 12, 2002



RECORD OF DECISION
FOR
TIER 1: FAA SITE APPROVAL AND
LAND ACQUISITION BY THE STATE OF ILLINOIS
PROPOSED SOUTH SUBURBAN AIRPORT
WILL COUNTY, ILLINOIS



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION
CHICAGO, ILLINOIS
July 12, 2002

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 3

On July 12, 2002, the Federal Aviation Administration issued a Record of Decision on the Tier 1 Environmental Impact Statement for the South Suburban Airport. This action included FAA site approval to preserve the option for a potential future supplemental air carrier airport to serve the greater Chicago region. The site approved in the Tier 1 EIS is located in eastern Will County, Illinois, formerly known as the Peotone Site.

AIRPORT SPONSOR



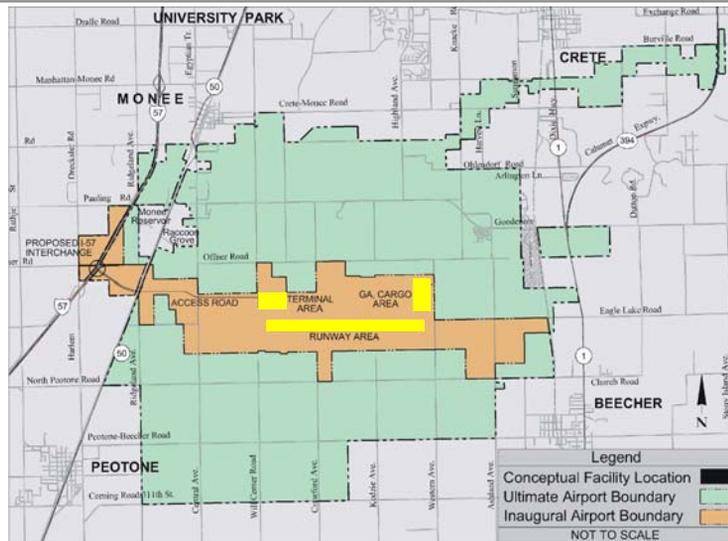
In September 2002 the State of Illinois, the Project Sponsor, received a grant from the FAA to conduct Airport Master Planning and Environmental Documentation for the Inaugural Airport Program at South Suburban Airport.

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 4

In September 2002 the State of Illinois, the Project Sponsor, received a grant from the FAA to conduct Airport Master Planning and Environmental Documentation for the Inaugural Airport Program at South Suburban Airport.

AIRPORT SPONSOR'S CONCEPTUAL PLAN



**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

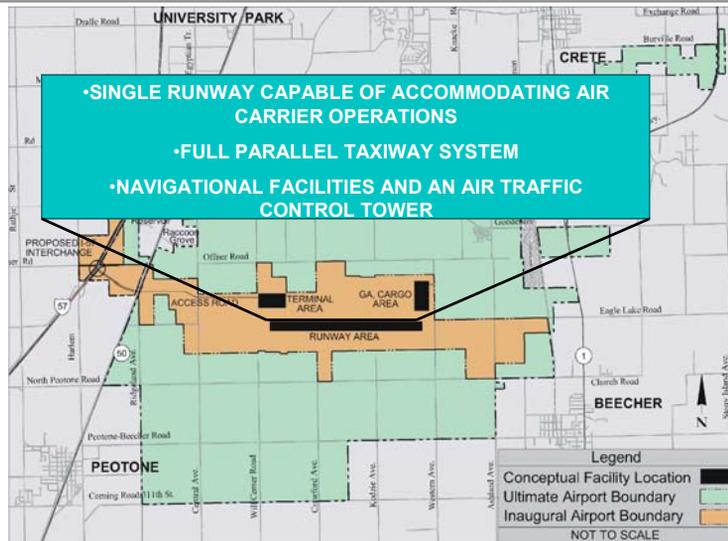
Slide 5

As currently proposed by the Project Sponsor, (State of Illinois), the Inaugural Airport Program would consist of the following elements:

- § New East-West Runway
- § New Airline Terminal
- § New Air Cargo Facilities
- § New General Aviation Facilities

This Tier 2 EIS does not address development of Airport Facilities beyond the Inaugural Airport Program. Federal actions relating to the development and operation of future facilities, beyond the Inaugural Airport Program, would be evaluated in subsequent NEPA Documentation as the issues become ripe for review and decision.

NEW EAST-WEST RUNWAY

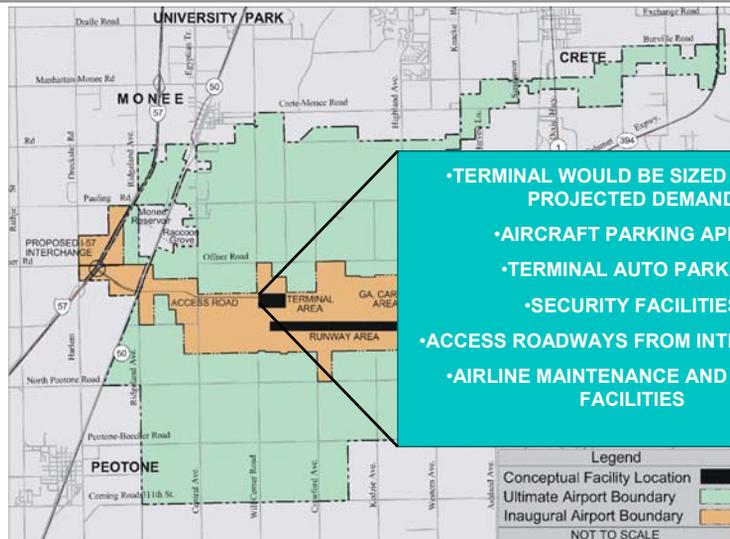


**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 6

The proposed runway system would consist of a single runway capable of accommodating air carrier operations, a full parallel taxiway system, navigational facilities and provisions for an air traffic control tower.

NEW PASSENGER TERMINAL



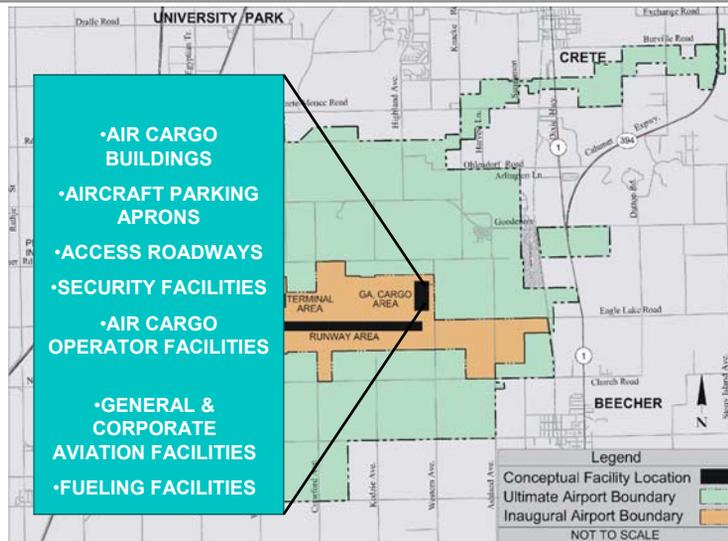
- TERMINAL WOULD BE SIZED TO MEET PROJECTED DEMAND
- AIRCRAFT PARKING APRON
- TERMINAL AUTO PARKING
- SECURITY FACILITIES
- ACCESS ROADWAYS FROM INTERSTATE 57
- AIRLINE MAINTENANCE AND FUELING FACILITIES

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 7

The new passenger terminal would be sized to meet projected demand, and could include an aircraft parking apron, terminal auto parking, security facilities, an access road to I-57, and airline maintenance and fueling facilities.

NEW AIR CARGO & GENERAL AVIATION FACILITIES



**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 8

The proposed new air cargo facilities could include air cargo buildings, an aircraft parking apron, access roadways, security, and air cargo operator and fueling facilities.

The proposed general aviation facilities could include general aviation (GA) and corporate aviation hangars and facilities, as well as fueling facilities.



National Environmental Policy Act of 1969 (NEPA)



**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 9

The FAA has decided to proceed with a Tier 2 EIS to evaluate the potential environmental impacts associated with the construction and operation of the Inaugural Airport Program and connected actions.

FAA's decision to proceed with the EIS is in accordance with the National Environmental Policy Act of 1969, commonly referred to as NEPA [*NOTE: pronounced "neepa"*]. The EIS will be a Federal document and the entire process will be managed by the FAA.

PURPOSE OF AN EIS



- **Ensure that the policies and goals defined in NEPA are incorporated into the ongoing program and actions of the Federal Government.**
- **FAA, by law, is mandated to environmentally assess impacts due to any proposed action that requires the approval of the FAA.**

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 10

The purpose of an EIS is to serve as an action-forcing device to ensure that the policies and goals defined in NEPA are incorporated into the ongoing program and actions of the Federal Government. FAA's role is to evaluate proposed actions in terms of consistency with applicable laws and regulations and to insure that proposed development meets all requirements for safety, design criteria, and environmental compliance.

EIS PROCESS

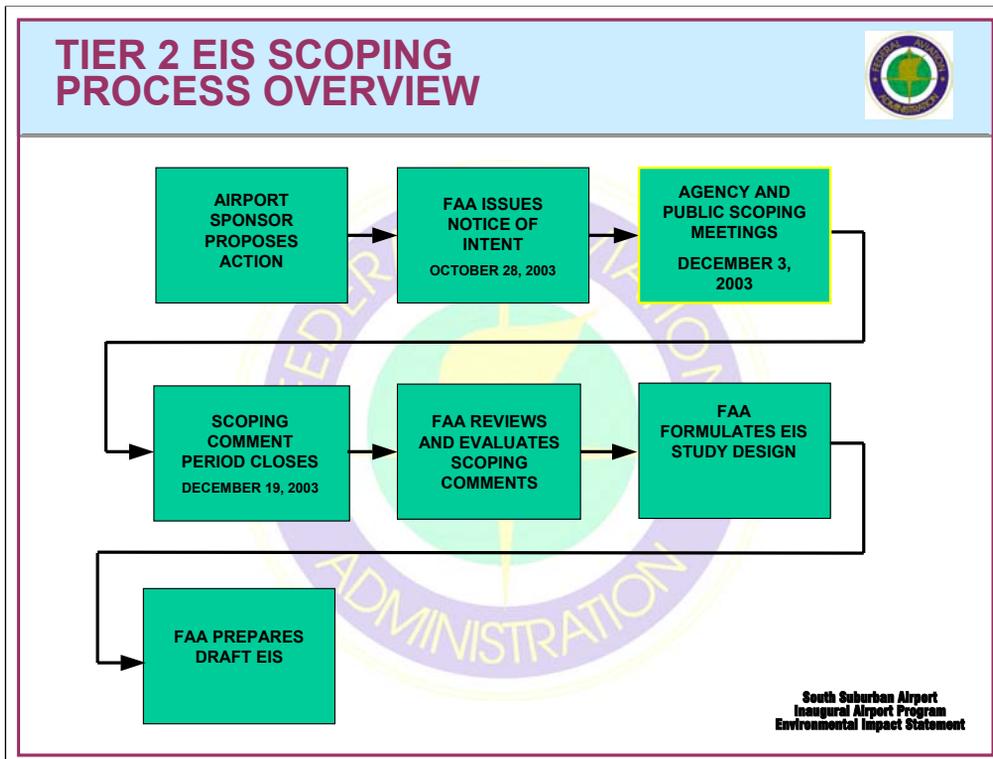


- **Provide full and fair discussion of significant environmental impacts.**
- **Inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.**
- **Ensure a fully informed decision by the FAA.**

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 11

The EIS process will provide full and fair discussion of environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment. The EIS process will ensure a fully informed decision by the FAA with respect to the proposed project.



Slide 12

Today signifies one of the most important steps of the EIS process and is called scoping.

According to NEPA, scoping is defined as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. Comments received during the scoping process will be used by the FAA to formulate the scope of work required in developing the Tier 2 EIS.

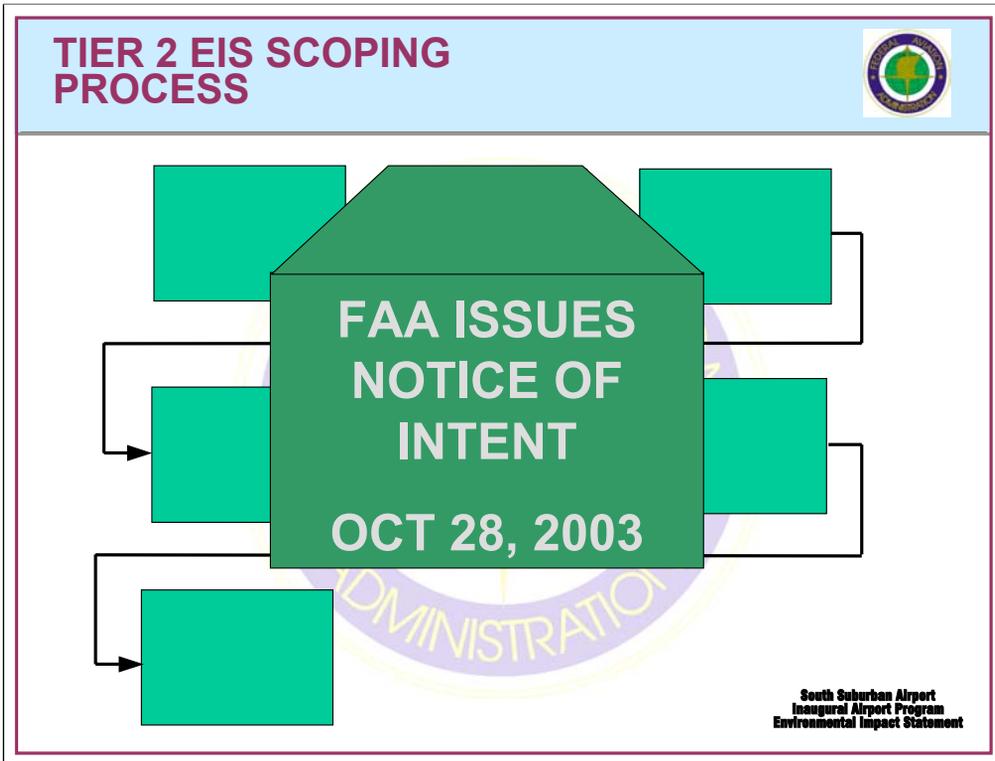
TIER 2 EIS SCOPING PROCESS



South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

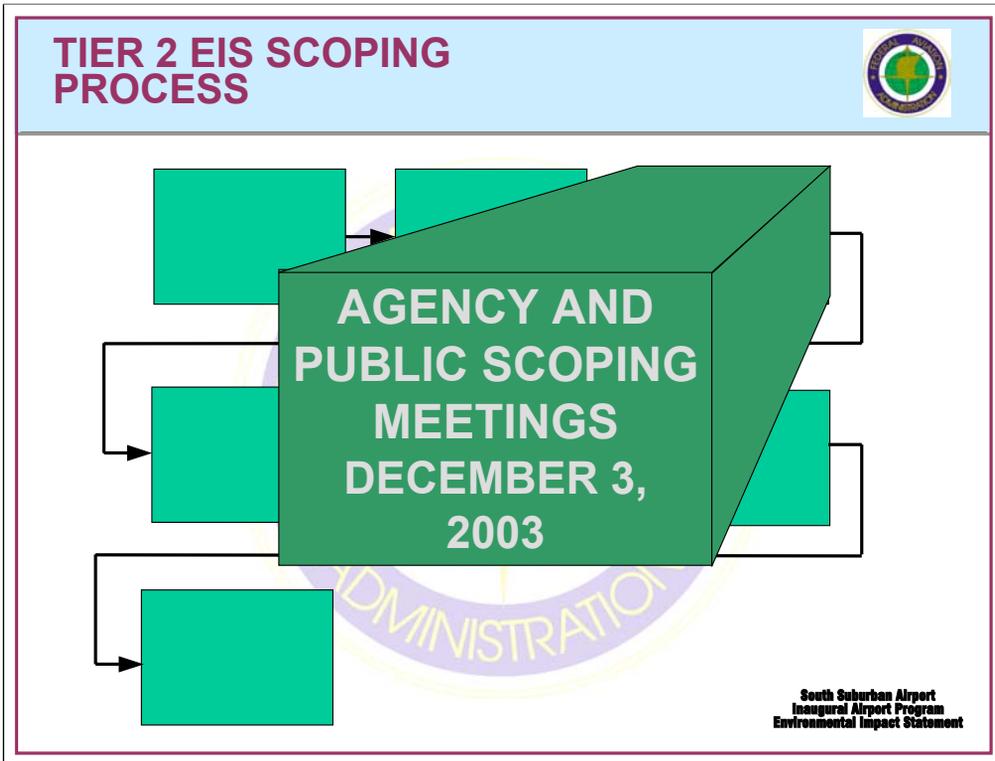
Slide 13

The State of Illinois, as the Airport Sponsor, conducted the first step in the scoping process by identifying the proposed actions to the FAA for environmental evaluation.



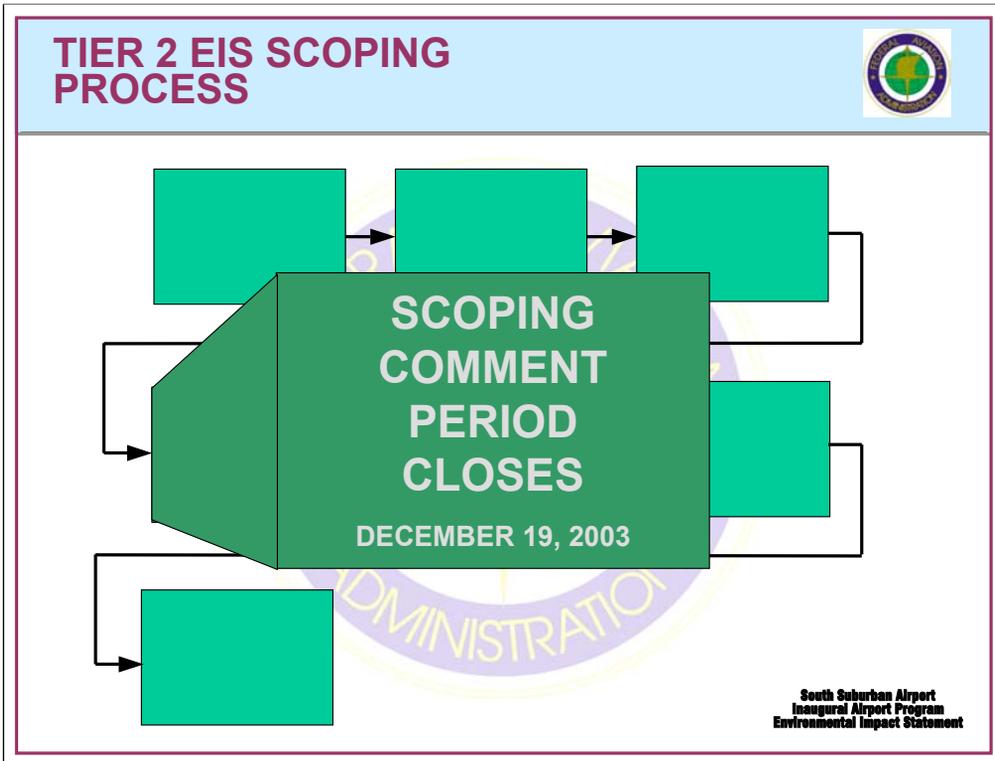
Slide 14

On October 28, 2003 the FAA filed a Notice of Intent in the Federal Register to prepare a Tier 2 EIS and hold Scoping Meetings for the proposed actions at South Suburban Airport.



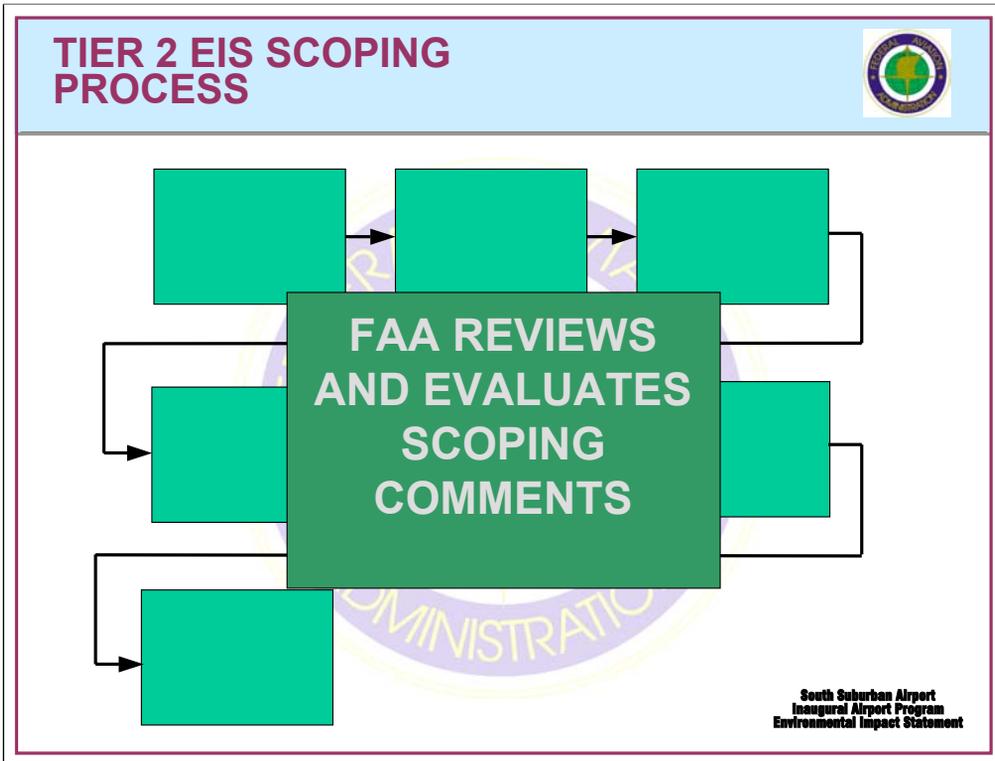
Slide 15

The next step in the Scoping Process involves the Agency and Public Scoping Meetings. Again, the primary purpose of today's scoping meetings are to begin the study, introduce the EIS process and to gather your concerns, comments and any other information that you may have relating to potentially significant environmental impacts of the proposed actions. Through the scoping process, the FAA will determine the significant issues to be analyzed in depth in the Environmental Impact Statement.



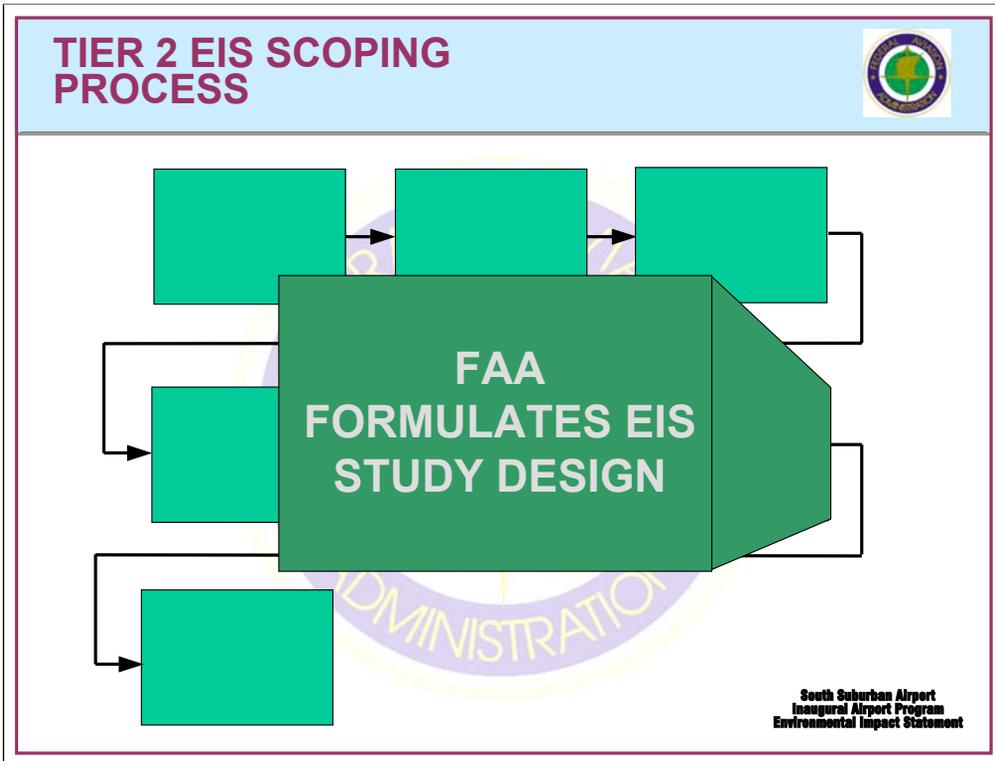
Slide 16

The formal scoping process comment period will close on December 19, 2003. All comments to the FAA must be postmarked or E-mailed by this date.



Slide 17

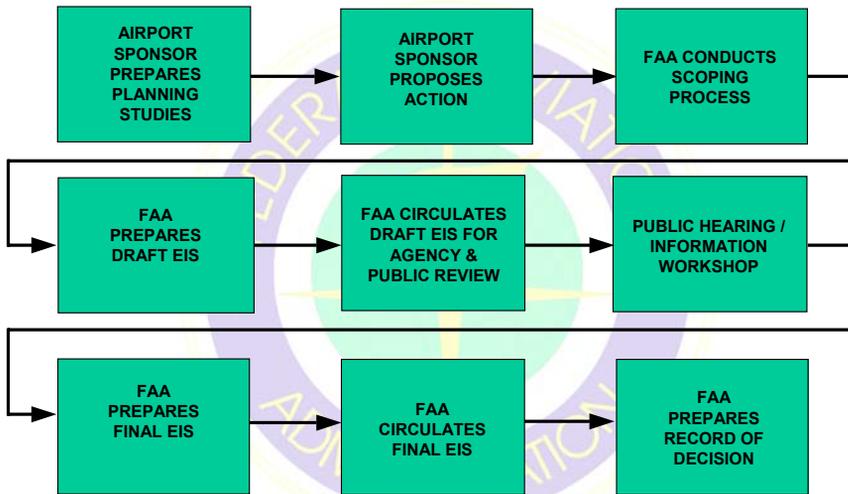
The FAA will review and evaluate all Agency and Public comments received as part of the Scoping Process.



Slide 18

The FAA will then develop the EIS study design before proceeding to the next part of the EIS process.

TIER 2 EIS PROCESS OVERVIEW

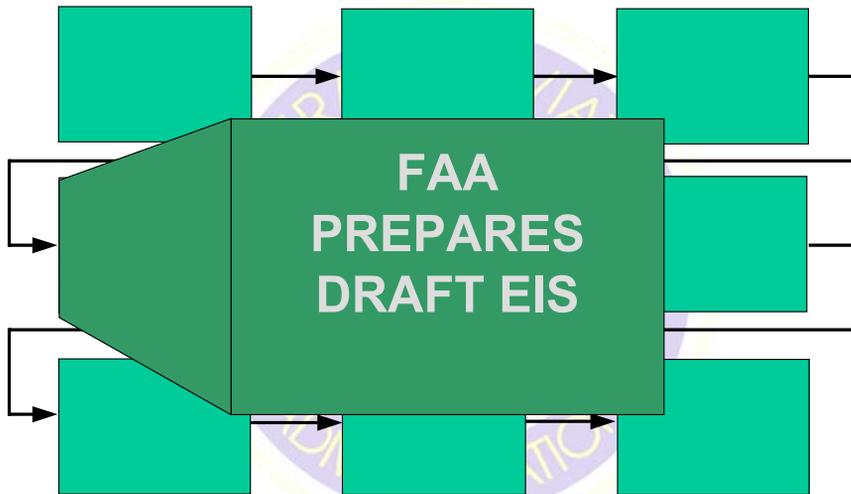


South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 19

The FAA will then conduct a detailed evaluation of potential environmental impacts of the proposed action during the EIS. Because the FAA is just beginning the EIS process, the potential impacts of the proposed actions are not yet known. Information regarding impacts will be made available during the course of the study.

TIER 2 EIS PROCESS CONTINUES



South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 20

The next phase of the EIS process is the preparation of a Draft EIS Document.

PRELIMINARY PURPOSE AND NEED



The preliminary Purpose and Need for the Proposed Action at the South Suburban Airport is to:

Satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo, and general and corporate aviation use within the south suburban area of the greater Chicago region.

Provide market access for air carriers increasing the opportunity for growth in one of the most rapidly developing counties in the country.

Provide special and general cargo handling facilities that would serve the industrial and warehousing facilities presently located in the south and southwest suburbs of Chicago.

Replace, expand and improve existing services and to provide access to portions of central and eastern Will County.

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 21

An EIS document begins with a statement of the Purpose and Need for the proposed actions. The purpose and need provides the reasons and justifications for construction of the proposed airport development project.

The preliminary Purpose and Need for the FAA's actions in this Tier 2 EIS are to:

Satisfy the need to provide supplemental facilities to meet the existing and anticipated demands for air carrier, special and general cargo, and general and corporate aviation use within the south suburban area of the greater Chicago region;

A supplemental facility would provide market access for air carriers thereby increasing the opportunity for growth in one of the most rapidly developing counties in the U.S.;

Provide facilities to handle special and general cargo that would serve the industrial and warehousing facilities presently located in the south and southwest suburbs of Chicago, and;

Provide facilities for general aviation and corporate aviation to replace, expand and improve existing services and to provide access to portions of central and eastern Will County.

PRELIMINARY ALTERNATIVES



Alternatives that will be examined in this EIS will include but will not necessarily be limited to the following:

- **No-Action Alternative,**
- **Sponsor's Proposed Action Alternative,**
- **Alternative Inaugural Airport Facility Development at the South Suburban site,**
- **Off-Site Alternatives,**
- **Additional Reasonable Alternatives Identified During Scoping.**

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 22

The second portion of the Tier 2 EIS document will consist of an evaluation of the project alternatives, including the No-Action Alternative, the Sponsor's Proposed Action Alternative, alternative Inaugural Airport facility development at the SSA site, offsite alternatives such as the use of other existing airports, and additional alternatives identified during the scoping process.

All reasonable alternatives will be addressed in the Environmental Process.

AFFECTED ENVIRONMENT



Provides a description of the existing:

- **Social/Cultural Environment,**

Land Use, Socio-economics, and Cultural, Historical and Archeological Resources

- **Physical Environment, and**

Water Resources, Soils, and Air Quality

- **Natural Environment.**

Biotic Communities, Wetlands, and other Natural Resources

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 23

The third portion of the EIS document, called Affected Environment, provides a description of the existing social, cultural, physical and natural environmental conditions in the study area.

The social environment includes a discussion of existing land use, socio-economics, and cultural, historical and archeological resources in the vicinity of the proposed project.

The physical environment includes a discussion of factors such as water resources, soils and air quality in the study area.

The discussion of natural environment includes biotic communities, wetlands and other natural resources in the area.

ENVIRONMENTAL CONSEQUENCES



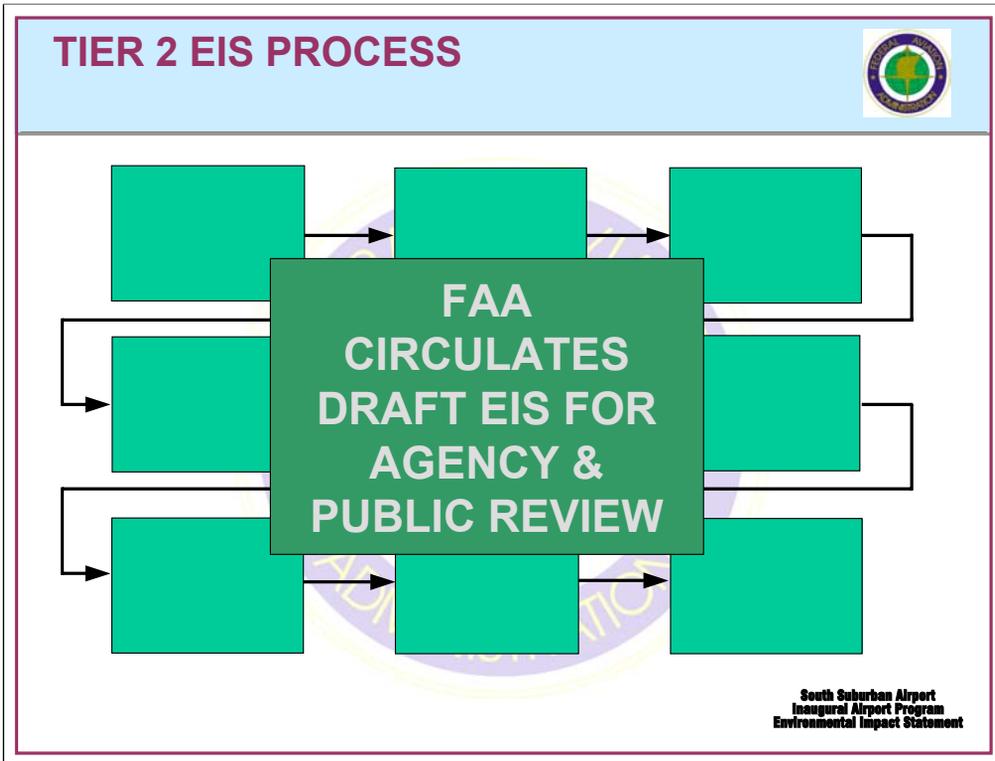
- Noise
- Land Use
- Social / Environmental Justice
- Induced Socioeconomic Impacts
- Air Quality
- Water Quality
- Parks and Recreation
- Historic / Archaeological
- Biotic Communities
- Threatened and Endangered Species
- Wetlands
- Floodplains
- Coastal Zones / Coastal Barriers
- Wild and Scenic Rivers
- Farmlands
- Energy Supply / Natural Resources
- Light Emissions
- Solid Waste
- Construction
- Hazardous Materials
- Surface Transportation
- Cumulative Impacts

South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Slide 24

The fourth portion of the EIS document describes the Environmental Consequences associated with the Proposed Action, connected actions and other reasonable alternatives.

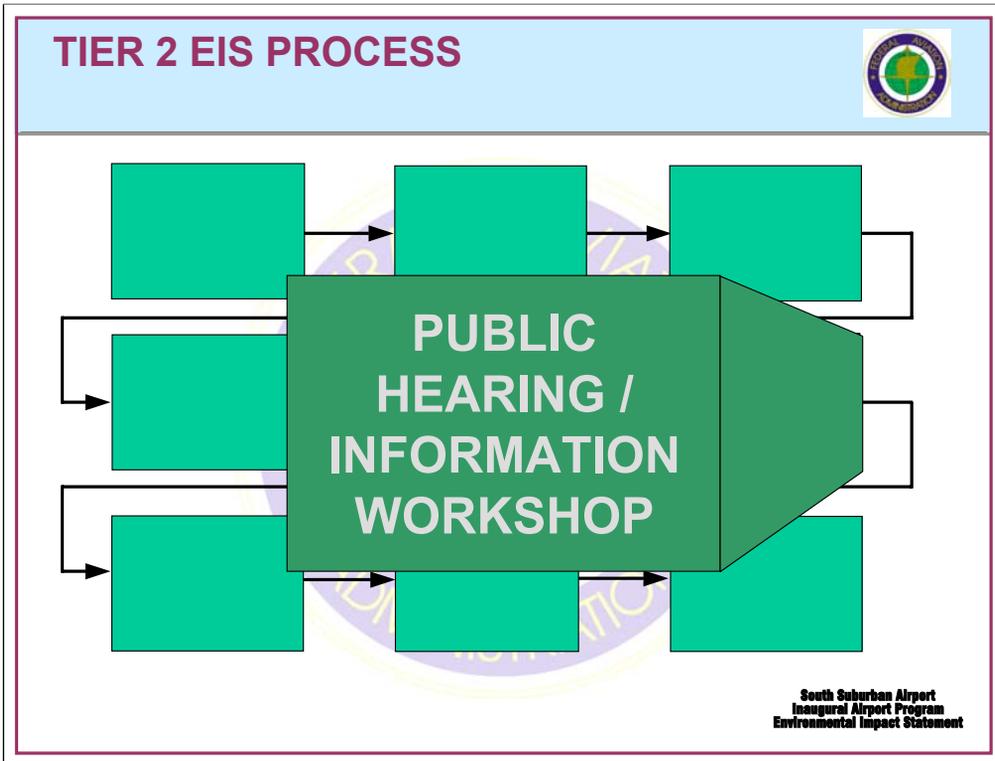
This analysis includes 22 different categories that involve the human, natural and physical environment. Each category is examined in accordance with the procedures established in the FAA's Airport Environmental Handbook, Order 5050.4A (NOTE: *pronounced "fifty-fifty four A"*), Order 1050.1D: Policies and Procedures for Considering Environmental Impacts, and subsequent guidance. Examples of categories evaluated within this section include noise, air quality, socioeconomic impacts, historic resources, and endangered species.



Slide 25

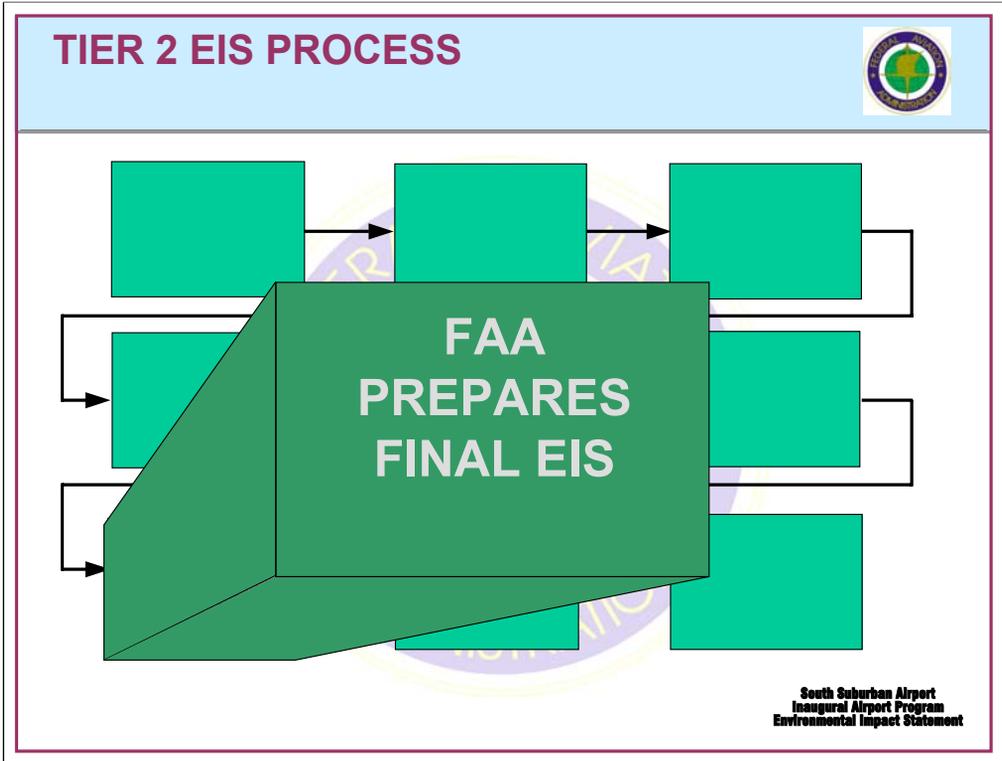
All of the information just described is brought together into a document called a Draft Environmental Impact Statement or DEIS.

This document is then released for review by Federal, State and Local agencies as well as the Public.



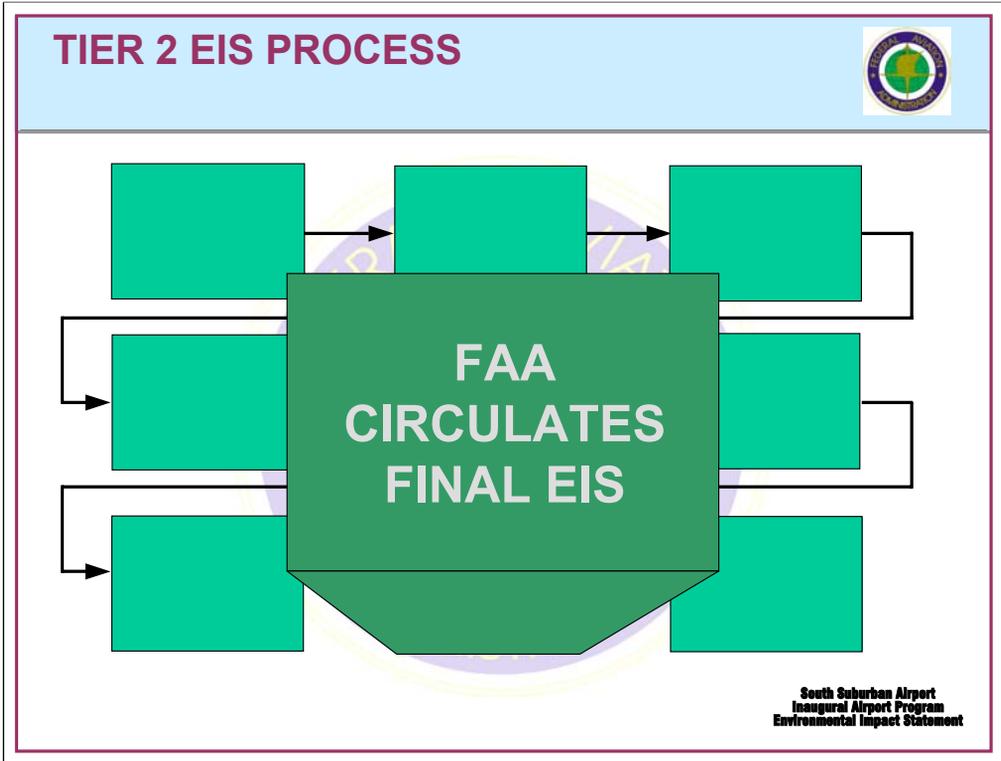
Slide 26

While the review is being conducted, a Public Hearing and Information Workshop will be held which will allow the public to submit written and verbal comments on the DEIS.



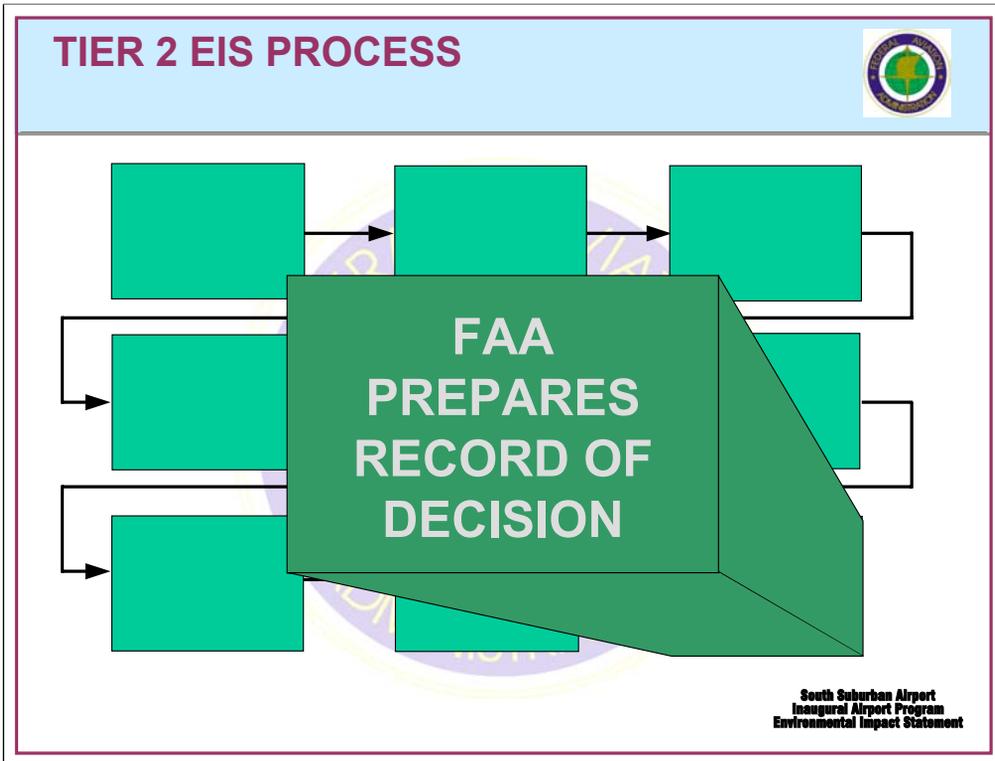
Slide 27

All comments received from the DEIS review and Public Hearing process will be considered, summarized, responded to, and incorporated into a revised document called the Final Environmental Impact Statement or FEIS.



Slide 28

The FEIS will then be submitted to agencies and the public. No action will be taken for 30 days following the release of the Final EIS.



Slide 29

Comments on the Final EIS will be forwarded to the FAA. After the 30-day period, the FAA will prepare a Record of Decision or ROD [NOTE: pronounced "rod", as in "hot rod"]. The ROD will document the FAA's decision on the proposed Federal action.

**TIER 2 EIS SCOPING MEETING
DECEMBER 3, 2003**



SCOPING MEETING OBJECTIVE:

**TO OBTAIN COMMENTS FROM
FEDERAL, STATE, AND LOCAL
GOVERNMENT AGENCIES AND
THE PUBLIC ON THIS TIER 2 EIS
STUDY.**

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 30

As previously mentioned, the purpose of today's meeting is to begin the study and to obtain comments regarding the scope of the study.

HOW TO SUBMIT COMMENTS



Scoping Meeting comments may be submitted in two ways:

(1) **Written Comments**

- Submitted today
- Postmarked by December 19, 2003
- E-mailed by December 19, 2003

(2) **Oral Comments given to a Court Stenographer**

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 31

Today, there are two methods to submit your comments or concerns as they relate to the proposed action and the EIS process, either written or as oral comments to the court stenographer.

HOW TO SUBMIT COMMENTS



**This is the
Comment Sheet
attached to the
handout given
to you at
registration.** →

**Comments may
also be submitted
on plain paper**

COMMENT SHEET
FAA SCOPING MEETING
South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement

Please state your comments clearly and concisely regarding the Environmental Impact Statement:

PLEASE PRINT

Comments:

Name: _____
Organization: _____
Address: _____

Comments postmarked to the FAA by December 19, 2003
Attach additional sheets as necessary.

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 32

First, please submit your written comments to the FAA at the address shown on the last page of the handout that you received, or by depositing them in one of the drop boxes located in the Hall Of Governors. Comments may be submitted on the provided comment sheet or on a separate sheet as necessary.

The formal comment period will close on December 19, 2003. In order to be considered in the scoping process, comments should be postmarked or E-mailed by this date.

HOW TO SUBMIT COMMENTS



Oral comments can be given to a certified court stenographer located in Engbretson Hall anytime after the presentation portion of this meeting.

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 33

We also have a court stenographer available today if you wish to make an oral comment. Please clearly state your name, address, and whether you represent an organization to the stenographer prior to giving your comment. All oral comments given in this manner will be included in the official transcript of the meeting. Please limit oral comments given in this manner to no more than 3 minutes.

**TIER 2 SCOPING MEETING
DECEMBER 3, 2003**



**THANK YOU FOR
ATTENDING THE FAA'S
SCOPING MEETING.
PLEASE PROCEED TO
THE EXHIBIT PORTION OF
THIS ROOM.**

**South Suburban Airport
Inaugural Airport Program
Environmental Impact Statement**

Slide 34

The FAA would now like to invite you to enter the exhibit portion of this room to speak with members of the FAA and our consulting team at your leisure. A map with the locations of the Exhibit Room, Written Comment area, and Court Stenographers is included in your handout.

Thank you