

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

This Finding has been prepared for proposed development items and associated actions at the Chicago Executive Airport (PWK). A description of the proposed development items and associated actions, evaluated in the attached Condensed Environmental Assessment (CEA) (EAXX-021-12-ARP-1764941240), are as follows:

Proposed Action

The Proposed Action is the decommissioning of Runway 6-24 and removal of all or portions of Runway 6-24, Taxiway B, Taxiway F, and two tie-down aprons. The Proposed Action also includes the acquisition of 4.4 acres of land and construction of a hangar development area at the east end of the decommissioned runway. The purpose and need of the Proposed Action is to improve airfield safety, meet existing aircraft storage demand, and reduce the maintenance needs at PWK.

Under the Proposed Action, the existing runway pavement west of Runway 16-34 will remain in place and will be repurposed as a taxiway after Runway 6-24 is decommissioned. The pavement east of Runway 16-34 will be removed. The decommissioning of Runway 6-24 will correct multiple non-standard airfield geometry and Hot Spot conditions along Runway 6-24 and Taxiway B that were identified in PWK's 2021 Airport Master Plan (Master Plan) that can create safety hazards for pilots.

The Proposed Action also includes construction of an Aircraft Hangar Development area. The Airport currently has a shortage of aircraft hangar space available for lease or rent and maintains a waitlist on aircraft hangars. The Master Plan assessed the square footage of hangar space required to meet existing and forecast demand and it was determined that roughly 30 to 60 acres of hangar space is required to meet based aircraft demand through 2036. The Aircraft Hangar Development area consists of 8 hangars with offices, a Ground Support Equipment area, an underground fuel farm, aprons, taxilanes, vehicle parking, and access roads.

The Proposed Action will reduce required maintenance at PWK. Runway 6-24 is not a primary, secondary or crosswind runway, therefore any development such as marking, lighting, or maintenance projects on this runway is the responsibility of the Village of Wheeling and the City of Prospect Heights (Airport Sponsor), based on current Federal Aviation Administration (FAA) policy. A pavement condition inventory performed as a part of the Master Plan determined that to remain operational, Runway 6-24 requires pavement reconstruction. In addition, Runway 6-24 is underutilized by aircraft. Based on five years of previous operational data, the Master Plan determined that only 1.2% of all arrivals and 1.7% of all departures at PWK occur on Runway 6-24, and the runway is used almost exclusively by piston aircraft. The need to reconstruct and maintain Runway 6-24, coupled with its low

utilization rate under existing and projected conditions, equates to a poor return on investment for the Airport sponsor.

Floodplains

A portion of the Proposed Action is located within the Zone AE 100-year floodplain. To evaluate potential floodplain impacts, a hydrologic and compensatory storage analysis was performed to calculate floodplain compensatory storage volume required for the Proposed Action. The Proposed Action will provide floodplain compensatory storage but in final project design, locations for additional floodplain storage will be determined, which may include future Airport stormwater ponds identified in the 2024 Master Drainage Study. Therefore, PWK can sufficiently provide additional compensatory storage options to accommodate the Proposed Action. In addition, PWK will comply with Floodplain permitting requirements from the Illinois Department of Natural Resources, the City of Prospect Heights, and the Village of Wheeling. In addition, another floodplain encroachment notice will be published in the local newspaper when design is complete. Given the above, the Proposed Action will have no significant Floodplain impacts.

In accordance with EO 11988, the FAA finds that there is no practicable alternative to siting in a floodplain. The Proposed Action is designed to minimize potential harm to or within the floodplain. As noted in the EA, the Proposed Action will provide floodplain compensatory storage but in final project design, locations for additional floodplain storage will be determined, which may include future Airport stormwater ponds identified in the 2024 Master Drainage Study. Notice of the Proposed Action being sited in the floodplain was published in the Daily Herald on Wednesday, December 10, 2025.

Public Review and Comment Period

Public involvement is a component of the NEPA process. A notice of availability and opportunity to request a public meeting for the CEA was published in the Daily Herald on Wednesday, December 10, 2025. The public comment period and opportunity to request a public meeting was open between December 10, 2025 – December 28, 2025. A hard copy of the CEA was made available at PWK's administrative offices and electronically on their website. During the public comment period, no comments were received from the public and no one requested PWK to hold a public meeting.

Finding

The FAA's proposed actions are to (a) issue an environmental finding to allow approval of the Sponsor's Proposed Action for the development listed above, (b) approval of the Airport Layout Plan (ALP) for the Sponsor's Proposed Action for the development listed above, (c) issue final airspace determinations for the development listed above, (d) determine eligibility for Federal grant in-aid funds and/or Passenger Facility Charges (PFC) for eligible items, and (e) approval for any necessary funding, installation and/or relocation, certification and operation of navigation aids.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal actions are consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of

1969 (NEPA) and that they will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action. Having met all relevant requirements for environmental considerations and consultation, the proposed development/actions are authorized to be undertaken at such time as other requirements have been met.

This FONSI constitutes a final agency action and a final order taken pursuant to 49 U.S.C. §§ 40101 et seq. and constitutes a final order of the FAA Administrator which is subject to exclusive judicial review by the Courts of Appeals of the United States in accordance with the provisions of 49 U.S.C. § 46110.

APPROVED: X

DISAPPROVED:

1/22/25

Gary D. Wilson,
Acting Manager,
Chicago Airports District Office,
Federal Aviation Administration

DATE