Federal Aviation Administration
Great Lakes Region

Condensed Environmental Assessment

The Condensed Environmental Assessment (Condensed EA) is appropriate for Great Lakes Region airport projects when a project:

- Cannot be Categorically Excluded (CATEX),
- Does not have significant impacts, and
- A detailed Environmental Assessment (EA) is not needed.

Proper completion of this document will allow the Federal Aviation Administration (FAA), and/or State Block Grant States, to determine whether the Condensed EA is appropriate for the proposed project and to support a Finding of No Significant Impact (FONSI).

Resource guidance used in preparation of this form comes from the FAA's Order 1050.1F, "Environmental Impacts: Policies and Procedures" or subsequent revisions. This order incorporates the Council on Environmental Quality's regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation's environmental regulations (including FAA Order 5050.4B or subsequent revisions), and other federal statutes and regulations. Accordingly, this form is intended to meet the Federal regulatory requirements of an EA.

This format is appropriate if the proposed project's involvement with, or impacts to, extraordinary circumstances are not notable in number or degree and do not rise to the level of a full EA. **Consult with an Environmental Specialist at the FAA to determine if this form is appropriate for your project.**

To complete this form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. It will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, environmental studies or other research may be necessary. Complete consultation with applicable Federal, state, and local resource agencies responsible for protecting specially protected resources prior to submitting this form to the FAA.

This form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with the applicable orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An appendix that contains all the figures, correspondence, and completed studies (or executive summaries of completed studies) should accompany the completed Condensed EA when submitted to the FAA for final approval.

FAA-GREAT LAKES REGION CONDENSED ENVIRONMENTAL ASSESSMENT (CEA)
EAXX-021-12-ARP-1764941240

Project Location:

Airport Name:	Chicago Executive Airport		Airport Identifier:		PWK
Address:	1020 Plant Road				
City:	Wheeling	County:	Cook	State:	IL

Airport Sponsor Information:

Point of Contact:	Jeffrey Miller				
Address:	1020 South Plant Road				
City:	Wheeling	State:	IL	Zip Code:	60090
Telephone Number:	847-537-2580				
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CEA Preparer Information:

Point of Contact:	David Full				
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Identify all Attachments to this CEA:
Include aerial photos, maps, plans, correspondence, and completed studies (or executive summaries)

Exhibit 1 – Chicago Executive Airport Location Map
Exhibit 2 – Chicago Executive Airport 2024 Diagram
Exhibit 3 – Non-Standard Airfield Geometry along Runway 6-24 and Taxiway B
Exhibit 4 – Chicago Executive Airport ALP Future Airport Layout
Exhibit 5 – Proposed Action
Exhibit 6 – Aircraft Hangar Development (Sky Harbour) Site Plan
Exhibit 7 – Alternative 2
Exhibit 8 – FEMA Floodplain Map
Exhibit 9 – Proposed Action Areas of Cut and Fill
Exhibit 10 – National Wetlands Inventory Map
Appendix A – Cost Estimates and Construction Phasing
Appendix B – Construction Emissions Inventory
Appendix C – Section 106 Consultation
Appendix D – Biological Resources Documentation
Appendix E – Surface Waters and Floodplain Analysis
Appendix F – Aircraft Noise Technical Report
Appendix G – Public Involvement and Agency Coordination

PART I – GENERAL PROJECT IDENTIFICATION

This project is subject to review under the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code [U.S.C.] § 4321 et seq.) due to the involvement of federal funding and a change to the Airport Layout Plan, both of which constitute a major federal action. This document was developed in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.[1,2]

Purpose and Need: *Describe the problem that the project will address and the goals of the project.*

Purpose and Need

The purpose and need of the Proposed Action is to improve airfield safety, optimize the use of local funds, and meet existing aircraft storage demand by addressing the following issues at the Chicago Executive Airport (PWK or Airport) located in the City of Wheeling and Village of Prospect Heights, Illinois (see **Exhibit 1** and **Exhibit 2**):

1. **Non-Standard Airfield Geometry and Hot Spot Conditions along Runway 6-24 and Taxiway B Create Safety Hazards for Pilots**

The PWK 2021 Airport Master Plan[3] identified 10 non-standard airfield geometry[4] conditions and one (1) hot spot[5] associated with Runway 6-24 and Taxiway B. These non-standard conditions increase the possibility of pilot error, confusion, and loss of situational awareness that could contribute to an aircraft collision or runway incursion. As shown in **Exhibit 3**, the following hot spot and non-standard airfield geometry conditions are present along Runway 6-24 and Taxiway B:

1. Taxiway B and Runway 6-24 have a non-standard intersection angle, creating poor lateral visibility.
2. Taxiway B provides direct access without a turn to Runway 12-30 from the Tie-Down Aprons 2 and 3. This could cause a pilot to confuse Runway 12-30 with a parallel taxiway, which could lead to a runway incursion.
3. Taxiway E and Runway 6-24 have a non-standard intersection angle, creating poor lateral visibility.

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1 On June 30, 2025, FAA rescinded FAA Order 1050.1F and issued FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, to update FAA's NEPA implementing procedures. Projects that commence after June 30, 2025, must comply with FAA Order 1050.1G, while those projects already underway by that date may follow FAA Order 1050.1F.

2 This EA relies upon NEPA as amended by the Fiscal Responsibility Act of 2023 and FAA Order 1050.1F, except where the direction in FAA Order 1050.1F is superseded by Executive Order (EO) 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity,* EO 14154*, Unleashing American Energy,* and the Supreme Court's decision in *Seven County Infrastructure Coalition v. Eagle County*, 605 U.S. ____ (2025)."

3 Chicago Executive Airport. 2021. Airport Master Plan. Retrieved October 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Report-no-appendix-Final.pdf

4 FAA AC 150/5300-13B, *Airport Design*, para. 2.7.1 notes that airfield geometry is a factor affecting the risk associated with a runway incursion, which is defined as an incorrect presence of an aircraft, vehicle, or person in a protected area designated for the landing or takeoff of aircraft.

5 FAA AC 150/5300-13B, para 1.5 defines hot spots as locations on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.

4. Taxiway K has a more than 3-node intersection and a wide expanse of pavement with Runway 6-24 and Runway 12-30. This can reduce critical visual cues for pilots and increase the potential for confusion and loss of situational awareness.
5. Taxiway T has a hot spot at its intersection with Runway 6-24. Direct access to the runway via Taxiway T could cause a pilot to confuse Runway 6-24 with a parallel taxiway, which could lead to a runway incursion.
6. Three (3) aprons in the southeast corner of the Airport have direct access without a turn onto Runway 6-24. This could cause a pilot to confuse Runway 6-24 with a parallel taxiway, which could lead to a runway incursion.
7. Two (2) taxilanes from the aprons in the southeast corner of the Airport have non-standard intersection angles with Runway 6-24, creating poor lateral visibility at those intersections.

2. Maintenance Costs for Runway 6-24 Exceed Return on Investment

Per the FAA *Airport Improvement Program (AIP) Handbook*, Appendix G-2, "a runway that is not a primary, secondary, or crosswind runway is considered an additional runway. Additional runways are not eligible [for AIP]. Any development such as marking, lighting, or maintenance projects on an additional runway is also ineligible."[6] Therefore, as the Airport's third runway, Runway 6-24 is not eligible for FAA AIP grant funding, and the Village of Wheeling and the City of Prospect Heights (Airport Sponsor) are responsible for maintenance costs. A pavement condition inventory (PCI)[7] performed as a part of the 2021 Master Plan determined the majority of Runway 6-24 has a PCI ranging from 49 to 70 (poor to fair), with some sections ranging from 70 to 76 (satisfactory). To remain operational, Runway 6-24 requires pavement reconstruction, estimated to be around $1,935,000 (refer to **Appendix A**).

Runway 6-24 is underutilized by aircraft. Based on five years of previous operational data, the 2021 Airport Master Plan[8] 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. At the same time, the annual operations of piston aircraft and the number of based piston aircraft are forecast to decrease through 2036, which would likely further reduce Runway 6-24 utilization over the long term.

The high cost 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 local-only Airport funds.

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[6] Federal Aviation Administration. 2019. Airport Improvement Program (AIP) Handbook. Retrieved October 2025 from https://www.faa.gov/documentLibrary/media/Order/AIP-Handbook-Order-5100-38D-Chg1.pdf

[7] Chicago Executive Airport. 2021. Airport Master Plan, Appendix A: Phase 1 Inventory. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Final-Report-Appendix-A.pdf

[8] Chicago Executive Airport. 2021. Airport Master Plan. Retrieved October 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Report-no-appendix-Final.pdf

3. Aircraft Hangar Space is Insufficient to Meet Existing and Forecast Demand

The Airport currently has a shortage of aircraft hangar space available for lease or rent and maintains a waitlist on aircraft hangars. Due to the limited hangar space, many aircraft must depart for storage at another airport after passenger drop-offs or pick-ups, resulting in additional repositioning flights. At the same time, the operational forecast projects steady growth in turboprop, light jet, and small jet operations and moderate growth in medium and large jets. Likewise, the based aircraft forecast shows strong growth in small corporate aircraft, specifically turboprop, light jet, and small jet aircraft, and moderate growth in medium and large jets. These types of aircraft are typically stored in medium- to large-sized hangars.

The 2021 Master Plan[9] assessed the square footage of hangar space required to meet existing and forecast demand, calculated the existing square footage of hangar storage capacity, and identified the square footage of undeveloped land available for hangar development. This assessment determined that 30.5 to 60.0 acres of hangar space is required to meet based aircraft demand through 2036. An inventory of airport facilities indicates that all existing buildings and hangars are currently at full capacity, leaving no available space for additional hangar storage.[10] Undeveloped land that could be used for hangar development (without requiring changes to airport infrastructure) would only provide 20.0 acres of additional hangar space. This equates to a shortage of 10.5 to 40.0 acres of aircraft hangar space.

Proposed Action (Preferred Alternative):
Describe the preferred alternative in detail, including how the project fits into the airport layout plan.

The Proposed Action would decommission Runway 6-24 and remove all or portions of Runway 6-24, Taxiway B, Taxiway F, and two tie-down aprons (Area 2 and Area 3), henceforth referred to as "Tie-Down Aprons".[11] The Proposed Action would also acquire 4.4 acres of land and construct a hangar development project, referred to as "Sky Harbour," at the east end of the decommissioned runway. The Proposed Action is depicted on the 2022 PWK Airport Layout Plan (ALP), Future Airport Layout Drawing (see **Exhibit 4**). The Proposed Action is shown in **Exhibit 5** and **Exhibit 6** and is summarized in the bullet points below.

1. Decommission Runway 6-24, remove Runway 6-24 east of Runway 16-34, and convert Runway 6-24 to a taxiway west of Runway 16-34.

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[9] Chicago Executive Airport. 2021. Airport Master Plan. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Report-no-appendix-Final.pdf

[10] Chicago Executive Airport. 2021. Airport Master Plan, Appendix A: Phase 1 Inventory. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Final-Report-Appendix-A.pdf

[11] New tie-down aprons are being constructed northeast of Runway 16-34 as a part of a separate project. The FAA approved a Categorical Exclusion for the construction of the new tie-downs on January 16, 2024.

- Decommission Runway 6-24 in accordance with 14 Code of Federal Regulations (CFR) Part 157 procedures.
- Remove Runway 6-24 from publication as an active runway in the facility directory.
- Notify Air Traffic Control Tower to discontinue use of Runway 6-24 for Visual Flight Rules (VFR) traffic. There are no published instrument procedures for Runway 6-24.
- Remove Runway 6-24 edge lights and exit signs.
- Demolish approximately 113,900 square feet (SF) of Runway 6-24 pavement east of Runway 16-34.
- Remove Runway 6-24 holding position markings and holding position signs on Taxiways K, L, and T.
- Remove Runway 6-24 holding position signs at intersections with Runway 12-30 and Runway 16-34.
- Decommission and remove FAA-owned Runway 6 Precision Approach Path Indicator (PAPI) lights.
- Replace signs west of Runway 16-34.
- Backfill the removed pavement structure.
- Restore (turf) of all disturbed areas.

2. Remove Taxiway B

    - Remove Taxiway B edge lights and signs.
    - Demolish approximately 45,100 SF Taxiway B pavement.
    - Backfill the removed pavement structure.
    - Restore (turf) of all disturbed areas.

3. Remove portions of Taxiway F

    - Remove Taxiway F lighting and signs.
    - Demolish approximately 9,500 SF Taxiway F pavement.
    - Backfill the removed pavement structure.
    - Restore (turf) disturbed areas that are not redeveloped.

4. Remove Tie-Down Aprons (Area 2 and Area 3)

    - Remove Tie-Down Apron lighting and signs.
    - Demolish approximately 344,200 SF of Tie-Down Apron pavement.
    - Backfill the removed pavement structure.
    - Restore (turf) disturbed areas that are not redeveloped.

5. Acquire 4.4 acres of land east of Taxiway F.

    - Demolish approximately 145,400 SF of parking lot pavement and hotel foundations.
    - Backfill the removed pavement structure.
    - Restore (turf) all disturbed areas that are not redeveloped.

6. Construct Aircraft Hangar Development

- Construct eight (8) 42,800-SF aircraft hangars with offices, totaling 342,400 SF, at the east end of the decommissioned runway.
- Construct 2,600-SF Ground Support Equipment (GSE) area.
- Construct 13,500-SF underground fuel farm, with a combined tank capacity of at least 40,000 gallons.
- Construct approximately 440,800 SF of aprons and taxilanes.
- Construct approximately 152,800 SF of vehicle parking and access roads.

7. Construct above-ground stormwater detention basins.

As described previously, the Proposed Action would correct 10 non-standard airfield geometry conditions and eliminate one (1) hot spot that creates airfield safety hazards for pilots. By decommissioning and removing Runway 6-24, the Airport Sponsor would no longer have to reconstruct and maintain an underutilized runway and could reallocate those funds toward more beneficial Airport projects. Finally, the Proposed Action would help meet existing aircraft storage demand by enabling current airport users to store their aircraft onsite rather than at another airport after client pick-up or drop-off activities.

Other Alternatives Considered:
Describe alternatives considered, including the Do-Nothing Alternative. Explain in detail the reason for eliminating each non-preferred alternative.

The 2021 Airport Master Plan considered alternatives to correct non-standard airfield geometry conditions and hot spots, and alternatives for aircraft hangar development to meet existing demand. Three reasonable alternatives were identified for evaluation. The No Action Alternative (Alternative 1) serves as the baseline for considering the effects of the other alternatives carried forward for analysis. The action alternatives, Alternative 2 and Alternative 3 (Proposed Action), were derived from the 2021 Airport Master Plan and were expanded upon to meet the Purpose and Need. The following two-step screening process was used to evaluate alternatives:

- **Step 1** screening considers the ability of an alternative to meet the stated Purpose and Need. For this EA, an alternative would meet the stated Purpose and Need if it can: 1) improve airfield safety by correcting non-standard airfield geometry conditions and hot spots; 2) optimize the use of local funds for Airport projects; and 3) provide additional aircraft hangars to help reduce aircraft hangar shortages. Alternatives that did not meet the stated Purpose and Need were eliminated from further consideration.
- **Step 2** screening evaluates whether each alternative was technically and economically feasible to implement in terms of comparative safety, policy, environmental, or socioeconomic consequences. This screening criteria included whether the alternative would have a material effect on reducing airfield safety hazards, optimizing the use of local funds, and meeting aircraft hangar demand, and is therefore reasonable to implement. Any alternative that passed

the Step 2 screening process was retained for a detailed evaluation of environmental impacts.

Alternative 1: No Action Alternative

Step 1. The No Action Alternative would maintain the existing airfield configuration and Airport infrastructure. Because the existing taxiway and runway configurations would remain unchanged, pilots using the airfield would continue to be subject to safety hazards related to non-standard airfield geometry. Under the No Action Alternative, the use of local funds for operation and maintenance costs would remain the same. Finally, because the No Action Alternative does not include construction, PWK would continue to experience aircraft hangar shortages that would compound through 2036. The No Action Alternative does not meet the stated Purpose and Need but was carried forward to Step 2 of the screening process per FAA Order 1050.1F, Paragraph 6-2.1(d).[12]

Step 2. From a safety perspective, known non-standard geometry conditions and hot spots would remain an issue for pilots under the No Action Alternative. From an environmental perspective, there would be no change to the Airport environment or operations that could affect the environment. From a socioeconomic perspective, the No Action Alternative would not optimize the use of local funds nor address aircraft hangar shortages. The Airport Sponsor would be required to maintain an underutilized runway; this includes the near-term reconstruction of Runway 6-24, estimated at $1,935,000 (refer to **Appendix A**). Though it fails Step 2 of the screening process, the No Action Alternative was retained for detailed evaluation of environmental impacts per FAA Order 1050.1F, Paragraph 6-2.1(d).

Alternative 2: Correct Non-Standard Airfield Geometry Conditions and Construct Hangars south of Taxiway B

Step 1. Alternative 2 would retain Runway 6-24, correct one (1) non-standard airfield geometry condition associated with Taxiway B, and reduce aircraft hangar shortages by constructing four (4) aircraft hangars; hangar development would include everything south of the yellow apron centerline shown in **Exhibit 6**. Alternative 2 includes the following project components (see **Exhibit 7**):

1. Remove approximately 30,400 SF of Taxiway B.
    - Direct access without a turn from Tie-Down Aprons to Runway 12-30 would be eliminated.
2. Remove approximately 9,500 SF of Taxiway F.
3. Remove approximately 344,200 SF of Tie-Down Aprons 2 and 3.

[12] Federal Aviation Administration. 2015. Order 1050.1F, Environmental Impacts: Policies and Procedures. Retrieved November 2025 from https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf

4. Acquire 4.4 acres of land east of Taxiway F and demolish approximately 145,400 SF of the parking lot pavement and hotel foundations.
5. Construction Aircraft Hangar Development
    - Construct four (4) 42,800-SF aircraft hangars with offices south of Taxiway B, totaling approximately 171,200 SF.
    - Construct 2,600-SF GSE area.
    - Construct 13,500-SF underground fuel farm, with a combined tank capacity of at least 40,000 gallons.
    - Construct approximately 307,300 SF of aprons and taxilanes
    - Construct approximately 88,000 SF of vehicle parking and access roads.
6. Construct above-ground stormwater detention basins.

Alternative 2 would incrementally meet the Purpose and Need by correcting one (1) non-standard airfield geometry condition. Alternative 2 would marginally reduce Airport maintenance costs by removing the Tie-Down Aprons and part of Taxiway F; however, federal funding is typically available for taxiway/apron rehabilitation. Lastly, Alternative 2 would construct four (4) new aircraft hangars to help reduce current shortages. Given that Alternative 2 only corrects one (1) out of 10 non-standard airfield geometry conditions and does not correct any hot spot conditions, it does not meet the safety criteria of the Purpose and Need. Alternative 2 fails Step 1 of the screening process and is not carried forward for further analysis.

Alternative 3 (Proposed Action): Decommission Runway 6-24, Correct Non-Standard Airfield Geometry Conditions, and Construct Hangars

Step 1. Alternative 3 (Proposed Action), as previously described and shown on **Exhibit 5** and **Exhibit 6**, meets the Purpose and Need by correcting 10 non-standard airfield geometry conditions and one (1) hot spot (refer to the Purpose and Need section). Alternative 3 would significantly reduce local-only Airport maintenance costs by decommissioning and removing parts of Runway 6-24, which does not qualify for federal funding to maintain. Removing Taxiway B, part of Taxiway F, and the Tie-Down Aprons would also reduce maintenance costs, though federal funding is typically available for taxiway/apron rehabilitation. Lastly, Alternative 3 would help reduce aircraft hangar shortages by constructing eight (8) aircraft hangars and opening land for future hangar development along the west end of the decommissioned runway. The eight (8) new hangars would address existing storage needs by enabling current airport users to store aircraft on-site rather than at another airport after client transport activities. Alternative 3 meets the stated Purpose and Need and was carried forward for Step 2 of the alternatives screening process.

Step 2. From a safety perspective, Alternative 3 would improve airfield safety at the Airport by correcting 10 non-standard airfield geometry conditions, which are safety hazards to pilots, and one (1) hot spot with a history of potential risk of collision or

runway incursion (refer to the Purpose and Need section). Alternative 3 would provide substantially more safety benefits than Alternative 2.

From an environmental perspective, Alternative 3 would result in a net increase in impervious surfaces by approximately 294,000 SF via the removal of all or portions of Runway 6-24 and Taxiways B, F, and Tie-Down Aprons, coupled with the hangar development. This increase in impervious surfaces is much higher than Alternative 2. However, impacts to the 100-year floodplain can be mitigated through additional stormwater storage and construction BMPs.

From a socioeconomic perspective, Alternative 3 (Proposed Action) would optimize the use of local funds by removing Runway 6-24, which is underutilized at the Airport. While removing Runway 6-24 would result in a loss of runway utility in specific cross-wind conditions, the 2021 Master Plan determined that Runway 12-30 and Runway 16-34 can meet forecast aircraft operational demand.[13] By removing Runway 6-24, the Airport Sponsor would no longer have to allocate local funds to reconstruct the runway (estimated at $1,935,000) nor maintain Runway 6-24 in the future (refer to **Appendix A**). The additional land for hangar development would make a material difference in meeting the 10.5- to 40-acre shortage noted in the Purpose and Need.

Therefore, Alternative 3 is feasible and reasonable to implement from a safety, environmental, and socioeconomic perspective and was retained for a detailed evaluation of environmental impacts.

Airport Description:

The Chicago Executive Airport is a public-use General Aviation (GA) facility within the municipal boundaries of Wheeling and Prospect Heights in Cook County, Illinois. The Airport is within an urbanized area around 18 miles northwest of Chicago, approximately 9 miles north of the Chicago O'Hare International Airport (ORD) (see **Exhibit 1**). The Airport is owned and operated jointly by the Village of Wheeling and the City of Prospect Heights and is managed by the Chicago Executive Airport Board of Directors with members appointed by each municipality. The FAA National Plan of Integrated Airport Systems (NPIAS)[14] designates PWK as a "Reliever" airport due to its role in reducing GA congestion at ORD. As one of the busiest airports in Illinois, the NPIAS also classifies PWK as a "National" airport; PWK connects the northwest Chicago region to national and international markets.

[13] Chicago Executive Airport. 2021. Airport Master Plan. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Report-no-appendix-Final.pdf

[14] Federal Aviation Administration. 2024. National Plan of Integrated Airport Systems (NPIAS) 2023-2027, Appendix A: List of NPIAS Airports. Accessed November 2025 at https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/ARP-NPIAS-2025-2029-Appendix-A.pdf

Fill out the following information if the proposed project includes any changes to the existing airport design. If the airport has multiple runways, this section should be filled out for each runway.

Development Items	Existing	Proposed
Runway Numeral	16-34	No Change
Runway Length (feet)	5,001	No Change
Runway Width (feet)	150	No Change
Pavement Strength (PCI Index) /a/	74-96	No Change
NAVAIDs (Fed Owned? Yes, except for the 1-2 PAPIs)	ILS/LOC, RNAV (GPS), VOR REIL, PAPI, HIRL/b/	No Change
Approach Minimums	1 Statute Mile	No Change
Critical Aircraft (e.g., B-II)	Gulfstream 550, D-III	No Change
RPZ Area (feet)	500 x 1,700 x 1,010	No Change

Development Items	Existing	Proposed
Runway Numeral	12-30	No Change
Runway Length	4,415	No Change
Runway Width	75	No Change
Pavement Strength	78-94	No Change
NAVAIDs (Fed Owned? Yes)	REIL, PAPI, HIRL/b/	No Change
Approach Minimums	1 Statute Mile	No Change
Critical Aircraft (e.g., B-II)	Cessna Citation Sovereign, B-II Large	No Change
RPZ Area	250 x 1,000 x 450	No Change

Development Items	Existing	Proposed
Runway Numeral	6-24	Decommission Runway
Runway Length (feet)	3,677	Decommission Runway
Runway Width (feet)	50	Decommission Runway
Pavement Strength (PCI Index) /a/	49-76	Decommission Runway
NAVIADS (Fed Owned? Yes)	PAPI/b/ (Runway 6 end)	Decommission Runway
Approach Minimums	1 Statute Mile	Decommission Runway
Critical Aircraft (e.g., B-II)	Cessna Citation I, B-I Small	Decommission Runway
RPZ Area	250 x 1,000 x 450	Decommission Runway

Notes: /a/ PCI ranges are 40-55 (Poor), 55-70 (Fair), 70-85 (satisfactory), and 85-100 (good).
/b/ Instrument Landing System (ILS), Localizer (LOC), Area Navigation (ANAV), Very High Frequency Omni-Directional Range (VOR), Runway End Identifier Lights (REIL), Precision Approach Path Indicator (PAPI), High Intensity Runway Lights (HIRL).
Source: Chicago Executive Airport Master Plan, 2021.

Land Acquisition:

Fill out the following information.

Land Use Types	Permanent (Acres)	Easement (Acres)
Residential	0	0
Commercial	4.4	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
TOTAL	4.4	0

Remarks

The Proposed Action includes the acquisition of 4.4 acres of land at the former location of the Ramada Plaza Hotel.

Project Schedule

Discuss the proposed schedule for the project, including permits and construction.

The Proposed Action would be initiated upon FAA approval of this Condensed EA and receipt of all required permits and certifications. The land acquisition is anticipated to be completed in the fall of 2025. Following FAA approval of the EA and authorization to decommission Runway 6/24, construction activities would commence within six months. Initial work would include removal of portions of Runway 6/24, Taxiway B, Taxiway F, and the tie-down aprons, and is anticipated to commence in winter 2025/2026. Phase 1 of the Sky Harbour Development would be implemented in two consecutive sub-phases (Phase 1A and Phase 1B) of approximately 10 months each, extending through 2026. Phase 2 of the Sky Harbour Development would be implemented over a separate 12-month period in 2029.

- Phase 1A includes the construction of one (1) hangar, GSE area, fuel farm, stormwater detention basins, an aircraft apron, a taxilane connector, vehicle parking, and access roads south of the existing Taxiway B.
- Phase 1B includes the construction of three (3) hangars, portions of an aircraft apron, a taxilane connector, and vehicle parking east of the existing Taxiway B.
- Phase 2 includes the construction of four (4) hangars, remaining portion of the aircraft apron, stormwater detention basins, vehicle parking, and an access road north of the existing Taxiway B.

Refer to **Appendix A** for the planned construction years and construction durations of each project phase.

Affected Environment

Succinctly describe existing environmental conditions of the potentially affected area.

The Project Study Area is around 38 acres and encompasses the proposed limits of construction/ground disturbance and adjacent developed areas (see **Exhibit 5**). The Project Study Area includes airfield infrastructure (e.g., runways, taxiways, aprons, access roads, and utilities) and adjacent graded land with maintained grass. The land proposed for acquisition is at the former location of the Ramada Plaza Hotel, which includes paved parking lots, foundations of the former hotel, landscaping, and graded land with maintained grass. The Project Study Area is characterized as heavily disturbed as it is entirely developed, paved, and/or graded.

Between runways and taxiways, grass is regularly mowed to minimize wildlife attractants and habitat structure in accordance with FAA AC 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*[15] and FAA CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*[16] guidance. The Project Study Area contains trees and shrubs at the prior location of the Ramada Plaza Hotel; however, the Project Study Area does not contain any water resources or other natural features.

The entire Airport encompasses approximately 412 acres and is bounded on all sides by the following roads: East Hintz Road to the north, South Milwaukee Avenue (U.S. Highway 45) to the east, East Palatine Road to the south, and South Wolf Road to the west (see **Exhibit 2**). Interstate 294 (Tri-State Tollway) is approximately 1 mile east of the Airport and is accessible via East Palatine Road.

Land uses in the vicinity of the Airport are a mix of industrial, commercial, and residential to the north, west, and south. East of the Airport is the Des Plaines River and Cook County Forest Preserve,[17] located on the other side of U.S. Highway 45 (see **Exhibit 4**).

[15] Federal Aviation Administration. 2020. Advisory Circular 150/5200-33C. *Hazardous Wildlife Attractants on or near Airports*. Retrieved November 2025 from https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf

[16] Federal Aviation Administration. 1998. CertAlert No. 98-05. *Grasses Attractive to Hazardous Wildlife*. Retrieved November 2025 from https://www.faa.gov/sites/faa.gov/files/airports/airport_safety/wildlife/resources/cert9805.pdf

[17] Forest Preserves of Cook County. GIS Web Map. Retrieved November 2025 from https://map.fpdcc.com/

PART II – ENVIRONMENTAL CONSEQUENCES

Air Quality

- **Is the project in an air quality nonattainment or maintenance area?** Yes
    - **If yes, is the:**
        - **Project listed on Presumed to Conform List?** No
        - **Project accounted for in State Implementation Plan?** No
        - **Project emissions below applicable *de minimis* levels?** Yes
- **Does the project require an air quality analysis?** Yes, for construction emissions.
- **Does the project require an air quality analysis for construction impacts?** Yes

Remarks

The U.S. Environmental Protection Agency (USEPA) sets National Ambient Air Quality Standards (NAAQS) to protect public health and the environment. The USEPA identifies the following seven criteria air pollutants for which NAAQS are applicable: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and sulfur dioxide (SO_2).

The Proposed Action is located entirely within Cook County, Illinois. According to the USEPA, Cook County is classified as in "attainment" for all criteria air pollutants, excluding 8-hour Ozone.[18] Cook County is designated as Serious for 8-hour Ozone (2015), which is comprised of ozone precursors: nitrogen oxides (NO_x) and volatile organic compounds (VOCs).

Compared to the No Action Alternative, the Proposed Action would not change aircraft operations (takeoffs and landings) as described in the following bullets:

- **Runway 6-24 Decommissioning**: Under the Proposed Action, aircraft that previously landed on Runway 6-24 would land on Runway 12-30 or Runway 16-34. It is not anticipated that the change in aircraft taxiing at the Airport due to the decommissioning of Runway 6-24, or the removal of all or portions of Runway 6-24, Taxiway B, Taxiway F, and Tie-Down Aprons would result in any meaningful change in air pollutant emissions.
- **Hangar Development**: The construction of eight (8) new hangars as part of the Proposed Action is intended to accommodate existing aircraft owners and address the Airport's current hangar demand. The hangar development is not expected to increase total aircraft operations. Due to limited hangar space,

[18] U.S. Environmental Protection Agency. Green Book: Illinois Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Retrieved November 2025 from https://www3.epa.gov/airquality/greenbook/anayo_il.html

many aircraft must depart for storage at another airport after passenger drop-offs or pick-ups, resulting in additional repositioning flights. Increasing on-site hangar capacity will enable these aircraft to remain at the Airport, meeting existing demand rather than attracting new operations. Therefore, the proposed hangar development is not expected to increase aircraft operations at PWK and may result in a decrease in repositioning flight activity.

The screening process outlined in the FAA's *Aviation Emissions and Air Quality Handbook, Version 4*[19] was used to determine the scope of the analysis. Because runway projects are not presumed to conform and the Proposed Action would not affect the number of aircraft operations, aircraft taxiing/idling/delays, or ground access vehicles, an operational emissions inventory would not be required. Because the Proposed Action would increase construction equipment, a Construction Emissions Inventory (CEI) of the Proposed Action was conducted through the USEPA's Motor Vehicle Emissions Simulator 3 (MOVES3.1) program (refer to **Appendix B**). The CEI results determined that NAAQS pollutant emissions from the construction of the Proposed Action are below the *de minimis* thresholds identified by the USEPA and would be temporary (occurring in 2025, 2026, and 2029).[20] Therefore, the Proposed Action would have no significant impact on air quality.

Coastal Areas

- **Is the project located in a Coastal Barrier Resource System?** No
- **Is the project located in a Coastal Zone Management Program?** No
    - **If yes, is a consistency finding required?**

Remarks

According to the Illinois Department of Natural Resources,[21] the Project Study Area is outside the state's boundary for the Coastal Zone Management Program. The nearest Coastal Barrier Resources System is the John H. Chafee Coastal Barrier Resource System (Two Creeks Unit WI-01),[22] located over 150 miles north of the Project Study Area. Therefore, the Proposed Action would have no impact on Coastal Resources.

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[19] Federal Aviation Administration. (2024, July). *Aviation Emissions and Air Quality Handbook, Version 4*. Retrieved November 2025 from https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/files/airquality_handbook_version_4.pdf

[20] Cook County's status for 8-hour ozone (2015) changed from Moderate to Serious after the Construction Emissions Inventory in Appendix B was completed. Due to this status change, the *de minimis* threshold for NOX and VOC also changed from 100 to 50 tons per year. However, as shown in Appendix B, the construction emissions for NOX and VOC remain well below the updated *de minimis* threshold of 50 tons per year.

[21] Illinois Department of Natural Resources. 2012. Illinois Coastal Management Program, Appendix B: Coastal Management Program Boundaries. Retrieved November 2025 from https://dnr.illinois.gov/content/dam/soi/en/web/dnr/cmp/documents/program/icmppd.pdf

[22] U.S. Fish and Wildlife Service. Coastal Barrier Resources System Mapper. Retrieved November 2025 from https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/

Compatible Land Use

- **Will proposed action comply with local/regional development patterns for the area?** Yes
- **Is the proposed project located near or will it create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33B, "Wildlife Hazards on or Near Airports"?** No
- **Has coordination with USDA Wildlife Service occurred?** No
- **Is a Wildlife Assessment required?** No

Remarks

Construction of the Proposed Action would be compatible with the existing Airport environment. The Project Study Area spans the boundaries of the Village of Wheeling and the City of Prospect Heights. Within the Village of Wheeling,[23] the Project Study Area is within land zoned for A-P (Airport District). Within the City of Prospect Heights, the Project Study Area is within land zoned for B-3 (General Service).[24] These designations are compatible with or support airport aviation and services. Therefore, the Proposed Action complies with the zoned development patterns for the area.

The Proposed Action includes the construction of above-ground stormwater detention basins. Per FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, "stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48–hour detention period after the design storm and to remain completely dry between storms."[25] Accordingly, the detention basins would be constructed to ensure that water fully drains within 48 hours and that the basins remain dry between storm events, minimizing the potential to attract hazardous wildlife. The Proposed Action does not contain other project components that could potentially attract hazardous wildlife.

The Proposed Action complies with local/regional development patterns and does not create any wildlife hazards; it would have no impact on compatible land use.

Construction Impacts

- **Will construction of the proposed project:**
  - **Increase ambient noise levels due to equipment operation?** Yes
  - **Degrade local air quality due to dust, equipment exhaust, or**

[23] Village of Wheeling. Planning and Zoning: Interactive Zoning Map. Retrieved November 2025 from https://www.gisconsortium.org/WebApps/CommunityPortalWebMaps/VWH/Zoning/index.html

[24] City of Prospect Heights. 2021. City Zoning Map. Retrieved November 2025 from https://www.prospect-heights.il.us/DocumentCenter/View/217/City-Zoning-Map-2021

[25] Federal Aviation Administration. 2020. Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*. Retrieved November 2025 from https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf

burning debris? No

- **Deteriorate water quality when erosion or pollutant runoff occurs?** No
- **Disrupt off-site and local traffic patterns?** No

Remarks

All construction activities would occur on Airport property and land adjacent to Airport property (to be acquired), and construction would occur during daytime hours. The use of heavy machinery would temporarily increase noise levels during construction. However, noise levels would remain below the 60 decibels (dB) day-night limit (DNL) for adjacent land uses. Air pollutants from construction would be temporary (occurring in 2025, 2026, and 2029) and remain below USEPA *de minimis* thresholds as determined by the CEI (see **Appendix B**). During construction, the contractor would implement stormwater, sediment, and erosion control BMPs as a part of the Stormwater Pollutant Prevention Plan (SWPPP) to prevent or minimize pollutant runoff entering nearby waterbodies. Construction vehicles accessing the Project Study Area may temporarily increase local traffic but would not alter off-site and local traffic patterns. Therefore, the Proposed Action would have no significant impact on the environment from construction.

Cultural Resources

- **Eligible or Listed Resources Present:**
  - **Archaeology** No
  - **History/Architecture** No
- **Project Effects**
  - **No Historic Properties Affected** X
  - **No Adverse Effect**
  - **Adverse Effect**
- **Completed Documentation**
  - **Historic Properties Short Report**
  - **Historic Property Report**
  - **Archaeological Records Check/Review**
  - **Archaeological Phase I Survey/Report**
  - **Archaeological Phase II Survey/Report**
  - **Archaeological Phase III Recovery**
  - **APE, Eligibility and Effect** X

- **Memorandum of Agreement**

Describe all efforts to document cultural resources using the categories outlined in the remarks box. Include any additional Section 106 work required, such as mitigation or deep trenching. Remarks: Area of Potential Effect (APE); Coordination with Consulting Parties; Archaeology; Historic Properties; Documentation & Findings; Public Involvement.

Remarks

According to the U.S. National Parks Service National Register of Historic Places (NRHP), the nearest NRHP-listed property is the First Congregational Church in the City of Des Plaines, around 4.5 miles south of the Project Study Area. The Area of Potential Effect (APE) for the Proposed Action is the same as the Project Study Area previously described in Part 1, Affected Environment. The Project APE is characterized as heavily disturbed as it is entirely developed, paved, and/or graded.

The Proposed Action would remove all or portions of Runway 6-24, Taxiway B, Taxiway F, and Tie-Down Aprons, and would construct aircraft hangars at the east end of the decommissioned runway. These projects would be constructed in a similar design to existing Airport infrastructure and would not significantly change the visual character of the Airport. Thus, there would be no indirect effect on any properties that could be NRHP-eligible.

In compliance with the Illinois State Block Grant Program, the Illinois Department of Transportation (DOT) initiated Section 106 consultation with the Illinois State Historic Preservation Officer (SHPO) on November 22, 2024. In their letter dated January 17, 2025, the Illinois SHPO determined the Proposed Action would result in No Historic Properties Affect. In response, Illinois DOT made a final determination of No Historic Properties Affected for the Proposed Action in their letter dated January 28, 2025. Refer to **Appendix C** for Illinois SHPO consultation documentation.

Tribal coordination was initiated by the Airport Sponsor with the following tribal communities with an interest in Cook County[26] on November 20, 2024: Citizen Potawatomi Nation, Oklahoma; Forest County Potawatomi Community, Wisconsin; Hannahville Indian Community, Michigan; Kickapoo Tribe of Oklahoma; Little Traverse Bay Bands of Odawa Indians, Michigan; Menominee Indian Tribe of Wisconsin; Miami Tribe of Oklahoma; and Prairie Band Potawatomi Nation (refer to **Appendix C**). The Forest County Potawatomi Community was the only tribe to respond. In their letter dated December 9, 2024, the Forest County Potawatomi Community requested that in the event an Inadvertent Discovery occurs at any phase of construction, and human remains or archaeological materials are exposed as a result of project activities, work shall cease immediately, and the Forest County Potawatomi Community shall be included with the Illinois SHPO in any consultation regarding treatment and disposition

[26] U.S. Department of Housing and Urban Development. Tribal Directory Assessment Tool (TDAT). Retrieved November 2025 from https://egis.hud.gov/TDAT/

of the find. The Forest County Potawatomi Community also made a No Historic Properties Affected determination (refer to **Appendix C**).

With Illinois SHPO's No Historic Properties Affected determination for the Proposed Action, the Proposed Action would have no impact on cultural resources.

Department of Transportation Act Section 4(f)

- **Does the project contain:**
  - **Publicly owned Park Lands?** No
  - **Wildlife and/or Waterfowl Refuges?** No
  - **Historic Properties?** No
- **Completed Documentation**
  - **Individual Section 4(f) Evaluation** N/A
  - **"De minimis" Impact** N/A

Only to be used for the following circumstances: Historic Properties: project includes No Adverse Effect Finding with SHPO/THPO concurrence; Parks, Recreation Areas, or Wildlife/Waterfowl Refuges: project will not adversely affect activities, features, and attributes of the property and the official with jurisdiction concurs with the finding. Discuss De minimis impacts below. Individual Section 4(f) documentation must be separate Draft and Final documents.

Remarks

Construction of the Proposed Action would occur on Airport property and land adjacent to Airport property (to be acquired), which does not contain publicly-owned park lands, wildlife or waterfowl refuges, or historic properties (refer to the previous section and Section 106 documentation in **Appendix C**). The nearest publicly-owned park is Willow Trails Park,[27] approximately 0.5-mile south of the Project Study Area. The Cook County Forest Preserve,[28] which borders the Des Plaines River, is approximately 0.03-mile east of the Runway 24 end, on the other side of State Highway 45. Since the Proposed Action would not directly impact any Section 4(f) properties, there would be no physical use of Section 4(f) resources.

Based on the Construction Emissions Inventory (**Appendix B**), Surface Waters and Floodplain Analysis (**Appendix E**), Aircraft Noise Technical Report (**Appendix F**), Water Quality, Light Emissions, and Visual Effects (refer to following sections) analysis, the Proposed Action would not constructively use (indirectly affect) Section 4(f) resources.

[27] City of Prospect Heights. Parks and Facilities Map. Retrieved November 2025 from https://phparks.org/parks-facilities-map/

[28] Forest Preserves of Cook County. GIS Web Map. Retrieved November 2025 from https://map.fpdcc.com/

As the Proposed Action would not physically or constructively use Section 4(f) resources, the Proposed Action would have no impact on Section 4(f) resources.

Ecological Resources / Biotic Resources

- **Threatened and/or Endangered Species**
  - **Is the project within the known range of any federal species?** Yes
  - **Does the project area contain any critical habitat?** No
  - **Is Section 7 formal consultation required for this action?** No
  - **Are there any State threatened and/or endangered species in the area?** Yes

Describe the various types of flora (plants), fauna (fish, birds, reptiles, mammals, etc.), and habitats located in the project area. Indicate if the project will have any impact on these species or their habitat.

Remarks

The majority of the Project Study Area is located on the PWK airfield and includes infrastructure such as runways, taxiways, aprons, access roads, and utilities. Between runways and taxiways, the grass is regularly mowed to minimize wildlife attractants and habitat structure in accordance with FAA AC 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*[29] and FAA CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*[30] guidance. The land proposed for acquisition is at the former location of the Ramada Plaza Hotel and consists of paved parking lots, foundations of the former hotel, landscaping, and graded land. The Project Study Area provides low-value habitat for wildlife due to its high levels of human activity, paved and graded surfaces, minimal vegetation, and lack of water resources.

Federally-listed Species

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC)[31] (**Appendix D**) identified nine (9) federally listed or proposed threatened, endangered, or candidate species under the Endangered Species Act (ESA) that may occur in the vicinity of the Project Study Area. The Project Study Area does not contain any USFWS Designated Critical Habitat. Refer to **Table 1** for the nine (9) federally listed species and their habitat requirements.

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[29] Federal Aviation Administration. 2020. Advisory Circular 150/5200-33C. *Hazardous Wildlife Attractants on or near Airports*. Retrieved November 2025 from https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf

[30] Federal Aviation Administration. 1998. CertAlert No. 98-05. Grasses Attractive to Hazardous Wildlife. Retrieved November 2025 from https://www.faa.gov/sites/faa.gov/files/airports/airport_safety/wildlife/resources/cert9805.pdf

[31] U.S. Fish and Wildlife Service. Information for Planning and Conservation (IPaC). Retrieved November 2025 from https://ecos.fws.gov/ipac/

Table 1. Federally-listed Species and Habitat Requirements for the Project Study Area

Species	Federal Listing	Habitat Requirements/a/
Mammals		
Northern long-eared bat (*Myotis septentrionalis*)	Endangered	Overwinters in caves, abandoned mines, and tunnels. Roosts and forages in various forested habitats; sometimes roosts in rock crevices.
Tricolored Bat (*Perimyotis subflavus*)	Proposed Endangered	Overwinters in caves, mines, culverts, and wells. Roosts and forages among dead or live leaf clusters of deciduous trees, sometimes moss.
Birds		
Rufa Red Knot (*Calidris canutus rufa*)	Threatened	During migration, forages along muddy or sandy shores of rivers, lakes, and reservoirs.
Whooping Crane (*Grus americana*)	Experimental Population Non-Essential	Breeds, migrates, winters, and forages in various habitats, including inland marshes, lakes, sand or tidal flats, upland swales, wet meadows, rivers, pastures, and agricultural fields.
Reptiles		
Eastern Massasauga (*Sistrurus catenatus*)	Threatened/b/	Breeds, shelters, forages, and hibernates in grasslands/prairie near shallow wetlands.
Insects		
Hine's Emerald Dragonfly (*Somatochlora hineana*)	Endangered	Lives in shallow wetlands dominated by graminoid or grass-like plants adjacent to trees or shrubs.
Monarch Butterfly (*Danaus Plexippus*)	Proposed Threatened	Relies on obligate milkweed during breeding and larval stages; feeds on nectar from flowering plants as adults.
Plants		
Eastern Prairie Fringed Orchid (*Platanthera leucophaea*)	Threatened	Grows in full sun in various habitats, from wet to mesic prairie to wetland communities, including sedge meadow, fen, marsh, and marsh edge.
Leafy Prairie-clover (*Dalea foliosa*)	Endangered	Grows in full sun in thin-soiled (<18 inches deep) mesic and wet-mesic dolomite prairie, limestone cedar glades, and limestone barrens.

/a/ U.S. Fish and Wildlife Service. Species Profiles. Retrieved November 2025 from https://www.fws.gov/species
/b/ This species is also state-listed as endangered (see **Table 2**).

Based on the minimal habitat present within the Project Study Area and the habitat requirements identified in **Table 1**, the Project Study Area does not contain suitable habitat for any of the federally listed, proposed, or candidate species. Further, in compliance with the Illinois State Block Grant Program, the Illinois DOT performed a Natural Resources Review and determined the Proposed Action would have no effect on federally listed, proposed, or candidate species (refer to **Appendix D**).

State-listed Species

The Illinois Department of Natural Resources (DNR) Ecological Compliance Assessment Tool (EcoCAT)[32] identified two (2) state-listed endangered species that may occur near the Project Study Area (see **Appendix D**). Please refer to **Table 2** for the two (2) state-listed species and their habitat requirements.

Table 2. State-listed Species and Habitat Requirements for the Project Study Area

Species	State Listing	Habitat Requirements/a/
Fish		
Blackchin shiner (*Notropis heterodon*)	Endangered	Lives in glacial lakes with many aquatic plants and within connecting streams.
Reptiles		
Eastern Massasauga (*Sistrurus catenatus*)	Endangered/b/	Breeds, shelters, forages, and hibernates in wet meadows, grasslands, prairies, and shallow wetlands.

/a/ Illinois Department of Natural Resources. 2022, revised. Illinois Wildlife Action Plan 2015 Implementation Guide. Retrieved from https://dnr.illinois.gov/content/dam/soi/en/web/naturalheritage/speciesconservation/illinois-wildlife-action-plan/implementing-the-plan/Implementation_Guide_2022revised.pdf

/b/ This species is also federally listed as threatened.

Based on the minimal habitat within the Project Study Area and habitat requirements identified in **Table 2**, the Project Study Area does not contain suitable habitat for blackchin shiner or eastern massasauga. Additionally, the Illinois DOT Natural Resources Review concluded that the Project Study Area does not contain suitable habitat for blackchin shiner or eastern massasauga and no further consultation regarding state-listed species is required (refer to **Appendix D**). Therefore, the Proposed Action would have no impact on Illinois state-listed species.

Energy and Natural Resources

- **Will the project result in energy impacts during or after construction?** No
- **Will demand exceed supply?** No
- **Are scarce or unusual materials required for the proposed project?** No
- **Will the project change existing aircraft fuel consumption?** No

Remarks

During construction, the Proposed Action would temporarily increase fuel demand for construction equipment and the use of natural resources for construction materials. These resources would include gasoline or diesel fuel, building components, soil, sub-base materials, aggregate, pavement, and oils. These resources are common and

[32] Illinois Department of Natural Resources. Ecological Compliance Assessment Tool. Retrieved November 2025 from https://dnr2.illinois.gov/EcoPublic/

available and in ample supply within the region. The quantity of construction materials required for the Proposed Action would not place an undue strain on supplies.

Following construction, there would be a small increase in electricity demand for the lighting and operation of aircraft hangars, buildings, aprons, and taxilanes. Conversely, there would be a small decrease in electricity demand from the removal of high intensity runway lights (HIRL) along Runway 6-24 and precision approach path indicator (PAPI) lights at the end of Runway 6. The Proposed Action would also increase demand for sewer and water utilities. Any increase in electricity, sewer, and water utilities could be accommodated through the Airport's existing service with the Commonwealth Edison Company and Village of Wheeling Utility Division.

Therefore, the construction and operation of the Proposed Action would have no significant impact on natural resources and energy supply.

Farmland

- **Will the project affect any Agricultural Lands?** No
- **Is there any Prime Farmland (per NRCS) in the project area?** No
    - **NRCS-CPA-1006 Form Score**

Remarks

Construction of the Proposed Action would not require the acquisition or conversion of farmland. Under 7 CFR Part 658.2(a)[33] of the Farmland Protection Policy Act (FPPA), land that is committed to urban development[34] is not subject to provisions of the FPPA. The Project Study Area is identified as an "urbanized area" on the 2020 U.S. Census Bureau Map,[35] and therefore does not contain land subject to the FPPA. The Proposed Action would have no impact on farmlands.

Floodplains

Is the project located in a FEMA-designated floodplain? Yes

Attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation in the appendix.

Remarks

The Chicago Executive Airport must comply with the following federal and local agency standards regarding stormwater and floodway management drainage design:

- FAA Advisory Circular 150/5320-5D, Airport Drainage Design dated 8/15/2013

[33] Title 7 Code of Federal Regulations Part 658 – Farmland Protection Policy Act. Retrieved November 2025 from https://www.ecfr.gov/current/title-7/subtitle-B/chapter-VI/subchapter-F/part-658

[34] "Committed to urban development" is defined as land with a density of 30 structures per 40-acre area; lands identified as ''urbanized area'' (UA) on the Census Bureau Map; land with a ''tint overprint'' on USGS topographical maps; or areas shown as ''urban-built-up'' on the USDA Important Farmland Maps.

[35] U.S. Census Bureau. 2020 Topologically Integrated Geographic Encoding and Referencing (TIGER) Interactive Map. Retrieved November 2025 from https://tigerweb.geo.census.gov/tigerweb2020/

- The Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance
- MWRD Technical Guidance Manual
- Village of Wheeling Floodplain and Stormwater Ordinances
- City of Prospect Heights Floodplain and Stormwater Ordinances

The Proposed Action is located on FEMA Flood Insurance Map (FIRM) number 17031C0207J, dated August 19, 2008,[36] within the Zone AE 100-year floodplain with base flood elevations (BFE) ranging from 640.0 to 640.2 feet (see **Exhibit 8**).

To evaluate potential floodplain impacts, a hydrologic and compensatory storage analysis was performed (refer to **Appendix E**). The hydrologic analysis used the Rational Method to determine the difference in peak flow rate resulting from the Proposed Action for the 5-year and 100-year storm events compared to the No Action Alternative. The required compensatory storage volumes to attenuate peak flows and protect water quality were then calculated using MWRD standard nomographs.

As shown in **Appendix E**, under the Proposed Action, the peak flow rate would increase by 54.46 cubic feet per second (cfs) during a 5-year storm event and by 108.93 cfs during a 100-year storm event over existing conditions, and require 34,009 cubic yards (21.08 acre-feet) of detention volume. The proposed stormwater detention basins for the Proposed Action are estimated to provide 34,541 cubic yards (21.71 acre-feet) of detention. The proposed stormwater detention basins would be designed to capture and infiltrate stormwater with zero release to nearby surface waters. Therefore, the Proposed Action meets MWRD standards for flow attenuation and water quality, the most stringent criteria.

Floodplain compensatory storage volume was calculated by comparing existing and proposed topographic data to the 10-year BFE and 100-year BFE to determine the volume of fill placed within the floodplain under the Proposed Action, and then applying a 1.5x compensatory storage multiplier. Based on this analysis, the Proposed Action would result in 48,630 cubic yards (30.1 acre-feet) of fill in the 100-year floodplain (refer to **Exhibit 9** for fill locations). This would require 72,945 cubic yards (45.2 acre-feet) of floodplain compensatory storage using the 1.5x multiplier. As previously stated, the Proposed Action is estimated to provide 34,541 cubic yards (21.71 acre-feet) of detention within the Project Study Area. In December 2024, the Airport completed a Master Drainage Study[37] that identifies locations for above-ground and below-ground stormwater detention basins across the Airport property. In final design, locations for additional floodplain storage would be determined, which may include future Airport stormwater ponds identified in the 2024 Master Drainage

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[36] Federal Emergency Management Agency. Flood Map Service Center. Retrieved November 2025 from https://msc.fema.gov/portal/search?AddressQuery=1020%20Plant%20Rd%2C%20Wheeling%2C%20IL%2060090

[37] Chicago Executive Airport. 2024, December 6. Master Drainage Study (SL), Comprehensive Study of Airport Drainage Patterns and Improvements. Prepared by Primera Engineering, Manhard Consulting, and Cera Civil Infrastructure Solutions.

Study. Therefore, the Airport can sufficiently provide additional compensatory storage options to accommodate the Proposed Action.

To comply with the City of Prospect Heights Code, which has the most stringent criteria, the finished floor elevations of the Proposed Action's buildings and structures would need to be sited, designed, and constructed 2.5 feet above the established BFE. The proposed underground fuel tanks would need to be floodproofed and certified by a qualified licensed professional and receive a variance from the requirements of City of Prospect Heights Code 7-1-10 A(1).[38] Through compliance with the City of Prospect Heights Code, the Proposed Action would meet floodplain resiliency criteria.

A permit is required from the Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) prior to initiating construction for work within the floodway. Furthermore, the IDNR/OWR will consult the IDNR's Division of Ecosystems and Environmental (DEE) to perform a review under the Illinois Endangered Species Protection Act, 520 ILCS 10/11, the Illinois Natural Areas Preservation Act, 525 ILCS 30/17, and the Illinois State Agency Historic Resources Preservation Act, 20 ILCS 3420/4. The permit application would be submitted by Sky Harbour Group when final engineering design has been completed. Refer to **Appendix G** for coordination with IDNR/OWR.

The Village Engineer for the Village of Wheeling has reviewed the documentation regarding compensatory storage and floodplain management and has concurred with the methodology used to determine the total detention storage required; the stormwater detention analysis in **Appendix E** has been updated to address comments received by the Village Engineer (see **Appendix G** for agency coordination). Likewise, the City of Prospect Heights reviewed the hydrologic and compensatory storage analysis performed (**Appendix E**) for the Proposed Action and concurred with the methodology used and compensatory storage approach (see **Appendix G**). A floodplain development permit would be required from both the Village of Wheeling and the City of Prospect Heights prior to construction.

In compliance with Section 2(a)(4) of Executive Order 11988[39] and Paragraph 7 of DOT Order 5650.2,[40] a floodplain encroachment notice would be published in the local newspaper (refer to Part III, Public Involvement).

As shown by the results of the hydrologic and compensatory storage analysis in **Appendix E**, and compliance with federal, state, and local agency standards and permits, the Proposed Action would have no significant impact on floodplains.

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[38] City of Prospect Heights Code Section 7-1-10 – Permitting Requirements Applicable to all Flood Plain Areas. Retrieved November 2025 from https://codelibrary.amlegal.com/codes/prospecthtsil/latest/prospecthts_il/0-0-0-8184#JD_7-1-10

[39] U.S. Executive Office of the President. 1977. Executive Order 11988: Floodplain Management, Section 2(a)(4). Retrieved October 2025 from https://www.epa.gov/cwa-404/floodplain-management-executive-order-11988

[40] U.S. Department of Transportation. 1979. DOT Order 5650.2: Floodplain Management and Protection of Wetlands, Paragraph 7. Retrieved October 2025 from https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Floodplain.pdf

Land and Water Conservation Fund Action Section 6(f)

- **Are there areas acquired or improved with Land and Water Conservation Fund Grant Assistance?** No

Remarks

There are no Section 6(f) resources within the Project Study Area. The nearest Section 6(f) property is Willow Trails Park,[41] which received Land and Water Conservation Funds in 1993 and is approximately 0.5-mile south of the Project Study Area. Therefore, the Proposed Action would have no impact on Section 6(f) resources.

Light Emissions and Visual Effects

- **Will the project result in airport-related lighting impacts?** No
- **Does the proposed project fit with the existing environment?** Yes

Remarks

Light Emissions

Construction of the Proposed Action would occur on Airport property and newly acquired land immediately adjacent to the Airport. Construction is unlikely to occur during the nighttime; however, any light emissions from nighttime-related construction would be temporary and not visible to the nearest residence, located approximately 0.40 miles south of the Project Study Area on the other side of E. Palatine Road.

Following construction, the Proposed Action would reduce light emissions via the removal of the Runway 6-24 HIRL and PAPI, the removal of Taxiway B and F edge lights, and the removal of lighting at Tie-Down Aprons (refer to **Exhibit 5**). New lighting for the new aircraft hangars, buildings, aprons, taxilanes, and roads would be similar to lighting on existing Airport facilities. Combined, the Proposed Action would likely result in a net decrease in light emissions. Therefore, the Proposed Action would have no impact on visual resources related to light emissions.

Visual Effects

During construction, temporary visual impacts include views of construction equipment. These visual effects would be short-term and would not block or obstruct the views of any protected visual resources.

Following construction, the Proposed Action includes the removal of all or portions of Runway 6-24, Taxiway B, Taxiway F, and Tie-Down Aprons, and the construction of aircraft hangars and buildings at the end of the decommissioned runway (**Exhibit 5**). The Proposed Action would be constructed in a similar design to existing infrastructure

[41] U.S. Department of Interior. Land Water Conservation Fund GIS Map. Retrieved November 2025 from https://lwcf.tplgis.org/mappast/

elsewhere on Airport property. Therefore, the Proposed Action would not affect the area's visual character, nor would it block or obstruct the views of any protected visual resources. Overall, the Proposed Action would have no impact on visual effects.

Noise

- **Will the project change the current noise levels?** Yes
- **Are there non-compatible land uses within the 65 DNL?** Yes
- **Will the project create temporary (less than 180 days) noise impacts?** No
- **Is a noise analysis required in accordance with FAA regulations?** Yes

Remarks

A noise analysis was performed using the FAA's Aviation Environmental Design Tool (AEDT) Version 3e.[42,43] The AEDT produces aircraft noise contours delineating areas of equal day-night average sound level (DNL). The DNL is a 24-hour time-weighted sound level expressed in A-weighted decibels. The AEDT defines a network of ground-level grid points around an airport to model noise exposure levels based on existing and forecast operations. The cumulative noise exposure levels at all grid points are used to develop aviation noise exposure contours for 65, 70, and 75 DNL. Aircraft noise exposure over 65 DNL is considered incompatible with land uses such as residences, schools, and churches. Incompatible land uses are identified by overlaying the DNL contours on parcel-level land use maps. Please refer to **Appendix F** for details on the AEDT methodology, existing 2022 DNL data and contour map, and DNL contours developed for the No Action and Proposed Action for 2026 and 2031.

The 2022 65 DNL contour (existing conditions) contains 126.7 acres of incompatible land uses, including one school. Based on 2022 DNL contour data and FAA's Terminal Area Forecast (TAF), the 2026 No Action Alternative 65 DNL contour contains 158.03 acres of incompatible land uses, including one school and one place of worship. The 2031 No Action Alternative 65 DNL contour includes 159.22 acres of incompatible land uses, including one school and one place of worship.

The Proposed Action would change the noise exposure surrounding PWK via the decommissioning of Runway 6-24 and the construction of additional hangars. For the noise modeling, 96% of Runway 6-24 operations under the No Action Alternative were reassigned to Runway 16-34, and 4% of the operations were reassigned to Runway 12-30. To account for additional hangars that can accommodate 17 aircraft, 1,224

[42] Federal Aviation Administration. 2022. Aviation Environmental Design Tool (AEDT) Version 3e. Retrieved November 2025 from https://aedt.faa.gov/3e_information.aspx

[43] All FAA actions requiring noise, fuel burn, or emissions modeling and for which the environmental analysis process has begun on or after August 28, 2024, are required to use AEDT Version 3g. The present environmental analysis commenced prior to August 28, 2024.

annual aircraft operations were added to the operational 2026 forecast, and 1,284 annual aircraft operations were added to the operational 2031 forecast.

The 2026 Proposed Action 65 DNL contour contains 159.26 acres of incompatible land uses, including one school and one place of worship. This is a 1.23-acre increase (0.78% increase) over the 2026 No Action Alternative 65 DNL contour. Grid points in the AEDT were placed at the school, church, and residential sites north and south of the Airport to determine if a significant noise impact would occur. The five grid points are shown in Figure 3-3 in **Appendix F**. As shown in **Table 3**, the DNL value increase compared to the No Action Alternative is 0.02 DNL, well below the significance threshold of 1.5 DNL established by FAA Order 1050.1F.[44]

Table 3. 2026 No Action Alternative and Proposed Action DNL Values at Grid Points

Grid Points	2026 No Action Alternative DNL	2026 Proposed Action DNL	Increase In DNL
1 (Residence)	64.98	65.00	0.02
2 (Residence)	64.98	65.00	0.02
3 (Residence)	64.98	65.00	0.02
4 (School)	67.37	67.39	0.02
5 (Church)	65.00	65.02	0.02

Source: RS&H, Inc.

The 2031 Proposed Action 65 DNL contour contains 160.49 acres of incompatible land uses, including one school and one place of worship. This is a 1.27-acre increase (0.80% increase) over the 2031 No Action Alternative 65 DNL contour. The same five grid points were established in AEDT, depicted in Figure 3-4 in **Appendix F**. As shown in **Table 4**, the increase in DNL values compared to the No Action Alternative ranges between 0.02 DNL and 0.03 DNL; this is well below the significance threshold of 1.5 DNL established by FAA Order 1050.1F.[45]

Table 4. 2031 No Action Alternative and Proposed Action DNL Values at Grid Points

Grid Points	2031 No Action Alternative DNL	2031 Proposed Action DNL	Increase In DNL
1 (Residence)	65.00	65.03	0.03
2 (Residence)	65.01	65.03	0.02
3 (Residence)	65.00	65.03	0.03
4 (School)	67.39	67.41	0.02
5 (Church)	65.01	65.04	0.03

Source: RS&H, Inc.

The increase in DNL values resulting from the Proposed Action compared to the No Action Alternative ranges from 0.02 DNL to 0.03 DNL for 2026 and 2031. These

[44] Federal Aviation Administration. 2015. Order 1050.1F, Environmental Impacts: Policies and Procedures. Retrieved November 2025 from https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf

[45] Federal Aviation Administration. 2015. Order 1050.1F, Environmental Impacts: Policies and Procedures. Retrieved November 2025 from https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf

increases are well below the significance threshold of 1.5 DNL, and therefore, no significant noise impacts would occur as a result of the Proposed Action.

Social Impacts

- **Will the project adversely impact local transportation infrastructure (roads etc.)?** No
- **Will the proposed action result in the relocation people, businesses or farms?** No
- **Number of Relocations: Residences:** 0 **Businesses:** 0 **Farms:** 0 **Other:** 0

Remarks

Construction vehicles accessing the Project Study Area may result in a minor, temporary increase in local traffic but would not substantially reduce the levels of service of roads serving the Airport or the surrounding community. The operation of the Proposed Action would not alter local transportation infrastructure or traffic patterns. The land proposed for acquisition is at the location of the former Ramada Plaza Hotel; the hotel has been out of operation since 2023 and would be demolished prior to land acquisition. The Proposed Action does not include relocating people, businesses, or farms. Overall, the Proposed Action would have no impact on local transportation infrastructure or nearby residences (people), businesses, or farms.

Socioeconomic Impacts

Will the Proposed Action result in:

- **A change in business or economic activity in the project area?** Yes
- **An impact on local public service demands?** No
- **Induced/Secondary impacts?** No

Remarks

The Proposed Action would temporarily increase construction-related employment but would not increase permanent employment when compared to the No Action Alternative. The increase in construction-related employment would be minimal, and existing residents in the Village of Wheeling, City of Prospect Heights, or the greater Chicago metropolitan area would likely fill construction-related jobs. As a result, no change in population would occur as a result of the Proposed Action compared to the No Action Alternative.

The Proposed Action would not impact any local public services of the surrounding community. While removing Runway 6-24 would result in a loss of runway utility at the Airport in specific crosswind conditions, the 2021 Master Plan[46] determined that

[46] Chicago Executive Airport. 2021. Airport Master Plan. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2023/11/PWK-Master-Plan-Report-no-appendix-Final.pdf

Runway 12-30 and Runway 16-34 combined provide more than 95% wind coverage for both all-weather and Instrument Flight Rules (IFR), thereby meeting operational needs and FAA standards. Further, Runway 12-30 and Runway 16-34 meet forecast aircraft operational demand.

The Proposed Action would result in short-term, construction-related employment and can be considered a minor, positive impact on the surrounding community. The Proposed Action is not anticipated to cause secondary or induced impacts on the Project Study Area or the surrounding community. Overall, the Proposed Action would have no significant impact on socioeconomics.

Solid and Hazardous Waste

- **Is there an Environmental Due Diligence Audit (EDDA) Phase I Report?** No
    - **If Yes, is EDDA Phase II required/completed**
    - **If Yes, is EDDA Phase III required/completed**
- **Does the project require the use of land that may be contaminated?** No
- **Will the proposed project generate solid waste?** Yes
    - **If Yes, are local disposal facilities capable of handling the additional waste?** Yes

Remarks

Hazardous Waste

The USEPA NEPAssist identified seven (7) Resource Conservation Recovery Act (RCRA) hazardous waste generators on Airport property: Chicago Executive Airport (ILR000018465), Chicago Executive Services (ILR000181644), North American Jet Inc. (ILR000075861), Palwaukee Flyers (ILR000129031), Preister Aviation (ILD981958853), and Signature Flight Support (ILR000145649 and ILR000213199).[47] According to the USEPA's Enforcement and Compliance History Online[48] and the USEPA's Envirofacts[49] database, the hazardous waste generated at these facilities include ignitable waste, tetrachloroethylene, and/or solvents, and no violations have been reported. Twenty-seven (27) RCRA hazardous waste generators are in proximity to Airport property. However, none of the RCRA facilities identified occur within the Project Study Area and none would be directly affected by the Proposed Action. The

[47] U.S. Environmental Protection Agency. NEPAssist, EPA Facilities. Retrieved November 2025 from https://nepassisttool.epa.gov/nepassist/nepamap.aspx
[48] U.S. Environmental Protection Agency. Enforcement and Compliance History Online: Facilities Search. Retrieved November 2025 from https://echo.epa.gov/
[49] U.S. Environmental Protection Agency. Envirofacts: RCRAInfo. Retrieved November 2025 from https://enviro.epa.gov/envirofacts/rcrainfo/

USEPA NEPAssist did not identify any toxic release inventories, superfund sites, or brownfield facilities on Airport property or in proximity to Airport property.

Some construction activities have the potential to generate hazardous waste and use construction materials (fuel, oil, lubricants, paints, etc.) that may contain hazardous substances. Prior to project initiation, the general contractor would obtain a General National Pollutant Discharge Elimination System (NPDES) Permit for Construction Site Activities[50] from the Illinois Environmental Protection Agency (EPA), which includes the implementation of a SWPPP. The SWPPP includes BMPs for spill prevention, response, and pollution prevention measures to prevent or minimize the release of hazardous substances into the environment during construction activities. Any hazardous substances generated or encountered during construction would be managed and disposed of in compliance with federal, state, and local hazardous materials guidelines and regulations.

The Proposed Action includes the construction of a fuel farm with a combined tank capacity of at least 40,000 gallons. Prior to the construction of the underground fuel farm, the Airport Sponsor would ensure the following:

- The Fuel Farm would be designed and operated in compliance with all technical standards, containment, monitoring, and reporting requirements described in FAA Order 1050.15, *Fuel Storage Tanks at FAA Facilities*[51] and EPA regulations 40 CFR Part 112,[52] 280,[53] and 281.[54]
- The Fuel Farm would be designed to be floodproof and obtain certification by a qualified licensed professional.
- A variance would be obtained from the City of Prospect Heights per Code 7-1-10 A(1)[55] to construct the Fuel Farm below the local Flood Protection Elevation.

As previously described in the Air Quality section, the Proposed Action would not increase aircraft operations compared to the No Action Alternative. Further, the distance in aircraft taxiing is not anticipated to meaningfully change via the removal of all or a portion of Runway 6-24, Taxiway B, Taxiway F, and the Tie-Down Aprons. Therefore, the Proposed Action would not increase the amount of fuel used at PWK compared to the No Action Alternative.

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[50] Illinois Environmental Protection Agency. NPDES Permit for Construction Activities. Retrieved November 2025 from https://epa.illinois.gov/topics/forms/water-permits/storm-water/construction.html

[51] Federal Aviation Administration. 2018. Order 1050.15B, Fuel Storage Tank Systems at FAA Facilities. Retrieved November 2025 from https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.15B.pdf

[52] Title 40 Code of Federal Regulations Part 112. Oil Pollution Prevention. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-D/part-112?toc=1

[53] Title 40 Code of Federal Regulations Part 280. Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-280

[54] Title 40 Code of Federal Regulations Part 281. Approval of State Underground Storage Tank Programs. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-281

[55] City of Prospect Heights Code Section 7-1-10 – Permitting Requirements Applicable to all Flood Plain Areas. Retrieved November 2025 from https://codelibrary.amlegal.com/codes/prospecthtsil/latest/prospecthts_il/0-0-0-8184#JD_7-1-10

Solid Waste

The Proposed Action would generate construction-related solid waste from the demolition of pavement and hotel foundations, and construction of the Sky Harbour development. The land proposed for acquisition is at the location of the former Ramada Plaza Hotel; the hotel would be demolished prior to land acquisition. The solid waste generated from the Proposed Action would represent a small percentage of waste generated in Cook County and would not significantly increase demand on landfills serving the area. Any solid waste generated during construction would be disposed of in accordance with federal, state, and local regulations. Solid waste is acceptable for disposal at the Glenview Transfer Station,[56] approximately 2.5 miles south of the Airport. The Glenview Transfer Station has the capacity to handle additional solid waste generated during the construction of the Proposed Action.

Following construction, the new aircraft hangars and buildings may contribute to solid waste generated on Airport property. However, any increase in solid waste could be accommodated through the Airport's existing service with Waste Management LLC and is not anticipated to be significant.

Through the implementation of the SWPPP during construction, the Proposed Action would have no significant impact on solid and hazardous waste.

Water Quality

- **Streams, Rivers, Watercourses & Jurisdictional Ditches**
    - **Are there Streams, Rivers, Watercourses or Ditches in/near the project area?** Yes
    - **Is there any Wild, Scenic or Recreational Rivers in/near the project area?** No
- **Other Waters**
    - **Are there any lakes or ponds in/near the project area?** No
    - **Are there other surface/below surface waters in/near the project area?** Yes

Remarks

The USFWS National Wetland Inventory (NWI)[57] map identifies a freshwater pond and riverine wetlands associated with a drainage ditch within the Project Study Area (see **Exhibit 10**). However, the freshwater pond is no longer present, and the drainage ditch flows underground through the Project Study Area until its confluence with the

[56] Solid Waste Agency of Northern Cook County. Glenview Transfer Station. Retrieved November 2025 from https://swancc.org/what_goes_where/garbage/glenview_transfer_station.php

[57] U.S. Fish and Wildlife Service. National Wetlands Inventory, Wetland Mapper. Retrieved November 2025 from https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper

Wheeling Drainage Ditch north of the Airport. The Des Plaines River is on the other side of U.S. Highway 45, approximately 200 feet east of the Project Study Area at its nearest point. Additionally, the Illinois DOT Natural Resources Review concluded that the Project Study Area does not contain wetlands (refer to **Appendix D**).

The Project Study Area is not within an USEPA designated Sole Source Aquifer (SSA)[58] zone; the nearest SSA is the Mahomet Aquifer SSA over 90 miles south of the Project Study Area. Therefore, the Proposed Action would not affect any SSA.

There are no protected rivers or river segments within or near the Project Study Area. The nearest Wild and Scenic River is the Middle Fork Vermilion River, located over 120 miles south of the Project Study Area.[59] Therefore, the Proposed Action would not affect Wild and Scenic Rivers.

During construction, a SWPPP would be implemented by the contractor to comply with the General NPDES Permit for Construction Site Activities, which includes erosion and sediment control BMPs, stormwater inlet protection, spill prevention and response measures, and other pollution prevention measures to protect surface waters.

The Proposed Action would result in a net increase of 294,000 SF of impervious surfaces, resulting in an increased peak flow rate of 54.46 cfs during a 5-year storm event and 108.93 cfs during a 100-year storm event over existing conditions (see **Appendix E**). The proposed stormwater detention basins are estimated to provide 34,541 cubic yards (21.71 acre-feet) of detention, which is above the 34,009 cubic yards (21.08 acre-feet) of detention volume required to accommodate stormwater runoff (see **Appendix E**). Further, the proposed stormwater detention basins would be designed to capture and infiltrate stormwater with zero release to nearby surface waters. Therefore, the Proposed Action would not exceed water quality standards established by federal, state, or local regulatory agencies, nor contaminate the public drinking water supply such that public health would be adversely affected. The Proposed Action would have no significant impact on water quality.

Wetlands

- **Are there wetlands in/near the project area?** No
    - **Total wetland area:**
    - **Total wetland area impacted:**
- **Completed Documentation**
    - **Wetland Delineation Report**
    - **Conceptual Mitigation Plan (see remarks)**

[58] U.S. Environmental Protection Agency. Sole Source Aquifers Map. Retrieved November 2025 from https://experience.arcgis.com/experience/1bfab371d71e4b868fc9ae7df62a16fe

[59] U.S. Department of Interior, National Parks Service. National Wild and Scenic Rivers System, Illinois. Retrieved November 2025 from https://www.rivers.gov/illinois

- **Mitigation Available**

- **Individual Wetland Finding**
- **Alternatives that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):**
  - **Substantial adverse impacts to adjacent homes, business or other improved properties;**
  - **Substantially increased project costs;**
  - **Unique engineering, maintenance, or safety problems;**
  - **Substantial adverse social, economic, or environmental impacts,**
  - **The project not meeting the identified needs**

Discuss measures to avoid, minimize, and mitigate wetland impacts. Make sure to include mitigation ratios.

Remarks

While the USFWS NWI[60] map identifies two potential wetlands within the Project Study Area (**Exhibit 10**), these wetlands are no longer present. The drainage ditch shown on the NWI Map flows underground through the Project Study Area and the freshwater pond is not present in the area specified on the map. The Project Study Area is located in uplands consisting of grass turf and paved surfaces. As a part of their Natural Resources Review the Illinois DOT concluded that the Project Study Area does not contain wetlands (refer to **Appendix D**). As no wetlands are present within the Project Study Area, the Proposed Action would have no direct impact on wetlands.

The nearest wetlands to the Project Study Area are riverine and palustrine forested wetlands associated with the Des Plaines River, located approximately 200 feet east of the Airport, on the other side of U.S. Highway 45. To prevent and minimize indirect impacts to wetlands outside of the Project Study Area, a SWPPP would be implemented by the contractor to comply with the General NPDES Permit for Construction Site Activities, which includes erosion and sediment control BMPs, stormwater inlet protection, spill prevention, and other pollution prevention measures.

As determined by the hydrologic analysis (**Appendix E**), the above-ground stormwater detention basins would provide enough storage capacity to accommodate stormwater runoff from the Proposed Action with zero release of stormwater to nearby surface waters, including wetlands (refer to the Water Quality section for more details). Through the implementation of SWPPP during the construction and

[60] U.S. Fish and Wildlife Service. National Wetlands Inventory, Wetland Mapper. Retrieved November 2025 from https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper

installation of stormwater detention basins that can accommodate stormwater runoff, the Proposed Action would have no significant impact on wetlands.

PART III – PERMITS, MITIGATION, COORDINATION AND PUBLIC INVOLVEMENT

Permits/Mitigation

Permits: List all required permits for the proposed project & indicate if any problems are anticipated in obtaining the permit.

Commitments, Permits, and Mitigation			
Agency	Resources	Permit or Commitment Required	Timing
Illinois Environmental Protection Agency	Water Quality	General NPDES Permit for Construction Site Activities	Prior to Construction
Illinois Environmental Protection Agency	Water Quality, Pollution Prevention	Clean Construction or Demolition Debris (CCDD) Certification	Prior to Construction
Metropolitan Water Reclamation District of Greater Chicago (MWRD)	Floodplains, Water Quality	Watershed Management Ordinance Permit	Prior to Construction
Village of Wheeling	Land Use	Building Permit	Prior to Construction
Village of Wheeling	Floodplains	Floodplain Development Permit	Early Coordination and Permit Prior to Construction
Village of Wheeling	Water Quality	Site Alteration Permit	Prior to Construction
City of Prospect Heights	Land Use	Building Permit	Prior to Construction
City of Prospect Heights	Floodplains	Floodplain Development Permit	Early Coordination and Permit Prior to Construction

Mitigation: Describe all mitigation measures for the proposed project. Include any impacts that cannot be mitigated or those that cannot be mitigated below threshold levels. Also, provide a description of any resources that must be avoided during construction.

Remarks

To prevent and minimize indirect environmental impacts outside of the Project Study Area, the general contractor would obtain a General NPDES Permit for Construction Site Activities from the Illinois EPA, which includes the implementation of a SWPPP. The SWPPP would be implemented by the contractor during construction and would include erosion and sediment control BMPs, stormwater inlet protection, spill prevention and response measures, and other pollution prevention measures.

The Proposed Action includes the construction of a fuel farm with a combined tank capacity of at least 40,000 gallons. Prior to the construction of the underground fuel farm, the Airport Sponsor would ensure the following:

- The Fuel Farm would be designed and operated in compliance with all technical standards, containment, monitoring, and reporting requirements described in FAA Order 1050.15, *Fuel Storage Tanks Systems at FAA Facilities*[61] and EPA regulations 40 CFR Part 112,[62] 280,[63] and 281.[64]
- The Fuel Farm would be designed to be floodproof and obtain certification by a qualified licensed professional.
- A variance would be obtained from the City of Prospect Heights per Code 7-1-10 A(1)[65] to construct the Fuel Farm below the local Flood Protection Elevation.

The Proposed Action includes the construction of above-ground stormwater detention basins to provide floodplain compensatory storage, attenuate peak flows, and protect water quality. The City of Prospect Heights and the Village of Wheeling have concurred with the approach to constructing above-ground stormwater detention basins (see **Appendix G**). Permits from the City of Prospect Heights, the Village of Wheeling, and the IDNR/OWR would be required prior to initiating construction. In the final design, locations for additional floodplain storage would be determined, which may include future Airport stormwater ponds identified in the 2024 Master Drainage Study.[66]

In the event an Inadvertent Discovery of cultural resources occurs at any phase of construction, and human remains or archaeological materials are exposed as a result of project activities, work shall cease immediately, and the Forest County Potawatomi Community shall be included with the Illinois SHPO in any consultation regarding treatment and disposition of the find.

The Proposed Action would not cause significant effects on the environment or resources protected under special purpose laws; therefore, no long-term or permanent mitigation is proposed.

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[61] Federal Aviation Administration. 2018. Order 1050.15B, Fuel Storage Tank Systems at FAA Facilities. Retrieved November 2025 from https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.15B.pdf

[62] Title 40 Code of Federal Regulations Part 112. Oil Pollution Prevention. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-D/part-112?toc=1

[63] Title 40 Code of Federal Regulations Part 280. Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-280

[64] Title 40 Code of Federal Regulations Part 281. Approval of State Underground Storage Tank Programs. Retrieved November 2025 from https://www.ecfr.gov/current/title-40/chapter-I/subchapter-I/part-281

[65] City of Prospect Heights Code Section 7-1-10 – Permitting Requirements Applicable to all Flood Plain Areas. Retrieved December 2025 from https://codelibrary.amlegal.com/codes/prospecthtsil/latest/prospecthts_il/0-0-0-8184#JD_7-1-10

[66] Chicago Executive Airport. 2024, December 6. Master Drainage Study (SL), Comprehensive Study of Airport Drainage Patterns and Improvements. Prepared by Primera Engineering, Manhard Consulting, and Cera Civil Infrastructure Solutions.

Early Coordination

List each agency coordinated with, the date coordination was sent, and if a response was received in the following table. Make sure to include a copy of the response in the appendix.

Resource Agency	Date Consultation Letter Sent	Date Response Received
Citizen Potawatomi Nation, Oklahoma	11/20/24	No Response
Forest County Potawatomi Community, Wisconsin	11/20/24	12/09/24
Hannahville Indian Community, Michigan	11/20/24	No Response
Kickapoo Tribe of Oklahoma	11/20/24	No Response
Little Traverse Bay Bands of Odawa Indians, Michigan	11/20/24	No Response
Menominee Indian Tribe of Wisconsin	11/20/24	No Response
Miami Tribe of Oklahoma	11/20/24	No Response
Prairie Band Potawatomi Nation	11/20/24	No Response
Illinois Department of Transportation Bureau of Design and Environment	11/24/24	12/03/24
Illinois State Historic Preservation Office	11/24/24	01/17/25
Illinois Department of Natural Resources, Office of Water Resources	09/19/25	09/23/25
Village of Wheeling	09/03/25	09/15/25
City of Prospect Heights	09/03/25	10/06/25

Remarks

Initial coordination with tribal communities listed in the above table was initiated by the Airport Sponsor on November 20, 2024. The coordination letter included a description and exhibit of the Proposed Action and invited tribal communities to comment on the Proposed Action. The Forest County Potawatomi Community was the only tribe to respond. In their letter dated December 9, 2024, the Forest County Potawatomi Community requested Inadvertent Discovery protocols (listed in the mitigation section above). Refer to **Appendix C** for tribal coordination documentation.

In compliance with the Illinois State Block Program, the Airport Sponsor submitted an Environmental Survey Request (ESR) to the Illinois DOT Division of Aeronautics (IDA) on November 22, 2024. Upon approval, IDA submitted the ESR documentation to the Illinois DOT Bureau of Design and Environment (BDE) on November 22, 2024, to be screened for natural and cultural resources.

The Illinois DOT performed a Natural Resources Review on December 3, 2024, for the Proposed Action and concluded that the Project Study Area does not contain suitable habitat for state-listed species or federally-listed, proposed, or candidate species, and that the implementation of the Proposed Action would have no effect on listed species. The Illinois Natural Resources review also concluded that the Project Study Area does not contain wetlands. Refer to **Appendix D** for the Natural Resources Review letter.

In compliance with Section 106 of the National Historic Preservation Act and the Illinois State Block Grant Program, the Illinois DOT initiated Section 106 consultation with the Illinois SHPO on November 22, 2024. In their letter dated January 17, 2024, the Illinois SHPO determined the Proposed Action would result in No Historic Properties Affect. In response, Illinois DOT made a final determination of No Historic Properties Affected by the Proposed Action in their letter dated January 28, 2025. Refer to **Appendix C** for documentation of Illinois SHPO consultation.

At the recommendation of the Illinois DOT, the Airport Sponsor initiated agency coordination with IDNR/OWR. The IDNR/OWR responded that a permit would be required from IDNR/OWR prior to initiating construction for work within the floodway (see **Attachment G**). Furthermore, the IDNR/OWR would consult with the IDNR's Division of Ecosystems and Environment (DEE) review under the Illinois Endangered Species Protection Act, the Illinois Natural Areas Preservation Act, and the Illinois State Agency Historic Resources Preservation Act.

As described previously, the Village of Wheeling and the City of Prospect Heights reviewed the hydrologic and compensatory storage analysis performed for the Proposed Action, and concurred with the methodology used in the analysis and compensatory storage approach (see **Appendix G**). A floodplain development permit would be required from the Village of Wheeling and the City of Prospect Heights prior to construction.

One (1) Stakeholder Involvement Group (SIG) Meeting[67] was held on November 13, 2018, as a part of the 2021 Master Plan Update, in which the Runway 6-24 decommissioning was discussed. Of the 49 stakeholder groups and agencies invited to the SIG meetings,[68] the following 28 stakeholder groups were in attendance:

- Allstate Insurance Company, Aviation
- Atlantic Aviation
- Chicago Executive Pilots Association
- Chicago North Shore Convention and Visitors Bureau
- City of Prospect Heights, Fire Department
- City of Prospect Heights, City Administration
- City of Prospect Heights, Police Department
- City of Prospect Heights, Community Development
- Cook County Forest Preserve District

[67] Chicago Executive Airport. Master Plan Update, Stakeholder Involvement Group Meeting 1 Summary. Retrieved November 2025 from https://www.chiexec.com/wp-content/uploads/2018/12/SIG-1-Meeting-Summary-.pdf

[68] Chicago Executive Airport. Master Plan Phase III, Stakeholder Involvement Plan. Retrieved November 2025 from https://www.chiexec.com/wp-content/uploads/2018/11/CEA-SIP-DRAFT-11.29.18-for-Public-Open-House.pdf

- Federal Aviation Administration
- Federal Aviation Administration, Air Traffic Control
- Hawthorn Global Aviation Services
- Illinois Department of Transportation, Region 1
- Signature Flight
- State Senator 29th District
- Village of Glenview
- Village of Mount Prospect
- Village of Northbrook
- Village of Wheeling, Economic Development
- Village of Wheeling, Fire Department
- Village of Wheeling, Police Department
- Village of Wheeling, President
- Village of Wheeling, Manager
- Village of Wheeling/Prospect Heights Area Chamber of Commerce
- U.S. Representative 8th District
- U.S. Representative 9th District
- U.S. Representative 10th District
- U.S. Senator, 8th District

The removal of Runway 6-24 was identified as an alternative to meet current and future demand by a group of stakeholders representing the Village of Northbrook, Village of Wheeling, City of Prospect Heights, FAA, and 9th District at the first SIG meeting.

Public Involvement

Some level of public involvement is encouraged for every Federal Action. The level of public involvement should be commensurate with the proposed action. Discuss any public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) for this project.

- **Public Controversy on Environmental Grounds**
    - **Is the project anticipated to involve substantial controversy concerning community and/or natural resource impacts?** No

Remarks

The Runway 6-24 Decommission Project was introduced as a part of the 2021 Master Plan Update and discussed at the following public meetings:

- December 4, 2018 (Public Open House #1)[69]
- July 11, 2019 (Public Open House #2)[70]
- January 20, 2020 (Public Airport Board Meeting)[71]
- November 10, 2021 (Public Airport Board Joint Workshop)[72]

The Preferred Alternative, depicting the decommissioning of Runway 6-24, was presented at Public Open House #2.[73] Of the 55 public comments received from the Public Open Houses, only one comment was specific to Runway 6-24, in which a hangar tenant requested the runway remain open. During the Public Airport Board Meeting and Airport Board Joint Workshop, some pilots expressed concern about closing Runway 6-24 due to its southwesterly alignment, which is ideal for crosswind conditions. However, the safety benefits resulting from decommissioning Runway 6-24 (e.g., the removal of hot spots) were also recognized by pilots and Airport staff.

The Airport Sponsor published a notice of floodplain encroachment and a notice of availability for the Draft Condensed EA, and an opportunity to request a public meeting in the *Daily Herald* on Wednesday, December 10, 2025 (see **Appendix G**). A hard copy of the Draft Condensed EA was made available to the public and agencies for a 19-day public comment period (19 days after the notice of availability advertisement) at the administrative offices of the Chicago Executive Airport (1020 South Plant Road, Wheeling, IL 60090) during normal business hours and on the PWK website (https://chiexec.com/news/). No comments or a request for PWK to host a public meeting were received on the Draft Condensed EA during the 19-day public comment period. The Final Condensed EA is available to view at the administrative offices of the Chicago Executive Airport (1020 South Plant Road, Wheeling, IL 60090) during normal business hours and on the PWK website (https://chiexec.com/news/).

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[69] Chicago Executive Airport. 2019. Master Plan Update, Public Open House #1 Summary. Retrieved November 2025 from https://www.chiexec.com/wp-content/uploads/2019/01/CEA-Public-Open-House-1-Meeting-Summary.pdf

[70] Crawford, Murphy, & Tilly. 2019. Open House #2 Comments and Responses to Comments. Unpublished document.

[71] Chicago Executive Airport. 2020. Board of Directors, Regular Meeting Minutes, January 15, 2020. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2020/02/Meeting-Minutes-01-15-20.pdf

[72] Chicago Executive Airport. 2021. Board of Directors, Joint Workshop Meeting, November 3, 2021. Retrieved November 2025 from https://chiexec.com/wp-content/uploads/2021/12/Minutes-11-03-21-Joint-Workshop.pdf

[73] Chicago Executive Airport. 2019. Master Plan Update, Public Open House #2, Overall Preferred Alternatives. Retrieved November 2025 from https://www.chiexec.com/wp-content/uploads/2019/07/All-Open-House-2-Boards-Presented-07122019_reduced.pdf

Federal Aviation Administration – Great Lakes Region

Airport: Chicago Executive Airport **Project:** Runway 6-24 Decommissioning and Aircraft Hangar Development

PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Signature 1/6/2026
Date

David Full, AICP - VP Aviation Environmental RS&H, Inc.
Printed Name and Title Organization

AIRPORT SPONSOR CERTIFICATION

I hereby certify that the information provided is complete and accurate to the best of my knowledge. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until the FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval if applicable) have occurred. All applicable Federal, State, and local permits required shall be obtained before proceeding with the proposed action.

JEFF MILLER 1/6/2026
Signature Date

Jeffrey Miller - Executive Director Chicago Executive Airport
Printed Name and Title Organization

FAA DECISION

Having reviewed the above information, certified by the responsible airport official, the proposed projects of development warrant environmental processing as indicated below:

☒ The proposed action has been found to qualify for a Condensed Environmental Assessment.

☐ The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment.

☐ The proposed development action requires the preparation of an Environmental Impact Statement.

This Environmental Assessment becomes a federal document when signed/dated by the responsible FAA Official.

1/22/2026
Signature Date

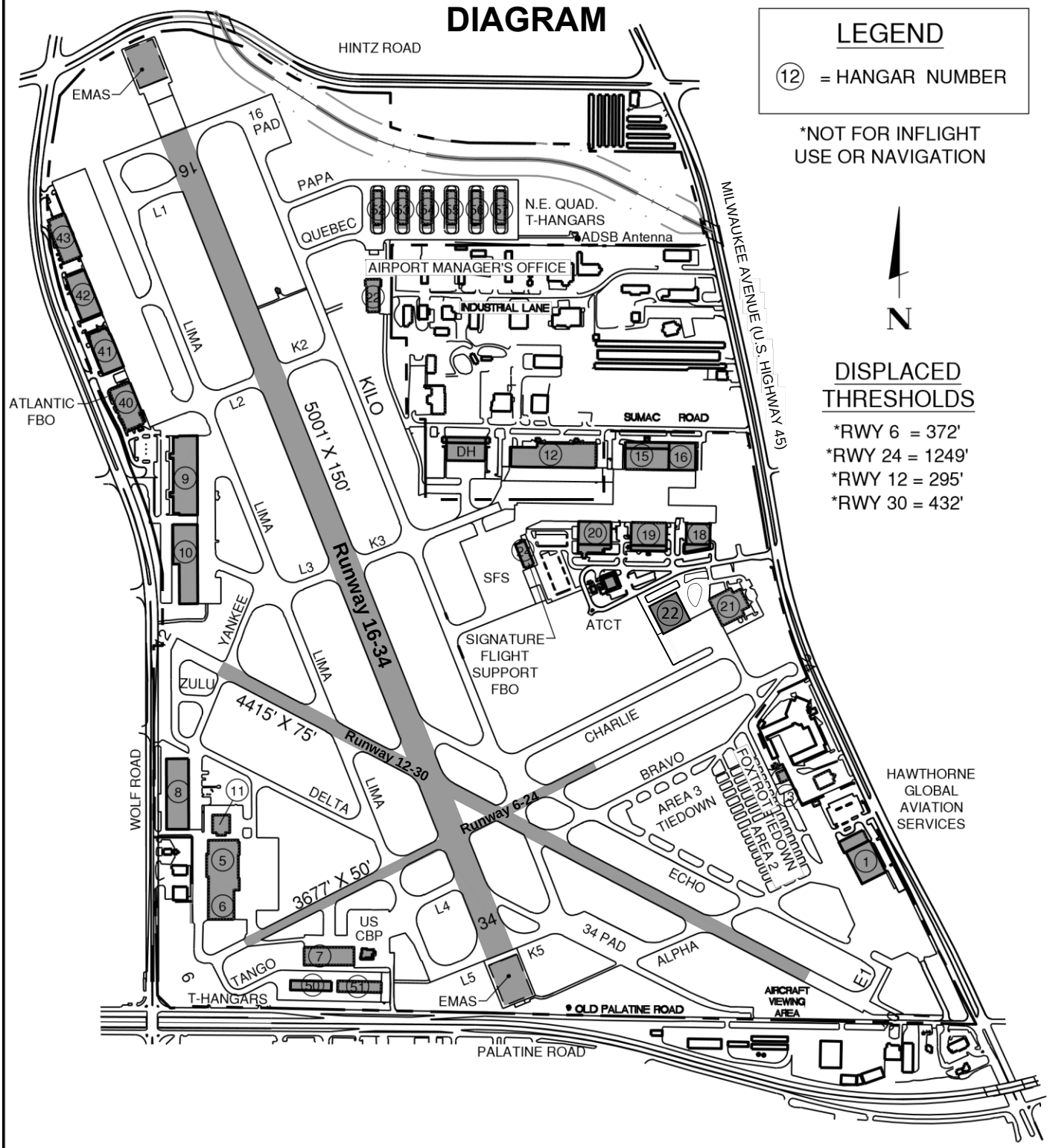
Craig Pullins, Environmental Protection Specialist as FAA Approving official for the
Printed Name and Title Federal Aviation Administration

Location Map

CHICAGO EXECUTIVE AIRPORT

Exhibit 1

EXHIBIT 2
CHICAGO EXECUTIVE AIRPORT - 2024
DIAGRAM



LEGEND

(12) = HANGAR NUMBER

*NOT FOR INFLIGHT USE OR NAVIGATION

N

DISPLACED THRESHOLDS

*RWY 6 = 372'
*RWY 24 = 1249'
*RWY 12 = 295'
*RWY 30 = 432'

TOWER - 119.90
GROUND - 121.7
CLEARANCE DELIVERY/CHICAGO APPROACH - 124.7
TOWER CAB NUMBER 847-229-6003
TOWER HOURS M-F 0600L-2200L, SA-SU 0700-2200L

* BASED ON SOURCE DATA FROM FAA 5010 INFORMATION FOR KPWK, MAY 13, 2014.

!GENERAL\CEA DIAGRAMS\2021 UPDATES\CEA-CALENDAR-2021.DWG

RS&H

Exhibit 3. Non-Standard Airfield Geometry along Runway 6-24 and Taxiway B

Airport Buiding Identification		
Building Identifier	Building Description	Building Elevation (Ft. MSL)
1	Hawthorne Global Aviation	684.7'
7	Hangar	676.9'
9	Priester Aviation / West Star Aviation	677.4'
10	Hangar	670.4'
DH	Hangar	678.8'
12	Hangar	685.3'
15	Hangar	682.9'
16	Hangar	682.9'
18	Hangar	685.6'
19	Hangar	689.3'
20	Hangar	679.3'
21	Hangar	685.1'
24	Signature Flight Support	667.4'
40	Atlantic Aviation	677.4'
41	Hangar	677.9'
42	Hangar	682.3'
50	T-Hangar	662.0'
51	T-Hangar	664.9'
52	T-Hangar	662.2'
53	T-Hangar	662.4'
54	T-Hangar	662.4'
55	T-Hangar	662.4'
56	T-Hangar	662.4'
57	T-Hangar	662.4'
58	T-Hangar	662.4'
59	Corporate Hangar	
60	Corporate Hangar	
61	Corporate Hangar	
62	Corporate Hangar	
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64	Corporate Hangar	
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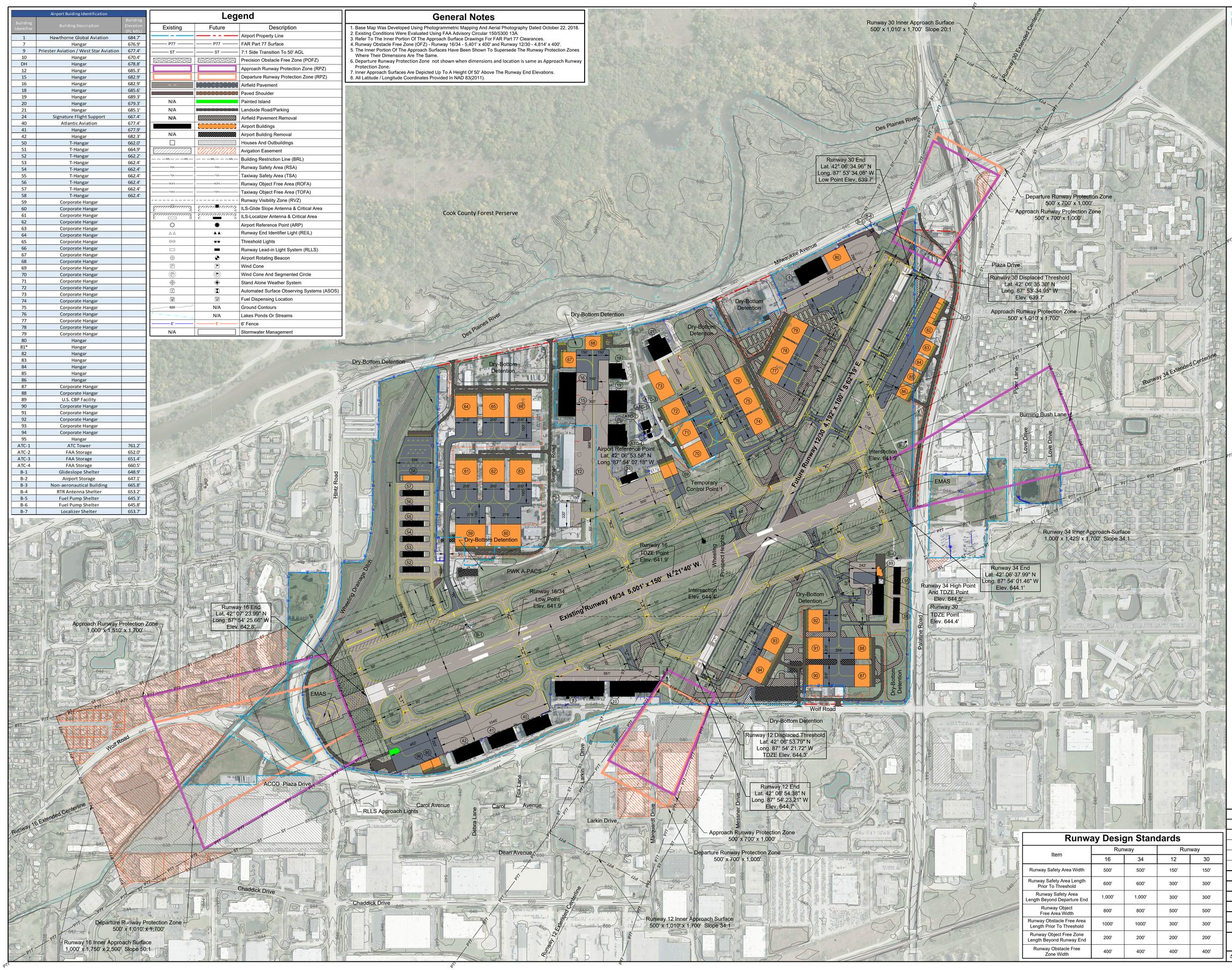
79	Corporate Hangar	
80	Hangar	
81*	Hangar	
82	Hangar	
83	Hangar	
84	Hangar	
85	Hangar	
86	Hangar	
87	Corporate Hangar	
88	Corporate Hangar	
89	U.S. CBP Facility	
90	Corporate Hangar	
91	Corporate Hangar	
92	Corporate Hangar	
93	Corporate Hangar	
94	Corporate Hangar	
95	Hangar	
ATC-1	ATC Tower	761.2'
ATC-2	FAA Storage	652.0'
ATC-3	FAA Storage	651.4'
ATC-4	FAA Storage	660.5'
B-1	Glideslope Shelter	648.9'
B-2	Airport Storage	647.1'
B-3	Non-aeronautical Building	665.8'
B-4	RTR Antenna Shelter	653.2'
B-5	Fuel Pump Shelter	645.3'
B-6	Fuel Pump Shelter	645.8'
B-7	Localizer Shelter	653.7'

Legend

Existing	Future	Description
		Airport Property Line
P77	P77	FAR Part 77 Surface
ST	ST	7:1 Side Transition To 50' AGL
		Precision Obstacle Free Zone (POFZ)
		Approach Runway Protection Zone (RPZ)
		Departure Runway Protection Zone (RPZ)
		Airfield Pavement
		Paved Shoulder
N/A		Painted Island
N/A		Landside Road/Parking
N/A		Airfield Pavement Removal
		Airport Buildings
N/A		Airport Building Removal
		Houses And Outbuildings
		Avigation Easement
BRL	BRL	Building Restriction Line (BRL)
RSA	RSA	Runway Safety Area (RSA)
TSA	TSA	Taxiway Safety Area (TSA)
ROFA	ROFA	Runway Object Free Area (ROFA)
TOFA	TOFA	Taxiway Object Free Area (TOFA)
		Runway Visibility Zone (RVZ)
		ILS-Glide Slope Antenna & Critical Area
		ILS-Localizer Antenna & Critical Area
		Airport Reference Point (ARP)
		Runway End Identifier Light (REIL)
		Threshold Lights
		Runway Lead-in Light System (RLLS)
		Airport Rotating Beacon
		Wind Cone
		Wind Cone And Segmented Circle
		Stand Alone Weather System
		Automated Surface Observing Systems (ASOS)
		Fuel Dispensing Location
920	N/A	Ground Contours
	N/A	Lakes Ponds Or Streams
6'	6'	6' Fence
N/A		Stormwater Management

General Notes

1. Base Map Was Developed Using Photogrammetric Mapping And Aerial Photography Dated October 22, 2018.
2. Existing Conditions Were Evaluated Using FAA Advisory Circular 150/5300 13A.
3. Refer To The Inner Portion Of The Approach Surface Drawings For FAR Part 77 Clearances.
4. Runway Obstacle Free Zone (OFZ) - Runway 16/34 - 5,401' x 400' and Runway 12/30 - 4,814' x 400'.
5. The Inner Portion Of The Approach Surfaces Have Been Shown To Supersede The Runway Protection Zones Where Their Dimensions Are The Same.
6. Departure Runway Protection Zone not shown when dimensions and location is same as Approach Runway Protection Zone.
7. Inner Approach Surfaces Are Depicted Up To A Height Of 50' Above The Runway End Elevations.
8. All Latitude / Longitude Coordinates Provided In NAD 83(2011).



Runway Design Standards

Item	Runway		Runway	
	16	34	12	30
Runway Safety Area Width	500'	500'	150'	150'
Runway Safety Area Length Prior To Threshold	600'	600'	300'	300'
Runway Safety Area Length Beyond Departure End	1,000'	1,000'	300'	300'
Runway Object Free Area Width	800'	800'	500'	500'
Runway Obstacle Free Area Length Prior To Threshold	1000'	1000'	300'	300'
Runway Object Free Zone Length Beyond Runway End	200'	200'	200'	200'
Runway Obstacle Free Zone Width	400'	400'	400'	400'

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

EXHIBIT 4

CHICAGO EXECUTIVE AIRPORT

Future Airport Layout Drawing

0 300 600
Scale in Feet

Magnetic Declination

Declination 3° 15' 00" W (11/13/2018)
Rate of Change: 0° 4' W. Per Year

0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (30x42)

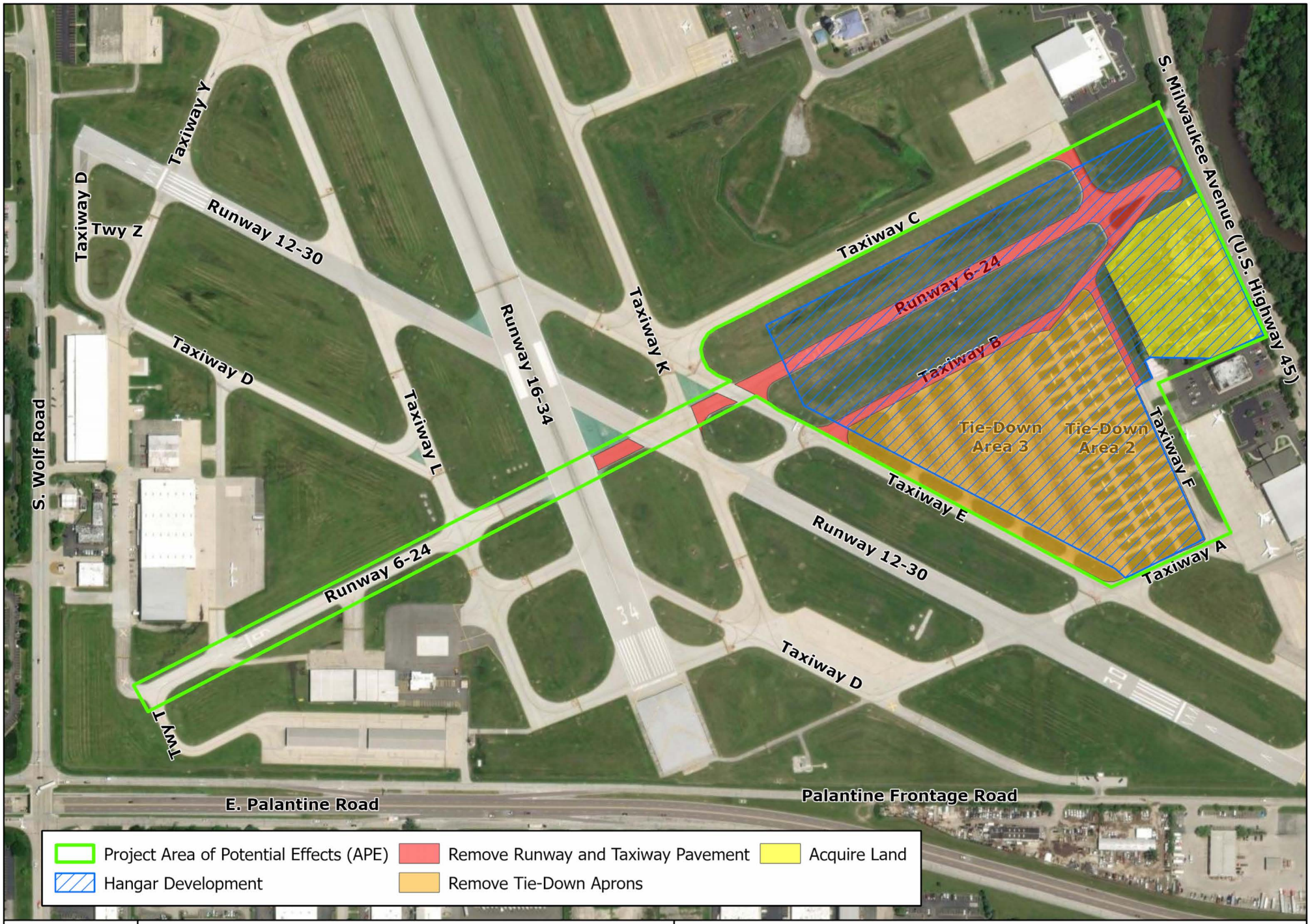
K:\IALP\Chicago Executive-It\2017 ALP Update\Draw\Sheets
FILE: PWK 2017 ALP_02 Future Airport Layout Drawing.dwg

UPDATE BY: Mike Wilson
SURVEY BOOK #
DATE: 11/17/2021 10:52 AM
XREF DWG:

REVISIONS		
NO.	BY	DATE

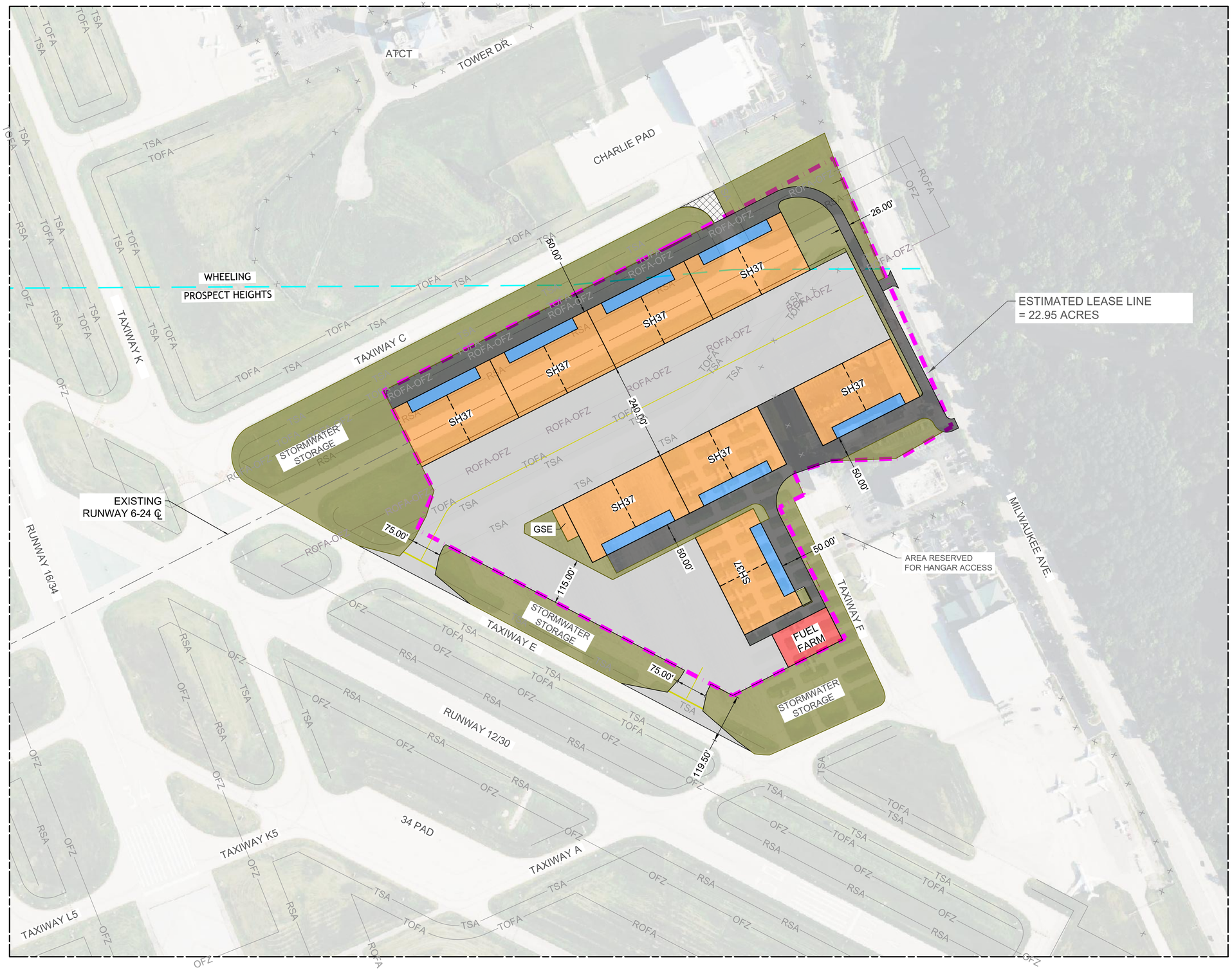
DESIGN BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:
DATE: 4/10/2019
JOB No: 17290-04-00

SHEET 03 OF 54 SHEETS



RS&H

Exhibit 5. Proposed Action Exhibit



Primera
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P:312-466-2000 F:312-466-2045

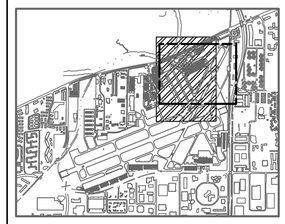
LEGEND:

- FUTURE BUILDING
- FUTURE PCC APRON PAVEMENT
- FUTURE ROADWAY PAVEMENT
- FUTURE TURF
- LEASE AREA
- AIRPORT PROPERTY LINE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- BRL — BUILDING RESTRICTION LINE
- OFZ — OBSTACLE FREE ZONE

No.	Description	By	Chk.	App.	Date
	V4.2 PRELIMINARY SITE PLAN				**9/30/24**
Issues					

SKY HARBOUR
HOME BASE CAMPUS

KEY PLAN



DRAWING TITLE

SKY HARBOUR SITE PLAN VERSION 4.2 30 SEPT 2024

SHEET NO.
XXX

APPROVED
XXX

CHECKED
XXX

DRAWN BY

DRAWING NO.
EXHIBIT

PLOT STYLE TABLE: ___.ctb
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PLOT DEVICE: DRIVER
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PRINTED BY:
JESSICA JIMENEZ
DATE PRINTED:
10/18/2024 8:10 AM
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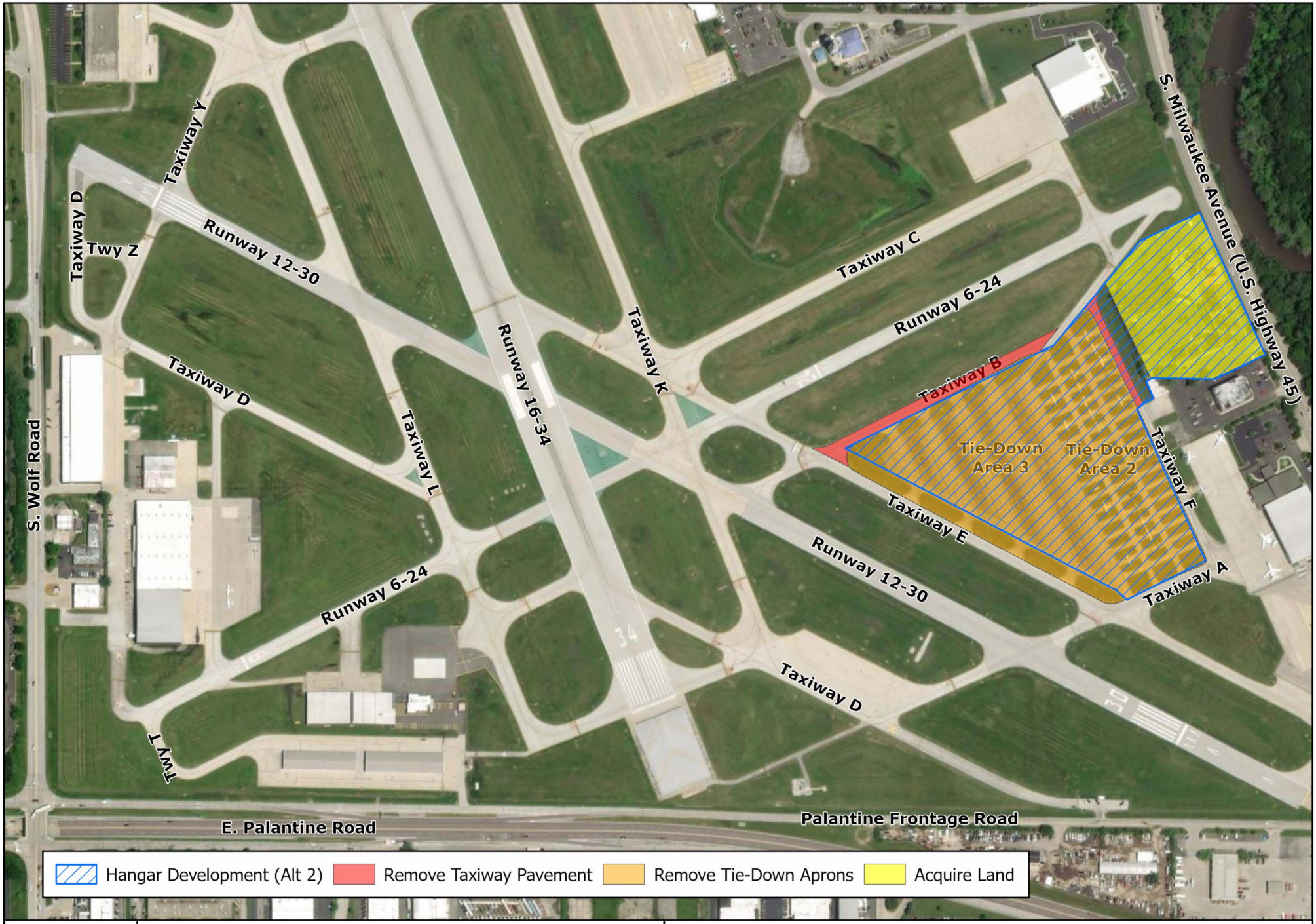
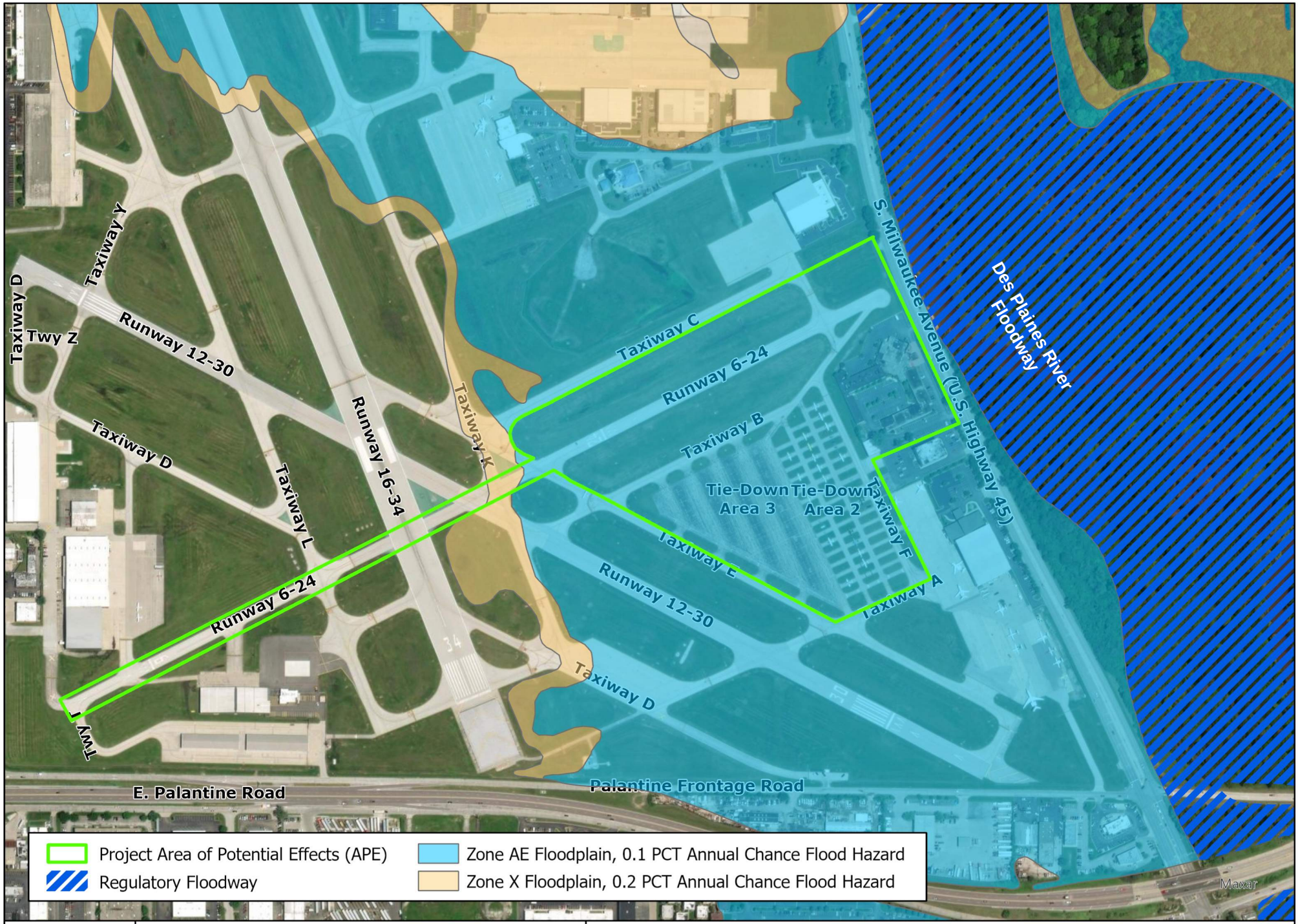


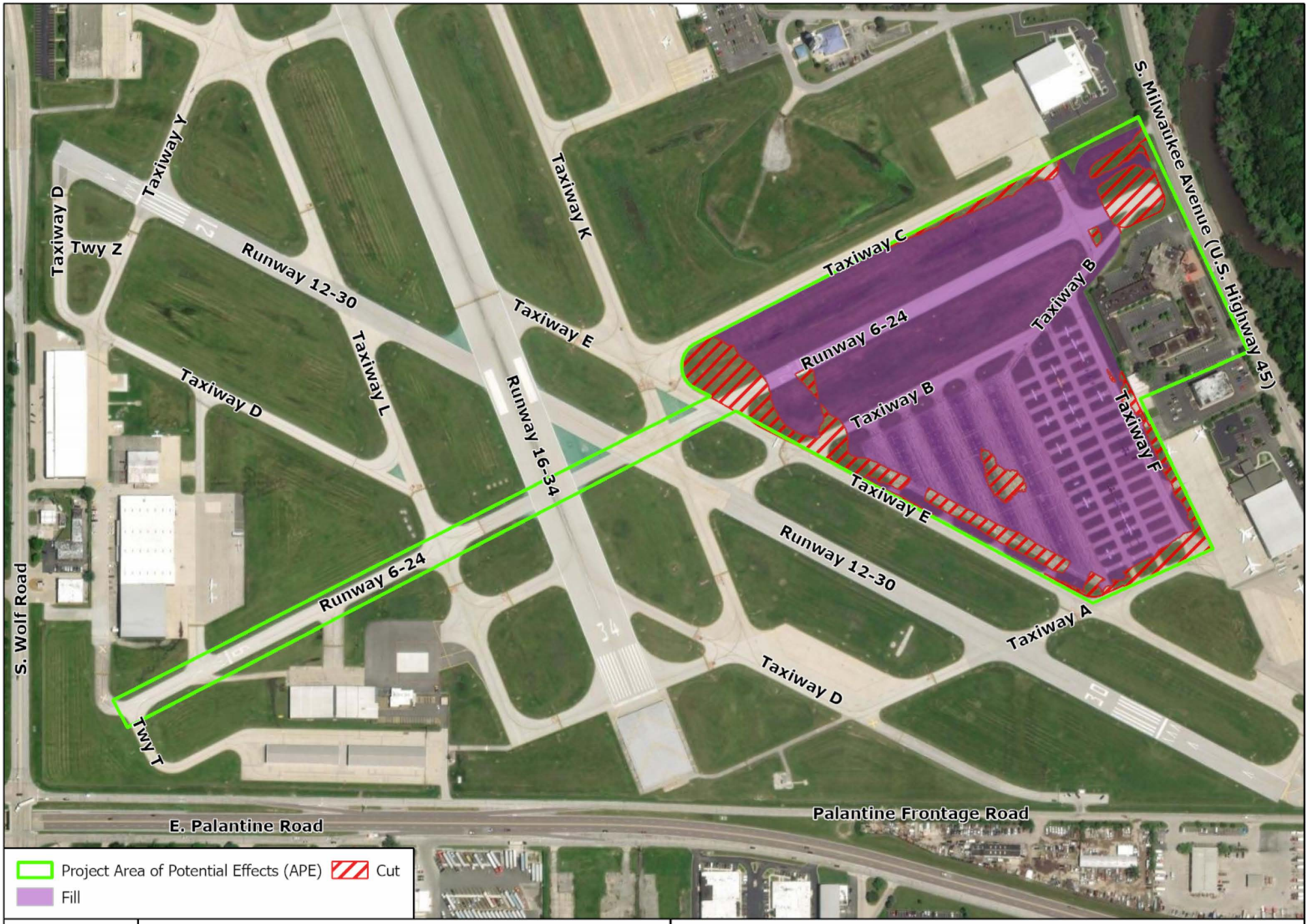
RS&H

Exhibit 7. Alternative 2 Exhibit



RS&H

Exhibit 8. FEMA Floodplain Map



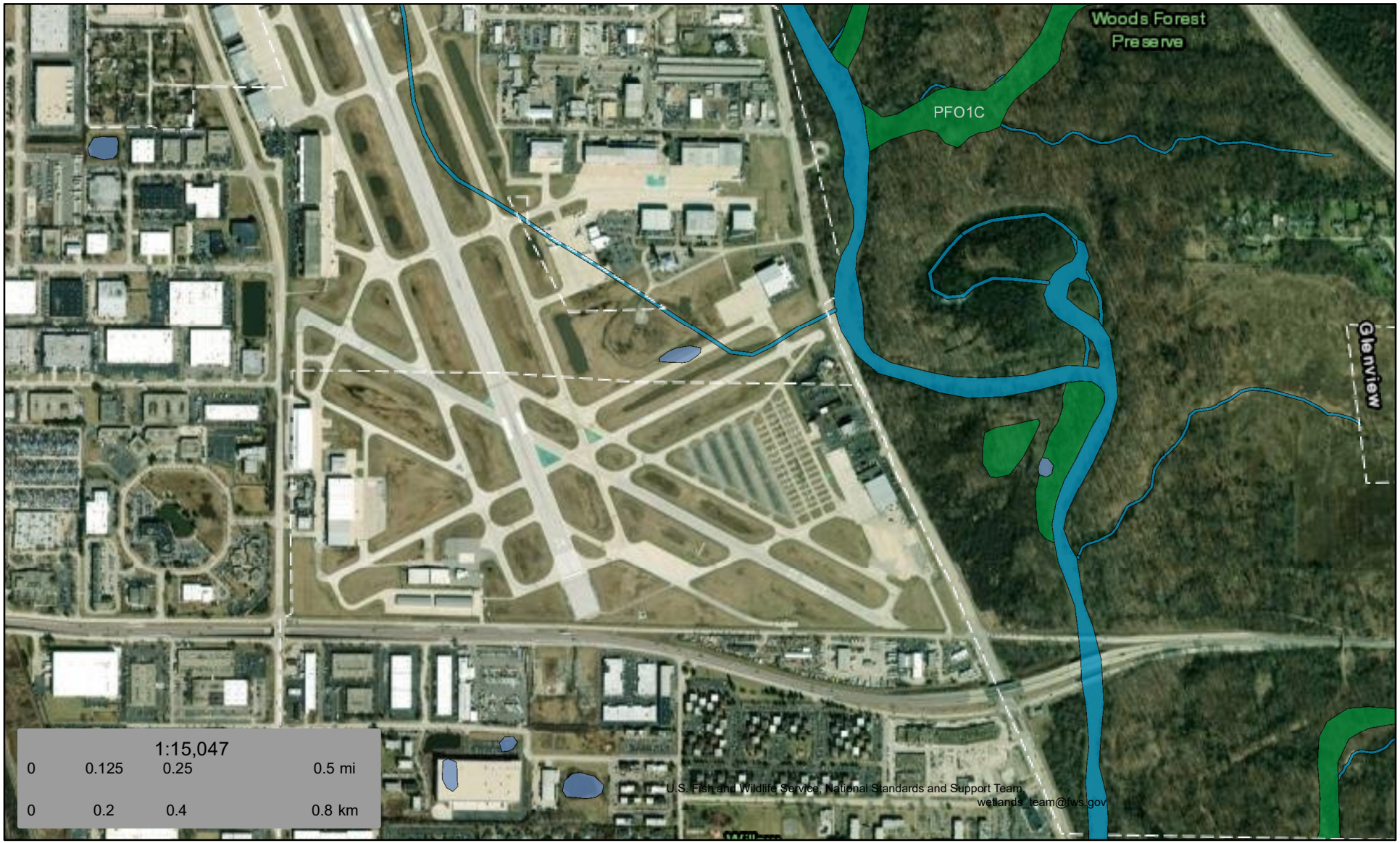
RS&H

Exhibit 9. Proposed Action Areas of Cut and Fill

U.S. Fish and Wildlife Service

National Wetlands Inventory

Exhibit 10: National Wetlands Inventory (NWI) Map



April 26, 2024

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.