

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 11/05/2020	APWS Task ID: F09A3357D47847A18891859A7CB15CCA	APWS Project ID: 87B2DE1177444AB98F2BA85E29457D34
Procedure: STAR MADII (RNAV) SIX CHICAGO IL KORD		Enroute: YES	Specialist: Powell, Dan		Agreement Number:
Airport ID: KORD	Airport Name: CHICAGO O'HARE INTL		Airport City: CHICAGO		State: IL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PBN RNAV STARS-NEW RWY 9C/27C BEING COMMISSIONED.</div> <div>LOA: NO TERMINUS ALTITUDE</div> <div>CONTACT: ROB HAMILTON, AJV-A440 LEAD, 405-954-4608</div> <div>06/17/2020</div> <div>QUALITY 15 CHECKED</div> <div>QUALITY 14 CHECKED</div>					

FIPC DME/DME FORM

PROCEDURE: STAR MADDII (RNAV) SIX CHICAGO IL KORD		AIRPORT NAME: CHICAGO O'HARE INTL		AIRPORT ID: KORD	SPECIAL CONTROL NO: BG-07-141-20
FAC ID: MADI6		CITY: CHICAGO		ST: IL	ORIG CHART DATE: 11/05/2020
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683	PTS TASK ID:	

PREFLIGHT NOTES

REVIEWER: scott wiebe			DATE: 08/31/2020		
COMMENTS:			CHECK ONE:		
			<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
					YES
			CPV COMPLETE?		X

PROCEDURE RESULTS

INSPECTION DATE: 08/30/2020	CREW #: VN219	N #: N77	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: scott wiebe @ 09/03/2020 12:49			PRINTED NAME: WIEBE, GREGORY SCOTT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: NOTE: FIPC cover sheet -- change MADDII SIX to MADI SIX. Typo.		
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DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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AFS APPROVAL SIGNED/COMPLETE (REC 09/08/2020)

As part of the Flight Standards Official Distribution process for all Special Instrument Approach Procedures (IAPs), Waiver/Approval requests, defined in Flight Standards Quality Management Systems (QMS), Procedure Review Board (PRB) and FAA Order 8260.60, copies of the final signed procedures can be viewed at the links provided below:

1. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"WYNDE TWO (RNAV) STAR"

[A IL CHICAGO KORD WYNDE TWO \(RNAV\) STAR V2.pdf](#)

2. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"WATSN FOUR (RNAV) STAR"

[A IL CHICAGO KORD WATSN FOUR \(RNAV\) STAR V2.pdf](#)

3. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"VEECK FIVE (RNAV) STAR"

[A IL CHICAGO KORD VEECK FIVE \(RNAV\) STAR V2.pdf](#)

4. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"TRTLL (RNAV) SIX STAR"

[A IL CHICAGO KORD TRTLL SIX \(RNAV\) STAR V2.pdf](#)

5. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"SHAIN TWO (RNAV) STAR"

[A IL CHICAGO KORD SHAIN TWO \(RNAV\) STAR V2.pdf](#)

6. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"MADII SIX (RNAV) STAR"

[A IL CHICAGO KORD MADII SIX \(RNAV\) STAR V2.pdf](#)

7. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"FYTTE SIX (RNAV) STAR"

[A IL CHICAGO KORD FYTTE SIX \(RNAV\) STAR V2.pdf](#)

8. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"ESSPO FIVE (RNAV) STAR"

[A IL CHICAGO KORD ESSPO FIVE \(RNAV\) STAR V2.pdf](#)

9. Approval Request

CHICAGO O'HARE INTL, CHICAGO, IL, United States

"BENKY SIX (RNAV) STAR"

[A IL CHICAGO KORD BENKY SIX \(RNAV\) STAR V2.pdf](#)

FIPC DME/DME FORM

PROCEDURE: STAR MADDII (RNAV) SIX CHICAGO IL KORD		AIRPORT NAME: CHICAGO O'HARE INTL		AIRPORT ID: KORD	SPECIAL CONTROL NO: BG-07-141-20
FAC ID: MADDI6		CITY: CHICAGO		ST: IL	ORIG CHART DATE: 11/05/2020
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683	PTS TASK ID:	

PREFLIGHT NOTES

REVIEWER: scott wiebe	DATE: 08/31/2020			
COMMENTS:	CHECK ONE: <input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
	<table><tr><td></td><td>YES</td><td>NO</td></tr></table>		YES	NO
		YES	NO	
CPV COMPLETE?	<table><tr><td>X</td><td></td></tr></table>	X		
X				

PROCEDURE RESULTS

INSPECTION DATE: 08/30/2020	CREW #: VN219	N #: N77	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: scott wiebe @ 08/31/2020 00:24			PRINTED NAME: WIEBE, GREGORY SCOTT	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: NOTE: FIPC cover sheet -- change MADDII SIX to MADII SIX. Typo.		
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DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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PROCEDURE REVIEW BOARD (PRB) Results

August 27, 2020 (rec 08/31/2020)

*****PRB recommendations do not constitute approval*****

7. **Approval Request** – Chicago O'Hare INTL, Chicago, IL (ORD) – MADII SIX (RNAV) STAR, <http://swims.faa.gov/PTR/Edit/8076>

Requested by: AJV-A

PRB Results: Return for Rework

Approval Request: Needs to include HIMGO and TONIE

- Approval request is only asking for approval to publish the procedure without a mandatory altitude at RREGY, however, this approval also needs to address HIMGO and TONIE.
 - No record found that would indicate existence of a previously approved approval request for HIMGO and TONIE.
- TYPO Change MADDI to MADII

SEE UPDATED COPY

Missing: CATEX: Flight Inspection PC

SEE ATTACHED

Digitally signed by

DAVID DANNER

Sep 02, 2020

Based upon a review of this proposal, a review of existing and proposed flight tracks, FAA has determined that there are no substantial changes in the proposed action that are relevant to environmental concerns, the data and analysis contained in the previous EIS are still substantially valid, and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

Accordingly the contents of the previously prepared 2005 OMP EIS, 2015 Written Re-Evaluation of OMP EIS, and 2019 Written Re-Evaluation of the OMP EIS remain valid and no further action is needed.

Amy B. Hanson 7/8/2020
CHI-ADO Representative

NAN L TERRY
Air Traffic Organization Central Service Area Representative

Digitally signed by NAN L TERRY
Date: 2020.07.08 16:50:01 -05'00'

Exhibit 1
Graphics of each STAR
9C Overlay Area
27C Overlay Area



Federal Aviation Administration

Memorandum

Date: February 28, 2020

To: Tom Lattimer, *Airspace Manager CSA PBN Team*

From: Al Qualiardi, *Chicago District Airspace & Procedures Manager*

Prepared by: Socrates Passialis, *Staff Support Specialist Chicago TRACON*

Subject: Letter of Approval (LOA) Request: MADII STAR, KORD

A new runway transition for the MADII STAR will be implemented on November 5, 2020. The termination fix for the new transition is RREGY.

Currently, FAAO 8260.3D, PARA 2-2-7f requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The current runway configuration at KORD determines the altitude assignments at the various fixes along the STAR. The MADII STAR serves multiple runway configurations and flows at KORD with varying altitude restrictions making a permanent altitude restriction impractical at RREGY. FAAO 7110.65 PARA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude / minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

Therefore, the Chicago District is requesting a Letter of Approval (LOA) to utilize RREGY for the MADII STAR without a published or mandatory altitude.

Sincerely,

A handwritten signature in black ink, appearing to read "Al Qualiardi", is written over the printed name.

Al Qualiardi



FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 03/19/2020

Wayne C Radicke
Signed By: Wayne C Radicke Tue
Mar 24 2020 15:37:01 GMT-
05:00:00 (Central Standard Time)

Your request to continue to utilize HIMGO to TONIE without published or mandatory altitudes on the "MADII FIVE (RNAV) STAR" at Chicago O'Hare Intl, Chicago, IL was discussed at the Flight Standards Procedure Review Board on 02/20/2020 and is approved.

Please direct all inquiries to Thomas J. Nichols, Section S Manager, Flight Procedures and Airspace Group, at (405) 954-4164.

Attachments



Federal Aviation Administration

Memorandum

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination
Team, AJV-A410

Subject: Approval Request: Chicago O'Hare Intl, Chicago, IL (KORD)

Digitally signed by
CLIVE BOND
19 March 2020

MADII Standard Terminal Arrival Route (STAR) HIMGO / TONIE Terminus Altitudes.

Currently, FAAO 8260.3D, PARA 2-2-7f requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The MADII STAR serves multiple runway configurations and flow at KORD and the current version has very few high altitude vertical navigation at KOHLL, GURNN and CHDRR. This procedure is continuously monitored and altitude assignments are issued based on the current runway configuration making a permanent altitude restriction impractical at HIMGO and TONIE. FAAO 7110.65 PARA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

Therefore, the Chicago District is requesting a Letter of Approval (LOA) to continue to utilize HIMGO and TONIE for the MADII STAR without published or mandatory altitudes.



Federal Aviation Administration

Memorandum

Date: July 1, 2019.

To: Tom Lattimer, Airspace Manager CSA PBN Team

From: Al Qualiardi, Chicago District Airspace & Procedures Manager

Prepared by: Jay Buch, Airspace Support Specialist, ZAU ARTCC.

Subject: Letter Of Approval (LOA) Request: MADII STAR, KORD.

MADII Standard Terminal Arrival Route (STAR) HIMGO / TONIE Terminus Altitudes.

Currently, FAAO 8260.3D, PARA 2-2-7f requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The MADII STAR serves multiple runway configurations and flow at KORD and the current version has very few high altitude vertical navigation at KOHLL, GURNN and CHDRR. This procedure is continuously monitored and altitude assignments are issued based on the current runway configuration making a permanent altitude restriction impractical at HIMGO and TONIE. FAAO 7110.65 PARA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

Therefore, the Chicago District is requesting a Letter of Approval (LOA) to continue to utilize HIMGO and TONIE for the MADII STAR without published or mandatory altitudes.

Sincerely

A handwritten signature in black ink, appearing to read "Al Qualiardi".

Al Qualiardi



Federal Aviation Administration

Memorandum

Date: July 1, 2019.

To: Tom Lattimer, Airspace Manager CSA PBN Team

From: Al Qualiardi, Chicago District Airspace & Procedures Manager

Prepared by: Jay Buch, Airspace Support Specialist, ZAU ARTCC.

Subject: Letter Of Approval (LOA) Request: MADII STAR, KORD.

MADII Standard Terminal Arrival Route (STAR) HIMGO / TONIE Terminus Altitudes.

Currently, FAAO 8260.3D, PARA 2-2-7f requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The MADII STAR serves multiple runway configurations and flow at KORD and the current version has very few high altitude vertical navigation at KOHLL, GURNN and CHDRR. This procedure is continuously monitored and altitude assignments are issued based on the current runway configuration making a permanent altitude restriction impractical at HIMGO and TONIE. FAAO 7110.65 PARA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude/minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

Therefore, the Chicago District is requesting a Letter of Approval (LOA) to continue to utilize HIMGO and TONIE for the MADII STAR without published or mandatory altitudes.

Sincerely

A handwritten signature in black ink, appearing to read "Al Qualiardi", is written over the printed name. The signature is fluid and cursive.

Al Qualiardi

MADII SIX ARRIVAL (RNAV) Transition RoutesCHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOISD-ATIS
135.4 282.225
CHICAGO APP CON
119.0 292.125

NOTE: RADAR required.

NOTE: RNAV 1.

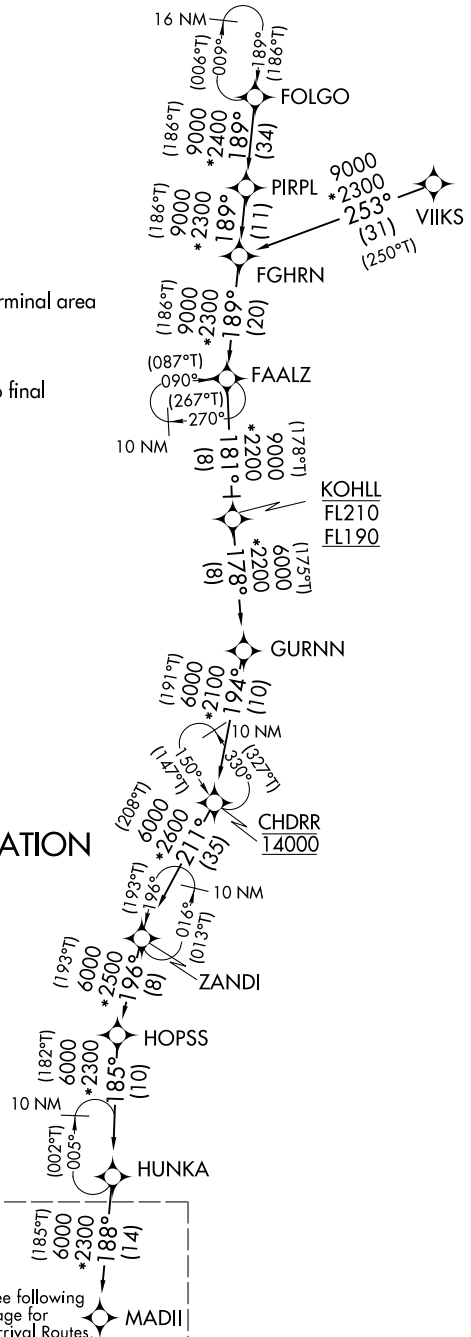
NOTE: DME/DME/IRU or GPS required.

NOTE: ZANDI Enroute transition: For Milwaukee terminal area
departures only.

NOTE: VIIKS Enroute transition: ATC assigned only.

NOTE: ORD Landing east: Expect RADAR vectors to final
approach course after MADII.

CHDRR TRANSITION (CHDRR.MADII6):
 FAALZ TRANSITION (FAALZ.MADII6):
 FGHRN TRANSITION (FGHRN.MADII6):
 FOLGO TRANSITION (FOLGO.MADII6):
 KOHLL TRANSITION (KOHLL.MADII6):
 PIRPL TRANSITION (PIRPL.MADII6):
 VIIKS TRANSITION (VIIKS.MADII6):
 ZANDI TRANSITION (ZANDI.MADII6):

PROTOTYPE-NOT FOR NAVIGATION

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

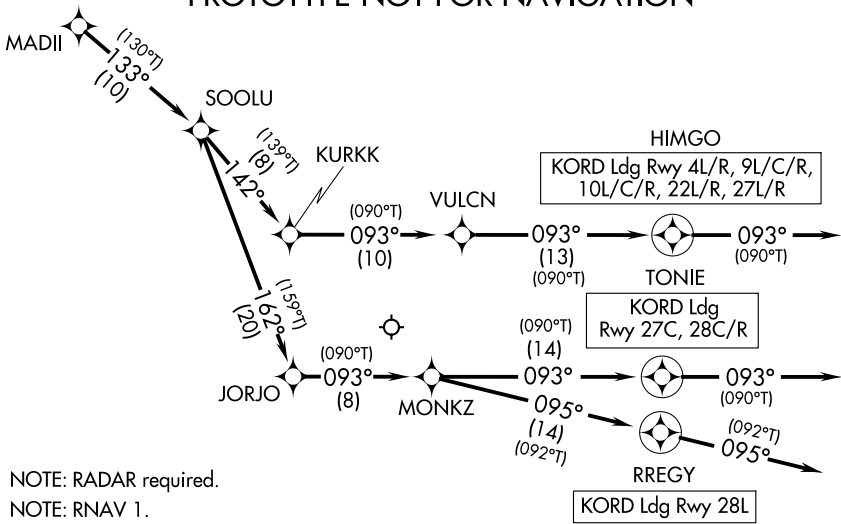
See following
page for
Arrival Routes.**MADII SIX ARRIVAL (RNAV) Transition Routes**

(MADII.MADII6) FIG

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

D-ATIS
135.4 282.225
CHICAGO APP CON
119.0 292.125

PROTOTYPE-NOT FOR NAVIGATION



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD Landing east: Expect RADAR vectors to final approach course after MADII.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From MADII on track 133° to SOOLU.

LANDING RUNWAY 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27C, 28C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28L: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.

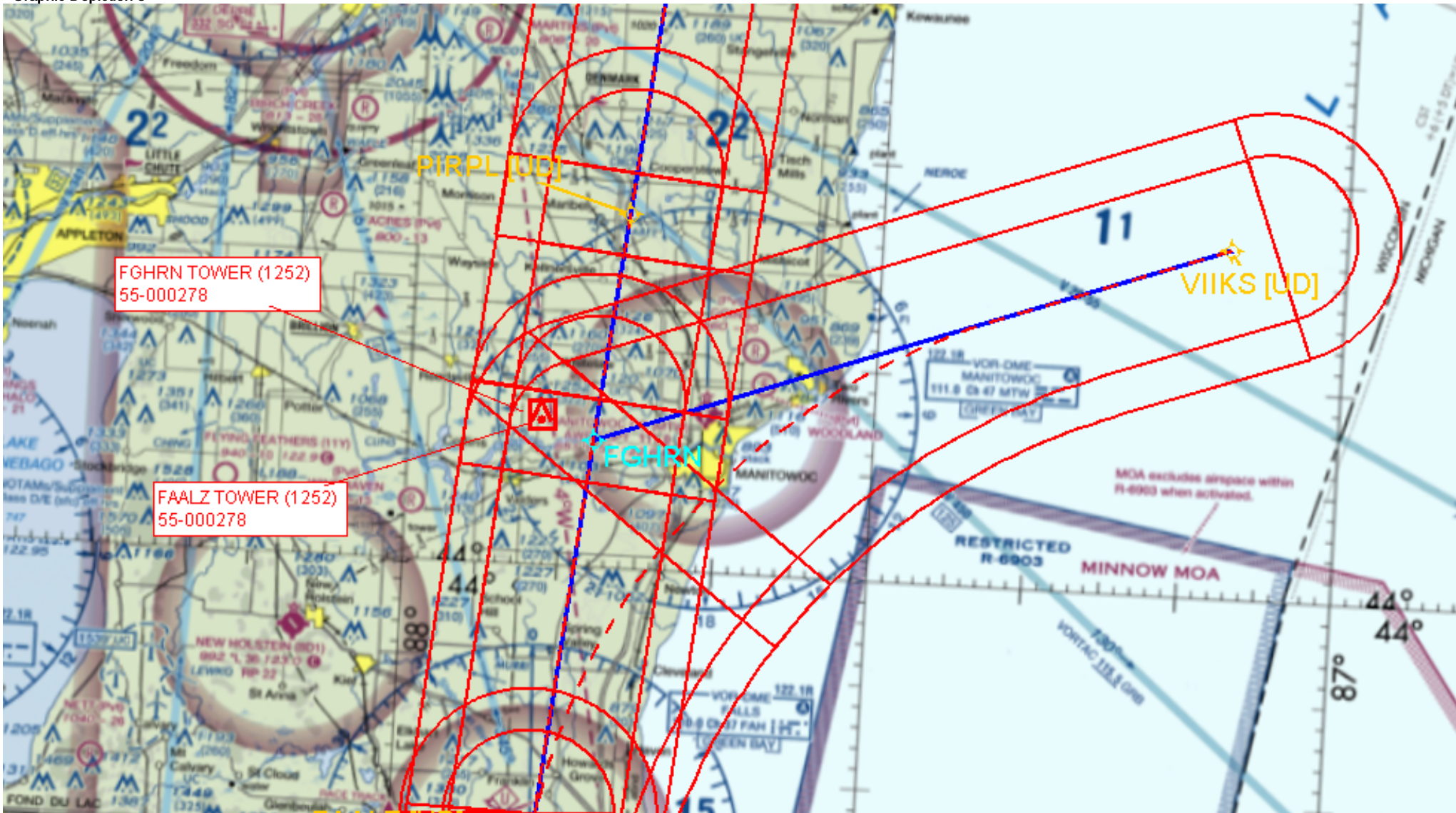
Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
MADII (RNAV)	SIX	MADII.MADII6	FIVE	5/21/2020	

Graphic Depiction 3



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
MADII (RNAV)	SIX	MADII.MADII6	FIVE	5/21/2020	

Graphic Depiction 4



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
MADII (RNAV)	SIX	MADII.MADII6	FIVE	5/21/2020	

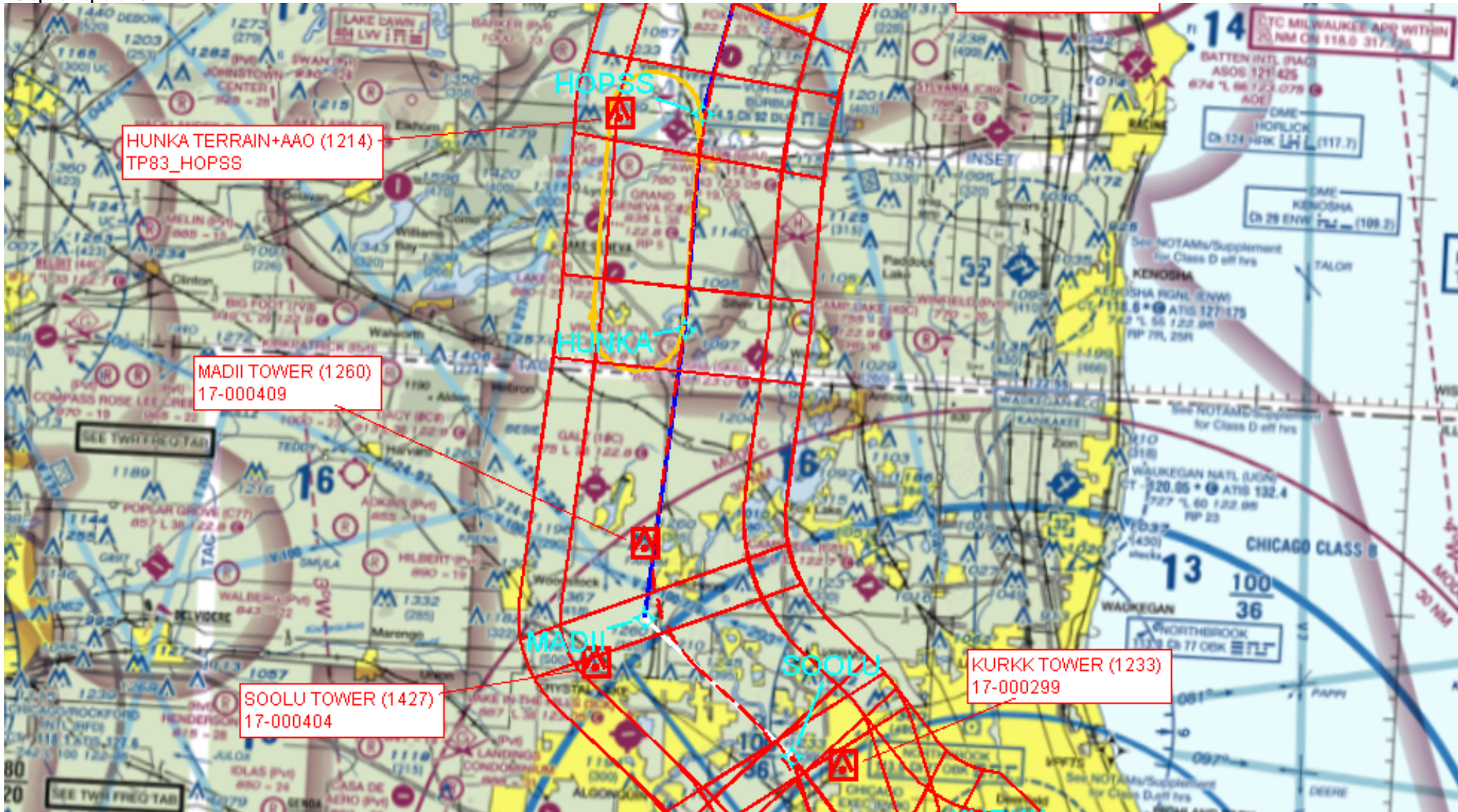
Graphic Depiction 5



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

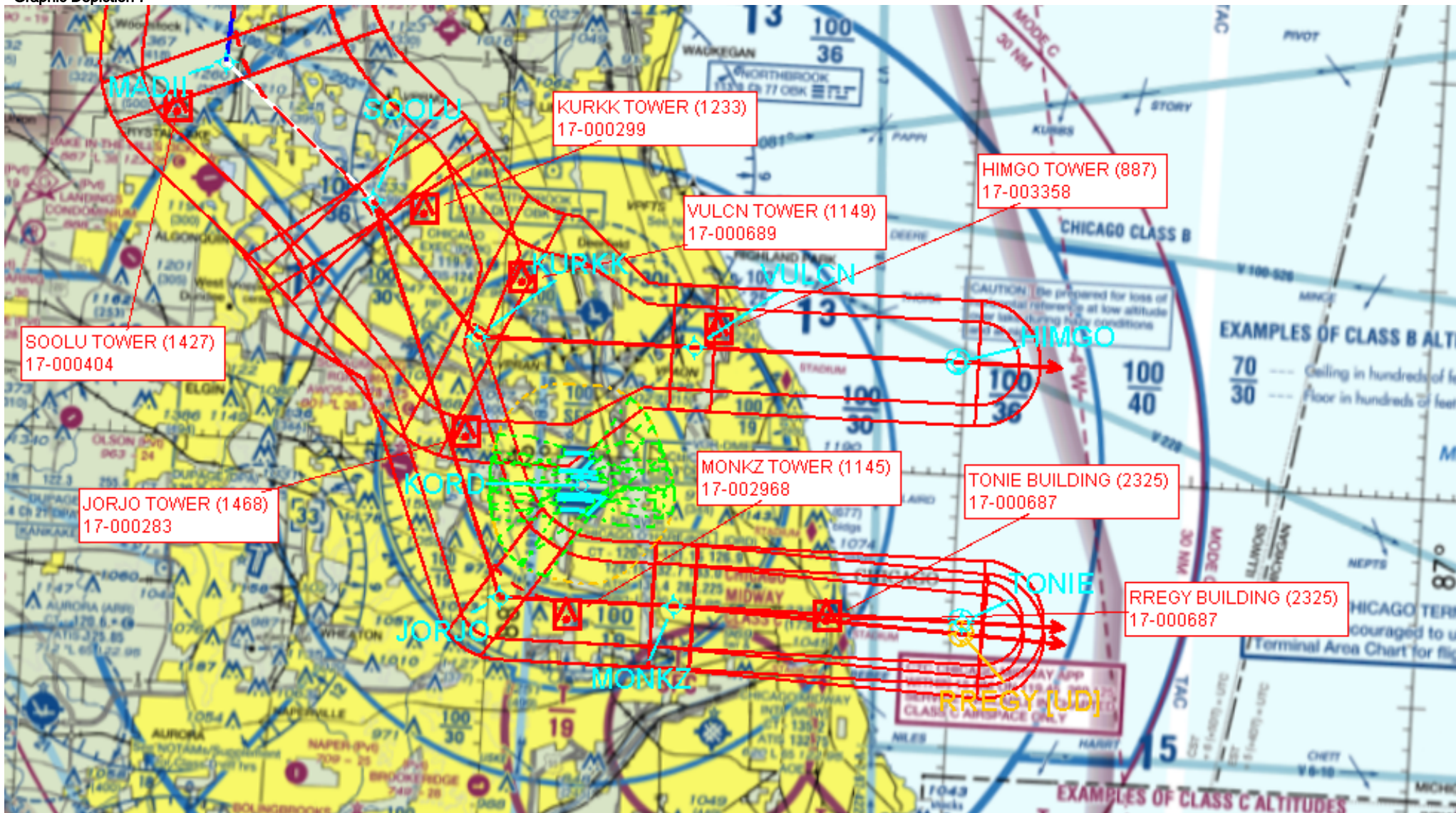
Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
MADII (RNAV)	SIX	MADII.MADII6	FIVE	5/21/2020	
Graphic Depiction 6					



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
MADII (RNAV)	SIX	MADII.MADII6	FIVE	5/21/2020	
Graphic Depiction 7					



MADII FIVE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

D-ATIS
135.4 282.225
CHICAGO APP CON
119.0 292.125

NOTE: RADAR required.

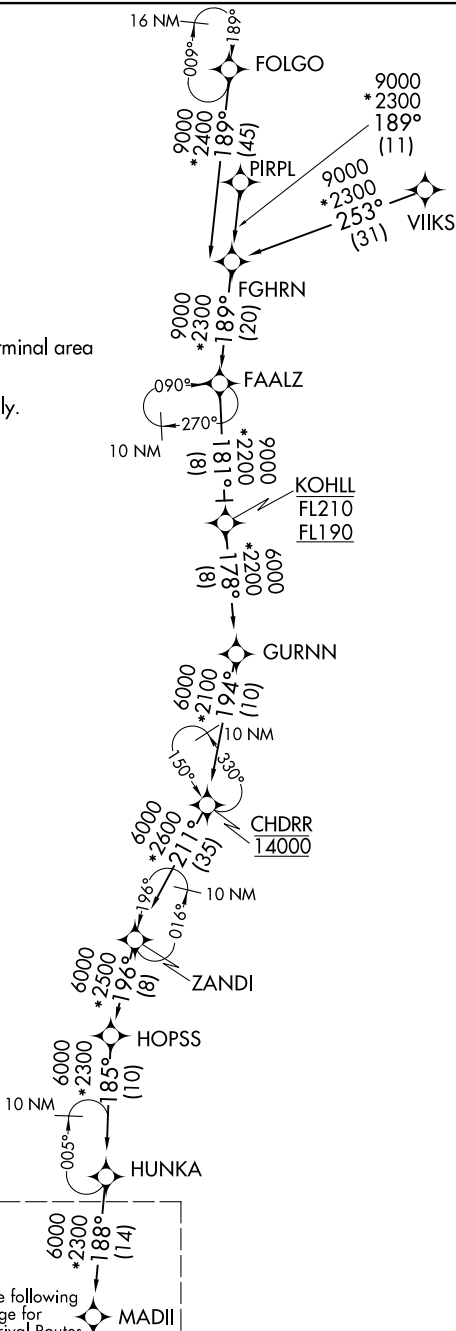
NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: ZANDI Enroute transition: For Milwaukee terminal area
departures only.

NOTE: FOLGO Enroute transition: ATC assigned only.

CHDRR TRANSITION (CHDRR.MADII5):
FAALZ TRANSITION (FAALZ.MADII5):
FGHRN TRANSITION (FGHRN.MADII5):
FOLGO TRANSITION (FOLGO.MADII5):
KOHLL TRANSITION (KOHLL.MADII5):
PIRPL TRANSITION (PIRPL.MADII5):
VVIKS TRANSITION (VVIKS.MADII5):
ZANDI TRANSITION (ZANDI.MADII5):



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

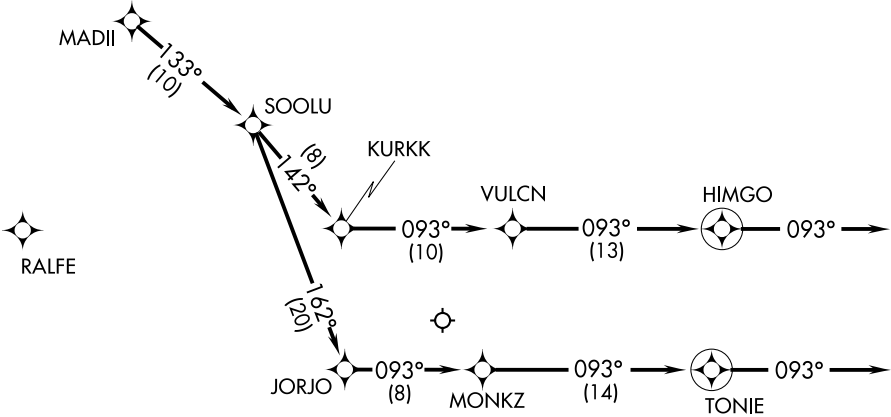
See following
page for
Arrival Routes.

MADII FIVE ARRIVAL (RNAV) Transition Routes

(MADII.MADII5) 21MAY20

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

D-ATIS
135.4 282.225
CHICAGO APP CON
119.0 292.125



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From MADII on track 133° to SOOLU.

LANDING RUNWAYS 4L/R, 9L/R, 10L/C/R, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.



Federal Aviation Administration

Memorandum to File

Date: July 8, 2020

From: Amy Hanson, Environmental Protection Specialist, CHI-ADO

Nan Terry, Environmental Specialist, CSA, OSG

To: File

Subject: Evaluation of Modifications of Standard Terminal Arrival Routes into Chicago O'Hare International Airport proposed for charting on November 5, 2020

FAA proposes slight changes in the existing Standard Terminal Arrival Routes (STARs) supporting Chicago O'Hare International Airport (ORD). With the upcoming opening of the Runway 9C/27C in November 2020, FAA proposes minor changes in STARs associated with that runway. The FAA also proposes minor changes for STARs associated with other runways at ORD.

The O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) and Record of Decision (ROD) include the environmental disclosure and determination for the runway and for the arrival and departure procedures associated with all STARs for ORD.

Exhibit 1 shows each proposed change for STARs. STARs can service one or more airports in a geographical area, and may contain specific routings to individual runways.

CHANGES ASSOCIATED WITH RUNWAY 9C/27C

FAA proposes to add Runway 9C/27C to each of the STARs, which is consistent with the contents of the 2005 OMP EIS, 2015 Written Re-Evaluation of OMP EIS, and 2019 Written Re-Evaluation of the OMP EIS.

Air Traffic proposes to align the inbound STARs with the downwind closest to the STAR instead of flying over the airport on a different STAR. Air Traffic proposes these changes to more efficiently and more safely control air traffic in the Chicago area. That means that most of the time, 9C and 27C arrivals would come from the south, instead of the north.

The attached graphics entitled "9C Overlay Area" and "27C Overlay Area" depict traffic already occurring in the orange highlighted area from the north, so switching 9C arrivals to the south (instead of the north) will be insignificant.

CHANGES ASSOCIATED WITH OTHER RUNWAYS AND STARs

The majority of the proposed changes are in the enroute structure above Flight Level 180, which is 18,000 feet above Mean Sea Level. Ground level at ORD is @ 660 feet above Mean Sea Level. Air Traffic is proposing several changes from the STARs to the final approach courses for Runways 10L/28R and 10C/28C. Most of these proposed changes already occur today with the ability of air traffic controllers to vector aircraft. Some changes are proposed to put these vectors into procedures to decrease conversation between pilot and air traffic controllers. Decreasing the amount of conversations makes operations safer. Air Traffic proposes these changes to more efficiently and more safely control air traffic in the Chicago area.

Based upon a review of this proposal, a review of existing and proposed flight tracks, FAA has determined that there are no substantial changes in the proposed action that are relevant to environmental concerns, the data and analysis contained in the previous EIS are still substantially valid, and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

Accordingly the contents of the previously prepared 2005 OMP EIS, 2015 Written Re-Evaluation of OMP EIS, and 2019 Written Re-Evaluation of the OMP EIS remain valid and no further action is needed.

CHI-ADO Representative

NAN L TERRY

Digitally signed by NAN L TERRY
Date: 2020.07.08 16:50:01 -05'00'

Air Traffic Organization Central Service Area Representative

Exhibit 1

Graphics of each STAR

9C Overlay Area

27C Overlay Area