

**LEGEND**

-  Future Apron
-  Future Auto Parking
-  Future Cargo Facility
-  Future Service Road/Tunnel

Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
Department of Aviation Airport Management and Records  
Prepared by: Ricondo & Associates, Inc.

Exhibit V-77



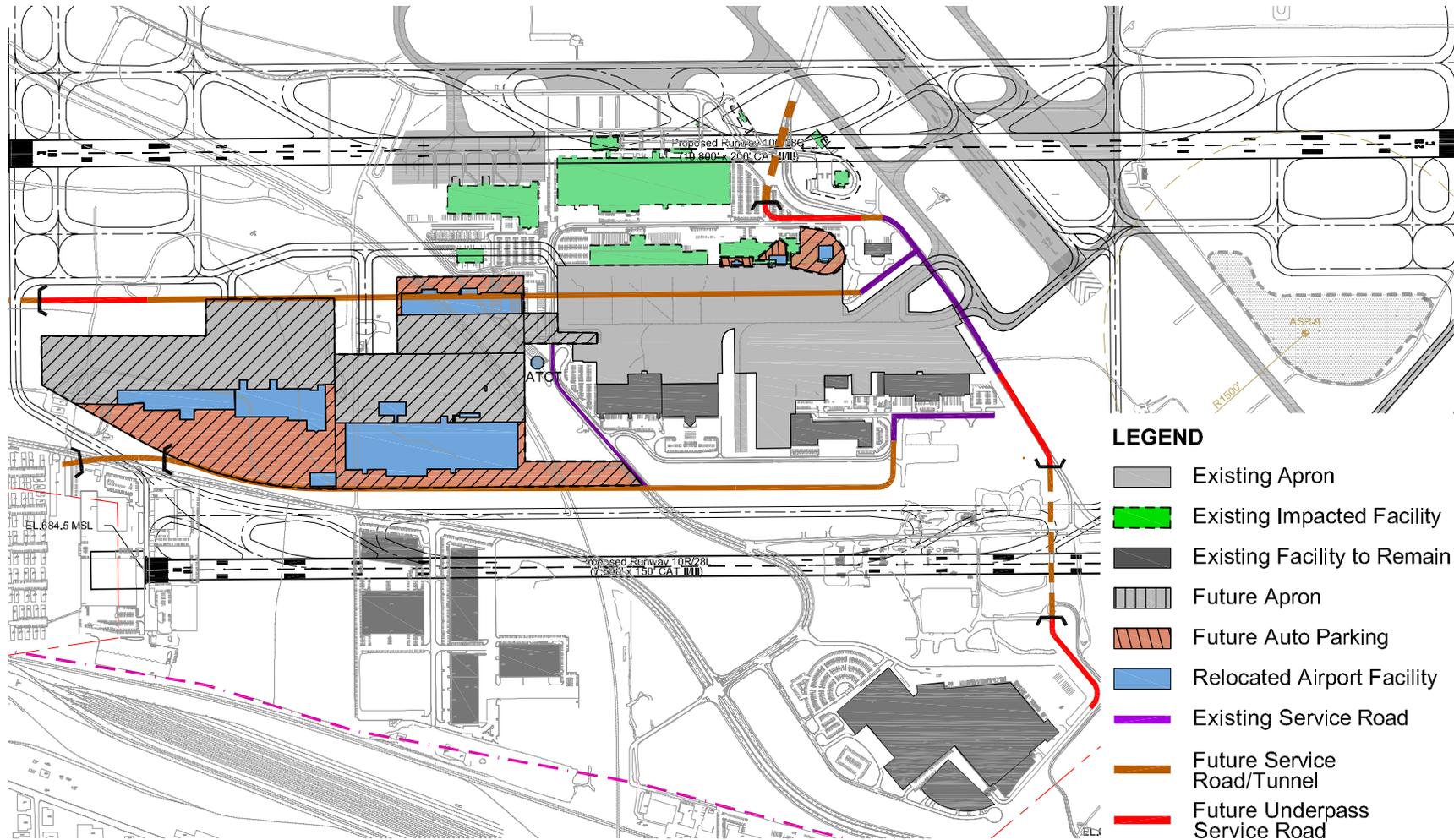
**South Cargo Area  
Initial Concept 3**

majority of relocated facilities are accommodated on the west end of the site, including the area west of the current location of the Union Pacific Railroad. The relocated/new facilities are aligned in a north-south orientation. As with Initial Concept 1, cross-airfield access is maintained.

- *Initial Concept 3*, shown on Exhibit V-77, is similar to Initial Concept 2, with the exception of the cargo facility alignment, which is in a linear east-west orientation.

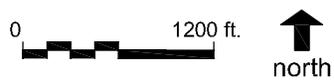
**Exhibits V-78 through V-81** show the refined concepts for the Southwest Cargo Area. The refined concepts accommodate the facilities displaced by Runway 10C-28C in a manner consistent with their existing size and layout. The following points should be noted:

- *Refined Concept 1*, shown on Exhibit V-78, illustrates the relocation of four cargo buildings affected by the development of Runway 10C-28C to the west of the unaffected buildings. Access for these concepts is provided via Irving Park Road on the west, passing beneath the taxiway connecting the Runway 10C and 10R ends. Airside service road access connecting the U.S. Postal Service Facility south of Runway 10R-28L to the cargo area is also provided, requiring a tunnel beneath Runway 10R-28L. The potential site for a Supplemental ATCT is shown, for which the need, requirements, and location ultimately will be determined by the FAA.
- *Refined Concept 2*, shown on Exhibit V-79, illustrates the relocation of four cargo buildings affected by the development of Runway 10C-28C in a linear east-west orientation, providing aircraft apron areas on the north side of the cargo buildings and landside access on the south sides. The access and service road alignments are similar to Refined Concept 1, as is the depiction of a Supplemental ATCT.
- *Refined Concept 3*, shown on Exhibit V-80, illustrates the relocation of four cargo buildings affected by the development of Runway 10C-28C in a linear east-west orientation, similar to Refined Concept 2. This concept differs from Refined Concept 2 in the service road alignment.
- *Refined Concept 4* is depicted in Exhibit V-81. Upon further analysis, it was determined that two of the cargo facilities identified as potentially affected by Runway 10C-28C (the Northwest Air Cargo and FedEx Cargo facilities) could remain in their existing locations without posing a hazard to operations on Runway 10C-28C. Based on the proposed profile for Runway 10C-28C, which closely follows the existing ground contours and maintains interface with the existing runways and taxiways that meet FAA requirements, the TERPS obstacle clearance surfaces (for CAT II/III) clear these two buildings; however, there are light poles on the two sites that would have to be lowered or removed. This concept depicts a linear east-west alignment of the two affected facilities to the west of the unaffected facilities. Access is provided via Irving Park Road on the west, passing beneath the taxiway connecting the Runway 10C and 10R ends. Airside service road access connecting the U.S. Postal Service Facility south of Runway 10R-28L to the cargo area is also provided, requiring a tunnel beneath Runway 10R-28L. The potential site for a Supplemental ATCT is shown. The need, requirements, and location for the Supplemental ATCT will ultimately be determined by the FAA.

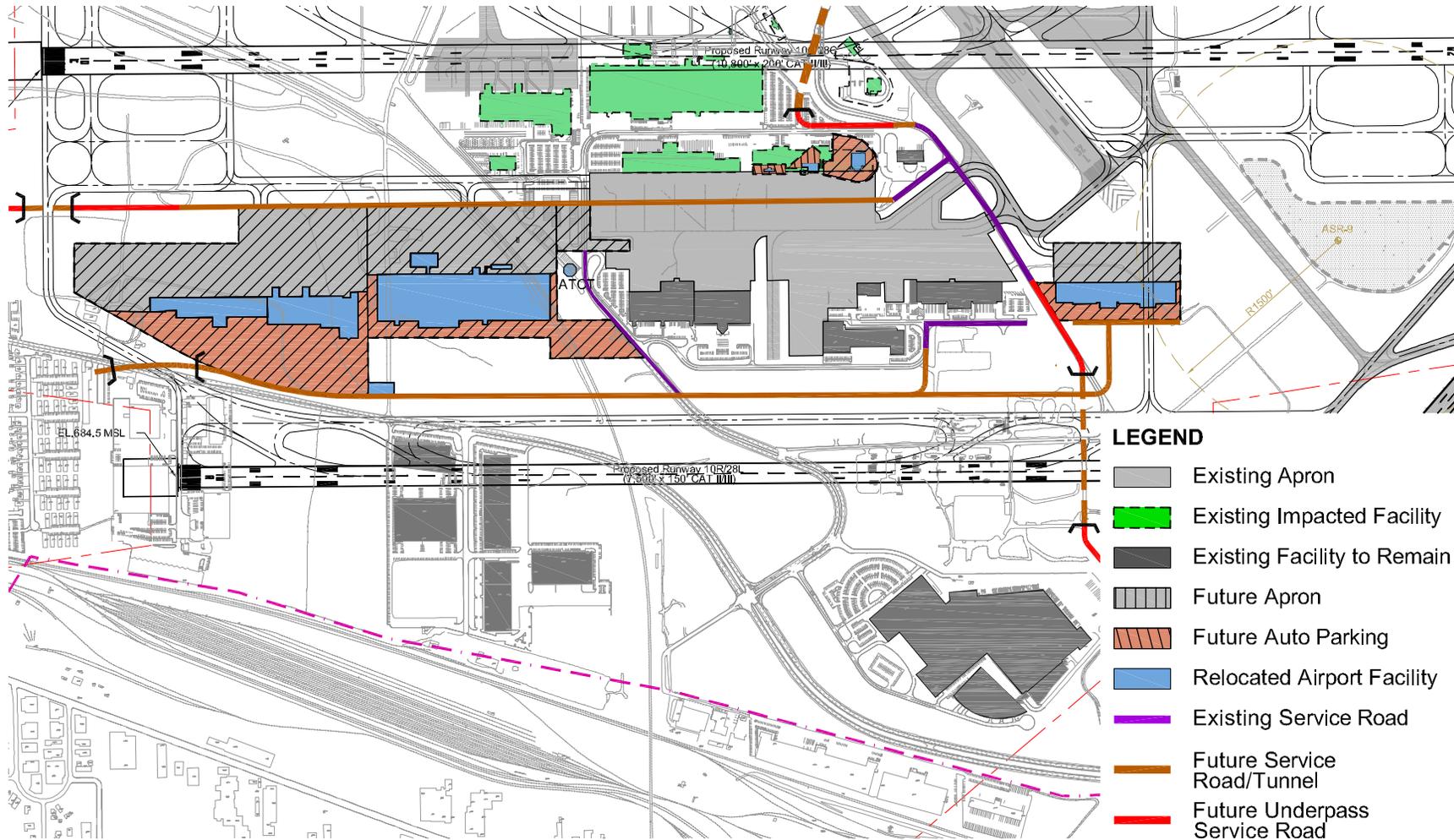


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 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-78

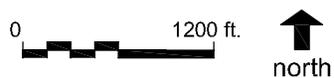


## South Cargo Area Refined Concept 1



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-79



## South Cargo Area Refined Concept 2