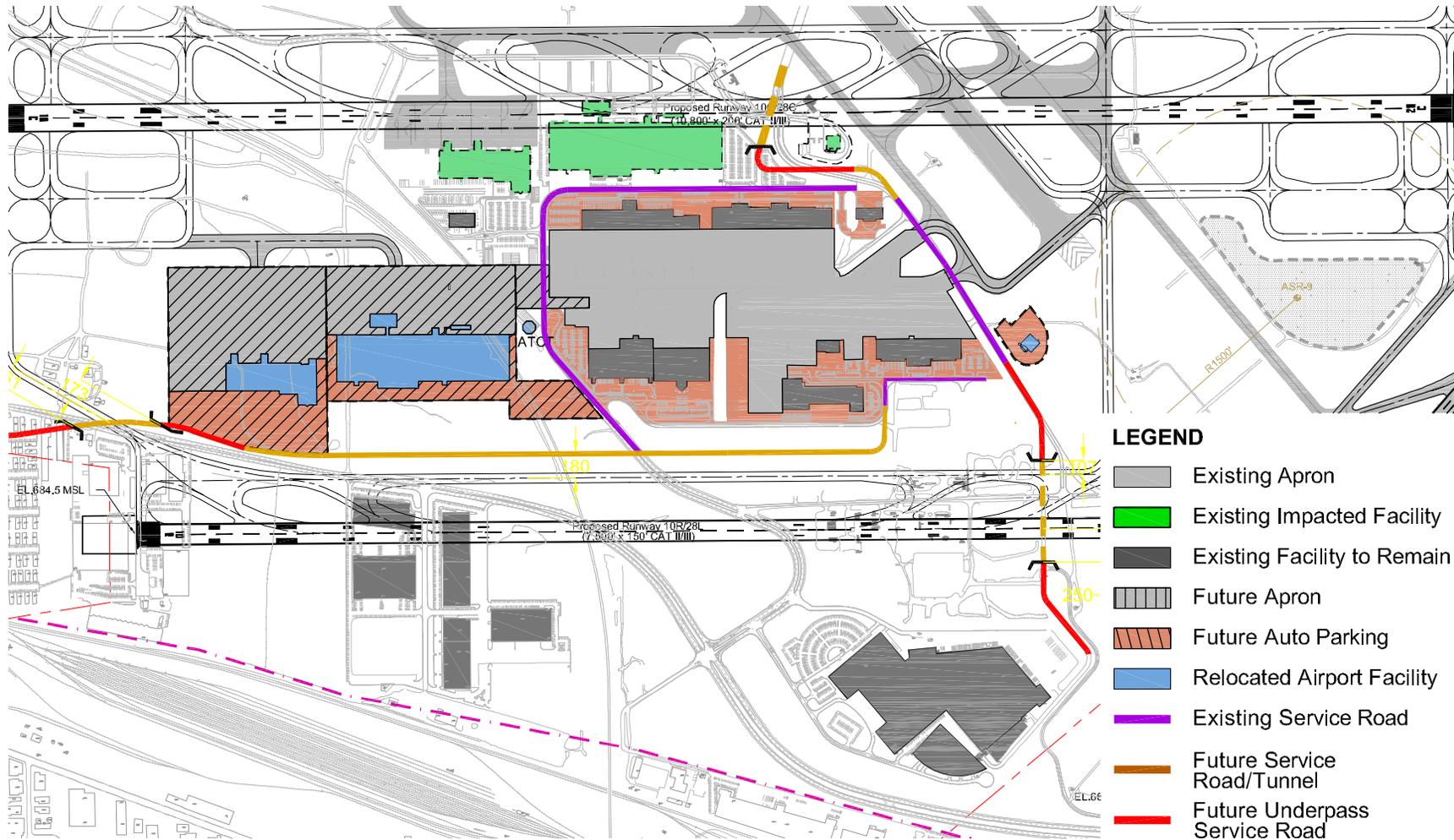


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-80

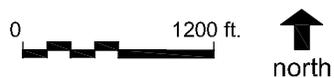


South Cargo Area Refined Concept 3



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

Exhibit V-81



South Cargo Area Refined Concept 4

5.3.3 Preferred Support/Ancillary Facilities Concept

Several options to accommodate facilities displaced by the preferred airfield concept, as well as growth in new facilities projected in the facilities requirements analysis, exist within the North and South Airfield development areas. Facilities affected in each of the support facility areas (Northwest Maintenance Area, Southwest Cargo Area, and the former military site) can be redeveloped within the area in which they currently exist. Operational characteristics, such as airfield access and ground access, associated with the facilities will remain consistent with current activities.

The facility requirements identified the need for a total of 685 acres in 2018 to support cargo, aircraft maintenance, GSE maintenance, flight kitchens, airport maintenance, DOA facilities, and GA/FBO facilities, as discussed in Section 4.3. Subsequent to the development and evaluation of the alternatives, the DOA decided that it would be appropriate to reserve a site for the potential future development of an airport maintenance complex on the North Airfield. To fulfill this desire, a site equal to the 18 acres occupied by the existing facility in the Southeast Services Area would need to be identified. This site, in addition to the Existing Airport Maintenance and DOA facilities that comprise a total of 68 acres, would result in a total of approximately 86 acres being dedicated to airport maintenance and DOA facilities. The total ultimate area required for all support ancillary facilities would be increased to 703 acres.

Given that the total area allocated for support/ancillary facilities currently is approximately 609 acres, an additional 94 acres, based on requests for future facilities by existing users and the DOA, will be needed to accommodate projected 2018 needs. Sufficient space is available to accommodate these potential needs. **Table V-12** presents the space available beyond that needed to replace displaced facilities in each support area.

Table V-12

Developable Area

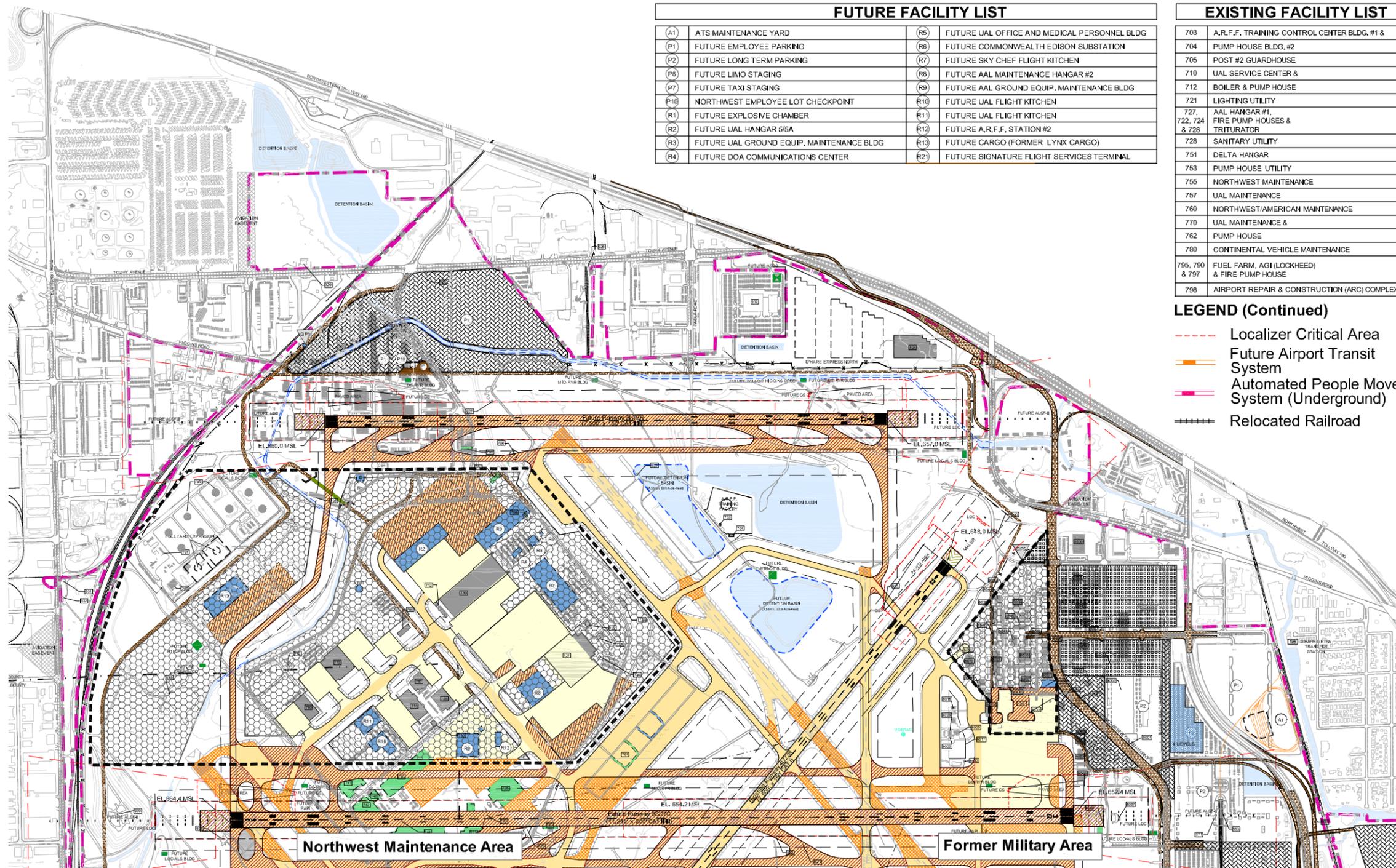
Support/Ancillary Facility Area	Developable Area ^{1/} (acres)
Northwest Maintenance Area	204
Former Military Site	36
Southwest Cargo Area	<u>96</u>
Total	336

1/ The preferred alternative for support/ancillary facilities depicts generic facilities consistent with the relocation of facilities affected by the preferred airfield concept. Remaining developable area in the three development areas was identified to estimate the area available to support growth through and beyond the OMP planning horizon.

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

While several possible configurations for facilities are presented in the alternatives analysis, ultimate decisions regarding relocation of facilities and their configuration/location will occur through tenant decisions and agreements with the DOA. For the purposes of selecting an overall composite plan and preparing the ALP, development concepts are presented for the Southwest Cargo Area, Northwest Maintenance Area, and former military site that depict generic facilities sized consistent with the affected facility footprints as well as general area available for future development to accommodate

support/ancillary facility growth. **Exhibits V-82** and **V-83** show the selected concepts for the Northwest Maintenance Area, former military site, and Southwest Cargo Area.



FUTURE FACILITY LIST			
(A1)	ATS MAINTENANCE YARD	(R5)	FUTURE UAL OFFICE AND MEDICAL PERSONNEL BLDG
(P1)	FUTURE EMPLOYEE PARKING	(R6)	FUTURE COMMONWEALTH EDISON SUBSTATION
(P2)	FUTURE LONG TERM PARKING	(R7)	FUTURE SKY CHEF FLIGHT KITCHEN
(P6)	FUTURE LIMO STAGING	(R8)	FUTURE AAL MAINTENANCE HANGAR #2
(P7)	FUTURE TAXI STAGING	(R9)	FUTURE AAL GROUND EQUIP. MAINTENANCE BLDG
(P10)	NORTHWEST EMPLOYEE LOT CHECKPOINT	(R10)	FUTURE UAL FLIGHT KITCHEN
(R1)	FUTURE EXPLOSIVE CHAMBER	(R11)	FUTURE UAL FLIGHT KITCHEN
(R2)	FUTURE UAL HANGAR 5/5A	(R12)	FUTURE A,R,F,F. STATION #2
(R3)	FUTURE UAL GROUND EQUIP. MAINTENANCE BLDG	(R13)	FUTURE CARGO (FORMER LYNX CARGO)
(R4)	FUTURE DOA COMMUNICATIONS CENTER	(R21)	FUTURE SIGNATURE FLIGHT SERVICES TERMINAL

EXISTING FACILITY LIST	
703	A,R,F,F. TRAINING CONTROL CENTER BLDG. #1 &
704	PUMP HOUSE BLDG. #2
705	POST #2 GUARDHOUSE
710	UAL SERVICE CENTER &
712	BOILER & PUMP HOUSE
721	LIGHTING UTILITY
727,	AAL HANGAR #1,
722, 724	FIRE PUMP HOUSES &
& 726	TRITURATOR
728	SANITARY UTILITY
751	DELTA HANGAR
753	PUMP HOUSE UTILITY
755	NORTHWEST MAINTENANCE
757	UAL MAINTENANCE
760	NORTHWEST/AMERICAN MAINTENANCE
770	UAL MAINTENANCE &
762	PUMP HOUSE
780	CONTINENTAL VEHICLE MAINTENANCE
796, 790	FUEL FARM, AGI (LOCKHEED)
& 797	& FIRE PUMP HOUSE
798	AIRPORT REPAIR & CONSTRUCTION (ARC) COMPLEX

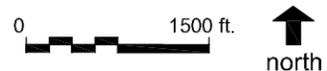
- LEGEND**
- Existing Airfield Pavement
 - Future Airfield Pavement
 - Airfield Pavement Demolition
 - Existing Apron Pavement
 - Existing Airport Building
 - Existing Airport Buildings In AOA To Be Relocated
 - Future Airport Facility
 - Relocated Airport Buildings Previously In AOA
 - Future Airport Facility
 - Future Roadway
 - Future Structured Parking
 - Future Surface Parking
 - Future Collateral Development
 - Future Airport Property Line
 - Existing Airport Property Line
 - County Line
 - Existing Guard Posts
 - Future Guard Posts
 - Future Creek - Open
 - Future Creek - Culvert
 - Future Service Road
 - Future Tunnels
 - Service Road Upgrade
 - Future NAVAID/ARFF Access Road
 - Runway Protection Zone
 - Runway Safety Area
 - Object Free Area
 - Air Operations Area (AOA)
 - Runway Visibility Zone
 - Glide Slope Critical Area

LEGEND (Continued)

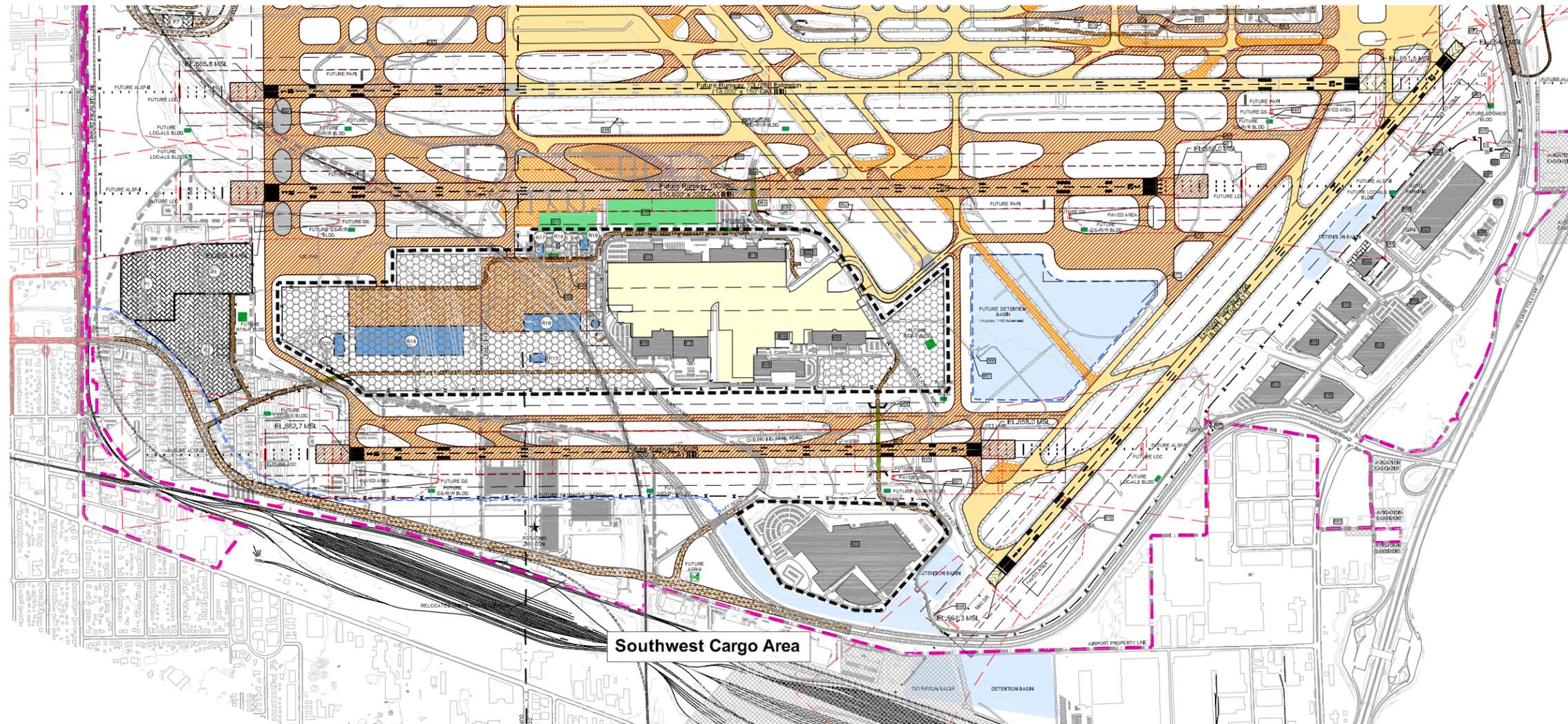
- Localizer Critical Area
- Future Airport Transit System
- Automated People Mover System (Underground)
- Relocated Railroad

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

Exhibit V-82



North Airfield Development Preferred Concept



- LEGEND**
- Existing Airfield Pavement
 - Future Airfield Pavement
 - Airfield Pavement Demolition
 - Existing Apron Pavement
 - Existing Airport Building
 - Existing Airport Buildings In AOA To Be Relocated
 - Future Airport Facility
 - Relocated Airport Buildings Previously In AOA
 - Future Airport Facility
 - Future Roadway
 - Future Structured Parking
 - Future Surface Parking
 - Currently Planned Non-airport Roadway Project
 - Future Airport Property Line
 - Existing Airport Property Line
 - County Line
 - Existing Guard Posts
 - Future Guard Posts
 - Future Creek - Open
 - Future Creek - Culvert
 - Future Service Road
 - Future Tunnels
 - Service Road Upgrade
 - Future NAVAID/ARFF Access Road
 - Runway Protection Zone
 - Runway Safety Area
 - Object Free Area
 - Air Operations Area (AOA)
 - Runway Visibility Zone
 - Glide Slope Critical Area

Southwest Cargo Area

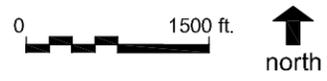
FUTURE FACILITY LIST	
(P1)	FUTURE EMPLOYEE PARKING
(P2)	FUTURE LONG TERM PARKING
(P4)	FUTURE SHORT TERM PARKING
(P6)	FUTURE LIMO STAGING
(P7)	FUTURE TAXI STAGING
(R14)	FUTURE UNITED AIRLINES CARGO BLDG
(R15)	FUTURE FEDERAL EXPRESS MAINTENANCE BLDG
(R16)	FUTURE FEDERAL EXPRESS METROPLEX BLDG
(R17)	FUTURE SOUTH AIRFIELD LIGHTING VAULT ELECTRICAL UTILITIES
(R18)	FUTURE AIR CARGO SIMULATION FACILITY
(R19)	FUTURE FUELING STATION
(R20)	FUTURE DELTA AIR FREIGHT

EXISTING FACILITY LIST	
600	U.S. POST OFFICE
601	POST #1 GUARDHOUSE
602	ARFF STATION #1
605	POST #5A GUARDHOUSE
609	AAL CARGO
612	FEDERAL EXPRESS FREIGHT
613	NORTHWEST CARGO
614	UNITED PARCEL SERVICE
616	LUFTHANSA CARGO
617	AIR FRANCE CARGO
618	KLM ROYAL DUTCH CARGO

- LEGEND (Continued)**
- Localizer Critical Area
 - Future Airport Transit System
 - Automated People Mover System (Underground)
 - Relocated Railroad

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit V-83



Southwest Cargo Area Preferred Concept