

ENVIRONMENTAL ASSESSMENT

for

AIR CARGO DEVELOPMENT

at

**GARY/CHICAGO INTERNATIONAL AIRPORT
GARY, INDIANA**

Prepared for

FEDERAL AVIATION ADMINISTRATION

July 2025

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the responsible FAA official or their representative.

Responsible FAA Official

Date

Preface

The National Environmental Policy Act (NEPA) of 1969 requires that federal agencies or their representatives identify and consider the social, economic, and environmental impacts of proposed actions as part of their decision-making process. NEPA also requires that federal agencies provide information to the public and regulatory agencies and consider their input when reaching decisions. This Environmental Assessment (EA) has been prepared to satisfy these obligations, as well as all applicable state requirements.

The need for the proposed action is to fulfill one of the Gary/Chicago International Airport Authority's (GCIAA) long-term planning goals from the 2022 Master Plan Update, which is to initiate dedicated cargo carrier operations at the Gary/Chicago International Airport (Airport or GYY). Current cargo activity is handled by fixed based operators and is limited to small just-in-time shipments of small quantities of high value goods because there are no dedicated cargo facilities on the existing Airport site. However, GYY's location in the Greater Chicago Area provides a long-term opportunity for the Airport.

This EA has been prepared in accordance with the requirements of NEPA (42 U.S.C. §§ 4321 *et seq.*), Title V of the Public Law 97-248 of the Airport and Airway Improvement Act of 1982, FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, U.S. Department of Transportation (DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*, and FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*. The intent of the EA is to serve as a decision-making tool to be used by the public and local, state, and federal officials in evaluating the proposed air cargo development at Gary/Chicago International Airport.

The designated Responsible FAA Official (RO) above certifies:

This EA represents FAA's good-faith effort to prioritize documentation of the most important considerations required by the statute within the Congressionally mandated page limits. This prioritization reflects FAA's expert judgment. Any considerations addressed briefly or left unaddressed were, in FAA's judgment, comparatively not of a substantive nature that meaningfully informed the consideration of environmental impacts and the resulting decision on how to proceed.

This EA represents that FAA has made a good faith effort to fulfill NEPA's requirements within the Congressional timeline; that such effort is substantially complete; that, in FAA's expert opinion, it has thoroughly considered the factors mandated by NEPA; and that, in FAA's judgment, the analysis contained therein is adequate to inform and reasonably explain FAA's final decision regarding the proposed Federal action.