"Baker, Don"
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09/06/2005 01:24 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA
cc
bcc
Subject Response to FAA O'Hare Expansion Environmental Impact Statement

To whom it may concern ,

Please see attached letter of response to the FAA published Environmental Impact analysis of The O'Hare "Modernization" Plan.

Thank you for your consideration.

Don Baker
Resident, Elk Grove Village
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To: The FAA
Subject: Comments regarding FAA Environmental Impact Report regarding O'Hare Modernization

I am writing to comment about the O'Hare Modernization program and the FAA published Environmental Review. I am a home owner in one of the suburbs which will undoubtedly be adversely affected economically and environmentally by this plan.

It seems apparent from the report that the FAA is prepared to approve a fragmented, fiscally irresponsible, and incomplete plan. The Master Plan submitted to the FAA by Chicago calls for Over 15 billion dollars for runway "improvements" and a portion of the necessary support infrastructure and yet the FAA is considering approval for only the 7.1 billion dollar portion, which is largely funded by airlines that cannot afford it. The FAA contends that this is the best of all of the plans analyzed, yet there is no apparent detailed analysis of other alternatives. It appears the FAA spent the last 2 years justifying a decision which was predetermined.

The FAA is apparently is taking no responsibility for assuring the plan is fiscally viable. Chicago is responsible and accountable for all costs and financing. Apparently a cost- benefit analysis is not the responsibility of the Federal agency which needs to assure this is a viable project. Hidden costs resulting from tearing apart economically viable industrial parks and family communities are virtually ignored as Chicago is not accountable for those costs other than "fair market" value as defined by Chicago and approved by the Cook County courts after "Quick Take is declared. This is the same Chicago administration who marketed this plan based on job potential growth of 195,000 compared to the 50,000 determined by the FAA, many of which would be added jobs without the airport expansion. The same Chicago Administration who determined a potential of 1.6 million annual flights compared to the 1.2 million flights maximum as analyzed by the FAA report. The Chicago mayor and his O'Hare modernization director, or should I say O'Hare press secretary, continue to advertise 1.8 billion dollars per year increased revenue despite 60% reduction in advertised capacity increase. The same Chicago administration claims this will be a safe plan despite removal of a needed taxiway without knowledge of the FAA, rendering unsafe conditions. The same Chicago administration which has worked behind the scenes for years to assure no regional alternative would be considered. The same Chicago administration that declares, with no published details on financing, that no tax payer funds money will be needed. The same Chicago administration that has proved to be systematically corrupt. Frankly the FAA appears to be simply an extension of the Chicago Dept. of Aviation and the O'Hare Modernization Plan, not an independent agency.

The FAA is taking the easy way out. You know capacity increase is needed and are apparently willing to approve what appears to be politically the most expedient plan, rather than a more common sense regional plan. Arguments presented by the experts hired by our communities are all proving to be true. O'Hare air traffic controllers chastise the plan for being unsafe in the rebuilding phases due to the North Runway and conflicts with existing runways. These same air traffic controllers also complain of unsafe conditions after completion due to multiple runway crossings that violate the FAA safety guidelines on new airport development. Apparently the busiest US airport does not need to abide to the FAA's safety guidelines despite the fact that the completed cost will likely be three times the cost of a new airport. The U.S. Transportation Inspector General's report clearly chastises the plan for not meeting capacity increase goals and ignoring the root causes of air traffic delays. I believe the FAA now has too much invested in a bad plan and does not know how to back out of it.

I appreciate your consideration of my comments.

Thank you and regards,

Don Baker
Elk Grove Village

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