

Section VI
Scoping Transcripts

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Scoping comments were received through the close of the business on Friday, September 13, 2002. As shown in **Table 9**, a total of 305 individuals commented, both oral and written comments, during scoping regarding the O'Hare Modernization Program at Chicago O'Hare International Airport. Ninety-three individuals gave oral testimony and the remaining 212 comments were in the form of comment forms, letters, and e-mails. Some individuals commented more than once. This section includes all oral comments received at any of the four scoping meetings and mayoral informational meeting. **Section VII, Comments Received** includes all the comment forms, letters, and e-mails received.

All of the comments received during the comment period were reviewed and summarized by issue group. As shown in **Table 10**, a total of 1,385 comments were summarized and assigned a numeric code corresponding to a bracketed comment in the transcripts and comments received. This section includes the oral comments identified and assigned a numeric code in all of the transcripts. All comments were categorized in the following 14 issue groups.

- A. Purpose and Need
- B. Project Description
- C. Alternatives
- D. Aviation Forecasts/Delays
- E. Air Quality
- F. Noise
- G. Safety/Security
- H. Socioeconomic
- I. Other Environmental Issues
- J. Surface Transportation
- K. Quality of Life/Health Effects
- L. Cumulative Impacts
- M. Agency and Public Coordination
- N. Other

1 Federal Aviation Administration
2 O'Hare Modernization Program (OMP)

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6 AGENCY SCOPING MEETING

7 REPORT OF PROCEEDINGS of meeting held at the
8 Auditorium Conference Room, Illinois Department of
9 Transportation, 2300 South Dirksen Parkway,
10 Springfield, Illinois, on August 19, 2002, at 10:10
11 a.m., before Fran A. Anderson, CSR, License No.
12 084-002930.

13

14 PRESENT:

15 Mike MacMullen
Federal Aviation Administration
16 Philip Smithmeyer
17 Federal Aviation Administration

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1 MR. MAC MULLEN: Since it's about ten
2 minutes after ten right now, why don't we begin. My
3 name is Mike MacMullen, and I'm with the Federal
4 Aviation Administration; specifically, I am with the
5 Chicago Airports District Office, and our office is
6 located in Des Plaines, Illinois.

7 Since it's a large room, let me invite
8 anybody who'd like to to please come up to the
9 tables. If you can't hear me at any time during the
10 day or if you can't hear any of the other presenters,
11 please let us know that you're having a little
12 trouble hearing, and we'll speak up and/or use a
13 microphone.

14 I thought what we would do this morning is
15 I'm going to give you a few very brief introductory
16 remarks, then I'm going to ask all of the folks here
17 to introduce themselves, go around the table, across
18 the back, et cetera, and everybody here please tell
19 me who you are, who you're representing.

20 We do have a court reporter here who is
21 going to be taking down the thoughts and ideas
22 expressed by everyone today. Then I'll start a
23 little bit of a presentation, a little bit of a

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1 summary of the scoping process.

2 You'll find a scoping document that has the
3 same exact words in it, the same content that is up
4 here. We haven't necessarily chosen to go through
5 every single board that perhaps is in your scoping
6 document this morning in the interest of brevity and
7 the focus of discussion. We will be bypassing some
8 of those boards of perhaps lesser interest. But
9 everything that is going to be presented at the
10 scoping meetings either tomorrow or Wednesday or
11 Thursday is in your scoping document applying to a
12 specific board here.

13 I thought what we would do is make some
14 introductory remarks, and we'll go around the room so
15 that everybody can introduce themselves and say who
16 they are and who they're representing. Then I'm
17 going to do a brief overview of the scoping process
18 of the FAA's roles and responsibilities in the
19 process. Chris Arman, representing the City, will
20 give the presentation of the City's activities and
21 the City's role in the process.

22 I'm going to ask people, when we go around
23 the table, after those remarks we'll go around the

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1 table, we'll be calling for questions, concerns,
2 summary remarks on behalf of the agencies represented
3 here today; in other words, give us a flavor for what
4 you think your scoping comments are liable to
5 include. Then, if there are any questions for any of
6 the individual agency folks, I'd ask you to pose the
7 question to me when the agency representative has
8 completed his or her remarks, and then we'll pose the
9 question back to the agency again. If that meets
10 with your approval, then I'm ready to begin.

11 Again, I'm Mike MacMullen from the Federal
12 Aviation Administration. The purpose here is to
13 conduct the first of four scheduled meetings on
14 behalf of the O'Hare Modernization Program concept
15 that we've all been reading about and thinking about,
16 perhaps for a number of years.

17 We have representatives here today from the
18 Federal Aviation Administration, from Crawford,
19 Murphy & Tilly, which is the third party contractor
20 that will be working for and with FAA to help us
21 prepare the Environmental Impact Statement. We have
22 representatives from the City of Chicago, we have
23 representatives of McConnell & Associates and Landrum

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1 & Brown, who are part of the consulting team for the
2 City of Chicago.

3 And we'll go around the table, please, and
4 everybody tell us who you are and who you're
5 representing.

6 MR. ARMAN: My name is Chris Arman, I'm a
7 Deputy Commissioner with the City of Chicago assigned
8 specifically for the O'Hare Modernization Program.

9 MR. WOOSLEY: Ted Woosley with Landrum &
10 Brown, providing support to the City in this process.

11 MR. PETERS: Gene Peters, McConnell &
12 Associates, O'Hare Modernization Program.

13 MR. VARMA: J. P. Varma, Federal Highway
14 Administration.

15 MR. FRALEY: Chris Fraley, Federal Highway
16 Administration.

17 MR. STEVENSON: J. D. Stevenson, Federal
18 Highway Administration.

19 MR. McLAURY: Kevin McLaury, Federal Highway
20 Administration.

21 MR. WESTON: Brian Weston, Crawford, Murphy
22 & Tilly.

23 MS. CRAMER: Barb Cramer, IDOT.

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1 MR. JACOBSON: Bruce Jacobson, Crawford,
2 Murphy & Tilly.

3 MR. PINNEO: Rick Pinneo, Illinois
4 Environmental Protection Agency, Division of Water
5 Pollution Control.

6 MR. ROGERS: Mike Rogers, Illinois
7 Environmental Protection Agency, Air Quality Planning
8 Section.

9 MR. BROCK: Chuck Brock, FAA Regional
10 Counsel's Office.

11 MS. AMES: Kathy Ames, IDOT, Bureau of
12 Design and Environment.

13 MR. FEENY: Greg Feeny, Bureau of Design and
14 Environment, Springfield.

15 MR. MEDALLIS: Steve Medallis, Bureau of
16 Design and Environment, Springfield office.

17 MR. MC CUE: Mike McCue, Office of Planning
18 and Programming, IDOT.

19 MR. CULBERSON: Steve Culberson, Dams and
20 Floods.

21 MR. SHIDELL: Terry Shidell, IDOT Division
22 of Aeronautics.

23 MR. VAN VOORSK: Hugh Van Voorsk,

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1 Aeronautics, State of Illinois.

2 MR. SMITHMEYER: Phil Smithmeyer. I'm the
3 Manager of the FAA Chicago Airports District Office.

4 MS. JOHNSON: And I'm Barbara Johnson of the
5 Chicago First District Office of Planning.

6 MR. MAC MULLEN: Folks in the back, please.

7 MR. KINDRED: Shawn Kindred, McConnell &
8 Associates, consultants to the City.

9 MR. ZYZNIESKI: Walt Zyznieski, IDOT.

10 MR. BECKMAN: Eric Beckman, Division of
11 Aeronautics.

12 MR. MAC MULLEN: Again, if you haven't yet
13 signed in, please do be sure to sign the sign-in
14 sheet. And if you haven't picked up the handouts,
15 please go ahead and do so.

16 By way of overview, you know that this is a
17 Scoping Meeting on the O'Hare Modernization Program.
18 FAA has committed to produce an Environmental Impact
19 Statement on this program. I want to say at the
20 beginning that FAA is committed to a process of
21 excellence here. We are committed to prepare an
22 Environment Impact Statement, causing an
23 Environmental Impact Statement to be completed that

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1 will be a credit to the agency and a credit to
2 everyone who is associated with the project. We are
3 not going to short-circuit any Federal environmental
4 laws in any way, shape, or form. We're going to try
5 the very best that we know how to do the right things
6 in the right way.

7 Having said that, we're also committed to
8 try to do those right things in the right way, in the
9 most efficient way that we know how to do it. In
10 other words, we're going to be working hard along
11 with you in this process.

12 We envision also having a substantial
13 reach-out program with the key environmental resource
14 agencies and the other agencies will be associated
15 with us so that there will be frequent opportunity to
16 check in, to assess the status of where we're at, to
17 assess the status of key outputs of the process, et
18 cetera. So we'll be back together on a frequent
19 basis in the EIS process.

20 And again, the absolute commitment that
21 we've made to the City, that we've made to senior
22 management at FAA is that we are going to do the very
23 best that we know how to do, in a professional

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1 manner, to have this Environmental Impact Statement
2 be the right kind of a product that everybody can
3 recognize and stand behind. So I wanted to make that
4 kind of assurance for you at the very beginning.

5 The purpose of our scoping meeting is to
6 describe the Environmental Impact Statement process.
7 Now, many, many of you folks have been involved in
8 any number of EISs; you know what the EIS process is
9 all about. But we're going to be having meetings
10 tomorrow and meetings on Wednesday and Thursday,
11 there will be a number of folks who maybe aren't all
12 that familiar with the EIS process and aren't
13 familiar with the process of scoping itself. We
14 wanted, therefore, to have some materials that
15 describe what is the scoping process and what is the
16 Environment Impact Statement process.

17 We are going to be requesting your input in
18 terms of many things. We'll be requesting, in terms
19 of the alternatives to be evaluated, we'll request
20 your input in terms of the key methodologies that we
21 should be using in order to do the proper role of
22 assessment, et cetera. We are going to be requesting
23 your comments on a variety of things, including

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1 purpose and need of range of alternatives, et
2 cetera.

3 Again, the key is we are going to be back in
4 touch on a fairly regular basis here talking to you
5 about the status of our activities and what other
6 things that we think we're going to be finding out.
7 First, up front, we really do need your thoughts in
8 terms of the alternatives to be evaluated, any key
9 methodologies that ought to be utilized in that
10 evaluation.

11 In terms of the scoping process itself, in
12 terms, more particularly, of the Environmental Impact
13 Statement process, FAA's role will be to evaluate
14 proposed development in terms of consistency with all
15 the applicable laws and regulations and to ensure
16 that the proposed development meets all the
17 requirements for safety, design criteria, and
18 environmental compliance.

19 Again, I want to assure you that it is our
20 commitment that we want to do the right things in the
21 right way. There is no particular shortcut obviating
22 environmental rules and regulations in this process.
23 We are going to be doing the right things, and we

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1 need your help to insure that we stay on track that
2 way also.

3 Again, primarily for folks who have been not
4 been intimately involved in a number of environmental
5 processes, we have a board here that indicates kind
6 of the state of the EIS process that shows how things
7 flow together. We've already published a Notice of
8 Intent; we're now in the process of conducting agency
9 and public scoping meetings.

10 You'll notice we have a little button that
11 says "you are here." That's for folks who are new to
12 the EIS process. We want them to know where we are
13 in terms of the whole process. We are going to
14 proceed through detailed environmental analysis;
15 we'll prepare a draft EIS; we'll undertake reviews of
16 the draft EIS; we'll undertake reviews of all the
17 comments that we receive on the draft EIS.

18 We will hold a public hearing on the EIS.
19 We will do our very best to respond to comments.
20 We'll prepare an issue of final EIS. As you know,
21 after final EIS gets out on the street, there's a
22 minimum thirty-day time period during which no
23 positive administrative action may be undertaken by

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1 the FAA.

2 We will prepare a record of decision, and
3 then we will be prepared to undertake whatever
4 actions to approval we will need to get at that time,
5 depending upon the specific results of the
6 Environmental Impact Statement process.

7 In terms of proposed project elements that
8 will be under review, as currently proposed by the
9 City of Chicago, the O'Hare Modernization Program
10 will potentially consist of the following. There
11 will be new runway construction; there will be
12 existing runway realignment; there will be relocation
13 or replacement of navigational aids; there will be
14 some new navigational aids that will have to be
15 placed.

16 We'll have to address, somehow or other, the
17 issue of -- the longstanding issue of providing for
18 or indicating a means for western access to O'Hare.
19 We will also be looking at additional terminal
20 facilities and where those facilities might be
21 located within the O'Hare complex.

22 And then because of the western access,
23 because of the relocations that will be necessary of

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1 some existing facilities of O'Hare, we're also going
2 to need to talk in terms of various roadway and rail
3 line relocations in and around O'Hare. So it's a
4 very substantial program, a very substantial set of
5 projects will be undertaken here.

6 We understand the complexity. We feel that
7 we have a good handle on being able to address those
8 things. We're looking for assistance, suggestions,
9 helpful input, et cetera, on behalf of IDOT, on
10 behalf of the Federal Highway Administration, in
11 terms of things that would need to be put into the
12 process.

13 I might mention also that it is our
14 intention to come back and speak with the individual
15 agencies such as the Federal Highway Administration,
16 IDOT, U.S. EPA, the Corps of Engineers, et cetera;
17 Fish and Wildlife Service might be another one.

18 We're to come back and suggest possibly a
19 memorandum of understanding on behalf of the FAA and
20 other agencies who will likely be working with us for
21 a substantial amount of time while we're undertaking
22 this process to spell out the roles and
23 responsibilities of various key agencies, et cetera.

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1 So we would custom fit a memorandum of
2 understanding to the specifics of this project. We
3 would look to have a draft or drafts of memorandum of
4 understanding out shortly, for your review and
5 comment, shortly after review of the scoping process.

6 .
7 Right now, the scoping process is scheduled
8 to end as of the close of business, that is, our
9 proposal to review and consider comments. That
10 comment period is scheduled to end as of close of
11 business of September 13. Sometime as soon as
12 possible after that we would look to have perhaps
13 draft memorandums of understanding out for our agency
14 partners to review and comment on, to see if that
15 makes some sense in terms of a mechanism that we'll
16 put in place so that everyone can proceed with this
17 process as expeditiously as possible.

18 In terms of a primary listing of
19 environmental issues to be studied, this is a listing
20 that we thought of, there may well be other issues
21 that we haven't thought of, but for heaven's sake, if
22 you do find issues that we haven't identified, or
23 haven't identified with sufficient specificity for

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1 your purposes, please be sure that the scope of your
2 comments include that kind of a comment.

3 Just in general, obviously, we know that
4 noise impact will be one of the things that will be
5 uppermost on people's minds. We are going to
6 undertake a comprehensive analysis of noise impacts.
7 We're going to be looking at land use impacts, both
8 at O'Hare and around O'Hare.

9 We're going to be looking at social impacts,
10 that's environmental justice, surface transportation,
11 residential, and, indeed, cemeteries relocations.
12 There are two cemeteries that probably would have to
13 be relocated that are presently on the property at
14 O'Hare.

15 We're going to be looking at socioeconomic
16 impacts. Obviously, air quality is a major, major
17 issue. We look forward to substantial discussion
18 with the Illinois EPA and U.S. Environmental
19 Protection Agency in terms of methodologies to be
20 used, scope of the study in terms of air quality
21 impacts, et cetera. And we know that air quality is
22 a big, big item here.

23 We will be looking at water quality issues.

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1 We will be looking at any Section 303-C or Section
2 4-F lands. Again, two of the cemeteries, I believe,
3 qualify as Section 4-F properties. We'll be looking
4 at historic architectural, archeological, and
5 cultural resources. Biotic impacts, endangered
6 species, flora and fauna, wetlands.

7 Now, there are somewhere in the area of
8 about a hundred acres of wetlands presently on the
9 property at O'Hare. We've got to consider what's
10 going to happen to those wetlands if the project goes
11 forward and some or all of those wetlands are going
12 to be adversely impacted.

13 So we know we've got our work cut out for
14 us. We've had the Army Corps of Engineers in Chicago
15 on several occasions already, just to lay the
16 groundwork for future discussions, so we know that
17 this is going to be an issue that's going to take
18 some time. We have flood plains, we have coastal
19 zone management barriers, wild and scenic rivers. I
20 don't believe there are any wild and scenic rivers in
21 the O'Hare area, but we'll check that and confirm
22 that.

23 Prime and unique farmlands, again, no prime

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1 or unique farmlands that we're aware of that would be
2 affected in any way, shape, or form by the O'Hare
3 project. We'll check that.

4 Energy supply and natural resources, light
5 emission, solid waste impacts, construction impacts.
6 Construction impacts will be substantial and of
7 relatively long duration. Cumulative effect, what
8 resources have particular relevance for a cumulative
9 effect assessment, what should be the time frame for
10 the cumulative effect assessment, and what should be
11 the geographic scope of the cumulative effect
12 assessment. We're looking for suggestions, guidance,
13 and the thoughts of the key resource agencies in that
14 area also.

15 The public notice that was published in The
16 Federal Register, the notice of intent to prepare an
17 Environmental Impact Statement on this project
18 indicated that the following would be considered:
19 no build or do nothing alternative, proposed project
20 alternative. We have committed to study alternative
21 airfield development at O'Hare, alternative O'Hare
22 configurations, and an alternative number of O'Hare
23 runways.

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1 We've also specifically committed in the
2 notice of intent to study the use of other existing
3 or proposed airports, both existing and proposed
4 airports. We've committed to study alternative modes
5 of transportation and also to study demand management
6 alternatives, such as there may be.

7 If there are other alternatives of more
8 specificity that you feel it is important for FAA to
9 know about, please let us know. We greatly
10 appreciate your input on that.

11 We are, during the process of the
12 Environmental Impact Statement, we are going to
13 develop a Purpose and Need Statement. We would look
14 to share that Purpose and Need Statement with our
15 other key agencies and understand from their
16 perspective their comfort level with the Purpose and
17 Need Statement. We're going to have interactive
18 discussions on purpose and need, and this will be
19 ongoing for quite some time.

20 Based upon the development of the specific
21 Purpose and Need Statement, we're going to identify a
22 range of alternatives to be evaluated in detail. We
23 start out with something of a universe of

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1 alternatives that would theoretically be evaluated.
2 Once we get to a Purpose and Need Statement that FAA
3 feels is good and adequate for use in the EIS
4 process, we are going to look to narrow that universe
5 down, perhaps, to a list of alternatives that we
6 would consider, that we would submit to evaluate in
7 detail in the course of the EIS.

8 Obviously, after we identify a range of
9 alternatives, we are going to undertake a thorough
10 evaluation of alternatives and will undertake, of
11 course, the detailed environmental study.

12 To recap the schedule that we have so far
13 for scoping, we're here today, we published our
14 Federal notice on July 17th in The Federal Register,
15 we're here today on August 19th for the first of the
16 agency scoping meetings. Tomorrow, August 20th, we
17 will be back at my old stomping grounds, the Metcalf
18 Federal Building in downtown Chicago.

19 Let me just say right now we know we have a
20 smaller room in the Metcalf Federal Building. We
21 also know, from folks who have preregistered with us,
22 we're going to be bumping right up against capacity
23 at Metcalf.

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1 We tried to get a larger room, simply were
2 not able to get a larger room. So it's going to be,
3 shall we say, pretty cozy tomorrow. It's going --
4 we're going to have a full room tomorrow. The
5 benefit is that we'll have a slightly smaller room so
6 people can hear each other a little bit better, et
7 cetera. We will also have a court reporter there, by
8 the way. We will have court reporters at all four
9 meetings.

10 Tomorrow, we are going -- I know that we are
11 going to have, in addition to the folks in the
12 agencies that we ordinarily think of when we mention
13 the term agency scoping, we're going to have
14 representatives of one or more of the rail lines that
15 may be affected by O'Hare work, will be in
16 attendance. We are going to have representatives of
17 NIPC and NRPC, those are the two planning agencies in
18 the area that have a good deal in interest in this
19 project.

20 We're going to have representatives on
21 behalf of the communities of Bensenville, Park Ridge,
22 and Elk Grove Village. We think that probably they
23 will send a total of two people to that meeting.

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1 They did ask for permission to attend the meeting and
2 participate in the meeting, and we concurred with
3 their request.

4 Then the public scoping meetings. The
5 public scoping meetings -- we've already had one
6 meeting -- at the Fountainebleu Banquet Facility on
7 August 21st. That's in Des Plaines, Illinois, and
8 that meeting will be conducted from 4:00 until 8:00
9 p.m. And we're going to have a final meeting at the
10 Avalon Banquet Facility in Elk Grove Village on
11 August 22nd, again from 4:00 to 8:00 p.m. We're
12 expecting a large attendance.

13 We're expecting expression of a lot of
14 public interest and concerns at those meetings. So
15 one thing I think FAA can say is they're not trying
16 to dodge any kind of controversy, we're not trying to
17 limit opportunity for folks who may or may not be
18 appreciative of the process we're considering,
19 expansion and realignment of O'Hare. We're going
20 right to the communities where people have indicated
21 that they have major concerns, and we will be there.

22 The close of the scoping comment period,
23 I've indicated, is set for September 13th, 2002. I

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1 might mention that kind of a later development has
2 occurred here. Without using the term scoping
3 meeting as such, we have made proviso, we recently
4 sent out letters of invitation to ninety mayors, I
5 believe is the total. That's mayors of communities,
6 you know, in and around the Chicago metropolitan
7 area, in and around the Chicago O'Hare area.

8 What we've said is we want to offer you the
9 opportunity to come and meet directly with FAA if you
10 so choose to do so. We're going to have that meeting
11 on August 29th at the FAA, in the FAA Building in Des
12 Plaines, Illinois.

13 And those letters just started to go out on
14 Friday. So we haven't had any feedback in terms of
15 how many people might be attending that, but we
16 thought there was something to be said to provide an
17 additional opportunity for information exchange,
18 sharing of concerns, and that sort of thing, and let
19 people come and talk directly to FAA if they so
20 chose.

21 Again, those letters were sent to the mayors
22 of the cities and villages, et cetera, of the O'Hare
23 area. So we could have a potential for up to ninety

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1 or a hundred people attending that. My guesstimate
2 at this point in time is that we would have a maximum
3 of about thirty or thirty-five people that probably
4 would show up.

5 I want to urge you, you know, to the best of
6 your ability, to please try and get us your comments
7 by the close that we've established of September
8 13th. We need your assistance on this. Do the best
9 that you can, is what I'm saying. We have September
10 13th as the close of the scoping period.

11 We need comments from Illinois EPA, we need
12 comments from U.S. EPA. If we don't have comments by
13 September 13th, we would be knocking on the doors of
14 those key agencies at that point in time. Please try
15 to get us the comments by no later than September
16 13th. Keep up with the schedule and keep working
17 along here and show people that FAA is continuing to
18 meet schedules and is continuing to work through this
19 process expeditiously.

20 That concludes the remarks that I want to
21 make at this point in time. I would ask right now,
22 are there any questions that folks want to pose to
23 me? As soon as we're done with that, then Chris

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1 Arman on behalf of the City is going to go through a
2 similar presentation focused on the City's activities
3 at this point.

4 Do you have any questions for me right now?

5 Yes, sir. Would you identify yourself?

6 MR. WILLIAMSON: Mike Williamson, Illinois
7 IDOT. You mentioned NIPC and NRPC. Is CATS invited
8 also?

9 MR. MAC MULLEN: They were invited also, and
10 I just don't remember whether they said they were
11 coming or not.

12 MR. ARMAN: I want to thank IDOT for the
13 hospitality and obviously the FAA for supporting,
14 getting this process under way. It's something that
15 the City's been anxious for. Clearly, there's a lot
16 of concerns from the residents surrounding their
17 facilities, and we know that we're going to address
18 them, but I haven't been able to see the process in
19 play until now. So this is an exciting week for us.

20 Clearly, many of you have noticed this
21 graphic which the Mayor presented to the public late
22 last June, and since that time there's been a flurry
23 of activity, but the main tenets of the Mayor's

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1 concept are still in play. Ultimately, through
2 discussions with IDOT and their consultants,
3 Secretary Brown and others, along with the City and
4 the Governor, held four hearings last summer.

5 Last December an historic deal was put
6 together by Mayor Daley and Governor Ryan that did
7 formalize an agreement to go forward with the O'Hare
8 Modernization Program. It is meant to be
9 comprehensive, not only just reduce the legs, which
10 is our number one key issue at the airfield, but also
11 to address congestion in and around the airport and
12 the region well into the future. It will, of course,
13 provide for additional capacity long into the future
14 as well.

15 With that, the understanding currently of
16 the airfield, it's primarily a seven-runway facility
17 with three parallels going in on 45-degree or so
18 direction angles, and the north-south 1836 runway.
19 The airfield was really created out of an old
20 military design. The north airfield, the northeast
21 corner, they used to build military aircraft for the
22 World War II effort. And given that old military
23 concept of propeller-driven aircraft, they used a lot

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1 of intersecting runway configurations, and you see
2 that across the country even today.

3 With that, when O'Hare was really born in
4 '59 and the jet age started up, we did expand and
5 keep in concert for the first time at an airport
6 going into a two parallel runway configuration, but
7 we did so within the context of design that was
8 already there.

9 A problem is that when the weather gets
10 reduced on a day like today with lower ceilings and
11 drizzle, et cetera, we go from what we normally might
12 have as two arrivals on the 27s, as an example, and
13 22 left, as an example, three runways at the same
14 time and, you know, having to lose one runway because
15 of the intersection nature of that particular
16 approach.

17 So imagine, again, taking a highway down
18 from three lanes to two lanes to create a backup, and
19 you also create alternatives. People will not take
20 that highway, they'll take an alternative route to
21 get where they're going. It may even take longer,
22 may emit more emissions, et cetera.

23 The fact is, we cannot continue to operate

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1 in a convergence design. Many other airports have
2 multiple parallels; Atlanta, Dallas and certainly now
3 Denver is growing. The parallel runway configuration
4 has proven itself across the country, and we are
5 trying to import that design concept into the O'Hare
6 footprint.

7 Major elements of the airfield, of course
8 building a new north runway, this is the first
9 priority, relocating other runways in lieu of a new
10 parallel runway; basically, they're going to be 927s
11 or 1028s. The fact is that, ultimately, we are going
12 to have six parallel east-west design runways, and we
13 will keep the two that run 422 or northeast-southwest
14 intact. We will also provide some extensions on some
15 of the existing parallels.

16 We do envision the need for western
17 development, i.e., concourses and terminals,
18 ultimately, at some point in time. Western access is
19 something that many people even in some of the, I
20 guess, less -- less supportive neighborhoods would
21 actually enjoy the opportunity to have a western
22 access and also the economic impacts that could
23 create. We do have proposed budgets here as well,

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1 but the primary fact is that none of this would be on
2 local taxpayers, it would be via airport-related
3 bonds, of course PFCs or AIP grants.

4 Again, the end result of the airfield, this
5 would be the first new north parallel runway on the
6 north side. When we remove the 1836, we would build
7 what we call a closely-spaced spout and so on until
8 we ultimately remove the 1432, which is our longest
9 runway, in lieu of a south parallel runway that has
10 been often talked about.

11 Now, one thing that people talk about, and
12 I'll just briefly hit on this point about closely
13 spaced, the fact is that these runways are going to
14 be no closer than Atlanta's are or Dallas's are or
15 Detroit's are, certainly LAX. If anything, they
16 might be slightly further apart. There's a lot of
17 people that take shots at the fact that they are
18 going to be dependent runways. It's a system that
19 does work elsewhere and is alive and well today at
20 some of the world's busiest airports.

21 Switch over briefly to forecasts, we don't
22 have the latest version yet from the FAA on the
23 terminal area forecast for O'Hare or Midway. We have

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1 seen some drafts, however. We do expect to see some
2 slippage of the trend in growth. Clearly, there has
3 been impacts in the industry, but the over or
4 underlying notion of it is that there's going to be a
5 slight shift, but ultimately we do expect to have a
6 trend upward, not only in the end frames but
7 certainly for the quantity of operations.

8 We hope to have firmer numbers in about
9 another month or so, whenever the FAA has those
10 published. But the fact is that post-911, we still
11 need to maintain our focus on the future. And with
12 that we are seeing their numbers continue to show
13 that we need to proceed with our project.

14 Now, I did show you the runways on the
15 left. We also talked about areas of impact at this
16 point that will ultimately have to have, by the end
17 of this year, some real definite designs allowed for
18 them. What you see, again, is a parallel runway
19 configuration for our six east and west and the two
20 existing southwest-northeast. We do have an area for
21 west terminal development, of course additional cargo
22 and other developments on the north; our south air
23 cargo facilities may end up streaming a little bit

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1 more in an east-west fashion.

2 And, of course, what you do notice is that
3 there's new boundaries for the airfield that are
4 necessary. We've been very public about this;
5 actually, this graphic has not changed since last
6 June 29th, and that is that we need to acquire 433
7 acres of land.

8 Now, in that there certainly are going to be
9 some impacts. We have about 539 residential units
10 throughout this area and 109 business parcels. We do
11 have a railroad line that goes through the southwest
12 corner of the airfield that we will have to redesign,
13 and we're already reaching out to, in that case,
14 Union Pacific. But there's other interrelationships
15 with the railyard out here, Metra, Canadian Pacific,
16 et cetera. I think Mike hinted on some of those that
17 are going to be attending tomorrow.

18 We do feel, however, those impacts are going
19 to be superceded by the fact that we are going to be
20 reducing delays in bad weather by 95 percent, overall
21 delays by 75 percent. We see the delay dollars;
22 that's just to the air carriers themselves.
23 Estimated capacity, we want to bring out capacity

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1 until at least 2030.

2 And economic benefits is something that -- I
3 know a lot of people talk about quality of life, I'll
4 get to that in a minute, but jobs are also an issue,
5 I feel, for quality of life,, and by introducing an
6 additional 95,000 jobs to the region and an extra
7 \$18 billion dollars certainly bodes well for quality
8 of life.

9 In my previous history before this program
10 was announced, I worked five years on the noise
11 programs throughout the suburban communities. And
12 one thing that we were asked to do, and actually the
13 State did some validation work last summer as well,
14 was to project what the future would be from a noise
15 exposure standpoint. And in this case, again, you do
16 see that the contour itself does stretch in an east
17 and west fashion. As you would imagine with six
18 parallel runways, we do have a couple of lobes
19 sticking out for 4s and 22s that do remain. But the
20 overall impact, as you will note, we felt we took a
21 fairly conservative approach to this. We still would
22 have about 40 percent reduced area of noise exposure
23 than we did in the year 2000.

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1 Now, a lot of that is because in the year
2 2000 we still had some much heavier aircraft that
3 were flying around. You know, by the time we get to
4 an extra couple hundred thousand operations at
5 O'Hare, Stage 4 will be defined, there will be newer
6 technologies introduced.

7 The City of Chicago has been a major
8 contributor or proponent of NASA research. And we
9 actually, what is it, we actually stand on their
10 Steering Committee from a community perspective for
11 NASA. We were helping to fight for them when they
12 had zero dollars in the 2003 budget which got bumped
13 up to a hundred million dollars that is going to
14 extend a new program for them. This may be larger
15 than it needs to be, is what I'm getting at.

16 The fact is that we recognize in current
17 legislation that's in Congress that we will not
18 exceed the volume of acreage that the 2000 contour
19 has. And so with that, our charge is to maintain
20 that quality of life. It's not just letting it go
21 rampant, et cetera. We do have to make sure that
22 stays on our radar screen, and that's something that
23 the last five years, I think, grows; we have great

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1 relationships with these people, homeowners and
2 elected official alike.

3 Obviously, the next step is working in
4 accordance with all rules and regulations. The City
5 has been chomping at the bit to prove to everybody
6 that this is not a slam dunk type of affair. We have
7 to conform with all regulations, and we are accepting
8 that challenge. So we are going to embark upon that
9 now. Opportunities to review the program and comment
10 will be provided by the FAA. Let's hear all the
11 issues.

12 We think that we know where most of the
13 issues are, but as Mike pointed out, if there's
14 something that we need to focus on, let us know about
15 it. And obviously addressing any comments prior to a
16 record decision, whatever the challenges may be that
17 still exist in the next year or so, we welcome that
18 challenge and want to insure that we are addressing
19 all of the issues that are out there.

20 So with that I'd like to thank Mike for the
21 opportunity and look forward to hearing your
22 comments.

23 MR. MAC MULLEN: Thank you, Chris. First of

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1 all, let's say we very much appreciate you folks
2 taking time out of your busy schedules to come here
3 and be with us today. We would also say that we
4 appreciate the hard work and effort that you and
5 other representatives of your agencies will undertake
6 as we go through the EIS process.

7 I'd like to take the opportunity now, if I
8 might, to also go around the table and ask
9 representatives of the individual agencies if they
10 care to share some of the comments that they might
11 have at this point in time, recognizing that most of
12 the agencies will submit written detailed comments
13 for the record later on. But if there's anything
14 that jumps out at you right now, comments you want to
15 make, we'd be most appreciative to hear from you.

16 Now, I heard there are representatives here
17 today from the Federal Highway Administration,
18 Illinois IDOT, I heard Illinois EPA. Who else, what
19 other agencies are here today? FHWA, for short, yes.
20 Anybody else? We know that there's going to be
21 substantially more folks tomorrow.

22 I might ask the Federal Highway
23 Administration, if we could start out, do you have

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1 any comments you'd care to share with us at this
2 point in time?

3 MR. McLAURY: Kevin McLaury with the Federal
4 Highway Administration. As modernization of O'Hare
5 moves forward through the environmental process,
6 obviously the roadways and the regional roadway
7 system is a concern to us and what the potential
8 secondary cumulative impacts for the roadway are
9 going to be. That would be one of the things, one of
10 our agency areas of emphasis that we have, is
11 congestion, congestion mitigation, which would fall
12 into that area.

J-38
L-4

13 In addition, kind of changing hats a little
14 bit, the multihold areas, how will we move vehicles
15 and the vehicle mix, things like that, obviously
16 wanting to bring more aircraft into the area which
17 would potentially bring more supplies and movement of
18 vehicles.

J-39

19 The other area that we would like to see
20 addressed is the area of safety. That's another area
21 our agency is very concerned with impacts, how that
22 will play out.

G-45

23 The final is environment, which, you know,

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1 we're all well knowledgeable of, but particularly in
2 this context of sensitive solutions that has been
3 renamed from context sensitive design because we
4 really see it more as solutions than just as a design
5 area. So we want to make sure that we keep that in
6 the forefront and how we -- as we go through this
7 process, what design elements can be addressed to
8 help make the impacts more or less, I guess, of an
9 impact.

} B-14

10 Those are just some general comments as I'm
11 sitting here thinking off the top of my head as areas
12 we need to be concerned with.

13 MR. MAC MULLEN: Thank you for your
14 comments. We appreciate that. We envision a
15 substantial outreach program, a continued cooperative
16 program with you folks from FHWA and IDOT to help us
17 through the process to make sure that we're picking
18 up on the suggestions, make sure we're picking up on
19 things that need to be integrated in the EIS process,
20 to insure that those aspects that extend beyond the
21 airport itself are adequately addressed,
22 characterized, et cetera.

23 So you touched some things with us that we

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1 were at least partially aware of to begin with and
2 look at this very first step in terms of the ongoing
3 process that's going to be adopted throughout the
4 whole EIS process. We look forward, again, to the
5 detailed comments, and we will be back in touch with
6 you and other agencies shortly after the close of the
7 scoping period to see how we can work together.

8 Thank you.

9 Is there anybody here from IDOT that would
10 like to make a few suggestions?

11 IPEA, how about IEPA?

12 MR. ROGERS: I'm Mike Rogers of the Illinois
13 EPA Multiplanning Section. Obviously, we are
14 concerned about emissions from the construction and
15 operation of the future airport, including oxides and
16 carbon monoxide, other pollutants that we get from
17 the aircraft, from the roadway, from construction,
18 and the time frame so we know what's happening in
19 2010, 2015, on out into the future.

20 We also have concerns about noise, of
21 course. As I'm sure you will address thoroughly
22 concerns about carbon monoxide emissions at local
23 intersections that will be redone. Also some general

E-116
N-93

F-133
N-93

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1 water issues that I'm not totally familiar with, but
2 things like runoff, how the impact of getting rid of
3 residences, businesses would affect runoff and water
4 supply issues.

I-32

5 MR. PETTIGILL: My name is Rick Pettigill,
6 I'm with the Illinois EPA Division of Water Pollution
7 Control. And there are existing facilities at the
8 airport that have come a long way in improving
9 quality of storm water discharges from the airport,
10 and additional facilities may need to be provided
11 when expansion occurs.

I-29

12 The facilities they currently have have a
13 certain capacity and have a certain limitation, and
14 expansion could overwhelm these capacities. These
15 are things that should be addressed as part of the
16 EIS.

17 The 433 acres of land are going to be
18 required to have existing infrastructure, sewers,
19 water lines, things of that nature. Sewers can serve
20 as a conduit for pollutant migration away from
21 facilities and contaminate other areas. Those things
22 need to be addressed. And then runoff, in general,
23 should be a concern. When you utilize the dust

I-30

I-31

ADVANTAGE REPORTING SERVICE

39

1 process as part of construction activity, that will
2 impact runoff. Those are other areas that need to be
3 considered as well.

I-31

4 MR. MAC MULLEN: Thank you. Obviously, we
5 recognize that the Illinois EPA is a key agency that
6 we are going to have to interact with for a variety
7 of things, air quality, water quality; pollution
8 control is certainly another area.

9 We would look to be back in touch with you
10 shortly after the conclusion of comment period I
11 spoke about. We will make arrangements with you to
12 come in and talk about our concept about how we might
13 undertake the analyses. We'll be looking for
14 information from you and feedback in terms of any
15 kinds of details you care to provide in terms of the
16 scope of our study, the methodologies that we're
17 going to be using.

18 We will be back in contact with you shortly
19 after the conclusion of the comment period for
20 scoping, and then on a fairly regular basis FAA and
21 one of its representatives from the third party
22 contractor will touch base with you and the staffs of
23 the Illinois EPA and U.S. EPA to keep on the right

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1 track, which is necessary to identify problems early
2 on and to proceed as expeditiously and satisfactorily
3 as possible.

4 Anyone from IDOT?

5 MS. AMES: I'm interested in seeing that the
6 environmental impact from the roadway projects
7 associated with this airport development are included
8 in the document. And before we look forward to
9 working with you, an individual needs to see that our
10 requirements are met.

J-1

11 MR. MAC MULLEN: Thank you. Anybody else
12 from IDOT?

13 Yes.

14 MR. WILLIAMSON: My name is Mike
15 Williamson. To build on Kathy's statement, the
16 western access to this facility is going to require
17 some rather large highway facilities in order to
18 serve it. Some of them are going to be well off the
19 site, some of them may be either adjacent or even on
20 the site, and I'm just curious as to how that's going
21 to be addressed in this activity.

J-64

22 MR. MAC MULLEN: I'm sorry. Would you
23 repeat that, please?

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1 MR. WILLIAMSON: The western access is going
2 to require some rather major roadway to be
3 constructed. Some of them are going to be well off
4 the site, and some of them are going to be either
5 adjacent to the airport or right on the airport. I'm
6 just curious as to how you're going to address that,
7 that's all.

8 MR. MAC MULLEN: Well, we appreciate the
9 question and concern that you have with regards to
10 provision for the western access. Let me just say we
11 don't -- we don't have that totally defined. We want
12 to do that in cooperation with the folks from IDOT.
13 So again we will be back in touch with you; we'll sit
14 down and we'll talk. We'll outline any preliminary
15 concerns, conclusions that we may have, preliminary
16 plans for how long we'll go about addressing it.

17 But you folks are going to tell us, I think,
18 a lot of detail in terms of things that we would need
19 to see studied, the sorts of things you would need to
20 see included in our scope of work, et cetera. So we
21 will be back in touch with you.

22 We recognize it's a complicated sort of
23 issue. We recognize that it's something the detail

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1 of which is not usually and often included in
2 aviation-specific projects, but we recognize that in
3 order to do a good job we're going to have to include
4 that kind of work also. So thank you for your
5 concern.

6 Anybody else have anything that they'd like
7 to contribute to the discussion so far?

8 Any questions or concerns, anything that we
9 may have said today that was different from what you
10 thought, anything that we may have said today that
11 causes you any special concern whatsoever, we'd like
12 to know about that, clear up any confusion that we
13 may have inadvertently caused.

14 I've emphasized a couple of times we are in
15 the very beginning of this important process. We've
16 reached out to the U.S. EPA, to the Army Corps of
17 Engineers, the Federal Highway Administration before
18 we met today. We hope that the agencies involved
19 have appreciated that effort. We hope that we
20 understood correctly from those agencies that's the
21 kind of cooperative, ongoing effort that they want to
22 see continued in the EIS process. The FAA wants you
23 to know that we are absolutely committed to an open,

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1 transparent, and completely thorough and professional
2 process, as is the City of Chicago.

3 So we will be back in touch with you; we
4 will make ongoing relationships with you. I'd love
5 to see drafts, perhaps memorandum of understanding
6 shortly after the closing of the scoping process.
7 And we're optimistic that the results of this whole
8 process, whatever the result may be, the result would
9 be something we can all be proud of and all look back
10 on as being one of the keystones of our careers.
11 Thank you so much.

12 That concludes the formal part of the
13 scoping meeting. If you want to take some time and
14 talk to us, please feel free to do so. And again,
15 I'd also like to express thanks to IDOT for letting
16 us utilize the facility here today.

17 (Whereupon the meeting concluded at 11:10
18 a.m.)

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O'HARE MODERNIZATION PROGRAM

TUESDAY, AUGUST 20, 2002

10:00 A.M.

REPORT OF PROCEEDINGS

had at the hearing on the O'Hare Modernization Program, reported by Joanne M. Brogan, a Certified Shorthand Reporter and a Notary Public in the State of Illinois, held at the Metcalfe Federal Building, 77 West Jackson Blvd., Lake-Ontario Room, Chicago, Illinois, on Tuesday, August 20, 2002, commencing at the hour of 10:00 o'clock a.m.

1 MR. MacMULLEN: Well, good morning. Welcome, and
2 thank you all for coming today. My name is Mike
3 MacMullen. I'm with the Federal Aviation
4 Administration out of the Chicago Airports District
5 Office in Des Plaines, Illinois.

6 This is the second of four scoping
7 meetings that we announced in our Federal Register
8 notice indicating the FAA's intention to prepare an
9 Environmental Impact Statement on the O'Hare
10 Modernization Program, the concept, et cetera.

11 We had a meeting yesterday in
12 Springfield, Illinois at the IDOT offices. In
13 attendance were Illinois EPA, the Federal Highway
14 Administration, and various representatives of the
15 Illinois Department of Transportation.

16 Tomorrow evening we're going to have a
17 public scoping meeting at the Fountain Blue Banquets
18 facility in Des Plaines, Illinois; and then we're
19 going to have an additional public meeting on Thursday
20 at the Avalon Banquets facility in Elk Grove Village.
21 We're expecting a good turnout both tomorrow and the
22 day after.

23 In addition to that we've recently sent
24 out invitation letters to a large number of mayors,

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1 all of the mayors who are on our contact list and our
2 mailing list for municipalities in and around the
3 Chicago area offering them the opportunity to come to
4 FAA's office building on Thursday, August 29th, to
5 have an interchange, an information exchange, kind of
6 a meeting among their peers and also an opportunity
7 for a direct contact with FAA should they so choose to
8 do so.

9 So there's been a substantial effort to
10 reach out to interested agencies and affected publics
11 and what have you, and we intend to continue to try
12 and operate that way throughout the course of the
13 Environmental Impact Statement process.

14 I might note that the public notice
15 that announced the start of the scoping process and
16 announced the start of the Environmental Impact
17 Statement was published on July 17th; and as contained
18 in the public notice, the scoping period, the period
19 for receipt of comments on the scoping process for
20 this project, extends through the close of business on
21 September 13th. So please, if your agency is going to
22 submit comments, please get those comments to us by
23 September 13th.

24 I might make a few introductory remarks

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1 here in terms of the format for today's meeting. I'm
2 going to ask that we go around the table and then
3 around the wall so that everyone who is here would
4 please identify themselves and say which agency or
5 which entity they're representing.

6 Following that I'm going to provide a
7 few introductory remarks, oversight remarks with
8 regards to the scoping process itself and the status
9 of the Environmental Impact Statement process, what
10 FAA's role is in the Environmental Impact Statement
11 process itself.

12 Then Chris Arman on behalf of the City
13 of Chicago will make some remarks with regards to the
14 activities the City is pursuing right now in the area
15 of master planning, the development of an airport
16 layout plan and similar kinds of products associated
17 with airport master planning.

18 Then when those are completed, then we
19 will go back around the tables, et cetera, and ask for
20 any summary comments that representatives of the
21 agencies and entities might want to make. We'll start
22 with the state and federal agencies first; and when
23 those are completed, then we'll go on to any other
24 entities or agencies that are here and go through

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1 that.

2 We're scheduled to be here through 1:00
3 o'clock. We're going to have to leave right about at
4 1:00 o'clock. There's another meeting scheduled in
5 this room, as I understand it anyway, for 1:00
6 o'clock; but my sense is that we will be able to get
7 through very comfortably in advance of 1:00 o'clock.
8 So we'll just see how that goes. If there's a need
9 for additional follow-up, then we'll consider that and
10 extend ourselves to make sure that there's plenty of
11 follow-up.

12 Again, if you have summary remarks,
13 we're particularly interested in those. On the
14 understanding of course that your agencies may very
15 well have detailed comments that you want to provide
16 in writing to us, and please feel free to go ahead and
17 do so. If you have written comments today, we'd be
18 pleased to accept them at that point in time also.

19 Are there any questions with regard to
20 format, procedures, or anything like that as of right
21 now?

22 Okay. I would ask, by the way, if you
23 choose to make some comments today, please identify
24 who you are and who you are representing so that the

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1 court reporter can make an adequate record of that,
2 please. Having that said, I'm Mike MacMullen from the
3 Federal Aviation Administration. We'll go around this
4 way I think. Barbara.

5 MS. JOHNSON: I'm Barbara Johnson. I'm with the
6 FAA Chicago Airports District Office.

7 MR. SMITHMEYER: I'm Phil Smithmeyer. I'm the
8 manager of the FAA Chicago Airports District Office.

9 MR. ARMAN: I'm Chris Arman. I'm a deputy
10 commissioner with the City of Chicago and full time on
11 the O'Hare Modernization Program.

12 MR. SCHUESSLER: I'm Joe Schuessler with the
13 Metropolitan Water Reclamation District of Greater
14 Chicago.

15 MR. MURDOCK: My name is Sandy Murdock. I'm
16 outside counsel for cities of -- Village of
17 Bensenville, Park Ridge and Elk Grove.

18 MR. KARAGANIS: I'm Joe Karaganis for the same
19 communities as well as for Senate President Pate
20 Philip.

21 MR. PECHNICK: I'm Pat Pechnick with the Illinois
22 Department of Transportation Division of Highways.

23 MR. BYARS: Chris Byars, Federal Highway
24 Administration, Chicago metro office.

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1 MR. MacMULLEN: Across the table. Then we'll
2 come back for the folks.

3 MR. KATHAN: Good morning. I'm Don Kathan with
4 the U.S. Environmental Protection Agency here in
5 Chicago in the office of environmental planning and
6 evaluation working on NEPA review for this project.

7 MS. KAMKE: I'm Sherry Kamke with USEPA.

8 MS. KING: Suzanne King, USEPA Region 5, Air and
9 Radiation Division.

10 MS. SCHALK: Sue Schalk, I'm with the consulting
11 firm Aerofinity, and we're the contractor on the Gary
12 Chicago EIS.

13 MS. MORRIS: Patricia Morris with the USEPA, Air
14 Division.

15 MR. PAPPAS: Nick Pappas, DuPage County
16 Department of Development and Environmental Concerns.

17 MR. BURSHIEN: I'm Jon Burshien, Canadian Pacific
18 Railway, Franklin Park, Illinois.

19 MR. KISSEL: Larry Kissel, Canadian Pacific
20 Railway.

21 MR. WARNER: Ty Warner, Will County Planning
22 Department.

23 MS. KRAMER: Laura Kramer of Crawford, Murphy &
24 Tilly.

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- 1 MR. WILKE: Bill Wilke with Leigh Fisher
2 Associates.
- 3 MR. ALBERTS: Rick Alberts with Environmental
4 Science Associates.
- 5 MR. WOOSLEY: Ted Woosley, Landrum & Brown.
- 6 MR. JACOBSON: Bruce Jacobson, Crawford, Murphy &
7 Tilly.
- 8 MR. MOORE: Brian Moore, Crawford, Murphy &
9 Tilly.
- 10 MS. VIGILANTE: Mary Vigilante, Synergy
11 Consultants.
- 12 MR. PAYETTE: Mike Payette, Union Pacific
13 Railroad.
- 14 MR. HAMER: Steve Hamer, Illinois Department of
15 Natural Resources.
- 16 MR. KOPEC: Don Kopec, Chicago Area
17 Transportation Study.
- 18 MR. CIRTON: Shawn Cirton, U.S. Fish and Wildlife
19 Service.
- 20 MR. CULBERTSON: Steve Culbertson, Tans
21 (phonetic) Consultants.
- 22 MR. BROGAN: Bill Brogan, Department of Aviation.
- 23 MS. GRISKO: Carolyn Grisko, Carolyn Grisko &
24 Associates.

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1 MS. KUSTRA: Margaret Kustra for Ricondo &
2 Associates.

3 MR. BRYANT: Chuck Bryant (phonetic), FAA
4 Regional Counsel's Office.

5 MR. MALONE: Tony Malone (phonetic), Illinois
6 FAA.

7 MR. PETERS: Gene Peters, for Ricondo &
8 Associates.

9 MR. KINDER: Shawn Kinder for Ricondo &
10 Associates.

11 MR. MacMULLEN: Thank you very much. If I may,
12 I'm going to begin a few introductory remarks with
13 regards to the purpose of the scoping meeting and the
14 specifics of the Environmental Impact Statement
15 process that FAA is going to be involved in. You will
16 find the same content that's going to be up on the
17 board, you'll find the same content in your scoping
18 meeting documents, so please feel free to page
19 through.

20 Also those documents and the same
21 boards that you'll see today plus some additional
22 boards will be available tomorrow and Thursday also at
23 the public scoping meetings.

24 Yes, sir.

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1 MR. MURDOCK: Mike, quick question. There are a
2 number of consulting firms, but they didn't identify
3 who they were here on behalf of.

4 MR. MacMULLEN: If it wasn't Ricondo or Landrum &
5 Brown, they're part of the consulting team for
6 Crawford, Murphy & Tilly.

7 Okay. Thank you. The purpose of the
8 scoping meeting is to describe the Environmental
9 Impact Statement process, to obtain your input
10 regarding the Environmental Impact Statement process
11 and the environmental issues to be studied and to
12 identify the alternatives to be studied.

13 I might also mention we frequently in
14 addition to seeking comment on the environmental
15 issues to be studied, we also seek comment on
16 preferred ways or preferred methodologies for
17 conducting the Environmental Impact Statement process
18 and the Environmental Impact Statement studies also,
19 so that's part and parcel of the entire process.

20 I might mention right here at the
21 beginning before I move on to the next board that FAA
22 is absolutely positively committed to doing the right
23 things in the right way on this process. We're going
24 to do everything that we can to work through the

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1 process expeditiously, but that's expeditiously with
2 the understanding that we don't get any freebies here.
3 We have no exemptions from NEPA, and we're not looking
4 for any shortcuts in terms of the environmental
5 reviews and the environmental analyses and the
6 consideration of alternatives that are to be
7 undertaken. So again, we are absolutely committed as
8 an agency to doing the right things in the right way
9 as expeditiously as we can. And that's a commitment
10 that comes from the highest levels of the agency, and
11 that's the way we choose to work.

12 Within the context of the Environmental
13 Impact Statement process the role of FAA is to
14 evaluate the proposed development in terms of
15 consistency with applicable laws and regulations and
16 also to insure that the proposed development meets all
17 the requirements for safety, design criteria and
18 environmental compliance.

19 One of the things that FAA has heard
20 some preliminary expressions of concern on so far is
21 the issue of safety. FAA will not compromise safety.
22 The City of Chicago doesn't want compromises on
23 safety, and absolutely positively FAA will not
24 compromise on safety. So we are going to see the

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1 safety design criteria and all environmental
2 compliance rules and regulations are fully complied
3 with in this process. That is our full intention.

4 This is a depiction of the NEPA process
5 of the Environmental Impact Statement process. We
6 went so far as to put a little button on here saying
7 "you are here." We're up here at conducting agency
8 and public scoping meetings. We're going to proceed
9 through scoping into a period of detailed
10 environmental analysis that will be extensive and
11 somewhat time consuming.

12 When we feel that we've gone through
13 the detailed environmental analysis, we will prepare
14 an Environmental Impact Statement, a draft
15 Environmental Impact Statement, that will be made
16 available for review by the federal, state and local
17 agencies, by members of the public, et cetera. We
18 will publish a notice of availability in the Federal
19 Register. We will conduct a public hearing on the
20 Environmental Impact Statement.

21 We will do our best at the conclusion
22 of the hearing process and the comment period on the
23 draft EIS to carefully and thoroughly consider any
24 comments that are provided and we will develop

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1 responses to those comments.

2 When we've been able to complete that
3 process, we will proceed to prepare and issue a final
4 Environmental Impact Statement. Many of you are aware
5 of the fact that once an Environmental Impact
6 Statement is made available and put out on the street,
7 there's a minimum of a 30-day period of time during
8 which the agency preparing the EIS cannot undertake
9 any positive administrative action.

10 We would then prepare -- we would also
11 proceed to develop an issue of Record of Decision and
12 only at the completion of the EIS; that is, the
13 completion of the Record of Decision announcing the
14 end of the Environmental Impact Statement process,
15 only at that point in time would we then proceed to
16 take whatever action appears to be appropriate with
17 regards to this process.

18 Chris Arman on behalf of the City is
19 going to perhaps provide some additional detail with
20 regards to the proposed elements of the project that
21 is currently proposed, but in essence the project as
22 presently proposed would involve new runway
23 construction; it would develop realignment of certain
24 existing runways; it would involve relocation and

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1 replacement of existing navigational aids. It would
2 also involve placement of new navigational aids. It
3 would involve some kind of a western access point for
4 O'Hare. It would involve construction of additional
5 terminal facilities, and as presently conceived it
6 would probably also involve various roadway and/or
7 rail line relocations; in other words, a complex
8 project, and we're fully aware of how complex this is;
9 but we're going to be challenged, but we're going to
10 work through this the best that we know how to do.

11 We have a listing of preliminary issues
12 that could be studied, that will be studied that we
13 know about. Obviously one of the things that we want
14 to do in this scoping process is to hear from the
15 affected agencies and entities and members of the
16 public, et cetera, with regards to any issues that
17 they think that they see that we have not already
18 identified. So we want to hear from you folks in
19 terms of the appropriateness of the listing that we
20 have and the completeness of that listing.

21 We know, for instance, that there will
22 be substantial need to understand and display, assess
23 and disclose noise impacts with regards to the
24 project. We're going to undertake an analysis of land

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1 use impacts that would result from the project.

2 We understand that there will be a
3 substantial need for social impact discussion,
4 environmental justice surface transportation,
5 residential business, cemetery relocation. There are
6 two cemeteries that are presently in the boundaries of
7 O'Hare that will probably have to be relocated. There
8 will be a variety of opportunity for socioeconomic
9 impacts. We're going to try and disclose those,
10 assess those.

11 There obviously are air quality
12 concerns. If O'Hare continues to operate in its
13 present format and/or is expanded, O'Hare has
14 potential to result in a significant amount of air
15 quality impact. We're going to identify that,
16 disclose that.

17 We'll be working hand in glove with the
18 Illinois Environmental Protection Agency and also the
19 U.S. Environmental Protection Agency with regards to
20 the scope of analysis that ought to be undertaken
21 regarding air quality impact assessment and the
22 specific methodologies that need to be utilized for
23 that impact assessment.

24 There may be water quality impacts with

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1 regards to the modernization project at O'Hare.
2 Again, USEPA and Corps of Engineers and what have you
3 and the Illinois EPA may very well have requests of us
4 in terms of the scope of analysis and assessment
5 methodologies.

6 There are various parks, historic
7 properties, perhaps other protected lands. We're
8 going to want to identify all of those. We have to
9 identify all of those and discuss what can be done to
10 ameliorate impacts on those kinds of properties.

11 Historic architectural, archaeological,
12 and cultural resources. Again a matter of impact
13 assessment, disclosure, mitigation, et cetera.

14 Biotic communities, endangered species
15 of flora and fauna. Probably not on O'Hare right now
16 in the endangered species, certainly not on the
17 federal list; but we will conduct an analysis of
18 existing information, and we'll conduct our own
19 independent analysis and see what's there, disclose
20 the results of that analysis.

21 Wetlands. There are approximately 100
22 acres of wetlands within the confines of the O'Hare
23 property. We're going to have to describe those
24 wetlands, assess their status as to whether they are

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1 jurisdictional or not. FAA operates under the
2 authority that wetlands, whether or not they are
3 jurisdictional, must be avoided and minimized to the
4 maximum extent possible. Wetlands must be avoided and
5 minimized to the maximum extent possible whether or
6 not those wetlands are in fact jurisdictional.

7 Coastal zone management and coastal
8 barriers. Probably no significant effort there. It's
9 a checking of the requirements of the applicable laws,
10 et cetera, and seeing what, verifying what, impact
11 those laws might have on the O'Hare project.

12 There are no wild and scenic rivers in
13 and around the O'Hare area. So that's again just a
14 matter of checking the applicable rules and
15 regulations and ascertaining that we don't have any
16 specific significant responsibilities there.

17 Prime and unique farmlands. In and
18 around O'Hare there are no prime and unique farmlands.

19 Energy supply and natural resources.
20 Obviously a major element that we'll have to consider.

21 Light emissions, solid waste impacts,
22 including hazardous materials.

23 Construction. This project is a
24 complex project that will involve a substantial amount

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1 of construction activity over a relatively extended
2 period of time. We're going to have to be thorough
3 and accurate in terms of our specification of the
4 kinds of impacts that would derive from construction
5 activities, and also we're going to have a significant
6 effort in the area of cumulative impact assessment.

7 We will be seeking and are seeking
8 comments from affected and interested agencies in
9 terms of the specific resource categories that lend
10 themselves particularly to a cumulative impact
11 assessment. We will also be seeking information and
12 opinion from those agencies in terms of what the most
13 appropriate scale or geography might be in terms of
14 assessing those cumulative impacts and also what the
15 temporal time frame for cumulative impact assessment
16 might be.

17 This is a preliminary listing at least
18 of the categories of alternatives that FAA knows about
19 that would need to be evaluated in the upcoming
20 Environmental Impact Statement. Specifically we will
21 of course evaluate the no build or do nothing
22 alternative. We will evaluate proposed project
23 alternative. We will look at the possibility of
24 alternate airfield operations or airfield

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1 configurations at O'Hare.

2 We will look at use of other existing
3 or proposed airports. That, by the way, that
4 alternative, the evaluation of other existing or
5 proposed airports, was specifically included in the
6 public notice. So we are absolutely committed to do
7 that.

8 We will look at the ability of
9 alternate modes of transportation to satisfy the
10 demands at O'Hare, and we will also look at demand
11 management alternatives too.

12 Again, we are actively looking for any
13 comments that the agencies and the publics might care
14 to make in terms of any additional alternatives that
15 FAA has not presently identified that ought to be
16 included in the process.

17 Here again is the schedule that we are
18 utilizing for the scoping process. We published a
19 notice of intent to prepare an EIS on July 17th, 2002
20 in the Federal Register. We've conducted agency
21 scoping meetings in Springfield on August 19th. We're
22 conducting a scoping meeting here at the Metcalfe
23 Federal Building today, August 20th.

24 We will be at the Fountain Blue

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1 Banquets facility on Mannheim Road in Des Plaines on
2 Wednesday, August 21st, from 4:00 to 8:00 p.m., and we
3 will also be at the Avalon Banquets facility on
4 Higgins Road in Elk Grove Village from 4:00 to 8:00
5 p.m. on August 22nd.

6 The close of the scoping comment period
7 is close of business September 13th, 2002. So we
8 would ask please if you would get your comments in to
9 us, if you're going to provide written comments,
10 please get your comments to us by September 13th,
11 2002.

12 That constitutes the introductory
13 remarks that I have to make. I would ask now do you
14 have any questions specific for me that you want to
15 ask at this exact point in time?

16 If you don't, what I'm going to do then
17 is I'm going to ask Chris Arman to make a presentation
18 again of kind of summary remarks, summary overview of
19 the City's activities at the present time, and then
20 we'll go around the table and around the walls and ask
21 for any additional comments that folks might have.

22 Chris, would you please.

23 MR. ARMAN: Thank you, Mike, and thanks everybody
24 for coming out. We appreciate this opportunity

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1 finally to prove to everyone that we are going to be
2 very public about meeting the needs of all rules and
3 regulations that federal law requires. We have been
4 anticipating this for some time, and I think there's a
5 lot of people in the public that have been told or
6 believe that somehow we are going to usurp regulations
7 and rules; and that's obviously not the case, as
8 you've just heard from Mike, the resolve the FAA has
9 and I'm certain all of you agency representatives have
10 for us on this program that clearly we are going to
11 have to meet all of those challenges.

12 I'm sure many of you are familiar with
13 the cover of the future proposal for O'Hare. Last
14 year, December 5th, the Mayor Richard Daley of Chicago
15 and of course Governor Ryan, the State of Illinois,
16 reached a historic agreement that agreed to the
17 concept that was put forth last June.

18 Now, there had been several public
19 hearings last summer as well. There had been a lot of
20 information from the state's consultants that was
21 forwarded to the governor as far as what the mayor's
22 concept means, and there was some tests that we were
23 given at the public hearings over the validity of the
24 proposal itself.

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1 It is a comprehensive program not only
2 for reducing delays, which is the biggest concern that
3 we have right now, but also addresses aviation needs
4 for Chicago O'Hare into the future. You know, there
5 is a lot of discussion again about alternatives that
6 we'll have to embark upon within this document, but
7 O'Hare delays are an O'Hare problem that has to be
8 solved at O'Hare.

9 You may be familiar or maybe not,
10 ultimately the layout that was proposed is to go into
11 an east-west configuration. There are six runways
12 proposed. It would be aligned in an east and west
13 direction. Some would be called the 9s and others
14 ultimately would be called 10s, 10-27 -- 28, excuse
15 me. We would leave the two existing 4-22s that aim
16 northeast and southwest intact.

17 The first runway that would be proposed
18 to be built would be the north runway, a new 9-27
19 approximately 7,500 feet long; and as we go along, we
20 would decommission 18-36 and build a closely spaced
21 south, decommission 14 left at a closely spaced north,
22 and finally removing the 14 right-32 left when a far
23 south runway is constructed.

24 There's also been some misconceptions

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1 about the separations of these, as we term them,
2 closely spaced runways. The fact is that these
3 runways will be as far, if not farther, than Dallas',
4 LAX's, Atlanta's, et cetera. In fact, if you --
5 something that we did last summer as well. If you
6 look at this configuration, it is very similar to the
7 existing Dallas airfield; and I might want to point
8 out that Dallas just announced earlier this week that
9 they had a full year without any incursions on this
10 runway layout, and that's a safety issue that many
11 have thrown at this proposal. The fact is that this
12 is alive and operating at other facilities today and
13 can continue to do so into the future.

14 Again the main premise is the existing
15 layout. From a delay standpoint we typically would
16 arrive on three runways at one time. In a case of
17 yesterday they were arriving on the 9s and 4 right;
18 and at a pertinent point in time if the ceiling comes
19 down, you have low visibility, drizzle, showers, and
20 if the surfaces are wet, et cetera, this runway would
21 ultimately have to be turned off if they cannot
22 maintain a visual separation between the pilots and
23 the aircraft of these two runways. So you go from a
24 three-lane highway of arrivals down to two.

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1 And we all drive the Kennedy. We all
2 drive whatever tollways that are under construction
3 this year. You understand the impact of taking off a
4 whole lane of traffic, what that does to you, what it
5 does to all the traffic behind you, people taking
6 alternative routes, getting off the highway, clogging
7 up other ancillary roadways, et cetera. Similar
8 premises exist in air traffic.

9 The fact is we want to be able to land
10 three at a time and in good weather four at a time so
11 that you don't have those back-ups; you don't have the
12 aircraft circling and emitting emissions for longer
13 than necessary and get them safely and efficiently to
14 the gates. It's critical for us to modernize.

15 Now, post 9/11 a lot of people have
16 brought up, you know, issues about the industry, and
17 the industry certainly changes on a daily basis; but
18 the fact is we've already been reviewing some draft
19 FAA numbers. We anticipate the trend to continue.
20 There will be need for more enplanements and more
21 operations for O'Hare.

22 There is a specific forecast the FAA
23 puts together for a terminal facility such as O'Hare.
24 It boils it down to that airport. It's not a regional

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1 issue. It's for that airport, and the fact is the
2 trend will continue to go up.

3 The only thing that we could see based
4 upon some draft FAA numbers is that there is a slip,
5 you know. There is about a year gap now based upon
6 events of 9/11 and recessionary issues that there is
7 going to be a little slippage of when the aircraft
8 operations get to a certain level.

9 But the fact is if anything that give
10 us an opportunity to try to catch up because the
11 growth is still going to be there. Again, demand for
12 O'Hare, the delay issues at O'Hare, and growth into
13 the future for the region certainly is critical.

14 This draft similarly portrays the same
15 for the enplanement values for the future, and we'd
16 just like to state that there is consistency; and with
17 that we have to maintain our vigilance on maintaining
18 an aggressive program in order to meet the demands of
19 the future.

20 Again, major elements, and Mike pointed
21 to some of them earlier, a new north runway about
22 7,500 feet long, relocating other runways, and in some
23 cases extending the length of existing runways to
24 provide for some of the larger aircraft that are out

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1 there and that are anticipated.

2 We would provide for western terminal
3 expansion, whether its concourse is ultimately
4 terminal; and western access is something that many
5 users, whether they're in supportive communities or
6 not, there's a lot of users out there that could see
7 the value and appreciate western access not only from
8 a personal standpoint, business standpoint, certainly
9 from the economic standpoint of what it could do to
10 their communities.

11 The cost as broken down, clearly you
12 need to note that this is proposed to be done with
13 airline-backed bonds, passenger facility charges and
14 federal grants. We aren't assessing any local taxes.
15 We get that question as city employees often, you
16 know, whether or not City of Chicago budget is going
17 towards this program. The answer to that is no.

18 Later this year we're going to have to
19 have developed a pretty specific ALP to submit to the
20 FAA. As you could tell from the other renderings,
21 there are certain areas that lend themselves to
22 various developments. Clearly when you're realigning
23 runways, there's going to be associated taxiway areas
24 that have to be taking up some of the existing

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1 footprint of the airfield.

2 South cargo ultimately may be stretched
3 more in an east-west fashion than it is now, and of
4 course other development for realigning the rail
5 lines, some opportunities there; and we'd like to -- I
6 know that we have reached out to try and get a couple
7 meetings together with the rail folks, but there has
8 to be a solution to realigning that as well as Irving
9 Park Road, which actually are in the way of future
10 cargo development, as well as the south runway.

11 Program benefits. Again, delays has
12 been a big issue. It's not going to go away. They
13 will catch up with our airport. The industry will
14 catch up. We would like to be able to reduce delays
15 by 95 percent, reduce overall delays 79 percent.
16 These are just airline numbers, 370, 380 -- or excuse
17 me. Delay savings of 370 and then for the airlines
18 and for the passengers, it's not just the air carriers
19 that are hurt, it's the users. Be able to serve
20 capacity beyond potentially even 20, 30. You know,
21 it's an investment for the future as well but again
22 for O'Hare demand and O'Hare delays.

23 Economic impacts. I'd like to point
24 out that part of the formula for quality of life is

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1 having jobs in my mind. People unemployed is a
2 quality of life issue to me, and clearly being able to
3 promote jobs for the region and the economic impact
4 that it has as it spreads throughout the region is
5 critical. And I think everyone reads the business
6 pages these days. This is the biggest opportunity
7 that this region has bar none. If there's another
8 one, I'd like to hear.

9 From a land acquisition standpoint we
10 have done everything we can to minimize the amount of
11 impact that this program would import on the
12 communities. The fact is that other airports across
13 the country or across the world have had much larger
14 impacts on the communities. We are trying to do
15 everything we can to minimize.

16 We also when we conduct the
17 acquisitions will follow federal laws. Again, there's
18 misconceptions as to how we are going to treat the
19 homeowner or the businessman. The fact is that we are
20 doing everything by the book, and there's
21 approximately 539 housing units and 109 business units
22 or properties that would be affected, as you can see
23 on the land acquisition map.

24 Again, nothing has changed. This is

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1 out there last June 29th. We had the two areas
2 straddling the rail lines on the north. There's
3 approximately five Elk Grove properties, the balance
4 other than two properties up here are in Des Plaines,
5 of course the Bensenville properties and the
6 realignment necessary of the Union Pacific Rail. You
7 see how it is trying to fill it in. You can envision
8 where the north and the south runways are. Again,
9 it's a model for airfields that work and is working
10 today in Dallas.

11 We are doing everything we can to
12 minimize that; and we recognize, as I do working on
13 noise for the last five years, that other quality of
14 life questions come into play, and certainly noise is
15 one of them.

16 This was put out last August. Again
17 nothing new. The fact is that the contour is expected
18 to shrink when you have a reconfiguration of the
19 airfield. Number one, you are focusing the flight
20 tracks into areas that we can dedicate our sound
21 insulation dollars to. Right now our contour is a
22 little bit more round. Other airports don't have such
23 a roundish contour, but that's because they don't have
24 the convergent runways going every which way around

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1 their airport.

2 In an east-west fashion we can focus
3 the attention and insure the dollars of Sonic Solution
4 are going to the right people. The fact is that we
5 would also envision that the contour is going to be
6 much smaller than it was in the year 2000.

7 When we did this, this was a
8 conservative approach by us. We left the existing
9 fleet mix short of the (inaudible) aircraft, drove the
10 volume up in the FAA's integrated noise model to just
11 under 1.2 million operations, and yet we're showing
12 better than a 30 percent reduction in the amount of
13 impact that noise would create.

14 Stage 4 is going to be defined some
15 day. There are newer technologies being defined on an
16 everyday basis through NASA. The City of Chicago has
17 participated on a community steering group for NASA
18 for the past four years. We were very instrumental in
19 insuring that they got funding for the future of
20 engines and other noise mitigating design criteria for
21 engine cowlings and winglets, and certainly landing
22 gear, et cetera. We're very focused on community
23 issues and quality of life; and this is going to
24 continue, and it's going to continue to get better as

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1 it has for the past several years.

2 Finally, again, the FAA is going to be
3 producing this EIS in accordance with all rules and
4 regulations. We want everyone to understand that.
5 There's a lot of discussion about that in D.C. We're
6 now here to start proving that.

7 Opportunities for public comment are
8 there. There's opportunities for written comment, and
9 certainly as more milestones are addressed, the FAA
10 will be alerting folks of that. And prior to any ROD
11 there is no agreement from the FAA that we can build
12 any of this. The fact is unless we get a Record of
13 Decision based upon all of the input and all the
14 challenges put forth by various agencies, community
15 groups or individuals, we're not going to see the ROD,
16 we're not going to see construction dates.

17 The fact is we have to do this, and we
18 accept the challenge and welcome your comments as we
19 go forward. And with that I'm going to let Mike bring
20 them up and let's hear them.

21 MR. KARAGANIS: Joseph Karaganis. You indicated
22 Chris would be outlining what the City is going to be
23 doing with regard to the master planning effort, and
24 to this point I haven't heard anything about the

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1 master planning effort.

2 MR. ARMAN: This is something that is ongoing, as
3 you know. It did allude to the depiction of an ALP.
4 This is a process that is going on concurrently with
5 EIS, and ultimately we do have to disclose that. It
6 is also part of the documentation that the EIS is
7 going to have to include; and as those documents
8 become necessary and are inserted in the FAA document,
9 it would be part of the public record.

10 MR. KARAGANIS: I'm wondering, is there a
11 timeline? You've indicated a process or a line of
12 milestones with regard to EIS-related documents.
13 We're wondering if there's a similar set of milestones
14 with regard to master planning documents and how they
15 will be integrated into the EIS process?

N-41

16 MR. MacMULLEN: Chris, do you have --

17 MR. ARMAN: My issue on that is clearly CMT is
18 just now being brought on board with the FAA; and as
19 the FAA and CMT define for us their needs, we will
20 meet those milestone dates as they propose them.

21 MR. KARAGANIS: So as I understand it now,
22 there's not a flow chart showing the relationship
23 between the EIS documents and the master planning
24 documents?

N-41

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1 MR. MacMULLEN: We don't have any such flow chart
2 at the present time, that's correct.

3 MR. KARAGANIS: Do you have any kind of
4 indication as to how they would interrelate?

} N-41

5 MR. MacMULLEN: Your question is well taken, but
6 this is not an EIS master planning process that is
7 unheard of in other parts of the country. There are
8 times when the EIS and the master plan were developed
9 concurrently. So this is not something that's
10 absolutely brand new to the arena.

11 MR. KARAGANIS: We understand that. That's why
12 we're asking if we can get some kind of document that
13 describes how the two processes will interrelate to
14 each other.

15 MR. MacMULLEN: We'll take that under advisement
16 as part of your scoping comments, et cetera. Thank
17 you.

18 FAA and the City have sort of had an
19 opportunity here to speak our thoughts at the
20 beginning of the EIS and the scoping process here; and
21 now, as I said at the beginning, we're going to go
22 around now and ask for any summary remarks that the
23 agencies and other entities that might be here would
24 care to offer for us.

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1 Again, if you're going to have a
2 significant amount of comments, et cetera, I'll just
3 point out again if you want to leave written comments
4 with us, that's fine. If you want to take some time
5 and follow up later on, understanding that the
6 conclusion of the scoping process is September 13th,
7 close of business, that's fine also.

8 So what I'm looking for now are any
9 summary kinds of remarks that you would care to make.
10 Let me start out with the federal and state agencies
11 as I heard them being present today. Then we'll go
12 with the other agencies and entities that are here.

13 I have heard on behalf of the federal
14 government. I heard the U.S. Environmental Protection
15 Agency has representatives here, and I know that the
16 Fish and Wildlife Service has at least one
17 representative here. Are there any other federal
18 agencies that are represented that I haven't
19 mentioned? Yes, sir.

20 MR. BYARS: Federal Highway Administration.

21 MR. MacMULLEN: Thank you. If you don't mind,
22 let me ask now for any comments that the Environmental
23 Protection Agency might want to make at this point in
24 time of a summary nature. Oh, and please, if anyone

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1 has come in since we started and has not yet signed
2 in, would you please take a moment and go ahead and
3 sign in, let us know who you are and who you are
4 representing, please.

5 Environmental Protection Agency.

6 MS. KAMKE: Sherry Kamke with USEPA. There is
7 just two comments I think regarding the forecast
8 numbers. I'm not entirely clear what the forecast
9 numbers mean, and I think that would be good to
10 explain in the documentation. Specifically what are
11 the forecasts as they relate to O'Hare and what are
12 the forecasts as they relate to regional capacity? I
13 think that distinction is pretty important to make.

}
D-11
}

14 And then the follow-up to that is I
15 note that the title of the project is exclusively
16 O'Hare Modernization project. That implies that the
17 focus will be on O'Hare in the document. What I'm
18 worried about is that the alternatives are fully --
19 I'm wondering about the level of analysis of all the
20 other alternatives that you might bring up within the
21 context of EIS.

}
C-41
}

22 Likewise, I guess I think it's
23 important to note what the consequences of doing any
24 infrastructure improvements at O'Hare will be to other

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1 airports in the region. So really the full question
 2 is, you know, just exactly what is FAA intending to do
 3 with respect to alternatives in the region, and that's
 4 a big -- that's the framing question for all the other
 5 environmental stuff that we'll be following up on.

C-41

6 MR. MacMULLEN: We appreciate the comments, and
 7 we'll be back in further touch with you obviously
 8 through and after the scoping process to work out some
 9 responses with you in that matter. Let me just say,
 10 you know, the title of the O'Hare Modernization
 11 Program is something of a working title at present.
 12 It's a work in progress. So I don't think that saying
 13 O'Hare Modernization Program as an EIS was meant to be
 14 reflective of a narrow scope of analysis necessarily.

15 We recognize the need to consider to
 16 the extent appropriate the ability of other existing
 17 airports and/or proposed airports to act in this
 18 context, and we are going to have to deal with that
 19 issue substantially in the EIS process, and we
 20 recognize that.

21 MS. KAMKE: Follow-up question to that is: Is
 22 FAA intending to combine alternatives as an
 23 alternative to O'Hare?

C-41

24 MR. MacMULLEN: We haven't made any specific

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1 decision on that, and we would welcome comments that
2 other agencies, such as EPA and any other agencies and
3 entities might have on that process. We would
4 certainly take those suggestions under advisement. We
5 haven't made any specific decision on that.

6 I might also point out that you raised
7 a question with regards to forecasts, and we realize
8 forecasts are very important to this process. What
9 the City has indicated previously and what we are
10 operating under as an assumption with regards to
11 O'Hare itself is that the City will utilize the
12 terminal area forecasts that are produced by FAA, so
13 whatever forecasts are used on behalf of O'Hare, those
14 will be FAA forecasts.

15 We don't have a terminal area forecast
16 yet. We've seen a preliminary draft, but we expect to
17 see the forecast in a more final form within about the
18 next 30 to 60 days; but whatever they turn out to be,
19 that's what we intend to utilize ourselves on behalf
20 of O'Hare.

21 We're not quite sure yet what we would
22 do with regards to forecasts that might be applicable
23 to an airport that doesn't exist on the ground yet,
24 but obviously that's something we're going to have to

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1 consider; and we're taking that whole matter under
2 advisement and are looking for the thoughts and
3 comments of other agencies in terms of how we might
4 proceed in that area.

5 Any other comments on behalf of the
6 Environmental Protect Agency at this point in time?

7 How about Fish and Wildlife Service?

8 MR. CIRTON: We don't have any comments at this
9 time, but we will provide comments on impacts on
10 natural resources before September 13th.

11 MR. MacMULLEN: Thank you very much. Thank you.
12 Federal Highway Administration.

13 MR. BYARS: Chris Byars, I'm with the Chicago
14 metro office. I don't have any comments at this time.
15 I do believe we made some comments in Springfield
16 yesterday.

17 MR. MacMULLEN: Yes, there were summary comments
18 that were made yesterday on the understanding, again,
19 that they would be followed up by official written
20 commentary on behalf of your agency, yes.

21 The Illinois Department of
22 Transportation, representatives here, any comments you
23 care to make? Sir, your name is, please?

24 MR. PECHNICK: Pat Pechnick from Illinois

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1 Department of Transportation.

2 MR. MacMULLEN: Would you spell that last name,
3 please.

4 MR. PECHNICK: P-e-c-h-n-i-c-k. The concerns
5 that IDOT Division of Highways would have would be the
6 ground transportation in and out of O'Hare. Part of
7 the historic agreement that was alluded to included a
8 component which was the west access in and out of
9 O'Hare. Part of the redevelopment plan includes the
10 west terminal. Additional enplanements causes
11 additional traffic.

12 We know that the I-190 project that has
13 stayed in the city have already committed I believe
14 \$275 million to upgrade to provide better access in
15 and out of O'Hare. That won't suffice with the
16 additional enplanements. So the western access is
17 something that we're concerned with, and in the realm
18 of it can't be done with a traffic signal off of York
19 Road. It needs to be a major expressway-type
20 interchange setup similar to I-190.

21 If you look at the regional 2020 plan,
22 there's a western O'Hare bypass in part of that plan.
23 There's also the Elgin-O'Hare extension. All of those
24 projects aren't part of this planning process. They

J-48

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1 are projects that indeed we plan on moving forward
2 with, and they will likely become part of the 2030
3 regional transportation plan that's under development.

J-48

4 The concern that we have is making sure
5 that the airport layout plan isn't done in a vacuum;
6 that it includes or acknowledges those highway
7 projects that will some day go into place. The
8 tollway originally did a feasibility study for the
9 western O'Hare bypass. That alignment actually went
10 east of the railroad on airport property. If that
11 property is fully utilized for the air runways,
12 different cargo areas, et cetera, et cetera, terminal,
13 that roadway would have to be moved off airport site.

J-49

14 We need to make sure that the -- it's a
15 puzzle. It basically could accommodate that roadway
16 in the future somehow in the planning process, might
17 be how that runway will be handled, maybe where the
18 runways begin and end, possibly how the western
19 terminal is developed. Those are important components
20 that need to be considered as part of this planning
21 study in the design and the evaluation of what those
22 socioeconomic impacts may or may not be.

H-105

23 MR. MacMULLEN: Thank you. We appreciate the
24 comments, and we look forward to receiving the

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1 detailed written comments from your agency with
2 regards to those matters and such other matters as
3 they may wish to bring up.

4 I would surmise that FAA and/or its
5 contractors will be back in touch with your agency and
6 indeed with federal highway administration sooner
7 rather than later and for the purpose of initiating
8 detailed discussions with you folks promptly after the
9 close of the scoping comment period so that we can
10 begin to work out what makes sense to do what is
11 doable and what needs to be done in the area of
12 specifying the roadway access matters, et cetera, that
13 could be related to an O'Hare project. Thank you.

14 I heard Illinois Department of Natural
15 Resources is here also.

16 MR. HAMER: Yes. No, major comments on the
17 scoping process but we do have --

18 MR. MacMULLEN: Steve, for the court reporter
19 would you please state your name.

20 MR. HAMER: Steve Hamer, H-a-m-e-r. In the
21 detailed environmental analysis we do have available
22 on line a form called Agency Action Form that whoever
23 the consultant is that's going to be following up on
24 that, it's a form that we require be submitted to our

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1 database for use for environmental concerns. I have a
2 copy of it here if someone would like it.

3 MR. MacMULLEN: We'd appreciate having that, yes.
4 Thank you.

5 Is that it, Steve, at this time?

6 MR. HAMER: Yes.

7 MR. MacMULLEN: And your agency will be
8 submitting written comments also, will they not?

9 MR. HAMER: They will be in the form of this; and
10 if anything pops up, we'll provide that.

11 MR. MacMULLEN: Thank you, appreciate that. Any
12 other state agencies here that are represented? I
13 know that there are representatives of rail
14 facilities, and there's representatives of three
15 municipalities that are here, et cetera; and I would
16 ask at this point in time then if the folks from
17 municipalities would like to offer any commentary.

18 MR. MURDOCK: Thanks very much. The Village of
19 Bensenville, Elk Grove Village, and the City of Park
20 Ridge are very pleased to have an opportunity to
21 participate today in your meeting. We believe that
22 we're the communities that are most directly impacted
23 by the OMP and the proposed federal actions. We bring
24 to bear I think unique perspectives and expertise

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1 which the FAA should consider in this complex and
2 potentially controversial process.

3 Full participation, as you've noted
4 several times, in the EIS process is something that is
5 a hallmark of NEPA, and we intend to follow that.
6 Because our time is short, let me turn to a few quick
7 points, and then I'll supplement them on written
8 submission by September 13th.

9 By the way, my name is Sandy Murdock,
10 M-u-r-d-o-c-k.

11 As to process, as you noted, this must
12 be a fair, open, transparent and objective review of
13 the issues. This is going to be one of the more
14 complex processes we've seen. Schedules, deadlines,
15 things like that are going to be difficult to meet
16 with the resources that our communities have, and it's
17 very important for us to be able to comment in an
18 intelligent and fair way; and we're somewhat dreading
19 the notion of a massive set of documents suddenly
20 appearing on our doorstep and being expected to return
21 comments in a fairly short period.

M-50

22 We'd very much like to sit down and
23 explore alternatives and see if there are ways in
24 which we can make our comments more useful to the

M-51

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1 process and try to advance the process. We know you
 2 have I think it could be said in very liberal terms a
 3 very aggressive date of 2004 deadline to have this
 4 project finished, the process finished, so to meet
 5 that it's going to require something that's
 6 considerably out of the ordinary, and we'd like to sit
 7 down and talk about that.

M-51

8 Purpose and need, and this is
 9 somewhat -- we will definitely expand on in our
 10 comments. Neither our perspective nor the City of
 11 Chicago's vision is parochial. So too the FAA has to
 12 have a much more broad view of the world, and we
 13 really think that's going to be very important.

14 The title, as noted by NEPA of OMP,
 15 really gets across the sense that we're talking about
 16 the short-term needs of O'Hare, qua O'Hare. The FAA
 17 is run by a series of statutes, the Transportation
 18 Statutes, particularly, 49 U.S.C. section 47101 which
 19 defines the FAA's airport mission in a much broader
 20 term, and that needs to be applied in this EIS
 21 context. Terms like the national air transportation
 22 system, transportation systems that use various modes,
 23 international air transportation, reliever airports,
 24 global economy, and other expansive policy

D-22

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1 considerations articulated there. I think in that
2 context we really have to not just look at O'Hare and
3 its delays.

} D-22

4 And then further the statute
5 specifically says the FAA is required to insure that
6 aviation facilities be constructed and operated to
7 minimize current projected noise impact on nearby
8 communities. I know Mr. Arman had a lot of good
9 comments about that, but that's something we really
10 think has got to be carefully examined.

} F-9B

11 We think the purpose and need for this
12 project must be stated in terms, and we'll give you
13 some more specific comments later, that are much
14 broader and much more clearly reflect the FAA
15 statutory obligations.

16 If you read through the very cold text
17 of your draft scoping document or discovery document
18 set out, particularly section 3, it sounds like we're
19 just trying to improve the delays at O'Hare, and it's
20 in the context of a short-term horizon.

21 We think the statutory language we
22 talked about really need us to look at a much broader
23 term impact and time and much more geographically
24 diverse, much more regional approach; and we really

} N-75

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1 think that is going to be an important part of the
2 process.

3 If the purpose and need is articulated
4 in very narrow terms, the alternative to be reviewed
5 are similarly narrow. We want to make sure that the
6 FAA is more nationally perspective rather than the
7 City's more parochial perspective reflected in the
8 purpose and need.

A-39
C-63

9 And we really think it's very important
10 for us to follow the recent approach that the FAA
11 adopted in its analysis of Boston Logan where they
12 really did look at other airports and the key aspect
13 to the approval of a very controversial runway as the
14 inclusion of multiple airports in the solution,
15 including multistates, New Hampshire, Rhode Island,
16 were included, and Massachusetts, in the final
17 program; and we think that that's a good model.

C-64

18 Let me move on quickly to another
19 comment on proposed project overview. Section IV of
20 your scoping document which you distributed before the
21 meeting recites a number of specific projects
22 associated with the O'Hare master plan. The World
23 Gateway Plan was somehow not specifically referred to,
24 and we respectfully disagree with your prior ruling

B-16

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1 that the WGP is not part of the OMP; but we really
2 urge in this process, whether it is segmented or not
3 segmented or whether it is connected or independent
4 utility or whatever, we have to look at the impacts;
5 and that I think is going to be a very demanding part
6 of this process.

B-16

7 The demand has to go through terminals.
8 The terminals have to be sized to the demand. If
9 we're making more runways than we've got terminals,
10 we're doing silly things. If we're making more
11 terminals than we've got runways, we're doing silly
12 things.

13 I'd like to talk a little bit about
14 alternatives analysis, again somewhat piggybacking on
15 the Environmental Protection Agency's comments.
16 Clearly that is one of the optimum keys to this, and
17 again the sort of cold page that you presented has a
18 sort of static look to it.

19 We think in looking through this
20 process that it has to be far more dynamic than what
21 you have. This is very, very significant expansion
22 we're considering, and it's supposed to have global
23 and national and regional impacts; and we think in
24 order to do that in a fair basis we ought not just to

C-65

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1 look at the impact of O'Hare.

2 And just a few examples to be
3 illustrative and nonexhaustive: If we're going to --
4 the City has already adopted a relationship with Gary
5 Airport, the Chicago Gary Airport as it's now known,
6 and the improved land connections to that and somehow
7 diminish the need for existing expansion of O'Hare.
8 We can limit that to less than what we're talking
9 about is something we really need to look at.

C-65

10 If we in fact build and operate a new
11 suburban airport, would that have some impact on it;
12 that adding one runway and recently abbreviated period
13 of time somehow alleviate some of the problems we're
14 talking about, and how does that have any impact on
15 the number of runways and the OMP and the WGP.

C-65

16 If we talk about demand management at
17 O'Hare, if you use that and really went to a regional
18 approach, looking at Milwaukee, Rockford, Midway and
19 Gary, what does that do? The ground connections with
20 those airports could really improve the overall
21 regional throughput rather than just O'Hare's
22 expansion.

C-65

23 One other quick example looks at Midway
24 as a local O&D airport, something that might be done

C-65

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1 to facilitate that in using O'Hare as a primary
2 international hub, not a terribly strange concept
3 since I live in Washington and we have National and
4 Dulles for those sorts of things, are done on a fairly
5 simple basis.

6 We just want to make sure, as I think
7 the EPA just said, that the solution preferred by the
8 sponsor isn't the only alternative. We have to be a
9 lot more dynamic in our approach. We are really very
10 mindful of recent changes in the transportation
11 industry, not just induced by September 11th, but
12 regional jets well preceded that has a change on the
13 impact of our system; the future of the A-380, are we
14 building an airport that would or wouldn't fit that
15 need? Even more futuristic concept with the Sonic
16 Cruiser which Boeing's been (inaudible). We have seen
17 one and perhaps seen more bankruptcy of airlines and
18 what that has to do.

19 American Airlines has already announced
20 it's depeaking of its operations at BFW (phonetic).
21 It's already done that at Chicago. What's going to be
22 the consequence of that?

23 We see huge impact on the short term
24 right now of fractional aircraft for business travel.

C-65

D-22

D-23

C-66

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1 What's that going to do? Is that something we want to
2 have at O'Hare or not have at O'Hare? Is increased
3 reliance on other airports around the region going to
4 reduce that need? These are things we have to very
5 carefully examine.

C-66

6 Southwest Airlines has shown that we
7 don't have to have hubs to be successful to move
8 passengers. The point-to-point system decreases the
9 use for a hub like O'Hare. We just want to make sure
10 that in apprising the alternatives, that this is a
11 very important aspect.

C-67

12 One last point that somewhat was picked
13 up on Mr. MacMullen's earlier statement about the
14 construction. Those of us who are in the aviation
15 business know that after September 11th much of what
16 we do every day has dramatically changed, just by
17 having all our bags examined coming into this building
18 here today.

19 The notion of moving several hundreds
20 of trucks per hour into and out of an airport where
21 they all are the same assets that we protect so dearly
22 as we move into and out of an airport is going to be a
23 challenge unlike one we've ever seen.

24 We do a fair amount of work for people

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1 who are in the business, and it is not an uncommon
2 phenomenon for basic trucks, like food servicing
3 trucks and fuel trucks, to be held in cues at the
4 perimeter of an airport that are at an hour or greater
5 under the current assessment. The FAA hasn't even
6 finished its assessment of the perimeter security of
7 TSA, hasn't finished the assessment of TSA; and we
8 think this is going to have to be a major section of
9 the environmental review because they will have
10 environmental consequences. That many trucks sitting
11 on the periphery of an airport with their engines
12 idling waiting to be examined is going to have an
13 impact on the way we've never thought of before; and I
14 think it's very important that we do so.

15 I think one of things that we would add
16 to that list of things that ought to be carefully
17 examined is the interplay between the construction and
18 security, and it's going to be just not the security
19 on the trucks but also the individuals coming into and
20 out of. So I think that's a very important aspect we
21 may not have seen in the draft documents.

22 These are just some very brief thoughts
23 about comments and concerns which will be set forth in
24 greater detail in our written submissions later. We

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E-80

G-51

1 believe that O'Hare's future is incredibly important
2 to the economics of our communities, the region and
3 the nation. However, like I quoted from the statute
4 earlier, we believe that whatever action must be
5 contemplated must minimize current and projected
6 impacts. We intend to be a responsible and serious
7 advocate of our position and look forward to the
8 cooperation of the FAA and the sponsor.

} N-76

9 MR. MacMULLEN: Thank you very much. I
10 appreciate your remarks. FAA appreciates your
11 remarks. We look forward to receiving the full
12 written commentary that you and your clients may care
13 to send in to us.

14 I want to reiterate the fact that FAA
15 is absolutely committed to operating a full, open,
16 professional kind of a process. We are going to
17 comply with NEPA and the other environmental statutes,
18 and that is our full intent, and we would not have it
19 any other way. That's how we're going to operate, and
20 I hope that you will be impressed as the process works
21 through that in point of fact we are leading up to
22 that.

23 One other brief point that I would make
24 just as a quick response to a theme that I heard is

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1 that FAA does not have any specific set of deadline
2 dates in terms of when individual products are
3 supposed to be developed, et cetera, et cetera.
4 Obviously we are going to have to work expeditiously
5 and efficiently, et cetera. We're committed to doing
6 that, but we don't have any specific agency
7 established deadline dates by which products are
8 supposed to be out, et cetera.

9 We are devoting additional staff to
10 this process and to this set of projects, et cetera,
11 and we're going to devote all the resources that we
12 possibly can to making sure that the products are of
13 high quality and that they're delivered as expeditious
14 and as efficiently as possible.

15 Mr. Karaganis, I believe that you
16 wanted to --

17 MR. KARAGANIS: These are comments in addition to
18 what Mr. Murdock said on behalf of Senate President
19 Philip. One of the things that you announced today
20 was an approach to forecasting and following up on the
21 EPA comments. We're concerned that the approach
22 you've identified as your selected approach may
23 foreclose a regional analysis such as was suggested by
24 EPA and has certainly been suggested by Mr. Murdock's

D-12

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1 comments.

2 We know there's been a debate between
3 the state and the City of Chicago as to what the
4 regional forecast should be and regional forecasts as
5 they relate to the possible development of the south
6 suburban airport, expansion of O'Hare, additional
7 utilization of Midway, et cetera.

8 So saying that FAA and the City have
9 selected going with the terminal area's forecast
10 approach for O'Hare appears to foreclose other
11 approaches which may allow a more comprehensive
12 regional approach to looking at environmental impacts,
13 alternatives, et cetera. So one of the things we
14 would like to participate in -- when I say "we,"
15 Senator Philip's office and perhaps the communities
16 that Mr. Murdock spoke for. In going through your
17 approach to forecasting, which approaches are
18 available, what are the consequences of picking
19 approach A versus approach B so that we can have a
20 forecast that people can rely upon.

21 Obviously the demand forecast drives
22 the entire analysis so it is critical, and to say that
23 we are going to select the demand forecast in the next
24 30 to 60 days when none of us have seen what the

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D-12

M-27

1 options are or what the debate is about really
2 forecloses effective public participation.

} M-27

3 I think it's important with regard to
4 the forecasts that they be looked upon: Are these the
5 same forecasts being used for the EIS for the master
6 plan for O'Hare? What about the master plan if there
7 is a master plan for the south suburban airport?
8 These are again things that we have not had access to.

} M-28

9 Using the forecast as an illustrative
10 example, we think it's very, very important. Our
11 experience in dealing with disputes about O'Hare
12 expansion and a third airport and other things in the
13 past have indicated that the public, the affected
14 public, really does not have access to the underlying
15 data, the calculations, the assumptions and the
16 programs that are being used to make some of these
17 determinations as to either forecast demand, capacity,
18 et cetera. And we would strongly recommend that FAA
19 develop a web docket approach that has available to it
20 all of the underlying communications that go on
21 between the City of Chicago, FAA, FAA's consultants,
22 et cetera, with regard to these substantive areas, as
23 well as centralized access if need be to the various
24 computer and calculation programs that are used in

} M-29

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1 anything from capacity analysis under SIMOD through
2 integrated noise analysis, air pollution analysis,
3 whatsoever, so that we don't, as Mr. Murdock said, see
4 a fixed set of documents at the end of the process.
5 We've been able to peer review and have other people
6 peer review the various activities.

7 I've alluded before to the problem of
8 master planning and the integration of master
9 planning. None of us have seen the master plan
10 proposal, documents, et cetera, and what the timeline
11 is on the master plan and how it's to be integrated;
12 and really we're somewhat inhibited in providing
13 productive comments on the EIS scoping process without
14 having that information out publicly.

M-30

15 Can I ask: Is the ambassador plan
16 schedule and elements, are those going to be released
17 prior to the September 13th deadline so that we can
18 try and integrate our comments?

19 MR. MacMULLEN: I don't know when they'll come
20 out, but we will release them in time to be useful in
21 the process.

22 MR. KARAGANIS: Coming back again to the
23 integration of land side terminal and air side, there
24 have been some comments here made, and this again

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1 becomes fundamental not only for the forecast analysis
2 but also for the capacity of the terminal and air side
3 aspects, is the fact that as IDOT has suggested the
4 I-190 expansion on the east side of the airport
5 doesn't carry the day; and one of the things that is
6 apparently missing in the Modernization Program
7 analysis is IDOT reflected there had been an earlier
8 proposal to build a western bypass across the southern
9 end of the airport.

J-25

10 We all know that York Road cannot be
11 the terminus of an expressway that feeds only into
12 O'Hare or dumps traffic off on York Road. IDOT has
13 pointed out that you need some sort of freeway-type
14 bypass.

15 The original IDOT or tollway design was
16 to take over the southern end of the airport. That's
17 one alternative that certainly ought to be considered.
18 The other alternatives obviously are to move it west
19 of the airport, which has tremendous destructive
20 impacts, and those impacts need to be considered as
21 part of the land side alternatives available for the
22 airport.

J-25

23 One of the things, and again this is
24 why we're concerned about the integration of the

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1 master plan and the EIS, is the whole issue of the
 2 financial feasibility which, as I understand it, is a
 3 core element of master planning. We can read in the
 4 newspapers every day about the financial inability of
 5 the airlines to fund new infrastructure developments.

6 As we understand it both the OMP and
 7 the WGP, the World Gateway Program, involve heavy
 8 components of airline funding; and the question is:
 9 Where is the funding going to come from? In that
 10 regard might I ask from the standpoint of the EIS:
 11 What is the baseline project we're working for? Is
 12 the WGP the baseline?

} N-42
 } N-43

13 We are having some difficulty
 14 understanding how the World Gateway Program can be the
 15 baseline; and as I understand it, the issue of whether
 16 the airlines can even participate in the funding
 17 requirements are up in the air right now.

18 If the baseline is the existing
 19 airport, which it should be, then of course any
 20 additional terminal elements that come into that
 21 process for future traffic or addressing future
 22 traffic ought to be part of this EIS. Again, in that
 23 regard you mention in the scoping document 2 1/2
 24 million dollars of estimated costs to terminals -- 2

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1 1/2 billion dollars, I'm sorry. We don't know what
2 those terminals are. Is it 2 1/2 billion dollars just
3 for the 55 gate western terminal?

4 The terminal design of the O'Hare
5 Modernization Program appears to be highly
6 contradictory and in conflict with the terminal
7 assumptions of the World Gateway Program. Who is
8 going to use the western terminal? Is it American?
9 Is it United? Is it the spoke carriers?

10 How are the gate access and interchange
11 between the western terminal and additional terminals
12 going to go with World Gateway? Again, no information
13 has yet been provided.

14 The issue of Midway, the EPA talked
15 about the need for a comprehensive plan. IDOT has
16 told us that based on the forecasts of Midway growth,
17 which has been pretty dramatic over the last several
18 years, that Midway growth is likely to exhaust the
19 capacity of that airport within the time frame of the
20 EIS of this document let alone the construction of
21 this project.

22 Where does the excess Midway traffic
23 go? Does it go to additional runways at Midway? Does
24 it go to a south suburban airport in Peotone or is it

B-9
M-31

N-44

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1 part of the demand function that has to come over to
2 O'Hare? This is an issue that needs to be addressed
3 in the EIS.

4 I think, as I say, coming back to our
5 concern that the master plan and the EIS be looked
6 upon as an integrated process, one of the questions
7 that appears to be a fundamental assumption is that
8 capacity growth in our region has to be capacity
9 growth for a given airline, be it American, United,
10 Southwest, whatever the case may be; and the question
11 for FAA: Is that what we're doing here? Are we
12 building capacity for United or whatever successor
13 corporation picks up United, or are we building
14 capacity for the region?

} N-45

15 If it's capacity for the region, the
16 options are far broader than if it's capacity for
17 American and United; and the competition affects,
18 which again we don't see addressed at least in the
19 scoping documents, the historical competition problems
20 that have existed, the fair differentials that have
21 existed and the opportunities for new competition do
22 not appear to be addressed in that.

} N-46

23 Finally I might add the whole scoping
24 document purports to be premised on I think the term

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1 is a historic agreement, December 5th, 2001. What are
2 the terms of the historic agreement? Where are they
3 written down? What historic agreement are we
4 operating under? What can we rely upon? What
5 commitments have been made?

} N-47

6 This is particularly true with respect
7 to the commitments that may have been made to build
8 facility X or facility Y, be it highways, terminals,
9 runways, et cetera. We have a number of questions,
10 but what we're asking for today is that FAA provide
11 immediate access to ongoing -- documents that are
12 ongoing now so that we can more adequately prepare our
13 scoping comments, such as access to the data analysis
14 that's going on and the communications that have been
15 going on with respect to forecast, with respect to
16 capacity, or any of the other elements that are
17 currently going on between the FAA's consultants and
18 the City of Chicago and any other consultants.

} M-32

19 Just for informational purposes a lot
20 of discussion about CMT. Exactly what is the
21 relationship with CMT with FAA and their various
22 subconsultants? What is their task? Are they the
23 master plan consultants as well as EIS consultants?
24 Is there a master plan consultant for FAA, and how do

} M-33

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1 they relate to one another?

2 MR. MacMULLEN: Crawford, Murphy & Tilly, CMT, is
3 the third-party contractor for FAA to assist us in
4 preparation of the Environmental Impact Statement.

5 MR. KARAGANIS: Does the FAA have a consultant
6 for the master planning --

7 MR. MacMULLEN: We do not. CMT is our EIS
8 contractor, third-party contractor.

9 MR. KARAGANIS: All right. What about getting
10 access to documentation now in terms of data and
11 documentation?

12 MR. MacMULLEN: Why don't you jot down what it is
13 you're looking for and send it to us.

14 MR. KARAGANIS: All right. Be happy to do that.

15 MR. MacMULLEN: Thank you, Mr. Karaganis. We
16 look forward to receiving your comments. You've
17 raised some good issues. Thank you.

18 I know that there is a representative
19 here on behalf of the City of Gary, Indiana. Did that
20 representative want to have anything to say, any
21 comments to offer at the present time?

22 MS. SCHALK: Sue Schalk with Aerofinity, and I'm
23 here for informational purposes, so I don't have
24 comments.

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1 MR. MacMULLEN: Thank you very much, Sue. Any
2 other agencies or entities here today that would like
3 to offer any comments to us at the present time?

4 Yes, sir. Would you say who you are
5 and who you are representing, please.

6 MR. PAPPAS: Nick Pappas, represent DuPage
7 County. By the way, we'll provide written comments
8 before September 13th, but these are a couple of
9 points that we are very concerned with.

10 One is as we know and as Mr. Arman
11 discussed that the impacted area will shrink overall
12 in terms of noise and maybe pollution; but we are very
13 concerned that our impacted area over in DuPage County
14 will increase by about 50 percent what it is now, and
15 we are concerned with possible health hazards, air
16 pollution, and we are concerned also with the noise
17 impact. It is a very, very crucial issue for us, and
18 we expect the EIS will do a thorough analysis on both
19 of those items, both the noise and the pollution, the
20 air pollution.

E-95.1
F-114.1
K-64.2

21 It will extend by an increase of almost
22 80 percent of the flights that will probably
23 concentrate over DuPage County with the east-west,
24 that configuration of the runways.

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1 In terms of noise impact, we expect a
 2 more comprehensive noise soundproofing program. We
 3 expect that at least 65 DNL transport will be used in
 4 the future, and also all homes and all businesses
 5 regardless of ownership should be soundproof.

6 Another important issue of concern to
 7 us is the 8th or the southernmost runway, and we
 8 expect EIS to again conduct a very thorough analysis
 9 as of the need for this southernmost runway. It will
 10 result in the annexation of almost 300 acres,
 11 Bensenville, and over 530 homes. 220 of those homes
 12 are affordable homes, and it will be very difficult
 13 for those people to be relocated in other parts of the
 14 region given the market conditions. And also DuPage
 15 County, by the way, has invested over \$4 million in
 16 federal and state funds in improving those affordable
 17 housing units.

A-45

H-100.1

18 And also we are very concerned -- I
 19 know this point was made before today, but I want to
 20 emphasize that we are concerned about the cumulative
 21 impacts of construction, of having those two huge
 22 projects going on at the same time in terms of noise
 23 impacts again, also congestion, pollution, and so
 24 forth. Thank you very much.

L-6

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1 MR. MacMULLEN: Thank you, sir.

2 Yes, sir.

3 MR. WARNER: I'm Ty Warner. I'm from the Will
4 County Planning office. And the county board of Will
5 County is on record of being supportive of a third
6 airport in the area, commonly referred to as Peotone.
7 So we are going to be particularly concerned about
8 that alternative, the impact that this plan has on
9 that and likewise the impacts of that airport on this
10 plan.

C-105

11 Some information that I would like to
12 be able to obtain is more background on the terminal
13 area forecasts. I'm sure those are not just trend
14 extrapolations but just what all goes into those
15 forecasts, and if there's a way to obtain a breakdown
16 or how is that actually formulated. We'd be
17 interested in obtaining that.

D-37

18 MR. MacMULLEN: Okay. Thank you. Any other
19 agencies or entities that want to make a comment?
20 Yes, sir.

21 MR. SCHUESSLER: Joe Schuessler with the
22 Metropolitan Water Reclamation District of Greater
23 Chicago. We see the impacts as being on the flood
24 plain. We have to look at those, how they're going to

I-55

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1 affect the present retention reservoirs and any future
2 retention reservoirs that would be needed; also
3 impacts on the sewer interceptors, the ones we have
4 presently, if the construction is going to impact
5 them, if we're going to need additional ones on the
6 deep tunnel, and also the impacts on our sewage
7 treatment plants, the amount and type of flow going to
8 them.

I-55

9 MR. MacMULLEN: Thank you. Thank you. Any other
10 agencies or entities that are here that would like to
11 make a comment. I know there are representatives of
12 at least one rail company here. Yes, sir.

13 MR. PAYETTE: Mike Payette, P-a-y-e-t-t-e, Union
14 Pacific Railroad. I'm here mostly for listening and
15 learning right now. As you know, Union Pacific is the
16 largest U.S. railroad, and we access -- Chicago is our
17 major terminal that what we bring rail cars to
18 interchange with eastern railroads. Our western
19 corridor into Chicago which goes through Elmhurst into
20 our Proviso yard, which is our main classification
21 yard in the City of Chicago, although it is in
22 Northlake and Melrose Park, is our kind of mini O'Hare
23 where rail cars come in, get reclassified and go out
24 in several directions.

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1 One direction that they do go out is
2 north towards Milwaukee, and that is the rail line
3 that has to be realigned. We have been contacted by
4 the City's consultant. I have no doubt that we will
5 be able to work out a realignment with them; but as of
6 this date, we haven't sat down and worked out all the
7 details.

J-47.1

8 And just for the record Union Pacific
9 has an excellent relationship with the City of
10 Chicago, especially through the commissioner of CDOT,
11 and so we are on a speaking basis weekly so we don't
12 have any concerns. But as I said, a major rail line
13 to the north will have to be realigned so it is
14 something that will have to be addressed.

M-59.2

15 MR. MacMULLEN: Thank you. Thank you. Anyone
16 else who would care to offer any comments? Yes, sir.

17 MR. DeLAURENTIS: My name is John DeLaurentis
18 from the Regional Transportation Authority. We are
19 the regional authority that manages, plans, funds and
20 oversees public transit in the region. Over a period
21 of two or three years we've been undertaking an
22 alternative analysis of potential transit improvements
23 in and around what we call the northwest corridor
24 centered on the I-90 tollway serving communities in

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1 and around O'Hare.

2 Just some general comments that may be
 3 appropriate at this point in scoping. We also will be
 4 undertaking scoping very soon, and I urge you to
 5 publish a list of names and contacts of project
 6 managers for all elements of your project. The reason
 7 being for point of coordination. We have a number of
 8 potential alignments that our service boards CTA,
 9 Metra, Pace may propose which may be directly impacted
 10 by the boundary lines or the new boundary lines which
 11 brings me to the point it would be useful at this
 12 point to see the old boundary lines versus the new
 13 boundary lines depicted on your graphs in the same
 14 format that you're making the other changes visible on
 15 the graphs. It's the only one that does not show
 16 before or after.

M-11

J-12

17 Also if there are any elements of
 18 improvements regarding off site not within the
 19 boundary or the airport footprint that could have a
 20 potential impact, substation, power supply,
 21 navigational. I'm aware there's a number of
 22 airport-type facilities that may not be depicted in
 23 the boundary line that could be close proximity which
 24 might also impact.

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1 Secondly, I think some comments were
2 made earlier by the Illinois Department of
3 Transportation that in effect as scoping goes on,
4 there's a ripple effect on other potential projects
5 that would impact some of the Illinois Department of
6 Transportation's future improvements or opportunities
7 for improvements and in that same way down the line
8 would also impact potential for transit improvements
9 down the line.

} M-12

10 Those are my general comments. I'm
11 sure with the process that's been established we will
12 be able to get the type of information to coordinate
13 the potential for our projects.

14 MR. MacMULLEN: Thank you. Do you foresee your
15 agency submitting written comments to us?

16 MR. DeLAURENTIS: We feel at this point we really
17 don't have enough information to provide written
18 comments. With the type of detail that could come
19 from an exchange of project management and
20 coordination we may have written comments, but I'm
21 afraid I may not be able to do that by your schedule.

22 MR. MacMULLEN: We'd appreciate your agency
23 letting us know what sort of information that would be
24 particularly useful for that agency that they don't

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1 have access to right now or they are not aware of
2 right now that FAA could perhaps provide.

3 MR. DeLAURENTIS: We could provide that in the
4 form of a comment.

5 MR. MacMULLEN: That would be helpful to us.
6 Thank you. Thank you. Any other agencies or entities
7 that want to comment at this point in time?

8 MS. JOHNSON: I'd like to comment.

9 MR. DeLAURENTIS: By the way, part of the
10 comment, who do we provide that to? We don't really
11 see any names on any of these.

12 MR. MacMULLEN: Send them addressed to me.

13 MR. DeLAURENTIS: You are, sir? I'm sorry.

14 MR. MacMULLEN: Michael MacMullen. The last name
15 is spelled M-a-c-M-u-l-l-e-n, and it's on your written
16 materials.

17 MR. DeLAURENTIS: You're with the FAA?

18 MR. MacMULLEN: Yes, I am.

19 MS. JOHNSON: I'm Barbara Johnson. I'm also with
20 the FAA, demystify the planning process just a little
21 bit here. The FAA doesn't actually directly select
22 anybody in the country for planning. Plans are
23 undertaken by localities, counties, whoever owns and
24 operates the airport. The FAA doesn't own and operate

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1 any airports in this nation. So we do consider it a
2 local process.

3 And at this point in time there's a
4 couple of products that come out of the master plan
5 that we look forward to participating in. One is the
6 forecasting, and actually in this case the FAA is
7 leading the forecasting effort through the terminal
8 area forecasts, and those are expected within probably
9 the next 30 days or so. We don't have an exact date,
10 but you can look forward to that.

11 Also in the local communities, in this
12 case Chicago, is going to produce an airport layout
13 plan as Chris mentioned earlier, and that ALP we're
14 expecting within the next 12 to 16 weeks, a draft of
15 that anyhow.

16 As far as planning and environmental
17 going hand in hand, there's many advantages to that.
18 One primary advantage is having the environmental
19 impacts actually integrated into selecting planning
20 alternatives, and that's not just for the facility
21 layout; but that can also be for things like drainage,
22 controls, ground access controls and other things that
23 come out of the planning process.

24 So while we don't have exact dates, we

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1 are looking forward to some significant planning
2 products coming out in the next couple of months, and
3 the master plan in this case, again being undertaken
4 by the City of Chicago, has a head start on the EIS
5 process. It actually started a few months ago, so it
6 should fit very nicely into this process; and
7 hopefully all of your comments will be considered when
8 the City ultimately designs their final layout.

9 MR. MacMULLEN: Thank you, Barbara. Thank you.
10 Any other comments from agencies or entities that
11 haven't been heard yet?

12 May I also ask one more time if you've
13 come in recently and have not yet signed in, please do
14 sign the attendance sheets so that we can keep you on
15 our mailing list and we have a record of who attended
16 and participated today. Mr. Karaganis.

17 MR. KARAGANIS: Can the FAA consider putting the
18 transcripts of these various meetings we've had as
19 well as any other materials that have been requested
20 on a web page so people can access these documents
21 quickly and easily?

M-34

22 MR. MacMULLEN: We'll take that under advisement.
23 To the extent we can do it, yes, we'll do it.
24 Anything else? Anyone else?

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1 It's now about 11:30 a.m. If that's
2 all the comments from the folks here, then we'll bring
3 this to a close.

4 Now, chances are since we advertised
5 that we would be here from 10:00 until 1:00, we're
6 going to stay around until 1:00 o'clock. There will
7 be representatives of FAA here until that period of
8 time. So we'll conclude this session at this point in
9 time, and thank you very much for attending and thank
10 you for your thoughtful comments. We look forward to
11 working with you in the course of the EIS process.

12 (Whereupon a short recess was
13 taken, after which the hearing
14 continued as follows:)

15 MR. MacMULLEN: It's now 12:35 in the afternoon
16 at the Metcalfe Federal Building. There have been no
17 people who have come into this meeting room in the
18 last hour and 15 minutes, so we're going to close the
19 record at this point in time on this particular
20 hearing. The next scoping meeting will be tomorrow in
21 Des Plaines, Illinois at the Fountain Blue Banquets
22 facility.

23

24

[xXx]

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FAA PUBLIC SCOPING WORKSHOP:

9

O'HARE MODERNIZATION PROGRAM

10

11

FOUNTAIN BLUE

12

2300 SOUTH MANNHEIM ROAD

13

DES PLAINES, ILLINOIS

14

15

AUGUST 21, 2002

16

17

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19

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21

22

23

24

0002

1 HERBERT E. GARDNER

433 Sherwood Road

2 LaGrange Park, Illinois 60526

Retired Director of Public Affairs - United Airlines

3

4 My name is Herb Gardner, and I retired last

5 August from United Airlines after more than 16 years

6 of service as director of public affairs in the

7 midwest. I continue to have a deep interest in

8 aviation issues, particularly the modernization of

9 O'Hare. It would be a travesty if parochial

10 interests dictate the fate of the O'Hare

11 Modernization Program.

12 For over a decade, politically connected

13 mayors in the northwest suburbs have been doing

14 everything in their power to stymie economic

15 progress so they can cater to a very small group of

16 constituents in order to win re-election or in order

17 to get exposure year after year. The O'Hare Noise

18 Compatibility Commission is a perfect example of

19 this obstructionism.

20 Composed of mayors and school

21 superintendents, the Commission oversees the

22 residential and school sound insulation programs in

23 all impacted areas regardless of whether or not a

24 community is a member of the Commission. There is

N-2b

0003

1 no charge to join the Commission, and the group is
2 neutral when it comes to the issue of O'Hare
3 modernization. Their focus is concerns regarding
4 the impact of aircraft noise in all communities
5 surrounding O'Hare.

6 Instead of looking out for their
7 constituents' best interests, the suburban O'Hare
8 Commission mayors, suburban O'Hare Commission
9 mayors, have prohibited any of their membership from
10 joining the Noise Commission. They even went as far
11 as trying to stop the legislation creating the Noise
12 Commission from passing the House demanding the
13 airlines and the City sign a pledge first agreeing
14 to not expand the number of runways. These mayors
15 claim they want dialogue and a seat at the table
16 with the City of Chicago, but they have gone to
17 great lengths to thwart the efforts of the Noise
18 Commission, a forum set up to do just exactly that.

19 Their efforts to block the modernization of
20 O'Hare are no different. They have never produced a
21 shred of evidence that the modernization program is
22 either unsafe or not environmentally sound. What
23 they have produced, however, are people without any
24 scientific credentials holding press conferences or

0004

1 releasing reports claiming that O'Hare is
2 responsible for every affliction imaginable. Anyone
3 can write a report or put up a web site. It doesn't
4 mean their opinions hold any water.

5 These are the facts. Under the
6 modernization program, flight delays will be reduced
7 by 95 percent in bad weather and 79 percent overall.
8 This in turn will reduce the number of homes in the
9 65 DNL or higher area by 34 percent as well as
10 emissions because aircraft won't have to spend the
11 time idling at the gates and on the ground. And
12 environmental initiatives in place at O'Hare have
13 already reduced emissions by more than a third since
14 1990.

A-23
E-36
F-37

15 Now that the review process is underway,
16 instead of engaging in meaningful and productive
17 dialogue, this vocal minority opposed to economic
18 development will instead continue their disruptive
19 antics. I urge the FAA to look past these actions
20 and carefully review the modernization program on
21 its own merits. The attitudes of a small group of
22 elected officials and residents should not be
23 allowed to overshadow the facts.

N-26

24 I am confident the FAA will find that it is

0005

1 not only the best solution to our region's aviation
2 needs, but the safest as well.

3 Thank you.

4

5 * * *

6

7 PATRICIA A. NELSON
1109 Stockton Avenue
8 Des Plaines, Illinois
Resident/Teacher/Librarian

9

10 Good evening. I'm Patricia A. Nelson of
11 1109 Stockton Avenue, Des Plaines, Illinois. That's
12 in southern Des Plaines, very close to Lake Park and
13 Touhy Avenue and to the new proposed northern
14 east-west runway.

15 I've been a resident of Des Plaines for 32
16 years. I've lived under Runway 22 with emissions
17 dropping onto automobiles in my driveway. I
18 unfortunately raised my children in that environment
19 and moved west of there only to find we are going to
20 be encroached upon again.

} E-83

21 I'm a mother, I'm a grandmother, I'm a
22 teacher, I'm a concerned neighbor, and that's why
23 I'm here. I'm asking the FAA to take a serious
24 independent and unhurried look at the environmental

} N-78

0006

1 havoc that the expansion of O'Hare will have on the
2 surrounding suburbs -- pause for the plane from
3 Runway 22 -- on the surrounding suburbs to O'Hare.
4 This is thousands of residents, not just a few
5 disgruntled people.

} N-78

6 I suppose we have to dismiss, first of all,
7 the illogic of Mayor Daley pursuing this expansion
8 plan at all under current conditions, post 9-11,
9 with the statement by United Airlines and American
10 that they're filing for bankruptcy. We can't even
11 consider the environmental impact because he won't
12 modify the plan. Right now people are waiting in
13 Springfield for -- after Labor Day, the senators are
14 going to vote so that this plan cannot be modified
15 in light of current economic conditions for the
16 airlines and security conditions that we can't even
17 get right at O'Hare. They're going to set in stone,
18 and I'm severely objecting to this, a plan that
19 needs to be modified.

} N-79

20 The airlines don't even want the Gateway
21 plan. Just today on the news they said that Daley
22 should scale it back. They say they're going to
23 still support the runways, but good Lord, where are
24 they going to get the money? Can they spell broke,

} N-79

0007

1 bankrupt, two years to bail out with money from the
2 federal government that the federal government
3 rapidly is not having because we need it for
4 homeland security? They've given them loans once.
5 If they give them a loan again, are they going to
6 guarantee the money and Mayor Daley with that
7 federal loan? Very interesting financing. I don't
8 think so.

9 If it takes the airlines one to two years
10 to recover, where do you think their capital
11 investments are going to be, in bigger airplanes, in
12 Mayor Daley's plan? No, just to get back from base
13 zero operating and paying their employees. Enough
14 said.

15 The plan needs scaling down. It needs a
16 serious reality check, and the FAA is the only one
17 that can do that vis-a-vis this environmental plan.
18 So I am here to ask that you take a clear look at
19 the problem.

N-79

20 As I said, I've been a resident here for a
21 long time. I'm a teacher and librarian for 30
22 years. I teach children how to do research. The
23 ultimate irony is we're going to study biomes for
24 our first unit this year and the environmental

0008

1 impact on the animals and people and plants in those
2 biomes. Guess what. The biome around O'Hare is in
3 serious trouble, and we are the endangered species,
4 the people that live around here.

N-80

5 I also teach my children to recognize
6 propaganda and bias. The propaganda that this whole
7 plan is based on is that we're going to eliminate
8 three- to seven-minute delays. Excuse me. Delays?
9 We have security delays right now and security that
10 can't provide security. We have bankrupt airlines
11 with half-full airplanes running. What is three to
12 seven minutes? And 6.6 billion later to fix that, I
13 don't think so.

A-41

14 They're also promising us pie in the sky
15 soundproofing, but our neighborhood, which is only
16 two miles north of the proposed northern runway, is
17 not eligible because we're not the end of the
18 runway. Well, guess what. When the planes take off
19 from the end of the runway, they curve in an arc to
20 the left or the right and cross over to go in
21 whatever direction their destination is. I have a
22 picture that I will submit with my written statement
23 of 500 flights over my house as the gate or gateway
24 in a single day with planes crossing under a

F-100

0009

1 thousand feet over my home in a single day.

2 And then there's bias, refusing to see the
3 fact that after 9-11 and after the crumbling of the
4 airlines there just isn't going to be the money to
5 float this project. And, of course, we have to
6 teach children about stereotypes. Unfortunately,
7 anyone who is not in favor of expansion is labeled
8 at trying to kill the economic engine of Illinois,
9 that we don't care about progress. No, we care, but
10 we care about the quality of our suburbs.

11 And I find it really sad that I and my
12 neighbors have to come here today just to justify
13 our right to live in a quiet, healthy community.
14 Why do we have to prove the existence of the present
15 harmful noise, toxic air and water pollution, and
16 their effects on our lives and our children? And if
17 we cannot prove it, we have no more recourse but to
18 endure more, twice as much in fact.

E-84
F-101
I-28

19 So I would challenge the FAA in their
20 environmental study to really visit the neighborhood
21 surrounding O'Hare on bad days and nights, to do
22 their own independent study with measurements of the
23 noise and the toxic fumes, not this 24-hour divide
24 by 24 mess at the end of the runway that is supplied

E-85
F-102

0010

1 by the City and their workers.

2 All right. On behalf of my neighbors in
3 Des Plaines, I will try to explain the current
4 extent of the environmental problem right now and
5 call to your attention the seriousness of those
6 things.

7 Flight patterns. Let's start with flight
8 patterns. I already told you 500 a day. I've sat
9 in my canoe on Lake Opeka, which is one mile north
10 of the airport currently, one and a half max. It's
11 our park district lake. It has a golf course, it
12 has a playground for children, it has an
13 amphitheater for music and entertainment, and I've
14 sat on that lake and watched with my watch as the
15 planes went over under a thousand feet every single
16 minute. That will be down to 30 seconds when we get
17 all the runways. And they don't go in a straight
18 line. Because they're trying to curb the noise,
19 they take off in a steep-pitched takeoff and they
20 bank over the homes and the lakes in a very
21 treacherous manner. Some day we're going to have
22 what we had over by the trailer parks when my
23 children were little, a big crash.

24 In addition, nobody measures the noise and

F-103

E-53

E-86

F-104

0011

1 the pollution from the jet run-ups at night on the
2 ground when they rev their engines for hours at a
3 time at midnight and the toxic fumes literally seep
4 into your home through closed double doors and
5 double windows so that your house smells like
6 kerosene. This is the chemical stew we're asked to
7 breathe, and yet we are not eligible for
8 soundproofing or anything else of that nature. So
9 I'm supposed to sleep quietly at night and let the
10 ground run-up poison my lungs.

11 In addition, when they do the run-up, there
12 is something that cannot be described by a departure
13 or an arrival of a plane. There is a gigantic
14 ground rumbling and shaking that is entirely
15 abnormal. It has woken me up from sound sleeps and
16 it scares you. You think there is a plane crashing
17 into your home. It's violent. And when do these
18 things happen? Oh, after 10 a.m. and before 7 a.m.

19 The noise from the run-ups we've covered.
20 I would challenge somebody that's here this evening
21 to go visit the Target store two blocks south of
22 here in Rosemont and try to shop while the planes
23 are going over tonight very low over the Allstate
24 Arena and that store and not be frightened by the

E-86
F-104

0012

1 way that big warehouse building shakes, and they are
2 only a couple hundred feet higher than that as they
3 progress northeast over the homes of southern
4 Des Plaines.

5 That's part of the problem. Every time
6 these setups and consultants bring in large maps of
7 the supposed improvements, they very nicely crop off
8 the north end of the map so that you cannot see the
9 direct green space and housing population and
10 schools and churches that are less than a mile north
11 of Touhy Avenue. And remember, concomitant with all
12 this, they want to enlarge all these roads and
13 tollbooths and give us auto emissions to breathe as
14 well, increased auto emissions. Excuse me.

15 The ring roads. The tollbooth has backups
16 now. We have huge backups and auto emissions from
17 just the comings and goings at Allstate Arena or in
18 rush hour at the tollbooth. If we widen a ring road
19 around the airport as is planned, we are going to
20 put thousands and thousands more of, according to
21 the latest survey, people riding alone in their
22 cars, giving us auto emissions that are ultimately
23 going to land in our neighborhood and our lungs and
24 our bodies.

N-81

E-87

J-45

0013

1 One of the saddest testimonies to why this
2 should not be expanded was shared with me as I went
3 polling some people on my block last evening. There
4 is an extremely abnormal high incidence of deaths
5 from cancer in my neighborhood. And I would welcome
6 anyone to come and walk my one to two blocks of my
7 neighborhood and find out that there are at least a
8 dozen people who currently have cancer or have died
9 of cancer on this block. Something is seriously
10 wrong. And these are people that have lived there
11 and breathed the exhaust, jet exhaust, for the past
12 30, 40 years. These are not new residents moving
13 in. They have no common thread of age, ethnic
14 background or occupation. The only common thread we
15 have is living near the airport.

K-55

16 And, of course, as a teacher, I'm aware of
17 the high incidence of asthma in children, and we
18 have to ask ourselves why. Why are we suddenly
19 getting all these cases in our schools of children
20 with asthma? The answer is very simple: Air
21 pollution. And it is the airplanes and the autos
22 that will provide those asthma-inducing agents to
23 our children in District 62 here in Des Plaines and
24 in the other surrounding suburbs.

K-56

0014

1 Safety. I mentioned that briefly before.
2 We had a horrendous plane crash off the edge of the
3 northwest runway, I want to say about 15 to 20 years
4 ago, where 400 passengers and some people in a
5 mobile home, trailer park, were killed. This is
6 going to happen again. The Pilots Association has
7 already said that they feel that the parallel
8 runways are going to be way too close together.
9 This is environmentally dangerous because we are
10 going to have future crashes.

11 I have many friends who are also pilots,
12 not commercial pilots, but private pilots, and they
13 too say this coming and going on these east and west
14 parallels are way too close. And we're still going
15 to have crossover runways. And this stop short as
16 you land to let another plane go is also going to
17 cause crashes on the ground at the airport between
18 planes. So we are in a very, very hazardous
19 situation.

20 The running joke in Des Plaines is that the
21 safety and environmental buffer for the runways are
22 our neighborhoods because if you draw it on a map,
23 that's the fact. We're living in a very dangerous,
24 dangerous area, and now we wish to squeeze in

G-54

0015

1 another runway, an east to west northern runway.

2 I'm worried about the children. I'm
3 worried about the elderly. I'm worried about my
4 neighbors getting cancer. I'm worried about the
5 stress-related heart attacks a lot of people are
6 going to have from this constant, constant noise and
7 the fumes. What are we to do? We can only turn to
8 the FAA and say please, you are going to have to
9 enforce a large, large environmental and safety
10 buffer, and you are going to have to insist that
11 this program include not soundproofing when and
12 where Mayor Daley's people feel they can give it to
13 residences based on that 24-hour divide by 24
14 theory, but to everyone in an X amount of miles
15 radius circular to this airport. Maybe then we can
16 sleep at night.

17 So how do you get realistic readings on the
18 noise decibels? Why not just sit over at Lake Opeka
19 over here between Howard and Touhy at rush hour and
20 get the noise reading from the traffic, from the
21 tollway, and from the planes -- interruption,
22 plane -- and also find some way to register the
23 toxic fumes at night from the run-up. And again,
24 I'm going to repeat, sound measurements that are not

K-57

F-105

G-55

F-104

0016

1 supplied by the puppet agencies of Chicago.

2 I don't know what else to say except that
3 our kids' lives deserve to take precedence over the
4 City of Chicago and corporate greed and construction
5 jobs. Our kids deserve to grow up able to play
6 outside, not in a soundproofed shell of a school.
7 They deserve to play outside with healthy
8 nonasthmatic lungs and not worry about several years
9 later having hearing impairment because of the
10 noise. Or is it that we're going to look at 20/20
11 perhaps and see our kids wearing face masks when
12 they're outside and ear plugs and growing up
13 worrying that they're going to have cancer too in
14 their 30s and 40s?

K-5B

15 We are the people. We need someone on our
16 side to accurately look at this problem and realize
17 the dangers to the hundreds of thousands of people
18 that live around this airport.

K-5B

19 Thank you.

20

21

* * *

22

23

24

0017

1 TOM BECKER

1724 Morse

2 Des Plaines, Illinois 60018

6th Ward Alderman

3

4 My name is Tom Becker. My address is 1724
5 Morse Avenue in Des Plaines, and I am the aldermen
6 of the 6th Ward in Des Plaines.

7 My main concern with the expansion program
8 is the northernmost runway. The northernmost runway
9 will put direct flights over two schools in the
10 area, where it would put a plane approximately 150
11 to 200 feet above the school. What has been called
12 the impact zone would entail -- it would entail
13 about 200 homes and two schools.

G-4

14 The northernmost runway would put a direct
15 flight over Orchard Place School in Des Plaines, and
16 I just don't feel that that would be a good
17 environment for the kids to be going to school and
18 growing up when they are having a plane
19 approximately 150 feet over their heads numerous
20 times over the day, let alone the safety issue that
21 we would be creating.

G-5
K-6

22 Other than that, I really don't have any
23 other questions or complaints about the expansion
24 program. We realize O'Hare must expand, but I think

A-2

0018

1 this runway needs to be looked at all over again. } A-2

2 We're working very well with the City of
3 Chicago in the taking -- in the land that we're
4 losing or the taking of the land, but I just have a
5 very large problem with the northernmost runway, the
6 impact area.

7 And that's it.

8

9 * * *

10

11 ANTHONY J. VECCHIOLLO

104 Dierks Avenue

12 Bensenville, Illinois

Homeowner

13

14 My name is Anthony J. Vecchiollo. I reside
15 at 104 Dierks Avenue in Bensenville, Illinois, and I
16 am a homeowner that is affected by the expansion of
17 the airport.

18 I feel that this expansion is needed, that
19 throughout the whole process, ever since this
20 started, Chicago has been very fair, trustworthy.
21 They've been upfront about everything. The Village
22 of Bensenville has done nothing but lied to us.
23 They've basically trampled all over our rights.
24 They have told us that they know what's best for us.

} N-10

0019

1 I know what's best for my family, not John Giles or
2 the City of Bensenville.

3 I think that people have to get their facts
4 straight concerning the whole issue of airport
5 expansion. It's not so much the expansion that's
6 important, it's our rights that are being taken
7 away, or being tried to taken away.

8 If people would sit down and examine
9 everything, they would find out what's really going
10 on in Bensenville. I feel Bensenville has
11 threatened us, they've made -- they've made things
12 so tough for us in the village that we can't go on
13 with our lives. They've degraded our property
14 values, they called us low-income people. That
15 personally offends me, as well as all my neighbors
16 that are involved with this. I think the lawyers
17 need to look at what's best for the people and not
18 what's best for their pocket books.

H-144
K-95

19 And I basically support the whole airport
20 expansion, and I just want to let everyone know that
21 people's lives are being destroyed by this. And
22 Bensenville, and particularly John Giles, has to
23 realize that and let us do what's best for our
24 lives.

0020

1 Thank you.

2

3 * * *

4

5 ROSA RODRIGUEZ

5 North Greenlawn

6 Bensenville, Illinois

Homeowner

7

8 My name is Rosa Rodriguez. I live at 5

9 North Greenlawn Avenue, and I am a homeowner.

10 I am impacted by the acquisition that

11 O'Hare Field is trying to make. I am for the

12 expansion. I have taken steps to move, and I have

13 also -- I am one of the volunteers, homeowners, that

14 went to Chicago and offered my house.

15 With everything that's going on, the mayor

16 is trying to put us in concentration camps, is what

17 he's doing. I feel like a prisoner in my own home.

18 He thinks that by guerrilla tactics that he's going

19 to intimidate us into backing off. No way, Jose.

20 We're going to go forward, and we're going to do

21 what we have to do to sell our homes to Chicago, not

22 Bensenville, Chicago.

23 Today we were at a meeting and we were

24 ridiculed by the mayor's goonies, and we're tired of

} N-10

} H-113

} K-72

0021

1 them putting us down and taking our rights away.

2 We have a right as Americans. I thought we
3 lived in America and this was the land of the free.
4 We feel like this is a Third World country where we
5 don't have any rights. We don't have the right to
6 speak, we don't have the right to sell, we don't
7 have the right to talk to anybody in regards to
8 selling our properties. And what they are doing is
9 sinking the village deeper and deeper.

10 And on the market, on the home market, the
11 houses are not going to sell. So the only person or
12 the only people that are going to be able to acquire
13 our homes or purchase our homes is going to be
14 Chicago. It's as simple as that.

15 Thank you very much.

16

17 * * *

18

19

20

21

22

23

24

H-113
K-72

0022

1 Jack Saporito
Alliance of Residents Concerning O'Hare, Inc.
2 POB 1702
Arlington Heights, Illinois, 60006

3

4 I'm Jack Saporito, Executive Director of
5 the Alliance of Residents Concerning O'Hare. Locally
6 the Alliance of Residents Concerning O'Hare represents
7 members of 41 communities including Chicago that are
8 affected by O'Hare Airport operations.

9 O'Hare is located in a dense area of
10 development, at least several hundreds of thousands of
11 Chicago area residents oppose O'Hare Expansion. The
12 heavy lobbying and marketing of this ill-conceived
13 scheme is fooling many others including policy makers.

} N-III

14 Nationally I just resigned from
15 U.S. Citizens Aviation Watch Association, which is the
16 leading public advocacy group focusing on aviation
17 issues representing various communities,
18 municipalities and organizations. It speaks for about
19 1.5 million individuals in the United States.

20 Internationally the association is also a
21 non-government organization representing member and
22 associate organizations in 27 countries.

23 Among others, our membership includes
24 physicians and individuals who are employed in the

0023

1 aviation and aerospace industries: Pilots, air
2 traffic controllers, employees of NASA and Boeing,
3 Williams Aviation Consulting and Baylor University
4 School of Aviation & Aero Sciences as well as cities,
5 citizens and civic groups. As a result, we have an
6 in-depth knowledge of the issues, bringing strong
7 factual evidence to the table.

8 As a result of the over 13 years that I've
9 been doing this, I have been involved in over 100
10 airport environmental processes. I have never seen
11 before what you are trying to do here with this
12 Environment Impact Statement process. There is no
13 O'Hare 20 to 30 year plan, no master or development
14 plan and/or no airport layout plan. Therefore, this
15 Daley-Ryan deal that is not written down is only a
16 concept.

17 So how can the FAA ask the public to
18 provide scoping inputs to an EIS process and, for that
19 matter, how can the EIS process even proceed?

20 As you well know, this exercise violates
21 the National Environmental Policy Act that governs
22 this process, and this exercise is nothing more than a
23 waste of taxpayer's time and money.

24 Is the FAA exercise anything more than a

N-112

0024

1 public relations stunt for Senator Durbin's expansion
2 bill? This would be funny if it was not so serious
3 and the lives and quality of life of so many were not
4 in jeopardy.

N-112

5 We oppose the expansion of Chicago
6 O'Hare's -- Chicago's O'Hare Airport for many reasons
7 that include the first, one must ask the question how
8 can putting in more runways and hundreds of thousands
9 more flights relieve O'Hare congestion?

N-3

10 According to a Government Accounting
11 Office report building more runways is not the answer
12 to O'Hare congestion. Among other problems stated in
13 the report, they would be overcrowded before they were
14 finished and there are other serious questions as to
15 whether the parallel runway concept would cause more
16 weather delays as the airport is situated in a
17 northern climate zone.

A-50

18 Airports rank among the top ten industrial
19 emissions sources, and yet they are virtually
20 unregulated. We are extremely concerned about the
21 serious public health environment, noise and other
22 quality of life problems that are related to air
23 transportation operations and the limited protections
24 for them that the O'Hare Expansion bills will strip

E-145

F-146

K-82

0025

1 away.

2 Along with the noise, O'Hare Airport and
3 aircraft operations produce massive and unusual types
4 of air, water, noise and ground pollution, all of
5 which are health hazardous and potentially deadly.

E-146
F-147
K-83

6 As a result, we already have a significant
7 public health problem that is epidemic in nature,
8 affecting a large percentage of the population that
9 lives even many miles away from the airport both
10 under and distant from the flight paths of this mega
11 airport that is already about three times the number
12 of flights than most all other major airports.

13 As evidenced that aircraft emissions are
14 the culprit and not other sources, we will be
15 introducing select pages from a U.S. Environmental
16 Protection Agency 10-Mile Vicinity Cancer study of
17 Chicago's Midway Airport, showing that it is aircraft
18 engines and not the cars and trucks that are most
19 problematic to public health. "Overall emissions from
20 aircraft operated at Midway Airport in 1990 contribute
21 up to 99% of the total cancer cases. This was
22 expected since the vehicular emissions estimated at
23 Midway are insignificant compared to that of aircraft
24 emissions at Midway."

K-84

0026

1 Studies already show strong correlation
2 that O'Hare Airport and its aircraft kill hundreds of
3 people a year from cancer alone. We have not looked
4 at other diseases such as cardiac or -- and
5 respiratory, but we expect them to be significant.

} X-84

6 Any attempt to weaken our environmental
7 laws at this critical time should be considered an
8 attack on the American public, which is what this
9 process today is trying to shortcut.

10 Then I bulleted these.

11 * This airport modernization is of such a
12 scale that for all practical purposes it is a
13 brand new airport. The FAA and the EPA would
14 never allow such a new airport to be placed in
15 this location without huge environmental
16 buffers of tens of thousands of acres. The
17 negative environmental impact will be massive,
18 and we expect the FAA to review this massive
19 environmental destruction as due to a proposed
20 new airport, not a modification of an existing
21 one.

} N-3

22 * The proposal as roughly outlined --
23 another bullet -- outlined by the FAA in the Scoping
24 document calls for the elimination of runways,

0027

1 addition of new runways and lengthening of existing
2 runways to excessive lengths, for example, 9R-37 --
3 I'm sorry, -27 Left to 1300 feet.

4 The implication is that this lengthening
5 is being done only to accommodate the new, super huge
6 Air Bus 380 manufactured in France. This
7 not-made-in-the-U.S.A. 555-passenger, four-engine
8 plane will weigh in at 560 tons and carry 82,000
9 gallons of jet fuel. We expect the FAA to fully
10 evaluate the environment, environmental safety, noise
11 and pollution aspects of operating such behemoths over
12 our heads of the local residents and precisely why
13 such long runways are required.

E-147
F-148
G-74

14 * We expect -- next one. We expect that
15 we do not have to tell the FAA that the proposed
16 runway spacings are too close for safety, and if
17 operated by special waiver, any capacity increases
18 will be fictitious.

G-75

19 Next one:

20 * Planes are getting quieter is not true.
21 As planes are getting larger in the future and large
22 new planes are just as noisy or noisier than smaller,
23 older planes, airport modernization to accommodate
24 these larger planes is thus destined to increase noise

F-149

0028

1 including nighttime noise from huge freighters. Newer
2 Stage IV aircraft noise requirements are at best a
3 joke and are timed to allow the A-380s and others to
4 sneak under the wire and only qualified to Stage III
5 levels. O'Hare should be restricted to only Stage IV
6 compliant aircraft for any four-engined aircraft.

F-149

7 Next one:

8 * We are in favor of computer simulations
9 of environmental pollution effects as that is the only
10 way to predict future negative impacts on the
11 environment of the projected huge additional amounts
12 of health-damaging pollution emissions from both
13 aircraft and -- I am sorry, both airport ground
14 operations and approaching, departing aircraft in the
15 area.

E-148

16 The FAA will once again claim that their
17 Emissions Dispersion Modeling System or EDMS correctly
18 and accurately characterizes resulting pollutant
19 concentrations over a wide area and over an entire
20 average year. We believe this is not to be the case
21 here, and notwithstanding the FAA's mandate to use
22 EDMS expect that such use will be used in a detailed
23 manner including all and -- any and all meteorological
24 considerations and including the lack of existing

0029

1 pollutant-monitoring verification stations in various
2 suburban areas.

3 As in the past, we expect the FAA to
4 attempt to disassociate all aircraft not on the ground
5 from airport pollution emissions and to claim that
6 such aircraft are mobile in nature and that EPA has
7 not set pollution requirements for such mobile
8 emissions.

9 We reject such obvious ploys to hide the
10 truth from the negatively -- highly
11 negatively-impacted public and hope that the FAA will
12 for once address this horrible pollution impact in a
13 consolidated and honest manner.

E-148

14 O'Hare's aircraft alone emit more volatile
15 organic compounds than all of the 70 Illinois
16 electrical power plants combined. Carbon monoxide
17 emissions are as high as 60% of all of the amounts
18 from these plants. The severe impact when combined
19 with O'Hare ground operation more than doubles the
20 extraordinary massive amount of pollution. Attempts
21 to minimize these facts by burying the pollution in a
22 very wide area totally statistics is Enron-esque and
23 disingenuous.

E-149

24 Because commercial jet aircraft are a

M-77

0030

1 major cause of climate change and O'Hare operations
2 greatly contributes to the problem, there should be a
3 global EIS done that includes this project. Also as
4 evidence that flight operations at O'Hare Airport must
5 be reduced and not increased as has been proposed, we
6 are introducing a new study of O'Hare Airport cancer
7 epidemic problems.

M-77

8 It seems clear that O'Hare Airport and
9 aircraft pollution generation must be substantially
10 reduced in the near future, not increased in order to
11 avoid future medical crises.

12 Constructing new runways or reconfiguring
13 the existing O'Hare (basically building a new airport)
14 will significantly harm communities including
15 neighborhoods, schools, businesses and homes because
16 of the airport and aircrafts' extraordinary amounts
17 and types of noise, water, ground pollution and toxic
18 air pollution, property takings, tax base losses and
19 other quality of life issues. These problems should
20 be reduced or eliminated, not unacceptably increased
21 as this O'Hare expansion does, especially since there
22 are better alternatives.

E-150
F-150
H-121
I-54

23 The O'Hare Expansion plan places reported
24 back-room deals above our health and that of our

N-113.1

0031

1 children's health and future. The politically
2 connected pushing O'Hare Expansion are acutely aware
3 of the damage it does, and that is why they have
4 introduced the Ryan-Daley deal and the language with
5 the associated case law that will take away the meager
6 protections that do exist.

N-113.1

7 Oppose O'Hare expansion. Instead support
8 the reasonable alternatives that the O'Hare Expansion
9 building will take away -- Expansion bills will take
10 away. These include taking this issue away from the
11 FAA, operational and management controls as well as
12 sending unnecessary flights to other airports such as
13 wayports, highways in the sky that would make room for
14 desired international flights that will result from
15 economic globalization treaties which will create
16 meaningful jobs and for the long-term provide that our
17 country and our region build a world class high-speed
18 rail system that will compliment commercial air
19 transport to achieve the balance and sustainable
20 intermodal transportation system that will benefit all
21 of us.

C-90

22 AoRCO believes that exposing babies and
23 young children to excessive noise and toxic air
24 pollution and the other significant health and quality

0032

1 of life problems that O'Hare Airport and its aircraft
2 already causes is a form of child abuse. Adding to
3 that is despicable.

4 Mayor Daley may not care about the health,
5 welfare and safety of the thousands or more of the
6 Chicago citizens that are affected by the airport, but
7 we do. We have a vital interest in assuring that any
8 modifications of the airport comply with all existing
9 laws and regulations.

M-78

10 Protect our children from airport child
11 abuse, protect our communities, safeguard our lives
12 and future and defeat the O'Hare Expansion plan and
13 support better alternatives. Thank you. We're going
14 to be submitting a more detailed Scoping document at a
15 later date.

N-114

16
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0033

1

* * *

2

3 HELMUT K. GOERLING

P.O. Box 1096

4 Park Ridge, Illinois 60068

Resident/Homeowner

5

6 My name is Helmut Goerling. I live in
7 Park Ridge. I have lived in the same house for
8 28 years, and one comment that is pertinent here, 5
9 years after I moved in, I developed asthma that Mayo
10 Clinic has defined as the worst case they had ever
11 seen. Interesting. No natural allergies. All mine
12 are chemical. In other words, it's phenol, it's
13 formaldehyde. It is the type of thing that is in
14 aircraft exhaust fumes. I don't know whether you
15 recall possibly the movie North By Northwest when
16 the hero was caught and bothered by a crop-duster.
17 Every flight that takes off from O'Hare, you know,
18 it's like a crop-duster putting pollutants on the
19 ground. It's mildly cumulative, you know, if they
20 come in very quick succession.

K-27

21 Now, the approaches that Chicago is taking
22 to O'Hare is not to design a new functional airport
23 that upon completion in about 15 years is likely to
24 do the job. It is a so-called improvement or

0034

1 whatnot that will keep the money in Chicago, and it
2 will very definitely, you know, cost a great deal of
3 money, but it won't work right. O'Hare is too
4 small. It takes considerably more area to do it
5 safe. The runways are squeezed so closely together,
6 you know, as to generate danger in landing and
7 takeoff.

8 I have talked -- my business is consulting
9 and I've met a lot of people over the years. I've
10 personally flown well over 4 million miles, air
11 miles, and out of that, I have developed some ideas,
12 and these are ideas which are not necessarily
13 solutions, but I would like somebody to think about
14 that. For instance, you take an airport, and, first
15 of all, you need much room. Secondly, why build the
16 terminals on top? You see, in addition to the
17 safety issue, which it's quite distinct from
18 security, the security issue is such that it will
19 require a totally different design. So put the
20 terminal underground. And Chicago, you know, the
21 big dig there or the big hole that they form, it is
22 not a problem. Even it's economically quite
23 practical. When you take that, rather than hauling
24 it long distances, build a double rampart, you know,

G-27

C-34

0035

1 an earthen wall around the entire airport. That
2 would provide security, number one, for planes. It
3 will contain ground noise away from surrounding
4 areas. And you can now have parking in between.
5 You know, car bombs are used rather frequently in
6 the Mid-East and everywhere to cause great deals of
7 destruction. Therefore, a double rampart would give
8 you a safe area. Beyond that no one will go,
9 because you have an underground tunnel with a
10 people-mover and you can move people around.

C-34
C-34

G-27

11 So this is what is in this brochure here,
12 which I've called, you know, "The Airports of
13 Tomorrow." I would very much like to leave a copy
14 of that with you as well, where the problems are
15 addressed and where I believe thinking hasn't
16 released on it. Unfortunately there is a political
17 issue here, as I'm sure you are aware of. That
18 prevents real thinking from going on. It is not on
19 whether O'Hare is right or wrong. It is too small.
20 Look at the maps. The airport is so, you know,
21 widely spread out, you cannot possibly secure it.
22 Boeing told me it takes 12 vehicles to service a
23 single airplane. Now, that is, I mean, an open
24 invitation to having very dangerous contact. There

G-28

0036

1 are some 30 people that, you know, attend to a
2 single aircraft, 12 vehicles. How can you possibly
3 contain that? I have some ideas, you know, on that
4 subject.

5 You've been very patient. Thank you very
6 much.

7

8 * * *

9

10 DAVID TOMZIK

P.O. Box 805878

11 Chicago, Illinois 60680

Secretary, Midwest High Speed Rail Coalition

12

13 My name is David Tomzik. I'm Secretary
14 with the Midwest High Speed Rail Coalition, and we
15 would like to ask for support to study high-speed
16 rail service into O'Hare, connecting regional cities
17 such as St. Louis, Minneapolis, Detroit, Cleveland,
18 Milwaukee, and Madison into O'Hare, providing
19 alternative ground transportation and also providing
20 connecting services to long-distance airline
21 service. This is a viable service. It has been
22 replicated in Europe, in Asia, and also on the East
23 Coast, in Baltimore, in Newark, and also planned for
24 Providence. We believe that this will help

C-102

0037

1 alleviate some of the problems with aviation by
2 providing alternatives. Especially since our
3 reliance is on only one form of transportation, on
4 aviation, we need alternatives to provide connecting
5 services to other airports by rail and also
6 connecting services into the airport from other
7 communities, and we would like to have rail,
8 high-speed rail considered as one of the options in
9 the O'Hare plan.

C-102

10

11 * * *

12

13 KATHLEEN HAYES

433 Atlantic

14 Elk Grove Village, Illinois 60007

Resident

15

16 My name is Kathleen Hayes, H-a-y-e-s.

17 Address, 433 Atlantic, Elk Grove Village, Illinois.

18 I'm a citizen. I'm not a member of an affiliation.

19 My concern is the fact that the expansion is
20 unnecessary. The industry is contracting, as
21 everybody sees. If expansion is necessary, why not
22 try a field that is not as landlocked as O'Hare.

} N-3
} C-37
} N-30.1

23 O'Hare is just as landlocked as Midway, yet nobody

24 encroaches on Midway's beautiful homes. They are

0039

1 does a retention pond need a security guard,
2 fenced-in construction site, and a Chicago policeman
3 permanently stationed there to keep people like me
4 away? Construction has begun, and anyone who
5 doesn't think it has is a fool. My question is
6 where are the funds coming from, and aren't they in
7 violation of many, many court orders?

N-31

8

9 * * *

10

11 BILL MORRISON

1023 West Crescent

12 Park Ridge, Illinois 60068

Resident

13

14 Bill Morrison, 1023 West Crescent, Park
15 Ridge, and my affiliation is I'm a resident. Now,
16 they're talking about rearranging the airport to six
17 parallel runways, and I've heard the cost, when you
18 get to it, the roads, the railroads, the tollways
19 and everything else, that it's going to be
20 \$16 billion. Now, when they complete that and the
21 planes start landing on those parallel runways and
22 there's a weather front that comes through, it could
23 cause some catastrophic collisions and deaths. So
24 at that time they'll talk about changing it back to

G-48

N-65

0040

1 where it is now for \$16 billion more so that it
2 won't have those catastrophic collisions on those
3 parallel runways. Is that what you want to do,
4 \$32 billion to get back where we are now? Has
5 anybody explained that to you? You're a court
6 reporter for who?

G-48

N-65

7 THE REPORTER: I'm not supposed to inject
8 myself into the record, Bill.

9 MR. MORRISON: No, who are you with?

10 THE REPORTER: I'm with a reporting agency
11 downtown Chicago, Precise Reporting.

12 MR. MORRISON: Do a lot of people tell you
13 the facts like I do? Huh? What do you think of
14 that, that I just told you?

15 THE REPORTER: I'm not allowed to comment.
16 I'm just here to take your comments.

17 MR. MORRISON: You don't have to comment,
18 but \$32 billion to get back to where we are now
19 seems to be excessive.

20 The biggest problem, of course, is the jet
21 plane toxic hazard emission exhaust, and while it
22 won't bother the adults too much, the kids will be
23 getting cancer, and why we want to kill our children
24 is beyond me. And they're talking about double the

E-78

K-52

0041

1 number of flights - a faster killing of children.
2 Is that what they want to do?

} E-78
K-52

3

4 * * *

5

6 VIRGINIA S. BRAUWEILER
2500 Talcott, No. 303
7 Park Ridge, Illinois 60068
Resident/Homeowner

8

9 So you want me to begin with my name and
10 address. I'm Virginia Brauweiler. I live at
11 2500 West Talcott, Park Ridge, Illinois 60068. I
12 have lived in Park Ridge for 45 years and I have
13 watched O'Hare expand from perhaps a propeller to
14 what, a jet, to a supersonic jet, back to jets. I
15 have seen where they had caps on flights and then
16 they took the caps off, and now this entire mess
17 affecting the quality of life is perhaps legislative
18 when they took the caps off flights, and now they
19 are really taking the caps off flights by allowing
20 all these runways which are totally unnecessary to
21 exist.

} K-14

22 And I am delighted with today's headlines
23 that American and United, the monopolists of the
24 airlines, have backed off on the Gateway. I'm

0042

1 really happy about that. And runways are not
 2 necessary -- perhaps modernization, yes, but
 3 expansion, no. We live right near Maine South.
 4 We're at the end of a crash zone. When I talked to
 5 some of the people in the other room, they said,
 6 "Crash zone? We never heard of a crash zone." And
 7 I said, "Perhaps you have heard of New York where
 8 all those homes were annihilated at the end of a
 9 crash zone." "We have no crash zone." This sounds
 10 really strange from a person who works for the City
 11 of Chicago.

} N-7
 } G-8

12 I noticed when I went into the room that
 13 one side of the room was supposedly the FAA, an
 14 impartial attitude, and the other side was the
 15 City's presentation of modernization of O'Hare. I
 16 truly did not see that much difference in the
 17 opinion of the FAA's side and Chicago's side. I
 18 really think that the FAA has predetermined that
 19 O'Hare is going to go full-blown. I violently
 20 oppose it.

21 When the children were young, about 20, 30
 22 years ago, the United Nations did a study on the
 23 impact of the environment on children and
 24 development, and I participated in that study by

} K-15

0043

1 bringing my children's baby teeth in jars to the
 2 dentist that was making a study on this, and there
 3 was definitely a greater amount of lead in their
 4 teeth than in the children of other areas. Nothing
 5 was done or said about that. When we lived in our
 6 home, you would go in the backyard and you would see
 7 oil slick everywhere. You have sometimes to take a
 8 chisel and Bon Ami to get the oil and the gasoline
 9 off of your windows when we lived close to Higgins,
 10 near the expressway. It was told, "There can't be
 11 such a thing as so much contamination from the
 12 airplanes in your yard." Totally ignored. FAA paid
 13 no attention. I called regularly about the noise
 14 impact and about the fact that the fuel smells were
 15 so impossible at times in our backyard. It's
 16 just -- and, you know, Mayor Daley keeps saying, "We
 17 have to have O'Hare because we need jobs. We need
 18 jobs. The cement workers need jobs." Well, I think
 19 Jesse Jackson said it and said it very well when he
 20 said Peotone has six people for every one job and
 21 here at O'Hare there are six jobs for every one
 22 person. He did the study, if you want to refer back
 23 to Jesse Jackson's study.

K-15

F-17

E-13

C-13

24 I am just amazed that, you know, our

0044

1 Congress, our legislators, and God help -- I just
2 have so much praise for Senator Fitzgerald. He has
3 been the only one that has really kept his promise
4 as a politician to us to help prevent the expansion
5 at O'Hare. You know, modernization I can
6 understand. I cannot see this crisscross of
7 runways. I cannot see the land acquisition. And
8 thank God that the land acquisition is outside of
9 Cook County, because if that suit had been filed in
10 Cook County, I doubt very much whether we would have
11 the situation that has worked out so well for us now
12 with Daley and his cohorts being told that they
13 would be held in contempt of court if they acquired
14 any more land. I applaud that. Peotone is a viable
15 situation. Daley, the Daley -- the other headline
16 that I really was proud of was when they said -- the
17 lawyers came to the judge and she asked for the
18 document on the historic agreement between Ryan and
19 Daley, and they were dumbfounded because there was
20 no written agreement.

A-10

21 I can go on forever, but I think my husband
22 is going to take a claw and pull me out of here.
23 I hope that has --

24 MR. BRAUWEILER: This is really

0045

1 environmental, so you might mention that the noise
2 and fumes are already a health hazard and increasing
3 the number of flights will have a devastating
4 effect.

} E-13
K-16

5 MS. BRAUWEILER: Didn't I say that? I
6 thought I said that. You know, we watched this
7 O'Hare from propeller to jet to supersonic, they
8 killed the supersonic, then they lifted the caps,
9 and then they put the caps back. Now, I just would
10 like for them now that -- the caps are off and
11 they're going, like, "Let's get all the planes on
12 this field that we possibly can." Oh, it's
13 ridiculous. I just -- I'm sorry. I better quit.
14 I'm foaming. All right. Does that say anything?
15 Okay. Well, I did a little venting, and thank you.

16

17

* * *

18

19 RICHARD SOLINE

24 Greenlawn

20 Bensenville, Illinois 60106

Resident/Homeowner

21

22 My name is Richard Soline, S-o-l-i-n-e. I
23 live at 24 Greenlawn in Bensenville, Illinois. I
24 have been a resident at this address for 32 years,

0046

1 57 years in the city of Bensenville of my 62 years
2 of my life.

3 I would like to sell my house to Chicago
4 because I had a heart attack last year. And I was
5 waiting for the soundproofing, and the soundproofing
6 has been pushed now until somewhere around the
7 beginning of next year, or maybe we won't get it at
8 all. Since the City of Chicago has announced that
9 it's going to buy properties in the area, we can't
10 sell our property to anybody, and our mayor of our
11 town has stopped us from selling to anybody
12 regardless of who it is. He has taken our rights
13 away to solicit any information from any of our
14 neighbors. When we go to village meetings, my wife
15 and I, we practically have been shut down or told to
16 shut up or sit down, and I haven't said anything in
17 a meeting yet. I will one of these times, and I'll
18 be pretty ticked. In the spring of this year the
19 mayor won on a write-in candidacy, and I knocked on
20 200 to 300 doors to get him voted in. I'm sorry I
21 did that. It was a mistake. It won't happen the
22 next time.

H-135

23 I hope that Chicago will get the expansion
24 and they also will get to buy the homes, and I'll be

N-120

0047

1 the first one in line to sell my home, if
2 applicable. I'll even talk my neighbors into the
3 plan, because I feel that living in my town just
4 isn't for me anymore. Too many people are upset
5 about it. And the mayor is not making it easy on
6 us. He's making us suffer. And I think by being
7 terrorized the way we are, we need another mayor.
8 We need somebody else in there that can run the town
9 the proper way, and I would appreciate it if the
10 City of Chicago would buy it as quick as possible.

N-120

11 Thank you.

12

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FAA PUBLIC SCOPING WORKSHOP:

9

O'HARE MODERNIZATION PROGRAM

10

11

AVALON BANQUETS

12

1905 EAST HIGGINS ROAD

13

ELK GROVE VILLAGE, ILLINOIS

14

15

AUGUST 22, 2002

16

17

18

19

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21

22

23

24

0002

1 ARLINE KLITZKE

994 Borman Court

2 Elk Grove Village, Illinois

Homeowner

3

4 Arline Klitzke, 994 Borman Court, Elk Grove

5 Village.

6 I'm very much against O'Hare. First of
7 all, right now all the airlines are cutting back,
8 which means there are not going to be as many planes
9 going out, and yet they're taking our tax dollars,
10 which it's going to be taking away our businesses in
11 our town. It's just a big bunch of dictators.

12 Double-crossing Governor Ryan and Daley are just
13 dictating to us. We have nothing to say, which is
14 wrong. Are we in Afghanistan? Are we fighting here
15 in Elk Grove? Is that why dictators can take over?
16 We cannot sleep at night because of the planes. And
17 as I said before, if they take away these
18 businesses, we're losing millions of dollars in tax
19 money, which means all our taxes will go up.

20 The dangers right now of building anything
21 onto the airport is asking terrorists to come in.
22 How can you keep terrorists from being in one of
23 those cement trucks or one of those lumber trucks?
24 They can come in for days and days and then all of a

} N-3

H-55

} F-59

} G-34

0003

1 sudden, you know, they're familiar, let them go
2 through, and there they are bombing the airport.
3 It's absolutely foolish.

4 And I just can't help but wonder who's
5 getting the money out of this, who's getting what
6 out of it, because certainly the suburbs who own
7 this property -- why should Chicago be allowed to
8 dictate that we have to not sleep at night, that we
9 can't have our homes, and that we cannot have our
10 businesses? Somebody tell me why because -- why are
11 we under a dictatorship if we're supposed to be a
12 free country? Why are there dictators,
13 double-crossing Governor Ryan and Daley, if we're in
14 a free country? Why are they allowed to dictate to
15 us that we can't sleep, we can't have businesses, we
16 can't have our homes? This is not according to the
17 United States Constitution because Chicago does not
18 own this land and they have no right to it.

} N-52

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* * *

0004

1 GREG QUEVEDO

923 Ridge Court.

2 Elk Grove Village, Illinois

3

4 This is Greg Quevedo from Elk Grove.

5 Address is 923 Ridge Court.

6 I'm against the expansion for noise

7 pollution, the air pollution, the fact it's going to

8 take tax dollars away from my town and raise the

9 taxes up so high to where nobody is going to live

10 there. And my question is who's going to pay the

11 excess taxes from the business we're going to lose?

12 They're saying we're going to lose a third of our

13 industrial park. Is the City going to pay for it?

14 I doubt it. Is the State going to pay for it? I

15 doubt it.

16 All Daley is worried about is getting money

17 for him and all of his cronies that are -- for all

18 of the construction jobs, and that's all the jobs

19 that supposedly are going to happen out of this.

20 It's going to be all temporary construction jobs

21 that Daley is going to end up getting a kickback

22 for. So that's not going to solve the problem.

23 The way they're going to reconfigure the

24 runways isn't going to solve the problem. They're

E-111
F-129 } N-3

} A-48

0005

1 still going to get backed up because our airlines
2 are overbooking. The airlines are crying poor.
3 They're laying people off at United saying that if
4 this doesn't happen, they're all going to lose their
5 jobs. Well, they've been losing their jobs for over
6 a year anyhow. They were losing their jobs before
7 9-11 because of mismanagement of the company,
8 because of bad investments in charter airlines and
9 U.S. Air they gave a bunch of money to, so it's all
10 mismanaged. There's their problems. And American
11 Airlines, same thing, overbooking and mismanagement.

} A-159

12 As far as the air pollution goes, I'm not
13 too thrilled about the fact that right now we have
14 the planes going over my house like every five
15 minutes. I can set my clock to it. In order to
16 hear the TV, we have to have it all the way up. In
17 order to hear the radio, we have to have it cranked
18 up. If we're talking on the phone, we have to stop
19 talking on the phone every time a plane goes over.
20 I mean, it's not as bad as when I was a little kid
21 and dishes used to rattle in the cabinets, but it's
22 still bad. And if they reconfigure the runways as
23 they're doing it, they're going to be going
24 east-west and it's going to be worse. It's going to

} E-112 F-129

0006

1 be just as bad as it was when I was little.

2 As far as the tax dollars, all that money
3 from the industrial park goes to pay for the
4 schools. Now, if the schools are suffering, that
5 means my kids are going to suffer, and I'm not too
6 thrilled about that either. So if Richard Daley
7 wants to take money out of somebody's pocket, he
8 better start getting his checkbook out and start
9 repaying all the stuff that we're going to lose tax
10 dollarwise. And that's all it basically is is Daley
11 wants it for him, for his self. It doesn't matter
12 what's going to happen with the airlines. He
13 doesn't care.

K-70

14 Evidently either does our government,
15 saying that they're ramrodding it through on a
16 handshake deal when there was no plan even involved,
17 and also the fact that we were never told about
18 anything. We had to sue the City in order to find
19 out what plans they were doing behind our back.
20 Everything was a back-alley deal behind closed
21 doors. Nobody was explained that anybody out in the
22 suburbs, how it was going to affect us for
23 Bensenville, for Elk Grove, for Des Plaines, Itasca,
24 all the ones that are going to be affected, but Elk

M-64

0007

1 Grove and Bensenville are going to be affected the
2 most. That's from tax dollars and Bensenville with
3 their homes being gone.

4 So little by little our towns are going to
5 be nothing. They're going to have to be annexed in
6 the other towns. Our taxes are going to become so
7 high because of the industrial park, we won't be
8 able to afford to live in our own house.

9 Because of the way they're talking with the
10 ring road, it's going to take a third of our
11 industrial park off of Elmhurst Road. Now, the City
12 of Chicago says it's not going to happen, but the
13 FAA says that for the safety cushion, you cannot
14 have buildings at the end of safety cushions, and
15 basically the safety cushion runs with the east and
16 west tollways. The safety cushion is all the
17 industrial park. So how much of that is going to be
18 gone and how much of our tax dollars?

} G-70

19 That's it.

20

21

* * *

22

23

24

0008

1 GEORGE ANDRIANOPOULOS
783 Schooner Lane
2 Elk Grove Village, Illinois 60007
Resident/Homeowner

3

4 My name is George Andrianopoulos. I live
5 at 783 Schooner Lane, Elk Grove Village, Illinois.

6 As a concerned resident of Elk Grove
7 Village, I am opposed to adding the new north
8 runway, 9-27, as this will surely increase traffic
9 and noise directly over my neighborhood. Also, I
10 understand that Runway 9-27 is planned to be built
11 first, hence having a more immediate impact to the
12 noise level over Elk Grove Village.

F-3

13 I am also opposed to the City of Chicago's
14 plan to acquire developed real estate in Elk Grove
15 Village and other communities, as this will decimate
16 the existing tax base at the expense of hard-working
17 homeowners. I bought my house in Elk Grove Village
18 in 2000 because Elk Grove Village had some of the
19 lowest property taxes around. The O'Hare
20 Modernization Program threatens to increase my
21 property taxes or otherwise hurt the funding of our
22 schools, parks, et cetera. I also urge the FAA to
23 do everything in their power to minimize the impact
24 of the proposed plan.

H-6

0009

1 The end.

2

3 * * *

4

5 DANIEL J. LYONS

211 Orchard Avenue

6 Bensenville, Illinois 60106

7

8 My name is Daniel J. Lyons, L-y-o-n-s,

9 211 Orchard Avenue, Bensenville, 60106.

10 My purpose here tonight is to register
11 formally my opposition to the City of Chicago taking
12 my home when I have no wish to move, I have no wish
13 to sell. I'm concerned about economics of my
14 property. I'm concerned about the City of Chicago
15 trying to take the homes simply by demanding them.
16 I'm concerned about the infringement upon my rights
17 as a property owner and as a citizen. I'm here to
18 publicly state my opposition to the City of Chicago
19 being allowed to take my home without any input from
20 me.

} H-66
N-62

21 That's really all I wanted to say.

22

23 * * *

24

0010

1 GAIL HALL

527 Edgewood Lane

2 Elk Grove Village, Illinois

3

4 I'm Gail Hall. I live at 527 Edgewood
5 Lane, Elk Grove Village, Illinois. I've lived there
6 for 32 years.

7 When we moved, we knew we were going to
8 move close to the airport, but we didn't know that
9 it was going to expand so much and be so noisy that
10 we can't even have conversations outside with our
11 neighbors. Now, it's not all the time, but when the
12 flight patterns go over our house, you can't hear,
13 you can't talk on the phone, you can't hear the
14 telephone, you can't hear anything.

F-41

15 And the children sometimes get frightened
16 because the vibration on the patio cover, which is
17 metal, scares them and they come running in the
18 house because they're frightened because of the
19 noise. Sometimes during the night, especially in
20 the summer when we like to have the windows open,
21 the airplanes wake us up at night. And I am kind of
22 a light sleeper, but they also wake up my husband
23 who isn't.

F-42

24 I'm very concerned. I am an asthmatic.

K-30

0011

1 I'm very concerned about asthma and that this is not
2 helping to have clean air here with having the
3 airplanes flying over so low. And I'm concerned
4 about having more runways, and also I'm concerned
5 about the tax revenue that we're going to be losing
6 for our schools.

K-30

H-40

7 That's really about all. I'm just very
8 sad, very heavy-hearted about it because I think
9 that -- I love Elk Grove, I love the community, I
10 love living close to the airport, but I don't want
11 the airport living in my back yard.

N-29

12 So thank you very much, and please listen
13 to me. Thank you.

14

15 * * *

16

17 LOUIS TANNER

1255 Carswell Avenue

18 Elk Grove Village, Illinois

19

20 Hi. My name is Lou Tanner and I live in
21 Elk Grove, and I'm here tonight because I feel that
22 I should be here because I'm a very civic-minded
23 person.

24 I've been living in Elk Grove for about 33

0012

1 years. I have a family and a son and a daughter.
2 My son just passed away in the last three or four
3 years, but I'm interested in the people that live
4 here who have many children. We have a lot of
5 parks, as you're well aware of that. I don't have
6 to go through all of that.

7 But I just feel that there is no room for
8 expansion as far as O'Hare goes. I think that we're
9 perfectly satisfied the way it is. I don't like to
10 see people driven out of their homes. I don't like
11 to see some of these things that are going on.

N-121

12 Now, yesterday when they announced that the
13 airlines were pulling out of the project, it was
14 sort of a sigh of relief in a way, but then I saw
15 the mayor come on and he said, well, we're not
16 worried about that, we'll find something else.
17 Well, good luck to him. But I think that the mayor
18 is forgetting about people. That's how he got
19 there. People voted for him. Of course, the people
20 in the suburban area didn't have that chance, but if
21 I was there, I would have voted for him I'm sure. I
22 know he's got a job to do, and I'm not pinpointing
23 the mayor. We're talking about the expansion, and I
24 just feel that we shouldn't do that.

0013

1 As far as remodeling the airport and
 2 improving on it, fine, I'm all for it, but as far as
 3 expanding it and getting people out of where they
 4 live, whether it's Bensenville or Park Ridge or
 5 whatever the case may be, we don't want that to
 6 happen. I'm a man who's 84 years old, God knows how
 7 long I'm going to be around here, but I'd like to
 8 see this beautiful place be left as it is.

}
 N-7

9 Thank you.

10

11

* * *

12

13 MARY ANN ANDREWS

805 Leicester Road, #314

14 Elk Grove Village, Illinois 60007

Citizen of Elk Grove Village/SOC

15

16 My name is Mary Ann Andrews and I live at
 17 805 Leicester in Elk Grove Village, Illinois.

18 There are three generations of my family
 19 living in Elk Grove. I originally moved to Elk
 20 Grove in 1958, in the early stages of the village.
 21 It's always been a wonderful place to live and to
 22 raise a family, and I'm quite concerned about the
 23 quality of life for my family particularly. We've
 24 always had excellent schools and we were very proud

} K-2

0014

1 of the community.

2 At this point my concerns are, of course,
3 for the quality of the air if additional -- a 78
4 percent increase in flights are handled out of
5 O'Hare Airport. That certainly is not conducive to
6 clean air. A lot of children are suffering from
7 asthma these days. And the fact that perhaps a good
8 portion of Elk Grove's industrial park could be
9 taken over to build a ring road would have a very
10 dire impact on our tax base. Again, the school
11 districts are excellent, and if we lose that tax
12 support for the schools, it would have a very
13 detrimental effect on all of the residents, not only
14 in Elk Grove, but entire School District 59, as well
15 as High School District 214.

E-3

} K-3

H-5

16 I have no problems with the fact that the
17 mayor of Chicago would like to enhance O'Hare Field,
18 remodel, whatever, as long as he does it within the
19 confines of the property that the City of Chicago
20 now controls. I think it's kind of Nazi-ish to go
21 into another town or city and just take over
22 property to fulfill the personal -- or I should say
23 the needs of the City of Chicago, certainly not
24 personal as far as the mayor is concerned.

N-6.1

0015

1 So hopefully something can be worked out to
2 satisfy the airport's requirements, perhaps a third
3 airport. A regional airport might be something to
4 be looking at so that some of the pollution and
5 noise that comes with an airport is not really put
6 in one area alone, it's kind of spread out a little
7 bit.

C2

8 Thank you, and that's all really I have to
9 say.

10

11 * * *

12

13 SHIRLEY FILIP

6 N 720 Pine

14 Bensenville, Illinois

Citizen

15

16 My name is Shirley Filip and I live in an
17 unincorporated area of DuPage County. My address is
18 in Bensenville.

19 The only thing that I have to say is that I
20 can look out my back windows at night when it's dark
21 outside and I can see seven or eight planes in line
22 for one runway. I'm not so much concerned about the
23 ground area that they're going to be taking up, I'm
24 concerned about what's going up in the air because I

G-22.1

0016

1 have seen so many close calls with airplanes going
2 over my house that, I mean, it really scares you.
3 And I'm more concerned with the air than I am with
4 the ground work because there are just too many
5 airplanes up there already, and I've forgotten how
6 many hundreds of thousands they're going to bring
7 every year, and I just think it's too much up there
8 in the air. And being that I would be living so
9 close to the area where they're going to expand,
10 those planes aren't going to make it, especially
11 when they're crisscrossing each other and
12 everything. I think it's very dangerous.

G-22.1

13 That's my comment. And I'm really
14 concerned about it, really, you know. I mean,
15 everybody's concerned about selling their house. I
16 don't care about that. I'm concerned with people,
17 you know, that live in the area with all these
18 planes going over.

19 That's all I have to say really, and I
20 thank you very much for taking my comments.

21

22

* * *

23

24

0017

1 JAMES JOHNSON

700 West Irving Park Road

2 Bensenville, Illinois 60106

Speaking on Behalf of Congressman Henry Hyde

3

4 My name is James Johnson. I'm the interim
5 village manager for the Village of Bensenville, and
6 I'm speaking tonight on behalf of Congressman Henry
7 Hyde, who unfortunately is out of town and unable to
8 deliver his comments today.

9 Thank you for the opportunity to present my
10 preliminary comments on the scoping of the
11 Environmental Impact Statement for a program of
12 major modifications proposed by Chicago for O'Hare
13 International Airport. I hope to supplement these
14 brief preliminary comments with more detailed
15 written comments at a later date. My preliminary
16 comments and requests are as follows:

17 No. 1. Exactly what is being proposed at
18 O'Hare and in the O'Hare vicinity relating to
19 expanded air transportation capacity at O'Hare? The
20 scoping document refers to an airfield development
21 concept with additional terminal expansion and
22 various roadway and rail line relocations. Also
23 included is a proposed western access. Yet other
24 than the locations of the new and "reconfigured

} B-5 J-19

0018

1 runways," there is a glaring lack of information
2 about the necessary terminal and roadway elements of
3 the plan, particularly as to location, cost, and
4 impact of these terminal and roadway elements.

B-5
J-19

5 The "O'Hare Modernization Program" proposed
6 by Chicago calls for an expansion of airport
7 capacity from a current level of approximately 35
8 million boarding passengers to 76 million boarding
9 passengers. What terminals and access roadways are
10 needed to accommodate 76 million boarding passengers
11 that Chicago says the runway plan can accommodate?
12 What are the costs and environmental impacts of
13 these necessary elements, i.e., terminals and access
14 roads? What is the necessary elements of the
15 proposed runway capacity expansion to 76 million
16 boarding passengers?

A-27
J-20

17 This lack of essential information is
18 glaringly illuminated by the announcement on
19 August 21, 2002 that American and United are
20 abandoning the multibillion-dollar terminal program
21 known as the World Gateway Program. As it now
22 stands, Chicago and American and United are
23 proposing a huge runway expansion program, justified
24 in large part by the claim that it can accommodate

0019

1 the growth from 35 million boarding passengers with
2 the current O'Hare infrastructure to 76 million
3 boarding passengers with the new runways, without
4 disclosing the costs and impacts of the terminal and
5 roadway elements necessary to achieve the claimed
6 passenger capacity increase.

7 Mayor Daley was quoted in yesterday's
8 Sun-Times and today's Daily Herald as acknowledging
9 that you cannot have massive new runway capacity
10 without the terminals to process the massive
11 passenger increase claimed as justification for the
12 new runways. I agree. The EIS should identify and
13 describe the costs, impacts, and alternatives of an
14 integrated expansion plan that identifies all the
15 related elements -- including runways, terminals,
16 and roadways -- necessary to achieve the 76 million
17 enplaned passenger capacity proposed by Chicago.

M-19

18 Point No. 2. Where is the O'Hare master
19 plan and where is the coordination between the
20 O'Hare expansion EIS and the O'Hare master plan?
21 FAA and Chicago have publicly announced that FAA has
22 funded and Chicago is undertaking a master plan
23 program to develop a plan that addresses the
24 long-term aviation needs of the Chicago region. As

N-35

0020

1 I understand the FAA master plan process, a master
2 plan involves a series of studies involving the key
3 elements of airport needs analysis, for example,
4 facilities, inventory, demand forecast, capacity
5 analysis, alternatives analysis, financial plan,
6 et cetera.

7 As explained at the August 20, 2002 scoping
8 meeting, Chicago has had the FAA-funded master
9 planning process underway for several months, yet
10 Chicago and the FAA are asking for scoping comments
11 on the EIS without any public disclosure of the
12 content, timing, reports, and public input
13 mechanisms for the combined integrated master
14 plan/EIS process. I am requesting that the FAA
15 defer the deadline for providing scoping comments on
16 the EIS until the FAA and Chicago provide public
17 details on the elements of the master plan and the
18 coordination of the master planning process and give
19 the public and affected communities an opportunity
20 to make intelligent input into the combined master
21 plan/EIS process.

M-14

22 By this statement, I am requesting that FAA
23 and the City of Chicago provide my office and my
24 representatives with access to all documents

M-15

0021

1 relating to, A, the Chicago proposed O'Hare
2 Modernization Program; B, all documents relating to
3 the EIS/master plan for O'Hare; and C, all documents
4 relating to the World Gateway Program. Only by such
5 access can we intelligently comment on the scope of
6 the proposed EIS.

M-15

7 Point No. 3, the questionable basis of
8 using terminal area forecast for O'Hare and the
9 failure to allow public comment on the selection of
10 the forecast. As FAA well knows, the forecast
11 demand used in the EIS and master plan is the
12 determinative factor that drives all further
13 analysis of capacity needs, environmental impacts,
14 alternatives, et cetera. One of the central factors
15 driving previous forecasts used in master planning
16 in the Chicago metropolitan area has been the
17 generation of metropolitan-wide forecast demand,
18 i.e., the demand that would be experienced by the
19 entire region. By using a regional forecast demand
20 approach, the FAA and the public are able to examine
21 Chicago's proposal for addressing the aviation needs
22 of the region, i.e., an expansion of O'Hare, and
23 compare it with alternatives for addressing the
24 regional forecast demand.

D-7

0022

1 By limiting the forecast for the O'Hare EIS
2 and master plan to simply the terminal area forecast
3 for O'Hare, the FAA is starting what should be an
4 objective and fair evaluation with a stacked deck,
5 effectively precluding other regional solutions to
6 addressing the needs for metro Chicago aviation.

D-7

7 By this statement, I am asking FAA for
8 access to all documents relating to the proposed TAF
9 forecast for O'Hare, as well as all documents
10 relating to any other forecasts for O'Hare and the
11 region. It is incomprehensible that FAA will be
12 using one forecast of future traffic in the Chicago
13 region for the South Suburban EIS and a different
14 forecast for future traffic in the Chicago region
15 for the proposed O'Hare expansion.

M-16

D-8

16 Point No. 4, the questionable financial
17 basis of the O'Hare expansion proposal. Yesterday's
18 announcement that United and American are unable to
19 provide the needed financing for the World Gateway
20 Program terminal project at a cost of \$3.7 billion
21 raises serious questions as to whether Chicago and
22 United and American can afford the additional
23 billions of dollars needed for the "O'Hare
24 Modernization Program." If United and American or

N-36

A-26

0023

1 any successor corporations cannot afford World
2 Gateway Program, how can they finance the O'Hare
3 Modernization Program? These are questions that
4 need to be addressed now and at the start of the
5 EIS/master plan program for O'Hare.

A-26

6 Financial feasibility goes to the heart of
7 the EIS/master plan process. Moreover, it is
8 critically important that we have a spirit of full
9 financial disclosure, revealing the true cost and
10 financial perils of this proposal to airline
11 stockholders, bondholders, and the federal taxpayer,
12 in light of the current glaring public concerns
13 about corporate financial candor and the request by
14 United for almost \$2 billion in taxpayer-funded loan
15 guarantees.

N-36

16 By this statement, I am requesting that FAA
17 and the City of Chicago make available to my staff
18 and representatives, and the public, all documents
19 relating to the cost and financing of the O'Hare
20 expansion proposal, including all runways,
21 terminals, and associated roadways of both World
22 Gateway Program and O'Hare Modernization Program.

M-17

23 Point No. 5, the need for a transparent
24 process. It is clear that the FAA is discussing

M-18

0024

1 elements of this proposal for O'Hare expansion with
2 a variety of persons and entities. A problem arises
3 when there have been detailed communications and
4 data-sharing between the FAA and one interested
5 entity that are then used later in the process to
6 justify an FAA decision without giving opposing
7 parties a chance to review and contest this material
8 in a timely fashion.

M-18

9 Therefore, I am respectfully requesting
10 that the FAA post all written and electronic
11 correspondence and memoranda reflecting meetings as
12 well as data on the FAA web site for this project.
13 Similarly, all computer programs and input data and
14 analyses used in project evaluation should be
15 available on the web site.

16 Thank you for your consideration.

17

18 * * *

19

20 BART K. DILL

292 Parkchester Road

21 Elk Grove Village, Illinois 60007

Elk Grove Village Trustee

22

23 My name is Bart K. Dill. I'm a trustee

24 with Elk Grove Village.

0025

1 Well, as you know, as anyone knows, Elk
 2 Grove has been fighting the expansion of the runways
 3 that are going to affect our community, and we
 4 oppose it based on what we know. The plans that we
 5 have are incomplete. But nonetheless, if that's all
 6 we've got, this is why we're doing what we're doing
 7 to try to get improvements, but we're not going to
 8 affect the community as much as what we know.

} N-3
 N-13.2

9 Now, I've lived in Elk Grove Village since
 10 1967. I have children living here. They're grown.
 11 I have grandchildren and they're grown. So I want
 12 to say here that in the twilight of my years, myself
 13 and any others like myself will probably end up
 14 dying here in Elk Grove Village, but we want to be
 15 able to know that we can live our lives in peace and
 16 that the others, be it young or old, can also have
 17 that peace. But that's not going to happen if they
 18 expand the airport as we understand it. It's going
 19 to create noise, it affects people's lives, and it
 20 disrupts and it paralyzes many people who live
 21 closest to the airport.

} F-26

22 So with that in mind, I ask reasonable
 23 people, such as Mayor Daley, who is a great leader
 24 of the City of Chicago, that he would please, please

} N-14

0026

1 do whatever he can to minimize -- if he has to -- to
2 minimize the impact on our community and our
3 surrounding sister city community.

} N-14

4 We love Elk Grove, we love where we're at,
5 but we want to be able to say that we can live in
6 peace. And with that, I'll say that we will march
7 forward. Let's hope we can do it together. And I
8 offer that to Mr. Daley, that let's do it together.
9 Let's make the entire region as successful as he's
10 looking to make Chicago and we are looking to make
11 Elk Grove.

12 With that, thank you.

13

14 * * *

15

16 MARY C. COSTELLO

875 Love Street

17 Elk Grove Village, Illinois 60007

18

19 Mary Costello, 875 Love Street, Elk Grove

20 Village, Illinois, 60007.

21 Really what I want somebody to do something

22 about is the constant planes taking off. It's
23 directly over our house. They start at 4:30 in the
24 morning and continue every ten seconds because

} P-25

0027

1 there's like -- there's one directly over the house
2 and then there's one directly over our next-door
3 neighbor's house, and it's constant all day long,
4 every ten seconds, and it goes continuous until
5 11 o'clock at night.

F-25

6 A couple of weekends ago I had my grandson.
7 I was babysitting for my grandson and he was sick.
8 It took me forever to get him to sleep and then the
9 planes started and, of course, you know, he was
10 awakened again. You know what I'm saying? It's
11 just really annoying. Can't somebody do something
12 about it? You know, and now they're talking about
13 more runways being put in. I mean, what's that
14 going to do to us, you know? I mean, our whole
15 block, it's the same thing, you know. It's
16 unbelievable. And, of course, our house isn't
17 soundproofed like a lot of the homes are. I mean, I
18 don't even know if that would help, you know. And
19 who wants to be locked up in the house all day long,
20 you know?

21 So that's about all I've got to say. I
22 just hope, you know, and pray that somebody does
23 something because this is terrible. It's really bad
24 for these people, me included.

0028

1 That's it. Thank you.

2

3 * * *

4

5 RONALD P. BOARDMAN, JR.

1510 North Green Bay

6 Lake Forest, Illinois

Inter City Rail

7

8 I'm Ronald P. Boardman, Junior. I'm

9 president of Inter City Rail, and I'm from Lake

10 Forest, Illinois.

11 We are blessed with very good

12 transportation, we've got four different Metra lines

13 coming through town, but I am very interested in

14 getting a transportation policy that would

15 coordinate rail -- surface transportation and air

16 transportation. And in this case, with the O'Hare

17 expansion, I feel that we need to reserve the slots

18 and busy runways at O'Hare for long-haul flights and

19 should feed those flights with what I call a

20 train-to-the-plane policy, where short trips, like

21 from Bloomington or Kalamazoo or Indianapolis or

22 Milwaukee, would be by rail, fast rail and

23 eventually high-speed rail, the way it's done in

24 most other nations.

C-10
J-7

0029

1 We seem to be well behind. I just got back
2 from Europe, and I noticed that the airlines used
3 high-speed rail to deliver their passengers all over
4 to various parts of the country, like Germany, for
5 example. They come into Frankfort by air and they
6 go by fast rail to other cities in Germany. The
7 other nations do the same thing, Switzerland, for
8 example.

9 At O'Hare, we have the airlines
10 ill-equipped to spend money on this and the taxpayer
11 doesn't want to do a lot. A lot of these slots
12 could be reserved for long flights, and the shorter
13 flights would be -- you'd substitute high-speed
14 trains, first fast trains. Even getting Amtrack to
15 the airport would be easy because they have a track
16 from Union Station here. And unfortunately the
17 People Mover doesn't come to the Metra station at
18 the airport, but it could easily be extended, at far
19 less cost than trying to have a slot for every
20 airplane, even from Milwaukee or Bloomington or
21 Indianapolis, places like that.

C-10
J-7

22 So my purpose here is to encourage a
23 coordinated transportation system where you can
24 check your baggage at your home city, like

0030

1 Bloomington or Indianapolis, and check the baggage
2 through, be ticketed, and then you're delivered to
3 O'Hare by train.

4 Now, I'll tell you one amusing story,
5 although it's not very amusing given the situation
6 now, but I thought it was funny at the time. When I
7 suggested bringing Amtrak trains to O'Hare, the
8 answer was we don't want trains to O'Hare because
9 most of our parking revenue comes from -- our
10 revenue comes from parking, and so we want people to
11 drive to the airport. Well, I think -- I hope we've
12 gotten beyond that silly stage and that we now can
13 think in terms of a seamless transportation system
14 that uses the highways and the railways and the
15 airlines in their best possible strength, which
16 would be to go long haul by air, but not to these
17 towns in between.

C-10
J-7

18 I don't know why there hasn't been more
19 publicity about this. It really should be written
20 about so it's open for discussion because a lot of
21 people don't realize that this is possible. And it
22 would save an awful lot of money in new gates and
23 new runways and things like that if we could work it
24 that way.

C-10
J-7

0031

1 So that's about all I have to say. I hope
2 I haven't been repetitious, but I'm trying to
3 emphasize how important it would be to do this,
4 especially with the airlines in such a mess that
5 they're in now. And all forms of transportation are
6 subsidized, whether it be rail, air or highway.
7 It's just that the rail has gotten a bad rap because
8 it's a private right of way, and so they haven't
9 been helped the way the other modes have.

10

11

* * *

12

13

HENRY BRONARS

706 Algonquin Avenue

14

Bensenville, Illinois 60106

Resident/Member of SOC

15

16

Henry Bronars, 706 Algonquin Avenue,

17

Bensenville, Illinois.

18

I'm opposed to the O'Hare expansion on the

19

basis of several reasons: Environmental reasons,

20

air pollution, noise pollution. I'm concerned about

21

air safety with increased number of flights since we

22

live in the pattern of Runway 27L, and also on the

23

basis of our daily quality of life.

24

My wife and I can be sitting at the dinner

E-15
N-3

G-10
K-1B

0032

1 table, breakfast, whatever, and if we have our
2 windows open, a plane can go over our home and we
3 have to interrupt our conversation, or if on the
4 telephone. Also, it interferes with our enjoying
5 being outside, enjoying nice weather on our deck or
6 in our back yard. And we're not interested in
7 living in a soundproof home, keeping our windows
8 closed during nice weather, not being able to enjoy
9 everyday life.

10 That's it.

11 Oh, no. I'd like to add the expansion
12 would also affect the tax base of our Village of
13 Bensenville. It would affect the taxing bodies of
14 the village itself, the school districts,
15 District 2, our elementary school district,
16 District 100, our high school district, our park
17 district, and our library district. It would reduce
18 the amount of income they would have by losing all
19 those homes and businesses to the expansion, and
20 they would not be able to provide us with the
21 necessary provisions that they are to give us.

H-19

22

23

* * *

24

0033

1 ROBERT CAT

207 North Church Road

2 Bensenville, Illinois 60106

Homeowner

3

4 My name is Robert Cat. I live at 207 North
5 Church Road in Bensenville.

6 I have a wife and a son that's eight months
7 old. My house is located just west of one of the
8 two existing east-west runways. I've had my home
9 soundproofed, but I can't keep my windows open.

10 It's like living in a tomb. We also have a large
11 back yard which is currently difficult to enjoy
12 because every time you have people over, you have to
13 stop speaking with them when a plane flies over.

F-24

14 The proposed expansion sets two more
15 runways right next to the one that I'm just west of.
16 I don't want three times more air traffic over my
17 house. I want less.

18 Regarding the economical impact, I had one
19 question for our Chicago guests today that seemed to
20 get me more of an apology than a rely. If the
21 economical growth of the area was going to increase
22 so much, then why wouldn't Mayor Daley want to keep
23 that growth within Chicago by expanding Midway
24 Airport and sending American or United there and not

H-21

0034

1 expanding O'Hare? It would still create jobs, and
2 Chicagoans wouldn't have to travel far to build and
3 work at an expanded Midway.

4 I think the reason Daley doesn't do it is
5 because the people in businesses that he would have
6 to displace would be Chicagoans, and they wouldn't
7 stand for it, and it would probably cost him an
8 election. Unfortunately, the suburbs surrounding
9 O'Hare can't vote for the Chicago mayoral election
10 and he knows it.

11

12

* * *

13

14 CHERYL BOTTJE

P.O. Box 72023

15 Roselle, Illinois 60172

Resident

16

17 My name is Cheryl Bottje. I live in
18 Roselle, Illinois. It's a suburb close to O'Hare.

19 Our home is in a flight path and we
20 experience constant noise. It's one of the big
21 problems for us. Especially for the last year,
22 we've even noticed that planes are flying much
23 lower. I would say they're just gliding their way
24 into O'Hare. Maybe they're saving fuel. I'm not

F-12

0035

1 sure what it is. All I know is that they're much
2 lower.

3 I find that I can't even -- with even all
4 the windows closed, I cannot do work that I've
5 always done, tape recording, without the constant
6 in-and-out noise of the planes going overhead.

F-12

7 That's a bother because that's part of the work I
8 do. I do tape recording for people.

9 Can't have windows open at night anymore.
10 We've got planes going on between midnight and
11 5 a.m., where then at 5 a.m. they start up very,
12 very regularly. It's a real problem.

13 I also think that the biggest problems are
14 diversification of flight patterns, on-time flights,
15 noise reduction, and reduction of traffic congestion
16 both on the ground and in the air concerning O'Hare
17 Airport. These are big problems. I think that
18 that's our main complaint. It really degrades the
19 quality of our life in all the communities
20 surrounding O'Hare.

F-13
J-B.1
K-10

21 At this point, O'Hare is what it is, and
22 with all the growth that has gone on around it, it
23 will need to remain what it is, it seems to me, so
24 that there's a balance of the progress that we need

0036

1 with a large airport like this in our area, but with
2 the need for quality of life both in the City and
3 the suburbs surrounding this airport.

4 Thank you for your attention.

5

6 * * *

7

8 PATRICIA JOHNSON

243 South Church Road

9 Bensenville, Illinois 60106

Resident

10

11 My name is Patricia Johnson. I reside at
12 243 South Church Road in Bensenville, Illinois. I'm
13 a 24-year resident of the community.

14 I wrote some notes here just to say, you
15 know, I appreciate the opportunity to express my
16 concerns regarding the concept to expand O'Hare
17 Airport and the effects of the environment and the
18 effects on our village.

19 Over the years, we've put up with an
20 increased number of flights, the increase of noise,
21 the increase of pollution. It is something that was
22 just once tolerable, but not anymore. Enough is
23 enough. The increase of flights to 1.6 million can
24 only mean two things: More noise, more pollution.

E-49
F-50

0037

1 The City says to soundproof. Well, that's okay if
2 you stay in. However, step outside to enjoy your
3 yard or your park or simply open the windows and so
4 much for soundproofing. And if the runways are
5 separated to FAA standards, the southern runway
6 would be in the middle of our Redmond Park
7 recreational outdoor area.

8 We hear about the newer quieter jet
9 engines. A recent article in the Daily Herald
10 reported that the newer quieter jet engines cause
11 more pollution than the older jets. I think that is
12 something that really needs to be looked into.

E-50

13 A clean environment is everyone's right and
14 should be protected. O'Hare is one of the largest
15 polluters, if not the largest polluter in the state.
16 The airport and airlines need to be held
17 accountable.

18 The increase of traffic with western
19 access, the possibility of a ring road connection,
20 would bring a lot more traffic into Bensenville,
21 cause for widening of York Road, which would mean
22 even more pollution in the area.

E-51
J-21

23 I am a homeowner that would be left behind.
24 My house would not be acquired by the airport. Our

H-50

0038

1 concerns are our tax base being decimated, who's
2 going to pay for our children in school, our parks,
3 our services in the village, and utilities and so
4 on.

5 Let me think of some of the other things.

6 As a homeowner in Bensenville and a
7 business owner in Elk Grove Village, we stand to
8 lose not only our home, but our business due to
9 making up of the tax bases that would be lost in the
10 community.

H-50

11 Let me see if there's anything else I
12 wanted to say. Mainly the tax bases and so on. I
13 think that, you know, the concerns of not only the
14 residents that would be impacted by their homes
15 being taken away need to be looked at, but greatly
16 the people that are left behind.

17 Thank you.

18

19 * * *

20

21

22

23

24

0039

1 BARB FITZPATRICK
1161 Central Avenue
2 Bensenville, Illinois 60106
Resident

3

4 My name is Barb Fitzpatrick. My address
5 is 1161 Central Avenue in Bensenville, Illinois. The
6 subdivision is Mohawk Terrace.

7 I'd like to comment that I'm totally
8 against O'Hare expansion. I definitely oppose it for
9 many reasons. Already the noise is too high. Noise
10 pollution, air pollution, dumping of jet fuel is
11 already horrendous in our whole area. It's -- for
12 health reasons and safety reasons we do not need this
13 expansion. We know the expansion will not help the
14 problems that currently exist.

} N-3
E-35
F-36
G-24
K-24
} A-21

15 Mayor Daley knows that it won't help the
16 problems. Mayor Daley wants to give big construction
17 contracts to big construction companies, and that's
18 all he cares about. He doesn't care about the delays
19 at O'Hare. He doesn't care about the suburbs and
20 losing our homes; or if you don't lose your home, you
21 will have no value to your home as it stands today.

H-34

22 Our homes in our subdivisions range
23 anywhere from 300,000, \$400,000, is the average home
24 in the Mohawk Terrace Subdivision. Right now they're

0040

1 averaged at nothing. Over ten homes went up for sale
2 and no one will even look at them, buy them. We
3 don't know when and if we'll ever can sell homes,
4 even if our home is not impacted and taken for this
5 project.

H-34

6 We're considering a class-action lawsuit
7 because this is the only way we can try to stop this.
8 We need to save the value of our homes. And for
9 health and safety reasons, we need to save for our
10 families and grandchildren.

11 I totally oppose this. I believe it
12 should -- everything should be built at a new airport
13 at a third location. I support that. And if Mayor
14 Daley would like to build this new airport expansion
15 in his backyard, let him do that. Thank you.

C-30

16

17

* * *

18

CARLA M. LYONS

211 Orchard Avenue

19

Bensenville, Illinois 60106

Resident

20

21

My name is Carla, C-a-r-l-a, M as in

22

Marie, Lyons, L-y-o-n-s. I live at 211 Orchard

23

Avenue in Bensenville, which is in the Horseshoe

24

neighborhood of Bensenville. We're the first row of

0041

1 houses at the end of the runway on the west side of
2 O'Hare. So I'm glad to have the opportunity to speak
3 tonight. I understand the purpose of this
4 opportunity is to state how exactly this airport
5 expansion proposal would affect me and my family.

6 It is a terrible thing to live with, and
7 it affects me in the way that it is going to change
8 my life for the rest of my life. We live in a home
9 that is affordable to us. We make this choice, and I
10 know that if we have to move that we will be at least
11 doubling our house payment.

A-67
K-42

12 We have been looking around in the
13 neighboring communities and in Bensenville, and we
14 know that we will have to pay at least two and a half
15 times more than what we owe on our house now to
16 purchase another home.

17 My husband is 62 years old and retired.
18 He has diabetes and he has heart disease. So at his
19 age and my age, which is 44, the net effect is I will
20 have to work like a dog for the rest of my life to
21 pay double a house payment for our house. And I
22 don't believe this is a necessary expansion, and it
23 is very painful to me to know that I'm going to have
24 to leave a home that I've loved for 12 years, that

0042

1 I've put a lot of work into, that I've raised my son
2 in, and that I'm going to have to go to a house that
3 is going to be a lot less -- what is the word -- a
4 lot less nice than mine.

5 I've been looking at houses and they --
6 you can't even find houses with smooth walls for the
7 \$250,000, and so that is the reality that's not only
8 going to affect me right now, but it will affect me
9 the rest of my life because rather than saving for
10 retirement, I will be paying double house payment.

11 And if I don't choose to do that, I will
12 have to go so far out of town that my commute to
13 downtown Chicago instead of being a half an hour will
14 be an hour to an hour and a half each day, so I will
15 be taking more time away from my family to travel
16 this extra distance to try and break even -- even
17 close to even on a house, and that is completely
18 unfair. May I pause for a moment?

19 The other thing that I really struggle
20 with, although it is not my direct problem, I've been
21 a citizen -- an active citizen in the community. And
22 I live in a neighborhood where there are a lot of
23 people who are Hispanic and have English as a second
24 language. And I see these people when I go back and

H-67.1
I-14

0043

1 forth to the store and they are carrying their
2 groceries, and that's telling me that they don't have
3 a car. If you had a car, you'd be driving your
4 groceries.

5 So it means that people who have worked
6 their way up to Bensenville are going to be sent
7 right back down the food chain, and they are going to
8 have to live in very much worse conditions because
9 they are certainly not going to be able to afford to
10 live in a decent neighborhood, so I see a lot of
11 people who I feel are going to be victimized. They
12 have English as a second language, and they are going
13 to be easily intimidated.

H-67.1
I-14

14 I feel the same way about the elderly
15 people in our area. It's going to be very difficult
16 for them to make this kind of move. They will have
17 to spend a lot more money living in a different place
18 than they would have if they could have lived more
19 years in their own home, which is obviously what
20 people would prefer to do.

H-67.1
I-14

21 So it pains me to see my neighborhood be
22 broke up like this and people really being deeply and
23 profoundly affected for years to come just for the
24 reason that somebody who is traveling can get to

0044

1 their place where they're going faster. They still
2 are able to get there. They don't need to do this.
3 They don't need to do this to people.

4 I feel that a lot of this is a -- it's
5 something that's against people who are of lesser
6 means. And if this was a neighborhood that was a
7 high-income neighborhood, this would never even be
8 considered to being done, and I think that it's so
9 wrong that I can't even speak of it.

} H-67.1
I-14

10 And I hope the people that are listening
11 to me say this understand that I'm saying this from
12 the bottom of my heart and we need, we need to be
13 given consideration that it's going to change our
14 lives. Thank you.

15

16 * * *

17

18 WILLIAM BAIRD

43 Dierks Street

19 Bensenville, Illinois 60106

Resident

20

21 My name is William Baird. I live at 43
22 Dierks Street in Bensenville. I've lived there 22
23 years. I'm very happy with my home. I'm happy with
24 the Village of Bensenville. The location is perfect

0045

1 for going down to the City of Chicago, going down to
2 the northern suburbs, the southern suburbs, and the
3 western suburbs, roughly about a half hour either
4 way.

5 Concerning the expansion at O'Hare, I
6 have written to the newspapers about this. I'm not
7 published, but I have written to them. The Daily
8 Herald called to see if I had sent the two-page
9 letter in, which I said I did. It wasn't published,
10 probably lack of room.

11 I don't want to see O'Hare expansion for
12 various reasons, one of them being that being retired
13 now I cannot afford to move and buy another home
14 because even if the City of Chicago were to offer me
15 top dollar, I have checked a few homes in the area.
16 I would need another \$100,000 to buy a comparable
17 home in a suburb say like Wood Dale or Itasca. My
18 home is on a double lot. And if it were in one of
19 these suburbs, it would be worth probably double what
20 it is in Bensenville because of the proximity to the
21 airport.

} H-7
N-3

22 I've worked in transportation all of my
23 life. I've been in trucking. I've been in
24 railroading and I also was in the airline -- well,

0046

1 not the airline but the Air Force for two years in
2 air traffic control, and I see occasionally in the --
3 the television stations, they'll take you into a
4 control tower or a center and they're still using the
5 little routing slips that I used many, many years
6 ago, so that plot hasn't changed.

7 I have on occasions come out of my house
8 and smelled kerosene in the air when it's a little
9 bit damp. That itself is a health issue. It's
10 caused sometimes by planes unloading fuel before they
11 land because of various safety reasons and they say
12 they dump the fuel in the lake. Well, that's not
13 always true.

K-4

14 I have a daughter who is 12 and she likes
15 where she lives and my wife likes where she lives,
16 too. We're close to our friends.

K-4.1

17 Getting back to the main issue of O'Hare
18 expansion, they have Gary which could be expanded for
19 some use. The South Shore or the Metra line runs
20 very close by. They can run spur tracks in there and
21 have a terminal. And my understanding is right now
22 that when you park at Gary the parking is free.
23 There's no charge. It is underused, the airport.

C-3

24 Rockford is a good-sized airport. They

C-3

0047

1 are looking for additional business. They could
2 probably take some of the freight that O'Hare is
3 complaining about they don't have the room for. And
4 I made the suggestion in my letter to Congressman
5 Hyde in the letter that he had that they could
6 double-deck the interstate. I think it's Interstate
7 90 that goes to Rockford. This I'm not sure about.
8 I'd have to check my notes on this. I should have
9 brought my papers.

10 It could be double-decked, and the
11 traffic flow in both directions with double-decked
12 roads would double the flow of traffic to and from
13 Rockford and O'Hare, minimum delays. And then if you
14 want to come into O'Hare, you can catch the CTA and
15 go downtown or the bus would take you right down
16 there if you would have to go there.

} J-3

17 People say well, O'Hare is where
18 everybody goes and nobody wants to go anywhere else.
19 Well, if you go to Peotone -- there are so many
20 people on the South Side. I have a relative in Gary,
21 Indiana, or East -- well, it's actually Portage. She
22 has to take a bus, which is a two-hour ride, up to
23 the airport. Peotone would be one out. That's a
24 personal example of where this airport would work.

} C-3

0048

1 There are thousands of people on the
 2 South Side, in the south suburbs, who would love to
 3 have a job in Peotone, and Senator -- or Congressman
 4 Jessie Jackson, Jr. had said that in the O'Hare area
 5 they have one person for 50 jobs and down in the
 6 South Side it's 50 people for one job. So the need
 7 is there.

} C-3

8 And about two, three years ago, they said
 9 there would be a hundred thousand new jobs created at
 10 O'Hare. Then it went to 150,000. Now it's between
 11 185 and 200,000 new jobs. And I would like to know
 12 where these jobs are coming from. And if they were
 13 here, where are they all going to drive and park,
 14 which would mean additional access roads which would
 15 wipe out some more of Elk Grove.

} H-7.1
J-4

16 And I live in Bensenville, but I drive
 17 York Road all the time. This would be a major
 18 construction of just roads to get into the extended
 19 airport. Let me see. It's still running, too.

20 I do have a lot more I can say. I have a
 21 friend of mine that works in transportation. He just
 22 got laid off the other day. All of these jobs that
 23 people are looking for in some cases don't exist, and
 24 I would still like to know where this 185,000 jobs is

0049

1 coming from.

2 United Airlines is very close to
3 bankruptcy. I hope they don't for the people who are
4 working's sake. I have nothing against airlines or
5 anything like that. American Airlines has laid off
6 100 planes on one of their fleets, the smaller
7 commuter airline or airliner, and that means the
8 pilots aren't flying, the stewardesses aren't flying.

9 The money for this building of the
10 expansion of the airport, most of it is Federal money
11 with some of it coming from the airlines. And my
12 understanding is that will come from additional taxes
13 on the passengers. So, in theory, instead of paying
14 \$20 or 30, you might be paying 50 to the airline and
15 they in turn give part of it to the City or all of
16 it, whatever, so that he can get his money to expand.

17 Well, the way things are in the economy,
18 a lot of people are not flying anymore. It's not
19 just the pleasure people that go out for a vacation.
20 People are teleconferencing now. They are sitting
21 down in front of their TVs and they have people in
22 different offices all hooked up and they discuss
23 their meetings over the telephone. So that doesn't
24 help the airline.

} C-4

0050

1 The people who are traveling on the
2 airlines, where three people might go before, there's
3 one going. They're taking the cheapest flight.
4 They're making advanced reservations. They're
5 checking in at cheaper hotels; and in some cases,
6 they're trying to get their business done in that day
7 so they can fly back at night, even if it means a
8 later flight.

9 So, again, a lot of these things I don't
10 think are feasible. Personally, the economy, it will
11 improve, but I don't think it will improve to where
12 they need all of this expansion. And if they do,
13 instead of expanding O'Hare, expand -- build Peotone
14 and give some of the people in another area a chance
15 to have decent-paying jobs, quality jobs, and sort of
16 permanent jobs.

} C-3

17 In my letter to Congressman Hyde, I had
18 put down that possibly Rockford could take additional
19 passenger and freight and that Peotone would handle
20 additional flights of passengers and Gary could
21 possibly handle some of the freight. But, again,
22 business is down all over the world and the
23 containers coming in to unload at the airports and
24 the shipping areas are down from what they were, and

} C-3

0051

1 a lot of that is Christmas business.

2 So, again, based on the economy and,
3 also, the stock market, I think that it's going to be
4 a number of years before any expansion would be
5 needed and it wouldn't be at O'Hare. By that time,
6 we could build it at Peotone.

A-1

7 The Mayor -- we went to a meeting the
8 other week there and the Mayor of Chicago said that
9 they would give us up to 25 percent more on our house
10 than it was valued at and he would give us up to
11 \$22,000 of moving expenses which would include maybe
12 if you found a place a new roof, a new furnace, air
13 conditioning, whatever. It sounds good, but, again,
14 I would need a hundred thousand more than what I
15 would get from the City to kind find a comparable
16 residence.

H-7.2

17 And Mayor Geiles in Bensenville, he has
18 offered 5,000 more than the City but, again, that
19 doesn't work. And my bottom line is I want to live
20 in Bensenville. It's a lovely little city. And the
21 airport as it is right now, I can live with that
22 because sometimes there's no planes around and other
23 times they fly over, and that's why you live by an
24 airport. And I've been there 22 years. You notice

0052

1 flight patterns change, and in our area it has
2 changed a bit.

3 One last thing is, we were supposedly
4 going to get soundproofing. It has not happened. We
5 are the only two blocks next to the apartments that
6 are next to the airport, Hamilton Apartments next to
7 the runways there. And the two, Hamilton and Dierks
8 Street south of Roosevelt are the only two streets
9 that have not had soundproofing. And they say that
10 the decibel level is lower on our side than it is on
11 the other side of the street.

F-4

12 You're talking one or two houses from
13 mine, and the sound level is different from my house.
14 It's lower than it is on the north side of the
15 street, which is preposterous, but they have to go by
16 whatever the City says because of volume control,
17 noise control, or whatever they want to call it.

18 So, again, I am not for this. My
19 neighbors are not for it. The Village is not for it.
20 And one last thing. If they did go with this, they
21 are taking up to 500 homes. The tax base would be
22 increased for the people who are left in the Village.
23 It would basically destroy it because people can't
24 afford to have the taxes double on their homes, and

H-8

0053

1 it's not a good thing.

2 That's it. I've said a lot, but my last
3 word is I don't want O'Hare expansion and I'm not
4 against the City, the airlines, or the people that
5 work there. Enough is enough. There's people on the
6 South Side. They can use a good job.

7 And like Jessie Jackson, Jr. said, they
8 need work and the economy would prosper down there.
9 And this old story about nobody wants to go there, my
10 understanding is years ago nobody wanted to go from
11 Midway Airport to O'Hare. Not one airline wanted to
12 go there, to be dragged out there. So now they're
13 going to be dragged to Peotone. And once they get
14 down there, maybe they'll find that it was all a
15 sham, that some people were pushing their agenda.

16 Mayor Daley was talking to Senator Durbin
17 the other day and the Senator had said before that,
18 "Oh, yeah. I've got the votes." Well, now he's
19 working on the votes, and the Mayor is getting a
20 little panicky. And like Fitzgerald said the other
21 day, or yesterday, that it's another nail in the
22 coffin with the fact that these two major airlines
23 don't want to get into this right now because of the
24 funding which they don't have, and that is it. Thank

0054

1 you for the offer of your time.

2

3

* * *

4 CARLA M. LYONS

211 Orchard Avenue

5 Bensenville, Illinois

Resident (Addendum)

6

7 My name is Carla M. Lyons. I live at 211

8 Orchard Avenue in Bensenville, resident of

9 Bensenville, and I'm making an addendum to my prior

10 statement. I must say I was -- I'm always distressed

11 at the prospect of losing my home, and I think there

12 are two important points that I would like you to

13 also consider.

14 First of all, the absolute absurdity of

15 the concept of fair market value. I cannot imagine

16 being treated fairly by the City of Chicago coming

17 out and assessing the value of my home. I think it's

18 a complete conflict of interest. And in all the

19 controversy that has ensued about our neighborhood, I

20 just cannot imagine that a fair market value can be

21 arrived at.

22 And being an active member of the

23 community, I also know of other people in other

24 communities who have been subject to eminent domain.

H-68

0055

1 And these people -- a woman I know in Itasca had --
2 her home was going to be claimed by eminent domain.
3 They got a value appraised at actually half their
4 value of the home.

5 The woman came to our group meeting at
6 the DuPage -- the Addison Township Democrats where
7 I'm a member and cried and cried. You cannot imagine
8 if you put yourself in the shoes of people whose
9 houses are being taken what it's like to have a
10 stranger come and tell you that you're getting 50
11 cents on the dollar for your home, so that is just
12 something that is not going to work.

H-68

13 We just cannot make this sacrifice, so
14 that is one thing that I think really has to be
15 brought out and talked about. And we hear a lot from
16 Mayor Daley that we'll be treated fairly and we'll
17 get good prices for our home, but I don't think that
18 that's really going to happen and I really truly
19 believe it won't happen.

20 Also, I do want to tell you a story.
21 This is in regards to the people in the neighborhood
22 and their plight. Our next door neighbor at 213
23 Orchard is Jose Herrera, H-e-r-r-e-r-a. And I will
24 tell you -- and it's not talking out of school.

} I-14.1

0056

1 Mr. Herrera would tell you this himself, but I
2 witnessed this as a neighbor.

3 They bought that house on the skin of
4 their teeth. They could barely afford to buy it.
5 And we've lived next to them since 1992. I believe
6 that was the year. And they could barely afford this
7 place. And when we went over to their house, we were
8 shocked. They had nothing. They actually had
9 nothing in their house.

} I-14.1

10 It was all they could do to get their
11 money together to buy this place. And I'm telling
12 you, I know, they did not have a kitchen table in
13 their house for years. I know these people, and
14 Mr. Herrera actually wept to me on several occasions.
15 They did not know if they could possibly hang onto
16 this house. And now you want to take the house away
17 from him, and how in the world is he going to afford
18 a place of a greater value?

} I-14.1

19 This is, I think, an object statement
20 that people really have to understand what's going to
21 happen to people. And in this country I think we
22 have to really take a look at our values. And really
23 especially in this time of all the corruption and
24 greed that's going on, we really have to think about

} I-14.1

0057

1 the little guy and that they have rights, too, and
2 those really have to be considered.

I-14.1

3 So although I could go on and on -- I
4 must tell you I could -- I guess I'll close. Thank
5 you very much for your consideration. Please,
6 please, help us. We sure appreciate it. Bye.

7

8

* * *

9

10 DORRIE MADONNA
140 Janis Lane
11 Wood Dale, Illinois 60191

12

13 My name is Dorrie Madonna, and I live at
14 140 Janis Lane, Wood Dale, Illinois. I have quite a
15 list of objections to the project. The first thing
16 is that this whole thing has been cloaked in a great
17 deal of secrecy. There has not been a great deal of
18 openness as to exactly how many homes they will need
19 to take exactly with the runways that they have
20 planned on expanding, what kind of a buffer zone are
21 they going to be providing, and how many additional
22 homes will be needed to take care of providing that
23 buffer zone and that safety area. In addition to
24 taking homes, they are also taking a great many

H-69
M-35

0058

1 businesses. You are taking the tax base of
2 communities that largely depend on these.

} H-69

3 My second point concerns traffic
4 congestion on the Kennedy. You are talking about
5 building runways. You are talking about building
6 terminals. There seem to be no significant plans for
7 expanding the Kennedy. And even if you expand the
8 Kennedy, can any road in any area handle the amount
9 of traffic that doubling the amount of flights will
10 necessitate?

} J-30

11 What a lot of people don't seem to
12 realize is that many people in Chicago that live in
13 that Northwest Corridor directly north of the Kennedy
14 object to this greatly. Right now on a Sunday
15 afternoon when a lot of business people are
16 traveling, the travel times on the Kennedy can run to
17 an hour and a half to two hours from downtown.

18 My point number three is that you are
19 doing a wholesale destruction of neighborhoods, of
20 people's homes, and people's lives. I live west of
21 Route 83 in Wood Dale and I live in probably what is
22 part of the high-rent district. In the high-rent
23 district, they are talking about taking -- if as the
24 rumor is, that for you to have a buffer, you are

} K-43

0059

1 talking about taking even more homes whose valuation
2 is absolutely tremendous with the loss of our lives
3 and our future.

4 Number four, there will be increased
5 pollution both in the air, noise, a greater impact on
6 all the school children in all of the surrounding
7 communities of Elmhurst, Addison, Itasca, and
8 Roselle.

E-66
F-73

9 I have a quote that was used in a very
10 popular movie and it is: "If you build it, they will
11 come." Many people said this about Midway, that it
12 would never be used. And for a long time Midway did
13 go through a slump. It was then reactivated. It was
14 expanded. And now it has been expanded again.

15 And there are times because many of your
16 low-cost airlines fly from there, even though I live
17 within a few moments of O'Hare Airport, I actually
18 drive to Midway to fly because it is more cost
19 effective, so I do believe that if you do build a
20 third airport that people will come.

C-50

21 Have any people ever thought of the
22 people who live in the south suburbs and the
23 distances they have to travel to come to O'Hare and
24 the amount of time that they lose in doing that? And

0060

1 if they are businesses or business people, this is a
2 great deal of loss.

3 Another thing is that even if all of the
4 airlines did not want to go down there, certainly it
5 will be possible to use some of that facility for
6 places -- people like Fed Ex, UPS, air freight, and
7 all of the carriers that would benefit by having
8 additional opportunities in the South Side to deliver
9 their services.

10 Another objection is that Mayor Daley and
11 the City of Chicago gets all the expansion from the
12 revenues and it is not shared with any of the
13 surrounding communities even though we get the
14 problem, and I also think that it's about time that
15 the people in the southern communities do have some
16 of this benefit, that there are job opportunities for
17 them to go to both during the construction of it and
18 after the airport has been completed.

H-70

H-71

19 Another thing that I think we should
20 think about is a more efficient streamlining of the
21 times of the flights. I think both American and
22 United have realized that you don't need ten flights
23 a day to go to New York and ten flights a day to go
24 to Los Angeles so that there may be a much more

D-17

0061

1 efficient way of streamlining the transportation
2 system without doubling the amount of flights into
3 O'Hare. And -- I need a pause. Okay.

D-17

4 The eighth point that I have are the
5 problems that the airlines are currently having and
6 the fact that they will not be contributing to the
7 cost. This is something that if they do not
8 contribute and it takes a long time for their
9 recovery to go ahead that the citizens of the entire
10 State of Illinois will be paying. They will -- we
11 will either be paying for it with an increase in our
12 taxes and, also, as an increase in services that may
13 have to be cut because the money has gone towards
14 this and, also, in an increase to the cost of our
15 airline tickets.

H-72

16 Thank you for listening to us and please,
17 please consider a more modest proposal. Even though
18 O'Hare may need some expansion, I don't think the
19 amount of flights need to be doubled and I do think
20 that a third airport is a good alternative. Thank
21 you.

22

23

* * *

24

0062

1 KEN ANDERSON

541 Sycamore Drive

2 Elk Grove Village, Illinois 60007-4622

Resident

3

4 Ken Anderson, 541 Sycamore Drive, Elk
5 Grove Village, Illinois, 60007-4622. I have concerns
6 both as a resident of Elk Grove and as a church
7 attender of Bensenville Bible Church and, also, the
8 Hispanic Outreach that we have in Bensenville.

9 First, I should probably talk about the
10 effects on the Hispanic population. The Hispanic
11 minority population is -- comprises a high percentage
12 of the population of the area that would be impacted
13 by O'Hare expansion beyond Green Street into --
14 especially into the apartment areas. There is also a
15 growing Indian population that is residing within
16 those apartment areas.

17 When the representative from the City of
18 Chicago came out to Bensenville Bible Church to meet
19 with several churches, I raised the question about
20 the impact on the Hispanic population. He indicated
21 that there was a Federal law stating that Hispanics
22 would be compensated for the loss of their property.

23 I indicated to him, though, that many of
24 the Hispanics work right in Bensenville, Elk Grove,

I-1
A-1.1
H-1
J-2

0063

1 and Wood Dale and if they move out to areas that they
2 could afford, they would be -- they would be far
3 removed from their place of business. The expense of
4 transportation would be very high to them. We
5 already have so many cars traveling long distances
6 that it would have an impact in terms of the
7 highways, which would be to me very detrimental.

H-1
J-2

8 As a church member and a board member of
9 Bensenville Bible Church, I'm concerned about O'Hare
10 expansion because of how it would impact the church,
11 both the Hispanic and Anglo church at Bensenville.

12 The impact seems to be that people are
13 fearful about the tax -- the increased taxes that
14 Bensenville would have to have in order to maintain
15 the present level of services which they have, so
16 their tax base would be greatly diminished, and it
17 would put an undue burden -- tax burden upon the
18 residents which are there. Therefore, the community
19 would not be as desirable to live in and, therefore,
20 would have impact on I believe all the churches of
21 Bensenville.

A-2

22 The Hispanic church would be impacted
23 because many of the Hispanics live in the area that
24 would be taken over by the expanded plans of the

0064

1 airport and, therefore, they would be forced to move
2 to far areas away. Many of them only earn 8 to \$10
3 an hour and they cannot even afford to live in my
4 community of Elk Grove because of the high cost of
5 apartments.

6 As a resident of Elk Grove Village, I'm
7 concerned because of the safety factor with many more
8 planes flying out under the new proposed plan, so the
9 safety issue is one factor.

} G-1

10 Also, the impact on the environment in
11 terms of all the fumes and particles that come down
12 in the air from planes that fly many times directly
13 over my house. I have to wash my car at least three
14 times a week because of all the different kinds of
15 articles that are coming out of the air I believe
16 primarily from airplanes.

} E-1

17 Also, I'm concerned that if expansion
18 were to take over some of the industrial property of
19 Elk Grove that it would have a negative impact in
20 terms on the tax base of Elk Grove. Elk Grove would
21 be forced to -- residents would be forced to pay much
22 higher taxes as a result of losing very good
23 industrial property.

} H-3

24 The other area that I'm concerned about

0065

1 is the impact that it would have on my value of my
2 property because as property taxes rise and as more
3 airplanes are flying over my house than what are even
4 flying today that my property values would probably
5 decrease.

H-3

6 One of my suggestions would be to have
7 the City of Chicago do what the city of Denver did
8 and that is to annex I-57 down to Peotone and have an
9 agreement with -- work out an agreement with the
10 mayors of the surrounding Peotone area so that proper
11 planning could be done on the new airport and yet
12 Chicago could still obtain some of the advantages of
13 the individual fliers who pay a certain tax for use
14 of the airport.

C-1

15 Those are enough of my comments now, and
16 thank you very much.

17 (WHEREUPON, Mr. Anderson went off the
18 record and decided to add a
19 statement.)

20 Concerning the use of O'Hare, I think
21 that some of the gates which are not being used or
22 being used in a very limited manner at the present
23 time, especially United and probably American, that
24 United and American should rent out these gates to

N-4

0066

1 the other airlines that can find prospective fliers
2 in order to supplement their income a bit.

3 And I think that it is an atrocity that
4 in the original planning of the airport at O'Hare
5 that United and American has -- have had such high
6 dominance concerning the number of gates which they
7 have. And I believe that it certainly adds to the
8 high price of tickets usually out of O'Hare because
9 of the dominance of two airlines. But I certainly
10 hope for the health and financial recovery of both of
11 these airlines, and I think that both of them need
12 some highly creative ways of trying to help
13 themselves and even satisfy their customers in a
14 better way.

N-4

15 Another suggestion would be that airlines
16 would try to work out an agreement with each other
17 that when they are flying basically at the same time
18 to a similar -- to the same location that if one of
19 the planes is not -- is quite empty and another
20 airline has space that they should try to work out
21 agreements whereas they would fly -- one airline
22 would fly the passengers from two or three airlines
23 to the airport and give due credit to each of the
24 airlines for the number of passengers that they have

N-5

0067

1 on that flight. That's about -- that's about all I
2 have right now.

} N-5

3

4

* * *

5

6 NANCY CZARNIK

730 Arizona Pass

7 Elk Grove Village, Illinois 60007

Resident/Homeowner

8

9 My name is Nancy Czarnik, 730 Arizona
10 Pass, Elk Grove Village. My comments on the scoping,
11 particularly, is that I want to make sure that all
12 the homes in Elk Grove are included because we do
13 have airlines or airplanes flying over.

14 When I went to have my address put in on
15 the mapping, I'm not even there, so that concerns me
16 because it doesn't look like it is covering
17 everything that I feel it should be.

18 I'm concerned about the number of planes,
19 the increase that they're talking about, because of
20 the pollution that planes definitely have to get rid
21 of. Even though that they're quieter and safer,
22 there is more dumping of fuel or whatever other
23 emissions are considered. That's an environmental
24 factor that I'm very concerned of because I know

E-24

0068

1 that -- I mean, my house, when we wash it, you can
2 see how much gasoline or whatever fuel is -- comes
3 off of it. That's one.

E-24

4 The other area I'm concerned about is the
5 repositioning of these runways, that the safety
6 factor has been taken into consideration, and I do
7 feel that all the areas have to be considered at
8 once. You don't build a house and not put the floors
9 in, and that's how I kind of feel when they're not
10 giving us the full picture of all the
11 reconfigurations, the safety factors, the ring road,
12 doing it as a full picture, not a piecemeal
13 situation.

G-20

14 What I'm understanding and hearing is
15 that each one is saying, "Well, that's not ours.
16 IDOT takes care of the ring road. They'll tell us
17 what to do." Well, then I suggest that -- is that
18 any kind of a builder gets together with the whole
19 thing and presents a complete picture so that all the
20 alternatives are taken into consideration at the same
21 time.

M-6

22 The other thing I'm concerned about is if
23 the southern suburbs need an incentive, then the
24 Peotone airport -- just as the northwest had the

C-22
H-25.2

0069

1 ability to grow from that factor of O'Hare, that the
2 southern suburbs would have the same situation
3 because northwest suburban Cook County is
4 underwriting a lot of the taxes that go for the
5 southern suburbs. And if they had the impetus of
6 jobs and ability for growth, it would even itself
7 out, and perhaps our taxes wouldn't go as high, also.

C-22
H-25.2

8 So there's a lot of different factors
9 that I think have to be considered in all areas on
10 the table and concerned with and considered at the
11 same time. I think that's it. Thank you.

12

13

* * *

14

THOMAS E. FIGARELLI

1766 Roosa Lane

15

Elk Grove Village, Illinois 60007

16

17

My name is Thomas Figarelli. I live at

18

1766 Roosa Lane, Elk Grove Village. I don't think we

19

should do this O'Hare expansion because these all new

20

runways are going to be pointing right over my house.

21

And in 10, 15 years from now, am I going to have a

22

problem trying to sell my house that's going to be

23

worth practically nothing and where am I going to go

24

buy a house?

} N-3
H-32

0070

1 These houses are going up like crazy, you
2 know? 5, \$600,000 for a home that they ain't going
3 to be able to get 200,000 for in 10 years. I really
4 think it should be left alone. Leave it alone, and
5 leave it the way it is. Is there anything else --
6 that's just what I want to say.

7

8

* * *

9

10 JAN CROWE

111 Gaylin Court

11 Bensenville, Illinois 60106

Resident

12

13 Jan Crowe, 111 Gaylin Court in
14 Bensenville, Illinois, 60106. And I just wanted to
15 say that we worked very hard to get a school
16 referendum passed, get our kids a good education.
17 After many, many years of not passing, it finally
18 passed. And now the City wants to come in and take
19 some of those homes, and we're going to lose our
20 taxing body and we'll be back where we were. We'll
21 never be able to recoup what we fought for.

H-25

22 And, also, in town where I'm at, the
23 planes are so low that at night -- I'm a person that
24 doesn't like blinds and everything on the window. At

I-7

0071

1 night while we're in bed, we can see the lights on
2 the wall in our bedroom of the airplanes. Now, if
3 they expand that airport and bring those runways
4 further south, they may as well come in and look in
5 our bedroom windows, and I'll have to be here again
6 to confess.

I-7

7 But they're just so low, and the south
8 runway is going to be pointing right over Fenton High
9 School where there's, like, 15 or 1800 kids going
10 where you're going to have constant back and forth
11 over the high school, the only high school, and if
12 that -- if a plane ever, ever, God forbid, went down,
13 the families that it would ruin, it's too many, too
14 many. I mean, nobody should ever have to go through
15 something like that. And that's it.

B-16

16

17

* * *

18 JOE POLKA

170 Tottenham

19 Elk Grove Village, Illinois 60007

Citizen

20

21 My name is Joe Polka. I live at 170
22 Tottenham in Elk Grove Village. And the main thing
23 is I come here as a citizen, not as a resident of Elk
24 Grove or any of the surrounding suburbs. I think the

0072

1 citizenry as a nation is becoming very angered and
2 disturbed and justly so because of all of the
3 injustices that are being forced on the American
4 people as a whole.

5 Years ago it was the savings and loan
6 debacle. Everybody wound up paying for it. Now it's
7 Enron and all the other rip-offs of the small people
8 by the rich people. And the thing about this O'Hare
9 proposal to the American people that they're going to
10 sell them a package that they cannot give them plans
11 on, they cannot give them specifics on, they cannot
12 even give them a price tag on, but the only thing
13 they can give them is the assurance that you are
14 going to buy it and you are going to pay for it as a
15 taxpayer irregardless as to whether or not you want
16 to.

M-62

17 Say if you lived in Iowa, if you lived in
18 California, Wisconsin. The more I talk to people
19 around the country about this, they can't believe
20 that such a thing could go on in this country. It's
21 wrong. If it weren't so wrong, why wouldn't it have
22 been over and done with years ago?

23 The politics of it is destroying this
24 nation. I don't mean to sound like a crackpot or

N-89.2

0073

1 anything, but it really is. I mean, George Ryan used
2 to be on our side a hundred percent. Well, boy, the
3 politicians brought him back in line. He got a knife
4 in his back the size of a meat cleaver. Mind you, it
5 was a meat cleaver. But the savings and loan
6 debacle, strange it came up not too long after he got
7 onto our side.

8 All of a sudden, Mr. Ryan's in deep
9 trouble. What happens? He gets back in line behind
10 Mr. Daley and they're off and running in bed together
11 and it's -- it's going to give this City and this
12 area this -- you know, machine politics. Daley
13 politics as usual.

N-89.2

14 When I was in the service and overseas,
15 people used to look at me and say, "Oh, Chicago," and
16 they would grasp as if they had a machine gun and go,
17 "dah, dah, dah," because of all the gangster movies
18 they saw. Well, this is going to be the same thing.
19 If it weren't so -- if it weren't so serious, it
20 would be comical that something like this could
21 actually happen and go on for so long without someone
22 putting a final stop to it.

23 I was speaking with a gentleman in the
24 next room. And as far as the good and pros and cons

0074

1 for this proposed expansion, I cannot see any good
2 points about it. They are going to pay, say, for
3 instance, a million dollars an acre for land here to
4 destroy the factories, businesses, and homes already
5 located here, whereas if they went anywhere else -- I
6 don't care if it's Peotone or wherever -- and they
7 could buy the land for a thousand dollars or \$10,000
8 an acre, that in and of itself is enough to justify
9 another airport anywhere.

C-83

10 And I'm not just saying it because it's
11 in my backyard. If I lived in Wisconsin or
12 California or wherever else I've talked to people,
13 they agree. Why is this going on? When you see
14 things on 60 Minutes about the \$800 toilet seats or
15 the \$500 hammers, well, this is one. Only this isn't
16 a hammer. It's not a sledgehammer. It's even bigger
17 than a pile driver, and we're getting it right
18 between the eyes. Not for millions. Billions would
19 it be. I can't believe that the general American
20 public isn't more up in arms.

21 Fortunately, though, I think the American
22 public will gradually become aware of this travesty
23 which is really being forced upon us. And when they
24 do, the more they are informed about it, the more

0075

1 irate they are going to become.

2 Years ago, Uncle Sam come along and
3 grabbed me and says, "Here. Give me those books and
4 take this gun. You're going in. We need you." I
5 went in, but I didn't go in for this. This isn't
6 what I was going in to protect, to have something
7 forced down my throat like this and to have the
8 general public and citizenry of this country just say
9 "Well, it's politics. You know, what can you do?"

10 If you want to call somebody a
11 four-letter word or the most nasty you can, call them
12 a politician. And it's a shame that the people of
13 this country are beginning to look at their
14 government in that light.

15 I talked to people out front just now in
16 green shirts, that I find there's been an injunction
17 on the residents of Bensenville that they cannot sell
18 their homes. Now these people are going to be held
19 up for how long until this hole mess is settled?
20 I've been fighting it for ten years.

H-105.3

21 It doesn't take the FAA to study or a
22 great scientist and engineers, who I spoke to in the
23 next room, to determine you should not put your foot
24 in the cowpie in front of you. It's not good to eat,

0076

1 either, but it's going to get forced down our throat,
2 or they're trying to.

3 And every politician that gets on board
4 behind us gets bought off. And I wouldn't -- I would
5 not -- I seriously would not doubt that it would wind
6 up costing people their lives. I mean, we're talking
7 about billions of dollars. You talk about different
8 syndicate and dope operations in the City with kids
9 knocking each other off over drug territories for
10 hundreds or thousands of dollars. You don't think
11 people are going to start killing people for deals
12 for millions?

13 This is wrong. Not because it
14 inconveniences anyone in Elk Grove, Bensenville, or
15 Des Plaines or anywhere else. It is another rip-off
16 of the American public, and it's a farce that it has
17 gone on this long with no one putting a final and
18 definite stop to it.

19 I talked to one of the gentlemen next
20 door about the Peotone proposal or wherever the other
21 airport is. They tell me about Chicago being the hub
22 and they have to free it up for more traffic. Well,
23 a hub-type airport, if it were in Peotone or
24 wherever, would just handle the interconnecting

C-84

0077

1 flights where the people don't even get off -- leave
2 the airport grounds.

3 They land on one runway in one plane and
4 transfer to another airline or another plane going a
5 different way. The same thing with the cargo
6 traffic. These people would never even leave the
7 airport area, and it would free up more than 50
8 percent of the traffic at O'Hare. And O'Hare would
9 be as if it were just expanded by just freeing up the
10 cargo traffic.

C-84

11 You're not taking anything away from the
12 area. You're not taking any kind of money out of the
13 pockets of the merchants in the Chicagoland area or
14 O'Hare area because these people never even leave the
15 airport. They change planes and go a different
16 direction.

17 What does it take? I mean, this is
18 actually frightening that my government cannot
19 realize how -- how blatantly wrong this is and what a
20 farce this is on the American public.

21 I have a lot more I could tell you and
22 say. I've really enjoyed your company, but I'm
23 really dominating the conversation here so I do have
24 to go. I won't try -- I will try to fill out a few

0078

1 of these scoping comment pages here and pass them on
2 to my neighbors, and I really hope this does some
3 good somewhere on down the line. Okay? That's it.

4

5

* * *

6

7 TOM CROWE

111 Gaylin Court

8 Bensenville, Illinois 60106

Resident

9

10 My name is Tom Crowe. I live at 111
11 Gaylin Court, Bensenville, 60106. My phone number is
12 (630) 860-1760. I have a few concerns. I live in
13 town. My house is affected. I would be either
14 eliminated or in the crash site. My kids go to the
15 local schools. I'm real concerned.

16 The southern runway that Daley and Ryan
17 are proposing is going to be putting a freight
18 terminal -- freight airplanes, passenger planes
19 treetop level over my house on Gaylin Court and
20 Fenton High School. That's going to mean there's no
21 more outside sports activities, football games,
22 soccer games, band, band practice. How are they
23 going to do band practice at the level of what
24 they're talking about?

K-21

0079

1 My occupation is a firefighter, fire
2 inspector, and a plan reviewer. As a firefighter, if
3 one plane goes down, and it will -- I've also worked
4 at two airports, Palwaukee Airport and DuPage. At
5 Palwaukee Airport, I had a plane blow up -- come at
6 me across the airfield, blow up going over my head,
7 crash, four people died.

8 I was actively involved in every aspect
9 from the second it left the runway to calling the
10 fire department and dealing with the fire on the
11 airfield. I take what I say seriously and safety
12 seriously.

13 Saying that, if you take the 1973 plane
14 crash off Devon and -- is it Devon or Higgins -- off
15 the northern end of the airport, about 1973, if that
16 plane, you took the same dimensions off the proposed
17 what Daley and Ryan scam is being proposed, this
18 would hit one of our schools, two of our schools,
19 Fenton High School -- all of our schools would be in
20 the potential of that site depending on which runway
21 it did.

22 For any government to steal property
23 outside their county to accomplish their needs for
24 money, for their personal patronage to his cronies

H-25.1

0080

1 and business cronies, jobs or whatever, is
2 deplorable.

H-25.1

3 The southern runway that's going to point
4 at our high school is going to have the capacity to
5 take freight. They are moving freight to the
6 southern end of the airport, be it landing or taking
7 off. One of the current planes that flies nonstop
8 from Chicago to China is the biggest freight airplane
9 out on the market today. Every last drop of fuel
10 that goes into that plane is needed to fly safely
11 from Chicago to China with the safety factor in case
12 they had to divert somewhere along the line nonstop.

13 If a regular plane ever goes down, we are
14 going to have a fire. As a firefighter, I'm trained
15 to fight fires what the scenario might be and how
16 large of an area. It's not one house. It's not two
17 houses. It could be spread over three, four, five
18 blocks. It's going to be multi-towns coming in to
19 fight the fires. That scares the hell out of me.

G-17

20 If this monster airplane with every last
21 drop of fuel like the plane I experienced at
22 Palwaukee, the same exact scenario has going for
23 whatever reason off the runway on takeoff,
24 experiences problems, parts being ripped off goes

0081

1 down, you are going to see devastation in a
2 residential community that has never existed
3 anywhere.

} G-17

4 These people have sold us out for money.
5 It has to stop. We need the FAA to stand up and
6 guarantee that we're not pointing missiles at our
7 schools, our town, our communities.

8 I'm a big supporter of Peotone. Open
9 land. Open space. We can design the perfect
10 environment to solve every one of these issues we're
11 talking about. O'Hare does need minor changes,
12 tweaking, and stuff like that, but O'Hare with these
13 changes -- the changes at O'Hare can improve safety
14 at O'Hare.

} C-20

15 Every meeting that we've gone to -- and
16 we've gone to them all, my wife and I and our friends
17 in our town -- all the union people say they want
18 jobs. The thing is, is with the job issue, if you
19 built Peotone, you have more people going to work at
20 Peotone. People are still going to do the minor
21 configuration building advance in Chicago. More
22 union and more jobs are created to benefit a broader
23 area.

} C-20

24 I have a concern with the control tower.

0082

1 The FAA says that they are not going to be -- there's
2 going to be margins of error or margins of safety
3 that cause them some real concerns.

4 Runways too close together is a problem,
5 spacing, being able to see from one -- the terminal
6 to the outside areas. That's a big concern, arrivals
7 and departures coming at each other.

G-18

8 Going back on something I said earlier,
9 why Peotone is important. Since September 11, the
10 terrorist thing, we have real big concerns with this.
11 This isn't over. This is going to get worse.
12 Everything that we train in says it's going to get
13 worse.

14 Why put all our eggs in one basket with
15 O'Hare? This huge airport is going to be a target of
16 every nutcase or terrorist in the world because if
17 they can stop O'Hare Airport, they close down the
18 whole aviation industry like they did September 11th.

G-19

19 Build Peotone along with minor changes at
20 O'Hare. If they did something like that, we'd still
21 have two international airports, Midway and Peotone.
22 It makes sense. But Daley's not getting all the
23 money. He's not getting all the patronage. It
24 would -- why stick more expansion, more congestion in

C-21

J-11

N-7

0083

1 an area that's to the max now when we can improve
2 O'Hare, western access, and build Peotone and really
3 solve some serious future aviation needs?

C-21
J-11 } N-7

4 If you build Peotone, you'll be able to
5 put 2.5 million flights in there a year. You spend
6 anywhere from Daley's low bid of \$6 billion to as
7 high as 30. By the time everything is said and
8 done -- billion dollars -- you're only going to gain
9 750,000 flights at O'Hare Airport maximum. It'll be
10 maxed out before the last piece of concrete is
11 poured. Build Peotone, 2500 flight -- 2.5 million
12 flights, and minor changes at O'Hare. Thank you.

13
14
15
16
17
18
19
20
21
22
23
24

* * *

0084

1 WILLIAM C. KLITZKE
994 Borman Court
2 Elk Grove Village, Illinois

3
4 I am William C. Klitzke, 994 Borman Court,
5 Elk Grove Village. I have been a resident of the
6 village since 1970.

7 The plan in question is a concept by
8 non-technical politicians. The feasibility phase
9 would be required before any established cost or
10 conclusion times would be available.

11 The state and Chicago are already in
12 financial difficulty, as are the participating
13 airlines. American Airlines is cutting back, United
14 is seeking loan guarantees before bankruptcy, and
15 one airline has already applied for bankruptcy.
16 Where is the money going to come from, taxpayers?

H-57

17 Safety considerations based on practical,
18 not theoretical or idealized images should be
19 investigated thoroughly before any proceedings are
20 made.

G-36

21 The airlines are studying their hub
22 philosophy and revising their ideas. Aircraft can
23 be near capacity if the airlines cooperated with
24 each other. Airline participation is imperative to

H-57

0085

1 accomplish the entire construction process. At
2 present, support, except for the concept, is not
3 reflected in cash support. Until that's available,
4 there is no reason to pursue this farce.

H-57
N-3

5 Thank you.

6

7 * * *

8

9 ROBERT L. SEVERSON

566 Gateshead North

10 Elk Grove Village, Illinois

U.S. Taxpayer

11

12 Robert L. Severson. Address is 566

13 Gateshead North, Elk Grove Village, Illinois.

14 I am appearing here tonight because of my
15 concerns about the safety issue with the proposed
16 plans for this new airport.

17 As a commercial pilot and a World War II
18 transport pilot flying the Hump in

19 India-Burma-China, I have many hundreds of hours'
20 experience landing on a single runway airport, at
21 which you generally have crosswinds.

22 The safety issue that I am concerned about
23 here in the upper Middle West, in the wintertime we
24 have terribly strong winds and gusty winds out of

G-82

0086

1 the north, in which a heavily loaded 747 coming in
2 for a landing, the pilot is going to be taxed to his
3 utmost and perhaps beyond in order to land that
4 airplane safely. And I'm concerned -- let me back
5 up.

G-82

6 When you land with a strong crosswind,
7 there is only two ways to do it, and one is to
8 land -- to approach in a crab, and then the last
9 instant, straighten the airplane out before it makes
10 contact with the ground. This is a very difficult
11 thing to do with a large transport.

12 The preferred method is to come in with one
13 wing low and side slip into the wind to offset the
14 velocity of the wind so that when you make contact
15 with the ground, you have one wing very low and you
16 land on the landing gear on the upwind side. In
17 this way the airplane does not have a side load on
18 the landing gear.

19 But there is a limit to the distance that
20 one can lower that wing into the wind, and the
21 stronger the wind, the lower you have to have that
22 wingtip. And I am concerned that this design of
23 having all of the runways go east and west is going
24 to prevent the pilot from using his preference,

G-82

0087

1 which would have been a runway that would be going
2 northwest or northeasterly direction to overcome
3 this crosswind.

4 And I would hope that the FAA would take a
5 very careful look at this before they ever give
6 approval to the design that has been put forth thus
7 far. I think the design is terribly lacking from a
8 safety standpoint and needs to be addressed.

} G-82

9 Thank you very much.

10

11 * * *

12

13 KEVIN RONCHEN

6310 West Touhy

14 Niles, Illinois 60714

Resident

15

16 Kevin Ronchen.

17 I would like to give consideration to those
18 travelers who do not use public taxis or who prefer
19 to use something like Metra or Amtrak to go to other
20 locations like Milwaukee or wherever that the planes
21 don't go.

} C-88

22 I guess that's about all I have to say.

23

24 * * *

0088

1 MARK H. EVANS
998 Leicester Drive
2 Elk Grove Village, Illinois 60007
Resident

3

4 My name is Mark H. Evans, 43-year resident,
5 fourth-generation American, 25-year phone man,
6 25-year military reserve duty, worldwide duty,
7 communications for the U.S. Air Force.

8 I've worked at every airport in Europe,
9 England, along with military, which usually is on a
10 civilian -- most military bases are on a civilian
11 airport base for the Air Force. I have performed
12 work for the FAA in Ramstein, Germany.

13 I feel the airport should not be expanded,
14 maybe improved by one runway, because the economy at
15 this point cannot support it. Depressions last
16 between 10 and 15 years. We've just entered a
17 depression, which is 10 to 15 years in the future.

18 All Richard Daley's projects double the
19 amount of money for which he forecasts. This
20 economy is in terrible trouble because of
21 corporations and the government. It's in the worst
22 shape in the history of the union. It is ludicrous
23 to spend this money.

24 I just became a non-airport-expansion

N-20

0089

1 person. Now, with my professional experience,
2 working in worldwide communications for 50 years of
3 experience, most of the airport's, O'Hare Airport's,
4 slowdowns are because of outer problems around the
5 perimeter of O'Hare.

6 If you travel around the United States and
7 the world, O'Hare is one of the best set up airports
8 in the entire world at this point. It could create
9 jobs in the end, but the investment is insane to
10 undertake. It's a total loss, a wash, for probably
11 a whole generation.

12 The environmental impact in the area, the
13 cancer rate around O'Hare Airport is eight times
14 more than anywhere in Illinois. One jet engine, one
15 MD jet engine from General Electric creates the
16 carbon monoxide and poisons of 100 automobile
17 engines idling, sitting idling. So when you have
18 one airplane with two to four engines, you have two
19 to four hundred automobiles just idling there.

} K-23

20 In aviation -- history always repeats
21 itself. In aviation, the airplane was perfected in
22 the '50s and the '60s. Four engines with sweep
23 wings, aviation went around that and tried to
24 perfect the airplane. Right now at this time they

0090

1 have come back to four engines and sweep wings and
2 have perfectly copied the 707 airplane. History
3 repeats itself.

4 The airport was designed in the '50s and
5 the '60s. It was designed almost perfect for modern
6 aviation. The airport could probably use one more
7 runway for expansion, but this economy and this
8 government cannot support giving Richard Daley
9 10 billion, which will turn to \$20 billion when he's
10 done.

11 Most large cities have two or three major
12 airports, like California and New York. I don't
13 need to state what airports they have. New York has
14 three. California has like four. In LA they have
15 three within 50 miles of each other. Chicago has
16 two: O'Hare and Midway.

17 If you drive out 55 or 57 and look at the
18 industry out towards Naperville, Joliet, Kankakee
19 and Peotone, the industry is growing huge. It could
20 use an airport easily that way in that vicinity.
21 You have Gary airport within 20 miles. Travel to
22 there, any modern-type travel could get a person
23 from O'Hare to Indiana to catch a flight within 20
24 minutes on a modern facility, bullet train, et

C26

0091

1 cetera, form of transportation.

2 Through politics, two major airlines,
3 American and United, has cornered the air travel in
4 Chicago. They are both going bankrupt because of
5 non-competition. They became too big, cornered the
6 market, and charge outrageous charges to travel. If
7 the two major hubs can't afford to give their
8 portion, how can you expand O'Hare?

H-29

9 The computer systems that operate at O'Hare
10 presently, August 2002, are still not the best in
11 the world. They easily could be modernized and help
12 air travel at least 20 percent, if all technology
13 was implemented.

14 The ground, the ground facilities of O'Hare
15 could be modernized at present state, could be
16 increased, modernized, to be efficient, more
17 efficient, 20 percent. That's a 40 percent
18 increase. But bottom line, other airports cause the
19 trouble at this airport.

N-21

20 Weather is the huge matter in this factor.
21 On a 100 percent scale of what is the problem with
22 O'Hare, 40 percent is other airports in trouble
23 delivering airplanes to here, 20 percent is O'Hare,
24 and the other 40 is weather in the general vicinity

0092

1 around. Also part of that 40 percent is
2 inefficiencies with the
3 communications/transportation system.

} N-21

4 O'Hare Airport is like a big telephone
5 company. It was never deregulated. You have two
6 major airlines occupying 90 percent of the gates.
7 O'Hare needs to be deregulated, more efficient,
8 smaller airplanes flying around the world and
9 country. You don't need the large ships and the
10 large, slow corporations carrying as many passengers
11 on an everyday regular basis for which they do.

} N-22

12 I have traveled to Korea, Japan, Germany,
13 England, Ireland, Saudi Arabia, and every other
14 little country, Mexico, Florida, California, around
15 the world, Greenland on top of the earth, Alaska,
16 out of O'Hare Airport. Most of the time it was on
17 big aircraft that were only half-loaded. You don't
18 need that. You don't need half-loaded aircraft and
19 flights running every day. Things can be --
20 deregulation of O'Hare Airport will modernize the
21 airline industry. O'Hare can handle the capacity at
22 present time to afford this theory.

} N-22

23 That's it.

24

0093

1 * * *

2

3 WILLIAM MUZYKA

249 North Orchard Avenue

4 Bensenville, Illinois

Homeowner

5

6 My name is William Muzyka, M-u-z-y-k-a,

7 249 North Orchard, Bensenville.

8 And my comment is, I would like to know how

9 they are going to handle this as far as replacing

10 what we're going to lose in the takeover of our

11 property.

H-88

12 I have a lot that's -- well, actually, I

13 got two lots, and they measure out at 150 foot

14 frontage by about, approximately, 470 feet. I have

15 a frame house, three-car garage with a woodworking

16 shop in it, and I have a model railroad that I have

17 in the basement, and I'm just kind of curious how

18 they're going to handle the payments of removing the

19 model railroad and where I'm going to find a place

20 that I can be able to work in the garage.

21 The thing is, you know, when you lived in a

22 house, you get the mortgage paid for. Are they

23 going to give us enough money and relocate us in an

24 area where we still like to be close to where we're

H-88

0094

1 at now, maybe not Bensenville, but Wood Dale or
2 Itasca or someplace around that the houses will be
3 comparable of what we're going to lose? Partially
4 with the land, but mostly with the house.

} H-88

5 I'm 70 years old. I don't need to be
6 looking for relocation and ending up with a mortgage
7 on a house. That's the one thing I don't want to
8 do. I just feel that there's got to be a better way
9 of going about doing all this and make everybody
10 kind of happy at both ends, their side and ours, and
11 everybody walk away feeling that they got a fair
12 shake.

} C-68

13 That's the only thing that I got to say.

14

15 * * *

16

17 MARY SPIEZIO

805 Leicester Road

18 Elk Grove Village, Illinois

19

20 My name is Mary Spiezio. I am from Elk
21 Grove Village.

22 And I feel like it's going to affect the
23 quality of my life and my family, my family, my
24 daughter and my two granddaughters. And those

} K-90

0095

1 planes -- I live in a condo on the third floor,
2 that's the last floor, and I hear those planes going
3 right over my roof and, boy, does that worry me. I
4 am so fearful about a plane, you know, driving into
5 one of my rooms or something.

G-86

6 And concerned about the taxes too. What
7 happens to the taxes? They're going to go sky high.

H-136

8 That's it.

9

10 * * *

11

12 KATHY A. LANE

4N181 Ridgwood

13 Bensenville, Illinois 60106

14

15 My name is Kathy Lane. I live at 4N181
16 Ridgewood in Bensenville, Illinois.

17 I am categorically opposed to the expansion
18 of O'Hare International Airport, particularly with
19 the reconfiguration of existing runways and new
20 runways at O'Hare.

N-3

21 In a peaceful environment, to try and
22 reconfigure O'Hare Field and keep it open and
23 operating at the same time would seem to me to be
24 impossible. In an environment where terrorism is a

G-42

0096

1 very real threat, I think it is not only impossible
2 but irresponsible to attempt to reconfigure O'Hare
3 Field.

} G-42

4 I have long been a supporter of the
5 development of a new airport at Peotone, which could
6 be completed before it opens, which would allow
7 O'Hare to continue to operate, Peotone could open,
8 and then after Peotone is open, whatever O'Hare
9 wants to do to improve its efficiency is fine with
10 me, as long as they don't run over the neighbors.

} C-47

11 This plan can't work. It can't. I know
12 it, my neighbors know it, my leaders know it, and
13 Chicago knows it, and United and American know it.
14 And United and American know they aren't going to
15 pay for it. So it's time for everyone to realize
16 that the attempt to put this project through the
17 United States Congress is an attempt to hook the
18 American taxpayers for money for a project that is a
19 dog.

} H-62.1

20 Thank you.

21

22 * * *

23

24

0097

1 TOM CALLAHAN

720 D. Bordeauz Court

2 Elk Grove Village, Illinois

Homeowner

3

4 My name is Tom Callahan.

5 On the O'Hare expansion, the Chicago O'Hare
6 expansion project is in part designed by a group of
7 airlines whose lack of management skills is placing
8 them on the brink of bankruptcy, while successful,
9 well-managed airlines, such as Southwest, profitable
10 since September 11th, and ATA, are not even allowed
11 to operate at O'Hare.

A-11

12 Because of one politician's desire to
13 boast "World's Busiest Airport," he succeeds at
14 getting other politicians to vote to dilute governor
15 and state's rights. This will be a cost to future
16 American generations.

17 Midway Airport was the world's busiest
18 airport. People complained O'Hare would never work
19 because airlines wouldn't use it and it was too far
20 away. Critics said the same thing about the
21 Dallas-Fort Worth Airport. Critics are now making
22 the same type of forecast about Peotone's
23 progressive approach to growth. All three airports
24 will succeed very well, especially in 15 years when

C-14

0098

1 it will matter most.

} C-14

2 An expanded O'Hare will handle only 50
3 percent more volume. Air traffic in our area will
4 grow far too fast for that solution to work. The
5 airport, like many highways, will have reached
6 capacity on the day it's finished.

} D-1

7 Chicago is fearful of airborne terrorist
8 attacks. They are asking the NTSB for a change to
9 the no-fly zone over Chicago.

} C-15
G-11

10 People in the suburbs also fear terrorist
11 attacks. The third airport would reduce O'Hare's
12 value as a prime target for terrorists. It will
13 also reduce the no-fly zone over Chicago.

14 The City of Chicago's connection to O'Hare
15 Airport is a thin strip of land following I-90. It
16 gives Chicago valuable tax and fee rights at O'Hare.
17 But since O'Hare is located in the suburbs, it's the
18 suburbs that actually end up paying the cost of
19 traffic, noise and air pollution. And the suburbs
20 stand to lose long-term tax revenue generating
21 businesses, homes and land.

} E-16
F-23
H-20
J-9

22 The Peotone airport will bring 100,000
23 jobs, as well as billions of dollars in revenue and
24 growth to the area, without the loss of downtime and

} C-16

0099

1 delays built into the O'Hare expansion plan.

2 Detroit, St. Louis, and DFW are waiting in
3 the wings to capture the market this area will lose
4 permanently by the disruption of service.

C-16

5 I fear Chicago, the NTSB board, and
6 politicians from other states do not give a rat's
7 patutti about a successful plan and the quality of
8 our life.

9 Thank you.

10

11

* * *

12

13 MICHAEL PROCOPIO

646 South York Road - No. 304

14 Bensenville, Illinois

15

16 Michael Procopio.

17 I suppose this would be connected into the
18 environment problems that the O'Hare expansion would
19 give to the environment, so I am going to try to
20 keep it to that, even though I have a lot more
21 objections that go further than that.

22 But I'm primarily concerned with safety for
23 what they propose for doubling the amount of traffic
24 at O'Hare. I'm sure that that would cause some kind

G-68

0100

1 of problems in the future, not only on the ground
2 but in the air.

} G-68

3 But also the problem that I have is with
4 the air. I find that right now in the evenings, if
5 you open up your window and try to take a breath of
6 fresh air, you smell a lot of burnt fuel in the air.
7 And that's very often, more than several times a
8 week. Some days it's not as bad as others, but it's
9 almost always there. And I would like to think that
10 there could be something that could be done to
11 alleviate that rather than to make it worse. So I
12 am afraid that expanding O'Hare would probably make
13 that a lot worse. I think that's a concern for
14 health for the people in and around the area of
15 O'Hare.

} K-68

16

17 * * *

18

19 STEVE PARTMAN

1698 Gibson Drive

20 Elk Grove Village, Illinois

21

22 Steve Partman, P-a-r-t-m-a-n, 1698 Gibson

23 Drive, Elk Grove Village, Illinois.

24 I guess I am opposed to the expansion of

} N-3

0101

1 O'Hare Airport as a resident for a couple of
 2 reasons. The first reason would be based on the
 3 fact that Chicago's interest in expanding the
 4 airport is strictly financial. When they had the
 5 opportunity to expand it at Lake Calumet, they were
 6 more than willing to build an airport on the South
 7 Side. When that was turned down by I believe the
 8 EPA, they then became opposed to a South Side
 9 airport and decided that the best way to increase
 10 their earnings was to increase O'Hare Airport. It's
 11 obvious that a city the size of Chicago needs
 12 another airport, but it needs it in a different part
 13 of town. So that's the first reason.

} N-3

} N-88.1
 } C-76

14 Secondly, if one takes a look at the impact
 15 of what happens to the suburbs on the North Side,
 16 based on the size of O'Hare Airport and the size
 17 that it would become, it puts undo hardship on the
 18 people who live in the northwest suburbs.

19 First of all what it does is it would force
 20 Elk Grove, in particular, to give up a certain
 21 number of houses and a certain amount of businesses
 22 and the revenue from those, lowering Elk Grove's tax
 23 base. Next of all, it would also inconvenience
 24 those people who already live here in terms of the

} H-102
 } F-116
 } J-48

0102

1 amount of traffic and noise that would happen. And
2 the third thing that I think would impact the people
3 in the Chicagoland area is the fact that we don't
4 know what the cost of the airport expansion would
5 be, nor does it seem to make sense based on the plan
6 that Chicago has outlined.

F-116
J-48

H-103

7 The number of runways that Chicago is
8 proposing compared to the amount of space it takes
9 to put those up and the limitations of what runways
10 could be open doesn't fit based on the plan that
11 Chicago suggests that they would use. In other
12 words, if they wish to build six runways that have
13 an east-west designation, each runway is supposed to
14 be 2,000 feet apart from each other to be usable.
15 They would either have to only use one-half of those
16 runways at a time in the existing space that O'Hare
17 currently has or they would have to double the size
18 of the airport to use all six runways.

B-17

19 That proposal isn't part of what Chicago is
20 suggesting, which means that they either would not
21 increase capacity or they are lying about the amount
22 of space that they would need to put the runways in
23 place.

24 For those reasons I am opposed to the

0103

1 expansion of O'Hare and would suggest that the wiser
 2 thing to do would be to either build an airport out
 3 south in Peotone, where there is open space and
 4 where it could service the people on the South Side
 5 of Chicago and hopefully provide jobs for those
 6 people on that side of town, or look into the
 7 expansion of an airport such as Rockford, which is
 8 probably not ideal because it's further north, but
 9 certainly has the capacity.

C-77

10 And that's it.

11

12 * * *

13

14 CHARLES LOUKO

231 Clearmont Drive

15 Elk Grove Village, Illinois

Retired

16

17 My name is Charles Louko, and I live at 231

18 Clearmont in Elk Grove Village.

19 And I don't like the proposed changes in

20 the airport because I lived on the South Side of

21 Chicago when I was a kid and I remember the smell

22 from the stock yard, how it permeated the whole

23 South Side and how you couldn't get away from that.

E-64.1

24 I know that even -- this is flat land. We

0104

1 are all living in about the same area, so we have
2 the same situation here with air pollution as we did
3 with the stock yards. The only thing is we can't
4 see it.

E-64.1

5 And I don't see why now that they want to
6 even go forward with this when the airlines don't
7 want to even pay for some of the costs of the
8 expansion.

A-32

9 Why in the world do we need more runways
10 and stuff when the airport is -- when they are
11 decreasing? Some of them are going bankrupt.

12 I don't want to see the airport go down. I
13 would like to see it remain strong as it is. But I
14 just think the pollution -- it's better to be kept
15 in check, and that the -- they could perhaps build
16 in Peotone and move all of the freight down there
17 and just have the passengers come in and out.

E-64.1

18 Also, why don't they take part of Midway
19 and make it bigger. Take part of Chicago away from
20 them down -- this is almost like a communist or a
21 Nazi-ism thing. They are pushing it down people's
22 throats, wanting to move grave yards and moving
23 people out of their houses, taking away business.
24 This is not the way America is supposed to be run.

C-49

0106

1 figure is a flawed figure due to the recent
2 reductions of flights from American and United and
3 U.S. Airways. I feel that the air capacity may
4 decrease in the next several years. They may not
5 see the sufficient levels that they saw
6 pre-September 11th for another ten years.

7 The figures of the City of Chicago are very
8 misleading. And like the old adage says, them
9 numbers could be manipulated and lied to just to
10 prove points for your own benefit. } D-10

11 The City of Chicago are very arrogant and
12 greedy in their approach to the land acquisitions in
13 Elk Grove Village and Bensenville to the point of
14 almost threatening the homeowners that have lived
15 there.

16 Also, the residents that cannot fight
17 because they live in low-income housing of \$85,000,
18 where are they going to purchase homes for that
19 price in DuPage County? The City of Chicago is
20 right now not providing any low-income housing for
21 their citizens in that town and most of them are
22 heading out towards the suburbs. } H-51

23 There is no well-thought-out plans at all
24 for this plan whatsoever, but the real view should

0107

1 be that they should build the third airport in
2 Peotone. The south area that way are very depressed
3 economically and will benefit from an airport down
4 that way for more businesses that are involved in
5 cargo and passenger delivery of flights out there.
6 It would also spread out the capacity and make
7 O'Hare run even more efficient without providing
8 expansion for the runways that they propose.

C-40

9 And just that the airlines at O'Hare are a
10 big monopoly, and with their fares being very high
11 compared to airlines that fly out of Midway, which
12 are almost a quarter to half the cost flying out of
13 O'Hare.

N-39.1

14 I think that the plan that Governor Ryan
15 and Mayor Daley proposed was very politically
16 motivated. Basically they were looking forward just
17 for their own pockets and the protections of their
18 union cronies on both sides, Republican and
19 Democrat.

N-39.2

20 And the basis on that deal also too is that
21 there is no deal whatsoever if it's not written on
22 paper, if the deal is not written on paper. If I'm
23 not mistaken, there is a state law that says any
24 kind of deal between two parties must be written and

N-40

0108

1 informed, where like in California, a handshake
2 agreement is good enough.

3 The process they are going through in
4 Congress is an illegal attempt to surrept (sic) the
5 powers of the governor and the state legislature and
6 to take away the rights that belong for the airport
7 here.

8 There is only two states in this union of
9 this country that have that right over airports.
10 Illinois is one of them and Maryland is the other
11 one. And what the Congress of the United States is
12 trying to do is surrept (sic) that power and take it
13 away from the state. That law hopefully will be
14 proven unconstitutional by the Supreme Court of the
15 United States.

16 That's all I have to say. Thank you very
17 much.

18

19 * * *

20

21 KARYN BOCK

429 Landmeier Road

22 Elk Grove Village, Illinois

23

24 My name is Karyn Bock, and my main

N-40

0109

1 concerns -- well, number one, I realize that the
 2 airport needs to be modernized. I realize that
 3 there are changes that have to be made there, but my
 4 main concerns are with the impact -- I live in Elk
 5 Grove -- the impact it will have on our quality of
 6 life, our property values, the noise, the pollution,
 7 the increased traffic, and everything else that will
 8 go along with expanding the airport.

} N-7

} E-9
 F-10
 H-15
 J-8

9 I hear all the facts, and it's amazing to
 10 me that Mayor Daley spends so much time beautifying
 11 the city and making the city a better place for the
 12 residents to live. And he doesn't even want small
 13 planes flying over the city. So, I mean, he wants
 14 to be sure that the residents of Chicago are
 15 well-cared for and that they live in a beautiful
 16 place, but he's willing to come out here and destroy
 17 what we've got and destroy our quality of life.

K-9

18 And right now where we live there are
 19 times, especially on a Sunday afternoon, where we
 20 can't even be outside because the planes are so low
 21 and so loud that you can't hear yourself talk; you
 22 have to be in the house.

} E-11

23 It seems to me that Peotone would be -- is
 24 such a logical alternative that I just can't believe

} C-11

0110

1 that it's not being given more consideration. To
2 quote Mayor Daley, it seems to me as if it's just
3 common sense. That's what he always says. It's
4 just common sense, that improvements should be made
5 to O'Hare, it should be modernized, but that Peotone
6 should be built.

C-11
N-7

7 That's it.

8

9 * * *

10 ARLENE PETERS

1260 Spruce

11 Bensenville, Illinois

Resident

12

13 My name is Arlene Peters. I am a 34-year
14 resident at 1260 Spruce Avenue in Bensenville.

15 And I am here today to get some information
16 on how we are going to be impacted or otherwise.
17 And as far as I'm concerned, I don't think that this
18 expansion is going to benefit the people who are
19 living in the vicinity. And maybe Mayor Daley may
20 benefit, or possibly people in the governor's
21 office, but I don't think anyone who really
22 experiences the day-to-day problem of listening to
23 noise, having your windows cracking, and oil all
24 over and never being able to clean your windows or

0111

1 any part of your property, never being able to go
2 outside and sit down and enjoy your garden or your
3 flowers or anything because of the extreme loud
4 noise.

5 And one thing that really troubles me is
6 that the space allotted to the pilots in case of a
7 problem with aircraft or a crash, having to give a
8 perimeter around the airport for that particular
9 purpose, when it's like a quarter mile, a half mile
10 away from Fenton High School, which serves many,
11 many children. I think that's stupid. And that's
12 what we were given to understand is affecting the
13 school.

G-65

14 And I don't think that we have been given
15 the opportunity to give our input up until maybe
16 today as to what is going on and what is being
17 proposed.

18 I think it's going to cost much, much more
19 money than they are even thinking about right now,
20 and I am very opposed to it. I think that we need
21 to sit down -- we need O'Hare. It isn't that we
22 don't, because I use it, and I think it's benefiting
23 everybody, but we need to have some better input
24 from the residents around in the community that may

A-46

N-3

H-105.1

M-61

0112

1 lose their homes and tax dollars, et cetera.

A-46
H-105.1 } M-61

2 That's about all I can think of to say. I
3 probably could go on for a long time, but I won't
4 take any more of your time. But I'm asking the
5 people from the aviation department to please give
6 us some consideration before they go ahead with
7 anything.

8 That's it.

9

10 * * *

11

12 EDWARD and MARIANNE SHAD

1293 North Central Avenue

13 Bensenville, Illinois 60106-1004

14

15 My name is Marianne Shad, and I'm here on
16 behalf of my husband Edward Shad.

17 I really don't know how to word it.

18 See, we live off of Devon, and that would
19 be very close, you know. They told us that the
20 planes would be going right at us, they would be
21 pointing right at us.

22 What else can I say? I have to think about
23 it.

24 Anyway, we are against it, we are against } N-3

0113

1 the proposal. } N.3

2 I don't know what else to say. I really
3 don't know, just that it's too close for comfort.

4 It would be noisy and kind of dangerous, I think.

5 There would be too much noise, you know,
6 and it would be kind of difficult to get used to. } F-154
G-83

7 I don't know what else.

8 Someone asked what's going to happen to the
9 expressway, someone had asked, if they are going to
10 build a runway there. "Where are you going to put
11 the expressway?" one of the men asked. I don't know
12 what to say though. Because they are supposed to
13 build two runways, two runways, I think, that they
14 are going to have two runways that are going to go
15 right overhead and extend west. At the last meeting
16 they said they are going to go as far as Roselle
17 Road. } J-59

18 There would be too much pollution, which is
19 very bad for your health. } K-88

20 I teach piano and organ, and that would be
21 kind of disturbing to myself and my students also. } E-157
F-157

22 I think that's one of the main things,
23 pollution and noise.

24

0114

1 * * *

2

3 HAROLD REED

177 Tottenham Lane

4 Elk Grove Village, Illinois

5

6 My name is Harold Reed. I am a resident of
7 Elk Grove for 33 years, I suppose.

8 I am looking at the overall picture and the
9 logic to what's going on. There just doesn't seem
10 to be any logic to it. Taking Chicago out of the
11 picture, tax dollars out of the picture, from what I
12 understand, it's going to cost more, it's going to
13 take longer.

14 There are communities in the Chicagoland
15 area that could use some rejuvenation that are just
16 blighted, and they'd welcome an airport, and the tax
17 revenue would still stay within the Chicagoland
18 area.

19 But there is no logic. If you take someone
20 and give them all the information, it doesn't make
21 any sense.

22 I fly out of O'Hare all the time, and it's
23 so congested right now that doubling the capacity,
24 which they are talking about, I can't see it.

A-49

0115

1 Sure, Elk Grove is going to be affected by
2 noise pollution, air pollution, and congestion, but
3 Bensenville is going to lose 600 homes and dozens of
4 businesses.

E-115
F-132
H-111
J-51

5 That's about it, I suppose.

6

7 * * *

8

9 ART MARKOWSKI

22 West Belmont

10 Bensenville, Illinois 60106

Homeowner

11

12 My name is Art Markowski. I live at
13 22 West Belmont in Bensenville, and I am a
14 homeowner.

15 And I would like to have it publicly
16 announced when they are going to approve or
17 disapprove any of this. And I want to know the
18 reasons why they can't build the third airport and
19 why they have to expand O'Hare. In as much as they
20 want to enhance revenue for Chicago, it will impact
21 all the western suburbs as far as transportation,
22 business, relocation of homes, taxes, sewage and
23 water.

M-36
C-54
H-75
I-15
J-33

24 By expanding O'Hare, it upsets the water

I-16

0116

1 table, the sewage. How are all these people from
2 the City of Chicago who commute to the western
3 suburbs going to go by when they are going to close
4 down and relocate Irving Park Road? Their only
5 access is Mannheim Road, and they have to go to
6 Green Street, which is a two-lane country rode, or
7 they have to go to Grand Avenue, which dead ends at
8 Lake Street, and Lake Street is all busted up by the
9 Lake Street extension, and frontage roads, two-lane
10 roads all the way to 83. So then their next
11 possible option is to go to North Avenue, which is
12 totally industrial through Northlake and Elmhurst,
13 all the way to 83, where they have expanded it west
14 of 83, but from Chicago up to 83 is two lanes.

I-14
J-34

15 And then if they wanted to improve or
16 enhance these homes, now they are going to be buying
17 up houses and land to expand and widen roads. I
18 think it would be a better aspect just to build a
19 third, brand new airport in Peotone. Why disrupt
20 this whole western area because Mayor Daley wants
21 revenue kept in the city of Chicago?

C-55

22 And if the FAA comes in -- Daley has his
23 proposal with his sizes. If the FAA comes in and
24 says they have to be widened or enhanced to produce

0117

1 a better airport, I want it to be known that it
2 should be stopped, not turned around and Daley throw
3 up his hands and say, "Well, this was my proposal.
4 The FAA is the bad guy. They're making me buy more
5 land and spread this out further."

6 It should be more publicized to the truth
7 of the matter, not schmaltzed over with Daley's
8 proposal.

9 There is a lot of things that are
10 presented, but they are not thought out. No one out
11 there today at this meeting is from IDOT or has made
12 any comment as to how to handle the in-and-out
13 traffic flow from the city of Chicago to the western
14 suburbs or the impact that it will have on the
15 western suburbs when people can't get there.

16 What are all these businesses going to do
17 when those people who drive past their front door on
18 a daily basis are no longer there and all the people
19 that work in the Bensenville and Elk Grove
20 industrial parks now have to find new jobs?

21 If you live here and you've been working at
22 your job every day and all of a sudden your job has
23 to move, now you have to consider either getting a
24 new job or relocating with your job.

J-35

H-76

0118

1 It just doesn't stop at Mayor Daley's
2 enhancement of the world airport. They are tearing
3 up a lot of things that will be obsolete by the time
4 it's done. They could build a new one somewhere
5 else.

6 Good enough.

7

8 * * *

9

10 HUMBERTO (HERB) GRAMAJO
11 151 Wildwood Road
12 Elk Grove Village, Illinois

12

13 The name is Humberto, Herb for short, and
14 the last name is Gramajo, G-r-a-m-a-j-o.

15 I have been in Elk Grove Village for 33
16 years, and the only thing that I am concerned about
17 would be the quality of life that we will have if
18 O'Hare would be expanded.

} K-28

19 Presently we experience a lot of noise,
20 some of it late at night when we are trying to get
21 some sleep and some of it while we are eating
22 dinner. You can't carry on a conversation without
23 stopping in the middle and wait for an airplane
24 overhead to pass by. And as soon as one is gone, 30

} F-40

0119

1 seconds later there is another one. It makes it
2 very difficult to carry on a conversation between
3 husband and wife, as well as two sons, presently in
4 the Marine Corps.

F-40

5 And we're kind of happy the way our
6 community, it is now, and we expect it to be like
7 that for years to come. And I don't see any reason
8 for more expansion at O'Hare other than improving on
9 the roads to get in and out more efficiently and
10 faster, eliminating more delays at O'Hare by
11 improving roads instead of sitting on the traffic
12 jams. Besides, opening a second airport, or a third
13 airport rather, to improve the quality of life and
14 job situation for other people besides Elk Grove.

J-14

C-35
K-29

15 We're happy with our community, we're happy
16 with our school, we're happy with the things we are
17 having at this time, and we don't want to see any
18 major changes in our village.

19 I don't know what else to say.

20 We are not against progress. I'm sure it's
21 beneficial for the business community and I'm sure
22 there's going to be more jobs for the city, but for
23 us, we're happy the way things are done. And we
24 thank you, Mayor Johnson, for doing such a

0120

1 tremendous improvement in our cities, taking care of
2 our problems. And we don't want to see any major
3 problems in the near future.

4 And I would like to thank Mayor Daley. And
5 I'm sure he loves his family and everybody else that
6 he knows. He seems to have forgotten that there is
7 families all the way around, and by increasing -- by
8 doubling the amount of planes at O'Hare Field will
9 double the stress and the problems in our homes.
10 And we invite Mayor Daley to come out, and he can
11 stay at my house if he likes it, so he can see the
12 kind of problems we are facing right now.

13 And I would like to thank the opportunity
14 to express myself, even though I am not really
15 ready.

16 That's it.

17

18 * * *

19

20

21

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0121

1 Ronald W. Wietecha
290 Boardwalk
2 Park Ridge, IL 60068
Mayor of the City of Park Ridge

3

4 First I'd like to object to this format
5 because I think this as a way of avoiding
6 confrontation and/or direct interaction with the
7 residents as well as their elected officials, and I
8 think using court report reporters does a disservice
9 to the entire process.

10 If these are supposed to be open hearings,
11 they're certainly not open to anyone and there is no
12 guarantee that any of the remarks recorded by me or
13 anyone else will ever be reviewed, let alone taken
14 into consideration.

15 I think of this strategy to use court
16 reporters as simply a method to avoid dealing with the
17 reality and the real problems and concerns of the
18 people who have to endure the problems created by
19 O'Hare Airport being in our backyard.

20 More formally, I'd like to state for the
21 record that the City of Park Ridge is a residential
22 community located approximately 1.5 miles east of
23 O'Hare International Airport. It was incorporated 120
24 years ago before airplanes were invented. We were

M-86

0122

1 here before Orchard Field, we were here before O'Hare
2 Airport. There cannot be a criticism made about Park
3 Ridge that we knew what was here when we moved here.

4 Most of us living in Park Ridge have been
5 in our town for generations, homes passed from one
6 generation to another over the decades. Currently our
7 population is 37,775 people. We are primarily
8 residential. We have no businesses, we have no
9 industry in our community. And, again, when people
10 talk about benefits from the airport and the airport
11 being an economic engine, that's simply not true.

H-148.1

12 What is true, however, is that many people
13 live within my community not because it's a great
14 place to own a home and have a family but because we
15 are adjacent to the City and convenient to the
16 airport, and many of the people in my town travel and
17 use the airport frequently.

18 I appreciate the fact that the airport
19 needs to be modernized and, in fact, I agree with the
20 suburban O'Hare's plan to modernize the Airport's
21 facilities and to agree to reasonable expansion of
22 those facilities and modernizing of the facilities.
23 What I cannot agree to, however, is the Daley-Ryan
24 plan which intends to increase air traffic from the

N-120

0123

1 current numbers of about 930,000 flights a year to
2 1,600,000 flights a year.

} N-128

3 The environmental character and future
4 fiscal viability of Park Ridge is threatened by
5 Chicago's World Gateway Program as well as the
6 Daley-Ryan expansion plan. Air quality is affected by
7 airplanes, the airport traffic and traffic associated
8 with the airport is major concern of my citizens who
9 bear the burdens of noise and air pollution caused by
10 a facility that threatens the livability of our town.
11 Who's going to want to live in Park Ridge if there's
12 1,600,000 flights arriving and taking off at this
13 airport facility on an annual basis?

} E-166
F-175
} H-148.2

14 The airport is a significant source of
15 toxic and hazardous air pollutants, and that's the
16 case I want to make today. The impact of these
17 pollutants from jet aircraft and the maintenance
18 facilities cannot be ignored. The remodeling proposed
19 by the World Gateway Program and the Daley-Ryan
20 expansion program will increase airport capacity
21 through more gates, bigger boilers, more buildings.
22 These changes can only mean more pollution, more
23 traffic, but worse and more serious, more toxic
24 emissions.

} E-167

0124

1 Our community already suffers from
2 unacceptable levels of hazardous air pollutants. In
3 August 2000, results of a study commissioned by Park
4 Ridge entitled, "The Preliminary Study and Analysis of
5 Toxic Air Pollutant Emission from O'Hare International
6 Airport and the Resulting Health Risks Created by
7 These Toxic Emissions in Surrounding Residential
8 Communities," were released. The study raised
9 serious issues about the role of O'Hare Airport as
10 major source of toxic emissions posing a health risk
11 to the residents of 98 Chicago area communities. The
12 study targets O'Hare Airport as the number one
13 commercial polluter in the State of Illinois and found
14 that toxic emissions from O'Hare alone create a
15 downwind cancer risk at a high level that -- higher
16 levels than published in the EPA health risks
17 threshold reports.

K-98

18 The study clearly shows the need to have
19 toxic air emissions produced by the airport controlled
20 and reduced to protect public health in our community.
21 The seriousness of these findings require attention
22 before any permit is issued to Chicago that will
23 result in increased airport capacity, increased
24 pollution and damage to the environment.

0125

1 In March 2002, the report entitled,
2 "Investigation of the Cancer Incidence Rates in the
3 Vicinity of O'Hare Airport", by R.E. Ruthenberg,
4 B.S.E.E., Principal Staff Engineer retired from
5 Motorola, Incorporated mapped the cancer incidence
6 data for the five-year period of 1994 to 1998. It
7 shows a clear tendency for the incidence rates to be
8 significantly higher in and correlated to the O'Hare
9 Airport downwind areas to the northeast. It found
10 that the median cancer incidence rate for the 69 zip
11 codes within 10 miles of O'Hare to be 2.57%. This is
12 about 29% greater than the 2% Illinois state average.

K-99

13 Most disturbing is the following
14 conclusion from the study: "The high cancer incidence
15 rates summarized here are probably precursors of much
16 worse times to come, if nothing changes, since
17 children and the middle-aged are already exposed to
18 increasingly higher pollution levels than years or
19 decades ago. The elderly's fate is pretty much
20 already determined.

21 The City of Park Ridge is asking that
22 nothing be done to make these problems worse. Our
23 community should not be subjected to additional toxic
24 emissions that would come from any growth at O'Hare.

K-99

0126

1 Meanwhile, Mayor Daley's answer to all
 2 this noise and pollution is to further expand the
 3 airport and to silence a token number of affected
 4 neighbors that cannot vote in City of Chicago election
 5 also. He is trying to silence these neighbors with
 6 soundproofing money. The only things these neighbors
 7 can do is lock themselves in their house so they can
 8 pretend they aren't impacted by the engine running
 9 full throttle right next door. The problem is that
 10 this particular engine runs full throttle
 11 24-hours-a-day, 365 days a year. It is an engine that
 12 emits thousands of tons of invisible cancer-causing
 13 pollutants each year, and soundproofing money cannot
 14 protect my citizens from toxic emissions.

F-175.1

K-100

15 For our citizens the message is clear:
 16 O'Hare expansion will devastate Park Ridge. The
 17 Daley-Ryan plan will double the flight capacity from
 18 900,000 to roughly 1,600,000 flights a year, as I've
 19 already said. It will result in an increase of noise
 20 of over 5,000 percent in the 65 decibel levels over
 21 residential properties. This level of noise is
 22 unacceptable under current FAA and EPA guidelines.
 23 Six different runways will be pointed at Park Ridge
 24 and more of Park Ridge will be designated as a crash

F-176

G-93

0127

1 zone including Main South High School with over 2,000
2 students at the end of the new northern runway.

3 While the Daley-Ryan plan shows an
4 expanded airport on 8,133 acres, current federal law
5 requires much, much more land as a buffer to insure
6 the safety and quality of life for neighbors of new
7 airports. Experts say a six parallel all-weather
8 runway configuration that complies with federal safety
9 guidelines would actually require a 27,000 plus acre
10 site.

G-93

11 I believe it is the duty of the FAA to
12 insure that that amount of acreage in fact is what is
13 used if the plan is to be put into effect. If that
14 cannot be reasonably done, then the plan falls under
15 its own weight.

16 Besides there are alternate sites in
17 southern Cook County, Will County and other counties
18 that would be much more suitable for new runways and
19 increased airport capacity. I believe that it is the
20 duty of the FAA to protect the citizens and not simply
21 be another mouth piece for the airlines, the federal
22 government and/or the City of Chicago.

C-108

23 In conclusion, I want to stress that Park
24 Ridge does not oppose programs that will enhance

0128

1 O'Hare Airport's ability to support a reasonable and
2 safe number of planes and people, but we do oppose any
3 program that will add to the noise, the air pollution
4 and threats to public safety.

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6 * * * * *

7 GREGORY THORSON
8 400 East Ohio
9 Chicago, Illinois
10 Board of Director, Illinois Rail

9

10 My name is Gregory Thorson. I'm a Board
11 of Director of Illinois Rail, a state-wide
12 organization. I'm very glad these hearings are here.
13 Of course, I'm most concerned that the authorities
14 will really listen to the people and will really do
15 what the people would want.

M-81.1

16 This is spending on airports and was
17 spending on highways too. My main interest is to
18 balance our transportation and have spending on
19 railroads, on passenger trains in this country.

J-61

20 It seems in Europe and Japan
21 transportation facilities connect with one another,
22 you can go from a plane to a train or if you come off
23 a ship, you can go on a bus or highway, but in this
24 country it's not seen the investment in passenger

0129

1 trains.

2 One personal thing -- I don't live in
3 Bensenville or Peotone, but I hate, absolutely hate to
4 see government take away people's homes or farms, kick
5 them out, tear them down. So I would like to see
6 whatever can be done that these will not happen.

H-140.1

7 I have a suggestion, and that is with the
8 focus on the airport, O'Hare Airport, recognizing that
9 the most useful way to use a plane is to travel long
10 distances, fly to Europe, fly to California, but then
11 when travelers land at O'Hare, make sure to have the
12 investment in this program, now, to give travelers the
13 opportunity to, for example, ride a fast passenger
14 train to Bloomington, to Indianapolis, to Milwaukee
15 the cities and towns in the Midwest relatively close
16 by, a couple hours travel time rather than waste
17 valuable air space and get into a small airplane and
18 change to the airplane, change to this other airplane
19 and take off for a flight a short distance away which
20 could just as easily be handled by rail in many cases.
21 Not all cases, but many.

J-61

22 I would like to see the consideration of
23 the Union Pacific Railroad line relocation to the west
24 and the Canadian Pacific, the existing Metra line to

0130

1 the east of the airport be thoroughly studied so that
2 Metra passenger train service and Amtrak inter-city
3 passenger train service could be used on these lines
4 wherever most feasible directly to a new western
5 access terminal or to a terminal on the east side of
6 O'Hare, wherever the best.

J-61

7 I am afraid we have not up to now been
8 studying this enough or our politicians don't care
9 enough on this specific matter, and we really need to
10 look at passenger train service conveniently in and
11 out of O'Hare Airport as a way of improving O'Hare
12 International Airport. That's all.

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0131

1 DELORES WOJCIK
245 North Orchard Avenue
2 Bensenville, Illinois 60106
Resident

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4 Delores Wojek. I'm from 245 North Orchard
5 in Bensenville, and we're in the land acquisition
6 area. Some of my concerns are our mortgage is paid
7 for and I don't want to start over with another
8 mortgage. Will we be receiving a replacement value,
9 will it be within a reasonable distance to where we
10 work and how will they go about trying to find us the
11 same type of property when ours is pretty well unique?
12 That's pretty much it.

H-151

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16 LEONARD ROGUS
1058 South York Road
17 Bensenville, Illinois
Resident

18

19 My name is Leonard Rogus. I live at
20 1058 South York Road, in Bensenville. Okay, I am 65
21 plus and I'm also a renter in Bensenville. So I don't
22 expect to live that much longer and I can move
23 whenever I feel like moving and leave the area.

24 However, I'm a retired school teacher and

0132

1 I'm very much concerned about generations younger than
2 I am in the future of all young people, not just here
3 in this affected area, but also people young people
4 throughout the world.

5 I've been reading a good number of
6 letters to the editors of the four newspapers we get
7 in Bensenville, Chicago Tribune, Chicago Sun Times,
8 the suburban paper and, of course, the Bensenville
9 paper. One thing that really got me -- got my
10 attention, there are more and more letters coming from
11 people in Chicago, and one of the letters really
12 struck me as very, very good.

13 That is the ozone layer. Right now the
14 ozone layer of the world is not in good shape and we
15 have found that the ozone is being very, very much
16 affected by the pollution here in this O'Hare Airport
17 area.

E-119

18 My concern then is what impact will the
19 problems of the lessening or the effect -- well,
20 what's happening to the ozone layer will affect the
21 younger generations. We know already that my
22 generation in this area, there are many with cancer,
23 and we hope that the younger generation will not be
24 more affected by the negative effects created by the

K-75

0133

1 air pollution, created by the increased air
2 transportation as well as road transportation because
3 we have heard that the air transportation as much a
4 problem as it is could be further impacted, magnified
5 by the highway system that's being proposed to bring
6 more traffic into the area.

} K-75

7 So I hope that either the O'Hare Airport
8 remains as the status quo since we have learned to
9 live with it, but I don't want any more expansion to
10 jeopardize the young people not only of our area but
11 also of the world.

} N-3

12 I hope that Senator Peter Fitzgerald and
13 Congressman Jesse Jackson, Jr. who represent the
14 younger generation are taken seriously since I do
15 think that they are -- they're giving the opinion of
16 the younger generation.

17 Now, our generation, Henry Hyde has done a
18 marvelous job on helping as much as he can, but at the
19 age of 78 I think that many of the people who are
20 influential positions don't care to listen to him.

} K-75

21 I'm quite shocked that Mayor Daley who is
22 of a younger generation doesn't take some of these
23 things to heart, particularly listening to the voices
24 of the younger generation whose health is a definite

0134

1 issue, and instead of being greedy, to take the
2 financial and go ahead with this type of a project,
3 it's sad.

K-75

4 Candidate Burris for Governor in the
5 Primary made a pretty good suggestion, and that was
6 not to affect the people of Peotone, but perhaps build
7 a new airport in the abandoned steel area on the Lake
8 in Chicago close to the Indiana border.

9 Maybe Mayor Daley's greed for financial
10 gain would be satisfied and then the people of Indiana
11 would not have to be subjected to the travel to
12 O'Hare, having an airport accessible from the Metra
13 train system, the South Shore train, et cetera. And I
14 think maybe this should be a course that should be not
15 only considered, but followed.

C-87

16 I would also like to see two possible
17 solutions to the problem that we are faced with in
18 this area. Solution number one is the proposal given
19 by candidate for Illinois Governor Mr. Burris who
20 mentioned that perhaps Mayor Daley would be happy to
21 see the development of an airport in the old steel
22 mill area close to the Indiana state border. This
23 then would satisfy Mayor Daley's Chicago connection and
24 the people of Indiana would not have to travel through

0135

1 so many obstacles to get to O'Hare.

2 The second thing that I heard was Mayor
3 Daley seems to be the head of O'Hare Airport; whereas,
4 in other major cities, New York, Dallas, Denver, Los
5 Angeles, regional authorities control the airports.
6 Why can't O'Hare Airport then have the input of those
7 of us who are in this immediate area and not have
8 decisions made strictly by one man?

M-65

9 So please, please in the name of the
10 younger generation, this old senior citizen who has
11 nothing to lose will be heard in order to protect the
12 wonderful people in the younger generation with so
13 much great potential. Give them a good chance at a
14 healthy life. God bless those who will think in terms
15 of helping the young people of our area and the world.
16 Amen.

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0136

1 DON SCOTT

1698 Virginia Avenue

2 Elk Grove Village, Illinois 60007-2960

Resident/former business owner

3

4 My name is Don Scott. I currently live in

5 Elk Grove. My wife has a business in Elk Grove. I

6 started a business in Elk Grove about 30 years ago

7 when I did not live in Elk Grove and we moved. We

8 ended up from going from about 2,000 square feet to

9 20,000 square feet and I sold and subsequently

10 expanded more than that after I left as well, retired.

11 But my wife still has a business in Elk Grove.

12 We've been living in Elk Grove now for 25

13 years. We moved there because it was close to work, a

14 nice place to live too, and we enjoy it very much.

15 And we sure wouldn't enjoy more noise overhead by the

16 airplanes.

17 I've flown in enough of them during that

18 time to know that air travel is here to stay. And

19 it's a good thing, but it should not be at the expense

20 of the citizens surrounding the airport.

21

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F-154

0137

1 BILL SHANNON

313 East Higin's Road

2 Elk Grove Village, Illinois

Citizen

3

4 I'm Bill Shannon. Live in Elk Grove

5 Village, and I am here just to ask some basic

6 questions.

7 Number one, why can't all of the sides
8 that have been -- that have developed on this case sit
9 down and reason this thing out? Why does it have to
10 be my plan or no plan, my plan or no plan?

M-81

11 I think there are alternatives that are
12 viable, and I think one of them would be and I don't
13 see anything and don't get any answers on it is the
14 question as to why we don't really look into expanding
15 existing facilities like Gary, Milwaukee, Rockford and
16 having that take care of the basic core problem of
17 moving people efficiently. I think with that in mind,
18 it would minimize the expansion, negate the need for
19 Peotone and I think everyone would be better served
20 because of it.

C-95

21 It's just the we-they that I don't like.

22 There's nobody working on what the core issue is, and

23 that's to do it efficiently and in the best possible

24 manner.

0138

1 I think we should be able to have someone
2 make the airlines more accountable for their situation
3 here. They're demanding everything and yet they're
4 losing money hand over fist. They are now not going
5 to be able to support any of the expanse plans that
6 are taking place. And why don't we hold their feet to
7 the fire a little bit and make them be more amenable
8 to working on these alternatives rather than just
9 saying I'm not going to fly there or I'm not going to
10 do this or I'm not going to do that?

C-95

11 I think they're a major player in this
12 problem and that they should be heard from more and
13 they should be included in some of these decisions
14 that are being made and being part of the solution,
15 not part of the problem.

16 The environmental impact I think has not
17 gotten its full impact regarding what the proposed
18 expansion would be. I would be really concerned or
19 interested in what the current environmental impact at
20 O'Hare already has on the surrounding communities.
21 I'd love to know that.

N-117

22 I'm hoping that the FAA has some
23 reasonable people that consider -- can consider all of
24 these options because we have the infrastructure to

C-96

0139

1 serve or go to Milwaukee and Gary and Rockford and
2 will be able to come up with a solution other than
3 just expand O'Hare or build Peotone. I don't think
4 either one is good, and that's it.

C-96

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8 BOB RACKOW

38 Dierks

9 Bensenville, Illinois

10 Bob Rackow, 38 Dierkes, Bensenville. And
11 my comment is that it's too costly and projected to be
12 very dangerous and make too much of an impact on the
13 Village while the taxes go, and the people that will
14 stay behind will be burdened with too many taxes.

G-71
H-110

15 Otherwise, with all the tax money being
16 lost, there will be no more school system, probably no
17 library and no other benefits or programs. That's all
18 I can think of.

19

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0140

1 KEITH JENSEN
1123 Berkenshire Lane
2 Elk Grove, Village 6007
Resident

3

4 My name is Keith Jensen. I live at 1123
5 Berkenshire Lane in Elk Grove. We've been residents
6 of the Village for 30 years, and we love the Village.
7 It's been -- it was picked as one of the most -- the
8 top 50 places to live in the whole United States a few
9 years back.

10 And we just think with additional air
11 traffic, we have to worry about more pollution, we
12 have to worry about more noise pollution. Just the
13 quality of life will really, really be bad.

E-48
F-49
K-33

14 And Elk Grove is such a wonderful place to
15 live, and I just think just with all that additional
16 traffic, it's going to produce pollution, air noise.
17 If you go out to try to have a picnic in your
18 backyard, you won't be able to hear anything all day
19 long if they're going to have 80% more planes going
20 over or whatever.

21 And I just think -- I'm worried about
22 property values. You know, right now everybody --
23 Elk Grove is the place everybody wants to live, and I
24 just think this big expansion is just going to really

H-48

0141

1 hurt the Village. | H-48

2 And I think with Peotone they say, oh,
3 well, nobody will go to Peotone, but I think if they
4 build a new brand new airport, all the people that
5 live south of the City, Joliet and all of the
6 surrounding towns, they'll use that airport instead of
7 driving all the way up to O'Hare where the traffic is
8 so bad.

C-39

9 Anything else? And potential accidents
10 with the additional flights going in and out of there
11 all the time, and it's just not the fairness of taking
12 away from Elk Grove and Bensenville and yet we get not
13 one penny out of the airport. It all goes into
14 Chicago and, you know, it just doesn't seem fair.

G-31

15 And then the money issue, I'm worried that
16 if they run into financial problems, the federal
17 government will have to bail it out, and that's not
18 fair to the taxpayers.

H-49

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0142

1 JOE PONKO

619 Willow Lane

2 Elk Grove Village, Illinois 60007

3 Okay, my name is Joe Ponko, P-o-n-k-o. I
4 live in Elk Grove Village, Illinois. I have lived
5 there for 39 years. My wife and I have lived there
6 for 39 years.

7 I would like to express my opinion with
8 regard to the O'Hare expansion. But, first of all, I
9 would like to publicly thank Senator Fitzgerald and
10 Congressman Hyde for being the only two or few good
11 men that have tried to help the little people of this
12 area.

N-89.3

13 My concerns are the same concerns as you
14 will hear from most people, the loss of revenue by
15 destroying certain areas especially in Elk Grove
16 Village and Bensenville, increasing our taxes because
17 of that, the quality of air, et cetera, et cetera.

H-106

18 But another point that I have is from a
19 terrorist standpoint. We're trying to do major
20 construction at O'Hare and modify terminals or build
21 new terminals where from a terrorist standpoint it
22 could be done very simply by a new airport such as
23 Peotone. Thank you very much.

C-84.1

G-67

24

0143

1 ORONZO and CONCETTA PECONIO

1001 Glendale

2 Bensenville, Illinois 60106

Homeowner/business owner

3

4 MR. PECONIA: Oronzo Peconio and my wife

5 Concetta Peconio. We live at 1001 Glendale Street in

6 Bensenville. We are residents and also business

7 owners in Bensenville.

8 We strongly oppose the O'Hare expansion.

9 We believe in modernization of O'Hare, but to the

10 extent where, you know, we don't believe in taking all

11 those homes because of the impact it's going to put on

12 the community.

N-7

13 We have a beautiful school district, we

14 have beautiful parks. We moved in Bensenville in 1986

15 to have a better life for our children and for

16 ourselves, and we have been pushed at the edge right

17 now where it's being taken away from us.

18 First of all, our lives have been

19 demolished at this point because as -- where we live

20 right now, we get 747s at times. We just -- they

21 barely make -- clear our trees and the -- when we're

22 talking, it's hard to really even, you know, listen to

23 what we're saying to each other.

F-120

24 With the expansion of O'Hare, it's going

0144

1 to make it difficult. We have two children and we
2 would like to really keep our families as a whole. We
3 would like to see -- have the neighbors as any of us
4 would like to see Bensenville stay as a whole
5 community because it's a great community.

6 Mayor Daley is -- you know, should
7 remodernize O'Hare, but to the extent of just, you
8 know, eliminating some of the runways. I feel that
9 it's been taking -- a lot of the land that he wants to
10 take away from Bensenville, at this point it's just
11 not at the point that we can -- you know, we can --
12 the community will be demolished and it will become
13 just another -- you know, the impact of the breathing
14 and the living conditions will become atrocious and
15 because of the fumes and all the gas and, you know, in
16 many other airports that you see in other cities like
17 Los Angeles and the smog and, you know, everything.

18 So I feel very strongly that it's not
19 right, and we feel that the FAA and the government
20 should step in and really look at studies done and
21 that protect our community and the people of the
22 community. They should.

23 MS. PECONIA: Let our children speak too, hear
24 our children because from what I'm understanding that

K-65

0145

1 a lot of people are saying that young children are
2 worried about this and especially the ones that live
3 close by. And I don't think it's a good idea to
4 expand it, no.

5 MR. PECONIA: I think a third airport should
6 be built. It will be -- it will keep things
7 competitively in the region, it will improve the
8 region aviation problems and it will bring more jobs
9 to the region, not just to the northwest suburbs of
10 Chicago and, you know, it will be more modern than
11 ever because of with the new airports get modernized
12 more than anything else.

} C-79

13 So I hope FAA and the federal government
14 can step in and just do the right thing and protect
15 everybody.

16

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0146

1 VIRGINIA ALLEN
460 West Irving Park
2 Bensenville, Illinois
Resident

3

4 My name is Virginia Allen. I've lived in
5 Bensenville for 45 years, and I'm opposed to the
6 expansion of O'Hare.

} N-3

7 It's noisy as it is without expansion,
8 without more aircraft. It's just -- it's almost to
9 the point of being ridiculous, and there's some times
10 when they wake you up at night, can't go back to sleep
11 because you hear them revving up on the runways or at
12 the service areas. It's very, very annoying.

} F-1

13 And then they want to take over -- and
14 they're not going to be satisfied with just taking
15 over what they want now. In the future they're going
16 to want more and more and more. And I'm opposed to
17 that, and that's all I have to say.

} N-2

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19 * * * * *

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0147

1 PETE PETERS

1260 Spruce Avenue

2 Bensenville, Illinois 60106

Homeowner

3

4 My name is Pete Peters, 1260 Spruce

5 Avenue, Bensenville, Illinois, 60106. On the matters

6 of planes taking off, I was told that 32 Left is the

7 longest take-off area. And when they're taking off

8 going to the north-northwest, instead of going

9 straight through like the runway is supposed to,

10 they're veering off to the left and they're coming

11 over my house more and more than they used to.

12 I live at Devon Avenue and 83. And if

13 they were going straight through on the runway, they

14 would not be coming over my house. But when they veer

15 off real sharply coming off that long runway, they are

16 coming over and making all kinds of noise in the

17 middle of the night.

18 Like last night at 4:45 I was up because

19 of the heavy rains. And this big plane came right

20 over the house and it could have shook the whole house

21 that's how low it was when it came over. And that's

22 what I have to say.

23 This has been happening for the last two

24 years more so than it used to. This has been

F-122

0148

1 happening for the last two years more so than they
2 used to be.

3 I have been in that residence for 34
4 years, and I notice it's progressively getting worse
5 and worse and worse. And it isn't because some of
6 these planes that make a lot of noise are coming over.
7 It's just all planes have been coming over.

8

9 * * * * *

10

11 KAREN BAXTER

210 South Addison Street

12 Bensenville, Illinois

Resident

13

14 My name is Karen Baxter, and I live at 210
15 South Addison Street in Bensenville. I live there and
16 work there and my husband also works there.

17 It took us 25 years to finally be able to
18 buy a home, and we picked Bensenville because it
19 was -- it was just so charming and old-fashioned and
20 it was nice and quiet, had the music in the park.

21 And this is just really upsetting for us,
22 and I was just trying to figure out the other day
23 that -- I was wondering when the great State of
24 Illinois turned into the great state of O'Hare or the

H-8.1

0149

1 great state of Chicago where Mr. Daley just thinks
2 that he can come in, bulldoze the houses and spend all
3 that money bulldozing, paying all that money to those
4 people for their homes and then relocating people --
5 there's money for that I believe -- and then going to
6 build his big fancy airport.

H-8.1

7 And it would just be so much more
8 economically sound I think just to go to Peotone and
9 build it there and the airplanes are going to go where
10 your airport is. Instead of Chicago being the hub of
11 the airline business, maybe they should think of
12 Illinois as being the hub where part of it goes down
13 to Peotone, maybe all the freight or part of the
14 freight or one airline or whatever.

C-6

15 But there's got to be a way that that
16 would be better than messing up everybody's lives at
17 home and then all their friends are messed up because
18 they feel bad for you, and it's just it's not a good
19 situation.

20 And I think if it was in Mayor Daley's
21 backyard that he would do nothing more than walk away
22 and say, You can't do this, and that would be it. So
23 I think Daley is really wrong, and I don't think his
24 dad would have done this. Thanks for your time.

0150

1 SALLY GRACE

236 Mohawk

2 Bensenville, Illinois 60106

Resident

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4 Sally grace, 236 Mohawk, Bensenville,
5 Illinois, 60106, and this is my daughter Kathy Grace,
6 same address.

7 Okay, the first question I would probably
8 like to see answered is why does the City of Chicago
9 believe that building the airport bigger will make it
10 better? I strongly believe bigger is not better in
11 this case.

A-24

12 We don't have a back-up plan. If
13 something happened to that airport, it would impact
14 financially, economically the whole Midwest, City of
15 Chicago and even cripple the entire United States.
16 And why aren't they looking more seriously into a
17 back-up airport in the event something did happen such
18 as, you know, 9/11?

G-29

19 That's probably -- why do they feel they
20 can come into a community that's not in their county?
21 We don't benefit any such way in DuPage County or in
22 Bensenville from that airport. We get all the
23 negative impact of it and no benefits. So it does
24 not, you know, serve us to have a bigger airport

A-24

N-28

0151

1 there.

2 I guess that's about it then. I'm just
3 very, very concerned about not having a back-up plan
4 if something major did happen to O'Hare and the impact
5 it does have on the surrounding communities.

6

7 * * * * *

8

9 DR. RALPH MADONNA

140 Janis

10 Wooddale, Illinois 60191

Member of SOC

11

12 Dr. Ralph, R-a-l-p-h, Madonna,
13 M-a-d-o-n-n-a, 140 Janis, J-a-n-i-s, Wooddale,
14 Illinois, 60191. Affiliation would be mostly myself
15 and I also am a member of SOC.

16 I want to speak against the modernization
17 that's proposed. Although I favor modernization of
18 O'Hare, I'm opposed to the plan that's currently
19 proposed for a number of reasons.

} N-7

20 Number one is I think it has been -- the
21 traffic on the Kennedy, if anybody has tried to come
22 out to the western suburbs on a Sunday afternoon, they
23 know what the condition is. And although they are
24 talking about western access, that really is -- the

J-31

0152

1 cost seems to be mostly prohibitive at \$6.6 billion
2 that they're talking about.

J-31

3 I think there's a wholesale destruction of
4 neighborhoods of people that are having to readjust
5 their lives. And I would not be one of those that
6 would be losing my home, but certainly I have been in
7 the area for 37 years.

K-44

8 I have a practice in Woodale and I have a
9 home in Woodale, and I believe that this would greatly
10 reduce the value of my home. It would increase the
11 pollution and noise that currently exists to an even
12 worse level. I think the solution is to build Peotone
13 where they have plenty of space to not disrupt
14 people's lives.

H-73
E-67

15 I'm very disappointed that the City of
16 Chicago would take it upon itself at this time in this
17 economic condition to talk about increasing runways,
18 and yesterday they talked about the airlines
19 themselves withdrawing from the World Gateway Program,
20 which would mean that we would have runways and we
21 would not have gates to even put the planes. So it
22 just does not make sense to me.

C-51

23 I believe the FAA should look at the
24 environmental impact. O'Hare itself when first

0153

1 proposed and first built in a congested area was just
2 the wrong location. It's still the wrong location.

3 It's time for people to say, City of
4 Chicago, enough is enough, let's have an airport
5 that's going to be -- effectively create jobs for
6 people in the south suburbs as well that effectively
7 will distribute the number of people that are going to
8 be traveling on the road to and from the airports.

C-52

9 It's amazing to me that with all the
10 modernization of Midway, which is in the City of
11 Chicago, they did not do anything as far as increasing
12 runways or taking homes, but as far as the suburbs go,
13 it's okay to do that.

14 And I want the FAA to look seriously at
15 the amount of transportation problems, environmental
16 pollution that's going to exist and the noise
17 pollution that currently exists.

E-68

F-74

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0154

1 RON TUOZZO

875 Love Street

2 Elk Grove Village, Illinois

Resident

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4 My name is Ron Tuozzo from 875 Love
5 Street. My big complaint is the airplanes that
6 constantly fly over my house from all hours of the
7 night.

8 I get up at 4:30 in the morning and the
9 planes are flying, and it's pretty hard to get a
10 night's sleep when they're constantly flying over the
11 house. You can't keep the windows open and you hate
12 to keep the windows closed because you have to have
13 the air conditioner on when you do it. In the middle
14 of the day you can't have a conversation outside. You
15 have to sit inside the house or you try to make a
16 phone call outside and it's impossible. Planes are
17 constantly roaring.

F-169

18 The FAA made a comment about how much
19 quieter it is now than it was before, and I'm telling
20 them come out to my house and if you find out it's
21 quieter now, I'll give you a \$10.00 bill. You're not
22 going to find out it is.

23 Basically I don't know if comments are
24 going to go anyplace, but I sure would make sure I'd

0155

1 like you to hear my views. And I don't think the
2 airport has done nearly enough to keep the planes
3 quiet and now the extension is going to be even worse
4 than it is now. That's going to be a bigger problem
5 yet.

F-169

6 So I don't know what the answer is, but I
7 don't think the politicians are working hard enough to
8 relieve the problem, especially in Chicago. If Daley
9 spent as much as time repairing the schools as he is
10 trying to push the airport, they'd have some beautiful
11 schools. But I guess there's no money to be made in
12 the schools, so he's working on the airport. And
13 basically that's all I have to say.

N-123.1

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17 JOHN O'KEEFE

201 Brookhaven Drive

18 Elk Grove Village, Illinois 60007

Resident

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20 I'm John O'Keefe. I live at 201
21 Brookhaven Drive in Elk Grove Village, Illinois, and
22 I'm a homeowner/resident.

23 I am opposed to the O'Hare expansion
24 projects. I feel that it is a sham to split these

N-3
N-B3

0156

1 things as if they were individual projects. } N-83

2 For example, the IDOT project that is
3 going to so heavily impact us when they try to put in
4 western access is not even being treated with the
5 project that has actual -- is actually being proposed
6 to the U.S. Congress.

M-54

7 I consider one symptom of this sham the
8 fact that IDOT is not here. They held their public
9 hearing in Springfield where no one is affected. They
10 did not come here.

11 The best information I have is that there
12 will be 40,000 jobs eliminated in Elk Grove. 60% of
13 our industrial park, which is the largest in North
14 America, will be eliminated. Our tax base will be
15 devastated to the tune of \$500,000,000, and much that
16 has made Elk Grove what it is will be destroyed.

H-99

17 We have been uniquely successful in
18 stopping the incursion of Chicago street gangs into
19 our suburb as they have invaded so many others. We
20 have been almost totally successful in eliminating or
21 preventing drug pushers from getting to our children.
22 This has not been easy and it has not been cheap. We
23 need the revenues from our industrial park to make
24 that work.

0157

1 We feel we have a very viable community
2 here. We have been good neighbors to Chicago even
3 though we were here long before they were. Orchard
4 Park was not -- or Orchard Field was -- became O'Hare
5 in 1960s. We feel that it has grown as far as it can
6 without destroying surrounding communities. We think
7 it's time for a third airport to deal with the
8 aviation necessities of the area.

C-72

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12 LUCIE McDANIEL

200 Brookhaven Drive
13 Elk Grove Village, Illinois 60007

14 My name is Lucy McDaniel. I'm at 200
15 Brookhaven Drive in Elk Grove Village, Illinois, and I
16 don't have a specific affiliation. I'm just a
17 resident of Elk Grove for the past seven years and the
18 Chicago area over 40 years.

19 And basically all I wanted to say is
20 coming to this meeting, it's enlightened me some
21 because I'm finding out that from the FAA's standpoint
22 this is still basically a proposition, a proposal,
23 nothing set in concrete that anything is going or
24 coming.

0158

1 And my main concern is basically for the
2 people that it's going to affect. I am neither -- I'm
3 a 50/50 player here as far as being pro or against. I
4 can see it bringing in more jobs and opportunities as
5 long as the economy continues the way that it is.

6 I'm concerned over people that it will
7 affect, the businesses that it will affect, villages
8 that it will affect.

H-78

9 I think my only mainstay in saying that
10 I'd be against this O'Hare thing is the way that it
11 has been brought about from the City of Chicago's
12 perspective. I really feel that you can't really
13 annex another town just by purchasing land. I think
14 that was the wrong way of going about this.

H-78.1

15 It sounds like we're talking three or four
16 years before we know whether it's going to be a
17 conducive proposal or not. So they've stirred up a
18 lot of emotions, a lot of people way too soon.

M-37

19 And it should have just been something
20 that since that since it's obviously going to be
21 something that's 10, 20 years in the future and not
22 tomorrow and yet they've affected people's lives today
23 a little bit too drastically than if they'd done this
24 in the way I'm hearing it from the FAA, that this is a

0159

1 proposal, this is what we'd like to do, now we want to
2 know what your comments are and then let's look and
3 see if this is something we should do. And here it's
4 going through the government and making it a done deal
5 before that's really been done.

6 I'm not sure that I said that I intended
7 for those parties that they need to be compensated
8 appropriately. I just want to say I'm concerned about
9 them. I am also saying that I'm also concerned
10 they're actually taken care of properly and not just
11 railroaded.

H-78.1

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0160

1 EVERETT KUEHLMAN
456 Lilac Lane
2 Elk Grove Village, Illinois 60007
Resident

3

4 Everett Kuehlman, K-u-e-h-l-m-a-n, 456
5 Lilac Lane, Elk Grove Village, 60007. Basically my
6 only complaint is the height of the aircraft where
7 they fly over my home. The 27 three engines and two
8 engine aircraft are the worst critters to stop a
9 conversation you're having on your patio with a
10 neighbor or if you're eating out with people on the
11 patio, you just have to stop. It's very, very low.

12 I like to say this: They come down and go
13 through my bedroom window, down the hallway, make a
14 left-hand turn and go out the parlor. And that's
15 very, very, very low. And some of them, the three, if
16 they're too low, it's miserable. And it lasts for I
17 would say three quarters of a minute to a minute, a
18 minute and a half because you hear it coming over your
19 head and gone and then it barks terrible, getting away
20 from them.

21 There was one other important thing I was
22 going to say. Oh, I feel this. A solution would be
23 to take those lighter aircraft I mentioned, use the
24 start of the runway and let them get up in the air as

F-61

0161

1 close as possible from the spot they left and be
2 climbing so that they're away up in the air where it's
3 less -- it's more tolerable. Start them off like
4 that. But I swear they take the last half of the
5 runway or the last 25% of the runway to get up in the
6 air, and they're the rascals. But other aircraft have
7 done it, but the consistency of the 27s, that's it.
8 I'll settle -- get that out and down to reasonable
9 procedures.

} F-61

10 Well, I guess that's it. I've had some
11 strokes and I can't bring up what I want sometime. I
12 think that would be enough.

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O'HARE MODERNIZATION PROGRAM

THURSDAY, AUGUST 29, 2002

1:00 P.M.

REPORT OF PROCEEDINGS

had at the hearing on the O'Hare Modernization Program, reported by Joanne M. Brogan, a Certified Shorthand Reporter and a Notary Public in the State of Illinois, held at the Federal Aviation Administration's Regional Office, 2300 West Devon, DesPlaines, Illinois, on Thursday, August 29, 2002, commencing at the hour of 12:30 o'clock p.m.

0002

1 MR. MacMULLEN: I want to say thank you so very
2 much for taking the time out of your busy schedules to
3 come in today. Just a couple of brief remarks if I
4 may. We have representatives today of -- we have
5 elected officials and representatives of elected
6 officials. We have representatives here from the
7 Federal Aviation Administration.

8 We have a representative here from
9 Crawford, Murphy & Tilly. Crawford, Murphy & Tilly is
10 the third-party contractor that has been selected to
11 work with FAA to help us through the Environmental
12 Impact Statement process and to help us in the entire
13 aspect of that process, et cetera; and they will be
14 undertaking a number of studies under our guidance and
15 direction.

16 We also have representatives of the
17 City of Chicago here today, and we have
18 representatives of Landrum & Brown and Ricondo &
19 Associates and Carolyn Grisko & Associates, who are
20 part of the consulting team that the City of Chicago
21 has.

22 What I'd like to do is to go around the
23 room and just have everybody say who they are and who
24 they're representing, et cetera, so everybody kind of

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1 knows who the folks are here; and then I'm going to
2 have some explanatory remarks with regards to FAA's
3 role in the Environmental Impact Statement process,
4 the Environmental Impact Statement process itself and
5 how that might apply to what's been called the O'Hare
6 Modernization Program. Chris Arman on behalf of the
7 City of Chicago will also have some explanatory
8 remarks.

9 I might say that today is an
10 informational meeting, as the letter said and as we
11 have here. We don't have any additional disclosures,
12 et cetera. There's no new information that's
13 available over and above what was presented at the
14 scoping meetings that we've had already; but we
15 wanted, FAA wanted, very much to have the opportunity
16 to reach out to elected officials and see if a format
17 such as this provided an opportunity for elected
18 officials perhaps to get a little bit more direct
19 feedback from FAA in terms of what's going on, perhaps
20 raise questions that they didn't have, that folks
21 didn't have an opportunity to do or didn't think of
22 during the scoping meetings themselves. So that's
23 what we're doing here today.

24 And feel free to, you know, ask us

0004

1 anything that you want. We'll do our very best to
2 respond to you. If we don't have the answer right now
3 we'll tell you that and try and follow up, and in a
4 nutshell that's what we're going to try and do today
5 on your behalf; and we hope that you'll find this
6 interesting and informative.

7 I'm Mike MacMullen. I work for the
8 Federal Aviation Administration. We're located here
9 in this office building, and I work in the Chicago
10 Airport's District Office of the FAA. If we can,
11 we'll go around this way and come back up this way.

12 MR. SEGER: My name is Patrick Seger, and I
13 represent the Village of Mount Prospect.

14 MR. JACOBSON: My name is Bruce Jacobson. I'm
15 with the third-party contractor, Crawford, Murphy &
16 Tilly.

17 MR. PETERS: Gene Peters, Ricondo & Associates.

18 MR. SMITHMEYER: Phil Smithmeyer, Airport's
19 District Office.

20 MR. MOLINARO: Tony Molinaro, FAA.

21 MS. JOHNSON: Barbara Johnson, Chicago Airport's
22 District Office.

23 MR. STEGALL: Sean Stegall, City of Elgin.

24 MR. JOHNSON: Rich Johnson, Bensenville Park

0005

1 District.

2 MR. ADLAF: I'm Paul Adlaf representing Park
3 Ridge Mayor Ron Wietecha.

4 MS. GRISKO: Carolyn Grisko, Carolyn Grisko &
5 Associates.

6 MS. KUSTRA: Margaret Kustra, Ricondo &
7 Associates.

8 MS. ATHUS: Rita Athus, Mayor's Office, City of
9 Chicago.

10 MAYOR FIELD: Earl Field, Village President of
11 Village of Norridge.

12 MAYOR SHERWIN: Jeff Sherwin, Mayor of City of
13 Northlake.

14 MR. ARMAN: Chris Arman, O'Hare Modernization
15 Program, City of Chicago.

16 MR. WOOSLEY: Ted Woosley, Landrum & Brown.

17 MR. MacMULLEN: Thank you. Again, today we're
18 having an informational meeting on the O'Hare
19 Modernization Program and also to discuss with you
20 what the term Environmental Impact Statement is all
21 about and show you a little bit about what the process
22 is, try and orient you in terms of where FAA is in the
23 process right now.

24 To be brief about it we are at the very

0006

1 early stages of the Environmental Impact Statement,
2 and then talk to you a little bit about FAA's role,
3 and we'll proceed through that way. The City of
4 Chicago will do a similar kind of overview, and then
5 we'll answer any questions that you have and proceed
6 from there.

7 MS. GRISKO: Mike, we should perhaps identify who
8 is --

9 MR. MacMULLEN: Sure.

10 MR. BROWSKI: John Browski (phonetic), it's Cable
11 Access.

12 MR. MacMULLEN: The purpose of the meeting today,
13 as I briefly described, is to describe the
14 Environmental Impact Statement process, obtain your
15 input regarding the Environmental Impact Statement
16 process and the environmental issues to be studied,
17 identify alternatives to be studied; and again this is
18 just another opportunity to provide input to FAA's EIS
19 process and perhaps for you to ask us any questions
20 that you have so we could perhaps orient you in terms
21 of where we are and what our expectations are.

22 The Federal Aviation Administration
23 staff are available at this meeting to provide
24 information about the Environmental Impact Statement

0007

1 process and address your concerns. The City of
2 Chicago Department of Aviation is available to answer
3 questions related to the O'Hare Modernization Program
4 development. And I think you heard who was here from
5 FAA and who was here from the city, so please feel
6 free to ask any questions that you have.

7 If you'd like to, go ahead and pose the
8 questions to me, and then we'll see that your question
9 gets addressed and answered.

10 You might also have noticed we do have
11 a court reporter here who is going to take cognizance
12 of what's being said and is going to copy down what
13 folks are asking and what the comments are, et cetera;
14 and we will take the information that's generated
15 today and make it a part of FAA's consideration here
16 at this early part of the Environmental Impact
17 Statement process, the part of the process we call
18 scoping.

19 We appreciate you joining us today.
20 Obviously we know you have busy schedules. There's a
21 lot of competing priorities. We do appreciate the
22 fact of you taking the time to come in. We do have
23 the transcriber here. We also have comment forms. If
24 you prefer to just jot down some comments as opposed

0008

1 to making a statement to the court reporter, that's
2 fine also.

3 And I wanted to call your attention
4 also to this matter. Scoping comments must be
5 received no later than close of business on Friday
6 September 13. So we have about two weeks left for
7 completion of the scoping process, but all of our
8 public notices and all of the information of the
9 scoping meetings that we've conducted so far do
10 clarify the fact that Friday, September 13th, 2002,
11 close of business on that day, is the end of the
12 scoping comment process. Thank you.

13 Here is a depiction of the
14 environmental review process. If any of you were at
15 any of the public scoping meetings, you saw a similar
16 kind of presentation here. We are right here in the
17 Conduct Agency and Public Scoping Meetings.

18 Now, previously on July 17th the
19 Federal Aviation Administration published a Notice of
20 Intent in the Federal Register to undertake an
21 Environmental Impact Statement and also provided a
22 listing of the days and the locations for the scoping
23 meetings that we were going to conduct and also
24 provide information on some of the alternatives to be

0009

1 identified and considered throughout the process and
2 gave the schedule for completion of the scoping
3 process. So we are right here. We are conducting
4 agency scoping and public scoping as of right now.

5 At the conclusion of the scoping
6 process we're going to enter a phase that we've
7 depicted here as Detailed Environmental Analysis.
8 We'll be doing the detailed environmental studies that
9 are necessary to go into the environmental review
10 process into the Environmental Impact Statement.

11 When we've completed the detailed
12 environmental analyses, we'll proceed to prepare a
13 draft Environmental Impact Statement. When the draft
14 impact statement is available, we will send it out for
15 formal review by interested agencies, members of the
16 public and other -- the federal agency, state agencies
17 and folks that indicated that they want to be a part
18 of the process.

19 Under the terms of the applicable rules
20 and regulations that the federal government has for
21 conducting an environmental review process and
22 specifically for conducting an Environmental Impact
23 Statement process there is a minimum of 45 days that
24 must be established to complete the review of the

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1 draft Environmental Impact Statement. So that's a
2 minimum.

3 We haven't yet decided what the review
4 time would be with regards to this particular draft
5 Environmental Impact Statement, but by law and
6 regulation it cannot be less than 45 days.

7 As a part of the process, we will
8 conduct a public hearing. Now, when the scoping
9 meetings were conducted on behalf of this project, we
10 didn't have a public hearing as such. There were no
11 open microphones, for instance, and there was no
12 administrative officer who conducted the meeting.

13 What we had was a series of boards
14 where people could walk through, ask questions of FAA,
15 ask questions of city representatives, and then
16 provide comments, either to a court reporter or by
17 writing out comments, et cetera; but we did not have a
18 public hearing as such. Now we'll have a public
19 hearing on this draft Environmental Impact Statement.

20 After completion of the review process
21 on the draft Environmental Impact Statement, as you
22 might imagine, a very complex process is initiated
23 where FAA must review the comments that were received.
24 We must carefully consider those comments, and we must

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1 develop a response to those comments.

2 Having developed a response to the
3 comments, we will then proceed to prepare and issue
4 what's called a final Environmental Impact Statement.
5 When the final Environmental Impact Statement is
6 actually issued there's a minimum 30-day review time
7 which is set up for that process. At the conclusion
8 of the review period -- good afternoon, welcome.
9 Please do sign in if you would, please.

10 At the conclusion of the review process
11 of the final Environmental Impact Statement FAA will
12 proceed to issue what's called a Record of Decision.
13 The Record of Decision is the formalized documentation
14 of completion of the Environmental Impact Statement
15 process, and then only after the issuance of the
16 Record of Decision would FAA be able to undertake
17 those actions which happen to be authorized by the
18 Record of Decision, covered in the Environmental
19 Impact Statement process.

20 Next slide, please. As a part of the
21 Environmental Impact Statement process and indeed as
22 part of the development of the environmental analysis
23 section, FAA will need to be concerned with purpose
24 and need. We will need to address issues such as the

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1 purpose and need of the project.

2 In doing so, that purpose and need
3 development has more than just sort of a theoretical
4 connotation. The purpose and need is in point of fact
5 one of the key items that FAA and other federal
6 agencies who have to undertake Environmental Impact
7 Statement processes must use to check potential
8 alternatives that are developed.

9 In other words, alternatives must be
10 cross checked with the purpose and need, and those
11 alternatives that do not meet purpose and need are
12 excluded from further review. So this is a very
13 important thing, the development of purpose and need,
14 and that in turn influences the range of alternatives
15 that is identified for further or detailed study.

16 At the conclusion of the purpose and
17 need specification process, FAA will proceed to
18 evaluate the alternatives, and then we will do a
19 detailed environmental study of all the alternatives
20 that are considered to be feasible. Next please.

21 Now, here is a specification of
22 categories of alternatives that will in fact be
23 evaluated in the Environmental Impact Statement. This
24 listing of alternatives is also found in the Federal

0013

1 Register notice that FAA prepared announcing our
2 intention to undertake an Environmental Impact
3 Statement process. We are required to consider the no
4 build or do nothing alternative. This is part of
5 applicable federal rules and regulations. We have to
6 identify a no build alternative. That alternative is
7 used as a measuring stick, as it were, upon which to
8 measure the environmental impacts of other potential
9 feasible alternatives. So we will be specifically
10 evaluating and identifying the no build/do nothing
11 alternative.

12 We will evaluate the proposed project
13 alternative. We will also evaluate alternative
14 airfield development at O'Hare. We will evaluate
15 alternative O'Hare configurations, and we will
16 evaluate an alternative number of O'Hare runways. We
17 have committed to do this.

18 We will use -- we will evaluate use of
19 other existing or proposed airports. This again is a
20 commitment that FAA made.

21 We will evaluate alternative modes of
22 transportation to see what the feasibility of
23 alternative modes of transportation might be, and we
24 will undertake an analysis also of demand management

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1 alternatives, which I would characterize as being
2 those set of alternatives that spread operations
3 around to a broader period of time and perhaps what
4 exists today to see if spreading arrivals and takeoffs
5 throughout the day is a feasible sort of a thing and,
6 if so, how much of a benefit it provides to us.

7 Next slide, please. As presently
8 proposed by the City of Chicago the O'Hare
9 Modernization Program would potentially consist of the
10 following: There would be new runway construction.
11 There would be existing runway realignment. There
12 would be relocation/replacement of navigational aids.

13 There would be consideration made for
14 western access to O'Hare. There would be
15 consideration for additional terminal facilities, and
16 then there would also be consideration for various
17 roadway and rail line relocations that might be
18 related to the process. You can see it's a complex --
19 it's a complex set of project elements that we're
20 dealing with.

21 Next slide, please. This is a listing
22 of -- preliminary listing of environmental issues to
23 be studied. You would find a similar listing in the
24 scoping process of almost any federal project that was

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1 undergoing an Environmental Impact Statement process.

2 We will be considering noise impacts.

3 Obviously noise impacts is a matter near and dear to
4 hearts of many people in and around O'Hare. There
5 will be substantial consideration for noise impacts.

6 We will consider land use impacts. We
7 will consider impact categories in the area of social
8 impacts, environmental justice impacts, surface
9 transportation impacts, residential and business and
10 cemetery relocation. We will consider socioeconomic
11 impacts.

12 Air quality is of course a major issue
13 in this area of Chicago. The Chicago metropolitan
14 area is listed as a nonattainment area for air
15 quality. So air quality is a big issue.

16 We will consider water quality impacts.
17 We will consider DOT section 303(c) and section 4(f)
18 lands. That's parks, historic properties, and other
19 specially protected lands; historic architectural,
20 archaeological and cultural resources; biotic
21 communities; endangered species of flora and fauna.
22 We will consider the presence of endangered species of
23 flora and fauna and what impacts the project might and
24 its feasible alternatives might have on the plants and

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1 animals. As of right now today we are not aware of
2 any federally listed plants or animals that are in the
3 immediate O'Hare environ.

4 We will consider wetlands. There are
5 approximately 100 acres of wetlands on the property at
6 O'Hare. Not all of those wetlands are technically
7 jurisdictional, but FAA is required to consider
8 wetlands whether they are jurisdictional or not, so
9 wetlands impact assessment will be very much a central
10 part of our analysis.

11 We will consider impacts on
12 floodplains. We will consider coastal zone management
13 and coastal barriers. This will probably be an area
14 of simply checking and cross-checking to make sure
15 that we don't in fact have any coastal zone management
16 and/or coastal barriers issues. We are presently
17 unaware of there being any such issues with regards to
18 this project.

19 We will consider wild and scenic river
20 impacts. Again, this will be more or less along the
21 lines of confirming that there are in fact no wild and
22 scenic rivers that have been designated in the
23 immediate area.

24 Prime and unique farmlands. Again,

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1 this is something that must be considered, but we are
2 unaware of any specific impacts that would occur on
3 either prime or unique farmlands.

4 Energy supply and natural resources,
5 light emissions, solid waste impacts with special
6 emphasis on hazardous materials, we will consider the
7 construction impacts. This would be a large, complex
8 project that would potentially be constructed over a
9 period of years so you would expect that there would
10 be some significant construction-related impacts. We
11 will be considering those and disclosing them. We
12 will also be considering cumulative impacts.

13 Just to provide you something of an
14 overview in terms of what FAA is doing and has done
15 already with regards to the scoping process, here's a
16 schedule for scoping. We published a notice of
17 intention to prepare an Environmental Impact Statement
18 in the Federal Register on July 17, 2002. We've had
19 several agency scoping meetings.

20 The first of those meetings was August
21 19th. We were in Springfield, Illinois. We were at
22 the Illinois Department of Transportation Auditorium
23 Conference Room, and we met there with representatives
24 of the Federal Highway Administration, the Illinois

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1 Department of Transportation, the Illinois Department
2 of Natural Resources, and also the Illinois
3 Environmental Protection Agency was at that meeting
4 and was represented.

5 On August 20th we conducted an
6 additional agency scoping meeting. We were in the
7 Metcalfe Federal Building in downtown Chicago at 77
8 West Jackson. Representatives at the scoping meeting
9 on August 20th included the U.S. Fish and Wildlife
10 Service, the U.S. Environmental Protection Agency.
11 Again there was a representative from the Federal
12 Highway Administration, a representative or two from
13 the Illinois Department of Natural -- Illinois
14 Department of Transportation, and representatives of
15 the communities of Bensenville, Park Ridge and Elk
16 Grove Village.

17 We conducted two public scoping
18 meetings. On August 21st we were at the Fountain Blue
19 facility on Mannheim Road in Des Plaines. On August
20 22nd we were at the Avalon Banquets facility on East
21 Higgins Road in Elk Grove Village, Illinois.

22 Give you a flavor for the kind of
23 participation, we had approximately 50 people that
24 showed up on August 21st and approximately 250 to 300

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1 people who showed up on August 22nd.

2 Again, the close of the scoping comment
3 period is identified as close of business September
4 13th, 2002.

5 Next slide, please. FAA undertook a
6 series of prescoping briefs with a variety of
7 agencies. This occurred prior to July 17th. The
8 purpose of the meetings was to acquaint
9 representatives of agencies such as the U.S.
10 Environmental Protection Agency, the Army Corps of
11 Engineers, and U.S. Fish and Wildlife Service with the
12 fact that FAA was going to be undertaking an
13 Environmental Impact Statement on the O'Hare
14 Modernization Program; and we wanted those agencies in
15 light of their critical review and comment
16 responsibility to know that an EIS was going to be
17 prepared and to know that FAA was going to be reaching
18 out to those agencies and other agencies to seek
19 comments on the scoping Environmental Impact Statement
20 and also to expect and receive comments from those
21 agencies on the contents of the Environmental Impact
22 Statement itself, when that impact statement is
23 actually developed.

24 Scoping process in an Environmental

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1 Impact Statement process context consists of
2 identifying issues. We did publish Notice of Intent
3 to prepare the EIS. We contacted agencies and elected
4 officials. That's one of the reasons why you folks
5 are here today. We conducted general public
6 information workshops.

7 I might say that the purpose overall of
8 scoping is to solicit commentary on the scope of
9 alternatives that ought to be considered in the
10 Environmental Impact Statement process, to solicit
11 commentary with regards to the specific methodologies
12 that ought to be utilized to undertake our analysis,
13 and also to identify concerns of the affected agencies
14 and affected publics with regards to the upcoming
15 project and its environmental impact statement.

16 There will be a draft EIS, as I've
17 already indicated. We don't have a specific date of
18 that draft EIS. It's very early in the process. It
19 will be some significant time in the future, but we
20 don't have a specific date for it at this time.

21 Once the draft Environmental Impact
22 Statement is made available and a notice is published
23 in the Federal Register as to its availability, FAA
24 will schedule and conduct a public hearing. There

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1 will be a minimum of 30 days advance notice, by the
2 way, for the dates and locations of the public
3 hearings on the draft EIS.

4 At the conclusion of the draft EIS and
5 the conclusion of the comment period on the draft EIS,
6 FAA will proceed in recognition to the comments it got
7 to develop and issue a final Environmental Impact
8 Statement, and at some point in time after the
9 issuance of the final Environmental Impact Statement
10 and after signature by the FAA on the Record of
11 Decision, there will then be a FAA environmental
12 decision as to what project or sets of projects were
13 approved and what FAA could undertake at that point in
14 time. Next.

15 Here's a question that does come up
16 from time to time, and we wanted to take this
17 opportunity to restate it. What is the role of the
18 Federal Aviation Administration within this
19 Environmental Impact Statement process?

20 Briefly stated, FAA's role is to
21 evaluate proposed development in terms of consistency
22 with applicable laws and regulations and to ensure
23 that proposed development meets all requirements for
24 safety, design criteria and environmental compliance.

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1 This project will proceed in full
2 compliance with all design criteria specifications and
3 with all safety specifications and with regards to all
4 environmental rules and regulations. None of that is
5 going to be waived or abridged in anyway, and here is
6 the statement of FAA's role. We are basically to
7 undertake the impact process in full recognition of
8 all the applicable requirements. Next please.

9 I'm going to -- Chris Arman is here on
10 behalf of the City of Chicago and the O'Hare
11 Modernization Program, and he will take you through a
12 set of informational materials design to elucidate a
13 bit about the proposal for the future of O'Hare.
14 Chris.

15 MR. ARMAN: Thank you, Mike, and thanks everyone
16 for coming out today. I think one of the key points
17 that Mike pointed out was his last statement, that we
18 aren't here to avoid any regulatory issues. In fact,
19 if anything, our program is going to be held very
20 publicly and to a very strict standard. So it's
21 refreshing that we're finally at the point now where
22 the city can prove to our local community leaders and
23 residents that we are going to have to meet every
24 normal litmus test that the regulations and laws

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1 require.

2 As many of you know, last December a
3 historic agreement was met between Governor Ryan and
4 Mayor Daley to improve and modernize O'Hare
5 International Airport. It's a comprehensive solution
6 not only for the airfield itself but also for area
7 roadway systems, et cetera. This would address our
8 current problems with delays as well as provide for
9 capacity into the future. Next.

10 This is the current layout that many of
11 you are familiar with. We do have six parallels, two
12 running east and west, two running northwest,
13 southeast, and southwest and northeast runways as
14 well. We also have the north and south runway.

15 The issue as it pertains to delays is
16 that if, as an example, we are arriving on the 27s in
17 tandem as well as 22 right at the same time, if the
18 weather conditions were worsening, the ceiling comes
19 down, the visibility goes down, you have wet pavement
20 or surfaces, et cetera, this runway, 22 right, would
21 ultimately get turned off. It would not be usable by
22 the FAA because the pilot coming in on this runway
23 could not guarantee visual separation from either of
24 these two aircraft; and that's primarily again because

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1 of the convergence of the actual -- because of the
2 convergence of those surfaces.

3 And just to put it in layman's terms,
4 if you're on the Kennedy expressway or any other
5 expressway, if at one point you had three lanes that
6 were operating, you go down to two, you invariably are
7 going to have back-ups; and because of that you also
8 have traffic that is going to then try to circumvent
9 the highway by getting off a ramp and going around to
10 other arterial roadways, et cetera, and clogging up
11 other areas of the community.

12 The fact is that there is a layout that
13 would allow you to provide at least triple arrival
14 simultaneous even in bad weather, and it has been used
15 elsewhere.

16 You can go to the next slide.
17 Obviously the goal is to build the first runway, which
18 is the new north parallel runway; and by realigning
19 the other ones we ultimately would have six parallels
20 running in an east-west fashion. We would keep the 4
21 and 22 runways running northeast and southwest. The
22 reason those two would be kept versus other runway
23 surfaces is because we've obviously done a fair amount
24 of historic wind analysis in order to determine what

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1 surfaces most favor the climate we have here today or
2 around Chicago, and with that we are going to keep
3 those two runways.

4 This layout has been discussed quite
5 often by some of our opponents. The fact is that the
6 separation between these inboard parallel runways is
7 going to be as far if not farther apart than runways
8 that currently operate today in Atlanta, Dallas,
9 Detroit, certainly LAX and so on. It is a proven safe
10 operation.

11 Dallas, as an example, if we were able
12 to take this image and swing it 90 degrees, you'd be
13 looking at a Dallas layout. They have the north and
14 south runways in their case with two
15 northwest/southeast runways crossing those other
16 existing main runways that they utilize.

17 Again, these separations regardless of
18 the banter in the communities, the fact is nothing
19 would be built if it didn't meet FAA criteria. And we
20 are in our opinions meeting all that criteria, if not
21 exceeding it, and it has to be proven during this
22 process before anything could be constructed.

23 Another point that I know that I've
24 read from some of the community newsletters, et

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1 cetera, is they've compared us to Atlanta and
2 misrepresented the acreage of Atlanta. Atlanta is
3 actually half the size of O'Hare. It has half the
4 acreage. If you cut this in half, that would be the
5 size of Atlanta's Hartsfield International.

6 The fact is they operate currently with
7 four parallel east and west runways. They operate
8 safely, and they operate more efficiently because they
9 are in parallel. They've had less delays than O'Hare
10 and have a similar level of traffic. We've been
11 trading off the volume of traffic for the past handful
12 of years.

13 Next slide, please. Again, the new
14 north runway, the one that was the furthest to the top
15 of the image, would be about 7,500 feet. By
16 realigning 18-36 we would have what we call a closely
17 spaced which is a dependent south runway, again, a
18 tried and true system that works in other locations.

19 By realigning 14 right-23 left and 14
20 left-32 right we would build the other closely spaced
21 on the north and ultimately the far south runway. It
22 does provide for western access and terminal expansion
23 on the west.

24 And of course when it comes to funding,

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1 this is an airline and airport issue as well as FAA.
2 It would be based on airline backed bonds, passenger
3 facility charges, and AIP or other discretionary
4 funds, but no local tax paying dollars would
5 contribute to the cost of any of these modernization
6 elements. Next, please.

7 Since 9/11 there's been a lot of
8 concern about the future needs for the aviation
9 industry. The fact is is that even today -- and we've
10 seen already some draft examples of a terminal area
11 forecast specifically for O'Hare. This is not for
12 other airports in the region or the nation, et cetera,
13 but for O'Hare that continue to trend upward even
14 post 9/11, not only on the enplanement forecast but
15 also for the overall operations.

16 Historically the airline industry has
17 gone through very turbulent times on demand issues, et
18 cetera. The Gulf War is one that may be most
19 memorable to many of you, certainly for me, when there
20 was a drastic reduction in service for a period of
21 about a year and a half to two years, and within four
22 years it was already exceeding and growing at a high
23 clip.

24 The fact is we have to, regardless of

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1 what is going on today at the airport or with a
2 particular air carrier, you have to plan for the
3 future. The demand is going to be there, and you have
4 to react now before the volumes get to such a point
5 that you then can't perform the construction or do it
6 at a much higher cost. Next, please.

7 The overall concept which ultimately in
8 an EIS has to have an ALP that the FAA would review is
9 going to incorporate of course the runways and their
10 associated taxiway systems here in green as well as
11 how we were going to accommodate the cargo buildings
12 on the south, potentially other cargo, and of course
13 maintenance hangars on the northwest corner.

14 One of the things when it comes to land
15 acquisition is you see this corridor here where we are
16 going to have to realign a railroad as well as Irving
17 Park which currently both of those are in the way of
18 two to three of the runways or their protection zones.
19 So this is the overall concept of where the physical
20 changes are going to take place and for what purposes.

21 Next. Again, it is a delay issue at
22 O'Hare. We're not trying to solve something that
23 others envision in another location is the demand and
24 the delay at O'Hare. We can reduce by 95 percent in

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1 bad weather again by being able to continue to have
2 three arrivals in parallel even in bad weather
3 situations, reduce delays overall because of the
4 efficiency of the parallel runway configurations even
5 as you operate dependent runways which others refer to
6 as closely spaced.

7 You are able to increase the efficiency
8 which reduces emissions, reduces delays, reduces
9 noise, a lot of other positives that come from that.
10 The delay savings to the carriers and also to the
11 passengers on an annual basis are quite large and
12 we're hopeful to receive all of those benefits.

13 Again, capacity into the future,
14 certainly as you realign these surfaces and become
15 more efficient, you could also accommodate the
16 additional capacity for decades to come.

17 Economic benefits, it's one of our
18 region's biggest issues right now, right down to those
19 that may be laid off at a ballpark. The fact is that
20 this is going to provide hundreds of thousands of jobs
21 and billions of dollars of additional income to the
22 entire region. It is not a City of Chicago only
23 benefit. Most of the money, most is going to go to
24 other communities, including yours, other than the

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1 city.

2 Land acquisition of course is something
3 that is on everyone's mind. The City of Chicago has
4 done everything it can to minimize the amount of
5 impact. Clearly we are not trying to go out for the
6 sake of buying up properties unless we feel that it
7 absolutely meets the needs of what the FAA criteria is
8 going to be to operate this modernized airfield in a
9 safe and in an efficient manner.

10 With that of course in any project,
11 infrastructural project of this size, you are going to
12 have impacts anywhere from building a 294 or a 355 or
13 a Hillside Strangler. In all of those cases you end
14 up having businesses and homeowners that are
15 disrupted. It is unfortunate, but it is being
16 minimized to the extent possible.

17 Next slide, please. Quality of life of
18 course is something we are all familiar with. In the
19 case of noise this was a model that we were asked last
20 summer when we were doing governors' hearings to be
21 able to produce a rendering of the future. Even with
22 the six east-west runways and keeping the two
23 northwest -- excuse me, northeast/southwest runways at
24 just under 1.2 million operations, our noise problem

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1 is mitigated. A lot of that is because it is
2 concentrated over a narrow body of land.

3 The other aspects clearly are the fact
4 that the aircraft fleets that are going to be operated
5 are going to be quieter. The only thing that we did
6 in this rendering for the long-range concept is
7 removed hush kits, which is something that has
8 actually by and large already taken place here in our
9 airport in the past year and a half; and because of
10 that we actually have a 34 percent reduction in area,
11 and this is probably going to be smaller than this
12 because there are other aircraft that are going to be
13 coming on line and other aircraft by MB 80s by the
14 time we reached this point and have these runways
15 orientated in this manner, a lot more MB 80s will be
16 out of the fleet, et cetera, et cetera. The net
17 result is quality of life from a noise perspective is
18 going to continue to improve even with this operation,
19 even with more operations itself.

20 Next slide, please. Again, since last
21 June this graphic hasn't changed as far as 433 acres
22 total are going to be necessary to be acquired. There
23 are many other airport projects across the country we
24 could point to where they're taking whole towns and

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1 thousands of homes and schools and churches, et
2 cetera. We're doing again everything we can to
3 minimize it.

4 Again, if you have a runway orientated
5 in this direction, we'd have to realign the railroad
6 track and Irving Park, which also snakes through here,
7 have to do a realignment to provide the safe clearance
8 for that active runway. The north runway of course,
9 this area, would have to be cleared as well as this
10 area, again, because of any potential obstruction off
11 the end of that future runway.

12 Next slide, please. As we talked about
13 from the start, Mike's last comment and what's now
14 ours, the FAA is going to be preparing the EIS, the
15 City of Chicago stands ready to support, supply any
16 information that is necessary to meet all
17 environmental rules, regulations, et cetera.

18 There are very open opportunities to
19 comment. We still have an open window now through the
20 second week of September to provide comments that the
21 FAA should be aware of to ensure that we are
22 addressing them accurately or properly inside of the
23 responses.

24 And finally nothing can happen until

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1 the EIS is done; and if the FAA has a favorable
2 response and we receive a Record of Decision, that is
3 the only time that we could actually go forward and
4 implement, actually construct any of these
5 modifications.

6 I get notes all the time about somebody
7 seeing a truck with soil in it, and they are assuming
8 that we're doing these runways now. Nothing could be
9 further from the truth. There's no way to hide an
10 operation of that, and furthermore we don't have the
11 authority to do anything at this point in time.

12 We are hopeful to keep this program
13 going swiftly, however, within the confines of all
14 rules and regulations that are required by federal
15 government as they do at other airports across the
16 country.

17 So with that I'll turn it back over to
18 Mike.

19 MR. MacMULLEN: Thank you, Chris.

20 MR. ARMAN: Thank you.

21 MR. MacMULLEN: We've spent a little of your time
22 now to kind of go over the Environmental Impact
23 Statement process and FAA's role within that process.
24 We've described a concept for the modernization of

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1 O'Hare. We've indicated to you that a number of
2 alternatives are going to be evaluated, and we're
3 going to be looking at all of the environmental
4 consequences and all the environmental impact areas
5 that could be associated with a project like this.

6 I think a long story made short, FAA
7 again commits in no uncertain terms that this
8 Environmental Impact Statement process, this project
9 evaluation process, is going to be open, full,
10 thorough and honest; and that is a commitment that's
11 made from the top management of FAA on down to
12 everyone working on this project at FAA. We will
13 accept nothing less. We intend to have an impact
14 statement process that is technically excellent in
15 every way, and we absolutely positively will not be
16 satisfied with anything less than that.

17 Having said that, preached the gospel a
18 little bit to you, we want to make the opportunity
19 available for you to ask us any questions that you
20 might have. We hope that you will have found the
21 information that we presented here to have been both
22 useful and informative, but maybe we haven't hit
23 specifically the issue that you wanted to address.

24 So that being the case I'd ask you if

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1 you have any questions, please let us know now; and in
2 asking a question I'd also ask you please on behalf of
3 the court reporter if you could please say your name,
4 what agency, what village, city that you're
5 representing, et cetera, and then we'll do our very
6 best to address that question.

7 Yes, sir, question from the back.

8 MAYOR PRITCHETT: I'm Daniel Pritchett, Village
9 President of Franklin Park. I'm bringing a letter
10 here. I'd like to read it into the record at this
11 time. I apologize for missing the first ten minutes.
12 I was a little mixed up around here. I do not believe
13 some of these items were covered in previous
14 discussions, so perhaps by reading them aloud now and
15 giving you this letter we can address them in the
16 future.

17 I, as mayor of Franklin Park, along
18 with my administration support the O'Hare
19 modernization program. Franklin Park as one of
20 Illinois' largest communities by employment and an
21 O'Hare neighbor, stands to directly be affected by
22 whatever happens at the airport.

} N-10

23 We are a community of almost 20,000
24 people, but during the day we swell to over 100,000

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1 due to our industrial employers. We are concerned
2 about specific environmental impacts due to the
3 modernization.

4 Some of these include Silver Creek and
5 Crystal Creek, their roles as area water sheds.

6 Specific issues relative to these water sheds include
7 increased runoff from additional runways and the
8 potential for additional water pollution. There is a
9 specific concern of the potential of increased
10 downstream flooding.

11 Lake O'Hare's role in the water shed.

12 Specific issues relative to Lake O'Hare include
13 prevention of additional water pollution from entering
14 Crystal Creek. Mannheim Road's role as a strategic
15 arterial moving local O'Hare and regional traffic
16 through Franklin Park.

17 Specific issues relative to the
18 expansion include increased traffic, trucks, cars and
19 buses, resulting in increased congestion, noise/air
20 pollution and delay to area and regional motorists.

E-105
F-125
J-50

21 Chicago & Northwestern Railroad system
22 north and south along the southwest side of the
23 airport's envelope. Specific issues about this
24 railroad include it's potential relocation,

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1 replacement of its existing bridge over Franklin
2 Avenue, increased rail traffic producing additional
3 noise/air pollution and potential increases in area
4 railroad congestion and delays.

5 Airplane operations and their noise
6 impacts on Franklin Park. While many properties have
7 received soundproofing improvements, we would request
8 an additional increase in that initiative.

F-126

9 My administration and my staff are
10 available to work with the FAA and others if necessary
11 to move the Modernization Program forward while
12 recognizing and dealing with these listed issues. I
13 may be reached and my phone number.

M-43

14 We are very sensitive to Crystal and
15 Silver Creek which emanate from the airport. Just the
16 three and a half inch rain we had last week and I had
17 major problems in our industrial section that is the
18 south boundary of the airport. There wasn't a loading
19 dock there that wasn't full.

20 So even though we're doing more
21 downstream projects, it's the upstream effect that
22 affects us immediately; and as we deal with FEMA and
23 their ways, we have to be sensitive to all these
24 issues. So I will leave these letters with you.

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1 MR. MacMULLEN: Thank you so much. We appreciate
2 your comments, and I want to assure you and anyone
3 else who cares to make comments FAA will carefully
4 consider not only your comments but all the comments
5 that we're going to be expecting to receive throughout
6 the scoping process here, and we will do a very
7 thorough and comprehensive job on it. Thank you very
8 much.

9 And yes, sir.

10 MAYOR DAMISCH: I'm Mark Damisch, President of
11 the Village of Northbrook.

12 I have two questions, and they really
13 have more to do with process than policy. One is how
14 long do you think that this process will take -- or
15 should it take reasonably; and secondly, what affect
16 if any would a final ruling upholding Justice
17 Webster's decision in DuPage County by the Illinois
18 Supreme Court, if that were somehow to happen, what
19 effect that would have on your process even though
20 you're a federal body and that's a state court?

M-7

21 MR. MacMULLEN: Let me take a shot at least at
22 the first question if I may. The first part of your
23 question related to how long do we think the process
24 is going to take here, and I think behind that

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1 question you've accurately noted I think that the
2 Environmental Impact Statement process is
3 comprehensive, and it is complicated. Obviously this
4 is not a matter of a few days or a few weeks to go
5 through the process.

6 FAA does not at the present time have a
7 specific schedule in terms of when, for instance, the
8 draft Environmental Impact Statement is expected to be
9 out. We just don't have it yet. We're still too
10 early in the process for FAA I think to generate a
11 meaningful schedule.

12 I will say that the city is utilizing a
13 schedule of target dates and what have you for project
14 for their own purposes associated with project
15 management, and their schedule would say something in
16 the area of approximately one year from now is what
17 their expectation would be for the preparation and
18 distribution release of a draft Environmental Impact
19 Statement; and I think the schedule that the city is
20 using would say something along the lines of
21 approximately two years for now to be completely
22 through the process and to the point in time where FAA
23 has issued a final EIS and also issued a Record of
24 Decision.

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1 Again, that's the city's schedule.
2 It's not ours. We're aware of the schedule. The only
3 thing that we can say right now is the commitment that
4 we are absolutely committed to do the right things in
5 the right way, and the process is just going to take
6 whatever time it does take.

7 And we're enthusiastic about the
8 Environmental Impact Statement process in this case,
9 and we're going to work at it to the very best of our
10 ability. I would say that there are additional
11 perhaps even an extraordinary level of resources that
12 FAA and its contractor will be bringing to bear on the
13 process, but we don't have a schedule at this point in
14 time.

15 With regards to the impact of the
16 court -- the present court ruling or perhaps a
17 hypothesized ruling by the Illinois Supreme Court,
18 I'll just let Chris see if he wants to take a chance
19 at that.

20 MR. ARMAN: Well, for the purposes of this
21 clearly our goal is to work on EIS document regardless
22 of what is occurring in the court system. Clearly at
23 some point in time various properties are going to be
24 necessary if we are going to build various elements of

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1 the program; but at this time until we go through the
2 full justice process we don't have a particular timing
3 issue, and it certainly does not affect the EIS
4 process in any way.

5 MR. MacMULLEN: From FAA's standpoint we will be
6 continuing the Environmental Impact Statement process
7 through to its conclusion.

8 Any other questions? Yes, sir.

9 MR. ADLAF: I'm Paul Adlaf from Park Ridge.

10 Mike, is there a statutory definition
11 of impact area in this context? } N-1

12 MR. MacMULLEN: Would you flush that concept out
13 for me just a bit.

14 MR. ADLAF: Is a certain planned area designated
15 as part of the impact area? Who defines the impact
16 area? } N-1

17 MR. MacMULLEN: Ultimately that is a judgment
18 that the Federal Aviation Administration must make in
19 the context of the Environmental Impact Statement. We
20 recognize that where impact areas were at least
21 preliminarily identified on various materials, that's
22 a preliminary determination that was put forward for
23 the purposes of discussion. We have not yet defined
24 what the scope of impact area might be fully on behalf

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1 of this project.

2 We are required to assess those areas
3 that we reasonably can determine would be impacted by
4 the project at issue and its alternatives, but more
5 than that we haven't decided at present.

6 MR. ADLAF: The second question: When does the
7 EPA enter this process?

} M-1

8 MR. MacMULLEN: The Environmental Protection
9 Agency?

10 MR. ADLAF: Yes.

11 MR. MacMULLEN: The Environmental Protection
12 Agency is a critical agency. There are other critical
13 agencies in this process. The Corps of Engineers and
14 the Fish and Wildlife Service and the Illinois
15 Department of Transportation and the Illinois
16 Environmental Protection Agency, by the way, are all
17 critical agencies within the process.

18 The Environmental Protection Agency has
19 several roles to play, among others. First of all,
20 the Environmental Protection Agency is required by
21 Section 309 of the Clean Air Act to review and comment
22 on the Environmental Impact Statements of all federal
23 agencies. So in addition to actions that the U.S.
24 Environmental Protection Agency might undertake of its

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1 own might be covered by Environmental Impact
2 Statements, they are also specifically required to
3 review and comment on all of the Environmental Impact
4 Statements including those in the Federal Aviation
5 Administration that are developed. So they will have
6 an ongoing role in terms of review and comment.

7 Also we expect that they would also be
8 strong and involved in working with FAA to define the
9 parameters of air quality, perhaps of water quality
10 impact assessment. Wetlands impact assessment is
11 another one. They very well may have ideas with
12 regards to specific methodologies that ought to be
13 used in those impact categories also.

14 MR. ADLAF: Thank you.

15 MR. MacMULLEN: My pleasure, sir.

16 Yes, sir.

17 MAYOR SHERWIN: Jeff Sherwin from the City of
18 Northlake. We passed a resolution supporting the plan
19 of modernization by the City of Chicago as well, so we
20 support the whole concept. Our concern, likewise with
21 Franklin Park, is with Addison Creek, which currently
22 starts in Bensenville; and if the airport is expanded,
23 to take so many acres in Bensenville, we're concerned
24 with the runoff, the pollution and so forth that would

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1 affect Addison Creek since the head waters are right
2 there in Bensenville.

} I-56

3 MR. MacMULLEN: Thank you for your comment.
4 Again it will be carefully considered.

5 MR. JOHNSON: I just had a question for --

6 MR. MacMULLEN: I hadn't completed my remark, and
7 then I'll come right to you. Yes, sir.

8 We recognize the issues of water
9 quality enhancement, water quality protection,
10 including the issues of runoff are very important to
11 this process; and they will be integrated into the
12 FAA's decision-making process and Environmental Impact
13 Statement process. Thank you.

14 Yes, sir.

15 MR. JOHNSON: Rich Johnson with Bensenville Park
16 District. I had a question for Chris Arman. You
17 stated that whole towns and churches and schools were
18 taken for airport expansion. Can you --

} N-38

19 MR. ARMAN: In Louisville, in St. Louis, many
20 other airport projects across the country.

21 MR. JOHNSON: That was for expansion?

22 MR. ARMAN: Absolutely.

23 MR. JOHNSON: And one thing I have a question,
24 did you touch on the ring road at all?

} J-22

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1 MR. MacMULLEN: We did not.

2 MR. JOHNSON: Is that going to be part of your
3 process to incorporate that?

} J-22

4 MR. MacMULLEN: We're still in the scoping
5 process to decide the extent of the Environmental
6 Impact Statement bounds that apply to this project.
7 Now, you will notice that none of the materials that
8 were presented here showed a ring road as such.

9 We will take the matter of a ring road,
10 along with all other matters that are potentially
11 raised in this process under consideration. How that
12 would be dealt with is not determined yet and won't be
13 determined until sometime after the conclusion of the
14 scoping process.

15 MR. JOHNSON: Because I'd like to make a point on
16 record too that being a business owner in Elk Grove
17 Village, how that is going to drastically affect our
18 business community; and I mean we have hundreds of
19 small businesses employing thousands of people paying
20 millions in taxes, and the ring road and this project
21 would just severely hamper our business partner.

} J-22 } H-50.1

22 MR. MacMULLEN: Thank you, sir. Any other
23 questions or comments from anyone? Has everyone
24 signed in on the roster? If you haven't, please do be

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1 sure to sign in before you leave today. We do have
2 handouts. If any of you haven't collected handouts,
3 if you want informational materials, we do have
4 informational materials here.

5 And I want to offer again the
6 opportunity: Is there any comment or question or
7 request for clarification or anything like that that
8 anyone would like to bring to our attention at this
9 point in time?

10 Yes, sir. Would you please tell us
11 your name again.

12 MAYOR DAMISCH: I'm Mark Damisch for the Village
13 of Northbrook. Can you just briefly, without being
14 too legalistic about it, tell us what the standard is
15 that the FAA has to follow before they are -- that
16 they are willing to issue, for lack -- for a
17 layperson's terms, a positive EIS statement. What's
18 the standard that they use that it's more probably
19 than not that this will not have undue adverse impacts
20 on the environment? What is the standard?

M-B

21 MR. MacMULLEN: The National Environmental Policy
22 Act, abbreviated NEPA sometimes, is the federal
23 statute that requires federal agencies to produce an
24 Environmental Impact Statement on behalf of those

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1 projects which are expected to result in significant
2 impact on the environment.

3 Briefly stated, the standard that NEPA
4 requires is a procedural one that says that reasonable
5 feasible alternatives are identified and then are
6 evaluated fairly and that impacts positive and
7 negative are disclosed openly and honestly and that
8 the resulting determination of environmental
9 consequences is given an equal place at the decision
10 maker's table with other factors that may come into
11 play. There's no specific standard --

12 MAYOR DAMISCH: It's a fact gathering process?

13 MR. MacMULLEN: It's fact gathering. It's fact
14 utilization, and it's fact disclosure kind of a
15 process. What I was going to say is there is no
16 specific standard that says that under all
17 circumstances that the least environmental impacting
18 alternative must always be the alternative that is
19 selected, but the standard is that they must all be
20 fairly and fully professionally evaluated; that the
21 impacts both positive and negative must be fully
22 disclosed; that there has to be some kind of
23 reviewable relationship that's established between the
24 consequences in gender and the decision that is

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1 ultimately reached.

2 MAYOR DAMISCH: And then when those facts are put
3 on the table at the end of the day when this process
4 is completed and the facts are given to an FAA
5 commissioner -- is that what they're called,
6 commissioners, a member of the FAA?

7 MR. MacMULLEN: A member of the FAA, a decision
8 maker at FAA, yes, sir.

9 MAYOR DAMISCH: Then it's within their discretion
10 as to whether or not the EIS for purposes of their
11 making a final decision on approving or rejecting a
12 particular project, it's within their discretion to
13 either add more weight to the EIS statement or add
14 more weight to facts not with an EIS statement?

M-B

15 MR. MacMULLEN: The Environmental Impact
16 Statement among other things is meant to be broad and
17 comprehensive enough so that all the relative factors
18 that would be considered at the table are in fact
19 brought forward, recognized as such and disclosed.
20 Again, there is no requirement specifically that the
21 least environmentally impacting alternative, but there
22 has to be a record established which if subject to
23 court challenge could be brought forward to
24 demonstrate that the decision that was reached was

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1 neither arbitrary nor capricious.

2 MAYOR DAMISCH: I guess I'm asking a different
3 question. In my left hand I have economic impacts
4 that exist from an airport expansion, and in my right
5 hand I have environmental impacts that are summarized
6 through the process that you're going through right
7 now.

8 The FAA board member who makes the
9 ultimate decision, it's within that person's
10 discretion as to which let's say of those two factors
11 that I've just outlined ultimately brings on what's in
12 the best interest of the area as a whole for this
13 decision making. So, for example, if he decides that
14 the EIS statement is more important, the EIS facts
15 maybe show a negative impact on the community, it's
16 within the board member's discretion in terms of
17 weighing the different factors that are given to him
18 economic and environmental?

M-B

19 MR. MacMULLEN: The only distinction that I would
20 make in terms of the question that you're posing is
21 the fact that the Environmental Impact Statement is to
22 consider all relevant aspects of the human
23 environment. Relevant aspects of the human
24 environment include socioeconomic consequences and

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1 include economics also.

2 So the purpose of NEPA among other
3 things is to give environment an equal place at the
4 table. So within that context, yes, there may be
5 considerations other than environment that are brought
6 to bear on an ultimate decision, but those factors are
7 also identified within the covers of the Environmental
8 Impact Statement.

9 MAYOR DAMISCH: Just to follow up, even within
10 the Environmental Impact Statement as to which factors
11 a particular FAA board member may find more persuasive
12 than other factors, it's still within that person's
13 discretion to make that judgment, correct?

14 MR. MacMULLEN: It is, subject of course to the
15 knowledge that matters such as the O'Hare project and
16 other controversial projects are always subject to
17 litigation.

18 MAYOR DAMISCH: Thank you.

19 MR. SMITHMEYER: I think for clarification
20 purposes you might understand that there are two
21 documents that the FAA basically finished up with.
22 One is the Environmental Impact Statement which
23 identifies the impact to the environment that were
24 noted as we went through the process, the technical

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1 report so to speak. The technical report itself, it
2 just says here's the issues. Here's the environmental
3 impact.

4 Once we're done with that, we went
5 through this process statement, you might just have
6 missed part of that, the next stage the FAA goes
7 through is issuing a Record of Decision. A project
8 this size would probably be signed by the
9 administrator of the Federal Aviation Administration.
10 That will be the person that makes that final
11 decision.

12 MAYOR DAMISCH: That's on the sheets that were
13 handed out?

14 MR. SMITHMEYER: Yes, sir.

15 MR. MacMULLEN: Again, the Record of Decision
16 would replay all the relevant factors and provide a
17 basis for decision.

18 MAYOR DAMISCH: Thank you.

19 MR. MacMULLEN: Right here, yes. Any other
20 questions or concerns? Has this been of some
21 assistance and value to you? Was it a good
22 opportunity? Did you come in, learn a little
23 something maybe that you didn't know before? Because
24 if it is, we're going to try and continue to do these

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1 sorts of initiatives throughout the process.

2 We appreciate very much your
3 attendance. We know again you have busy schedules, et
4 cetera, and we're more than happy to make ourselves
5 available; and if we can be of any assistance during
6 the process, let us know. And we will be contacting
7 you further as we go through the process also. Thank
8 you so much.

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10 (Which were all the proceedings had
11 this date.)

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2 STATE OF ILLINOIS)

) SS.

3 COUNTY OF C O O K)

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5 I, JOANNE M. BROGAN, CSR, RPR, do

6 hereby certify that I am the court reporter who

7 reported in shorthand the proceedings had at the

8 hearing of said cause on August 29, 2002, and that the

9 foregoing is a true, complete and accurate transcript

10 of the proceedings at said hearing as appears from my

11 stenographic notes so taken and transcribed by me on

12 this 2nd day of September, 2002.

13

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15

Certified Shorthand Reporter

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C.S.R. No. 084-002353

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