Section VII
Scoping Comments

Section VII
Scoping Comments

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 the comment forms, letters, and e-mails received. All oral comments received at any of the four scoping meetings and the mayoral informational meeting are included in **Section VI, Transcripts**.

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

David P. Krebs
Mary Ann Krebs
272 Thorndale Ave.
Elk Grove Village, Illinois 60007 - 1708
(847) 640 - 6141

August 17, 2002

Michael W. MacMullen
Airports Environmental Program Manager
FAA, Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, IL 60018

RECEIVED
AUG 2 0 2002
BY CHI-ADO

Dear Mr. MacMullen:

We are very much against the expansion of O'Hare Airport. When the new QUIET jets pass over our house, we are unable to speak to each other, unable to hear a TV or a radio program. We believe that the grab of land by Chicago in neighboring communities is improper unneighborly and unnecessary. It is unfair to sacrifice Elk Grove Village, Bensenville and other communities to benefit Chicago's greed. Chicago should not decimate our tax base and sense of community to improve their city. N-3 F-60 H-58

We believe O'Hare Airport is presently stretched to its limit and further expansion would be unsafe. We understand that the FAA Air Controllers admit the parallel runway rearrangement would be dangerous in marginal weather conditions. A much more proactive and desirable solution to this problem is to build a third airport. The third airport would provide a stable long lasting answer to our airport problem rather than continuing the Band-aide approach being proposed at O'Hare. G-37 C-44

This seems like an opportune time to initiate the long term solution of building a third airport, since the airlines are cutting back on force and flights.

Thank you for your consideration.

Sincerely yours,

David P. Krebs

Mary Ann Krebs

cc: Senator Fitzgerald, Senator Durbin, Congressman Hyde, Mayor Johnson

Fax

August 21, 2002

Mr. Michael W. Mac Mullen
Airports Environmental Program Manager
FAA
Chicago Airports District

Subject: Scoping Workshop for O'Hare Modernization

Dear Mr. Mac Mullen:

I'll be arriving in O'Hare tomorrow too late to attend the scoping meeting in Elk Grove Village, but as a frequent user of O'Hare (4 to 6 times per month), I wanted to urge that the EIS be conducted on an expedited or streamlined basis. Modernization of O'Hare is critical for future air travel in the US, and will have benefits far beyond the Chicagoland area. The benefits to the Nation's mobility in terms of annual reductions in delays and more reliable all-weather operations will be enormous. I would urge that provisions for intermodal connections with the proposed Mid-West High Speed Rail Initiative be included in the final plans.

M-81.2

A-53
D-35

B-23

Very truly yours,

John C. Tone

John C. Tone
Denver, CO

phone 303-390-5883
fax 303-832-9096

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: The Village of Schaumburg wants to ensure that the quality of life and and safety of our residents and businesses is maintained. More importantly, we want to ensure that any development at O'Hare incorporates appropriate flight patterns that are compatible with landuses and avoids residential areas. K-71 N-92

Name: Leanne Redden, Director of Transportation

Address: Village of Schaumburg
101 Schaumburg Court, Schaumburg, IL 60193

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I live at the most Eastern end of Elk Grove Village. My neighbors and I have a few concerns; as follows:

1. NOISE - The sound-proofing of the homes started nine houses South of ours!! F-81
2. Will our PROPERTY VALUES remain the same?
3. LOST TAXES TO OUR VILLAGE - Are we expected to pay increased taxes to make up for the lost revenue from the industrial park? H-83
4. POLLUTION - Will the E.P.A. really do their job or will they look the other way after they write a few letters? E-77 M-37.1
5. SAFETY - We came close, once, to a real disaster when the DC10 went down. Once is enough!! G-46

Will the F.A.A. really look out for the well being of all of the town's this expansion is going to effect? From all of the articles I have read, it's hard to believe that Mayor Daily, Governor Ryan, Senator Durbin, American and United Airlines really care about what the people think. The only thing, in my opinion, that they are concerned about is getting what they want, and that's a blank check to do whatever they want, to whomever they want, wherever they want!

With four East-West runways, we will have planes over our homes all day.

Name: Ted Monegato

Address: 933 Maple Lane

Elk Grove Village, IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

August 23, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
FAA
Chicago Airports District Office
2300 E. Devon Ave.
Des Plaines, IL 60018

RE: O'Hare Expansion

Dear Mr. MacMullen,

As a concerned citizen and resident of Elk Grove Village who will be severely impacted by the expansion of O'Hare, there are many safety concerns that I have with the proposed plan and would like further review by the FAA.

The most important issue is the distance between the runways. It is my understanding that current FAA policy dictates that runway distance be 4200 feet and the current O'Hare Expansion proposes a runaway distance of only 1200 feet. This is of great concern with regards to the safety of the runways being less than half than what the FAA policy mandates. This is a primary issue I would like the FAA to review.

Additionally, I'd also like to see the FAA review the safety of the increased amount of traffic the proposed expansion would have on the environment overall, as well the increased chance of a crash happening in a residential neighborhood. As it stands now, I'm extremely uncomfortable with the number of planes that have take-off flight patterns directly over my house. A significant increase from when we first purchased our home 10 years ago. G-60

As my family continues to grow and our happiness in our home and by living in Elk Grove is paramount, I don't feel that I should jeopardize my family's joy by having to move from a community where we have established ourselves due to an unsafe and poorly reviewed airport expansion plan. K-63.1

As there are many other issues outside the FAA's realm of responsibility, I sincerely hope that the FAA seriously review the safety and the environmental impact of the proposed expansion on the surrounding communities and make the right decision in it's approval/disapproval based on sound review vs. political advancement and monetary kick-backs.

I thank you in advance for you reviewing my letter and concerns.

Sincerely,

Cathy Olson
1391 Cumberland Circle W.
Elk Grove Village, IL 60007

RECEIVED
AUG 27 2002
BY CHI-ADO

Reginald Arkell
12846 S. 82nd Court
Palos Park, Illinois 60464
August 22, 2002

Michael W. Mac Mullen
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. Mac Mullen

Thank you for the opportunity to express my opinions regarding the scoping process in relation to the runway modernization project at O'Hare Airport. I understand that comments from the public will be used by the FAA in its development of a draft Environmental Impact Statement (EIS) for the proposed improvements at the airport.

I have never resided near O'Hare Airport, however, I am a lifelong resident of northern Illinois. The poorly planned growth and suburban sprawl I have seen in the Chicago metropolitan area over the last thirty years is unconscionable. The midwest and most of the United States has an unbalanced transportation system. We rely too heavily on non-renewable crude oil for our automobiles. We depend too heavily upon the airlines for medium and long distance travel. The resulting chaos caused by the shutdown of the airports after the attacks on the United States on September 11, 2002 demonstrated this clearly.

We do not have efficient and frequent high-speed intercity rail service as most other developed countries do. If you live outside of Chicago it is more than likely you must rely on a car to get to O'Hare. Post-war highway construction has resulted in the decline of inner cities and towns, urban sprawl, traffic gridlock, more pollution, more reliance on foreign oil, and abandonment of rail lines. Therefore, I do not support expansion at O'Hare or building of the new third airport in Peotone as they will both promote gridlock and sprawl. B-1 N-9

These problems are best addressed by an intercity high-speed rail system with frequent and quality service. If this system is connected to O'Hare, as proposed in the O'Hare Direct plan by the Midwest High Speed Rail Coalition (MHSRC), airport operations can be made much more efficient. This would include a combined rail and bus terminal directly connected to the air terminals by the people mover. Such a system will have possibly the most significant effect in minimizing environmental impacts if expansion of O'Hare must proceed. B-1

Sincerely,

Reginald Arkell

RECEIVED
AUG 27 2002
BY CHICAGO

8/23/02.

Dear Sirs

I understand it might be necessary to take a part of Elk Grove to expand the airport. as I understand, it is Regent Park or the N.E. Corner of Elk Grove & East of York Rd.

I think Elk Grove should be fully paid for this land. It does not belong to Chicago & if the land is needed then Chicago should pay for it. H-112

Nothing should go West of York Rd. B-19

Regards,
Jim Roberts
1233 Somerset
Elk Grove, Ill 60007

RECEIVED
AUG 27 2002
BY CHAIR

Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I moved to Park Ridge in 1952. I run approximately 6 miles 5x per week in the town. Although I have adjusted to the noise (except I have to stop speaking on the telephone), over the past 1½-2 years I can ~~smell~~ smell and breathe the ~~plane~~ jet engine fumes, vapor etc. Sometimes it gets so bad that it forces me to cough. I now run indoors. E-158 F-159

One other item: Those black lines coming out of the jets on landing. Is that jet fuel being dumped on the town?

P.S. I have no problem with the noise (I expected that), however, no person or entity should be allowed to pollute this heavy in such a densely populated area. ~~If that is acceptable~~ Anyone or entity that says pollution has no increased is either full of crap or has a political agenda or both. E-159

Name: Dennis Sheen

Address: 210 N. Western Avenue
Park Ridge, IL ~~60068~~ 60068

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

"Ladd Emerson"
<jiggs-1@attbi.com>
08/16/02 12:13 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare expansion

Michael, I'm adamantly opposed to the additional runways that will be directing planes over my residence, 1099 Gloria Dr. Elk Grove Village. This expansion proposal seems more like a power play by the city of Chicago. Unfortunately it is going to adversely effect my peace and quiet along with my property values. } N-3 } E-59, F-66, H-62

I thought this proposed expansion was "dead in the water" after 9/11. With the airlines in such poor financial condition I seriously wonder if there is a real need to expand O'Hare. } A-30

Very truly yours,
Emerson Ladd

Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I BELIEVE THAT THE OHARE INTERNATIONAL AIRPORT MODERNIZATION PROGRAM AND ENVIRONMENTAL IMPACT STATEMENT SHOULD CONTINUE TO ESTABLISH JOBS FOR THE COUNCIL OF NORTHEAST ILLINOIS DISTRICT COUNCIL OF CARPENTERS AND ALSO TO EXPAND THE HORIZON OF THE FEDERAL AVIATION ADMINISTRATIONS ATTEMPTS TO CREATE A GREATER AIRPORT FACILITY. I HOPE OUR HELP TOWARDS THE O'HARE EXPANSION CAN MAKE THE DIFFERENCE. THANK YOU FOR YOUR INVITATION TO ATTEND A GREAT PART OF TRANSPORTATION HISTORY IN THE MAKING.

N-13

H-24.1

RECEIVED
AUG 16 2002
BY CHI-ADO

Name: IAN K. CLARK

Address: 3 W. YOST
PARK RIDGE, IL. 60068

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport
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Federal Aviation Administration

Please provide your written comments on this form.
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Comments: I will ask again: "If airplanes were perfectly clean, perfectly quiet, and perfectly safe, would we care how many of them flew into or out of O'Hare?" The "villians" here are not so much Chicago (and other municipalities wanting to build or expand airports) as are the airlines themselves, the aircraft manufacturers, and the FAA itself.

The airlines should be encouraged to retire older, dirtier, noisier aircraft (or use them only into and out of airports surrounded by sufficient buffers). Aircraft manufacturers should be encouraged to advance noise and air pollution reduction (like CAFE, etc. for automobiles) and advance electronics for more safety and the FAA should be encouraged to remember that it works for the people not for the airlines. E-4 F-5 G-3

Charles S Baldacchino

Name: CHARLES S. BALDACCHINO

Address: 116B S. MERRILL
PARK RIDGE, IL 60068

AUG 16 2002
BY CH-ADO

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: As a home owner in the flight path of O'Hare we say we need less not more planes. We do not want more air & noise pollution. At times we find a fine oil film on the water of our bird bath and dogs bowl. We have to stop talking till a plane flys over and we have lost 5 days to cancer over the last twenty yrs. We have trees and shrubs die for no apparent reason. The planes that are flying now have less than ½ their passenger capinity and the Airlines are crying for taxpayers money to bail them out. We feel we are being forced to pay for the poison that is killing us. Our crooked politicians should find another way to line their pockets. K-49 E-74 F-79 E-75 H-82

We will vote against anyone who is pro. expansion

RECD
AUG 15 2002
SY CHICAGO

Name:

Address: Mr. & Mrs. A. Michaels
23W678 Ardmore Ave.
Roselle, IL 60172

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

O'Hare Modernization Program
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Scoping Comments

RECEIVED
JUL 2 9 2002
BY CHI-ADO

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

My family is opposed to the expansion of O'Hare. The planes fly north of my home every minute & a half, coming into Chicago. They leave trails of pollution in the air, film on my windows and only stop until airflow changes and the NOISY, VIBRATING DEPARTURES start leaving O'Hare over Bensenville. The departures fly very low & go directly over my roof, which causes my downstair windows to vibrate & interrupt phone conversations & we have to lip read since you cannot hear the television. They are not as frequent as the incoming planes but much more disruptive. N-3 E-13.1 F-18

I grew up in Bensenville, married & still live in Bensenville, at age 50. I raised my family here & they have moved away from the noise & pollution which will continue to get worse with the expa. E-132

Name: Valerie & Lawrence Brix
Address: 1019 Medinah
Bensenville, IL 60106

My home is located in th "crash zone" & will not be pu G-9 H-17.1

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Shreiner Company

RECEIVED
AUG 2 6 2002

August 21, 2002

Michael W. MacMullen
FAA Chicago Airports District Office
2300 E. Devon Ave.
Des Plaines IL 60018

Dear Mr. MacMullen:

Fast frequent high quality rail service connected directly to O'hare is the most important improvement needed at the midwest's largest airport right now.

Rail service, more than any other improvement would increase efficiency now.

Most European cities and their airports are linked directly to their inter-city rail network, with a suburban-airport stop a few minutes away from the main downtown station. The United States is far behind in this way to promote easy business travel.

B-20

I travel on business over three weeks per month for our small factory in Ohio. An airport train station at O'Hare would allow fast easy access to the air from anywhere in the midwest.

David Shreiner
President
Shreiner Company

One Taylor Drive • P.O. Box 347 • Killbuck, Ohio 44637
Phone 330-276-6135 • Fax 330-276-1605 • 800-722-9915
www.shreinerco.com

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

July 25 2002

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: MY COMMENTS ARE THE SAME AS I PREVIOUSLY COMPLAINED (POLLUTION). TURBO-DIESEL ENGINES ON ALL AIRCRAFTS SPILL OUT TREMENDOUS AMTS OF TURBINE GASES WHICH FILL OUR SKIES. THESE HOT TURBINE GASES ARE BREAKING DOWN THE IONS IN THE SODIUM CHLORIDE VAPORS THAT LINGER ABOVE THE NORTH POLE IN RETURN THIS IS CREATING A WHOLE NEW TYPE OF CHEMESTRY OF ACIDIFYING OZONE EATING GAS. THESE GASES ARE BEING RELEASED FROM THE TURBINE JET ENGINES AND ARE DESTROYING THE OZONE PROTECTIVE LAYERS THAT USED TO COVER OUR PLANET. IF WE CONTINUE TO ADD MORE PLANES AND FILL OUR SKIES WITH ADDITIONAL GASES BY THE YEAR 2050 THE OZONE LAYER OF THE EARTH WILL BE COMPLETELY GONE. E-108 E-108

WE, AS HUMANS WHO RESIDE NEAR THE O'HARE AIRPORT ARE BREATHING THIS CONTAMINATED VAPOR AND ARE SUBJECTED TO CANCER. MY BIRD BATH IN MY YARD IS COATED WITH A RED COLORED OILY MATTER THAT THE BIRDS REJECT ALSO. THE WINDSHIELDS ON MY AUTOS IF LEFT OUT HAVE A BLACK OILY COATING THAT FALLS FROM THE SKY. NOISE I CAN LIVE WITH BUT POLLUTION MUST BE RECOGNIZED. K-69 E-109 F-127

Name: TONY DULCIANI

Address: 904 BRENTWOOD DR
BENSENVILLE, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

AUG 22, 2002

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios: MY COMMENTS ARE IDENTICAL AS I PREVERLY COMPLAINED ABOUT (POLLUTION) TURBO DIESEL ENGINES ON ALL JET AIRCRAFT SPILL OUT TREMENDOUS AMTS OF TURBINE GASES. THESE GASES ARE BREAKING DOWN THE IONS IN THE SODIUM CHLORIDE VAPORS THAT LINGER ABOVE THE NORTH POLE, IN RETURN THIS CREATING A WHOLE NEW TYPE OF CHEMESTRY OF ACIDIFYING OZONE EATING GAS. THESE GASES ARE BEING RELEASED FROM THE THOUSANDS OF JET AIRCRAFT THAT ARE IN AND OUT OF O'HARE DAILY. THESE GASES ARE DESTROYING THE OZONE PROTECTIVE LAYERS THAT COVER OUR PLANET. BY THE YEAR 2050 THE OZONE LAYERS OF THE EARTH WILL BE COMPLETELY GONE. WE WHO LIVE IN THE AREA OF THE AIRPORT ARE BREATHING THIS CONTAMINATED VAPOR AND ARE SUBJECTED TO GETTING CANCER. BIRD BATH IN YARD HAS SOME DAYS HAD A COATING OF A REDDISH FILM THAT BIRDS WILL REJECT DRINKING. IF MY AUTOS ARE LEFT OUT OF GARAGE OVER NIGHT A BLACK OILY FILM IS DEPOSITED ON WINDSHIELDS. NOISE I CAN LIVE WITH BUT THE POLLUTION MUST BE RECOGNIZED E-108 E-108 K-69 E-109 F-127

Nombre y apellido: TONY PUCCIANI

Dirección: BENSENVILLE, IL. 630-766-3705

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

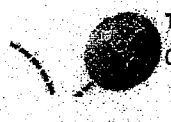
Z:\Chicago\ORD\CMP\Environmental\scoping\Final Scoping Materials\Spanish Comment form.doc

Philip Smithmeyer
08/27/02 01:49 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Rail links at expanded O'Hare

Scoping comment.

----- Forwarded by Philip Smithmeyer/AGL/FAA on 08/27/02 01:47 PM -----



Tony Molinaro
08/27/02 01:04 PM

To: Philip Smithmeyer/AGL/FAA@FAA
cc:
Subject: Rail links at expanded O'Hare

fyi

----- Forwarded by Tony Molinaro/AGL/FAA on 08/27/02 01:03 PM -----

RSpringer@wiley.com
08/27/02 12:43 PM

To: Tony Molinaro/AGL/FAA@FAA
cc:
Subject: Rail links at expanded O'Hare

Dear Mr Molinaro,

Please pass on my comments to the proper authorities within the Great Lakes Region responsible for planning the O'Hare expansion.

If linked directly to O'Hare, fast, frequent, high-quality rail service can play a crucial role in increasing the efficiency and improving operations of the airport. Any improvement plans for O'Hare should include a combined rail and bus terminal directly connected to the air terminals by a people mover. B-21

Thank you,
Robert Springer

NORTHWEST & SCHAUMBURG ASSOCIATION OF COMMERCE AND INDUSTRY
Building Business Across the Region

August 26, 2002

RECEIVED
AUG 28 2002
BY CHI-ADO

Mr. Michael MacMullen
Airports Environmental Program Manager
FEDERAL AVIATION ADMINISTRATION
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

My name is Kim. Bless, President of the Northwest Schaumburg Association of Industry and Commerce (NSACI). Last summer, our board overwhelming passed a resolution in favor of the modernization of O'Hare International Airport. Part of the Association's efforts focus on promoting the economic health of the Northwest Chicago suburban area while enhancing the environment for businesses and the quality of life for residents. O'Hare International Airport plays a crucial role in our efforts. N-10 H-13 K-8

Our membership ranges from small business owners to large corporations each relying on O'Hare in their own way, whether it's for shipment of goods, or for business travel to other cities. Operating in the most efficient manor is the key to their success. The modernization of O'Hare International Airport means more efficient operations at O'Hare, which translates into savings for our members.

We are pleased the Federal Aviation Administration is now moving forward with its environmental review of the O'Hare Modernization Program. While our mission is to improve the business environment, quality of life is equally important. I urge the FAA to study quality of life issues like aircraft noise and air quality. I'm confident that through the FAA's review, it will show that a more efficient O'Hare will have a positive impact on these issues. H-13, K-8 E-7 E-9

Sincerely,

Kimberly A. Bless
President

1450 East American Lane
Suite 140
Schaumburg, IL 60173-5474

Phone: 847.517.7110
Fax: 847.517.7116
E-mail: staff@nsaci.org
Website: www.nsaci.org

Chicago O'Hare International Airport
O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

NO- 1. More pollution - it will be double the present 5% E-65
2. More noise " " " " F-71
3 More chance of a major accident with planes G-43
4. More traffic with cars, trucks, etc
5 More insulating homes, windows, etc, F-71
6. There is no extra land to use for building here
7. Never should we move cemeteries, move factories.... go to vacant land to expand N-60

YES- 1. I can't think of 1 good reason to expand O'Hare - go to the farming Community. Lets separate the traffic, noise, etc into smaller areas. C-48 F-72

P.S. Let the people voting this in line a year by York Road in Elk Grove to know ~~what~~ Mayor Daley + Washington, DC why it should be put here. Let us vote who live in the Community. N-61

Name: Charles + Alice Lanko

Address: 231 Clearmont
Elk Grove, IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: When are the safety issues of the expansion going to be addressed? How do the Pilots ~~and~~ feel about the safety issues involved in twice the amount of flights? G-15

Name: DAVID COMPITELLO

Address: 809 DIERKING TR.
ELK GROVE, IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Z:\Chicago\ORD\OMP\Environmental\scoping\Print Scoping Materials\Comment form.doc

Chicago O'Hare International Airport

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Why do we need a law to protect the agreement if nothing is signed or on paper?

Why do planes now fly over Elk Grove - North of Devon Ave To use the runway 14R - 32L Instead of coming from the N W?

DOES Thorndale Rd ~~now~~ become RT 19?

Why change Elmhurst Rd when we already have Thorndale? B-10 J-26

What happens to Irving Park Rd & Touhy Ave?

Why not show people what the "Plans" are instead of giving to them piece by piece? M-34.1

Name: James L Klocek

Address: 324 Dorchester Ln
Elk Grove Village IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

As a homeowner in Elk Grove we are very concerned about the study being done (socio-economic) that will affect our property value. Elk Grove is an award winning community that offers its residents a wide range of services and I would hate to think of relocating my family. I have been a resident in the area for nearly 30 years. Why should my family be asked to make sacrifices which will have no positive effects on our social, economical & personal life styles. Please keep this household aware of any changes which should occur in our future. H-9 H-10 X-5

Name: Patricia Beaudoin

Address: 283 Redwood
Elk Grove, Il.

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: I am against the O'Hare expansion because of the impact it is having on our lives. When the planes fly over the house it rattles and also you can't hear anything also when we moved here our roof shingles were light grey, they are now dark grey. Pollution, pollution, pollution! N-3 K-64.1 F-114 E-95

Name: Jan Olstein

Address: 724 Delphine Ave
Elk Grove Vlg. Ill.

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Comments: With additional runways we will have more flights coming into O'Hare. We already have had some near misses. Are we looking for a major disaster with many lives lost? At one time we had to wait 2 hrs. just to get our luggage. The road traffic leading to O'Hare and out is another question. At one time while waiting for my son I overhead a conversation between 6 business men, 2 were Japanese + 4 other. This is what was said "This is the last time we are meeting at this airport. Let us go to another town like Milwaukee. It takes us too long to get to our destination because of the traffic we missed our meetings. The quality of life for Chicago + surrounding areas is deteriating because of the poletion from the planes. Our home had a grey roof when we purchased it 13 yrs ago. Now it's turning black + that is not from the cars. G-61 K-64 E-94

Name: Emily Opkin

Address: 724 Delphia Ave.
Elk Grove Vlg. IL. 60007

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Comments: I just spoke to a person here who stated he is a consultant for the city of Chicago. He identified for me the area to be taken from Elk Grove Village. I am ~~familiar~~ amazed. I am familiar with that area because I started a business in Elk Grove over 30 years ago, which grew from a small place to a 20,000 ft² space in Elk Grove + then into it's own building. I sold it to a Financial Company but continued to work for a number of years. I am now retired. However, the space to be taken from Elk Grove is where many many new business begin. If you destroy the incubator, where will growth come from? Many businesses in and out of Elk Grove (just because the incubator was there when it was needed

H-129

Name: Don Scott

Address: 1698 Virginia Drive (I still live in Elk Grove)
Elk Grove Village 60007-2960

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Comments:

NOISE, POLLUTION & DEVESTATION OF BENSENVILLE & OTHER TOWNS ARE SOME REAL CONCERNS FOR ME & MANY OTHER CITIZENS OF THESE COMMUNITIES. E-162 F-166

THE THREAT OF EXPANSION IS LIKE LIVING A NIGHTMARE THAT NEVER ENDS. SHOULD THE EXPANSION OCCUR BENSENVILLE WILL BE FINANCIALLY CRIPPLED - THEREFORE NO MORE TOWN MODERNIZATION IS PROBABLY NEEDED H-137

BUT A 3RD AIRPORT IS THE REAL ANSWER. C-99

PLEASE HELP US SAVE OUR COMMUNITY, A COMMUNITY WHERE 4 GENERATIONS HAVE LIVED H-137

Name: PATTI STEFFENSEN

Address: 225 N. CHURCH RD
BENSENVILLE IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

MIDWAY IS IN COOK CO -
MIDWAY IS IN CHICAGO

EXPAND MIDWAY) C-23

AND HAVE MAYOR DALEY
MOVE TO ELK GROVE
THE WORLD'S BEST VILLAGE -

WE DON'T WANT OUR
TAX BASE COMPARMISED -
WE HAVE BUILD A WONDERFULL) H-27
TOWN - DO NOT DESTROY IT

Name: KATHLEEN DAWILA

Address: 520 PIESTERFIELD #215
EGV, 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Please provide your written comments on this form.
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Comments: THE AIR POLUTION AND NOISE IS SO BAD NOW THAT I HATE TOTHINK WHAT IT WOULD BE LIKE IF THE AIR-PORT WAS EXPANDED. THE ROADS NEAR MY HOME ARE CONGESTED ENOUGH. IT JUST ISN'T RIGHT FOR PEOPLE TO HAVE TO SELL THEIR HOMES SO THE CITY CAN TAKE OVER THEIR PROPERTY. THAT'S NOT AMERICA TO ME.

I AM, HOWEVER, IN FAVOR OF IMPROVEMENT OF THE AIRPORT WITH ADDITIONAL RUNWAYS.

E-37
F-38
J-13
H-342
N-10

Name: LILLIAN GARDNER

Address: 17W131 WOODLAND
BENSENVILLE, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

50/50 TRANSFER TO NEEDING CHICAGO
50% PASSENGERS NEED ONLY TO TRANSFER
REDUCE OHARE POPULATION.
YOU DON'T WANT TO BUILD MEGA ANYTHING (POSSIBLE TERROR) G-95
YOU DON'T HAVE THE INTERNAL HIGHWAYS TO SUPPORT TRAFFIC TO THE NEW O'HARE J-65
BUILD A THIRD AIRPORT OUTSIDE THE CHICAGO AREA NOT PEOTONE IN A DIFFERENT WEATHER CONDITION, ST LOUIS E. C-109
50% NEED ONLY TO TRANSFER.

SOLUTION - THIRD AIRPORT NEAR ST. LOUIS WITH HIGH SPEED TRANSPORTATION TO ST. LOUIS - MEMPHIS & CHICAGO - GROUND LEAVE OHARE ALONE - UTILIZE GARY IN LEAVE MIDWAY ALONE.

DON'T LET IT BE A MONEY ISSUE FOR THE UNIONS & POLITICIANS

Name: BILL WINTON

Address: 6621 NORWOOD CT.
HARWOOD HTS. ILL 60706

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Comments: I'm opposed to the O'Hare expansion program. N-3
I've lived in Bensenville for over 20 years and if the expansion plan goes through, that will be the end of Bensenville! DON'T DO IT. H-46

If the expansion does go through, and if my property is not included to be taken, it will affect my surrounding area. Market values for homes will drop substantially and I was hoping someday to retire with part of the proceeds from the sale of my home. If the expansion plan goes through my hopes and dreams will be lost. This does not take into consideration what my real estate taxes will do which is to increase substantially. H-46 H-60
If I have to sell my home at reduced market price where do I go with that money. I won't be able to afford anything like I've been accustomed to. H-47 H-61
Please take all this information to heart when deciding on expansion plans.

Name: BOB IMIELSKI

Address: 744 BRENTWOOD DRIVE
BENSENVILLE, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

I Beleive That the Transportion Problem should Be address as a Regional Issue, include Railroad, DuPage, Rockford, Milwaukee & Gary airports. I all so Beleive that we are not getting the full ~~Stor~~ Story Regarding the Circle Highway, West Entrance, air pollution, noise, Environmental Impact. The cost of paying for the improvement is not going to be a user Fee Base. I Beleive The Lost of my community Taxes Base and The rising of Taxes To cover The over Rows is a problem. C-103 B-24 F-169.1 J-62 H-141

I would Like The Transportion issue to be a open form. M-82

Let's not forget The Safty issues with The increase of flights over a popluted area and the intersection of Between the Ranway. G-88

Name: Steve Unger

Address: 220 Pleasant
Elk Grove. Il 60007

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Comments:

I FAIL TO UNDERSTAND HOW HARDSHELL WITH HALF THE AIRSPACE THAT O'HARE HAS IS CAPABLE OF 900,000 OPERATIONS WITH ONLY FOUR PARALLEL RUNWAYS. WHY CAN'T O'HARE RECONFIGURE WITHIN IT'S PRESENT FOOTPRINT? A-29

Name: WALTER KUCERA

Address: 18 W. BELMONT
BENSENVILLE, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: In the interest of public record: My husband, myself and 5 children who have since grown up have lived in Bensenville for 40 years. We first lived at 53 Orchard and now live on 902 W. Green.

We realized we were going to raise our family and plants our deep deep family roots in Bensenville we also were completely aware of the fact that the airport was just north of us. This situation now is we feel this is an underhanded sneaky shot at many of the surrounding villages, most of all the "Village" not big city of Bensenville. It is amazing that a Takeover by a few under the pretense that only the houses will be taken this is false it involves the entire "Village" not big city, the train, the airport, the streets the other part of Bensenville is directly affected. Downstate needs jobs. Its a tall tale that it helps the ~~community~~ community it helps Mr. Daley and Chicago not us. N-64.1

Name: Lucia Mills

Address: 902 W. Green St.
Bensenville, Illinois

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: I THINK THAT O'HARE FIELD NEEDS THE RUNWAYS THE WAY HAS BEEN PROPOSED I THINK THIS SYSTEM WOULD BETTER AT THIS AIRPORTS THAT HAVE GONE THIS WAY. WE NEED THE RUNWAYS TO BE ABLE TO KEEP OUR PROPERTY VALUE UP. I DO AGREE WE NEED TO KNOW HOW THE EXHAUST FROM THE AIRCRAFT EFFECT US

A-15

H-28

E-26

Name: ANDREW DUFFY

Address: 93 CLEARMONT DR
ELK GROVE VILLAGE IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: Please ... Please ... Please ... Reconsider expanding O'Hare - Remodeling Yes, I'm all for it. People are my biggest concern. Why have people move out of their homes, that have had for so many years. The answer is build another airport, be it Peotone or elsewhere. I have lived in this area for over 33 years and love the way the village is doing things for the family. We are happy to have been apart of this community. I am 84 years old, and a very civic minded person. I love people, and hate to see our community go down the tubes. Air traffic is heavy some days that I cannot hear what the other person is saying, until the plane has cleared the area. N-7 C-100 F-167

Name: Doris Donner

Address: 1255 Carswell Ave
Elk Grove Village

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Comments: As a residents of Bensenville for the past 48 years, we are opposed to the further expansion of O'Hare because of the impact upon us and all other residents of our community. We know the air quality is affected, there is noise pollution and the proposed expansion would further affect the quality of life. In addition the tax base for our Village, School Districts, Library and Park Districts would be reduced and prohibit all of these taxing bodies to continue to provide the essential services that we as residents require and expect.

N-3
H-18
E-14
F-19
K-17
H-18

Our daily life is impacted by the noise pollution — we may be sitting at the table and having a conversation and it is interrupted by the noise of take offs. We are not interested in sound proofing. During nice weather we want our windows open to enjoy air — we want to be able to enjoy our deck or back-yard without screeching noise from above.

F-20

Name: Henry Grouns

Address: 706 Algonquin Ave
Bensenville, IL. 60106

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Comments: My concern is that the expansion of OHare will create more air and noise pollution. E-103 F-124

Increase of the number of aircraft can only make this condition worse then it is at the present time

Even with the use of improved aircraft engines E-103

Name: Henry Praugl

Address: 17W647 White Pine
Bensenville, IL. 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

I have a major concern about the socio-economic impact the O'hare Expansion will have on Elk Grove Village. EGV has high property values & is a desirable place to live. If the expansion goes through this may effect the value of our homes in a negative way. I would like to be fully informed with any information prior to a vote to go ahead with the expansion. H-150 M-87

What a shame it would be if EGV no longer would be considered one of the top 50 communities in the US.

Name: Brenda Uhrich

Address: 816 Park Rd
Elk Grove, IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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mments:

Big O'Hare Airport plan should include rail passenger ground transportation: Amtrak, Metra, CTA... in any improvement/ runway relocation, etc. B-22

O'Hare air congestion should be Mitigated by East passenger trains taking travelers to/ from Milwaukee, Bloomington, Kalamazoo, Indianapolis instead of more and more short distance planes ~~clogging up skies~~ using up airspace as much as big jets. C-101

To extent short-distance trains can help connecting jet travelers, add one less runway and don't demolish people's homes (or farms) if possible. B-22

Name: Greg Thorson

Address: 40 E Ohio #903
Chicago IL 60611

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administratic Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

A. I. P. TRUCKING, INC.

9864 LELAND AVENUE
SCHILLER PARK, ILLINOIS 60176
PHONE (847) 671-0130 • FAX (847) 671-2728

TESTIMONY OF AL BORGMAN BEFORE
FEDERAL AVIATION ADMINISTRATION
DES PLAINES, ILLINOIS
AUGUST 21, 2002

My name is Al Borgman and I am the Director of Air Freight Operations at AIP Trucking in Schiller Park and also the President of the Central States Expedited Carriers Association., an organization representing Chicago's Expedited Motor Carriers and it's thousands of employees.

I am pleased that the FAA is beginning the environmental review process on the O'Hare Modernization Program. As a region, we're at a critical point and don't have any time to waste. Airports in Atlanta, Dallas, and Denver don't have the delay problem we do because they have modern airfield layouts.

What's most important is the fact that the Modernization Program builds on our existing resources and infrastructure. Not only is this the most efficient way to reduce delays, it also minimizes any impact to the environment. The area around O'Hare is already well developed, home to some of the largest industrial parks in the country.

This isn't the case with a proposed south suburban airport, which would require thousands of acres of pristine farmland to be destroyed.

A-7
C-11-1

We need O'Hare to operate in top form, under the highest levels of safety and efficiency. I hope this federal review process brings us one step closer to that fact.

A-8
G-7

Al Borgman

Chicago O'Hare International Airport

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Comments:

Please take care of the people who live at the airport like we are the ones who have to deal with the noise and pollution

E-27
F-28

Name: Lavinia Lopito

Address: 2245 BIRCH ST
DES PLAINES IL 60018

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

WE ARE OPPOSED TO THE EXPANSION OF O'HARE N-3
THE NOISE AND FUMES ARE ALREADY A E-12
HEALTH HAZARD, AND INCREASING THE F-16
NUMBER OF FLIGHTS WILL HAVE A DEVASTATING
IMPACT ON OUR COMMUNITY K-13.1

Name: CARL BRAUWEILER

Address: 2500 TALCOTT RD #303
PARK RIDGE IL 60068

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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August 21, 2002

CHICAGOLAND
CHAMBER OF COMMERCE

Mr. Michael MacMullen
Environmental Specialist
Federal Aviation Administration
Great Lakes Region Headquarters
2300 E. Devon Avenue
Des Plaines, Illinois 60018

Dear Mr. MacMullen:

My name is Jerry Roper, president and CEO of the Chicagoland Chamber of Commerce. The Chicagoland Chamber of Commerce represents over 2,600 employers and nearly 1 million employees throughout northeast Illinois. The Chamber strongly supports the O'Hare Modernization Program because of its economic importance to this region, Illinois and the nation. N-6 H-115

O'Hare International Airport is vital to our regional and state economy. It alone contributes $38 billion in economic activity and produces 450,000 jobs for this region. With the modernization of O'Hare, we stand to gain an additional 195,000 jobs and $18 billion in economic activity every year.

While there are no doubts of O'Hare's economic importance, I am pleased to see the environmental review process is now underway. It is our belief the best way to address our region's aviation needs is by investing in existing infrastructure. O'Hare already exists. The airlines and the Chicago Department of Aviation have already made tremendous strides in addressing aircraft noise and air emissions at the airport. Modernizing O'Hare will increase efficiency, which can help reduce emissions further. E-120 F-135

I encourage the FAA to examine the environmental impacts associated with construction of a new airport. This should include an analysis of the time and environmental impact of travel from the Chicago metropolitan area to other regional airports that may be considered as alternatives to this project. I'm confident that through your review, the preliminary findings released by the Department of Aviation that show a more efficient O'Hare will have positive impact in noise reduction and air emissions, will be confirmed. C-89

Sincerely

Gerald J. Roper
President and CEO

One IBM Plaza
Suite 2800
Chicago, IL 60611-3605
www.chicagolandchamber.org
312.494.6700
fax 312.494.0196

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Comments:

Please come to 2269 Birch
Des Plaines and hear the noise
Our plants and vegetables
have stop growing because
of the pollution and the
smell of the fumes are
unbearable if you going
to plan more flooding
then you must !!! Take
care of the people regarding
noise and pollution !!!

Josephine

E-81
F-99
I-27.2

Name: Josephine Al-Naemy
Address: 2269 Birch
Des Plaines, Ill 60018

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

I've lived in Elk Grove all my life - born & raised & bought a house there. The noise is a #1 concern of mine. The children playing outdoors can't hear me calling them and we can't have the windows open - day or night. Sometimes they come running in holding their ears. TV, phone conversations & outdoor conversation almost always is interrupted by airplane noise and even vibrations in my windows. F-15

I'm also concerned about pollution. I bought my home to have picnics outdoors and we can't even hear each other speak - outdoors or indoors. What a shame! F-15 E-11

Name: Lisa Boulton

Address: 629 Maple Lane
Elk Grove Vge, IL 60007

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Comments:

First, I believe the pollution levels with the 2X of flights will exceed our standards of clean air. E-104

Second, I believe our tax dollars can best be spent on starting fresh with a new airport, rather than expansion. C-85

Third, I firmly believe that the existence of a third airport will greatly increase business & job opportunities for a greater number of people and for a more permanent future.

Thank you,

Michael Procopio

Name: MICHAEL PROCOPIO

Address: 646 S. YORK RD #304
BENSENVILLE, IL. 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

DOES THE 75 DB DNL AIRPLANE NOISE CRITERIA APPLY TO OTHER INDUSTRIES? IF NOT, WHY NOT? THE SAME STATEMENT APPLIES FOR THE 65 DB DNL NOISE. HOW IS THE DNL NOISE LEVEL ARRIVED AT? IS IT BECAUSE OF AIRPLANE NOISE LIMITATIONS OR NOISE IMPACT EFFECTS ON THE PEOPLE? F-76

~~WHERE~~ DOES EPA POLLUTION STANDARDS APPLY TO AIRPLANES? IF NOT, WHY NOT E-69

Name: STAN MALINOWSKI

Address: 1605 OAKTON
PARK RIDGE IL 60068 1946

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

I am absolutely opposed to the O'Hare Modernization/Expansion Program! I grew up in Elk Grove & recently returned with my husband & daughter. The noise is already too much, as is the traffic in the area. This area is already congested & polluted enough without expanding the airport! I am particularly concerned about the air quality — I don't want my daughter breathing in the pollution. Also — I can feel the vibrations when planes go overhead now — and my windows vibrate — I can't imagine what an increase in the air traffic would mean. I am unable to hear people over the phone when planes go directly overhead. E-121 F-136

I feel that it is unfair to expand the airport — we moved here with the understanding that O'Hare would remain as it is. This is really a nightmare! N-94.2

Name: Sheila Rubben-Storey

Address: 395 E. Elk Grove Blvd
Elk Grove Vlg., IL 60007

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Comments: I HAVE RESIDED IN BENSENVILLE FOR 38 YEARS - LOVE OUR LITTLE COMMUNITY - WOULD HATE TO SEE IT DEVISTATED BY ANY MEANS - EXPANSION OF O'HARE WOULD HAVE TREMENDOUS DETREMENTAL EFFECT ON OUR HOMES AND BUSINESSES - (EXPAND O'HARE - NO MORE BENSENVILLE!!) H-124

Name: RICHARD SCHIERHORN

Address: 407 S. GRACE
BENSENVILLE,

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

My husband and I are against O'Hare expansion. N-3
We feel there is already enough airport noise & pollution already. Further expansion would only reduce our quality of life and reduce property values E-164 F-172 H-146 K-97

Besides, the economy is too unstable at the moment and we don't even know that more airlines that fly out of O'Hare won't go bankrupt. Why spend all that money for an expansion that we might not even need! Who will end up paying for it! A-55 H-147

Sincerely,
Rosaleen Waters

Name: Rosaleen & Tony Waters
Address: 448 CEDAR LANE
ELG GROVE VLG

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Comments: My name is Katrina and I go to Lincoln Middle school. I have been living in Park Ridge for 13 years and I don't plan on leaving any time soon, but the O'Hare Expansion will drive my family and many more people out of our hometown. Personally, I love Park Ridge and may even live here when I'm older, but this awful expansion is ruining my chances in staying here. Already, one of my best friends have moved away because of this tragic and irresponsible [redacted] of Mayor Daley. I hope this expansion doesn't go any further, or I might move away from my friends, family, and my home. H-149.1 N-131

Name: Katrina Winogradzki

Address: 1828 S. Washington
Park Ridge, IL 60068

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Comments:

I UNDERSTAND THAT THERE IS A STUDY BEING DONE AT AN AIRBASE IN ARIZONA — IT HAS TO DO WITH THE FACT THAT THE INCIDENCE OF LUKEMIA IS THREE TIMES THAT OF THE NORM, IN CHILDREN. HAVE YOU HEARD OF THE STUDY? K-19

Name: AL OANCHOCK

Address: 536 WHITE OAK
ROSELLE, ILLINOIS

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

SEEMS TO ME THAT THIS PLAN IS TOO COMPLEX AND IT WOULD ADD TO THE DELAYS RATHER THAN FIXING THE PROBLEM. BY THE TIME THE RECONFIGURATION IS COMPLETE, THE AIRPORT WOULD NOT SATISFY THE NUMBER OF FLIGHTS PROJECTED FOR THE AIRPORT AND REGION. SO WHAT HAS BEEN ACCOMPLISHED? MORE NOISE, MORE POLLUTION AND MORE RISK (SAFETY ISSUE). D-16 E-57 F-63 G-39

WHY IS NOT A REGIONAL SOLUTION WITH A THIRD AIRPORT BEING CONSIDERED? THIS MAY MAKE SENSE ECONOMICALLY FOR THE CITY BUT IT'S A DISASTER FINANCIALLY AND ENVIRONMENTALLY FOR THE SURROUNDING COMMUNITIES AND THE PEOPLE WHO LIVE THERE. C-46 H-59

Name: MARIAN KUCZATA

Address: 184 W. BELMONT
BENSENVILLE, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: my Family has Lived in Unincorporated Bensenville Since 1953 and we've seen many Things Change, Some For the better Some For The worse. IF The real problem is airport efficiency, I Feel great results could be obtained by involving Surrounding airports i.e Gary, Rock Ford + Milwalkee To assist O'hare. C-31

UnFortunately The agenda of mayor Daley is To control the Whole Show + the Jobs + businesses That go along with it. He wants To deFicate all over Des Plaine, Elk Grove + Bensenville while Offering us nothing in return. This does not sit well with many. most aviation Employees att O'Hare must be City of Chicago Residence. H-34.1

Most People would agree There is room For improvement at O'Hare. But with Corporate Travel way down (including city of Chicago buisness Travel) and major airlines pulling out of the deal, its Time To Take Some Time To decide what's right, not ram This Thru. A-22

Name: Garry Gardner

Address: 17W131 Woodland
Bensenville IL

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Please provide your written comments on this form.
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Comments:

LIVING IN ELK GROVE I KNOW THE IMPACT THE AIR PORT HAS ON MY QUALITY OF LIFE. I ~~DISAGREE~~ BELIEVE THAT THE PROPOSED EXPANSION OF O'HARE WILL IMPACT ME MORE AND WILL IMPACT OTHER AREAS IN WAYS THAT WE CAN NOT PREDICT AT THIS POINT. IT WILL BE NEGATIVE IT IS IMPOSSIBLE TO EXPAND O'HARE TO THE DEGREE PROPOSED WITHOUT DISRUPTING MORE PEOPLE AND MORE COMMUNITIES. ANYONE THAT DOES NOT BELIEVE THIS IS NOT LOOKING AT THE WHOLE PICTURE WE HAVE A CHANCE TO DEVELOP AIRPORTS IN OTHER AREAS. THIS SHOULD BE DONE. DON'T LET CHICAGO RUN THE SHOW. A LOT IS AT STAKE. THANK YOU!

K-66

C-80

Name: GARY PELZ

Address: 172 TOWER LN.
ELK GROVE VIL. IL 60007

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Comments:

(1) SUPPLIMENTAL NOISE MATRIX MUST BE DONE TO GET THE FULL IMPACT OF NOISE POLLUTION — F-44

(2) THE SAFTY ZONES MUST NOT BE COMPROMISED

(3) THE O'HARE FOOTPRINT IS TO SMALL TO PROVIDE SAFE TRANSPORTATION FOR FUTURE GROWTH. — G-30

(4) SPECIFIC STUDIES MUST BE COMPLETED ON THE IMPACT OF CURRENT POLLUTION & PROJECTED UNDER THE NEW PLAN — F-44

Name: KEN HALLER

Address: 1020. ST. JAMES
PARK RIDGE ILL 60068

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: My HUSBAND AND I LIVE ON THE CORNER of ARLINGTON HTS. RD. AND CLEARMONT DRIVE IN ELK GROVE. PLANES GO OVER OUR HOME AFTER TAKE OFF, going WEST EVERY 30 SECONDS WHEN O'HARE is BUSY. DAY AND NIGHT CONSTANTLY. THE NOISE IS TERRIBLE. F-75

I STOPPED CALLING ALONG TIME AGO BECAUSE NOTHING EVER IMPROVED WITH PLANES GOING OVER OUR HOME. WE SEE ALOT of CANCER IN ELK GROVE. I HAVE TO WONDER HOW MUCH is CAUSED BY THE POLUTED AIR WE ARE FORCED TO BREATHE. E-68.1 K-45

PLEASE DO NOT EXPANED THE AIRPORT RUNWAYS. IT's NOT NEEDED - LESS PEOPLE FLY TODAY SINCE 9-11. ALONG WITH HURTING my LIFE, my HOME, my NEIGHBOR my VILLAGE - THIS IS A HUGE WASTE OF MONEY. A-33 K-46

NO ONE WILL BENEFIT EXCEPT THE DEVELOPERS & THE MAYOR of CHICAGO. WHY SHOULD ELK GROVE LOSE BUSINESSES AND TAX DOLLARS TO BENEFIT CHICAGO. THE AIRPORT is SURROUNDED BY VILLAGES NOT BY CHICAGO. WE SHOULD HAVE OUR SAY IN THIS. H-73

Name: MRS TERESA MAIORIELLO

Address: 1199 S. ARL. HTS. RD.
ELK GROVE VIL. IL. 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: If you look at a "land use" map of the area affected by O'Hare Expansion, you will see that, compared to the city, we are blessed with green spaces. This is a place where nature expands. There is much beauty and homes for wildlife along with people like me (who moved here because I love nature.) The arrogance of Chicago to destroy such an area does not surprise me-it has been done before, but what will be the impact when this buffer area is destroyed? Will there be less beauty, more pollution, less of a reason to enjoy life? E-17

In addition, the part of Bensenville that will be destroyed is a part that provides our town with its valued diversity. Is it only coincidence that this is where many minorities reside? These people have been a part of Bensenville since its inception. They give our town a special feeling. H-21.1 I-4

Personally, I will be the most affected by pollution and its impact on health, both physical & emotional. We will no longer have a feeling that our life is free as planes rattle & shake us to our bones (even if the noise is silenced.) It destroys our reverie and impairs our thinking processes. Please save our greenland! E-17 F-24.1

Name: Cheryl Chatroop

Address: 416 194 Ridgewood
Bensenville, IL 60106

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Comments: Those with whom I live (in the affected are) much younger than my age of 65, are most concerned about pollution (air & noise), health, property values, desecration of ancestors cemeteries, relocation, loss of income, psychological damage, etc. etc. E-117 F-134 K-173 N-94
It is these people about whom I am concerned & willing to fight, either to maintain the status quo or prevent any expansion of O'Hare. I think more attention should be given to young Jesse Jackson JR & Senator Peter Fitzgerald whose generation will have to pay a high price. They do reflect the feelings of many young people!

Name: Leonard Rogus
Address: 1058 S. York
Bensenville, IL

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Comments:

I Vehemently Oppose ANY EXPANSION of O'Hare (restructuring wisely MAY be better). The basis for my opposition IS creating more pollution (both in the AIR & ON the ground) which will Affect the ozone layer (which is very bad now) AND this in turn jeopardizes the health (especially of the Younger generation, not only of this AREA but also the world) of MANY. I'm over 65 AND haven't that much time to live, but give the young A FAIR CHANCE AT life.

N-7
E-118
K-74

Name: LEONARD ROGUS

Address: 1058 S. York
BENSENVILLE, ILL

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: Concern about the environment - at present the fumes from the planes expell oil on my windows: when they are washed the oil smear on the windows and is difficult to be removed from the windows & they can not be cleaned -

The back patio has to be washed (power washed) at least 3 times in the summer due to the exhaust & oil released from the planes - after a cleaning the patio is black again -

E-71

How can these troublesome situation be resolved under the expansion of the air port

If it will 15 years to complete this project - how will the traffic situation will be handled -

J-36

Name: Sylvia Matezak

Address: 6D 748 Pine Ave
Bensenville Ill 60106

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Chicago O'Hare International Airport

Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios:

Please those who believe that this is all for the Common Good think about the long term effect on our Children – our future these health those who some day will be our future.

Health should be the one thing we all look up too –

Keep our Country our area our homes safe and healthy

K-50

G-47
K-51

Nombre y apellido: Ruth Montelione 630 616-1204

Dirección: 10 Trustview Road
Bensenville 60106 –

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

Chicago O'Hare International Airport

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Comments: I do not think Ohare should be expanded. Being an Elk Grove business owner and resident, I see the problems this would involve. The noise is very overwhelming now, so obviously would increase. Also, I do not think Elk Grove businesses should be uprooted. Lastly, the economy and recent events do not justify it. I believe Peotone is the best place for expansion - lower costs, convenient for people in Kankakee, S. Chicago area F-155 A-51 C94

Name: Patricia Scott

Address: 1698 Virginia Dr
Elk Grove, IL

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Comments: Life style will change for my daughter + her children. Pollution will be involved. I live in a Cond building on the third floor + last floor. Planes going over the building - I am so fearful any accident. Could happen. E-161 K-91

My family moved here twenty years ago life was so simple - G-87

not greedy for money. Noses all over the city. Too many planes will be flying over my building - I am so afraid. More noise - we do not need that - simple life may be attained. F-165

Name: Mary Spiegro

Address: 808 Leicester Rd - Elk Grove Vg. Il 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments: I've been a resident of Elk Grove Village for fourty two year's and have been putting up with the noise and dirt generated by the airplanes all that time but I am seriously concerned about this expansion. Plane's will be less then a couple miles from my home, going over even more frequently than they have in the past. My taxes will go up and we are senior citizens on fixed income which will be a financial burden as well as endangering our home. The airport has plane's going and arriving every 30 seconds now. I have been on plane's that had a close call when landing at O'Hare. How much greater will the risk be. When I had a flight cancelled it was due to mechanical problems or no flight crew so the excuses their giving just aren't valid. Weather at various part of country also causes delays. I am adamantly against this expansion which will cause more noise, more pollution more taxes and a greater danger to residents in our suburb

E-72
F-78
G-44
H-77
D-17.1
E-72
F-78
N-3

Name: LILLIAN MAYER (Lillian Mayer)

Address: 1132 BOSWORTH LANE
ELK GROVE VLGE, IL. 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Comments:

My environmental concerns regarding the O'Hare expansion are:

- Noise pollution

The current level of noise is ~~B~~ nearly unbearable as it is. It's like Chinese water torture - a drop at a time in an endless stream. Doubling the # of flights is unmanageable. Especially the flights at 2AM - 4AM which sound low enough to knock the roof of the house. F-152

- Air Pollution

The smell of aviation fuel often hangs in the air now. It can only get worse with addtion flights E-151

- Tax Base

I don't see where Chicago has the right to confiscate our tax base, forcing our taxes to dramatically rise, for Chicago's enrichment. H-123

Name: Susan L. Schell

Address: 135 Wildwood Rd
Elk Grove Village, IL

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Comments: We lived in Bensenville two block away from Yard ~~Road~~ road which City of Chicago is proposing to take for O'HARE Expansion. We will be getting all the pollutions and noise. ~~Our~~ The value of our house probably will go down. We even don't know if we can still sell our houses or just let them rot. I don't understand why City of Chicago has the heart to ~~destroy~~ destroy all what we worked hard for. Because of the arrogance and desire for more Chicago business, City of Chicago + Mayor Daley will be putting these people in the street. What is their thinking about buying out those houses in Bensenville. These people who are willing to sell their house will have a problem later on because they could not buy any houses from the offer that City of Chicago is offering. Probably all these people will use the money from the sale of the house and then they will ~~be~~ be roaming in the street since they don't have a place to live. Mayor Daley and the others will put all the people in Bensenville in the street

E-88
F-106
H-89
H-89

Name: Nery

Address: Bensenville

NO OHARE EXPANSION Please

N-3

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

THE O'HARE EXPANSION HAS PROPOSED IS A SHAM. IT IS A WORTHLESS EFFORT BY A MEGOMANIAC MAYOR TO DESTROY PEACEFUL COMMUNITIES. IT HAS NO VALUE FOR THE REGION EXCEPT TO INCREASE THE CLOUT OF THE CITY OF CHICAGO. HUNDREDS OF THOUSANDS OF CITIZENS WILL HAVE THEIR LIVES DESTROYED FOR NO GOOD REASON!

A-13

K-22

Name: CHARLES F DRAKE

Address: 802 W WOOD
BOLINGBROOK IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: My house is located @ York Rd & Irving Park Bensenville. I'm very worry about this O'hare expansion cause my house is just 2 blocks away from the South runway. In this case well be affected of all the noises, Pollution from the air craft, Living in here is not going be normal & enjoyable. Also the value of my property will not be as much of the market value like other communities. For these reason I'm very much oppose of this O'Hare expansion. Please think of what going to be the result before deciding in behalf of many concerns residents.

In addition I invested lots of money almost all our savings to rehabilitate my house hoping that some day it will be marketable and increase in value. Please build the new Airport where it was planned before.

E-93
K-63.2
N-3
H-100
N-85
C-73

Thank you,

Name: Marina C. Gracian

Address: 236 Poppy Ln.
Bensenville Ill. 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Our family represent three generations of Elk Grove residents. We are concerned about the following: Quality of Life — Air Pollution and Noise Pollution. (E-2, F-2, K-1)

Tax Base - Loss of commercial property in Elk Grove will dramatically impact our School District #59, High School District #214, Park District and Library by reducing the tax support from the business lost in Elk Grove. (H-4)

We have no problem with improvements at O'Hare as long as they remain within the current airport property. (N-6, N-7)

Name: MARY ANN ANDREWS

Address: 805 LEICESTER RD #314
ELK GROVE VLG IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: AS A RESIDENT OF BENSENVILLE FOR THE PAST SEVEN YEARS, I HAVE NOTICED THE POLUTION FROM THE AIRPLANES. MY CAR IS ALWAYS DIRTY WITH A STICKY FILM ON IT. THE TREE LEAVES HAVE ALSO HAVE A STICKY FILM ON IT. E-55

THE AIRPLANE NOISE IS UNBEARABLE AT TIMES, YOU CAN'T HAVE PHONE CONVERSATIONS OR TALKING WITH REALATIVES IN THE HOUSE YOU HAVE TO STOP TALKING TILL THE AIRPLANES GO BY. IT ALSO INTERFERS WITH TELEVISON PROGRAMS, YOU HAVE TO TURN UP THE VOLUME REAL HIGH. TO BE ABLE TO HEAR THE PROGRAM. F-55

SOMETIMES THE AIRPLANES ARE SO LOW, THAT YOU HAVE A FEAR THAT THEIR GOING TO CRASH INTO YOUR HOUSE. G-32

WE DO NOT NEED ANYMORE RUNWAYS! N-3

Name: NANCY L. KLAUS

Address: 711 ALGONQUIN AVENUE
BENSENVILLE, ILLINOIS 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Z:\Chicago\ORD\OMP\Environmental\scoping\Final Scoping Materials\Comment form.doc

AUG 2 1 2002

Linda Farrell
49 Avon Rd.
Elk Grove Village, IL 60007

08/20/02

MICHAEL W. MACMULLEN
8800 E. DEVON AVE.
DES PLAINES, IL. 60018

DEAR MR. MACMULLEN,

WE (my FAMILY + I) MOVED HERE in 1967, BECAUSE it WAS A small VILLAGE, CLEAN & QUIET. WELL, it IS MORE LIKE A small city NOW, which is NEITHER HERE OR THERE, but 22HRS. A DAY, it IS impossible to IGNORE the NOISE OF the PLANES. IF you ADD MORE RUNWAYS, etc., it NOT only will INCREASE OUR TAXES, but the NOISE will be UNBEARABLE. the only one who will PROFIT by this EXPANSION will be MAYOR DALEY + the city OF CHICAGO. PLEASE do WHATEVER you can to NEGATE this EXPANSION. F-32 H-30

THANK you FOR YOUR SUPPORT in this MATTER.

SINCERELY,
LINDA FARRELL

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

August 21, 2002

Comments to FAA Representatives regarding impact of O'Hare expansion:

Good evening, my name is Tim Taylor. I wish to thank the FAA representatives for hearing my testimony, tonight. I will also drop this copy off for your records, if needed. I am a Bensenville resident. Actually, my home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion. N-122

Some of my neighbors may differ from my opinion. That's fine. If they'd like to stay as long as they can, fine. But, myself and about a couple dozen other families would like to move on...and that number is growing. I'm not against Bensenville. I'm against the stifling of my fundamental right as a homeowner to sell my property to whomever I chose. Bensenville is a nice town. I'm active in the community. Just last Saturday, I won a plaque at the inaugural Bensenville Blue Hawaiian 5k Run for being the first Bensenville male to cross the finish line. I was first in my age group, too at a time of 20:04. I was also a Marshal at the Bensenville Fourth of July Parade. N-123

I will sum up my comments regarding noise, pollution and traffic in this way: I made a conscious decision almost nine (9) years ago to move to Bensenville. The town is near an airport. It might be a little noisy and congested at times...but I live near an airport. E-163 F-168 J-60

About a year after I moved into Bensenville, one of my neighbors mentioned that there's been talk of O'Hare expanding and it could affect the neighborhood. At that time I said that it sounded like a good idea. O'Hare is the busiest airport and it would have to get larger someday. My neighbor looked perplexed and basically said that, "Tim, that means your house may be taken!" My thought hasn't changed since then. If it's going to be taken for progress, so be it.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106
(630) 595-1681

The area economy, as well as the state economy can benefit from O'Hare expansion. The area would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway.

Be that as it may, I anticipate a lot of "red shirts" to attend the Thursday hearing. Some may be here, tonight, as well. If you ask any questions of the folks giving testimony, myself included, you might want to ask: Where in Bensenville do they live?; How much of their tax dollars went into the production of those red shirts?; What's the cost of the "Thank you, Fitzgerald" signs that were placed on the lawns by Village workers?; How much of their tax dollars still goes into the Suburban O'Hare Commission?, How much are the continuing lawyer(s) fees? (I think it's basically one lawyer); How much of their tax dollars goes into the new Suburban Airport Committee (for Peotone)?, and since you're asking so many questions, anyway...why don't you ask them how those tax dollars could have helped the failing Bensenville school system and much needed road improvements? H-139

As a homeowner whose family has outgrown their house, I look forward to the opportunity to sell my home to the City of Chicago. I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It's a shame that I can't sell to whomever I want. I ask the FAA if there's anything that you can do to expedite the expansion at O'Hare...to please do it. H-140

Other than that...I thank you for your time this evening. I'm with a contingent that's for O'Hare expansion. I'd like to get out of limbo.

Thank you.

59 COMMUNITY CONSOLIDATED SCHOOL DISTRICT FIFTY-NINE
Elk Grove Township Schools ◆ Board of Education and Administrative Offices
2123 S. Arlington Heights Road ◆ Arlington Heights, Illinois 60005 ◆ 847 / 593-4300 ◆ 847 / 593-4410 (Fax)

August 16, 2002

RECEIVED
AUG 19 2002
BY

Michael W. MacMullen
Airport Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: O'Hare Modernization Program
Environmental Impact Statement

Dear Mr. MacMullen:

I serve as the Superintendent of Schools of Community Consolidated School District 59, a school district serving elementary and junior high school age children for residents from portions of Arlington Heights, Mount Prospect, Des Plaines and Elk Grove Village. Much of the eastern side of School District 59 is adjacent to the west side of Chicago O'Hare International Airport. Because of the district's close proximity to O'Hare International Airport, nine District 59 schools have been eligible for sound abatement funding from either the FAA or City of Chicago, and a tenth school is currently in the design phase for sound abatement improvements. The children and staff of School District 59 are impacted daily by environmental conditions related to the operations of Chicago O'Hare International Airport. F-47 N-32

FAA Director Carl Burleson stated during the August 2, 2002, meeting of the O'Hare Noise Compatibility Commission that the environment was the fundamental issue facing our nation when considering advances to air travel and airport expansion. The reality of this statement is already upon those who reside near O'Hare International Airport as a result of the proposed O'Hare Modernization Program. The proposal to modernize O'Hare Airport has many individuals nervous, and for a variety of environmental and economic reasons. It is difficult to find clear answers to questions related to the proposed expansion of O'Hare International Airport. What will be the impact on the environment as a result of the modernization of the airport? How will air and noise pollution directly attributed to air passenger travel be further exacerbated by a dramatic increase in the number of flights in and out of O'Hare airport? What will be the economic impact caused by both the modernization of O'Hare and environmental changes related to creating a western access road to O'Hare Airport? N-33 E-45 F-48 H-45 J-18

I do not have the technical expertise necessary to articulate a position on the environmental impact resulting from an increase in the number of flights as a result of the modernization of O'Hare International Airport. Some may want to argue that the environmental impact of the modernization should be limited to a study of the physical changes to this airport, and the modernization plan is separate from any environmental impact created by increasing the number of flights at O'Hare Airport. Yet, from my perspective, the issue is far greater than just determining the environmental impact related to modernizing O'Hare Airport. It is my position that the FAA must consider the following as part of an environmental impact study related to the modernization of O'Hare International Airport: a) the environmental impact resulting from physical changes to the airport, b) the environmental impact resulting from an increase in the number of flights utilizing the airport, and c) a combination of both conditions based upon extraneous variables such as a major change to property adjacent to O'Hare that is secured for a western access road to the airport. L-1 M-12.1 N-34

It is imperative that those assigned responsibility for evaluating the environmental impact of the O'Hare International Airport modernization consider all direct and indirect variables related to the modernization of the airport. Substantial progress has been made over the past seven years in reducing aircraft noise pollution impacting some schools and residential areas located around O'Hare International Airport as a result of the excellent work of the O'Hare Noise Compatibility Commission. What absolutely must not occur as a result of the modernization of O'Hare International Airport is a worsening of noise conditions and/or an increase in chemical pollution as a result of the modernization and increase in the number of flights at this airport. L-1 E-46

I pray you consider all possible direct and indirect variables, which may impact the environment when completing an environmental study about the proposed modernization of O'Hare International Airport.

Sincerely,

Robert T. Howard

Robert T. Howard, Ed.D.
Superintendent of Schools

cc: Board of Education
Mayor Arlene Mulder, Arlington Heights
Mayor Craig Johnson, Elk Grove Village
Mayor Tony Arredia, Des Plaines
Mayor Gerald "Skip" Farley, Mount Prospect
File

Norman J. Pater
1104 South Aldine Avenue
Park Ridge, IL 60068-4422

August 14, 2002

RECEIVED
AUG 19 2002
BY CHICAGO

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Re: Public Scoping Meetings on August 21 and 22

Dear Mr. MacMullen:

As a thirty year resident of Park Ridge who has lived about 8/10ths of a mile from the end of runway 4R/22L I have serious environmental and safety concerns about the proposed Daley/Ryan expansion of O'Hare and its negative impact on the surrounding residential communities, as follows: G-62

1) The Daley/Ryan proposal contends that if their entire plan is adopted, the average delay per operation of 3.65 minutes for 908,977 operations will be reduced to 0.76. Are these statistics credible? Do they come from the FAA or Daley/Ryan?

2) You need to look at the composition of the 3.65 average delay. How much of this was due to bad weather, which will not change and how much due to work slowdowns by United pilots and mechanics when they were putting pressure on United to settle their labor disputes? How much is due to delays at other airports that are feeding the Hub system at O'Hare?

3) What will the delay time be when O'Hare's capacity just about doubles? Will it be back up to 3.65? Will we be wasting a lot of time and money over the next ten years just to be back to where we are now? There is only some much activity that can be squeezed into 8,000 acres. D-25

4) How much of the delays are attributable to United and American using the HUB system of scheduling flights to monopolize the business and force flyers to transfer flights at O'Hare to make a connection? How many flights in and out of O'Hare could be

eliminated with direct flights like Southwest and other discount carriers are doing successfully?

5) Reconfiguring and moving (they really mean digging up the old ones and building new ones a few hundred feet away) runways and taxiways as proposed by the Daley/Ryan plan is scary? What is this strategy going to do to O'Hare congestion and delay times over the coming years when runways and taxiways are being demolished and new ones constructed a few hundred feet away? D-25

6) The departure and arrival runways for runways 9L-27R and 9R-27L are only about 1,300 feet apart. Is this safe particularly during inclement weather and at night? The Daley/Ryan plan is being pushed to eliminate delays due to bad weather. Will this very close alignment of runways allow them to be safely used during bad weather?

7) With all these runways and taxiways being jammed into about 8,000 acres (both Dallas/Fort Worth and Atlanta have almost three times the acreage as O'Hare) how much of the ground air traffic will be forced to cross live runways to go to and from the terminals? Is 8,000 acres adequate from a safety standpoint to handle 1.6 flights annually? G-63

8) Under the new configuration, five of the eight runways will directly impact Park Ridge (North 9-27, 4L-22R, 9L-27R Arrival and Departure, and 4R-22L) which will lead to a continuous level of aircraft noise for both arriving and departing aircraft --- day and night. No other suburb will be as adversely impacted by these new runways as will be Park Ridge. Does this mean the Park Ridge can look forward to getting 63% of O'Hare's air and noise pollution in the future? E-97.1

9) With 5/8ths of the runways directly impacting Park Ridge it is apparent that some part of our city will always be subject to nighttime noise and air pollution. What routing of aircraft at night could be put into place to minimize the noise during normal sleeping hours? With all this additional capacity can late night and early morning flights be banned at O'Hare as is done at Boston and John Wayne in Orange County? E-98

F-118

10) Many of the airlines have been required to use the quieter Stage 3 aircraft at O'Hare -- - but not all users of O'Hare. Who are the exceptions and why are they getting a pass?

11) When the aircraft are coming in over Park Ridge and landing on runway 4R-22L it is apparent to me that there are no guidelines (or there is no fear of enforcement) as to how high an aircraft must fly over residential areas. The lower the plane, the higher the noise level. Are there regulations at O'Hare as to the minimum height an aircraft may fly over residential areas when in a landing or taking off pattern? What's the penalty, if any, for violations? F-119

I have considerable doubts about the Daley/Ryan plan to expand O'Hare and I and others are very concerned that the codification of the plan being pushed through the Congress by M-58

Senator Durbin is an effort to force such agencies as the FAA and Environmental Protection Agency to cave in and rubber stamp a plan that has not been subject to proper scrutiny from an environmental and safety standpoint. If the plan is so good why are its sponsors resorting to such a tactic? An issue of this magnitude needs to be properly documented and aired so that all affected parties can have all valid points of view recognized and compromised in the final decision. M-58 G-64 M-59

It is my hope that once the Daley/Ryan O'Hare expansion plan documentation is provided to the FAA that your agency will make a proper and independent review of the details of the plan and alternatives, such as Peotone. Should the codification of the plan be passed by Congress, please do not be bamboozled by their action as it is apparent their approval is not based on a detailed review of the plan, as none has been submitted to them, but some scare rhetoric on the part of Senator Durbin that all air traffic in the U. S. will grind to a halt if the Daley/Ryan plan is not codified so it can't be changed. C-78

Thank you for your attention to this matter.

Sincerely,

Norman J. Pater

cc: Senator Peter G. Fitzgerald

211 Crest Ave.
Elk Grove, IL 60007

RECEIVED
AUG 21 2002
BY CHI-ADO

Michael W. MacMullen
Airports Environmental Program Manager
FAA
Chicago Airports District Office
2300 East Devon Ave.
Des Plaines, IL 60018

August 19, 2002

Dear Sir;

I am writing regarding my strong opposition of the O'Hare expansion project currently under consideration. The project as proposed will have a significant environmental impact to our region. N-3

The planning of the surrounding communities were made with the current configuration of the runways in mind. Any reconfiguration to the runways will eliminate any safety buffers built into our communities. I clearly remember the American Airline crash after take off in 1979 from O'Hare airport. That plane crashed in a field not far from the airport. My concern is if the safety buffer of the industrial park in Elk Grove is removed, a plane could crash into my neighborhood, destroying many homes and schools. G-90

Recently I learned that in order for the O'Hare expansion to occur "as planned" using the current FAA regulations, the O'Hare property would need to be expanded to Lively Blvd., in Elk Grove. This is truly a frightening consideration. This plan will essentially wipe out the Industrial Park in Elk Grove, and put the airport property line within a half a mile of my home with runway headed pretty much in my direction.

I realize that my community was built after the airport was, but my community was designed with the current configuration in mind.

Currently, I also deal with the noise of planes taking off and landing over my home. I repeatedly hear the argument that the planes are being made to operate quieter, but I just don't see that being true. There are times when my windows and walls do rattle from the noise of the planes. I do need to stop mid-conversation when some planes take off due to the noise. When I hear people say that the noise really isn't a problem, all I can say they don't live near me. F-171

I also have serious concerns regarding our legislators passing bills when they lack the knowledge to make an educated decision. These men have no idea what this area is like, what it takes to make an airport or airplane safe. Their only concern is how it affects N-125

them personally or in the polls. The congressmen should not be the ones making the decision on O'Hare expansion. If the recent 'fast track' vote in the House of Representatives is any indication of the amount of consideration involved, we are in serious trouble. Our skies won't be safe. N-125

Periodically, the press will report that the air traffic controllers or some other official involved with the FAA are opposed to the expansion for safety reasons. Why can't these people opinions count? After all, they see safety breaches on a regular basis, and can see the implications of certain actions far better than someone who lacks that knowledge or sits in an office (especially if it is Washington). G-91

I take issue with the way this whole expansion project is being presented. My feeling is that not everything is being presented in a forthright manner. I don't understand how an educated decision will be made if the facts are not being brought forth. This is such a big issue with serious consequences to not have everything laid out in a forthright manner. N-125 M-83

The complete impact of O'Hare expansion on my community is too numerous to list here although I hope you would also consider the financial impact it will have on this area. The airport expansion would take away part of my community's tax base, which will ultimately impact the quality of the schools and quality of life in Elk Grove. The proposed revenue generated from the airport will go to the city of Chicago, not to the communities who are loosing the land. H-145 K-96

Thank you for your consideration.

Sincerely,

Barbara L Warrington

Barbara L. Warrington

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

RECEIVED
AUG 2 8 2002
BY CHI-ADO

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Prior to September 11,2001, and going all the way back to when Chicago first began to expand its airport, washing the windows of our home was a frightening and very enlightening experience. The outside of our window panes would become so coated with oil (and with dirt that would stick to that oil) that it was literally impossible to "wash" them clean. Neither water, Windex (nor any other such detergent and ammonia-ladendproduct) would clean them. There was only one way that we could get the oil and grime off. We had to scrub the panes with a product called "Bon Ami" which, when dry, would leave a white film all over the panes. Then, because wiping the film off was an impossibility, we hade to scrape every inch of the panes with a razor blade. Thus, the Bon Ami film, which adhered to the oil and grime would coagulate the entire mess in a hard coating that could literally be "sliced" off of the glass. Following that arduous task, we were then able to obtain a satisfactory result by finishing up the job with Windex. We had to do this job three times per year (Spring, Summer, and Fall), every year! E-31

THIS IS NOT ABOUT WINDOW CLEANING DRUDGERY. IT IS ABOUT AIR QUALITY AND HEALTH!!!. The same airport filth that hits and sticks to our window panes goes into, and stays, in our lungs. It especially impacts heavily on the health of babies and old folks. One does not need the help of a team of scientists and physicians to deduce that the inhalation of harmful vapors and carcinogenic materials is detrimental to one's health. Purely and simply, more runways mean more flights, and more flights mean more carcinogenic material in the E-31 K-23.1

Name: Mr. & Mrs. Patrick J. Ferreri

Address: 640 N. Babetta Ave.
Park Ridge, IL 60068-2306

See attached pages (2) and (3)

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

lungs of all of those who live near the O'Hare Airport – including every one that lives in Chicago proper itself. K-23.1

Since September 11, 2001, our windows required washing only two times. The last time, which was this Spring, was an astoundingly simple procedure; it did not require the usual use of Bon Ami and razor blades. The cut-down in flights was actually reflected in the cleanliness of our window panes! We, of course, do not want to see more terrorist attacks, just so that we may enjoy the healthy environment that less flights would bring. We would however like to see less flights as the result of intelligent consideration of the environment – and of the quality of life of ALL concerned. E-32 K-23.2

And what about the noise? Do we not have the right enjoy our patios and back yards? Why must we have our conversations rudely interrupted – every minute and a half – by the ear-splitting scream and thunder of a jet flying so low over our heads? What about our economy? What about the value of our homes? Don't we count? F-33 H-31

And, what about security? How safe from terrorist activity will we all be if O'Hare airport becomes even larger and busier? We can't cope with the problems that we have now. What has to happen in order for those who are in power to come to their senses? Our security, compared to that of any European country, is a laughingstock! Our airlines won't even use the luggage x-ray machines that were given them by our government, and paid for with our tax dollars. They claim that "use of the machines will cause unacceptable delays." Why is it that Europe makes them use such machines, and no such "delays" are suffered there? G-22

What has to happen? Do planes have to crash into one another, and fall on our homes first? Does more terrorist activity have to occur in which planes explode over our heads, before someone finally figures out that what we need is not expansion, but better security? If there were many airports, and people could utilize the one that is closest to where they live, the traffic at any one airport would be manageable and safe – not only regarding congestion in the air, but regarding security checks on the ground. A-18

The show that was put on, on August 21, at the Fountain Blue catering halls was a disappointment. The hall was filled with signs that referred to "environmental impact," but every FAA spokesman to whom we spoke waxed on and on only about "the positive **economic** impact that the expanded airport would have on the city of Chicago." One FAA spokesman even said that "the expansion is going to happen. There's nothing you or I can do about it, and it will be good for the majority." H-31

One FAA spokesman stated that the air pollution was due to having too much congestion on the ground, and that planes spew inefficiently burned fuel as they sit and wait for take-off clearing. How long will it be for the airlines to schedule so many flights on the additional (proposed) runways to become similarly congested? E-33

Another FAA spokesman stated that, "If another airport is built, that is farther away than O'Hare, no one will go there. I believe that no airlines are going to Gary, Indiana simply because they are waiting to see what happens at O'Hare. If no expansion of O'Hare ensues, won't the airlines eventually decide to go where they can? Maybe they'll then help us all obtain better and faster transportation to and from those many remote places. I believe that there is a win-win possibility for all concerned, and one that regards not just financial gain, but air quality, health, and peace and quiet as well. Why can't we have a large airport far out in the open country somewhere, and then have fast-moving trains (like Japan has) to bring us out to them? Trains that reach speeds of 130 mph would work nicely. What is now O'Hare Airport could be a giant parking lot where one leaves one's car, one boards a streamlined train, and one is delivered to the far-away airport in minutes. C-27 C-28

The additional runways will relieve congestion, at take-off, only temporarily. But, let's face it; even the new runways would soon be similarly clogged with delayed planes – all spewing out even more inefficiently burned fuel than is being spewed out now! A-19

What about the "greater good" that everyone likes to speak of? Doesn't the quality of air figure into the equation by which one measures the "greater good?" And, why can't the positive, financial impact be spread over the entire state? And, why can't the noise and fuel pollution be similarly spread around, so that it is not contained in one area? Cut down the number of flights, and spread them out to other, nearby airports. Create faster and efficient means of transportation to and from each of the airports, instead of trying to cram all of the business into one already over-stuffed airport. C-29 J-12.1

Yours Truly,

Patrick J Ferreri

Patrick and Patricia Ferreri

1180 Hickory Lane
Elk Grove Village, IL 60007
August 22, 2002

Michael W. MacMullen
Airports Environmental Program Manager
FAA, Chicago Airports District Office
2300 East Devon Avenue
DesPlaines, IL 60018

Dear Mr. MacMullen:

As a resident of Elk Grove Village since 1969, I wish to express my thoughts regarding the proposed expansion being discussed for O'Hare field.

O'Hare field is very important for the economic life of both Chicago and the northwest suburbs. I believe continued operation and modernization of O'Hare is vital. However, I have several concerns about the proposed expansion. N-10

My concerns are in three main areas: safety, environment/quality of life and economics. G-25 H-38 K-25

I have serious concerns about the safety of continuing to increase the number of aircraft flights both into and out of the present physical space at O'Hare. More flights within the same space will only increase the opportunity for aircraft accidents due to collision or failure of flight safety or maintenance procedures and mechanical failure. The seriousness of such an accident has increased significantly along with the population density of the surrounding area over the last two decades. G-26

Secondly, continuing increases in flight operations can only mean reduced quality of life and environmental health due to aircraft exhaust and noise. Reconfiguration with six parallel east-west runways will negatively impact the quality of life in Elk Grove Village despite the improvements in noise level for newer aircraft. E-39 F-39 K-26

Finally, I am opposed to the negative economic impact which will come through reduction in the tax base for Elk Grove Village, Bensenville and other municipalities who will have to cede acreage currently within their limits to the city of Chicago as well as the displacement of existing businesses which located precisely because of the need for proximity to O'Hare. H-39

RECEIVED
AUG 2 6 2002
BY

I am sure there must be other good and perhaps less expensive ways to provide for expanded air transportation for our metropolitan area than the proposed expansion/reconfiguration of O'Hare field. } C-32

I consider O'Hare to be a good neighbor and have no desire to stop or reduce operations. However, neighborliness is a two way street. If I respect the man next door, I also expect that he will respect me as well and not embark upon a course of action harmful or dangerous to me or my family.

Sincerely,

Charles E. Glomski

Charles E. Glomski

ALLIANCE OF RESIDENTS CONCERNING O'HARE, Inc. "a grass roots organization"

P.O. Box 1702 O Arlington Heights, IL 60006-1702 O Fax: 847/506-0202 O Tel: 847/506-0670 O www.areco.org

Regarding O'Hare Modernization Program, Environmental Impact Statement
Public Scoping Meeting
Oral Testimony of Jack Saporito for the Alliance of Residents Concerning O'Hare, Inc.
P. O. Box 1702
Arlington Heights, IL 60006-1702
(847) 506-0670
August 21, 2002

I am Jack Saporito, Executive Director of the Alliance of Residents Concerning O'Hare. Locally, the Alliance of Residents Concerning O'Hare (AReCO) represents members in 41 communities, including Chicago, that are affected by O'Hare Airport operations.

O'Hare is located in an area of dense development. At least several hundreds of thousands of Chicago-area residents oppose O'Hare expansion. The heavy lobbying and marketing of this ill-conceived scheme is fooling many others, including policy makers. N-11

Nationally, I just resigned from the US-Citizens Aviation Watch Association, which the leading public-advocacy group focusing on aviation issues, representing various municipalities and organizations; it speaks for about 1.5 million individuals in the United States. Internationally, the Association is also a non-governmental organization, representing member and associate organizations in 27 countries.

Among others, our membership includes physicians and individuals who are employed in the aviation and aerospace industries: pilots, air-traffic controllers, employees of NASA and Boeing, Williams Aviation Consultants, and Baylor University's School of Aviation and Air Sciences, as well as cities, citizens and civic groups. As a result, we have in-depth knowledge of the issues, bringing strong factual evidence to the table.

As a result, of the over 13 years that I have been doing this, I have been involved in over 100 airport environmental processes. I have never seen before what you are trying to do here with this Environmental Impact Statement process. There is no O'Hare 20-30 year plan, no Master or Development Plan and/or Airport Layout Plan; therefore, this Daley-Ryan deal that is not written down is only a concept. So how can the FAA ask the public to provide "scoping inputs" to an EIS process and, for that matter, how can the EIS process even proceed?

As you well know, this exercise violates the National Environmental Policy Act that governs this process and this exercise is nothing more than a waste of the taxpayer's time and money. N-112

Is this Federal Aviation Administration (FAA) exercise anything more than a public relations stunt for Senator Durbin's airport expansion bill?

This would be funny if it was not so serious and the lives and quality of life of so many were not in jeopardy.

We oppose the expansion of Chicago's O'Hare Airport for many reasons that include:

First, one must ask the question, "How could putting in more runways and hundreds of thousands of more flights into O'Hare relieve congestion?"

According to a Government Accounting Office report, building more runways is not the answer to O'Hare congestion. Among other problems stated in the report, they would be overcrowded before they were finished, and there are serious questions as to whether the parallel runway concept would cause more weather delays, as the airport is situated in the northern climate zone. A-50

Airports rank among the top ten industrial emission sources, and yet they are virtually unregulated. We are extremely concerned about serious public health, environment, noise, and other quality of life problems that are related to air transport operations and the limited protections for them that the O'Hare expansion bills will strip away. E-145 F-146 K-82

Along with noise, O'Hare Airport and aircraft operations produce massive and unusual types of air, water, and ground pollution...all of which are health hazardous and potentially deadly. As a result, we already have a significant public health problem that is epidemic in nature, affecting a large percentage of the population that lives even many miles away from the airport, both under and distant from the flight tracks of this mega-airport that has already about three times the number of flights than most all other major airports. E-146 F-147 K-83

As evidence that aircraft emissions are the culprit and not other sources, we will be introducing select pages from an US-Environmental Protection Agency 10-mile vicinity cancer study of Chicago's Midway Airport, showing that it is the aircraft engines and not the cars and trucks that are most problematic to public health: "Overall, emissions from aircraft operated at Midway in 1990 contribute up to 99% of the total cancer cases. This was expected since the vehicular emissions estimated at Midway are insignificant compared to the aircraft emissions at Midway." K-84

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

Any attempt to weaken our environmental laws at this critical time should be considered an attack on the American public. Which is what this process today is trying to shortcut.

- This "airport modernization" is of such a scale that, for all practical purposes, it is a brand new airport. The FAA and the Environmental Protection Agency would never allow such a new airport to be placed in this location without huge environmental buffers of thousands of acres. The negative environmental impact will be massive and we expect the FAA to review this massive environmental destruction as due to a proposed NEW airport, not a modification of an existing one. N-113

- The "proposal", as roughly outlined by the FAA in the "Scoping Document", calls for elimination of runways, addition of new runways and lengthening of existing runways to

excessive lengths, for example 9R-27L to 13,000 feet. The implication is that this lengthening is being done ONLY to accommodate the new, super-huge Airbus A380, manufactured in France. This not-made-in-the-USA 555-passenger 4-engine plane will weigh in at 560 TONS and carry 82,000 gallons of jet fuel. We expect the FAA to fully evaluate the environmental safety, noise and pollution aspects of operating such behemoths over the heads of the local residents, and precisely why such long runways are required. E-147 F-148 G-174

- We expect that we do not have to tell the FAA that the proposed runway spacings are too close for safety and that if operated by special waiver, any capacity increases will be fictitious. G-75

- "Planes are getting quieter" is not true, as planes are getting larger in the future and large, new planes are just as noisy or noisier as smaller, older planes. Airport "modernization" to accommodate these larger planes is thus destined to increase noise, including nighttime noise from huge freighters. Newer "Stage 4" aircraft noise requirements are at best a joke and are "timed" to allow the A380 (and others?) to sneak under the wire and only qualify to "stage 3" levels. O'Hare should be restricted to only "stage 4" compliant aircraft for any 4-engine aircraft. F-149

- We are in favor of computer simulations of environmental pollution effects, as that is the only way to predict future negative impacts on the environment of the projected huge additional amounts of health-damaging pollution emissions from both airport ground operations and approaching/departing aircraft in the area. The FAA will once again claim that their "Emission Dispersion Modeling System", or EDMS, correctly and accurately characterizes resulting pollutant concentrations over a wide area and over an entire "average" year. We believe that not to be the case here and, notwithstanding the FAA's "mandate" to use EDMS, expect that such use will be justified in a detailed manner, including any and all meteorological considerations and including the lack of existing pollutant monitoring verification stations in various suburban areas. E-148

- As in the past, we expect the FAA to attempt to disassociate all aircraft not on the ground from airport pollution emissions and to claim that such aircraft are "mobile" in nature and that the EPA has not set pollution requirements for such "mobile" emissions. We reject such obvious ploys to hide the truth from the highly negatively impacted public and hope that the FAA will, for once, address this horrible pollution impact in a consolidated and honest manner. E-148

O'Hare's aircraft alone, emit more volatile organic compounds than all of the 70 Illinois electrical power plants combined; carbon monoxide emissions are as high as 60% of the amount from all of these plants! The severe impact when combined with O'Hare ground operations, more than doubles the extraordinary massive amount of pollution. Attempts to minimize these facts by burying the pollution in very wide area total statistics is Enron-esque and disingenuous. E-149

Because commercial jet aircraft are a major cause of climate change and O'Hare operations greatly contributes to the problem, there should be a global EIS done that includes this project. M-77

Also, as evidence that flight operations at O'Hare Airport must be reduced, not increased as has been proposed, we are introducing a new study of O'Hare Airport cancer epidemic problems.

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

Constructing new runways or reconfiguring the existing O'Hare (basically building a new airport) will significantly harm communities, including neighborhoods, schools, businesses and homes, because of the airport and aircraft's extraordinary amounts and types of noise, water, ground and toxic air pollution, property takings, tax base losses and other quality of life issues. These problems should be reduced or eliminated, not unacceptably increased, as this O'Hare expansion does, especially since there are better alternatives. E-150 F-150 H-121 I-54

The O'Hare expansion plan places reported backroom deals above our health and that of our children's health and future. The politically connected, pushing O'Hare expansion, are acutely aware of the damage it does and that is why they have introduced the Ryan-Daley deal and the language with associated case law that will take away the meager protections that do exist. N-113.1

Oppose O'Hare expansion! Instead, support the reasonable alternatives that the O'Hare expansion bill(s) would take away. These include taking this issue away from the FAA, operational and management controls; as well as, sending unnecessary flights to other airports such as Wayports, "Highways in the Skies". That would make room for the desired, new international flights that will result from the economic globalization treaties, which will create meaningful jobs. And for the long-term, provide that our country and our region build a world-class high-speed rail system that will complement commercial air transport to achieve a balanced and sustainable intermodal transportation system that will benefit all of us. G-90

AReCO believes that exposing babies and young children to excessive noise and toxic air pollution and the other significant health and quality of life problems that O'Hare Airport and its aircraft already causes is a form of child abuse. Adding to that is despicable.

Mayor Daley may not care about the health, welfare and safety of the thousands or more of the Chicago citizens that are affected by O'Hare, but we do. We have a vital interest in assuring that any modifications of the airport comply with all existing laws and regulations. M-78

Protect our children from airport child abuse, protect our communities, safeguard our lives and future – defeat the O'Hare expansion plan and support better alternatives. } N-114

Thank you.

We will be submitting a more detailed scoping at a later date.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

Written Comments to follow

Name: (John C Geils) President of Bensenville

Address: 700 W. Ew
Bensenville, Ill 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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STATEMENT
OF
CONGRESSMAN HENRY HYDE
ON
SCOPING OF THE
PROPOSED
ENVIRONMENTAL IMPACT STATEMENT
FOR
PROPOSED MODIFICATIONS OF
O'HARE INTERNATIONAL AIRPORT
AUGUST 22, 2002

Presented to the Federal Aviation Administration
August 22, 2002

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

1. **Exactly what is being proposed at O'Hare and in the O'Hare vicinity relating to expanded air transportation capacity at O'Hare?** The scoping document refers to an "airfield development concept" with "additional terminal expansion" and various "roadway and rail line relocations". Also included is a proposed "western access". Yet other than the locations of the new and "reconfigured runways", there is a glaring lack of information about the necessary terminal and roadway elements of the plan – particularly as to location, cost, and impact of these terminal and roadway elements. The "O'Hare Modernization Program" proposed by Chicago calls for an expansion of airport capacity from a current level of approximately 35,000,000 boarding passengers to 76.000,000 boarding passengers. What terminals and access roadways are needed to accommodate 76,000,000 boarding passengers that Chicago says the runway plan can accommodate? What are the costs and environmental impacts of these necessary elements (i.e., terminals and access roads) of the proposed runway capacity expansion to 76,000,000 boarding passengers?

B-5
J-19
A-27
J-20

This lack of essential information is glaringly illuminated by the announcement on August 21, 2002 that American and United are abandoning the multi-billion dollar terminal program known as the World Gateway Program. As it now stands, Chicago and American and United are proposing a huge runway expansion program — justified in large part by the claim that it can accommodate growth from 35,000,000 boarding passengers (with the current O'Hare infrastructure) to 76,000,000 boarding passengers

with the new runways — without disclosing the costs and impacts of the terminal and roadway elements necessary to achieve the claimed passenger capacity increase.

Mayor Daley was quoted in yesterday's Sun-Times and today's Daily Herald as acknowledging that you cannot have massive new runway capacity without the terminals to process the massive passenger increase claimed as justification for the new runways. I agree. The EIS should identify and describe the costs, impacts and alternatives of an integrated expansion plan that identifies all the related elements — including runways, terminals, and roadways — necessary to achieve the 76,000,000 enplaned passenger capacity proposed by Chicago. M-19

2. **Where is the O'Hare Master Plan and where is the coordination between the O'Hare expansion EIS and the O'Hare Master Plan?** FAA and Chicago have publicly announced that FAA has funded and Chicago is undertaking a Master Plan program to develop a plan that addresses the long term aviation needs of the Chicago region. As I understand the FAA Master Plan process, a master plan involves a series of studies involving the key elements of airport needs analysis — e.g., facilities inventory, demand forecast, capacity analysis, alternatives analysis, financial plan, etc. As explained at the August 20, 2002 scoping meeting, Chicago has had the FAA funded master planning process underway for several months. Yet Chicago and the FAA are asking for scoping comments on the EIS without any public disclosure of the content, timing, reports, and public input mechanisms for the combined, integrated Master Plan/EIS process. I am requesting that FAA defer the deadline for providing scoping comments on the EIS until the FAA and Chicago provide public details on the elements of the master plan and the coordination of the master planning process and give the public and affected communities an opportunity to make intelligent input into the combined master plan/EIS process. N-35 M-14

By this statement I am requesting that FAA and the City of Chicago provide my office and my representatives with access to all documents relating to a) the Chicago M-15

proposed "O'Hare Modernization Program", all documents relating to the EIS and the Master Plan for O'Hare, and all documents relating to the World Gateway Program. Only by such access can we intelligently comment on the scope of the proposed EIS. M-15

3. **The questionable basis of using Terminal Area Forecast for O'Hare and the failure to allow public comment on the selection of the forecast.** As FAA well knows, the forecast demand used in the EIS and Master Plan is the determinative factor that drives all further analysis of capacity needs, environmental impacts, alternatives, etc. One of the central factors driving previous forecasts used in master planning in the Chicago metropolitan area has been the generation of metropolitan wide forecast demand —i.e., the demand that would be experienced by the entire region. By using a regional forecast demand approach, the FAA and the public are able to examine Chicago's proposal for addressing the aviation needs of the region —*i.e.*, an expansion of O'Hare — and compare it with other alternatives for addressing the regional forecast demand. By limiting the forecast for the O'Hare EIS and Master Plan to simply the Terminal Area Forecast for O'Hare, the FAA is starting what should be an objective and fair evaluation with a stacked deck — effectively precluding other regional solutions to addressing the needs for metro Chicago aviation. D-7

By this statement I am asking FAA for access to all documents relating to the proposed TAF forecast for O'Hare as well as all documents relating to any other forecasts for O'Hare and the region. It is incomprehensible that FAA will be using one forecast of future traffic in the Chicago region for the South Suburban Airport EIS and a different forecast for future traffic in the Chicago region for the proposed O'Hare expansion. M-16 D-8

4. **The questionable financial basis of the O'Hare expansion proposal.** Yesterday's announcement that United and American are unable to provide the needed financing for the World Gateway Program terminal project at a cost of 3.7 billion dollars raises serious questions as to whether Chicago and United and American can afford the additional billions of dollars needed for the "O'Hare Modernization Program". If United N-36 A-26

and American (or any successor corporations) cannot afford, World Gateway Program, how can they finance the "O'Hare Modernization Program". These are questions that need to be addressed now, at the start of the EIS/Master Plan program for O'Hare. Financial feasibility goes to the heart of the EIS/Master Plan process. Moreover, it is critically important that we have a spirit of full financial disclosure — revealing the true cost and financial perils of this proposal to airline stockholders, bondholders, and the federal taxpayer — in light of the current glaring public concerns about corporate financial candor and the request by United for almost 2 billion dollars in taxpayer funded loan guarantees. By this statement I am requesting that FAA and the City of Chicago make available to my staff and representatives — and the public — all documents relating to the cost and financing of the O'Hare expansion proposal (including all runways, terminals, and associated roadways of both the World Gateway Program and "O'Hare Modernization Program")

A-26

A-26
N-36

M-17

5. **The need for a transparent process.** It is clear that the FAA is discussing elements of this proposal for O'Hare expansion with a variety of persons and entities. A problem arises when there have been detailed communications and data sharing between the FAA and one interested entity that are then used later in the process to justify an FAA decision without giving opposing parties a chance to review and contest this material in a timely fashion. Therefore I am respectfully requesting that FAA post all written and electronic correspondence and memoranda reflecting meetings as well as data on an FAA web site for this project. Similarly all computer programs and input data and analyses used in project evaluation should be available on the web site.

M-18

Thank you for your consideration.

N-3 (Opposition throughout whole letter.)

(TO WIN A WAR YOU MUST KNOW WHO IS IN THE BULLS EYE (FOR MATURE ADULTS ONLY.))

OHARE IS THE 21ST CENTURY JOKE OF THE HEART OF AMERICA CONTROLLED BY THE CHICAGO SNAKES FROM ST. PATRICK LAND. UNLICENSED TO PRACTICE NO PROFESSION.

NOT BY LOVING, INTELLIGENT, CARING, LICENSED PROFESSIONALS, 100% AMERICAN SUBURBAN MEN.

OHARE IS ALL EGGS IN ONE BASKET, A PERFECT PRIZE TARGET FOR TERRORISTS, MAKING THE MIDWEST HELPLESS IN AN ATTACT. MILLIONS WILL SUFFER, & DIE. G-97

OHARE IS AN IRISH MADE TITANIC. ABOUT TO KILL MILLIONS OF INTELLIGENT HUMANS IN THE HEAVY POPULATED MID WEST. ALSO BOEING IS THE SECOND PRIZE TARGET. BOTH DALEY AND LOOSER RYAN GAVE BOEING MONEY TO STAY HERE. ARE NOT ALL OTHER CITIES HAPPY WE GOT DALEY

(2)

OHARE IS FOR THE FINACIAL PROFIT OF THE CHICAGO SNAKES ONLY. SNAKES DON'T BELONG IN THE SUBURBS. N-132

OHARE BACKERS ARE THE MOST UNEDUCATED PLANNERS IN EXISTENCE IN THE 21ST CENTURY. NO FORESIGHT OF PROTECTING THE HEALTH, SAFETY AND WELFARE OF HUMANS IN MIDWEST U.S.A.

WE LIVE IN THE 21ST CENTURY. WHO WILL BE MAKING THE PROFFESSIONAL, INTELLIGENT PLANS FOR THE NEXT 100 YEARS IN ILLINOIS, WILL WE LET THE NO LICENED UNPROFFESIONAL SNAKES FROM ST. PATRICK LAND DO IT?

THINK TWICE FOR OUR SAFETY. 6-97
TODAYS TERRORIST ARE MORE INTELLIGENT THAN THESE SNAKES.

(3)

WE MUST FOR TWO IMPORTANT REASONS START PEOTONE AIRPORT ON A FAST, FAST, FAST, TRACK.

REASON 1 FOR HEALTH, SAFETY AND WELFARE OF ALL HUMANS LIVING AROUND, "THE ALL EGGS IN ONE BASKET OHARE!" C-112 G-98

MILLIONS OF CHILDREN WILL DIE AN EARLY DEATH LIKE DALEY'S WIFE WILL WITH BREAST CANCER. BUT THE MONEY HUNGRY SNAKE DOES'NT CARE ABOUT YOUR CHILDREN'S HEALTH. BY HIS ACTIONS, DALEY HATES YOUR CHILDREN. THEY ARE JUST. THORNS IN HIS MONEY MAKING SCHEMES. FOR MORE OF HIS SNAKEY FRIENDS. CHANGE THE NAME OF OHARE TO AN UNIRISH NAME AND SEE IT SHRINK. K-102

REASON (2) PEOTONE IS OUT OF DALEY'S CONTROL OUT OF SNAKES HANDS.

PUSHING PEOTONE IS NO MONEY FOR CHICAGO SNAKES.

"BUILDING PEOTONE IS HOME LAND SECURITY," "NOT ALL EGGS IN ONE BASKET", FOR THIS AREA. C-112 G-98

PEOTONE IS THE 21ST CENTURY FUTURE SPACE AIRPORT!

IT WILL HAVE THE NEW CENTURY SPACE PLANES, ALREADY MADE. YES ILLINOIS NOT INDIANA, IOWA, OR WISC. WILL SOON TRAVEL AROUND EARTH SKIMMING ABOVE OUR ATMOSPHERE.

WE HERE ... CAN NOT BLAST THE SUBURBAN CHILDREN OUT OF THEIR BACK YARDS, OR FRONT YARDS, OR SCHOOL PLAY GROUNDS, BASE BALL AND SOCCER FIELDS ... THE NEAREST HOSPITAL WITH

CANCER, ASTHMA ATTACKS ETC.
WE PROFESSIONALS MUST STEP IN
AT ANY TIME IN OUR LIVES AND
CALL A SNAKE A SNAKE.

WOULD YOU GO TO DALEY AND
DURBIN FOR BRAIN SURGERY?
IF YOU BACK OHARE EXPANSION
YOU JUST MIGHT BE ONE WHO
WOULD.

THINK WHO MADE THE TITANIC?
WE DON'T WANT OUR CHILDREN
TO DIE AN EARLY DEATH LIKE
DALEY'S WIFE WILL WITH BREAST
CANCER. DALEY HATES YOU AND
YOUR CHILDREN.

THINK AGAIN AND AGAIN,
EXPANDING OHARE IS A "HATE CRIME"
TO OUR LOVED ONES. START A
LAW SUIT, AGANIST DALEY'S ACTIONS.

(6)

WE DON'T NEED OLD LADY SIGNS, "NO OHARE EXPANSION" WE NEED SIGNS, DUMP THE SNAKE" "DUMP DALEY" "HATE CRIMES GO TO JAIL" YOU THINK OF BETTER ONES. LET START TUFF,

LOVE.

RETIRED ARCHITECT
ANDY ZUMER
1519 OAKTON
PARK RIDGE, IL
60068

SOME MAYORS SAY
"ENOUGH IS ENOUGH"
I SAY,
ENOUGH IS ENOUGH
LETS GET TUFF"

"Paul O'Connor"
<poconnor@worldbusinesschicago.com>
08/21/02 05:39 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Scoping Comments re OMP EIS 8.22.02

Dear Mr. MacMullen:

Per your July 19, 2002, letter seeking scoping comments in preparation for the EIS on the O'Hare Modernization Program (OMP), please find mine attached as a Word document.

I do intend to testify in personal Thursday, August 22, 2002, in Elk Grove Village, but doubt that the allotted time will permit my delivering the entirety of the attached remarks.

With every good wish for a smooth -- and most welcome -- EIS process, I am

Sincerely,

--Paul O'Connor

<<Testimony of Paul O'C FAA EIS Scoping 8.22.02.doc>>

Paul O'Connor
Executive Director
World Business Chicago
312-553-0500
poconnor@worldbusinesschicago.com
www.worldbusinesschicago.com
Visit the WBC web site - the most comprehensive data-intensive source of information on metropolitan Chicago. Testimony of Paul O'C FAA EIS Scoping 8.

WORLD BUSINESS CHICAGO

RICHARD M. DALEY, CHAIRMAN
PAUL O'CONNOR, EXECUTIVE DIRECTOR

Chicago O'Hare International Airport
O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Testimony of Paul O'Connor
Executive Director, World Business Chicago
Page 1 of 2
Submitted to Federal Aviation Administration (FAA)
On August 22, 2002
At Elk Grove Village, Illinois

We commend the FAA for beginning the necessary task of separating fact from rhetoric, and we look forward to its independent analysis of the environmental issues – particularly the economic factors – of the proposed O'Hare Modernization Program (OMP) at O'Hare International Airport.

As a business-focused not-for-profit economic development corporation, World Business Chicago specifically requests the EIS to establish: 1) the predictable job creation and retention outcomes of the OMP, 2) its general economic impacts both annually and for some years following the completion of the Program as proposed, and 3) how the Program may impact the municipal tax base of the communities within an analytically manageable radius of O'Hare. Two separate studies have reported a projected employment increase of 195,000 new jobs and 185,000 new jobs, and we suggest that the EIS analyze the methodologies and findings of both, in order to establish its own figure. H-95

While the benefits to the economy – locally, regionally, and nationally – may appear to be all positive requiring only definition as to degree of benefit, there is a greater question. Many opponents of the OMP maintain the counter intuitive position that "doing nothing" at O'Hare will have no negative consequences for the employment, general economy and tax base of O'Hare's metropolitan service area north of a line from downtown Chicago (I-290) to the western border of DuPage County at I-88. We profoundly disagree with this unsubstantiated position, and urge that the EIS thoroughly analyze the economic implications both in that service area and on the national economy of "doing nothing" at O'Hare. H-96

www.worldbusinesschicago.com

[redacted]

For a global city in a globalizing economy, we believe that the very definition of "competitiveness" is inseparably tied to a high volume of connections among intercontinental and continental air transportation networks – that is, global airports. O'Hare is a global airport. Some opponents of the OMP propose that the capital configuration of O'Hare be held *status quo* and opine without factual support that a proposed airport in the southwestern extremity of the PMSA would somehow enhance metropolitan Chicago's global competitiveness without putting that competitiveness at risk during the process of the start-up airport's construction and early operations. While we believe that the OMP should be viewed independently and be assessed on its own, we strongly request that the FAA assess all predictable economic implications on O'Hare of the "alternative" airport proposed by many of the opponents of the OMP, should that alternative in any way fall within the purview of the EIS on the OMP. C-71 H-97

Based upon all the information, opinion and conjecture that we have reviewed since the OMP was first proposed – including the public hearings called for and presided over by Governor George Ryan a year ago – World Business Chicago believes that construction of the OMP as proposed will result in reduced noise levels, dramatically reduced flight delays (and the hundreds of millions in economic costs they incur), and we believe that positive benefits in employment and tax base growth and well as general economic stimulation will be profound. D-24 F-111 H-98

But again, the OMP has already generated a lifetime's worth of belief, opinion and hot air. Finally, thanks to the EIS on the OMP, the FAA will replace conjecture with reason and eliminate "spin" in favor of fact.

# # #

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I moved to Elk Grove 8 years ago My wife grew up in Bensenville and always was envious of Elk Grove's Park District / tax base / standard of living. Homes in Elk Grove are more expensive than in Hoffman Estates, because of quality of life.

Around OHare the roads are already always full. Rt 90 is busy 24-7. We have grid-lock already! What will we build - 3 level roads? J-40

The OHare traffic control computer (in Aurora) died about 2 years ago. Has it been replaced? It was out-of-date then and a big embarrassment to Mayor Daley. Now you want MORE planes coming / going at the same time. N-63

I have 3 children who enjoy classes at the Pavilion, Rainbow Falls, the library etc. Mayor Daley wants to destroy Elk Grove's tax base (businesses) raise MY property taxes, and probably reduce programs for my children H-80

Next Page ---

Name: William Meitzler Page 1 of 4

Address: 915 David Ln
Elk Grove Village

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

One of my neighbors is a Computer Science PhD who works at UNITED. They have reduced his salary 10's of thousands of dollars and rotated staff on one-month layoffs without pay. UNITED is BROKE. How can they pay for this grandiose expansion? I hear about it first hand. N-64

My in-laws live in Bensenville. If this expansion goes through, there is a 50/50 chance my kids will see their grandparents house bull-dozed. Grandma is over 70. Grandpa has major rheumatoid arthritis and has metal knees, hips, and a rod in his back. Will OHare take care of them? I doubt it. H-81

I work in Schaumburg. There is always black soot on my car from existing planes. This will get worse E-73

Next Page

Name: William Mertzler

Address: 915 David Ln
Elk Grove Village

Page 2 of 4

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

A Mag-Lev train to Rockford would make sense. Elgin / Woodstock are growing communities, yet United / American BVS passengers to O'Hare. Build a Mag-Lev along Rt 90 to Rockford and share air-traffic with Rockford. C-57

This expansion is bad for me, my immediate family, and my extended family. It is a bad idea. Chicago needs airports working together, NOT a bigger O'Hare. Airline travel is DOWN, Continental just announced downsizing. UNITED might go bankrupt (yeh, right after they bulldoze Elk Grove and Bensenville, then the State will have to raise taxes to clean up the mess!) Chicago is BROKE - is cutting back on services. K-48 C-58

My employer laid off 50K employees this past year. Where is this imaginary wealth

Name: William Meitzler

Address: 915 David Ln

Elk Grove Village

Page 3 of 4

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios: the community has to afford OHare expansion? Building / improving Peotone, Rockford / Meggs make so much more sense at a fraction of the cost! } C-58
Update / fix OHare, but DON'T expand it. } N-7

Nombre y apellido: William Meitzler

Dirección: 915 David Ln
Elk Grove Village

Page 4 of 4

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

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O'Hare Expansion

The Chicago O'Hare expansion project is in part designed by a group of airlines whose lack of management skills is placing them on the brink of bankruptcy, while Successful, well managed airlines such as Southwest (profitable since Sept 11th) and ATA are not even allowed to operate at O'Hare.

Because of one Politician's desire to boast "Worlds busiest airport", he succeeds at getting other politicians to vote to dilute Governor and State's rights. This will be a cost to future American generations. A-11

Midway airport was the "World's busiest Airport". People complained O'Hare would never work because airlines wouldn't use it, and it was too far away. Critics said the same thing about the Dallas-Fort Worth airport. Critics are now making the same type of forecast about Peotone's progressive approach to growth. All 3 airports will succeed very well. Especially in 15 years, when it will matter most. C-14

An expanded O'Hare will handle only 50% more volume. Air traffic in our area will grow far too fast for that solution to work. The airport, like many highways, will reach capacity the day it's finished. D-1

Chicago is fearful of airborne terrorist attacks. They are asking the NTSC for a change to the no-fly zone over Chicago. People in the suburbs also fear terrorist's attacks. A third airport would reduce O'Hare's value as a prime target for terrorists. It will also reduce the no-fly zone over Chicago. C-15 G-11

The City of Chicago's connection to O'Hare airport is a thin strip of land following i90. It gives Chicago valuable tax and fee rights at O'Hare. But since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise and air pollution. And the suburbs stand to lose long term tax revenue generating businesses, homes and land. E-16 F-23 H-20 J-9

The Peotone airport will bring 100 thousand jobs, as well as billions of dollars in revenue and growth to the area, with out the loss of down time and delays built into the O'Hare expansion plan. Detroit, Saint Louis and DFW are waiting in the wings to capture the market this area will lose permanently by the disruption of service. C-16

In conclusion, Chicago's Deep Tunnel track record information out today show's after 2 billion dollars, its 30 years old with an estimate of 10 to 15 years left to go. It only handled 1.5 billion gallons, ½ of today's rain flow. The rest overflowed with sewage into the lake closing beaches and polluting the lake. Estimates are that it is also running out of money. I-28.1

I fear Chicago, the NTSC board and Politicians from other states do not give a rat's patutti about a successful plan and the quality of our life?

Thank You.

C-33

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

THE ENCLOSED BROCHURE SUMMARIZES MY COMENT

Name: DR. HK. GOERLING

Address:

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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THE AIRPORTS OF TOMORROW

NECESSITY, CREATIVITY, TECHNOLOGY: A 20/20 LOOK AT MEETING 2020 REQUIREMENTS

By Dr. H. K. Goerling

EXECUTIVE SYNOPSIS

Requirements:

- ***SECURITY***
- ***SAFETY***
- ***EFFICIENT/ DEPENDABLE OPERATIONS***
- ***AFFORDABLE*** Construction Cost
- ***INTEGRATION*** of Air- & Ground-Transportation
- ***ENVIRONMENTALLY FRIENDLY***
- ***PROFITABLE*** for Owners & Operators

Solutions:

- ***LARGE, UNOBSTRUCTED AIRFIELD***
- ***LONG, NON-INTERSECTING RUNWAYS***
- ***PROTECTIVE PERIMETER RAMPARTS*** built from excavated material
- ***UNDERGROUND TERMINAL & SUPPORT FACILITIES***
- ***TOTAL SECURITY AREA*** rather than Security Checkpoints
- ***GENERIC GATES***
- ***EFFICIENT SCHEDULING*** to optimize Capacity Utilization

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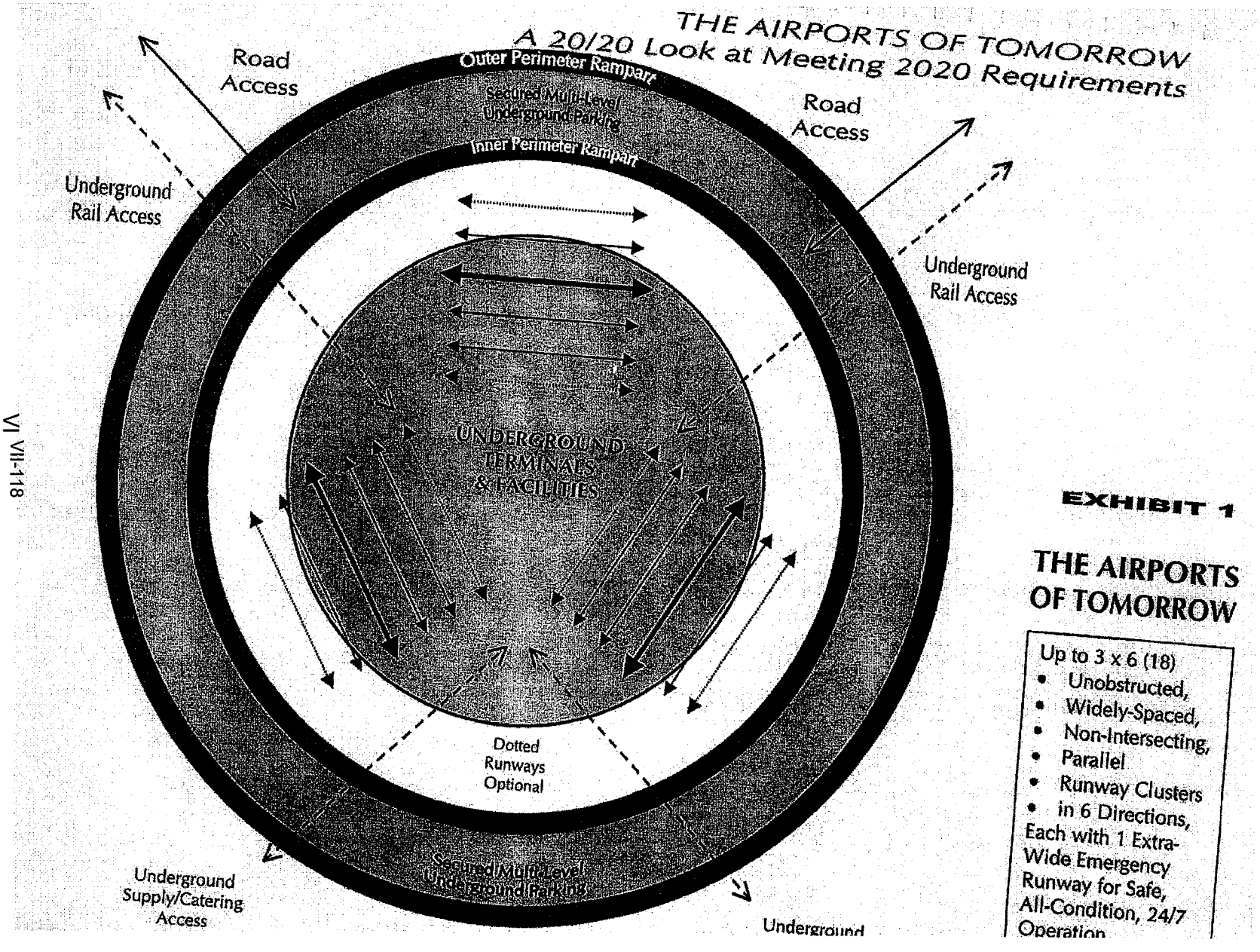
THE AIRFIELD.

- Large, unobstructed area upward of 20,000 acres.
- 3 non-intersecting runway clusters of 2 – 6 widely spaced runways each in multiple directions (see Exhibit 1).
- Wide spacing allows aircraft to ascend in straight line to above 5,000 or 10,000 feet reducing noise and air pollution levels. Instead planes taking off from narrowly spaced runways must bank sharply to free airspace for next take-off (banking reduces lift and requires more engine thrust, i.e. increased noise and air pollution).
- Addition of 1 extra wide emergency runway per cluster with additional lights, signals, automatic runway foam, snow and ice melting apparatus, special cameras, etc.
- Perimeter secured by 2 ramparts (built from soil excavated to built underground facilities)
  - to contain ground noise and pollution; and
  - to protect against ground attacks.
- Limited, secured access
  - by car and bus to parking and passenger drop-off between ramparts; with underground passenger check-in (including baggage, and people transport to terminal);
  - by rail into departure terminal; and
  - for suppliers, service providers, and caterers into secured terminal area.
- Air-traffic control tower (which would not provide sufficient ground visibility for such a large airfield, especially at night or in inclement weather) replaced by closely spaced, computer-controlled satellite antennas. The air-traffic-control facility staffed with air traffic controllers will be located on a lower underground floor (see Exhibit 2).


THE AIRPORTS OF TOMORROW
A 20/20 Look at Meeting 2020 Requirements
Road Access
Outer Perimeter Rampart
Secured Multi-Level Underground Parking
Inner Perimeter Rampart
Road Access
Underground Rail Access
Underground Rail Access
UNDERGROUND TERMINALS & FACILITIES
Dotted Runways Optional
Underground Supply/Catering Access
Secured Multi-Level Underground Parking
Underground
EXHIBIT 1
THE AIRPORTS OF TOMORROW
Up to 3 x 6 (18)
• Unobstructed,
• Widely-Spaced,
• Non-Intersecting,
• Parallel
• Runway Clusters
• in 6 Directions,
Each with 1 Extra-Wide Emergency Runway for Safe, All-Condition, 24/7 Operation

TERMINAL FACILITIES.

Underground for security, safety, and efficiency:

- Leaves airfield uncluttered and unobstructed for 24/7 safe operations.
- Requires less surface space/area.
- Protects passengers and staff against collateral damage from catastrophic accidents or terrorist attacks.
- "Security check-points" do not suffice; they are too easy to penetrate and circumvent despite their enormous cost. New airports, their facilities (aisles, restaurants, waiting areas, rest rooms, offices, crew quarters, etc.), grounds, surroundings, and aircraft must be secure in their entirety by continuous surveillance of passengers and their belongings on airport property from point of airport entry until flight departure, throughout their trip, and from flight arrival until leaving the airport.
- Tightly controlled access to aircraft for servicing and catering. According to Boeing, current operating procedures require and allow up to 12 vehicles with driver and crew access to an aircraft while preparing for departure – a frightening exposure and security risk.
- Entrances to underground facilities can be secured.
- Underground people transport systems ("people movers") deliver passengers quickly, promptly, conveniently and comfortably from parking or trains to waiting areas or gates.
- Generic gates (not assigned exclusively to one airline) allow quick arrival and departure. Gate area customized by wall-sized computer-screens carrying airline identification and advertising.
- Passenger boarding and disembarking via extendable/retractable escalators from gate waiting area directly to plane door.
- Cater flight via extendable/retractable elevators. Flight crew inspects and accepts delivered goods at bottom of elevator, then hoists to aircraft: this avoids caterers staff from having access to aircraft.
- ALSO in terminal:
  - Security headquarters and detention facility.
  - Generators, water/air filtration, and water reservoir.
  - Storm/bomb-shelters and hospital with surgical capabilities and quarantine station.

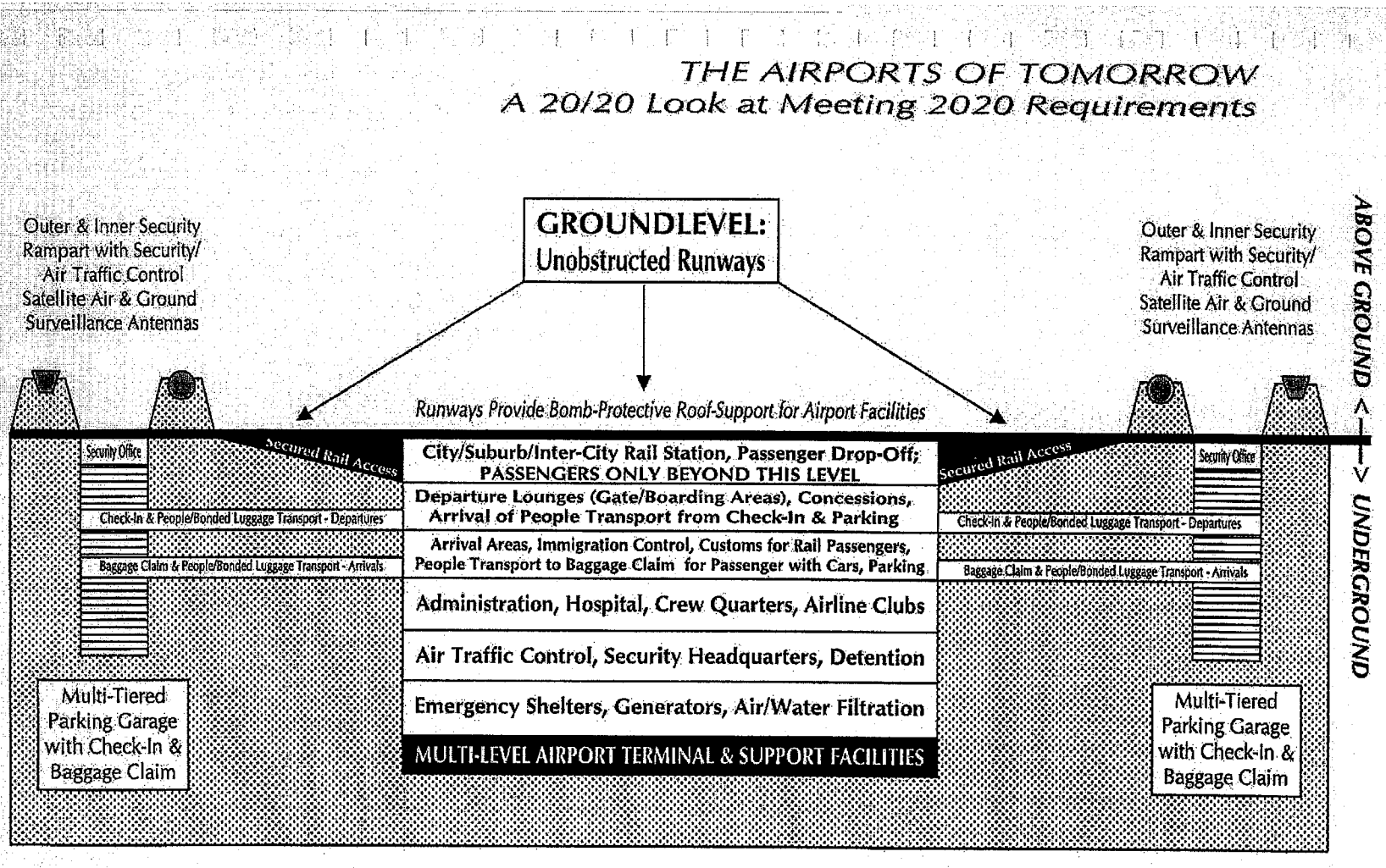


EXHIBIT 2

THE AIRPORTS OF TOMORROW
Horizontal View

PEOPLE RECOGNITION, IDENTIFICATION, AND TRACKING

"PASSENGER FLIGHT DATA RECORD"

- All persons – including passengers, flight crews and ground staff – identification (documentary: passport or driver's license, etc. augmented by recognition techniques, such as fingerprint, iris, face) are added to tracking record.

FOR DEPARTURE:

- Flight reservation including passenger identification constitutes basic data.
- Tickets/boarding passes are electronically encoded cards that will serve as basic identification throughout terminal and afford passengers access to gate area as required, identify their luggage, allow to board, seat assignment, etc.
- Arrival at first secured entrance adds date, time, mode of transport (auto, bus, train). Friends and family cannot proceed past arrival point.
- In case of automobile, license number, and brand/model are recorded, verified with state license bureau; then tracked to numbered parking spot.
- All entrances to terminal full-area-secured, including aisles, stores, restaurants, and restrooms.
- Baggage check-in close to parking and train/bus station. No or minimal carry-on to expedite boarding and reduce risk of carry-on weapons or bombs. Baggage tag information added to record.
- People movers from garage or arrival stations move passengers to departure gates. Boarding by extendable escalators.

AFTER ARRIVAL:

- Disembarkation via extendable/retractable escalators to gate area people mover station for transport to most convenient exit gate for their car location or train/bus station.
- Baggage will be routed automatically to claim point nearest parked car or appropriate train/bus.
- At exit, equipment collects and keeps passenger flight identification cards, in exchange for paper-printed receipt, if requested.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

Subject: Pollution in Park Ridge

Inspection of tree branches from the tops of trees, that fall to the lawns and streets, during storms and high winds, reveals the magnitude of the pollution in the atmosphere that lands in Park Ridge.

Inspection of the tree branches that are removed from trees in Park Ridge (by a professional tree trimmer), due to the concern of falling on streets and homes, provides more evidence of the magnitude of pollution that is accumulating to produce a safety hazard to the people who inhale the polluted air.

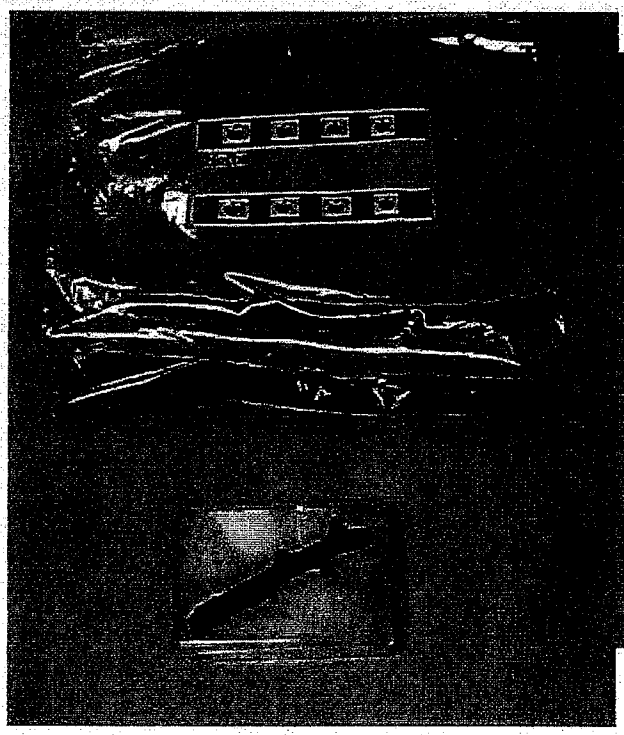
The source of the carbon can be observed as it is released from aircraft landing at O'Hare Airport as they are approaching from the Northeast, daily, over extended hours.

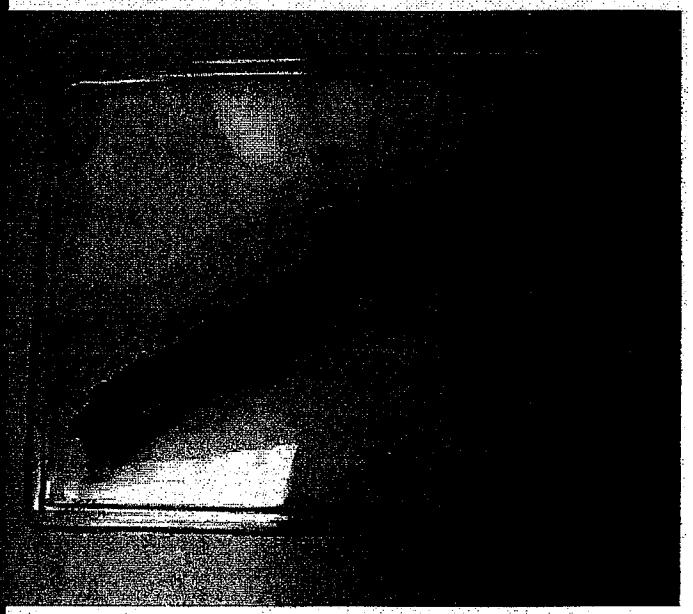
E-47

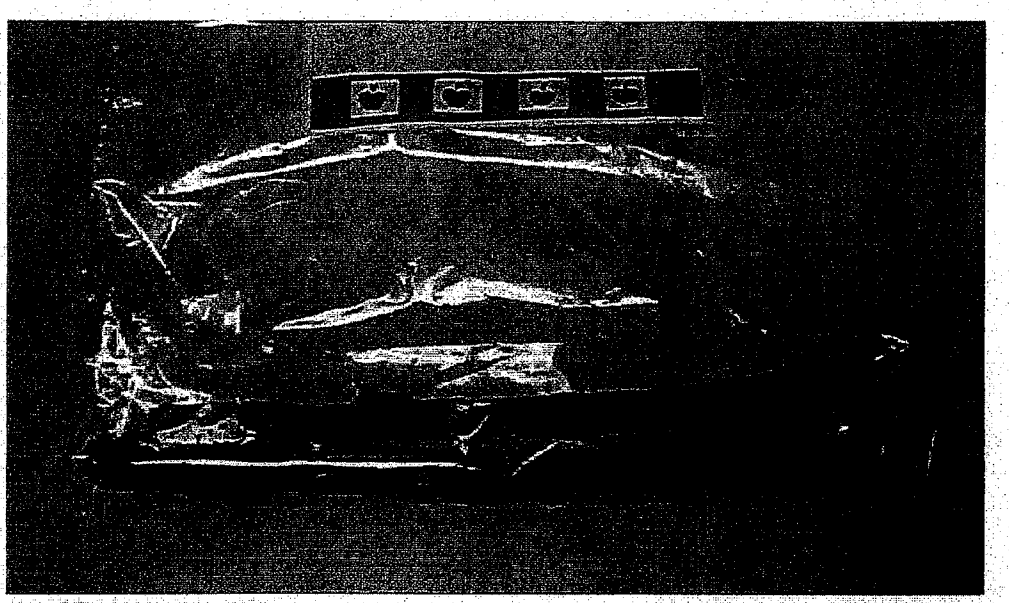
Name: Marion P. Hunt, P. E.
Address: 220 North Greenwood
Park Ridge, IL 60068

12 duplicate pages

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.







Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

Written Comments to follow

Name: CRAIG B JOHNSON Mayor of Elk Grove Village

Address: 61 F MEADOW CT ELK GROVE VLG.

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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STATEMENT
OF
CONGRESSMAN HENRY HYDE
ON
SCOPING OF THE
PROPOSED
ENVIRONMENTAL IMPACT STATEMENT
FOR
PROPOSED MODIFICATIONS OF
O'HARE INTERNATIONAL AIRPORT
AUGUST 22, 2002

Presented to the Federal Aviation Administration
August 22, 2002

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

1. **Exactly what is being proposed at O'Hare and in the O'Hare vicinity relating to expanded air transportation capacity at O'Hare?** The scoping document refers to an "airfield development concept" with "additional terminal expansion" and various "roadway and rail line relocations". Also included is a proposed "western access". Yet other than the locations of the new and "reconfigured runways", there is a glaring lack of information about the necessary terminal and roadway elements of the plan – particularly as to location, cost, and impact of these terminal and roadway elements. The "O'Hare Modernization Program" proposed by Chicago calls for an expansion of airport capacity from a current level of approximately 35,000,000 boarding passengers to 76.000,000 boarding passengers. What terminals and access roadways are needed to accommodate 76,000,000 boarding passengers that Chicago says the runway plan can accommodate? What are the costs and environmental impacts of these necessary elements (i.e., terminals and access roads) of the proposed runway capacity expansion to 76,000,000 boarding passengers?

B-5
J-19

A-27
J-20

This lack of essential information is glaringly illuminated by the announcement on August 21, 2002 that American and United are abandoning the multi-billion dollar terminal program known as the World Gateway Program. As it now stands, Chicago and American and United are proposing a huge runway expansion program — justified in large part by the claim that it can accommodate growth from 35,000,000 boarding passengers (with the current O'Hare infrastructure) to 76,000,000 boarding passengers

with the new runways — without disclosing the costs and impacts of the terminal and roadway elements necessary to achieve the claimed passenger capacity increase.

Mayor Daley was quoted in yesterday's Sun-Times and today's Daily Herald as acknowledging that you cannot have massive new runway capacity without the terminals to process the massive passenger increase claimed as justification for the new runways. I agree. The EIS should identify and describe the costs, impacts and alternatives of an integrated expansion plan that identifies all the related elements — including runways, terminals, and roadways — necessary to achieve the 76,000,000 enplaned passenger capacity proposed by Chicago. M-19

2. **Where is the O'Hare Master Plan and where is the coordination between the O'Hare expansion EIS and the O'Hare Master Plan?** FAA and Chicago have publicly announced that FAA has funded and Chicago is undertaking a Master Plan program to develop a plan that addresses the long term aviation needs of the Chicago region. As I understand the FAA Master Plan process, a master plan involves a series of studies involving the key elements of airport needs analysis — e.g., facilities inventory, demand forecast, capacity analysis, alternatives analysis, financial plan, etc. As explained at the August 20, 2002 scoping meeting, Chicago has had the FAA funded master planning process underway for several months. Yet Chicago and the FAA are asking for scoping comments on the EIS without any public disclosure of the content, timing, reports, and public input mechanisms for the combined, integrated Master Plan/EIS process. I am requesting that FAA defer the deadline for providing scoping comments on the EIS until the FAA and Chicago provide public details on the elements of the master plan and the coordination of the master planning process and give the public and affected communities an opportunity to make intelligent input into the combined master plan/EIS process. N-35 M-14

By this statement I am requesting that FAA and the City of Chicago provide my office and my representatives with access to all documents relating to a) the Chicago M-15

proposed "O'Hare Modernization Program", all documents relating to the EIS and the Master Plan for O'Hare, and all documents relating to the World Gateway Program. Only by such access can we intelligently comment on the scope of the proposed EIS. M-15

3. **The questionable basis of using Terminal Area Forecast for O'Hare and the failure to allow public comment on the selection of the forecast.** As FAA well knows, the forecast demand used in the EIS and Master Plan is the determinative factor that drives all further analysis of capacity needs, environmental impacts, alternatives, etc. One of the central factors driving previous forecasts used in master planning in the Chicago metropolitan area has been the generation of metropolitan wide forecast demand —i.e., the demand that would be experienced by the entire region. By using a regional forecast demand approach, the FAA and the public are able to examine Chicago's proposal for addressing the aviation needs of the region —*i.e.,* an expansion of O'Hare — and compare it with other alternatives for addressing the regional forecast demand. By limiting the forecast for the O'Hare EIS and Master Plan to simply the Terminal Area Forecast for O'Hare, the FAA is starting what should be an objective and fair evaluation with a stacked deck — effectively precluding other regional solutions to addressing the needs for metro Chicago aviation. D-7

By this statement I am asking FAA for access to all documents relating to the proposed TAF forecast for O'Hare as well as all documents relating to any other forecasts for O'Hare and the region. It is incomprehensible that FAA will be using one forecast of future traffic in the Chicago region for the South Suburban Airport EIS and a different forecast for future traffic in the Chicago region for the proposed O'Hare expansion. M-16 D-8

4. **The questionable financial basis of the O'Hare expansion proposal.** Yesterday's announcement that United and American are unable to provide the needed financing for the World Gateway Program terminal project at a cost of 3.7 billion dollars raises serious questions as to whether Chicago and United and American can afford the additional billions of dollars needed for the "O'Hare Modernization Program". If United N-36 A-26

and American (or any successor corporations) cannot afford, World Gateway Program, how can they finance the "O'Hare Modernization Program". These are questions that need to be addressed now, at the start of the EIS/Master Plan program for O'Hare. Financial feasibility goes to the heart of the EIS/Master Plan process. Moreover. it is critically important that we have a spirit of full financial disclosure — revealing the true cost and financial perils of this proposal to airline stockholders, bondholders, and the federal taxpayer — in light of the current glaring public concerns about corporate financial candor and the request by United for almost 2 billion dollars in taxpayer funded loan guarantees. By this statement I am requesting that FAA and the City of Chicago make available to my staff and representatives — and the public — all documents relating to the cost and financing of the O'Hare expansion proposal (including all runways, terminals, and associated roadways of both the World Gateway Program and "O'Hare Modernization Program")

A-26

N-36

A-26

M-17

5. **The need for a transparent process.** It is clear that the FAA is discussing elements of this proposal for O'Hare expansion with a variety of persons and entities. A problem arises when there have been detailed communications and data sharing between the FAA and one interested entity that are then used later in the process to justify an FAA decision without giving opposing parties a chance to review and contest this material in a timely fashion. Therefore I am respectfully requesting that FAA post all written and electronic correspondence and memoranda reflecting meetings as well as data on an FAA web site for this project. Similarly all computer programs and input data and analyses used in project evaluation should be available on the web site.

M-18

Thank you for your consideration.

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847/ 318-5226
FAX: 847/ 318-5300
TDD:847/ 318-5252
URL:http://www.parkridge.us

OFFICE OF THE MAYOR

August 22, 2002

Federal Aviation Administration
Chicago O'Hare International Airport
O'Hare Modernization Program
Environmental Impact Statement
August 22, 2001
Elk Grove Village, Illinois

Submitted to:
Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Submitted by:
Mayor Ronald W. Wietecha
Park Ridge City Hall
505 Butler Place
Park Ridge, IL 60068

The City of Park Ridge is a residential community located approximately 1.5 miles east of O'Hare International Airport. It was incorporated 128 years ago, and has a current population of 37,775. Park Ridge existed before airplanes were invented and before Orchard Field was turned into O'Hare Airport.

The environmental character and future fiscal viability of Park Ridge is threatened by Chicago's World Gateway Program. Air quality as affected by airplanes, the airport, and traffic associated with the airport is a major concern of our citizens, who bear the burdens of noise and air pollution caused by a facility that threatens the livability of our city. E-166 F-175 H-148.2

The airport is a significant source of toxic and hazardous air pollutants and the impact of these pollutants from jet aircraft and the maintenance facility cannot be ignored. The remodeling proposed by the World Gateway Program will increase airport capacity through more gates, bigger boilers and more buildings, and these changes can only mean more pollution, more traffic and more toxic emissions. E-167

Our community already suffers from unacceptable levels of hazardous air pollutants. In August 2000, results of the study commissioned by Park Ridge entitled, *"Preliminary Study and Analysis of Toxic Air Pollutant Emission from O'Hare International Airport and the Resulting Health Risks Created by these Toxic Emissions in Surrounding Residential Communities,"* were released. The study raised serious issues about the role of O'Hare Airport as a major source of toxic emissions posing a health risk to the residents of 98 Chicago area communities. The study targets O'Hare Airport as the number one commercial polluter in the state of Illinois and found that toxic emissions from O'Hare alone create a downwind cancer risk at a level higher than the published EPA health risk threshold. K-98

The study clearly shows the need to have toxic air emissions produced by the airport controlled and reduced to protect public health in our community. The seriousness of these findings require attention before any permit is issued to Chicago that will result in increased airport capacity, increased pollution and damage to the environment.

In March 2002, the report "Investigation of the Cancer Incidence Rates in the Vicinity of O'Hare Airport," by R. E. Ruthenberg, B.S.E.E., Principal Staff Engineer (Ret.), Motorola, Inc., mapped the cancer incidence data for the 5-year period of 1994-1998. It shows a clear tendency for the incidence rates to be significantly higher in and correlated to the O'Hare airport "downwind" areas to the northeast. It found that the median cancer incidence rate for the 69 zip codes within 10 miles of O'Hare to be 2.57%. This is about 29% greater than the 2% Illinois state average. K-99

Most disturbing is the following conclusion from the study: "The high cancer incidence rates summarized here are probably precursors of much worse times to come, if nothing changes, since children and the middle-aged are already exposed to increasingly higher pollution levels than years/decades ago (the elderly's fate is pretty much already determined)."

The City of Park Ridge is asking that nothing be done to make these problems worse. Our communities should not be subjected to additional toxic emissions that would come from any growth at O'Hare. K-99

Meanwhile, Mayor Daley's answer to all this noise and pollution is to further expand the airport and to silence a token number of affected neighbors (who cannot vote in City of Chicago elections) with soundproofing money. The only thing these neighbors can do is lock themselves in their house so they can pretend they aren't impacted by the "engine running full throttle" right next door. The problem is that this particular engine runs full throttle 24 hours a day/365 days per year. It is an engine that emits thousands of tons of invisible cancer causing pollutants each year. F-175 K-100

For our citizens the message is clear: O'Hare expansion will devastate Park Ridge. The Daley/Ryan plan will double the flight capacity from 900,000 to 1,600,000 flights a year and will result in an increase of noise of over 5,000 percent. Six different runways will be pointed at Park Ridge and more of Park Ridge will be designated as "crash zones," including Maine South High School with over 2,000 students. F-176

While the Daley-Ryan plan shows an expanded airport on 8,133 acres, current federal law requires much, much more land as a buffer to ensure the safety and quality of life for neighbors of new airports. Experts say a six parallel all-weather runway configuration that complies with federal safety guidelines would actually require a 27,000-plus acre site. This would cut a huge gouge in the surrounding suburban area, wiping out thousands more homes, businesses and jobs, and that includes Park Ridge. G-93

In conclusion, I want to stress that Park Ridge does not oppose programs that will enhance O'Hare Airport's ability to serve a reasonable and safe number of planes and people, but we do oppose any program that will add to the noise pollution, air pollution and threats to the public safety.

TOM CALLAHAN

O'Hare Expansion

The Chicago O'Hare expansion project is in part designed by a group of airlines whose lack of management skills is placing them on the brink of bankruptcy, while Successful, well managed airlines such as Southwest (profitable since Sept 11th) and ATA are not even allowed to operate at O'Hare. A-11

Because of one Politician's desire to boast "Worlds busiest airport", he succeeds at getting other politicians to vote to dilute Governor and State's rights. This will be a cost to future American generations.

Midway airport was the "World's busiest Airport". People complained O'Hare would never work because airlines wouldn't use it, and it was too far away. Critics said the same thing about the Dallas-Fort Worth airport. Critics are now making the same type of forecast about Peotone's progressive approach to growth. All 3 airports will succeed very well. Especially in 15 years, when it will matter most. C-14

An expanded O'Hare will handle only 50% more volume. Air traffic in our area will grow far too fast for that solution to work. The airport, like many highways, will reach capacity the day it's finished. D-1

HAVE

Chicago is fearful of airborne terrorist attacks. They are asking the NTSC for a change to the no-fly zone over Chicago. People in the suburbs also fear terrorist's attacks. A third airport would reduce O'Hare's value as a prime target for terrorists. It will also reduce the no-fly zone over Chicago. C-15 G-11

The City of Chicago's connection to O'Hare airport is a thin strip of land following i90. It gives Chicago valuable tax and fee rights at O'Hare. But since O'Hare is located in the suburbs, it's the suburbs that actually end up paying the cost of traffic, noise and air pollution. And the suburbs stand to lose long term tax revenue generating businesses, homes and land. E-16 F-23 H-20 J-9

The Peotone airport will bring 100 thousand jobs, as well as billions of dollars in revenue and growth to the area, with out the loss of down time and delays built into the O'Hare expansion plan. Detroit, Saint Louis and DFW are waiting in the wings to capture the market this area will lose permanently by the disruption of service. C-16

~~In conclusion, Chicago's Deep Tunnel track record information out today show's after 2 billion dollars, its 30 years old with an estimate of 10 to 15 years left to go. It only handled 1.5 billion gallons, ½ of today's rain flow. The rest overflowed with sewage into the lake closing beaches and polluting the lake. Estimates are that it is also running out of money.~~

NOT READ

I fear Chicago, the NTSC board and Politicians from other states do not give a rat's patutti about a successful plan and the quality of our life?

Thank You.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I feel the expansion of Ohare, as planned would cause a hazard to the businesses and residences directly west of Ohare. As it is now, planes take off and go over an open area - Busse Woods. The proposed expansion would have the planes take off directly over residences. If the plane has any problem ~~for~~ upon take off, as did the plane that crashed 20 years ago, it will fall onto the businesses or residences. G-81

I feel a much more practical Solution is a new airport in Peotone C-93 where there is room without uprooting businesses and residences H-129.1

RECEIVED
SEP 05 2002
BY CHI-ADO

Name: Patricia Scott

Address: Nutheme Company
1461-D Lunt Ave - Elk Grove, IL. 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Scoping Comments

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

My father is a pilot and I don't like the sound of planes over my head when I am trying to sleep. F-68

Where my Mom and I live work loe in the path for your runways being questioned and I don't want them because it's already too noisy! Since the airport hasn't been as busy as before 9-11 do you really think you need these? I DON'T! F-69

A-31

Mike B. Leark

Name: Mike B. Leark

Address: 222-C Washington Square
Elk Grove Vlg., IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: The real concerns are those of noise and polluted air due to fuel, etc. We live in the area that would be most affected by both concerns. On any given day I have counted an average of 50 (close-over head) jets between 6:00-10:00 & 1900-2200. The house, church, and school are and will be in the path of the runways as other business, parks and My Mom & Dads, Brother & Sisters houses — how can we stop the Chicago Mayor & Government. From coming to our village and telling us what they need? Is this legal? How will this increase taxes due to less industrial? And what will it cost Chicago? I know it will become louder, dirtier and more expensive for me.

Thanks for listening

[signature]

E-114
F-131
N-91
E-113
F-130
H-109

Name: Leslie M. Quevedo

Address: 222C Washington Square
Elk Grove, Illinois 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

My comments REGARDS the issue;

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: THE TALK AROUND HERE AND AMOUNG SOC (SUBURBAN O'HARE Commission) members is that the FAA (Federal Aviation Administration) A taxpayer supported Government Agency is primarily concerned with Helping the Airlines to Progress and Profit. To that end it is not really concerned with negative impacts on the social or natural environment and the effect it has on peoples lives. It refers passenger safety concerns to an Airlines attentions. The Airlines response is to minimize said concerns as too expensive to implement, and unprofitable. N-58 G-41

Many Airlines to day are in financial difficulty. Unable to manage (Indebted) the larger Airlines are merely "shoe strings" operations. Their top executives still retain their seven and eight figure salaries backed by their "Golden Parachute." Additionally they are one of many corporate entities who are the largest Beneficiary Recipient of middle class taxpayer funded welfare. The Reason may stem from their having been a beneficiary of inflation for far too long, causing them to be inheritability flawed. Economic Growth needs in expansion of credit, which results in artificially contrived markets. They are not real. Result: Economic distortions. Makes it difficult to read market signals. Tendency is to "cut corners."

P.S. Philip M Lacivita

The Airlines fly those jumbo jets at low elevation over heavy populated areas. F-65
their jet engines straining for altitude as they turn in their
destination direction. The vibration is as bad as the noise, A
necessary evil??

Name: _____

Address: Mr. Philip M. Lacivita
442 May St.
Bensenville, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Roy & Mary Ann Provenza
4153 N. Ozanam
Norridge, IL 60706
708-453-6061

September 9, 2002

Mr. Mike MacMullen
FAA Airport Environmental Program Manager
2300 Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

Everyone in our neighborhood (Norridge & Harwood Heights) is opposed to Ohare expansion. The present size of Ohare already causes serious health problems. I've heard that zip codes around Ohare have much much higher percents of cancer. L-7

To expand the airport, thus allowing even more flights to take off and land (causing more air pollution) does not make any sense to people who want to stay healthy. Please refer to Park Ridge's report on this issue of pollution and health danger. E-106, L-8

Also more planes and runways increase the risk as far as safety. G-69

K-681

We sincerely request NO further O'Hare expansion, and NO further runways, and NO additional flights.

An airport elsewhere would alleviate further air pollution here, while the level elsewhere would not be as big as Ohare. C-85.2, E-107

Sincerely,

Roy & Mary Ann

Roy & Mary Ann Provenza

" Letter To The President "

To :-Pres. , George W. Bush
Vice Pres. , Richard B. Cheney
Sen. James " Pate" Phillips
Rep. Henry Hyde

August 1, 2002

To :– Michael McMullen

Mr. President ! May I Give You One Reason Why, If You Sign The O'Hare Expansion Bill You Will Implicate My Government In A Crime Greater Than The Enron Corporation's Crime.

The Enron Corperation Is Accused Of Stealing Stock Money From The Remaining Stock Investors, And The President Said The Enron Corporation Committed A Crime And The Excecutives Involved Should Be Prosecuted. What Would The President Say If I Would Tell Him I Could Show Him , If He Signs The O'Hare Bill As It Now Stands, Mayor Daley (With Our Governments Approval) Will Implicate Both Himself And My Government In A Bigger Crime Of Stealing Money From Investors Than The Enron Corporation Crime.

The People Of Elk Grove And Bensenville Illinois, That Invested Their Money In Property In Their Towns, Just As The Stock Holders Invested In Enron Stock, May Soon Be Saying They Were Robbed In A Higher Degree Than The Enron Investors.
The Enron Money Theft Was A One Time Theft, It Will Not Happen Year, After Year, After Year.
The Signing Of The O'Hare Expansion Bill By The President Will Cause A Theft Year, After Year, After Year To The Thousands Of Remaining Real Estate Tax Payers In Elk Grove And Bensenville.
If The Government Allows Daley To Demolish Homes And Businesses That Had Previously Paid $3.0 Million Yearly In Real Estate Taxes.Then Daley With Government Approval Will Be Stealing From The Remaining Tax Payers $3.0 Million In The 1st. 2nd, 3rd And Every Year After The Signing Of The O'Hare Expansion Bill.
At The End Of Every 10 Year Period Thereafter We Will Show A Decimated Tax Base Of $36.5 Million, That Will Be Stolen By Daley With Government Approval. I Hope The Remaining Tax Payers Don't Have To Balance The Books. Because If They Do, This Is Even a Bigger Theft Than I Thought. $36.5 Million, Plus Make-Up Tax. I Don't Know How It Sounds To You Sir, But To Me A Theft Of $36.5 Million Plus, Every 10 Years Thereafter. Sounds Like A Crime Greater Than The Enron Corporation Crime.

H-143

I Hope The Phrase " With Liberty And Justice For All " Prevails In Your Decision Of Whether To Allow Chicago To Decimate The Tax Base Of the Remaining Property Investors In Elk Grove And Bensenville, While Chicago Enhances It's Own Economy, This Reminds Me Of The Old West Range Wars. I Hope It Ends Like The Old Westerns Did . The Good Guys Always Retained Their Boundry Lines, And The Bad Guys Were Always Called Outlaws. George! When We Seen Those Westerns As kids We Always Wanted To See The Land Owners Stop The Outlaws From Taking Over Land That Was Legally Theirs. I Would Hope That Moral Thought Has Not Changed. It Was Against The Law Even In the Old West To Steal A Part Of Somebody Elses Land. Our Government Told Us, And The Rest of The World, Iraq's Attempt To Take Over Kuwait's Economy Was Criminal. I Guess Our Government Is Trying To Tell Us That Our County's And Towns Do Not Deserve To Get Get The Same Protection From Our Government As Kuwait Recieved.
There Is No Logical Way Our Government Can Say The Signing of This Bill Is Not A Crime Against The Remaining Property Investors In These Towns. Our Country Is Our Corporation And It Should Instill Confidence In Us To Invest In It, Daley Is Attempting To Committ The Same Crime Against The Tax Base Investors As Enron Committed Against The Enron Stock Investors. How Can We Say We Are Going To Install A " National Home Security Plan " And Then Not Give Elk Grove And Bensenville Any Security From Someone Trying To Decimate Their Tax Base. Any Scholar Would know This Does Not Sound Like A " National Home Security Plan "
If Elk Grove And Bensenville Losses $3.0 Million In Tax Base Yearly, While Chicago's Economy Grows.

Mario A. Valente
410 East Green Street
Bensenville Illinois 60106

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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BY CHI-ADO

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: The main concern is safety. The changes and expansion proposed for the space available is not feasible according to experts...it is an accident waiting to happen. G-92

The impact on the environment will obviously be double what it is now. The noise will be double on those of us who live in the path of the airways. N-127 F-174

May God help you make the right decision.

Name: Marian Werner

Address: 1801 Marguerite

Park Ridge, IL 60068

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

GENNUSO
Financial Group

50 Turner Avenue
Elk Grove Village, IL 60007

Phone: (847) 357-1060
Fax: (847) 357-1066
www.gennuso.com

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SEP 11 2002
BY CHI-ADO

September 10, 2002

Michael MacMullen
Airports Environmental Program Manager
Federal Aviation Administration - Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

As a concerned citizen of Schaumburg and as a business owner of a financial planning practice in Elk Grove Village, I am glad that the FAA is beginning its analysis of the O'Hare Modernization Program.

The proposed expansion is necessary to maintain the airport as the premier air transportation center in the country. This public works project will provide the jobs and economic stability that promote a high standard of living for the citizens of Northeast Illinois. I am confident that the FAA and environmental agencies, as the project proceeds, will ensure that the Program complies with safety standards for clean air and water. H-35 E-38 I-9

The airport expansion, combined with proposed roadway improvements, will create the opportunity to modernize the industrial and commercial developments that surround the airport. As such, it can promote property tax stability to the communities in which those developments lie. H-36

Like many public works projects, it requires the acquisition of commercial and residential properties. The process of acquiring land and relocating families and businesses should be done in a fashion that provides fair compensation to the affected parties and minimizes the negative impact such a change imparts on their lives. The ultimate design of roadway improvements on the west side of the airport should utilize existing right of ways to the extent possible with minimal incursion on existing commercial and residential properties. H-36.1 B-3

In summary, I believe the plan provides many benefits for local communities and our region and it should move forward. H-37

Sincerely,

Peter R. Gennuso

Peter R. Gennuso, CFP®

Member Greater O'Hare Association and the Elk Grove Chamber of Commerce

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A Registered Investment Advisor. Member NASD, SIPC

AReCO

ALLIANCE OF RESIDENTS CONCERNING O'HARE, Inc. "a grass roots organization"

P.O. Box 1702 ○ Arlington Heights, IL 60006-1702 ○ Fax: 847/506-0202 ○ Tel: 847/506-0670 ○ www.areco.org

September 11, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

We are requesting a 120-day extension of the public comment period for the Environmental Impact Statement for the concept of the O'Hare Modernization Program. M-67

The Alliance of Residents Concerning O'Hare (AReCO) has a vital interest in assuring that the EIS document fully complies with full disclosure, all environmental laws and regulations and all other aspects that will protect our citizens' health, safety, our environment and other quality of life issues. M-68

The issue is extremely complex and technical and it is very important that we all respond to it in depth. Many other factors have compromised the time needed, including: that the public EIS scoping meetings were held during a popular time while many people were on vacation, a prime-time for getting children ready for the start of school year and of course, the events of 9/11. Therefore, the time needed, in order to do a sufficient job of reviewing and commenting, is 120 days. However, we must have at least a 90-day extension. M-69

As you know the Alliance of Residents Concerning O'Hare has long been involved in this very important matter. Locally, as recent studies have pointed out, this issue affects the health of millions of Chicago area residents, as well as the traveling public, air transport employees and our local economy. H-116 K-176

With a 120-day extension, we believe that will be able to incorporate all of our concerns.

We await your reply.

Thank you.

Jack Saporito
Executive Director

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

This written testimony is to supplement and supercede as needed oral testimony given at the Scoping Meeting on August 20, 2002, at the Metcalfe Federal Building.

The Metropolitan Water Reclamation District of Greater Chicago has facilities located at or in the vicinity of O'Hare Airport that could be affected by the O'Hare Modernization Program (OMP). These include retention reservoirs, intercepting sewers, Tunnel and Reservoir Plan facilities, and treatment plants. At the present time, we have every reason to believe that our existing facilities are adequate to meet the expansion plans. However, we request that you include us in the review process. We would like to examine engineering plans as they become available to ensure coordination of the work with our facilities. M-13

Our review will be done in conjunction with our analysis of the World Gateway Program (WGP). Our past cooperation with the Department of Aviation on the WGP has brought the needed increased storage capacity in retention reservoirs and related facilities required for the success of that program. We look forward to continuing this cooperation as the OMP moves forward.

Name: John C. Farnan, General Superintendent, Metropolitan Water Reclamation District of
Address: Greater Chicago, 100 East Erie Street, Chicago, Illinois 60611

cc: Mr. Plezbert

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Sept. 6, 2002

Mr. Mike MacMullen, Mgr.
FAA airport Environmental Program
2300 Glenn Ave.
Des Plaines, IL 60018

Dear Mr. MacMullen,

Living in Elk Grove Vlge. I am naturally against the O'Hare Expansion & the Daley, Ryan, Durbin plan. N-3

I'm not against SAFE expansion - it's just that the North & South runways are very unsafe (even the Controllers agree & this) & do not allow enough clearance for simultaneous landings & takeoffs. Also, we cannot safely increase the number of landings & takeoffs. Also, if we had weather it would be a catastrophe having more planes in the air, waiting to land. G-21

Daley says it would provide more jobs w/ the expansion - these are only temporary jobs until bldg. is completed. However, he doesn't mind tearing up businesses & homes of many who depend on their jobs & have had them for years - permanent jobs. Where will these people go to work & find suitable housing? Daley, Ryan & Durbin don't really care. They don't mind sacrificing other people just to get control - & they shouldn't be allowed to control the suburbs. H-26

I hope you do what you can & stop the unsafe expansion of O'Hare.

Sincerely,
Elsie L. Doering
793 Brentwood Lane,
Elk Grove Vlge, IL 60007

(over)

P.S. We have a beautiful subcrb – don't let it be destroyed by a power-hungry trio.

Thank you.

CD

O'Hare Noise Compatibility Commission

Arlene J. Mulder
Chairman

Raymond J. Kuper
Vice-Chairman

September 10, 2002

Mr. Michael W. MacMullen
Airport Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen: Mike

On behalf of the entire O'Hare Noise Compatibility Commission, I am respectfully submitting our written comments for the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS).

The O'Hare Noise Compatibility Commission voted at its September 6, 2002 Commission meeting to submit specific recommendations on aircraft noise issues to the FAA. While choosing to remain neutral on the modernization proposal itself, the Commission has pledged to remain engaged in the process on issues related to aircraft noise.

After the details of the O'Hare Modernization Program were announced several months ago, we officially went on record stating that we intended to be involved in the process of defining noise issues that need to be addressed in the Program.

The Commission's comments include a request to analyze the noise impacts of the proposed runway configurations at current, anticipated and maximum levels of flight operations.

The Commission also is asking the FAA to evaluate the effectiveness of the Fly Quiet Program in relation to the proposed reconfiguration of O'Hare's runways and identify possible alternative programs. The Fly Quiet Program, which began in 1997 and was enhanced by the Commission in 2000, includes special departure procedures and preferential runway use that are designed to reduce aircraft noise over populated areas between the hours of 10 p.m. and 7 a.m.

F-83

As this process continues, one of the Commission's main goals is to make sure that the decision makers, whether they are at the local, state or federal levels, address quality of life issues for all residents around O'Hare International Airport.

K-53

P.O. Box 1126 • Des Plaines, Illinois 60017-1126
Phone: 773-686-3198 • Fax: 773-686-4980

Thank you for the opportunity to submit our written comments regarding the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS). The O'Hare Noise Compatibility Commission looks forward to participating in those meetings and providing additional input to the FAA once it begins the EIS process.

Sincerely,

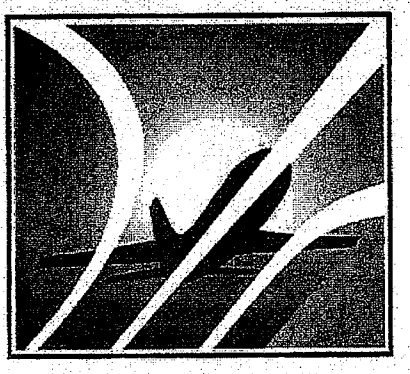
Mayor Arlene J. Mulder
Village of Arlington Heights and
Chairperson, O'Hare Noise Compatibility Commission

Enclosure

Comments on the Environmental Impact Statement (EIS) For Proposed O'Hare Modernization Program (OMP)

Respectfully Submitted by

O'HARE NOISE COMPATIBILITY COMMISSION



www.oharenoise.org

Arlene J. Mulder, Chairperson, O'Hare Noise Compatibility Commission and Mayor, Village of Arlington Heights, Illinois

Brian Gilligan, Executive Director, O'Hare Noise Compatibility Commission
P.O. Box 1126, Des Plaines, IL 60017
Phone: (773) 686-3198; Fax: (773) 686-4980; E-mail: bgilligan@ohare.com

Environmental Impact Statement (EIS)
For Proposed O'Hare Modernization Program (OMP)

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O'HARE NOISE COMPATIBILITY COMMISSION BACKGROUND

The O'Hare Noise Compatibility Commission (ONCC) is comprised of 35 representatives of communities and public school districts surrounding O'Hare International Airport. The Commission, chaired by Arlington Heights Mayor Arlene J. Mulder, participates in the planning of noise relief projects to be implemented in the O'Hare area; oversees an effective and impartial noise monitoring system; and advises the City of Chicago on O'Hare-related noise issues.

In 1996, Chicago Mayor Richard M. Daley invited suburban community leaders to participate as a policy-making group to direct funding for noise insulation projects. This group became the O'Hare Noise Compatibility Commission and quickly assumed responsibilities. As the Commission acquired expertise in aircraft noise issues it began investigating and promoting technology advancements that address the issue of noise at its sources in addition to its points of impact.

The Commission works primarily through three standing committees.

The Technical Committee examines and promotes the use of cutting-edge technologies and procedures aimed at reducing aircraft noise at its sources.

The Committee also evaluates reports form the Chicago's airport noise monitoring system and oversees the work of the commission's nationally respected independent expert who reviews the accuracy of the system and the data.

The ONCC's other two standing committees are concerned with reducing noise at its points of impact, specifically schools and homes.

The School Sound Insulation program is the world's largest. To date, more than $216 million have been spent on effectively sound insulating schools around O'Hare, with 77 completed and 28 in design or construction.

By the end of 2002 program year, the Residential Sound Insulation Committee will have directed the insulation of more than 4,700 homes at an average cost of $33,000 each, totaling over $157 million.

The 35 Municipal and School District members of the ONCC understand that there needs to be a balance between the regional economic engine that is O'Hare International Airport and the quality of life issues that are vital to the residents living near the airport.

The ONCC is dedicated to achieving this balance by bringing all the entities that have a stake in this issue to the same table for constructive dialogues with the goal of achieving meaningful noise reduction.

O'HARE NOISE COMPATIBILITY COMMISSION MISSION STATEMENT

To assist in developing meaningful methods of reducing the impacts of aircraft noise on our surrounding neighborhoods through home and school sound insulation, and to reduce, wherever possible, aircraft noise at its source.

O'HARE NOISE COMPATIBILITY COMMISSION MEMBERSHIP ROSTER

As of September 1, 2002

Arlington Heights
Bellwood
Chicago
Des Plaines
Elmwood Park
Franklin Park
Hoffman Estates
Melrose Park
Mount Prospect
Niles
Norridge
Northlake
Oak Park
Palatine
River Forest
River Grove
Rolling Meadows
Rosemont
Schaumburg
Stone Park
Unincorporated Cook County
School District 59
School District 63
School District 80
School District 81
School District 84
School District 84.5
School District 86
School District 87
School District 89
School District 212
School District 214
School District 234
School District 299
School District 401

ONCC POSITION ON THE O'HARE MODERNIZATION PROGRAM

While the ONCC chooses to neither officially endorse nor oppose the O'Hare Modernization Program, it remains concerned about the potential impact of aircraft noise on the quality of life for residents living around the airport, now and in the future.

Because of that concern, the ONCC urged Chicago Mayor Richard Daley and Illinois Governor George Ryan to consider the potential effects of aircraft noise and possible mitigation efforts during the discussion and decision making phases the O'Hare Modernization Program. F-84

As the result of the ONCC efforts, there is a pledge included in the most recent proposal and pending legislation for monies to be spent on sound insulation for single-family homes and schools to the 65 DNL (Day/Night Sound Level).

As the OMP proceeds, the ONCC urges all decision-makers in the process, including the FAA, to consider quality of life issues at the same priority level as airport efficiency. The Commission understands and agrees that safety must be the top priority.

The ONCC provides its specific comments the Environmental Impact Statement (EIS) process for the O'Hare Modernization Program (OMP) to promote awareness of local community concerns about existing and possible future aircraft noise impacts and to establish that, without proper identification of aircraft noise impacts, efforts to mitigate noise effectively will be thwarted.

THE ONCC RECOMMENDS THE FOLLOWING BE INCLUDED IN THE EIS:

- The noise analysis should be conducted in accordance with FAA Order 1050.1D, *Policies and Procedures for Considering Environmental Impacts*, and FAA Order 5050.4A, *Airport Environmental Handbook*. F-85
- The OMP EIS should use the DNL metric analysis for the current state of conditions at O'Hare and for the anticipated demand of the runway system based on full build of the full alternative. F-86
- The OMP EIS should look at supplemental noise metrics (i.e. Leq, SEL, Lmax and Time-Above) in areas that show an increase of 1.5 DNL or more within the 65 DNL contour. The noise metrics should reflect changes between No Action and the fully proposed alternative. F-87
- The FAA should evaluate the effectiveness of the Fly Quiet Program in relation to the preferred alternative and identify a new or different form of the voluntary nighttime program that would benefit the communities around O'Hare. The FAA should review opportunities to utilize RNAV departure procedures to ensure accurate and repeatable operation of proposed Fly Quiet procedures such as those offered by the current Advanced Flight Track Procedures (AFTPro) program. F-88
- The OMP EIS should conduct a comparison between No Action traffic flows and how they could or might change with the Proposed Alternative. New traffic flow changes could cause unwarranted noise over communities or residential areas that may not experience the same frequency or type under current conditions. F-89

- In the OMP EIS process, it would be most beneficial to have a re-examination of how the airspace around O'Hare Airport is utilized for arrival and departure traffic. F-90

- The OMP EIS document should clearly explain the following elements for each proposed runway reconfiguration alternative:
  - Proposed flight paths.
  - Proposed air traffic procedural changes.
  - How and when each proposed flight path and/or procedural change will be implemented. F-91

- The OMP EIS should analyze noise impacts of the proposed runway reconfigurations under current, anticipated and future demand.
  - For each proposed runway configuration, the OMP EIS should separately analyze and report noise impacts assuming current frequency of flight operations and noise impacts assuming increases in frequency of flight operations enabled by the configuration.
  - The OMP EIS noise analysis should clearly document the number of additional takeoffs and landings assumed and how they were assigned to existing and/or future flight paths. F-92

- The OMP EIS should look at the impacts of noise mitigation ground procedures that may be affected by any runway addition or reconfiguration or material alternations to the airfield. F-93

- The OMP EIS should include a runway design plan, consistent with the pending federal legislation (H.R. 3479 and S.B. 2039), that shows that the aircraft noise impacts of aircraft operations in the calendar year immediately following the year in which the first runway is first used, and in each calendar year thereafter, will be less than the noise impact in year 2000. F-94

CURRENT ONCC BENCHMARKS FOR AIRCRAFT NOISE MITIGATION AT O'HARE INTERNATIONAL AIRPORT

Consistent with the ONCC's mission in focusing on reducing aircraft noise at the source and points of impact, the ONCC believes the FAA should work with all parties and stakeholders to support a balanced noise control plan as reflected in the following measures: F-94.1

1. MAINTAIN STRONG FINANCIAL COMMITMENT AND EARMARK ADDITIONAL FUNDING FOR RESIDENTIAL AND SCHOOL SOUND INSULATION PROGRAMS

2. SUPPORT INCREASED FUNDING FOR NASA QUIET AIRCRAFT TECHNOLOGY (QAT) PROGRAMS

4. **SECURE ADDITIONAL FUNDING FOR THE DEVELOPMENT AND IMPLEMENTATION OF ADVANCED FLIGHT MANAGEMENT SYSTEM TECHNOLOGY, INCLUDING EQUIPPED GLOBAL POSITIONING SYSTEM SOFTWARE IN ALL PLANES**

5. **ENSURE GREATER COMPLIANCE BY CARRIERS USING THE NIGHTTIME FLIGHT TRACK PROCEDURES, INCLUDING "FLY QUIET" GUIDELINES AND EVALUATE THE NEED FOR CONTROLS ON NIGHTTIME FLIGHTS**

F-94.1

CONCLUSIONS

While there are numerous issues that should be considered in the environmental process, it is important to the ONCC members that the mitigation of aircraft noise be a paramount consideration. Aircraft noise adversely affects the daily lives of thousands of people residing and working in the vicinity of an airport and constitutes a major negative impact on the quality of life in communities nearby.

The ONCC thanks the FAA for the opportunity to present comments and for consideration of the potential noise impacts of the O'Hare Modernization Program (OMP) on the quality of life of residents around O'Hare International Airport. The ONCC urges that the aircraft noise issues and comments addressed above be thoroughly addressed during the Environmental Impact Statement (EIS) process.

Respectfully Submitted,

Arlene J. Mulder

Mayor Arlene J. Mulder
Village of Arlington Heights and
Chairperson, O'Hare Noise Compatibility Commission

September 6, 2002

7

Eric R. SD#299
Eric Johnson, School District 299

William G. Esposito Franklin Pk
William Esposito, Village of Franklin Park

Edward S. McNally SD 84.5
Edward McNally, School District 84.5

Frank A. Damato Cook County
Frank A. Damato, Cook County

Susan Knight SD 80
Susan Knight, School District 80

Judith Dunne Bernardi, Norridge
Judith Dunne Bernardi, Village of Norridge

David Nemec SD84
David Nemec, School District 84

Joseph R. Compell River Grove
Joseph Compell

Ann M. Williams - Rosemont
Ann M. Williams, Village of Rosemont

Alan Kaminski Elmwood Park
Alan Kaminski

John W. Jacobson - SD 89
John W. Jacobson, School District 89

Barry Krumstok - Rolling Meadows
Barry Krumstok, City of Rolling Meadows

Joseph Palermo SD 87
Joseph Palermo, School District 87

William L. Turner Oak Park
William Turner, Village of Oak Park

Robert Gonzini STONE PARK
Robert Gonzini, Village of Stone Park

Rita L. Mullins
Mayor Rita Mullins, Village of Palatine

Irvana K. Wilks Mount Prospect
Irvana Wilks, Village of Mount Prospect

Thomas R. Walker
Thomas R. Walker, City of Chicago Department of Aviation

Mayor Arlene J. Mulder, Arlington Heights

Raymond Kuper, School District 86

Roy McCampbell, Comptroller, Village of Bellwood

Ralph Gebert, School District 81

Frank McKinzie, School District 401

Cheryl Flinn, School District 234

Mayor Anthony Arredia, City of Des Plaines

Mayor Al Larson, Village of Schaumbur

Joseph Annunzio, Village of Niles

Michael Nowlan, School District 63

Robert Howard, School District 59

James Popernick, School District 214 D214

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

1072.

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: As I reviewed the proposed Chicago O'Hare Modernization Program at the Arabia Banquet facility in Elk Grove (8-22-02) noted the noise map - It does not include Elmhurst in the noise from aircraft. F-24.2

We live in the flight path 4R-22L Runway. The noise levels at times are deafening - The frequency of the aircraft we have times last less than 30 seconds apart - not every day but very often. F-24.3

Monday Mornings we are unable to sleep in due to the early 6:30 AM arrivals of aircraft. F-24.3

We are unable to have windows open and watch or hear our televisions at the same time of arrivals - We cannot enjoy the out doors or entertain outdoors as the noise level a conversation due to the interruption of aircraft noise - Its called NOISE POLLUTION" - No one has done a study on this air pollution but it is apparent we also are victims of air pollution as well. F-24.3 E-23

Name: Jane M. Crone

Address: 442 Evergreen
Elmhurst, IL 60126

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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NEXT →

2072

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: When we moved to our Elmhurst home 35 years ago it was a quiet peaceful area — The runway 4R-22L was not in existence. It was my understanding that it was supposed to be a temporary runway. We raised 4 sons here & they cannot believe the increase in aircraft noise.

We have also experienced droppings from aircraft on our driveway — Pollution! — E-23

30 minute intervals & the modernization of O'Hare calls for a sizable increase in aircraft. This is not acceptable and cannot be safe. We fear a terrible accident is waiting to happen — G-13

Suggestion - Build another airport - take some of this noise pollution away from this area — C-19 F-24.4

We need to feel safe again. We need improvement in the quality of our lives! G-14 K-20

Name: Diane M. Cirone

Address: 442 Evergreen
Elmhurst, IL 60126

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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over

I have called the O'Hare Noise
Abatement Office for years to complain
about the noise of aircraft - low flying -
frequency - less than a minute intervals -
unable to sleep due to noise etc -
to no avail - nothing has improved -
Planes are still quite noisy -
Need to make planes less noisy
& less frequent.

F-24.4

Chicago O'Hare International Airport

O'Hare Modernization Program
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Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: MR MACMULLEN

PLEASE SEE THE ATTACHED LETTER WHICH I ALSO SENT TO YOU VIA E-MAIL.

Raymond J. Gibbons

Name: RAY GIBBONS

Address: FAA/NATCA
1100 BOWES RD ELGIN, IL 60123

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
AFL-CIO
Chicago TRACON Local C90 • 1100 Bowes Road, Suite 245 • Elgin, IL 60123
847/608-5631 • Fax 847/608-5628

FAX COVER

TO MR MICHAEL W. MACMULLEN

FROM RAY GIBBONS

Pages including cover 3

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION
AFL-CIO
Chicago TRACON Local C90 • 1100 Bowes Road, Suite 245 • Elgin, IL 60123
847/608-5631 • Fax 847/608-5628

September 12, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration

Dear Mr. MacMullen,

Thank you in advance for the opportunity to provide comments on the O'Hare Modernization Program. Representatives of the National Air Traffic Controllers Association (NATCA), at the local, regional and national level are on record in favor of the O'Hare Modernization Program. We have been diligently working with Local, Regional and National FAA officials as well as the City of Chicago to provide our operational expertise toward development of the most efficient modernization plan. Thus far, I am satisfied with our level of participation and look forward to continued cooperation. N-10

As requested in your cover letter, I need to raise one most significant issue related to the proposed development as it pertains to Chicago TRACON: Controller Staffing. Currently the Chicago TRACON (C90) is acutely understaffed. We must regularly use overtime just to maintain the current operation. For several reasons, we have not been able to attract qualified controllers from other high-density air traffic facilities to the Chicago TRACON. Our current failure rate for developmentals in training is running as high as 80%. We have certified just two journeyman controllers since January, 2001 while incurring 42 losses since we moved to Elgin in late 1996, including 3 retirements this year. Additionally, approximately 45% of our work force at C90 is eligible to retire in the next 3 and 1/2 years, including 5 mandatory retirements.

My point is very simple. Without adequate controller resources at Chicago TRACON, the intended benefits (delay reduction, cost savings, increased efficiency), of this or any O'Hare modernization plan are unattainable. In order to utilize the additional tools provided in the modernization plan we need to adequately staff this facility and we need to start now. An incentive plan to attract and retain qualified controllers to Chicago TRACON, similar to the Pay Demonstration Project of the late 1980's, is critical to the success of the O'Hare Modernization Plan.

Sincerely,
Raymond J. Gibbons
Raymond J. Gibbons
President, NATCA Local C90

Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I am writing to voice my opinion against an expansion at O'hare. First off I do recognize the value of having O'hare in the Chicagoland area. I travel close to 20 times per year on business and that task would be much more difficult without O'hare. N-3

One of My concerns with O'hare is based on the proposed Runway layout versus the available land. In all of my travels in the United States, the Denver airport seems to be the best type of long term solution. Their old airport was land locked. So they purchased, how many acres? Was it 2,000 or 20,000? C-97

The Runways head in 4 basic directions. At first the locals felt it was going to be too far from Downtown Denver. But if you ask them today, they all feel that they have a world class airport.

With the current layout of the Runways at O'hare planes can basically move in almost any direction on the compass. I live 10-12 miles west of the main E-W Runway. We are right at the point where the landing gear gets dropped on the approach. Thus engines Rev, very obnoxious whining starts. At some point they come every 30 seconds. Maybe for 3-4 days non-stop F-158 H-131

Name: F. Doyle Shea

Address: SN753 Sycamore Ave.
Medinah, Il 60157

RECEIVED
SEP 11 2002
BY CHLADC

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
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Comments: But there is always hope that the next day will be better and eventually the planes do start using a different Runway. With the planned expansion all but 1 Runway will go East and west. AT that point we will have no chance. Never a break, Never a full nights sleep. I will have to move. Of course many of my neighbors will too, so there goes the property values F-158 H-131

With the limited land that O'Hare has the thought of 6 parell Runways is very scary. Today there are two E-W Runways and at times those planes seem very close together. There is even a terminal located between them! I donot see how any air traffic control team can safely keep 6 Runways operating when everyone is Running side by side. Then when you land you will Need to cross at least 2 Runways to get to a terminal. G-84

I feel that the best long term solution is to build either a New airport south of the city, or expand one of the current Regional airports in Rockford or Gary. But Before that gets done the entire airport solution should be placed under a Regional control. The Fact that the Mayor of Chicago C-98 N-118

Name: F. Doyle Shea

Address: 5N753 Sycamore Ave.
Medinah, IL 60157

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

wants to expand an airport he controls, by taking suburban land is frustrating. Note he has not tryed to expand Midway. If he tryed to knock down Rows of homes around midway he may lose an election! Those of us in the suburbs are Facing a classic "taxation without Representation." N-118

At the end of the day maybe O'hare does Need a modernization. But no increased capacity. As it stands today as the worlds busiest on the small land base it has, it is an accident waiting to happen. G-85

So in summary keep O'hare alive, maybe modernize but no expansion. Add a third major airport to the Region. Put all locations under a Regional control so everyone gets a voice. And Finally do the right thing in planning. Use the experiance Denver gained. If we need to start all over 40 miles From the downtown better to start today than 20 years from now. N-7 C-97

IF you would like a location to measure air + noise impacts my backyard is perfect to set up. E-157.1 F-158.1

Thank you.

F. Bell

F. Doyle Shea
5N753 Sycamore Ave.
Medinah, IL 60157
630-539-1344 H
312-326-8450 W

(1)

Chicago O'Hare International Airport

O'Hare Modernization Program
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Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I am opposed to expansion of O'Hare airport -- modernization is one thing; expansion of the nature Mayor Daley and Governor Ryan have planned is something else. Six years ago, we would have air traffic over our home occasionally. We'd get them certain days, but there would be breaks in the noise and traffic, as if this purposely planned for. And, the voluntary fly quiet program seemed to work, as we would rarely have disturbances during the sleeping hours. Six years later, it is so different -- we have planes most days of the week with no breaks! It is like being under siege. Something changed since six years ago too, in that they are now flying much lower than they use to, they are putting landing gear down much earlier, and their engines kick thrusting and wining. Why these maneuvers changed two years ago

N-97

F-56

Name: GEORGIANN KLINE

Address: 5N753 SYCAMORE AVE
MEDINAH, IL 60157

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

(2)

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: We do not know. Planes are flying very low now, are 30 seconds apart of each other and this goes on most days, about 16 hours each day. Many times too we now have planes throughout the night, waking us at various hours during the middle of the night. They start up regularly at 4:00 am as well. In other words, any quiet hours which use to be adhered too 4 to 6 years ago don't exist anymore. We have open forest preserves, the Lake St. Industrial Corridor, right by us and they could fly towards O'Hare with slightly different approach or take off patterns and disturb alot less people. I believe it's time to expand air traffic in the Chicagoland area by building a new airport geared towards future needs elsewhere, such as Peotone. Also, expansion

F-56

F-57

C-43
G-33
K-35

Name: GEORGIANN KLINE

Address: 753 SYCAMORE AVE
MEDINAH, IL 60157

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

(5)

Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
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Comments: of other regional airports should occur. This would spread out the air traffic, which is already extremely cramped around O'Hare, making it safer (I assume) and more livable for everyone. And for each such airport, environmental as well as health impact needs to be fully studied and the very ~~same~~ best layout and air traffic paths need to be decided based on these factors and not solely on how many airplanes can we fit into a single airport. People who live in these areas need to matter as much as any other issues. Our current situation with O'Hare is unbearable on certain days. You literally wear out from the constant bombardment of the planes and their constancy and noise. Many times we need to close up the house -- can't have windows open - hard

C-43
G-33
K-35
K-36
N-50
F-58
K-37

Name: GEORGIANN KLINE

Address: 5N 753 SYCAMORE AVE
MEDINAH, IL 60157

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

(4)

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: to enjoy our yard and decks. And we don't even have sight of top of the airport -- we live at least 15 miles away -- West. This is not optimum quality of life. Furthermore, Mayor Daley is not my Mayor. He lives and works elsewhere and governs a city that I've chosen not to live in. The fact that Chicago has the main say about O'Hare is wrong these days. O'Hare impacts so many other people and towns, that it should no longer be run by just Chicago and its mayor. It leaves people such as me without the representation that is a basic right and a necessity when issues as large as the expansion and reconfiguration are posed. O'Hare needs to become a Regional airport - with regional representation, before anything else about it is decided. Your support in making certain our welfare, and the right to live peacefully about home would be greatly and sincerely appreciated!

F-58
K-37
N-51
N-51

Georgiann Kline

Name: GEORGIANN KLINE

Address: 5N753 SYCAMORE AVE
MEDINAH, IL 60157

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 16, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
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Sept. 7, 2002

Comments: We bought our house in Orchard Place in 1970 We made a point to buy a house that was between O'Hare runways. In 1988 you started the "fanning" or take-offs. This increased the noise impacted area more than 100%. Every year the number of flights has increased and noise and air pollution got worse. E-170 F-177

The latest figures from the U.S.E.P.A. and Illinois EPA show that O'Hare is the State's worst polluter. Cancer, asthma and emphysema cases are on the rise and will get worse if any O'Hare expansion takes place. E-171 K-101

The O'Hare noise and air pollution fight has been going on for many years and I have never heard or read anything that indicates that the F.A.A. has shown any concern or has any expertise on environmental issues. You should work closely with the E.P.A. on this issue. E-172 F-178

Soundproofing public buildings and some homes under the runways is important, but we moved here because we want to enjoy suburban living which includes our yards, gardens, streets, parks and trailer. F-179

Name: Richard Wilson

Address: 2111 Nimitz Dr.
Des Plaines, IL 60018-4051

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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ıicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form. Sept. 7, 2002 Page 2
Should your comments exceed the space allotted, you may attach additional pages.

Comments: We do not want to spend our days sealed in a tomb.

Expansion would mean inadequate environmental buffers and reduced FAA safety zones and is not acceptable. G-94 N-129

The proposed east-west runway that would parallel Touhy Ave. would devastate the South side of Des Plaines. Adding thousands of flights per year would make our area unlivable for residents. K-101 N-130

O'Hare was built in the 1950's with no thoughts about expanding. It is now land locked at 7,000 acres surrounded with residential living, any expansion will have a negative impact on the surrounding environment. N-130

Richard C. Wilson

Name: [redacted]

Address: Richard Wilson
2111 Nimitz Dr.
Des Plaines, IL 60018 - 4051

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

August 29, 2002

RECEIVED
SEP 0 3 2002
BY CHI-ADO

Michael W. MacMullen
Airports Environmental Program Manager
FAA
Chicago Airports District Office
2300 East Devon Avenue
DesPlaines, IL 60018

Dear Sir:

I am writing to express my serious concerns regarding the proposed O'Hare Airport expansion. One of my primary concerns is that the proposal was developed prior to the events of September 11, 2001 that resulted in a significant decline in airline travel. The two major airlines with terminals at O'Hare are now facing dire economic circumstances. American Airlines has announced a workforce reduction of 7,000 employees, and United Airlines is on the brink of declaring bankruptcy. Both airlines have announced that they will not be completing the proposed new terminals at O'Hare. The expansion proposal was devised at a time when increased air travel was anticipated, not the economic recession we are now experiencing. The FAA must review the proposal with this in mind, so as not to spend billions of taxpayer dollars for terminals and runways that are not needed and will not be used. A-28

Travel industry experts have indicated that the nation is moving away from large international airports in favor of smaller regional airports. These same experts are predicting that American and United Airlines will only survive by becoming smaller companies offering fewer flights. In Florida for example, travelers in increasing numbers are choosing to fly out of the smaller and more convenient Fort Lauderdale Airport, rather than enduring the long lines and delays at Miami International Airport. With the aging of the baby boomer generation, older travelers will be ill-equipped to walk the long distances from check-in to the gates that are required at O'Hare, and would opt for a smaller, more convenient airport if it were available. C-45

As a resident of Elk Grove Village, I am also concerned about the impact on my community and surrounding communities. The expansion proposal will allow the city of Chicago to annex 300 acres of developed real estate. This will result in a significant loss of tax revenue that benefits our schools, parks and forest preserves. Also many long-time Bensenville residents will be forced to sell their homes. H-57

I am equally concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well-being of area residents. The FAA must complete a comprehensive study analyzing the economic and environmental impacts. E-56 F-62 G-38 K-39 H-58

In this time following the Enron, Worldcomm and other corporate scandals causing many Americans to lose their pensions and face financial disaster, the Government must be especially

vigilant to ensure that they do not endorse proposals that have an extremely high cost and no benefit to the citizens.

Yours truly,

Ann Kuffel

Ann Kuffel
15 Essex Road
Elk Grove Village, IL 60007

August 29, 2002

RE...

SEP 0 3 2002

BY CHI-ADO

Michael W. MacMullen
Airports Environmental Program Manager
FAA
Chicago Airports District Office
2300 East Devon Avenue
DesPlaines, IL 60018

Dear Sir:

I am writing to express my serious concerns regarding the proposed O'Hare Airport expansion. One of my primary concerns is that the proposal was developed prior to the events of September 11, 2001 that resulted in a significant decline in airline travel. The two major airlines with terminals at O'Hare are now facing dire economic circumstances. American Airlines has announced a workforce reduction of 7,000 employees, and United Airlines is on the brink of declaring bankruptcy. Both airlines have announced that they will not be completing the proposed new terminals at O'Hare. The expansion proposal was devised at a time when increased air travel was anticipated, not the economic recession we are now experiencing. The FAA must review the proposal with this in mind, so as not to spend billions of taxpayer dollars for terminals and runways that are not needed and will not be used. A-28

Travel industry experts have indicated that the nation is moving away from large international airports in favor of smaller regional airports. These same experts are predicting that American and United Airlines will only survive by becoming smaller companies offering fewer flights. In Florida for example, travelers in increasing numbers are choosing to fly out of the smaller and more convenient Fort Lauderdale Airport, rather than enduring the long lines and delays at Miami International Airport. With the aging of the baby boomer generation, older travelers will be ill-equipped to walk the long distances from check-in to the gates that are required at O'Hare, and would opt for a smaller, more convenient airport if it were available. C-45

As a resident of Elk Grove Village, I am also concerned about the impact on my community and surrounding communities. The expansion proposal will allow the city of Chicago to annex 300 acres of developed real estate. This will result in a significant loss of tax revenue that benefits our schools, parks and forest preserves. Also many long-time Bensenville residents will be forced to sell their homes. H-57

I am equally concerned about the environmental impacts. I am already subjected to the noise and pollution created by a steady stream of airplanes flying over my property. Increasing the number of flights will only create higher noise and pollution levels, with a negative impact on the health, safety, and general well-being of area residents. The FAA must complete a comprehensive study analyzing the economic and environmental impacts. E-56 F-62 G-38 K-39 H-58

In this time following the Enron, Worldcomm and other corporate scandals causing many Americans to lose their pensions and face financial disaster, the Government must be especially

vigilant to ensure that they do not endorse proposals that have an extremely high cost and no benefit to the citizens.

Yours truly,

Susan Kuffel

Susan Kuffel
15 Essex Road
Elk Grove Village, IL 60007

Regional
Transportation
Authority

181 West Madison
Chicago
Illinois
60602
312.917.0700

RECEIVED
SEP 0 5 2002
BY CHI-ADC

September 3, 2002

Mr. Michael W. MacMullen
Airports Environmental Manager
Federal Aviation Administration
2300 E. Devon Avenue
Des Plaines, IL 60018

Re: Chicago O'Hare International Airport
O'Hare Modernization Program
Environmental Impact Statement Scoping Document

Dear Mr. MacMullen

Thank you for inviting the Regional Transportation Authority (RTA) to provide comments on the proposed O'Hare Modernization Program. We hope this is an indication of your commitment to discuss a number of transportation initiatives being considered in the region that directly relate to O'Hare International Airport.

The RTA is leading a series of transportation investment studies for the Northwest Corridor, which is centered on the I-90 Northwest Tollway in northwest Cook County and northeast DuPage County. O'Hare Airport is located at the east end of the corridor.

The Phase I feasibility study, completed in June of 2000, identified the corridor's transportation problems and a list of transit based options to improve mobility, however, a locally preferred alternative did not emerge.

The RTA and its study partners are now in the initial stages of a second phase of study (Phase II Alternatives Analysis) as required by federal regulations for major transportation investments. In this phase, the transportation operators (Chicago Transit Authority, Metra and Pace) will be directly involved in proposing transportation investment options that they can provide, with the aim of selecting a locally preferred alternative. Attached is a schedule with our proposed timeframe for determining a locally preferred alternative.

Proposals to modernize and improve O'Hare International Airport as described in your scoping document are critical to the development of modal alternatives for the Northwest Corridor. The proposed alignment of major project elements of the O'Hare Modernization Program, including any substantial off-site improvements such as access roads is of particular interest.

Accordingly, for the record, we are requesting that the Federal Aviation Administration coordinate development of its Environmental Impact Statement for the O'Hare Modernization Program with the RTA's Alternatives Analysis for the Northwest Corridor. M-9

At the same time, we are seeking reaction from federal, state and local agencies including the Federal Aviation Administration on the modal alternatives being developed for the Northwest Corridor. Accordingly, we have scheduled an agency scoping meeting for September 19, 2002 at the RTA's offices at which the purpose and need and modal alternatives will be presented. We will forward details of this meeting to you under separate cover. M-10

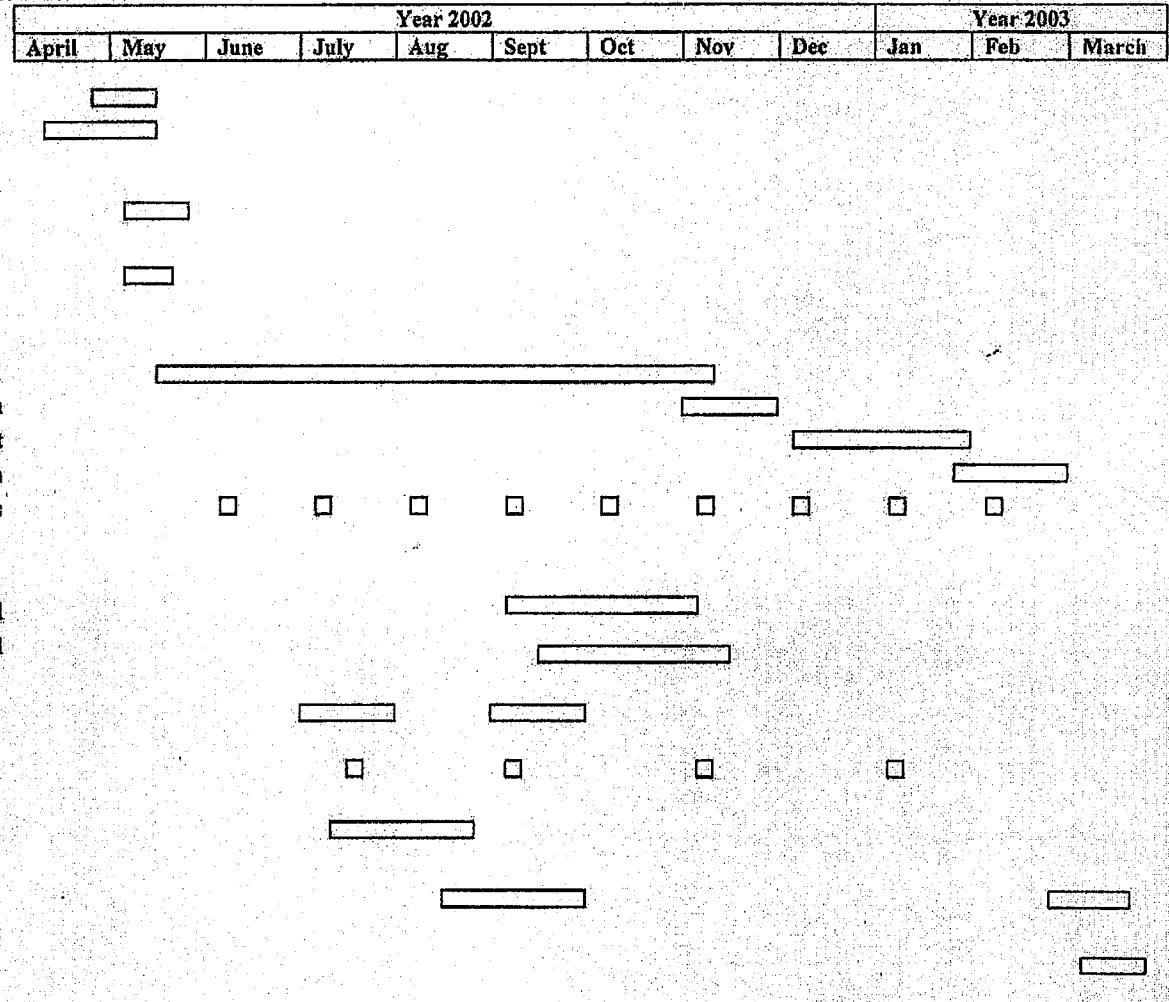
Mr. William Lenski, Manager of Corridor Planning Studies, will contact you shortly to discuss FAA participation in our planning process for the Northwest Corridor. If you have any questions, or wish to establish an initial contact, you may direct your inquiries to Mr. Lenski at 312-917-0768.

Sincerely,

John DeLaurentiis
Deputy Executive Director, Planning

Attachment

RTA Northwest Corridor
Alternatives Development Schedule



Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

RECEIVED
SEP 17 2002
BY CHI-ADO

Federal Aviation Administration

Scoping Comments

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: There is and always has been great pollution from planes. My first home was across, where the stadium now stands, and little army planes (PSI's) were only traffic. As O'Hare developed we were often sprayed with oil on persons as we worked + played in back yard. We moved across from Lake Opeka - approximately 2½ or 3 miles from field. We now have black oily residue on windows, siding, bird bath, dog's water bowl and white vinyl fence surrounding back yard. It is a constant battle to keep this black dirt from overwhelming everything. Then there's the strong jet fuel smell hanging in the air many mornings. There are only occasional jets directly over our home & noise is not as bad as other locations. That would most certainly change if work begins on field. E-28

All in all there are too many negatives to suggest this expansion go forward. These projected runway additions will take 10 years at least, causing more airline delays, unhappy passengers and using federal + State money needed elsewhere. Thanks for listening or reading! Sincerely, F-29

Name: Carol Ehnert

Address: 1081 Stockton Ave
Des Plaines, Ill 60018

D-5
N-19

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

ARLINGTON SIGNS & BANNERS
318 West Northwest Highway • Arlington Heights, IL 60004 • 847-870-0200 • FAX 847-870-0300

Sep. 12, 02

Dear: Mr. McMullen

I am encouraged that the FAA is beginning its environmental analysis of the O'Hare Modernization Program. After years of watching other cities improve their airports and reap the benefits, I am glad that O'Hare is finally on track to solidifying its position as the nation's hub. N-116

The Chicago region would not be the center of industry it is if it weren't for the jobs and revenue O'Hare brings in on a daily basis. But any future economic growth is threatened unless the runway system at O'Hare is modernized and delays are reduced. D-34 J-58.1

In addition to the financial savings, fewer delays will also mean reduced fuel emissions. Aircraft will spend less time idling at a gate, sitting on the runway or circling in the air. Also, the proposed western access and other roadway improvements around the airport will relieve a great deal of congestion on the roads, especially helping trucks get in and out of the airport more efficiently. I imagine all of this will have a very positive impact on air quality in the area. E-156

By improving O'Hare, we build on our existing resources. This is the most efficient, and I think environmentally sound way to improve our transportation system. N-116

Sincerely,

Monte Sellers

Arlington Signs 847 870 0300 09/13/02 09:07A P.001

Greater O'Hare
Association of Industry and Commerce

September 13, 2002

Michael MacMullen
Airport Environmental Program Manager
Federal Aviation Administration
2300 E. Devon Avenue
Des Plaines, IL 60016

Dear Mr. MacMullen:

My name is Shirlanne Lemm and I'm President of the Greater O'Hare Association of Industry and Commerce (GOA). As a business association, our members understand the need to continually adapt to the ever-changing business climate and the importance of planning for the future. That's why the Association for the past decade has supported modernization efforts proposed for O'Hare International Airport, first with the World Gateway Program and now the runway modernization Program.

O'Hare Airport is no different than any other business. It competes with other airports and it must continually change to meet the demands of their clients, in this case the traveling public, the airlines and the businesses that depend on the airport for their livelihoods. H-64

I am pleased to know the Federal Aviation Administration recognizes the importance of the O'Hare Modernization Program and is moving forward with the environmental review process. Throughout the review process, I encourage the Federal Aviation Administration to examine the long-term economic benefits associated with the Program. Preliminary studies by the Chicago Department of Aviation show the Program will bring an additional 195,000 jobs to the region and $18 billion in economic activity each year. H-65

With that said, quality of life issues cannot be overlooked. I also urge the FAA to examine the impact the Program will have on aircraft noise levels and air quality in the communities surrounding O'Hare. Early studies show the Program will allow O'Hare to operate more efficiently and potentially have a positive impact on air quality and aircraft noise. E-64 F-70

Sincerely,

Shirlanne Lemm
President
Greater O'Hare Association

1050 Busse Road, Suite 100 • Bensenville, IL 60106
P.O. Box 1516 • Elk Grove Village, IL 60009-1516
PH: 630-350-2944 • FAX: 630-350-2979 • www.greater-ohare.com

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

Chicago O'Hare Airport should not be allowed to increase the number of flights beyond what it currently handles. Any further negative impact on the environment, traffic (air and road), and the lives of its neighbors will do more harm than good. The concentration of pollution, noise, traffic and other negative influences on the surrounding area has reached the maximum level of the citizens will tolerate. Now, it should be the task of planners and engineers, to improve the quality of life and the environment of the O'Hare area, fostering a sense of pride and support for the airport. E-10 F-14 K-11

If O'Hare needs to be renovated or modernized to improve safety, reduce noise and air pollution, and stimulate business, I am certainly in favor of that. But more than this is needed for the greater Chicago area to continue its development as the premier economic and transportation center of our country. We need to develop a cohesive air and land transportation network that will allow the entire region to share the benefits and costs of success. We need to begin building a new major airport southwest of Chicago to complete the circle of major air transport around the city. We need to improve and use regional airports such as DuPage, Gary, Rockford, and Milwaukee for smaller commercial and cargo operations serving those areas and functioning as intermediate stops for cross-country transit. We need to develop a high-speed, highly efficient land-based transport network feeding, and connecting these airports so the air carrier's burden of multiple locations is mitigated and profitability is attained. A-9 C-11.2 J-8.2

All this can only be attained with a spirit of cooperation between all regional authorities and the citizens of the area. The "quality of life" needs of the region's citizens must be adequately addressed or airports will wallow in acrimony and unrest, felt by all the travelers using our airports. Politicians and government officials must drop selfish goals for the good of the entire region and country. Airlines, rail, freight and bus companies must bring to the process, a spirit of cooperation and teamwork to see the profits to be had when moving beyond the false competition that fosters distrust and ill will. K-11

We have a great opportunity to grow and develop the entire region, improve the quality of life and realize profitable businesses that provide the highest level of service to their customers. I am sure we can do it, if we make the right choices. H-16 K-12

Name: GARY BOTTJE

Address: P.O. BOX 72023

ROSELLE, IL 60172

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Claudine Quevedo

From: "Claudine Quevedo" <cq2gq@earthlink.net>
To: <michael.w.macmullen@faa.gov>
Sent: Wednesday, September 11, 2002 8:15 PM
Subject: O'Hare Expansion.

My family and I are opposed to the expansion of O'Hare for many reasons. I don't know if you live around here or not but regardless, the impact on this area would be devastating. First comes the environmental impact. Not only are we talking about the sound pollution which is already at a very poor level but to increase it; I'm afraid not for just for my little boy's or my unborn child's hearing but for the thousands of other children hearing in this and surrounding towns as well. While we are on the environmental issue what about the air quality around here? Yes I'm aware that I chose to live here but I do not want myself or my children to breath in even more jet fuel than we already are and if there is an increase in flights that's just what is going to happen. F-128 E-110

The next impact that concerns us is the financial impact it will have on our village. Mayor Daley in his absurd plan wants to grab a major portion of Elk Grove's industrial park. Our village relies VERY heavily on the tax revenue from the industrial park. Our schools in District 59 and 214 would suffer tremendously if that revenue is lost. Schools would not be the only ones suffering so would us as homeowners. We are fortunate to have moderate taxes on our property but again if the industrial park is demolished for O'Hare how many of us will not be able to afford our homes if the taxes skyrocket? What about the many seniors who have lived here since the beginning some 40 years ago; Where will they go when they can't afford their homes anymore? IF the expansion happens along with the western access route and needing 300 acres or more where would Elk Grove itself go? There might not be enough land for a town at all. Why would anyone want to destroy a thriving town in that way? H-107

Mayor Daley wants to expand O'Hare fine but not at the expense of those who live here in Elk Grove or Bensenville or Schaumburg or Itasca or anywhere else; Go knock down Chicago. Chicago wants the extra revenue then find a way to do it on city property not ours. What gives Mayor Daley the right to take our homes and businesses away from us? In my opinion none at all. It would be like Elk Grove trying to take Navy Pier from Chicago just because we want it. Would it give us the right to take it? NO. Modernize not expand O'Hare and build the third airport down in Petone. Give people down in that economically depressed area jobs and economic growth. H-108 C-85.1

Please consider this seriously and thank you for your time.

Claudine Quevedo.

9/11/02

09/13/2002 08:13 18474373958 DINA&GREG QUEVEDO PAGE 01

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: The pollution is terrible! The trees are actually black from soot coming from planes. E-76

Can't have Company weather inside & outside of house because of loud noise from planes. The house vibrates from the planes. F-80

RECEIVED
SEP 17 2002
BY CHI-ADO

Name: EMILY MLYNARSK

Address: 709 ALGONQUIN AVENUE
BENSENVILLE, ILLINOIS 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Z:\Chicago\ORD\OMP\Environmental\scoping\Final Scoping Materials\Comment form.doc

UNION PACIFIC RAILROAD COMPANY

MICHAEL W. PAYETTE
Assistant Vice President
Government Affairs-Central Region

101 N. Wacker Drive
Suite 1910
Chicago, Illinois 60606
(312) 777-2000
Fax (312) 777-2020

September 11, 2002

RECEIVED
SEP 13 2002
BY CH-ASO

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

RE: Scoping Comments
O'Hare Modernization Program

Dear Mr. MacMullen:

Attached are Union Pacific Railroad's Scoping Comments with regard to the O'Hare Modernization Program.

At this time, we believe that the relocation of our rail line, made necessary due to the O'Hare Modernization Program, will not adversely impact Union Pacific or UP's freight rail customers, if the relocation is pursuant to a concept plan shown to us by the City of Chicago and URS Corporation on September 4, 2002. All parties need to work out the details of that concept plan. N-89

Very truly yours,

Mike Payette

Attachment

(MWP091102.002)

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Union Pacific Railroad Company has a main line track between its Proviso Classification Yard, located in Northlake, Illinois, and Milwaukee, Wisconsin, where the rail line goes either to the Twin Cities/Duluth or Sheboygan, Wisconsin. This UP line is impacted by the O'Hare Modernization Program. In 2001, this line carried 17 million gross tons of freight per mile northbound and 9 million gross tons of freight per mile southbound. Between Bryn Mawr and Shermer, the line carries substantially more tonnage because Canadian Pacific Railway operates over that portion of the line. Representatives of the City of Chicago and URS Corporation, the City's consultant on the railroad aspect of the O'Hare Modernization Program, met with Union Pacific Railroad and Canadian Pacific Railway on September 4, 2002. Based on the concept plan shown to Union Pacific on September 4, Union Pacific is of the opinion that UP's line can be relocated and UP's rail freight operations will not be adversely impacted. Additional meetings have been scheduled with UP to work out the details of the concept plan. Assuming that all of the details are successfully worked out, Union Pacific believes that its freight line can be relocated by the City of Chicago with no adverse impacts to UP or its rail freight customers. If the relocation concept plan were to materially change, then Union Pacific would have to reassess its position as to the impact. M-59.1 N-89

Name: Michael W. Payette

Address: Union Pacific Railroad Company
101 N. Wacker Drive, Suite 1910
Chicago, IL 60606

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

DELTA-WYE ELECTRICAL CONTRACTORS

September 12, 2002

Michael MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. MacMullen:

As a resident and business owner in Elk Grove Village, I want and need the O'Hare Modernization Program to move forward. N-10

Having attended many presentations on the Program, I believe that local communities only stand to gain. The economic benefits alone, $18 billion in annual revenue and 195,000 jobs, are extremely significant especially in a time when major companies you thought would always be operating are now going bankrupt. H-133

But I think the Modernization Program also means good news for our quality of life. By relieving flight delays and gridlock on the roads around the airport, the Program will help reduce emissions. With an airport in downstate Peotone, we'll have thousands of people driving more than fifty miles one way. I can't imagine that would be better for our environment. E-160 K-89 C-98.1

Add to that the fact that more efficient operations at O'Hare will also mean less noise, especially during the night.

Without these improvements, O'Hare will fall behind. We can't afford to let that happen. We need to continue to invest in a proven economic engine. H-134

Sincerely,

Bob Snyder

Bob Snyder
Delta-Wye Electrical Contractors

P.O. Box 802 • Elk Grove Village, IL 60007
(847) 439-1498 Pager: (847) 817-1415

Dolores C. Pino, B.A., J.D.
7200 Wilson Terrace
Morton Grove IL 60053-1142
847/965-3354
dcpino@yahoo.com

September 13, 2002

FAA - Great Lakes Regional Office
Des Plaines IL
Attn: Michael W. MacMullen
by facsimile transmittal to: 847/294-7046

Re: Comments on scoping, O'Hare expansion plans

Dear FAA/Mr. MacMullen:

You should accept comments by email, and should have provided an email address for this in the Fed. Reg. notice.

No O'Hare expansion plans ("runway redesign" or modernization) should be undertaken because:

1) the DOT should begin now building a network of nationwide high speed rail, which will eliminate the "need" for all air transport for routine, mass transportation growth. (see: Germany) C-82

2) the Chicago region is severe non attainment for ozone, ~~as~~ which precludes the doubling of the polluting planes at O'Hare. E-101

3) The runway design violates FAA design safety regulations, stds, & policies in many respects; B-18 G-66

4) Noise regulation & control is nonexistent, plus much much more F-123

3) jetemissions contain massive amts. of carcinogens. E-102 K-67.1

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

I DON'T LIKE THE FACT THAT GOVERNMENT, EITHER CITY, STATE, OR FEDERAL CAN CONDEMN HOMES TO SATISFY THEIR NEEDS. N-13.1

RECEIVED
SEP 16 2002

Name: JOYCE DECKER

Address: 660 W. CROCKETT
ELMHURST, IL

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: MY QUESTION ARE THE FOLLOWING

1 WHO GOING TO MAKE UP THE TAXES WE LOSE
2 WHAT ABOUT ALL THE JOBS WE LOSE — H-90

3 IF YOU SOUND PROOF SCHOOL, ~~CHURCHES~~ CHURCHS WHICH THERE ACROSS THE STREET FROM ME, WHY CANT YOU SOUND PROOF MY CONDO. — F-107

4, NEWS REPORTS SAY AIR LINES ARE LOSING MONEY WHY EXSPAND? — A-42

5, SCHOOL, FIRE, POLICE ARE 3 STONG POINTS TOO E.O.V. WILL LOSE THAT TRUST, SAFE, SMARTNESS WHEN WE HAVE TOO CUT THEM BACK. — N-82

6, BUILD UP ROCKFORD, THEY COULD USE THE MONEY, — C-70

Name: KEN NIVEN

Address: 209 C WASHINGTON SQ
ELK GROVE IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

ENVIRONMENTAL LAW & POLICY CENTER
ILLINOIS INDIANA MICHIGAN MINNESOTA OHIO WISCONSIN

RECEIVED
SEP 16 2002
BY CHI-ADO

September 12, 2002

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

RE: Scoping Comments for O'Hare Airport Modernization Program

Dear Mr. MacMullen,

The modernization of O'Hare Airport is a positive step for the Chicago metropolitan region because it provides valuable opportunities to make O'Hare more efficient, convenient, economical, and aesthetically pleasing. There is also another opportunity here: to make O'Hare a model "green airport" consistent with Mayor Daley's effort to make Chicago the "greenest city in the nation." The Environmental Impact Statement ("EIS") should identify, consider and recommend mitigation strategies that adopt best environmental practices, build upon past accomplishments, and improve the comprehensive environmental performance of the airport. B-11 M-34.2

There are a several areas that are likely to be the most heavily impacted by O'Hare modernization and provide the greatest opportunity for improved environmental performance through mitigation measures, which warrant particular attention in the EIS, including: N-59

- Social Impacts – Surface Transportation
- Air Quality
- Water Quality
- Energy Supply
- Cumulative Impacts
- Construction Impacts
- Solid Waste Impacts

The environmental impacts of a new airport or expanded airport can be substantial, and some mitigation measures can be challenging due to the basic function of airport activities and safety considerations. (For instance, in the case of deicing, there are few effective alternatives to ethylene glycol.)

Cumulative Impacts

O'Hare Modernization and World Gateway had been proceeding as two separate projects. The EIS for World Gateway was completed years ago and the designs for the project are in a late stage of development. However, some aspects of World Gateway, especially Terminal Six, now L-2

35 EAST WACKER DRIVE, SUITE 1300 CHICAGO, ILLINOIS 60601-2110
PHONE (312) 673-6500 FAX (312) 795-3730
www.elpc.org elpc@elpc.org

ROBERT L. GRAHAM – CHAIRPERSON HOWARD A. LEARNER – EXECUTIVE DIRECTOR

appear to be on hold and could get wrapped into O'Hare Modernization. The cumulative impacts of these two projects must therefore be addressed. For instance, World Gateway's construction of Terminal Six combined with the construction of the new western terminal under O'Hare Modernization result in substantial new buildings at O'Hare, which will require much more electricity for lighting, space conditioning, concession appliances, office equipment, and other services. This significant cumulative environmental impact must be fully considered in the EIS. L-2

One means of mitigating cumulative environmental impacts is by acquiring the highest possible Leadership in Energy & Environmental Design ("LEED") Certification, which is a standard developed to improve the environmental and economic performance of commercial buildings. The Rating System examines buildings in the areas of sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design process. The feasibility and applicability of LEED for O'Hare Modernization is demonstrated by the fact that LEED certification is being sought for Terminal Six. In fact, the LEED criteria provide some of the potential mitigation measures for energy supply impacts from O'Hare Modernization, as is discussed below. In sum, the EIS should discuss cumulative impacts and LEED certification – ideally at the Silver level – as a mitigation measure. L-3

Energy Supply and Air Quality Impacts

There will be substantial electricity services needs at the new O'Hare terminal, which will have extended hours of use and vast interior facilities. This will, in turn, have secondary impacts on air quality, which must be discussed in the EIS. As to mitigation measures, great strides have been made in energy-efficient technologies that can be applied at O'Hare to lessen the impacts of energy use on air quality and can produce cost savings. Furthermore, by implementing more energy efficiency at existing O'Hare buildings in addition to new construction under O'Hare Modernization, more benefits can be achieved. The mitigation measures that should be discussed in the EIS include:

- Going at least 30% beyond the current ASHRAE 90.1 standard for all work done during O'Hare Modernization by, for example: E-6D
  - Installing motorized interior sunshades.
  - Installing daylight responsive lighting controls.
  - Installing HVAC systems to maximize air-stratification.
  - Reducing exterior glazing to not exceed 50% window-to-wall ratio.
  - Installing translucent or fritted glass at clerestories.
  - Using high-efficiency motors for baggage-handling and other equipment.
  - Monitoring energy consumption.
- Setting a similar specific lighting efficiency goal (beyond the lighting requirements of Chicago Code) and criteria for lighting.

- Making a firm commitment to all LEED Checklist Energy Performance Items for Terminal Six.
- Using combined heat and power.
- Using photovoltaic cells.
- Daylighting.
- Using Energy Star appliances.
- Using central energy management for efficient coordination of heating, lighting and cooling.
- Examining HVAC efficiency.
- Conducting an energy simulation model.

E-60

These energy efficiency measures would help to mitigate the effects of O'Hare Modernization on energy supply, and also make O'Hare Airport a national leader in energy-efficient airports.

Social Impacts – Surface Transportation and Air Quality Impacts

The new runways, realigned runways, and new western terminal with additional gates are being added for the purpose of increasing capacity at O'Hare, which will likely cause increased passenger landside travel in and out of the O'Hare Airport and vicinity. This will increase demands on and utilization of the existing surface transportation system. More automobile use will lead to further traffic congestion and increased air pollution. The impacts on surface transportation, particularly road congestion and air quality, must be fully considered in the EIS along with mitigation measures including: direct O'Hare connects to the planned Midwest high-speed rail system; Northwest Corridor extension through and beyond O'Hare, as being studied by the Regional Transportation Authority; and increased public transit service (e.g., expansion of CTA Blue Line service; Blue Line express service from downtown Chicago, as proposed by the Chicago Department of Transportation and the Department of Planning and Development in their draft Chicago Central Area Plan; and increased bus service to areas that would not be not served by CTA or Metra train links). The EIS and O'Hare Modernization provide a unique opportunity to reduce vehicle miles traveled in connection with O'Hare patrons' ground trips to and from the airport. For example, 34% of the ground trips to Zurich airport are by rail and 25% to Amsterdam's Schipol Airport are by rail as compared to 5% for O'Hare. Consequently, other airports are far ahead of O'Hare in terms of accessibility by alternative means of transportation and O'Hare Modernization provides the opportunity for O'Hare to begin to close that gap by adding transportation alternatives such as high-speed rail links to O'Hare.

E-61
J-27
B-13

One element included in O'Hare Modernization plans is western access to the airport. Presumably, the goal of this additional access to O'Hare is to reduce congestion at the existing, eastern access to the airport and on connecting roads. Again, one of the environmental impacts will be the impacts on surface transportation. While western access roads may reduce some congestion at the existing, eastern access, it will also increase traffic congestion and air pollution on the western side of the airport. The EIS must fully consider what traffic the proposed western access is intended to relieve and whether it will encourage airport visitors to drive when they otherwise would not. Traffic studies should be conducted.

J-28

Mitigation measures should be included in the EIS to reduce any adverse impacts of western access. For example, the proposed new runway alignment leaves a swath of land running east-west through the entire airport property with no runways on it. This could potentially be used as a multi-modal transit corridor for the CTA's Blue Line to be extended through the airport, providing a second on-property stop at the western terminal before proceeding westward. In addition, a high-speed rail and commuter rail spur could be constructed to connect the UP rail line that runs north-south near York Road to the western terminal. With modest improvements at several rail interchanges, Metra would then be able to provide service along the UP Milwaukee line, providing direct access to O'Hare Airport for all Metra stations north of Oak Park. These transportation measures would help to serve the communities west of O'Hare. In any case, these sensible transportation measures could also be longer-term mitigation measures and the EIS should consider preservation of the right-of-way for this purpose. J-28

In addition, other ground transportation activity will increase at O'Hare during Modernization as a result of increased capacity and utilization. This includes increased ground service equipment (vehicles operating on the airside to service the aircraft) and increased on-airport landside vehicles (e.g., shuttle buses serving the various locations at the airport). This increased ground transportation activity will have air quality and energy supply impacts. Mitigation measures that should be fully considered in the EIS include: E-62 J-29

- Converting remainder of existing GSE fleet to electricity, compressed natural gas or other alternative fuels and when purchasing new GSE, restricting them to those fuels.
- Consolidating remaining shuttle operations.
- Establishing employee carpools and vanpools.
- Publicizing and marketing public transit availability more widely.
- Converting non-GSE vehicles to propane and natural gas.
- Opening up the natural gas fueling station to a broader range of vehicles (beyond the existing restricted service to only Department of Aviation vehicles).
- Constructing a new multi-modal facility near Parking Lot F, which would serve an extended ATS, Midwest high-speed rail trains, CTA, Metra, PACE buses, and rental car facilities

These mitigation measures would both reduce the impacts of airport transportation on air quality and traffic congestion and would make O'Hare Airport more easily accessible to a greater number of people.

Water Quality

Water consumption at O'Hare Airport and the wastewater generated are substantial. One environmental impact of O'Hare Modernization will be on water quality and quantity. Great strides have been made in water-efficient technologies, which can be applied at O'Hare to lessen water consumption and the consequent impacts on water quality. By implementing mitigation measures at existing O'Hare buildings in addition to the new construction under O'Hare I-12

Modernization, greater mitigation of the water quality and quantity impacts can be achieved. Mitigation measures that should be fully considered in the EIS include:

- Commitment to a set percentage of water savings.
- Water-efficient fixtures and appliances.
- Water reclamation and reuse.
- Storm water reuse.
- Landscaping with native plants, xeriscaping.

I-12

These water efficiency measures would lessen the environmental effects of O'Hare Modernization and would also help to make O'Hare Airport a leader in this area.

Construction Impacts, Air Quality Impacts and Solid Waste Impacts

Huge quantities of construction materials will be used in O'Hare Modernization that could result in huge amounts of solid waste. The choice of building materials and products needed for building maintenance can also have adverse air quality impacts, predominantly from materials that emit volatile organic compounds ("VOCs"). These impacts must be discussed in the EIS. In recent years, many more environmentally-friendly building materials and maintenance products have become available, which can be applied at O'Hare to mitigate the impacts on air quality and reduce the solid waste impacts. Mitigation measures that should be fully considered in the EIS include:

- Recycling a set percentage of construction debris by weight – consider 40-50% range or greater.
- Setting a goal of 25% of building materials containing a minimum of 20% post-consumer recycled content or 40% post-industrial recycled content.
- Specifying concrete with recycled content or fly ash.
- Specifying recycled-content landscape materials.
- Specifying ceiling tile, carpet, sheathing and gypsum board with recycled content
- Specifying durable building materials.
- Specifying adhesives and sealants that meet California VOC limits.
- Specifying paints and coatings that meet Green Seal VOC limits.
- Specifying carpets that comply with CRI Green Label IAQ Test Program.
- Specifying composite wood products with no added urea formaldehyde resins.
- Specifying industrial cleaning products and degreasers that meet Green Seal VOC limits.

E-63

I-13

As added mitigation measures, where appropriate, these strategies should carry over to airport maintenance practices after construction and should be incorporated into existing airport operations as soon as possible. These mitigation measures would both reduce the impacts of O'Hare Modernization on solid waste and air quality and would make O'Hare a leader in the use of environmentally-friendly building materials and maintenance products.

Conclusion

For the reasons discussed above, the EIS must include a comprehensive analysis of the environmental issues of surface transportation, air quality, water quality, energy supply and use, solid waste, construction, and cumulative impacts. Well-crafted mitigation measures in these areas are environmentally sensible and economically feasible. They can help contribute to making O'Hare Airport achieve the reasonable and desirable goal of becoming the greenest airport in the nation. B-12 M-34.3

Sincerely,

Howard A. Learner, Executive Director
Faith E. Bugel, Staff Attorney
Environmental Law & Policy Center

cc: Mr. John Harris, First Deputy Commissioner
Mr. Chris Arman, Deputy Commissioner
Mr. Michael Schneiderman

SOC

SUBURBAN O'HARE COMMISSION

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ADDISON, BENSENVILLE, DUPAGE COUNTY, ELK GROVE, ELK GROVE TOWNSHIP, ELMHURST, HANOVER PARK, ITASCA, MAINE TOWNSHIP, PARK RIDGE, ROSELLE, SCHAUMBURG, PARK, WOOD DALE

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Treasurer

September 13, 2002

SEP 16 2002

Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Re: Preliminary Scoping Comments on O'Hare "O'Hare Modernization Program" EIS

Dear Mr. MacMullen:

Enclosed are the preliminary comments of the Suburban O'Hare Commission on scoping for the "O'Hare Modernization Program" (OMP) EIS. Our comments are necessarily limited at this time because of the glaring lack of public disclosure as to the details of the project and the closed door process that has been followed to date in the new O'Hare Master Plan.

1. We request immediate participation in what should be a public Master Plan process for O'Hare. We want immediate information as to: 1) the elements of the Master Plan, 2) the time schedule of these elements, 3) the outputs of the Master Plan, and 4) the requirements and opportunities for public participation in the Master Plan process. M-23

2. We request immediate participation in the forecasting of demand for the Master Plan and the EIS. We understand the forecasting process using the FAA Terminal Area Forecast is already underway and may be concluded shortly, but the impacted communities have not yet been given any opportunity for input into the forecasting process. M-24

3. The Master Plan process and the EIS process should be integrated as to both development of the process documents (*e.g.*, inventory, capacity analysis, demand forecast) and opportunities for public participation. As of now, the Master Plan appears to be a secret process with the public excluded. M-25

4. What are the baseline year and baseline conditions of the EIS and Master Plan analysis? Use of the year 2000 pre-9/11 conditions skews the process; we ought to be using post 9/11 conditions as baseline for demand analysis, delay situation, *etc.* What is the baseline condition in light of the airlines' decision not to support the World Gateway Program terminals? D-13

5. We request complete disclosure of all data, models, materials, and communication on a real-time basis through a docket system covering both Master Plan, OMP EIS and other related activities (*e.g.*, O'Hare Delay Task Force effort, forecasting effort, capacity analysis, etc.). Public access should include Adobe Acrobat copies of documents, and computer data and models, including exact models and input used in computer processes — *e.g.*, INM and SIMMOD. M-26

6. We are concerned that use of the O'Hare Terminal Area Forecast (TAF) will artificially narrow the scope of analysis, both as to purpose and need, alternatives, and impacts. The forecast used for the O'Hare "O'Hare Modernization Program" EIS should be a Metropolitan Chicago Regional forecast that includes growth in markets that might be served by Midway and the proposed South Suburban Airport. D-14

7. The EIS/Master Plan demand and capacity analysis should be integrated with all three major components: airside, terminal, and roadways. For example, there is considerable concern about the need for additional road access, *e.g.*, western access may involve access roads that may be highly destructive to surrounding communities and costly. Similarly, there is the possibility that the proposed runway capacity will far outstrip the capacity of the existing and proposed terminals. A quantitative demand/capacity integrated analysis is needed of terminals, access surface roads, and airside facilities. D-15

8. EIS/Master Plan noise impact analysis should include: 1) discussion of use of other noise metrics (*e.g.*, but not by way of limitation SEL), 2) the data and basis for the DNL (24 hr) metric, 3) the data and basis for use of 365 day average DNL for deciding area of impact and, 4) a look at noise under different existing and projected operating conditions, including what happens if the project stops short of all the new runways (*e.g.*, including different runway operating configurations). F-51

9. EIS/Master Plan air quality impact analysis should include a full analysis of air toxics, including: a) the amount and identification of air toxics generated, b) the health effects of these air toxics, c) the transport and dispersion of air toxics and resulting concentration in downwind communities. E-52

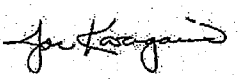
10. The EIS/Master Plan should analyze and discuss the baseline flooding conditions at O'Hare and impact on surrounding communities, what is needed to address current baseline flood control status of O'Hare, and how the proposed project will influence flood issues and impacts. I-11

11. Our communities wish to participate in the FAA's substantive cost/benefit decision process for the "O'Hare Modernization Program". To that end, the Master Plan/EIS process should include all cost estimation data and economic benefit estimation data and the public should be given access to this information. H-52

12. Our communities are concerned with the impact of the "O'Hare Modernization Program" on competitive airfares and how alternatives to O'Hare expansion might enhance competition. Higher fare penalties inflicted because of the current lack of competition should be included in any cost-benefit analysis. C-42 H-53

Once the details of the Master Plan process are disclosed to the public and the FAA allows the public to participate (which should have but has not already occurred), we will want to submit additional scoping comments.

Sincerely yours,



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Counsel to Suburban O'Hare Commission
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JVK/sfh

DUPAGE MAYORS AND MANAGERS CONFERENCE
an association of municipalities representing 1,000,000 people

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September 12, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: Scoping Comments Regarding the Environmental Impact Statement for the O'Hare Modernization Program (OMP)

Dear Mr. MacMullen:

The DuPage Mayors and Managers Conference, a council of 36 municipal governments located in DuPage County, appreciates the opportunity to comment on the scope of the proposed Environmental Impact Statement for the O'Hare Modernization Program (OMP).

The proposed project, the alternatives to be evaluated and the environmental issues to be included in the EIS must be comprehensively scoped in order to fully evaluate the type, magnitude, and distribution of environmental impacts of the proposed OMP. With this in mind, the DuPage Mayors and Managers Conference submits the following comments on the FAA's OMP EIS Scoping Document: M-38

1. The Project Background should acknowledge that a third regional airport is part of the agreement reached by Illinois Governor George Ryan and Chicago Mayor Richard M. Daley on December 5, 2001, along with the OMP. B-15
2. The Purpose of the project, to address long-term capacity needs, and the resultant increase in operations, should be explicitly stated rather than presumed through a list of anticipated benefits. A-35
3. The time horizon of the forecasts utilized for estimating air traffic, costs, benefits and environmental impacts should be consistent and should correspond with the project's purpose of increasing operations to meet projected future air capacity needs. D-18

4. The 15-year horizon of the 2002 Terminal Area Forecast is insufficient to determine impacts of a project that will not be built for at least ten years. D-18

5. Given the investment of public and private dollars at stake, whatever air traffic forecasts are recommended to serve as the basis for evaluation should be available for public review and consideration prior to developing the EIS. M-39

6. The scope of the EIS should include a full examination of the environmental impacts of the OMP on all surrounding roads, both with and without the following planned landside improvements: the relocation of freight rail lines and Irving Park Road, western O'Hare bypass (ring road) and the extension of Elgin-O'Hare Expressway providing western access to O'Hare (per the *2020 Regional Transportation Plan*), and the planned bus rapid transit corridor linking O'Hare to Oak Brook, Naperville and Schaumburg (per the *DuPage Area Transit Plan*). J-41

7. The proposed South Suburban Airport should be considered as an alternative to the OMP. The findings of the proposed South Suburban Airport EIS should be reviewed and compared with the environmental impacts of the proposed OMP. C-59

8. The EIS for the OMP should consider Environmental Justice issues for both the OMP and each of the alternatives examined on both a municipal basis and a metropolitan-area basis. According to Executive Order 12898, the process should inform local government officials of the impacts of the proposed action on the elderly, low-income, minority, and disabled citizen populations in their respective communities. I-16.2

O'Hare Airport plays an important role both as a national and international transportation facility and a regional economic engine. As with any airport, O'Hare periodically needs modernization, however the anticipated benefits of such a proposal should outweigh its overall costs. H-84 N-66

If you have any questions regarding these concerns, please do not hesitate to contact Mark Baloga, Executive Director of the DuPage Mayors and Managers Conference.

Sincerely,

William J. Mueller
President, DuPage Mayors and Managers Conference

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276

RENEE CIPRIANO, DIRECTOR

217-782-3397

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September 13, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Scoping Comments on the O'Hare Modernization Program

Dear Mr. MacMullen:

The Illinois Environmental Protection Agency ("Illinois EPA") is very interested in the projected environmental impacts from the construction and implementation of the O'Hare Modernization Program. We understand that major elements of this project potentially include the acquisition of over 400 acres of residential and commercial business property, the addition of a new runway, the relocation of three and the extension of two others, construction of a new western access to the airport, and an ultimate increase in aircraft activity to approximately 1.6 million operations annually. Each of these elements has the potential to impact the land, waters and air in the region. In conjunction with addressing all the required components of an Environmental Impact Statement, the Illinois EPA would expect that the study include a detailed discussion of the following issues.

E-18

I-5

Air

As the Chicago area is classified as "nonattainment" of the one-hour ozone standard, we request that the analysis include a year-by-year projection and breakdown of construction and airport operations emissions of volatile organic compounds ("VOC"), oxides of nitrogen ("NOx"), and carbon monoxide ("CO"). The analysis should, to the extent possible, break down the source of emissions between categories such as aircraft, aircraft service equipment, construction equipment, motor vehicles, coatings, etc. This analysis is necessary for the general conformity determination to ensure that implementation of the project conforms to the region's air quality improvement plan. In addition to VOC, NOx, and CO, emissions of other criteria pollutants (particulate matter, sulfur dioxide, nitrogen dioxide, and lead) should be assessed and quantified.

E-19

Since there will be a major redesign of the roadway network around O'Hare with the construction of the Western Access, we request that your study include an analysis of new and modified intersections to assure that CO concentrations do not exceed standards. E-20

Although it is not explicitly required to be included in Environmental Impact Statements, we request that the study include an analysis of increases in hazardous air pollutants from construction and implementation of the modernization program. This analysis should also break out the emission sources by category such as aircraft operations, construction equipment, motor vehicles, as requested above. We also request information on whether and how the use of alternative fuels and engines will be incorporated into the program. We would also be interested in your providing a discussion on the planned use of any alternative energy sources, such as solar power, and its expected impact on reducing emissions. E-21

In addition to air pollutant emissions occurring during construction and operation of the airport, other air emissions may result from the demolition of current residences and businesses. Specifically, emissions of asbestos and particulate matter could result from such demolition. The Draft EIS should discuss how asbestos-containing material would be handled. The study should also estimate the amount and type of particulate matter that could result from the demolition process and include mitigation measures should concentrations approach the standards. E-22

Water

During the demolition and redevelopment of the additional areas that will become a part of the airport, the plan should discuss how existing infrastructure would be removed or plugged to prevent creating a potential pathway of pollution migration. Runoff control from new and extended runways in addition to the terminal area expansion should be thoroughly discussed including construction site activities and operational activities. In addition, the document should describe the proposed timing and manner of construction of new and relocated sewers taking into consideration the need for continued service to existing sewer dischargers. I-6

Thank you for providing us with the opportunity to comment on the scoping study. We look forward to working together with you on this project. If you have any questions, please contact Dave Kolaz at 217-785-4140.

Sincerely,

Renee A. Cipriano
Director

cc: Terry Schaddel, Illinois Department of Transportation
Ken Westlake, USEPA Region V

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September 13, 2002

By Federal Express

Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Charles Prock
General Attorney, AGL
Federal Aviation Administration
Regional Counsel Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Scoping Comments on Chicago O'Hare International Airport Modernization Program

Dear Mr. MacMullen & Mr. Prock:

On behalf of the Village of Bensenville, Elk Grove Village, and the City of Park Ridge, Illinois, we are submitting the enclosed comments on the FAA's scoping process for the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS). These municipalities are working with the FAA as cooperating agencies in the NEPA process related to the OMP, and they participated in the August 20 agency scoping meeting held in Chicago.

The City of Park Ridge, Elk Grove Village, and the Village of Bensenville have special and unique expertise on the environmental impacts on their communities of the OMP, and have jurisdiction by law over aspects of certain of the environmental issues raised by the OMP proposal. Moreover, as discussed in the enclosed comments, these municipalities also have local knowledge and specialized expertise relevant to many of the significant issues to be addressed in the EIS.

These communities appreciate the opportunity to comment on this process and look forward to working with the Agency, the project sponsor, and other interested parties to ensure that the OMP is carefully and thoroughly considered, in keeping with the requirements of NEPA.

Sincerely yours,

J. E. Murdock III

cc: Honorable John Geils
Honorable Craig Johnson
Honorable Ronald Wietecha
Joseph Karaganis

JOINT COMMENTS OF COOPERATING AGENCIES VILLAGE OF BENSENVILLE, ELK GROVE VILLAGE, AND THE CITY OF PARK RIDGE, ILLINOIS ON THE SCOPING PROCESS FOR THE "O'HARE MODERNIZATION PROGRAM" ENVIRONMENTAL IMPACT STATEMENT

SEPTEMBER 13, 2002

The Village of Bensenville, Elk Grove Village, and the City of Park Ridge, Illinois welcome the opportunity to assist the Federal Aviation Administration (FAA) in the scoping and development of the Environmental Impact Statement (EIS) for the proposed "O'Hare Modernization Program" (OMP), in accordance with the requirements of the National Environmental Policy Act, 42 U.S.C. § 4321 *et seq.* (NEPA), and FAA's regulations and guidelines for environmental review.[1] At the outset we appreciate the FAA for its decision to involve the Village of Bensenville, Elk Grove Village, and the City of Park Ridge as cooperating agencies in the NEPA process.[2] As neighboring communities most affected by the proposed OMP, we have jurisdictional oversight over aspects of the proposed project and unique perspectives and expertise which the FAA must consider in this complex and potentially controversial process. M-39.1

I. BACKGROUND

Scoping is "an early and open process for determining the scope of issues to be addressed for identifying the significant issues related to a proposed action." 40 C.F.R. § 1501.7. The scoping process must be designed to "*insure that real problems are identified early and properly studied*; that issues of no concern do not consume time and effort, that the draft statement when first made public is balanced and thorough; and that delays occasioned by re-doing an inadequate draft are avoided." CEQ Memorandum for General Counsels, NEPA Liaisons, and Participants in Scoping Re: Scoping Guidance (Apr. 30, 1981) ("Scoping Guidance") at ¶ I.A (emphasis added). The purpose of scoping is to notify all interested parties about the proposed action, solicit input from those parties, identify issues that should be analyzed in the EIS, and eliminate those issues that are not significant. *See* 40 C.F.R. § 1501.7. The scoping initiative is controlled by the lead agency, here FAA, with participation by cooperating agencies, which are those agencies with jurisdiction over affected matters or that have particular relevant expertise. *See* 40 C.F.R. §§ 1501.5, 1501.6, and 1508.5.

The objectives of scoping are: (a) to identify the affected public and agency concerns; (b) to facilitate an efficient EIS preparation process, through assembling the cooperating agencies, assigning EIS writing tasks, ascertaining all the related permit reviews that must be scheduled concurrently, and setting time or page limits; (c) to define the issues and alternatives that will be examined in detail in the EIS while simultaneously

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[1] *See* 67 Fed. Reg. 47029 (July 17, 2002) (announcing FAA's decision to prepare an EIS addressing specific improvements at and adjacent to O'Hare International Airport and request for comments on scoping); and FAA, O'Hare Modernization Program, Chicago O'Hare International Airport, Environmental Impact Statement, Scoping Document (August 2002). FAA's regulations and guidelines governing environmental review are generally set forth in FAA Order 1050.1D, *Policies and Procedures for Considering Environmental Impacts*, and FAA Order 5050.4A, *Airport Environmental Handbook*.

[2] The decision to include these interested parties as cooperating agencies was made prior to the agency and public scoping meeting held in Chicago, Illinois on August 19, 2002, in keeping with the requirements of 40 C.F.R. §§ 1501.6 and 1508.5.

devoting less attention and time to issues which cause no concern; and (d) to save time in the overall process by helping to ensure that draft statements adequately address relevant issues, reducing the possibility that new comments will cause a statement to be rewritten or supplemented. Scoping Guidance ¶ I.B.; *see also,* CEQ Memorandum for the Heads of Federal Agencies Re: Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act (Jan. 30, 2002) ("Cooperating Agency Guidance"), and 40 C.F.R. § 1501.7 (setting forth the purpose of scoping).

These joint comments on the OMP scoping process are intended to assist the FAA (1) in determining the issues that will be covered in the DEIS and in what detail; (2) in achieving an open, fair, transparent, and objective review of those issues; (3) in developing a legally and environmentally adequate EIS, and (4) to satisfy the objectives of the scoping process as identified above. Accordingly, we address below each of objectives of the scoping process and our joint comments, as cooperating agencies, as to how those objectives must be achieved in the context of the OMP scoping and EIS process.

II. OMP SCOPING AND EIS DEVELOPMENT PROCESS

The OMP is an extraordinarily complex and controversial project. Never has the FAA considered the complete reorientation and reconstruction of multiple runways at one of the world's busiest airports. This project poses challenges that have never been faced before. Add to that basic fact the confusion that this massive project would bring on a daily basis due to the thousands of workers and vehicles entering an active Airport Operating Area (AOA), which after the events of September 11, 2001 requires the highest level of security. This new level of security, in and of itself, should mark this as a project that requires heightened clarity in the details of the plan before an EIS review process commences.

The sponsor of even a simple airport project is required to provide information to the public at an early point in the NEPA process that informs the public of the nature of the proposed project, its scope, and its justification. *See* FAA Order 5050.4 ¶ 30. In this case, the sponsor has only provided minimal information concerning its view of the project, its scope, and its justification. The OMP scoping process is proceeding with only an eleven page brochure that provides the most general outline of the proposed action. Without issuance of an Airport Layout Plan (ALP) or an Airport Master Plan (AMP), *see* FAA Order 5050.4 ¶ 30, the physical scope of OMP is largely unknown,[3] making it impossible for cooperating agencies and other interested parties to comment adequately on EIS scoping issues. *See* FAA Order 5050.4A ¶¶ 41, 47b-c.

M-40

[3] For example, an element of the proposed OMP is the addition of Western access to O'Hare and the construction of a loop road. However, there are no maps showing where these roads would be constructed. Whether these elements of the project might affect a thousand or a million residents and businesses in the vicinity of the airport cannot be determined.

To emphasize the constantly changing nature of this project, the FAA and the sponsor held a preliminary scoping meeting on August 20, 2002, and neither the FAA nor the sponsor was able to predict when an ALP or an AMP would be completed and provided to interested parties. The next day the public was informed, for the first time, that the two largest tenants of O'Hare have decided to withdraw from the related World Gateway Project (WGP), the terminal redevelopment project for which the runway and roadway construction in the OMP are being proposed. The scoping for the OMP has begun yet we have no real idea of the long-range plans of the carriers using O'Hare and the need for the proposed runway and roadway construction when the terminal project is changing and might not proceed. A-36

We submit these comments today in an effort to cooperate in the review of this important project, but note that the confusion about the purpose of the OMP and the lack of information about what is really being proposed seriously calls into question the speed at which the OMP NEPA process is proceeding. With these facts in mind, it is clear that the scoping process must be reopened (if it has closed) after the AMP and ALP become available for review.

A. Identification of Public and Agency Concerns, Facilitation of Efficient Process, Assembly of Cooperating Agencies, and Assignment of Writing Tasks

M-41

The FAA should adopt the following procedures, in accordance with the model set forth in FAA Order 5050.4 for the scoping and DEIS development process:

- ***Identify Public and Agency Concerns.*** The scoping process must be reopened (if already closed) after the AMP and ALP become available. The issuance of these plans will provide substantial and previously unavailable information that will affect the scoping of the OMP DEIS. The public should be able to comment on the scope of services that is being developed between the City of Chicago, FAA and their selected consultants in order to adequately address concerns and environmental impacts.

- ***Establish an Electronic Docket.*** To facilitate a fair, efficient process, we urge the FAA to establish a docket-like process where submissions and information, including not limited to draft documents, models utilized for analyses, assumptions being proposed in the forecasting process, data inputs to the INM model, and other significant factors that contribute to the development of major determinations in the EIS process given to FAA with respect to each element of the EIS are contemporaneously made available to cooperating agencies for their review and input and, if appropriate, to other interested parties.[4] It is not

M-42

[4] Ideally the docket would be electronic so that information can be shared in its most useful form at the lowest cost in terms of material resources and delay.

sufficient for cooperating agencies only to see and comment on the end result of a closed process between the FAA and the sponsor. The FAA and City of Chicago should provide sections of the documents as they are completed to allow parties to accomplish simultaneous analysis and review and should not wait until the final document is completed to release it to the public. Early opportunity to review and comment on such documents, etc., should facilitate the development of the impartial balanced record that NEPA requires. There must be early participation by interested parties at all stages. Such an approach will facilitate the public review process by identifying existing problems with the proposed OMP early in the process, in keeping with CEQ's Scoping Guidance. We also urge that electronic documents of all project deliverables be produced and publicly available (*i.e.* DEIS in CD format or downloadable from Chicago EIS website).

M-42

- ***Establish an Agency Review Committee.*** Because the assembly of and participation by cooperating agencies is a critical element of the scoping process, *see* 40 C.F.R. §§ 1501.5, 1501.6, and 1508.5, FAA should adopt a process that utilizes the perspectives and expertise of the cooperating agencies and enhances stakeholder involvement at the earliest stages of development of the EIS. Recent CEQ guidance states that "disclosing relevant information early in the analytical process" is among the important aspects of cooperating agency involvement. Cooperating Agency Guidance at 1. Failure to involve cooperating agencies and other stakeholders at these early stages would exclude the parties who have the greatest incentive to marshal scientific evidence, data, opinions, and views that might warrant reconsideration of the agency's position. *See Town of Golden Beach v. Army Corps of Engineers,* 1994 U.S. Dist. LEXIS 15892, *17-18 (S.D. Fla. 1994) (consultation between lead and federal agencies cannot, as a matter of law, substitute for the participation of parties most directly affected by and interested in a proposed project). Accordingly, FAA should establish an *agency review committee* whose responsibilities include reviewing all scoping comments received by the FAA; preparing a post-review report identifying the issues to be included in the DEIS and in what detail; creating a schedule for accomplishing significant milestones in the NEPA process; and assigning responsibilities among the sponsor, lead, and cooperating agencies for development of the DEIS. We believe the members of the review committee should include representatives of the City of Chicago, FAA, the Village of Bensenville, Elk Grove Village, the City of Park Ridge, and any other cooperating agencies who wish to assist in this process. The CEQ recommends the use of such committees in order to improve the quality and efficiency of the scoping process. *See* Scoping Guidance at ¶ II.B.8.e. The FAA should hold additional informal scoping meetings after receipt of the scoping comments. This will not only allow interested parties the opportunity to listen to the concerns of other parties and the FAA, but also will enhance the development of working relationships among the parties, in keeping with the recommendations of CEQ's Scoping Guidance. *See* Scoping Guidance at § 6-7.

M-43

- ***Request Agency and Public Comment on a Draft Purpose and Need Statement.*** The FAA should solicit comments from cooperating agencies and the public and then distribute a draft Purpose and Need statement when the FAA and its consultant have completed their review. This comment follows on the specific statement by the U.S. EPA at the August 19 scoping meeting that the title of the project OMP, was too narrow and could have an unnecessarily limiting impact on the scoping and the alternatives analysis. At a minimum, the sponsor and the FAA should release the documents that are being used to define and justify the Purpose and Need of the OMP. In the course of determining that an EIS is necessary, the FAA must draft a Purpose and Need statement. *See* FAA Order 5050.4 ¶¶ 47(b). M-44

- ***Provide Meaningful, Early Review of Models and Modeling Assumptions and Data.*** Much of the analysis performed by the FAA will stem from the passenger demand forecast, airport capacity analysis, and modeling of various impacts (*e.g.*, noise, air quality). In concert with the docket-like process recommended above, cooperating agencies should be given early and meaningful access to models, datasets, draft assumptions, and draft analyses generated by the sponsor, its consultants, or the FAA for review and comment. This can be accomplished through the agency review committee recommended above. M-45

- ***Assign DEIS Drafting Responsibilities.*** One of the objectives of the scoping process is to assign DEIS writing tasks; and NEPA regulations require that cooperating agencies normally devote their own resources to the issues which they have special expertise or jurisdiction by law. *See* Scoping Guidance at ¶ 7, *citing* 40 C.F.R. §§ 1501.6(b)(3), (5), and 1501.7(a)(4). Because the Village of Bensenville, Elk Grove Village, and the City of Park Ridge have local knowledge and specialized expertise relevant to many of the significant issues to be addressed in the DEIS, the municipalities should be assigned to draft those portions of the DEIS pertaining to: M-46

  (i) potential social impacts including Environmental Justice issues; surface transportation impacts and alternatives; and residential, business, and cemetery relocation impacts and alternatives;

  (ii) potential socioeconomic impacts, specifically the effects on economic capacity in the communities surrounding the Airport;

  (iii) potential light and noise impacts on the residents and businesses surrounding the Airport;

  (iv) ground and air safety issues;

  (v) potential Section 4(f) issues, specifically land acquisition in park areas within member jurisdictions;

(vi) expected cumulative impacts resulting from the related World Gateway Project;

(vii) other potentially applicable state and local laws and ordinances; and,

(viii) potential impacts on the cooperating communities and their operating budgets, including but not limited to impacts on police, fire, and emergency medical services.

M-46

- ***Remain Open to Additional Scoping Recommendations.*** Scoping is an ongoing process. *See* 40 C.F.R. §§ 1502.4, 1508.25. We urge the FAA to remain open to the need to consider additional issues and to future recommendations and comments on how to improve the scoping and NEPA process.

M-47

B. Issues and Alternatives that Must Be Examined in the DEIS

The following issues and alternatives must be considered in the context of scoping and in the EIS for the OMP. Given the very little information made available by the sponsor regarding the proposed OMP, and the scope of services for the DEIS, the discussion of issues and alternatives herein is not exhaustive; rather it focuses on only those issues that we have identified to date as being of major significance and requiring increased attention in the DEIS. Other issues, including many of those discussed in FAA's Scoping Document, also require the attention of the FAA and the interested parties and should be addressed in the context of scoping and in the DEIS.

1. Purpose and Need Statement

A preeminent concern is that the Purpose and Need for this project must be stated in terms congruent with the FAA's statutory obligations. The Purpose and Need, as identified by the FAA's Section III of its Scoping Document, must go beyond merely improving the delays at O'Hare, and it must not be constrained to a short term horizon. For the FAA to meet its statutory obligations as established, *inter alia*, by 49 U.S.C. § 47101, the Purpose and Need must examine national and regional objectives of the proposed OMP and, concurrently, the national and regional alternatives that might also achieve the defined Purpose and Need. The proposed OMP is a massive project, perhaps the largest airport development project in the nation's history. The sponsor claims that it will have impacts on the Chicago area, the Midwest Region, the national economy, and the U.S. global competitiveness. These goals demand that the Purpose and Need not just examine the micro issue of delays at O'Hare, but it must address whether other transportation solutions provide the nation, the region, and Chicago equivalent or superior results with less significant local, regional, and national environmental impacts; greater transportation capacity and efficiency; and at a reduced economic cost to those that would be affected by the proposed project.

A-37

As noted by U.S. EPA representatives at the August 20 scoping meeting, the OMP name alone seems to prejudge the Purpose and Need statement and the concomitant alternatives analysis. A more appropriate name and scope might be the "Chicago Regional Air Transportation Capacity Review." Adoption of a broader regional perspective is consistent with recent FAA action – *e.g.*, the NEPA review of the Logan Airport development project. The ROD issued by the New England Region on August 2, 2002 did not just examine delays at Logan Airport. It incorporated multi-modal options and examined the capacity of other regional airports to solve Boston's delay problems. The capacity of Manchester Airport, Worcester Airport and Providence-TF Green Airport, high-speed rail services, and increased use of video-conferencing were factored into the FAA's analysis of the Logan Airport project. Such a regional approach to airport system planning should be used with regard to the analysis of the proposed OMP and its transportation alternatives in the Chicago region. A-38

It is also important for the FAA and the sponsor to establish an historical overview of O'Hare's development. Past actions and statements by the FAA and the sponsor as to the region's aviation capacity needs and the roles to be played by each current or future airport must be documented per 40 C.F.R. § 1502.13. Earlier studies of O'Hare's capacity, produced by the City of Chicago, FAA, or others should be included in the record of the DEIS. This record should include specific listings of the proposed capacity solutions or positions of the FAA, the sponsor, and of interested parties; the documentation should include conceptual drawings depicting the proposed improvements. Explanations of how the historical proposals, projects, or positions (including past recommendations of no action) must be compared (in terms of cost, environmental impacts, capacity benefits, etc.) with the alternatives considered in the OMP review. M-48

2. Project Overview and Cumulative Impacts

FAA's Scoping Document for the proposed OMP states that based on "an initial qualitative evaluation, it is anticipated that the key environmental issues will be noise, air quality, surface transportation, social, socioeconomic and induced socioeconomic, and DOT Section 303(c)/Section 4(f) impacts." Scoping Document at 12.[5] However, the Scoping Document does not include the WGP within the issues to be discussed in the EIS, and we disagree with the FAA's determination that the WGP is not a segment of the OMP. N-67

On June 21, 2002, FAA issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) based on the Environmental Assessment for the WGP. The

[5] The Scoping Document also states that Coastal Zone Management and Coastal Barriers, Wild and Scenic Rivers, and Prime and Unique Farmland are not expected to be affected by the OMP and would thus likely be discussed in much less detail. *Id.* We do not have sufficient information at this time to determine whether this statement is likely to prove accurate.

WGP includes, among other things, the development of two new passenger terminals, terminal improvements, taxiway development, terminal access road improvements, utility system modifications, and cargo facility relocation. *See* 67 Fed. Reg. 43695 (June 28, 2002). At this point in time, the sponsor still asserts that the WGP is part of the City of Chicago's immediate plans; unless and until the WGP is withdrawn, it must be treated as a proposed project. N-67

CEQ regulations require the FAA to include "connected actions," "cumulative actions," and "similar actions" within the scope of the OMP EIS. The FAA must include an analysis of the OMP and the World Gateway Program in the same EIS "when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement." 40 C.F.R. § 1508.25(a)(3). That is undoubtedly the case here. L-5

First, we believe the two actions are "connected actions" requiring combined NEPA review because the proposed terminal expansion has no independent justification and would not proceed without runway construction. Because the WGP is part of the larger plan that includes the proposed OMP, FAA may not avoid finding a significant environmental impact by segmenting the NEPA analysis of a larger project with significant impacts into smaller projects with lesser impacts. *See Save Barton Creek Ass'n v. Fed. Highway Admin.*, 950 F.2d 1129, 1140 (5th Cir. 1992); *Kleppe v. Sierra Club*, 427 U.S. 390, 409-10, 96 S.Ct. 2718, 2730 (1976) (proposals with a "cumulative or synergistic environmental impact upon a region ... must be considered together"). CEQ regulations require "connected actions," meaning those that are closely related, to be analyzed in the same NEPA document. Actions are connected if they (a) automatically trigger another action that may require an EIS; (b) cannot or will not proceed unless another action is taken previously or simultaneously; or (c) are interdependent parts of a larger action and depend on the larger action for their justification. *See* 40 C.F.R. § 1508.25(a)(1).

The City of Chicago itself has stated in the past that O'Hare does not need new terminals without additional runways. The completed terminals would stand wastefully underutilized without the increased passenger traffic that can only be achieved with new runways and roadways. Federal courts have consistently invalidated NEPA analyses that pretextually segment large projects into smaller ones to evade federal environmental requirements or to accelerate implementation of the project. *Cf. Town of Huntington v. Marsh*, 859 F.2d 1134, 1142 (2d Cir. 1988) (designation by the Army Corps of Engineers of a particular ocean dumping site to contain dredge material had no independent utility apart from Corps plans to dump dredge material at the site); *Thomas v. Peterson*, 753 F.2d 754, 758 (9th Cir. 1985) (timber sales and road construction are connected actions where the road would not be built but for the contemplated timber sales and vice versa). This is particularly true where segmentation of the smaller project has a likelihood of influencing the responsible agency's decisionmaking on the larger project. *See, e.g.,*

State of North Carolina v. City of Virginia Beach, 951 F.2d 596, 603 (4th Cir. 1991). The decision of the Secretary (and that of any other federal agency who may have authority over the project) to approve the proposed OMP might very well be influenced if the City were to construct the multi-billion dollar World Gateway Project without issuance of an EIS.

Second, even if the FAA was to maintain that the two actions have not been improperly segmented, we believe the OMP and WGP are also "cumulative actions," meaning they might have significant cumulative impacts when viewed together. Finally, they are "similar actions," meaning they have similarities that provide a basis for evaluating their environmental consequences together, and should therefore be discussed in the same DEIS.[6] L-5

Cumulative impacts should address all aspects of the proposed development at O'Hare, including landside, airside, parking, access and roadway improvements, the WGP, and the interactions of each of these elements on a systematic basis. It is not adequate merely to assess the impact of a new runway configuration on safety, efficiency, and the environment within the perimeter of the airport; an analysis of these impacts must also address impacts beyond the O'Hare TRACON and ARTCCs to other airports. Cumulative impacts for all of the environmental categories should be addressed beyond the O'Hare TRACON and ARTCCs per FAA Order 1050.1D. *See also*, 40 C.F.R. § 1508.7 (defining cumulative impacts). The methods, techniques, and tools to be used to assess cumulative impacts must be identified and discussed in the public process before they are utilized to assess the potential impacts. Similarly, a full range of mitigation measures for the OMP and each alternative must be identified and evaluated per FAA Order 1050.1D.

Consequently, FAA and CEQ regulations counsel that the WGP and the OMP be the subject of one, common EIS. We urge the FAA to include the WGP in the project overview, in the impact analysis, in its consideration of alternatives, and particularly in the cumulative impact section of the DEIS. N-68

3. Impacts on the National Airspace System

The potential impacts of the proposed OMP cannot be considered in a vacuum. Implementation of the proposed OMP would have significant impacts on the National Airspace System because of O'Hare's size, traffic volume, and central geographic location. The sponsor has asserted, without supporting documentation or analysis, that implementation of the OMP will result in reduction of delays at O'Hare by as much as 95%. However, closing a runway at O'Hare for construction would result in significant air traffic delays at other airports and in other regions. Because of the pivotal importance N-69

[6] *See* 40 C.F.R. § 1508.25(a)(2)-(3). In addition, projects that are so closely related such that they are in effect a single project may be treated as such in one EIS. *See* 40 C.F.R. § 1502.4(a).

of O'Hare to the National Airspace System, all aspects of the proposed OMP must be examined from a local, regional, and national perspective.

- Computer simulation and modeling must be conducted to determine adverse impacts on the National Airspace System for the OMP and each of the alternatives examined. Implementation of the proposed OMP would result in revised traffic flows (both during construction and after completion) so the study should include an analysis of the potential impact on Chicago Center and TRACON Sectors and Boundaries. Is there enough airspace capacity to support the new runways? The simulation should also model the impact of mitigation measures and their effect on the OMP and the alternatives to the OMP.

- The analysis should include simulations and modeling of the effect on traffic delays of the loss of the two current northwest-southeast runways and a discussion of the new east-west runway traffic flow effects on Chicago area airports and potential departure delays at other airports with flights destined for O'Hare or over-flying Chicago airspace. In assessing the air traffic impact of the various options, serious examination should be given to whether the proposal will allow for the use of emerging technology in providing sophisticated Air Traffic Management tools. N-69

- There should be case studies prepared and modeled to show air traffic airspace impacts particularly concerning periods of severe weather. This will provide insight into whether the new runway/taxiway designs would result in fewer or more O'Hare shutdowns.

- There needs to be detailed analyses to determine if the realigned runways will cause crosswind-component problems for the type and class of aircraft using O'Hare.

- Runway Incursion Reduction Plans should be prepared. Particular attention must be paid to the impact of aircraft runway crossings on safety and capacity. There should be simulation and modeling of impacts resulting from runway and taxiway crossings by construction vehicles.

- There must be careful simulation and modeling of out-to-off times for taxiing aircraft. Are the resulting taxi times acceptable to the airline community?

- There should be Part 77 obstruction analysis for all arrival and departure runway ends to ensure that they will meet all of the established requirements and standards and that there are no waivers or deviations required. Because the sponsor has not released an ALP, there may be a

situation of "no approved plan on file" which would allow for obstructions to be constructed within the approach zones to the runways.

- The DEIS must discuss the impacts on controller and flight crew human factors during the long and complex construction; any plans for the use of technologies such as Precision Runway Monitor (PRM) System, Departure Spacing Program (DSP), and Data Link; whether more than one control tower would be required for the new airport configuration; and whether there be "line of sight" problems with control tower location.

- The analysis must include a description of the FAA plan and timeline for air traffic staffing, training, and equipment installation, instrument approach procedure development, and coordination with Air Traffic and Airway Facilities unions. This analysis should account for the effects a project of this size will have on other FAA offices, such as Flight Standards, Flight Procedures, Airway Facilities, and airport certification inspections.

N-69

4. Noise Impacts

Noise impacts arising from construction activities, increased aircraft traffic and landside traffic volumes and changed traffic routing are going to be significant and controversial issues. Information regarding the proposed modeling and data should be made available early in the process for review and comment. In addition:

- The noise impacts discussion should include an analysis of 14 C.F.R. Parts 36, 91, 150, and 161, the Integrated Noise Model (INM) Version 6.0c, Noise Impact Routing System. The Air Traffic Noise Screening (ATNS) modeling must be used to evaluate proposed changes in arrival and departure procedures. Noise modeling should evaluate impacts on a 24 hour and annual basis.

- Both in-flight noise and ground noise should be analyzed, including documenting existing conditions. The analyses should utilize a detailed base map for noise contours so that specific impacts can be determined. *See* FAA Order 5050.4A ¶ 47e(1)(d). Noise output should include (a) 24-hour day-night sound level (Ldn) values from Ldn 55db, (b) nighttime (10 pm to 7 am) Leq values, (c) 24-hour time above threshold L55 to L95 in 5dB intervals, (d) nighttime (10 pm to 7 am) time above threshold L55 to L95 in 10db intervals, (e) Ldn contours at 5dB intervals, starting at 55dB. Ground noise impacts should include maximum A-weighted sound levels in dB. Normal A-weighted contour determinations should be supplemented with C-weighted decibel analyses. Analysis of both sleep disturbance and prevention should be included.

F-95

- Seasonal and weekly variations from the annual averages of traffic and airport use should be assessed. Sub-analyses should be included to assess the predominant directions of traffic flow.

- Impacts on schools and children should be included and should reflect the latest research on the impact of noise on children. Impacts on retirement and nursery homes should be addressed, with incorporation of the latest research on the impact of noise on elderly populations.

- The DEIS should include the history of local public comment by citizens and government on O'Hare's noise history.

- Early in the process FAA or the sponsor should provide a description of the proposed methodology for estimating the population affected by various noise levels. Will the 2000 census figures or other methods be used? Noise monitoring locations and the information derived from them should be made publicly available.

- The OMP would involve a major shift in traffic exposing entirely new communities to intense noise. The noise analysis must go further than simple before and after contours but should also add more sophisticated analysis such as time above threshold analysis, etc.

- Noise contours should be developed for interim construction impacts. This is caused by the fact that construction changes of the magnitude proposed will cause O'Hare to be operated in very different ways with very different impacts for extended periods of time. *See* FAA Order 5050.4A ¶ 47e(2).

F-95

5. Land Use Impacts

Potential land use impacts associated with changes in noise levels within surrounding communities should be calculated for the 55-60dB, 60-65dB, 65-70dB, 70-75dB, and greater than 75dB for the OMP and all alternatives. The effects of mitigation measures should also be modeled. These land use impacts need to be carefully examined, as the OMP would result in major changes to both on-airport and off-airport land use. An assessment also needs to be made to determine if the OMP is consistent with the regional Comprehensive Plan. *See* FAA Order 5050.4A ¶ 47e(2), 85b.

F-96

The record should also include the following:

- A discussion of OMP consistency with local plans and ordinances;

- An explanation of what legal means will be used to acquire the property needed for expansion; and

N-70

- Quantified economic analyses of O'Hare's impact on land values, tax base, and the ability of the neighboring communities to provide public services.
- Impacts on community parks, community centers, historical buildings and structures, cemeteries and other land uses with sensitivity to noise.

N-70

6. Social and Socioeconomic Impacts (including Environmental Justice, and Surface Transportation, and Residential, Business and Cemetery Relocation)

With forecasts of over 40 million O&D enplanements for the Chicago area in 15 years, a major concern must be surface transportation – *i.e.*, how can the surface traffic be accommodated in the proposed OMP? The inability of the surface transportation accesses to O'Hare to handle such demand has been one of the supporting arguments for constructing the South Suburban Airport. The EIS analysis needs to explicitly address people and vehicular (both autos and trucks) movement both into and out of O'Hare and the cost of accommodating such movement. Studies have concluded that the cost of accommodating such traffic was too great relative to the cost of shifting some of the usage and traffic to a South Suburban Airport.

J-42

The surface transportation issues will produce social and economic impacts. A western access to O'Hare that is off the airport property will cause the dislocation of commercial establishments in the neighboring community. Many of these companies are freight forwarders and trucking companies that have a justifiable need to be located near an airport.

H-86
J-43

The socioeconomic impacts will occur because of dislocations due to surface transportation changes. These impacts will also occur because of changes in the noise contours. Noise mitigation measures in the newly impacted areas and business relocation from these areas will most likely cost more than the benefits from noise reduction in the areas that had previously experienced noise impacts and had installed noise mitigation measures. Business out-migration will cause the loss of jobs, the loss of income in the affected communities, and the loss of tax revenue to the communities. The net benefits incurred in the project need to be positive in the communities for any project to make sense from a societal perspective.

F-97

H-87

A completed connecting Interstate between I-355 and I-80 would provide ready access to the South Suburban Airport for cargo activity. Storage and warehousing is already being developed in the Peotone area at the intersection of two interstates. Viable cargo activities in the Peotone area would reduce the demand for cargo activity at O'Hare.

The proposed Environmental Justice methodology needs to be carefully defined with particular emphasis placed upon the social justice impacts of land use changes, noise

I-17

impacts, air quality impacts, and changes to surface transportation usage both during and after construction. A discussion of Executive Order 12898, DOT Order 5610.2 (Order to Address Environmental Justice in Minority Populations and Low-Income Populations), Interim FAA Policy Guidance, and U.S. EPA Guidance should be integrated into the DEIS. The FAA's effort to involve low income and minority interests in the NEPA process must be robust, in light of the significant Environmental Justice concerns raised by the OMP.

I-17

- Social impacts should identify the changes in surface transportation and identify measures taken to avoid disruption. This would include items such as level of service, time of travel, and interruption of existing businesses. *See* FAA Order 5050.4A ¶ 47e(3), 85c.

- Social impacts should document community disruption of the proposed developments and alternatives including land use trends and patterns, employment, and relocation of residences, and businesses. Also included should be changes to school enrollment, tax base, permanent employment, and short-term employment.

- The socioeconomic impacts analysis should identify the details of cost development of direct, indirect, and induced impacts. Any direct costs of delay associated with current delay conditions or proposed improvements should also include the cost of potential impacts.

- The regional economic impacts of the OMP and its alternatives (including existing and proposed use of alternative airports) should be discussed.

- The social impacts of cemetery relocation should be analyzed thoroughly.

- The geographic distribution by race, ethnicity, income, and tribal lands should be proposed and accepted by the public.

- The DEIS/FEIS should be published in languages in addition to English.

7. Air Quality

Air quality impacts arising from the OMP are anticipated to be a significant and controversial issue. Given the anticipated duration and magnitude of the construction activities and the significant increase in aircraft and landside emissions that would occur, it is possible that implementation of the OMP would not be consistent with the Illinois State Implementation Plan. *See* FAA Order 5050.4A ¶ 47. Given the significance of the issue, information regarding the proposed methodology and model to be utilized for examining air quality should be made available for review and comment early in the process. In addition:

E-79

- A Governor's Certificate related to air quality is required.
- The air quality assessment must include: the National Ambient Air Quality Standards (NAAQS) assessment (pursuant to NEPA and the Clean Air Act), General Conformity review, an indirect source review, and a Transportation Conformity review. *See* FAA Order 5050.4A ¶ 47e(5) and 85e.
- Of specific air quality concern are CO, NOx, VOCs, and PM10/2.5. Daily average VOC concentrations should be used as an ozone indicator in the analysis. Peak 1-hour VOC concentrations should be used as an odor indicator in the analysis.
- A "puff" model should be used to supplement worst-case dispersion and dilution conditions and short-term peak emission rate. The data to be used for the base case must be stated.
- Community receptor locations should be used, their locations identified, and the information provided by them made available to the public. The modeling system should include emissions from all modes of aircraft operations, ground service vehicles, ground transportation, and stationary sources. Microscale air quality studies of roadside CO should be included for all major arterials. An assessment of carcinogenic emissions and projected neighborhood exposure levels should be prepared and made available to the public.
- The documents must propose how the background levels of NO2, CO, and PM10/2.5 will be determined. The models used to calculate emissions from motor vehicles and for the NO2 analysis must be identified.
- The air quality dispersion model should use the same meteorological input as the capacity-delay model.
- The model predictions and background must be compared to the NAAQS for NO2, CO, O3, and PM10/2.5 and to state (Illinois and Indiana) air quality standards for these pollutants.
- The NEPA process should be integrated and conducted concurrently with requirements of other environmental laws, including the Clean Air Act and 49 U.S.C. § 47106(c)(1)(B).
- A health study related to emissions from O'Hare on surrounding residents and communities.

E-79

K-54

8. Water Quality

Potential impacts on surface water and groundwater quality must be addressed. The methodology to be used for examining water quality in accordance with the Federal Water Pollution Control Act must be established; and an analysis of the requirements of the Safe Drinking Water Act of 1974, Water Quality Act of 1987, and Oil Pollution Act of 1990 must be incorporated in the study. Based on current information, analyzed water quality parameters should include (at a minimum) the following: total suspended solids, copper, lead, zinc, polyaromatic hydrocarbons, glycols, pesticides, 2-methyl naphthalene, phenanthrene, naphthalene, 1-methyl naphthalene, MTBE, and total hydrocarbons. Federal Water Pollution Control Act §§ 401, 404, and 402 permits required for this project must be identified. I-18

In particular, non-point source pollution must be accounted for in the analyses. For example, runoff from impervious areas and impacts associated with construction runoff should be documented along with the existing airfield stormwater management system and procedures. The deicing procedures and deicing fluid run-off management must be examined in the process. Increases in water consumption, sewage outflow, and related matters should be detailed along with specific design provisions to minimize the introduction of deicing fluids into the environment.

9. DOT Section 303(c) and Section 4(f) Lands

The potential impacts on Section 303(c) properties or Section 4(f) land must be described in accordance with 49 U.S.C. § 303. I-19

10. Historic, Architectural, Archaeological, and Cultural Resources

The impact on historical, architectural, and archaeological resources must be identified in detail pursuant to the Archaeological Resources Protection Act of 1979, Native American Graves Protection and Repatriation Act of 1990, American Indian Religious Freedom Act of 1978, National Historic Preservation Act of 1966, Antiquities Act of 1906, Historic Sites Act of 1935, and state and local laws affecting historic and cultural resources. The procedure for the Section 106 process must be defined and encourage active public involvement in the process. I-20

For known Native American grave sites, the FAA and the sponsor must use all available means to identify the correct community representatives to address these issues.

11. Biotic Communities

Any affected biotic communities, as defined by FAA Order 5050.4A, must be identified. The consultation process with U.S. Fish and Wildlife Services must meet the requirements for Section 303 (c) properties. I-21

12. Endangered Species

Any threatened, endangered, proposed, or candidate species and any critical habitat, as defined by the Federal Endangered Species Act, in the project area must be identified, a consultation conducted if necessary, and project alternatives and/or mitigation measures discussed. I-22

13. Wetlands

All affected wetlands and waters of the U.S. must be identified and the impact of the OMP discussed. The field delineation procedures must be defined and a specific plan as to how it will be accomplished must be reviewed per FAA Order 5050.4A ¶ 47e(11), 85k. I-23

14. Floodplains

Any impact to floodplains, as defined by FEMA National Flood Insurance Program regulations and Executive Order 11988, in or near the project area must be identified and discussed. Baseline flood data must be generated and considered in the analysis of impacts. I-24

15. Energy Supply and Natural Resources

Potential impacts on energy supply and natural resources (*i.e.*, water, sewer, electrical, etc.) should be addressed pursuant to FAA Order 5050.4A ¶ 47e(17) and 85p. In particular, the regional water authority has indicated concerns about the OMP impact on its system. I-25

16. Light Emissions

With the new approach lighting systems in neighborhoods, the light emission impacts must be carefully assessed under FAA Order 5050.4A ¶ 47e(18) and 85q. Also, street lighting associated with the proposed new roadways should be addressed. I-26

17. Solid Waste Impacts and Hazardous Materials

The solid waste impacts must be addressed per FAA Order 5050.4A ¶ 47e(19) and 85r. The nature and volume of hazardous materials generated, treated, stored, and disposed of in the affected area must be discussed. The options for onsite and offsite disposal must be identified. Phasing of the construction in regards to solid waste impacts should be evaluated. I-27

18. Construction

The analysis of potential construction impacts will require enhanced scrutiny and effort in light of the fact that the sponsor proposes to replace existing runways and taxiways in the midst of one of the busiest airports in the world. The issue commands even greater attention due to increased security risks at airports and because the Chicago area has a limited construction season. N-71

Due to drastically increased security requirements and the magnitude of the construction to be performed, security issues will rise to an unprecedented level of significance. A formal review of the current airport security plan and a formal third party security vulnerability assessment are needed to determine the extent of the security risk and to identify additional security measures that are needed during and after construction. With the limited amount of information currently available it is difficult to anticipate the required scope of a security review. However, some of the obvious issues include:

- A significant increase in the number of perimeter access points will be required during construction which, in turn, will require increased screening, searches, badging, criminal history background checks, and more stringent control of personnel and vehicular movement. Nighttime construction activity will necessitate additional personnel for security monitoring.

- The relocation of catering and cargo facilities may result in longer transfer times for catering supplies and cargo. It is not known whether the transfer route will be within the secured area or whether vehicles and their contents will require additional screening at a perimeter access points. Current TSA requirements for screening catering facilities and supplies and forthcoming TSA requirements for screening cargo should be considered. G-50

- Because the location of ring road is undefined it is difficult to anticipate its potential security impacts. Nevertheless, they can be expected to be significant. TSA-approved fencing, automated access control systems, and vehicular screening should be evaluated.

- The proposed West Terminal must be designed to meet TSA requirements for facility security for access control systems as well as roadway and parking security restrictions.

- TSA is in the process of regulating general aviation and charter services. The operation and financial impact of the regulations are not known at this time and could impact the security of their facilities and aircraft.

- Emergency response capability will be affected by construction and final operation. Interim emergency response plans are necessary for the construction phase. An assessment of such plans should be included in the DEIS.

N-72

More familiar construction impacts will also require enhanced scrutiny given the scope and duration of the work. The proposed project is likely to last for over ten years and will have substantial environmental and operational impacts during the period of construction. Consequently, simulation and modeling efforts need to show the air traffic/airspace impacts for all phases of the construction project.

I-27.1

These potential impacts during construction will influence every aspect of O'Hare's operation and efficiency and will cause significant impacts to the National Airspace System.

- The analysis of construction impacts must address specific effects during construction, conformance with applicable regulations, standards for specifying construction of airports, permits/certifications (including NPDES permits), noise and vibration, air quality, water quality, solid waster/hazardous materials, wetlands, wildlife, cultural resources, social, and socioeconomic impacts during construction. In particular, the air quality requirements for all of the construction equipment (Nonroad Engine Tier Rules for Construction Equipment), batch plants on and off the airport, fugitive dust impacts, and control measures during construction must be identified in detail.

N-73

- The analysis must include a description of what changes will be made to air traffic patterns and routes during and after construction; the effects on instrument approaches during and after construction, whether runway combinations and spacing will permit simultaneous instrument (IFR) approaches and departures; the plans for realignment and/or substitution of navigational aids (NAVAIDS) during and after construction, where NAVAIDS will be placed, and the environmental impacts of their relocation.

- The analysis must include a description of the provisions being made for the introduction of New Large Aircraft (NLA). Major issues include adequate runway strength, aircraft oversteering on taxiways not designed to handle NLA, and aircraft spacing on the airport surface. There will be a need to restrict NLA operations to taxiways that are not adjacent to service roads. This will cause additional complexity during the construction period. Additional Airport Movement Area Safety Systems (AMASS) may be required to cover the new airport improvements and construction areas.

19. Required Government Approvals

FAA should identify all permits, certificates (Governor's air and water quality), and other local, state, and federal government approvals that are expected to be required for the OMP. N-74

20. Alternatives Analysis

Alternatives analysis is one of the most important elements of the EIS. Section V of the OMP Scoping Document lists a number of alternatives to be considered. The text is in outline form, and therefore it is unclear how the FAA intends to assess these options. The second bullet point under Section 3 of this page suggests that the DEIS will examine alternative airfield developments, alternative configurations, and an alternative number of runways all at O'Hare. The next bullet point lists use of alternative existing or proposed airports. What is unclear from the Scoping Document is whether the DEIS will examine alternatives that may incorporate elements of each above-referenced categories. C-61

The DEIS must include a robust analysis of alternatives to the OMP; and a dynamic approach should be employed to allow for full analysis of the alternatives. *See* FAA Order 5050.4A ¶¶ 47e, 83. Evolutionary changes in the industry (*e.g.*, the dehubbing of major hubs such as American's "depeaking" at Chicago; increased reliance on point-to-point flights; greater use of regional jets, A-380s, and Boeing's Sonic Cruiser; and greater dependence on fractional aircraft for business travel) make a thorough alternatives analysis critical to the preparation of a legally adequate EIS. For example, we would urge the FAA to consider the following illustrative, non-exhaustive scenarios: C-62

- construction of four (4) parallel runways at O'Hare and increased reliance on the Chicago Gary Airport, with land connections to downtown Chicago;
- construction of three (3) parallel runways at O'Hare along with the modernization of O'Hare through the WGP, the construction and operation of the South Suburban Airport near Peotone with an initial phase constituting one (1) runway and with gradual expansion of runway capacity;
- construction of the South Suburban Airport near Peotone along with the modernization of O'Hare but with no new runways; and
- demand management at O'Hare, increased operations at Milwaukee, Rockford, Midway, and Gary and the facilitation of passenger movement through the existing railroad line to Mitchell Field and improved light rail/buses to the other airports.

21. BCA, Airport Master Plan, and Airport Layout Plan Analysis

Section 47115 of the Airport and Airway Improvement Act, 49 U.S.C. § 47101 *et seq.*, authorizes FAA to make airport improvement program (AIP) discretionary funds available in a manner that the Secretary of the FAA considers most appropriate for carrying out airport improvement. The FAA's "Policy Regarding Revision of Selection Criteria for Discretionary Airport Improvement Program Grant Awards," 59 Fed. Reg. 54484 (Oct. 31, 1994), as modified by 64 Fed. Reg. 70107 (Dec. 15, 1999), establishes the requirement that a Benefit-Cost Analysis (BCA) be performed to demonstrate the merit of capacity projects for which airport sponsors are seeking AIP discretionary funds.[7] Specifically, a BCA is required for any AIP grant application for a capacity project which was expected to equal or exceed $5 million over the life of the project. The policy was accompanied by a BCA guidance document entitled the "FAA Airport Benefit Cost Analysis Guidance," which was designed to enable sponsors to apply uniform standards in their analysis of capacity projects.

With respect to the timing of the BCA, FAA policy provides that "it is appropriate that the BCA be prepared in conjunction with other airport planning or environmental studies." *Id.* at 70111. The objectives of the BCA are to ensure the provision of information to FAA to allow it to determine if (1) there is adequate information indicating the need for, and consequences of, the proposed project or action; (2) potential benefits to society justify potential costs; (3) the proposed project or action will maximize net benefits to society; and (4) data used in the BCA are the best reasonably attainable technical, economic, and other information. *See* Guidance at 3.

The BCA process should be integrated into the DEIS preparation process and made part of the docket for review by cooperating agencies. The data, draft assumptions, and draft analyses for these elements should be made available to cooperating agencies and, if possible other interested parties, before the FAA adopts them. The FAA should establish dates by which the assumptions, inputs, models, etc. are to be made public to afford interested parties a reasonable opportunity to respond to these critical elements of the BCA before the BCA formula is run. } M-49

22. Demand Forecasts

Forecast demand is critical to many aspects of the NEPA process. The outcome of the BCA and essential determinations as to the need for, sizing of, and alternatives to the

[7] For the purposes of the BCA policy, an airport "capacity projects" are those that "(1) preserve an infrastructure, (2) improve upon an existing infrastructure, and (3) create new infrastructure." *Id.* Capacity projects include airside projects such as runways, taxiways, aprons, and also landside projects such as terminal buildings and ground transportation. *Id.* According to the FAA's Guidance, "[i]n practice, FAA interprets capacity projects to include those involving new construction or reconstruction of airport infrastructure intended to accommodate or facilitate airport traffic." Guidance at 1.

OMP may be determined by the results of the forecast analysis. Given the critical nature of forecasting and the inexact science of predicting future traffic as well as the lack of information concerning the long-range plans of carriers using O'Hare due to recent economic events, a separate set of comments is merited for this controversial element of the EIS. Given the economic trends experienced before September 11, 2001, the further depression of air traffic in the past year, the as-yet unknown impact of the carriers' "depeaking" at O'Hare, and the strength of the linear route carriers and the emergence of fractional ownership, the economic "crystal ball" is even cloudier than usual.

The forecasting process involves the application of a number of variables or assumptions to a somewhat formulaic calculation of future demands based on historic trends. That basic equation is somewhat suspect in light of the apparent disconnect between the airline trends between 1978 and 2001 and the future. It is necessary for the FAA, prior to issuance of its Terminal Area Forecast (TAF), to define the very basic elements of its forecast and to subject its inputs to the scrutiny of other economists. Questions like the following should be answered on the public record before draft calculations are run:

- What definition of future scenarios will be presented?
- How will the forecasting analysis treat the 2001-2002 traffic levels and what adjustments will be made to reflect the "recovery trends?"
- Will the forecast include separate estimates for years 5, 10, 15, and 20?
- Will the industry trends and likely air carrier business practices be discussed before they are included in the model?
- Are they the same forecasts that will be utilized for examining, modeling, and assessing impacts on the National Airspace System as well as for noise impacts?
- The forecasts should include sensitivity analyses – as to the assumptions and as to the distribution of traffic among the current and future airports.
- The database should include radar data input in addition to simulation models. The analyses must examine unconstrained options.
- What models will be presented to evaluate operational and delay conditions for the base case and future scenarios, how will the results be presented?
- Do the forecasts reflect decreased reliance on the "hub and spoke" concepts?

D-19

- Do the forecasts reflect the relationship between forecasts for national and regional growth?
- Are the forecasts consistent with the TAF? The current TAF does not consider any impacts from Sept 11, 2001 events.
- Are the forecasts consistent with the long-range plans (aircraft mix, usage, and route structure) of carriers using O'Hare?

D-19

Forecast methodology and factors used to model existing and future airfield and airspace operations need to include: passenger and aircraft volumes, cargo volumes, wind and weather conditions, aircraft fleet mix, demand profiles (daily, weekly), airfield physical configuration, runway selection/utilization criteria, and runway and taxiway operating procedures. A series of aircraft fleet mixes should be developed and modeled to account for the dynamic airline industry.

D-20

The demand forecasts should also include forecasts of peak (daily and monthly) aircraft operations and passenger enplanements. A significant number of the delays occur at peak periods during the day and can be exacerbated at the monthly or annual peaks. In addition, the demand forecasts should separate O&D passenger demand from transit passenger demand. The O&D demand impacts the access roads and transport systems to and from the airport. Total demand, O&D and transit, affects terminal size and operations. Transit demand has a greater impact on aircraft operations, required runway capacity, and air space. A reduction in hub and spoke operations at O'Hare will decrease the transit demand, but not the O&D demand. Also, the passenger and cargo demand at O'Hare should be analyzed in the context of a regional, multi-airport demand. The DEIS should include scenarios that show increased passenger and cargo volumes at Midway, Gary, Rockford, and Peotone in addition to O'Hare.

Finally, modeling of demand and capacity, including but not limited to operational modeling, needs to be accomplished by proven, widely-used models, not a "black-box," proprietary model developed solely for the project.

D-21

III. CONCLUSION

The citizens most impacted by the OMP live in our three communities. Those same people know how important O'Hare is to the economy of the region. Our primary goal is the preservation of the importance of air transportation to the Chicago area. Accordingly, these comments are submitted in an effort to help define the scope of the EIS process for the OMP. However, as noted throughout the document, without an AMP or ALP, our comments are preliminary. We look forward to further iterations of comments on the scope of the EIS process as these critical documents are released.

Dated: September 13, 2002

Respectfully submitted,

The Village of Bensenville, Elk Grove Village & The City of Park Ridge, Illinois

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September 13, 2002

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COMMENTS ON
FAA O'HARE EXPANSION SCOPING – SEPTEMBER 2002

SUBMITTED BY
BY DU PAGE COUNTY ENVIRONMENTAL COMMITTEE

The attached comments are submitted by the DuPage County Board's Environmental Committee for the Federal Aviation Administration's consideration in upcoming O'Hare Airport Environmental Impact Statement. Issues to be addressed in the Environmental Impact Statement should include: L-11

1. Cumulative Impacts The environmental impacts, both negative and positive, of all aspects of the expansion plan, including runways, new terminals, and related surface transportation projects.

2. Health Hazards Related to Air Pollution The east-west orientation of six of the proposed new and reconfigured runways and the estimated 1.6 million of annual flights upon completion of the expansion plan (a 76% increase over the 911,000 flights in the year 2000), would result in a much larger number of aircraft flying over a larger area of DuPage County. The EIS must conduct a thorough evaluation of the potential air pollution related health risks that might result from the increased number of flights and the reconfigured runways. E-152 K-86

3. Safety The EIS should analyze what if any impact the proposed O'Hare expansion plan might have on safety in the area. G-98

4. Participation in Developing and Sharing of Noise Contour Data The data used to define noise (DNL) contours for existing conditions as well as forecasts based on the proposed new F-160 M-80

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and/or required runway configuration must be readily accessible to all interested parties. The public should be given an opportunity to participate in the development and review of the models and data used to generate the noise contours and the projected noise impact area. F-160 M-80

5. New Soundproofing Program Upon completion, the proposed reconfigured airport would have an annual capacity of 1.6 million flights (compared to 911,000 in 2001), and 6 east-west runways (compared to the existing 2 east-west runways). As a result, the noise-impacted area inside the 65 DNL contour in DuPage County is expected to increase by at least 48%.

   To address this impact, the future expansion program must include a comprehensive noise compatibility program. We recommend that the following changes must be part of the new soundproofing program: F-161

   - The program must be based on the FAA's 65 DNL threshold for soundproofing (and not the 70 DNL used by the City of Chicago up to the present).
   - All homes, including multiple family and rental units, as well as all businesses, should be included in the soundproofing program.
   - All stakeholders and impacted communities should be involved in the design of the program.

6. The 8th (South) Runway Construction of the proposed 8th, south runway, will require the annexation of 292 acres of Bensenville land, the demolition of 534 homes (including 220 affordable housing units) and 55 businesses, and the relocation of roadways and railroad lines. The EIS must analyze in detail and evaluate the need for the 8th runway, and the impact that it would have on safety and on the overall reduction of flight delays at O'Hare. Then, the findings of that analysis must be weighed against the environmental, economic, and social impacts that would result from building the proposed 8th runway at O'Hare. D-33 G-79 A-125

7. Relocation of homes and businesses DuPage County has contributed approximately $4,110,000 in funding from Federal and State resources to make improvements on the above-mentioned affordable housing units. Decisions on the compensation and/or replacement and relocation of homes and businesses that might be removed because of the airport expansion must be arrived at only with the direct involvement of the affected communities and citizens. H-126

8. Payments in Lieu of Taxes (PILT) Any O'Hare expansion related annexation of land in DuPage County by the City of Chicago, would result in the significant reduction of the property tax base for the impacted local taxing units. Consequently, the affected local governments could encounter serious financial difficulties in providing such vital services as firefighting and police protection, public education, and road construction and maintenance. We recommend the implementation of a Payments in Lieu of Taxes (PILT) program, to annually compensate the impacted local taxing districts for any erosion in their tax base that they might suffer due to the proposed O'Hare expansion plan. The table below represents an estimate of the total amount of collectable 2001 real estate taxes based on the proposed to be annexed DuPage County parcels. H-127

Estimated 2001 Real Estate Tax for the affected Properties in Bensenville

Estimated Total Bill Value $38,412,010.00

Tax District	Rate	Tax Amount
DuPage County	0.002353	$90,383.46
Forest Preserve District	0.001654	$63,533.46
DuPage Airport Authority	0.000271	$10,409.65
Addison Township	0.000524	$20,127.89
Addison Township Road District	0.000787	$30,230.25
Village of Bensenville	0.008983	$345,055.09
Bensenville Park District	0.003497	$134,326.80
Bensenville Library District	0.001766	$67,835.61
Grade School District 2	0.026575	$1,020,799.17
High School District 100	0.015989	$614,169.63
College of DuPage District 502	0.001930	$74,135.18
Totals	0.064329	$2,471,006.19

9. Impacts from construction The EIS must address the issue of environmental impacts resulting from the construction-generated traffic congestion, air pollution and noise on the surrounding communities. E-153 F-162 J-56

10. Peotone Airport The EIS should consider the proposed South Suburban Airport at Peotone in the context of the ultimate growth of the region and the estimated airport needs of the region at that time. C-92

We thank you for the opportunity to provide this input into the study process and we look forward to working with the FAA to make sure these items are addressed.

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Alliance of Residents Concerning O'Hare

...a grass roots not-for-profit corporation

To achieve a balance between public health and the economy

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September 13, 2002

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Comments to the City of Chicago regarding the O'Hare Modernization Program Environmental Assessment Scoping Comments by Jack Saporito
September 13, 2002

The Alliance of Residents Concerning O'Hare (AReCO) has a vital interest in assuring that the Environmental Impact Statement document fully complies with full disclosure, all environmental laws and regulations and all other aspects that will protect our citizens' health, safety, our environment and other quality of life issues. M-72

We strongly disagree with misleading statements that continue to imply that O'Hare Airport is a minor player in the pollution of our environment or that such environmental destruction should be accepted by the citizenry as an "acceptable cost" for the associated employment benefits and traveler conveniences. AReCO believes that when the environmental and health damage costs are truly borne by the airlines E-122

and the airport and carried honestly "on their books", that the concerns we enumerate below would start to be greatly ameliorated or, as the noise polluters are fond of, "mitigated."

We also question how any decision can be made or how this environmental process can even begin since the plans for the O'Hare Modernization Program (OMP) are not complete. It was announced at the August 21/22 Scoping meeting that no OMP plans yet exist and may not for 4-8 months! There is no O'Hare 20-30 year plan, no Master or Development Plan and/or Airport Layout Plan; there is only a concept. The FAA therefore is remiss in asking the public to provide "scoping inputs" to an EIS process, without officially and legally providing the basis for those requested inputs. AReCO believes that this action is a subversion of the normal EIS process and violates the National Environmental Policy Act that governs this process and, that any final outputs will, as a result, be seriously flawed, thereby, having to restart the whole process and wasting a considerable amount of taxpayers' time and money. N-95

Additionally, from a process perspective, AReCO has requested an extension to the September 13 filing deadline, as the time allowed between the public Scoping meetings of August 21/22 and September 13 is wholly inadequate to do a good job of providing requested scoping information to the FAA. Because of this rush, AReCO reserves the right to add to and/or modify and submit any documentation after September 13. AReCO also believes that it is in the best public interest that the FAA officially accept, consider and make part of the record any informational documents from the public during the entire EIS process period. M-93

This proposed "airport modernization" concept is of such a scale that, for all practical purposes, it is a brand new airport. The FAA and the EPA would never allow such a new airport to be placed in this location. The negative environmental impact will be massive and we expect the FAA to fully revaluate this massive environmental destruction as due to a proposed NEW airport, not a modification of an existing one. N-96

Though considerable uncertainty exists due to the total lack of any official plan, based on the "concept" put forth by the FAA in their August 2002 Scoping Document, the huge negative environmental impacts will probably include:

1. Substantial air quality degradation in the entire surrounding area, including "criteria", HAPs and ozone. The degradation will not only impact those living with a 15 mile radius but will extend to 30 miles to include areas such as Waukegan, into Wisconsin to Milwaukee, and Lake Michigan into the State of Michigan, affecting the coastal area extending from the southern boundary north to Ludington and including Kalamazoo and Grand Rapids. E-123 N-97
2. Lake Michigan water quality degradation due to substantially increased depositions of pollutants, including hydrocarbons, acids and metals such as lead and mercury.
3. Soil, stream and well water pollution due to huge increases in use of deicing fluids, as well as due to jet fuel spills and tank leakage. I-37
4. Large increases in noise pollution, so loud in some cases as to cause relocations. F-137
5. Destruction of residences, business', schools, cemeteries, railroads and other existing suburban infrastructure.
6. General destruction of Bensenville, Elk Grove and general and/or indirect destruction of Schiller Park, Des Plaines and other cities within miles of the airport. H-117

7. Huge increases in both automobile, bus, truck traffic and other ground traffic resulting in increased pollution and the need for massive new road projects to accommodate these increases.
8. A reduction in environmental safety due to not only the huge increases in overhead aircraft traffic, but also due to runway expansions to allow newer "behemoth" aircraft, such as the A380, which carry more than 80,000 gallons of highly flammable fuel. The "concept" of using extremely close-spaced runways to "shoe horn" in more traffic will also increase the danger due to collisions. The environmental safety of both people and property will also suffer heavy degradation due to increased runway incursion accident potential from the conceptual requirements for all or most of arriving planes to cross departure runways to reach terminals. This danger will increase as airlines move away from "banks" to "rolling banks" procedures. G-72
9. AReCO disagrees with the Scoping Document position in VI.2 that "...Coastal Zone Management...(is) not expected to be affected by the O'Hare Modernization Program..." The Lake Michigan coast lies generally about 13 miles to the east and is expected to be substantially affected by large pollution increases, both by wind transportation from the airport environs and aircraft approach/departures to the west of the airport and from direct and heavy coastal overflights due to the primarily east-west runways proposed in the concept. I-38
10. AReCO also disagrees with the Scoping Document section VI.3 in excluding Construction, Cumulative Impacts and Historic Resources as anticipated key environmental issues. Cumulative and construction impacts are expected to be substantial and historic issues include at least the very old cemetery located to the southwest. I-39 L-10 N-98
11. Other areas of destruction as summarized in section VI. Of the Scoping Document.
12. AReCO opposes the use of any or all-categorical exclusions as they will minimize the effects of airport and aircraft operations and tend to segmentize the project(s). All airport and aircraft operations and structures and related operations and structures both on and off airport property must be considered as an aggregate. F-138 N-99

AReCO believes that it is vital for the EIS to address all of our written concerns in these regards, along with the concerns presented in our oral comments. M-74

Because the Chicagoland area has been identified as one of the most polluted urban areas in the United States, we are very concerned about what the OMP proposal and related projects and ongoing improvements will add to this very real and seriously negative part of modern life in the area. Chicago's O'Hare International Airport and its operations constitute one of the top hazardous and toxic emissions polluters in Illinois and the Great Lakes Region. As such, it continues to be a major contributor to the current ozone Non-Attainment status of the area. E-124

What is actually needed is an "HIS" or Health Impact Statement. The EIS process assumes that there is sufficient knowledge to effectively correlate negative impacts on the human environment with any corresponding negative impacts on the health of residents, workers, and travelers within that environment.[1] In fact, this is not the case. The USEPA's list of hazardous and toxic chemicals numbers K-77

[1] It appears that the Chicago area already has a pollution-caused pandemic health situation. Disease rates are reportedly high, with above average cancer incidence rates, as well as substantial rates of respiratory and

greater than 100 chemicals, many of which are known to emanate in varying degrees from airport/aircraft operations. But only a very few of these have regulatory pollution concentration levels or criteria set i.e. the "criteria emissions". All of the rest are treated as "unknowns" in-so-far as their health impacts at various concentration levels.

Even the known criteria emissions have very disconcerting associated unknown factors. For instance, there is typically no differentiation in acceptable exposure levels for children as compared to adults.[2] Also, chronic pollutant exposures for years and decades are historically difficult to assess as to what health effects may be seen. Additionally, short-term "spike" exposures to pollutants are only now being recognized by the scientific and medical communities as having potentially dangerous effects, such as heart attacks or strokes, whereas historically it has been thought that "average" levels were of paramount importance.

AReCO is not so naï ve to believe that the City of Chicago, or the airline industry or the FAA would be so interested in the health of the impacted people that they would indeed adopt health considerations as the important guideline. Nevertheless, AReCO does expect that the EIS will actually analyze the amounts of all known hazardous emissions thrown into "the environment", both from existing and projected OMP operations, and include probable health impact statements and information, such that the USEPA, environmental organizations such as AReCO and the citizenry to use for judging the health acceptability (or not) of these emissions and the proposed OMP concept. E-125

AReCO also expects that ALL of the associated emissions sources will be included in the EIS analysis, not just "selected" ones.[3]

SPECIFICS

It is a "given" that quantitative analyses should be done for the existing "criteria" emissions of carbon monoxide, ozone, PM10, NOx/NO2, SO2, and lead, as well as, traditionally, VOC's. Additionally, analysis of PM2.5 emissions should be done. E-126

It will not be acceptable for the EIS to attempt to sidestep the PM emissions issue by positioning that "we don't know" or by limiting calculated amounts to just those sources for which PM emissions are adequately defined. For instance, calculating totals from just the contribution from a few already-defined aircraft and excluding all the rest will be unacceptable. [See later specific recommendations.]

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cardiovascular diseases. Studies have shown that children and babies are particularly susceptible to pollution induced or stimulated diseases such as these.

[2] The EPA is usually conservative in setting regulatory levels and would normally attempt to include such effects differentiation. However, this is often prevented by lack of adequate testing. That is, it is difficult to find children "volunteers" for tests; so only "existing environmental exposure" data may be available.

[3] Airport interests, in order to attempt to minimize the apparent environmental impact of substantial changes, often use "Selection" tactics. This goes against both the science and the spirit of the National Environmental Policy Act, Clean Air and Water Acts and other laws and regulations.

Emissions must include both ground-based sources associated with the airport operations and airborne aircraft emissions within the "mixing zone" (0-1000 meters). Ground-based must include all associated passenger and passenger support related automobile and truck vehicular traffic both on and off the airport property. E-127

Cargo operations are a significant part of airport operations and airline business revenues and are expected to grow at rates surpassing those of passenger traffic. The emissions from all cargo operations located on the airport property, along with all cargo trucking operations to/from these facilities must be included in the EIS. Cargo facility and truck emissions from cargo operations within a 1-mile distance from the airport boundary must also be included. E-128

Emissions from all other facilities located on the existing or proposed (the "concept") airport property must be included in the analysis, as well as airport and aircraft related operations off site. This might include airline owned/leased properties, private civil aircraft facilities, hotels, cargo companies and facilities, car-truck rental agencies, etc. E-129

The following questions are generally predicated on what the existing conditions are and how they will be affected, resulting from the changes the OMP concept proposal will bring, possibly bring or, allow for. All projections should be shown in three categories: 1) Refererence/baseline conditions (2000, 1997, etc.), 2) OMP forecast predictions (years 2012, 2022, 2030 and 2050). 3) OMP Maximum capacity. Forecasts have been inaccurate in the past and will continue to be so in the future. EIS analyses should be based on maximum capacities under existing or presumed future safety rules for any OMB configurations. D-26

I. In order to make sound decisions and to adequately protect the public, the first major question needing an honest response is: What is the total change in number of all landing and departing aircraft, based on both forecasts AND maximum capacities, i.e. FAA defined maximums, based on existing or expected safety regulations[4]. D-27

A. What are the current total number of all types of aircraft taking off and landing to and from O'Hare Airport? Show a history of the last five years (to date, if possible); if not, through year 2001. Include in a separate category all touch and go's, wave offs, etc? Include all passenger, cargo, military, business, leased, private, civil and all other aircraft. D-28

B. What are the total number forecasted and the maximum safe capacity numbers of all types of aircraft taking off and landing to and from O'Hare Airport? Show how many flights will be added to the existing burden, by year. D-29

Note: AReCO believes that all environmental impact analyses should be based on maximum capacity of the proposed OMP configuration and that maximum should become the legally enforceable maximum in the future, independent of any future FAA rules changes or airline industry "re-interpretations". Otherwise, these EIS analyses are meaningless. Similarly, if "forecasted" activity levels are used instead of maximums, those levels should become legally enforceable as maximums.

[4] Airport flight operations forecasts for, say, even 10 years hence are merely guesses. Most weight should be given to safety regulation based "maximum capacity" definitions that will always be greater than or equal to forecasts.

C. Increasing flights will add to delays. Delays will add to the increase in emissions. Include in analysis:

1. What is the baseline all-weather-delay now?
2. What are the anticipated change(s) by year, with and without OMP? } D-30

D. What are the expected shifts from existing commercial aircraft fleet mix to increased size aircraft? Show average passenger per flight and type/quantity of new aircraft e.g. A380, in 5-year increment categories, as characterized currently, 5 years out, 15 years out and 25 years out. } D-31

E. Quantify commercial fleet operational age in 5-year increment categories, as characterized currently, 5 years out, 15 years out and 25 years out. } D-32

II. Define the total potentially affected environment, both natural and man-made. Identify the baselines of all air, water, ground and noise pollution to these environments now generated by all O'Hare Airport and related operations, both on and off airport grounds. } E-130 I-40

III. Noise: A fairly recent study provides a good scientific rebuttal of the Federal Aviation Administration's (FAA) assertions that the noise contours surrounding airports are shrinking and that noise levels in the communities surrounding the airports are becoming less obtrusive[5]. The FAA's erroneous statements are even disproved by the FAA's chief, Rodney Slater, in the US-DOT Strategic Plans, he states "Traffic volume at airports is expected to increase, and therefore noise pollution around major airports is also expected to increase despite the introduction of standards to regulate aircraft engine noise."[6] The FAA's technical people acknowledge that the noise contours will increase as we get 1) more aircraft; 2) larger aircraft.

A. Identify the noise contributions from all aircraft, stationary facilities, ground traffic, etc., both on and off airport grounds. } F-139

B. What are the realistic projections of the noise contour?

1. A more realistic measure than the Day-Night Level (DNL) metric is needed to determine the effects of noise on the populace.
   a) The CNEL should be taken into account for earlier evening hours.
   b) The FAA should use 55 dB CNEL to more realistically take into account the human impacts of the events. 55CNEL is the point at which experts the world over, including the EPA, more realistically determine that human health is affected by aircraft noise.
   c) Incorporate Single Event Noise Exposure Level (SENEL).
   d) Take into account 45 db is the point at which noise interferes with learning and conversation is broken.[7]
   e) Take into consideration perceived level, spikes, time of year, opened or closed windows, duration and frequency of noise event, meteorological events, etc.

} F-140

[5] Fidell, Sandy et. al. "Noticeability of a decrease in aircraft noise." Noise Control Engineering Journal, Volume 46(2), March-April 1998.

[6] http://www.dot.gov/hot/dotplan.html#one

[7] Kaufman, Kenneth L. "An investigation of teacher voice signal amplification treatment for mediating speech communication interference and from minimal hearing loss in first and second grade classroom." Loyola. Jan 1985.

C. Since inaudible low and high frequency sound waves emitted from aircraft cause real and serious damage to human health and structures:

1. What are the physical and psychological impacts to human health caused by existing conditions? What can be anticipated by the change(s)?
2. What is the existing impact on structures? What can be anticipated by the change(s)? How far away from airport are structures affected? What are the existing costs of damage to structures? What will be the projected damages and their costs?

F-141

D. Aircraft noise, even inaudible sound waves heard in doses many miles from the airport is not only irritating -- it is harmful to human health especially, our children's health.

It is well known that aircraft noise causes stress from the sound of unwanted and uncontrollable noise, which lowers the immune system. Since airport and aircraft operations noise is known to cause serious damage to human health and other human processes and since scientific and qualified expert analyses point toward continued understanding with a growing body of evidence regarding detrimental effects of this unique type of noise and vibration on human health and children's learning, the following need to be addressed:

1. What are all the impacts of aircraft noise (sound waves/vibration) on human physical and psychological health and our children's health, motivation and education? What are the effects on a child studying in a home without soundproofing? What are the effects on pregnant women? What can be anticipated by the change(s)?
2. What are and/or will be the costs to work-related performance and productivity? (e.g., lost time during work related conversations)

F-142

E. What damage does the compression of the sound wave cause on human and animal organs? What are the resulting effects to human health? What are the associated costs (treatments, hospitalizations, etc.)?

F-143

F. What is the hospitalization rate due to aircraft noise?

G. Sleep disturbances: Show effects of sleep disturbances caused by airport and aircraft operations (including ground run-up, and surface noise).

F-144

1. How many people are affected on a nightly basis?
2. List types of accidents that occur as a result of sleep disturbances and their costs.
3. How many accidents occur, as a result, by type?
4. What are the costs associated with the accidents?

H. What will be the anticipated change(s) on all of the above-mentioned?

Note: For noise, do not use the INM model without independent validation of all model input. Compare/show available monitoring data.

F-145

IV. Land Use: It is well established that residential property values decline (or increase less) as a result of its proximity to the airport and flight tracks:

A. Approximately 50 communities (list available from Chicago O'Hare Noise Compatibility Commission or we will provide, if needed) are affected by O'Hare Airport and aircraft operations. List the effects of those operations on the communities'

H-118

residential property values.

1. What is the total residential property value loss by community?
2. What is the total percentage of residential property value loss by community?
3. What is the grand total property value loss?
4. What is the tax loss to those communities?

B. What will be the anticipated additional losses?

C. Identify and quantify expected changes in land values, land uses, home ownership tenure, local government revenue and social service needs. What will be the anticipated change(s)?

D. What are the impacts of flight tracks on average property values? What will be the anticipated increase (possibly will be answered above)?

E. What are the impacts of flight tracks on residential property tax revenues (possibly will be answered above)?

F. Identify any and all properties that would or could be included in reverse-condemnation (takings).

H-118

VI. Social Impacts: Airport/aircraft noise affects communication in relationships.

F-151

1. How are relationships now affected?
2. How many relationships are affected?
3. How will relationships be affected?
4. How many relationships will be affected?
5. What are and will be the economic losses?
6. What will be the anticipated increase?

A. Identify all Quality of Life Issues. It is one of the most important business factors to be considered when selecting a business location.

a) Calculate the costs.

b) What will be the specific results of the anticipated change(s)?

B.

a) What are the anticipated change(s)?

VII. Induced Socioeconomic Impacts:

A. Identify and calculate:

1. The cost of the proposal.
2. The benefit of the proposal.
3. The irreducibles.

B. What will be the impacts on community demographic profiles?

C. List impact upon community facilities and services

D. List impact upon service use rates for the community facilities.

E. List, qualify and quantify effects of flight tracks:

1. Demographic factors
2. Economic factors
3. Psychological factors
4. Need for additional community services and/or facilities.

F. List, qualify, quantify the impact on all surrounding schools (public and private).

H-119

1. What is the anticipated increase of the above including costs?
2. What are the math test scores of students in insulated and non-insulated classrooms?
3. What will be the anticipated decreases?
4. What are the existing impacts on school age children living under the flight tracks? What will be the anticipated change(s)?
5. List and qualify the psychological impacts on school age children living under the flight tracks.
6. Because of airport ground noise, list and qualify the psychological impacts on school age children living within four miles of the airport.
7. What is the anticipated need for additional school services and facilities?
8. What are the effects on learning as a result of air pollution, both internal and external to the classroom? [It is noted that most air pollution constituents, except larger particulate matter, easily penetrate into the classroom.]

G. List and quantify reduced local government revenues:
1. Changes to community cultural services.
2. Changes to social services.
3. Changes to educational services.
4. Changes to health services.
5. Changes to economical development.
6. Service level changes.
7. Changes to Public safety services.

H-120

H. List all land use changes.

I. Historic sights and structures: Identify all. Appropriate agencies and groups who are directly responsible for the various aspects of the above-mentioned must be represented in the EA/EIS process to protect the numerous buildings and sights within the affected area.
1. Defining affected area must include noise vibration as well as air and water pollution.
2. Identify all various affected agencies and groups.

I-41

J. Identify and quantify all congestion on the ground from transport movements by passengers, support activities and staff and impacts on non-airport related traffic and resulting social problems from this congestion. What is the expected degradations resulting in increased social cost, as measured by factors such as cost of delay, injury and deaths from "road rage", additional injuries and deaths from auto accidents and reduced ability of public safety services to reach victims, etc?

J-53

XI. Agreements: Identify and qualify all past agreements in affecting any community (s) whether formal or informal.
A. What will be the anticipated effects?
B. List and explain all agreements with airport lessees regarding all of the above-mentioned projects including all segmented expansion projects not listed.

N-100

XII. Air Quality Emissions and Affected Populations:

A. Inventory all criteria, toxic and hazardous pollutants emitted directly or formed secondarily by O'Hare Airport and aircraft operations.

B. Identify the potential pollutant impacted areas.[8] Detail by zip code number and associated name or city identifier. Identify population and detail by categories of children, adults, and seniors. E-131

1. On and adjacent to (within 1/2 mile) the airport boundary.
2. Nearby neighborhoods (1/2 to 10 miles distant from the airport boundary.
3. Mid-range, 10-30 miles from the airport boundary.
4. Distant, beyond 30-100 miles distance from the boundary, or greater.
5. Coastal, located on a line extending from the airport center and intersecting the Lake Michigan coast. [Note: there may be overlap between coastal and distant or mid-range.]

C. Identify all public health problems that could occur to the population due to these pollutant emissions? Provide all quantitative references used in establishing potential health problems resulting from airport/aircraft emissions. K-78

1. For each potentially pollution impacted zip code area, identify current cancer, asthma and upper respiratory disease, cardiovascular, and any other relevant disease incidence rates.
2. Identify any changes expected to these rates due to the OMP.
3. Identify those most at risk of exposure due to wind conditions for (a) winter months (Oct-March) and (b) summer months (April-September).

D. Identify all other potential airport/aircraft potential environmental problems (flora, fauna, acid rain, etc.). Provide all quantitative references used in establishing potential health problems resulting from airport/aircraft emissions. I-42

E. What is the average amount of fuel spent by an aircraft in landing and takeoff modes while within the "mixing zone" of 1000 meters height, in "climbout" mode and in taxiing and idle modes? [State all flight angle/distance assumptions. List aircraft types used to establish these averages.] What are the anticipated change(s)? E-132

F. What are the yearly average amounts (pounds) of aircraft air emissions created (generated), by emission type, for each of the above modes?

1. Identify yearly average quantities for all EPA listed criteria, toxic and hazardous compounds, including VOC's, Polycyclic Aromatic Hydrocarbons (PAH), PM10 and PM2.5.
2. Identify how the yearly average was calculated, considering day/night, weekend, and etc. operational assumptions.

[8] Note that the pollutant-contaminated area for an average airport is a circle of at least 12 miles distance from the airport boundary, assuming a 1000-meter mixing zone height and a 3-degree angle of approach. For O'Hare, this means a circle of diameter approximately 27 miles minimum. The Park Ridge O'Hare Airport Toxic Air Study shows the contaminated area to be greater than 32 miles around the airport.)

3. Identify expected maximum 1-hour peak emissions levels within the year. [This would normally correspond to peak operational hour conditions.]

G. To what degree does use of reverse thrusters on landing and banking on takeoff have on the above fuel usages and emissions? Were these impacts incorporated in the emissions inventory calculations (and if not, why not)? E-133

H. Quantify all criteria, toxic and hazardous emissions from all relevant sources, including aircraft, stationary facilities, ground traffic, cargo operations, etc. both on and off airport grounds? E-134

I. Fuel dumping: List all dates and amounts of fuel dumped in the atmosphere for the last five years?
1. What are the effects on human health?
2. Are these "dumps" included in air quality degradation analysis calculations?
3. What are the associated costs?
4. What are the anticipated future change(s)?

J. Decomposing glycols, fuels, etc. (aerosol): Identify all and quantify all the amounts. E-135
1. What are the effects on human health?
2. Are these aerosols included in air quality degradation analysis calculations?
3. What are the associated costs?
4. What are the anticipated change(s)?

K. Address decomposing and synergistic, atmospheric and solar effects of all criteria, hazardous and toxic compounds on the environment (both built and natural), and human and animal health. What are the anticipated change(s)? E-136

L. Secondary emissions.
1. Ozone pollution is the primary component of smog and is formed, under solarization, from chemical combinations of NOx and VOC's, both of which are emitted in large quantities from airport/aircraft operations.
   a) What is the maximum amount of ozone that could be formed, given the expected NOx and VOC emissions, a 75% NOx-to-NO2 conversion rate and an expected maximum solarization day? E-137
   b) What are the maximum concentrations "measured" at ozone monitoring stations in the area (25 mile radius)?
   c) What is the monitoring station(s) process to calculate ozone concentration based on measured concentrations of other constituents? [It is believed that this is not a direct ozone measurement.]
2. Particulate matter is formed by secondary chemical reactions as well as primary emissions. Discuss the mechanisms of these secondary PM formations. E-138

a) Given airport/aircraft primary PM emissions, characterize the resulting quantitative relationships between primary and secondary PM concentrations, in the surrounding neighborhood atmosphere (i.e. how much greater will one always or typically be).

b) Are these relationships maintained for PM10, PM2.5 and finer constituents such as PM0.5?

c) It is known that viruses, acids and other materials can attach to existing atmospheric PM. What are these primary attaching materials and how are they expected to exacerbate health problems?

d) What are the expected drift distances (miles) for airport/aircraft primary PM10/PM2.5 emissions (i.e. at what range has settling reduced concentrations by 10%, 50% and 90%)?

e) It is assumed that the "Black Goo" observed deposited on structures and vegetation from aircraft operations is basically primary emitted or secondarily formed particulate matter from jet fuel combustion byproducts.

(1) What are its compounds and amounts emitted?

(2) What are the hazards to human health resulting from ingestion of this vegetation (i.e., gardens and farms) and drinking (water sources and cow's milk)?

(3) What are the associated costs (e.g. municipal water tanks are cleaned twice a year, increased window and building exterior cleaning, etc.)?

(4) What are the anticipated change(s)?

J. O'Hare Airport meets the definition of "major stationary source" and a complex source and must be so treated so in this EIS. E-139

"Major stationary source means any stationary source (or group of stationary sources that are located on one or more contiguous or adjacent properties and are under common control of the same person or persons under common control) which:

*emits or has the potential to emit one hundred tons per year or more of any air contaminant regulated by the state or Federal Clean Air Act (O'Hare emits at least 25,000 tons per year of pollutants into the air);

*is located in an ozone non attainment area (definition fits O'Hare) and

*which emits or has the potential to emit one hundred tons per year or more of volatile organic compounds or oxides of nitrogen (O'Hare emits 2,052 tons/y of VOC's and 6950 tons/y of NOx)

*is located in a carbon monoxide non attainment area (current status unknown) where stationary sources contribute significantly to carbon monoxide levels and which emits or has the potential to emit fifty tons per year or more of carbon monoxide or (O'Hare emits 16,402 tons/y).

*is located in a particulate matter (PM10) non-attainment area (current status unknown) and which emits or has the potential to emit seventy tons per year or more of PM10 emissions. (O'Hare currently emits at least 100 tons/y, not counting emissions from most of the aircraft fleet).

XIII. Air Quality: Simulated and Projected pollutant concentrations.

A. Introduction

Air quality simulations should be based on best-known information and validated simulators/models, and performed by qualified scientists. Notwithstanding that the use of the EDMS (Environmental Dispersion Modeling System) is "required" by the FAA, AReCO believes that "requiring" it does not mean that it is adequate in all situations. This belief is based on the perception that EDMS is not accepted worldwide and that other simulators, such as ADMS in Europe, claim improved attributes and accuracy in varying environments. Furthermore, the FAA's EDMS appears to have limited validation testing at this time, implying that it may function well in some environments (those validated) yet fall short in other (untested) environments.

AReCO is concerned that that the current version of EDMS, adopting USEPA's AERMOD model for dispersion predictions, appears to under predict pollution concentrations by a factor of 2, whereas previous EDMS models (ISC3) tended to over predict by a factor of approximately 6, meaning that a movement away from regulatory conservatism, by a factor near 12 to 1, has occurred in the past few years. E-140

Additionally, AReCO is concerned that pollutant dispersion modeling has historically not extended to beyond about 30 miles radius from the source, not because it was felt unnecessary to do so but, rather, because the (required) simulator was incapable of doing so, due to built-in model limitations. AReCO believes that pollutant "plumes" can be transported relatively long distances and that such pollution impact analysis should extend to much greater distances than those limited by EDMS algorithms. [See section XII B.]

AReCO is concerned that the EDMS air quality prediction simulator has been driven more by desires of compatibility with inexpensive PC technology than by scientific demands for accuracy of prediction in complex environments, whether or not such predictions required costly "super computers" or not (or runs of days vs. hours on a PC). Considering that the health and well being of hundreds of thousands of people are at stake in this decision process, AReCO

is vitally concerned that this health and well being is not sacrificed "to save a few bucks" in simulation costs.

The EIS should include references (that are accessible) to all relevant validation studies for EDMS or any other simulators/models employed in EIS analyses. E-140

B. Simulate baseline scenarios, using data representing current emissions and necessary and sufficient meteorological information, covering the areas identified in XII B.

C. Simulate proposed OMP scenarios, using data representing projected emissions and necessary and sufficient meteorological information, covering the areas identified in XII B.

D. Draw conclusions relative to acceptability (or not) of the resulting pollution concentrations, stating results in terms of absolute airport/aircraft contributions to atmospheric concentrations as well as consolidated with estimated background concentrations.

E. The choice of background concentrations to be used is problematical for the future. Some past analyses have used existing backgrounds, contending that it represented "worse case" in that the background levels were expected to decrease in the future. For this EIS, it would seem reasonable to establish background trends, based on the last 5 years of measured data (from area monitors), to project the future. E-141

F. AReCO encourages use of air quality monitor data for prediction validation. Unfortunately, air quality monitors detect and measure pollutant concentrations from ALL sources, not just airport/aircraft sources. Then too, in many areas within the Chicago metropolitan area, monitors for specific pollutants e.g. HAPs, are not optimally located or not located at all. Thus, for instance, a pollutant concentration prediction for the center of Park Ridge could only be validated through extrapolation of measurements from distant monitors, as there are none in Park Ridge. This then raises the issue of the validity of the extrapolation itself, considering both horizontal and vertical (convection type) wind conditions. Thus, AReCO believes that any such extrapolations for validation purposes carry with them associated probability of errors based on real meteorological conditions versus those assumed in the prediction (i.e. the weather "model" in the simulator).

G. Simulation predictions are not perfect and AReCO accepts that. What is not acceptable is to state a result, known to engender error, without stating the corresponding error probability. Even pollsters are finally stating their results in terms such as "plus or minus three percentage points". [They still fall short in that they don't state what confidence level is being applied.] Thus, simulator output predictions should have a confidence level applied to them, such as "actual expected pollution concentrations at this point in space will be xyz or

less, to a 90% confidence level." AReCO asks that all simulator output results be specified to a 95% confidence level or better. IF such confidence cannot be applied to the stated results, the actual applicable known confidence level should be stated. [Note: Considering the regulatory aspects of pollution concentrations, a one-sided confidence level approach should be used e.g. "less than or equal to" rather than "plus or minus xyz".]

Of course, output confidence levels are determined in part by input data confidence. One of the critical areas here is the prediction of future weather patterns. Most simulations establish historic data (e.g. NWS 5-year wind and temperature history) and project these to the future, generally assuming no significant change in patterns. This is acceptable as long as the inputted weather data sets have a high associated confidence level (>95%) of correlation to history over the entire area of analysis.[9]

H. AReCO believes that meteorology plays an important role in determining where and to what degree pollutant emissions get dispersed. It is also clear that assumptions built into the simulator physical dispersion model drive the output determinations and that these assumptions (a) may not exactly match the conditions of the area under study and (b) are not under the control of the simulator operator (scientist). The key parametric assumptions and limitations built in to the models of any simulator used for predictions should be summarized in the EIS. E-141

For example:

*what height(s) are "ground level" airport emissions assumed to be actually placed in the model?;

*are airport emissions "plumes" considered to be instantly transported (i.e. steady-state) downwind or are there time functions involved;

*do the transport models include (or not) vertical winds to transport pollutants upward and downward?

*are secondary solar/chemical reactions modeled in the simulator or not?

*are wind data inputs for an entire area utilized or are winds assumed the same throughout an area?

*how are calm wind conditions handled and what is the modeled definition of "calm"? ["Calms" are particularly critical in that substantial pollutant concentrations build up in the area, concentrating secondary chemical reactions e.g. ozone.]

*how are aircraft emissions modeled...angled line sources or segments or points...how are they geo-located?

[9] Taking measurements at a single point and projecting those measurements over a wide area, without strong meteorological justification, would result in a high confidence level at that point but low confidence at distant points, different elevations, substantial terrain variations, etc.

*what is the definition of "mixing height" used in the model? [Traditionally 1000 meters is used, but this could vary depending on the actual geographical area of analysis e.g. desert, northern urban, coastal, etc.]

*etc.

E-141

I. In other words, a complete description of the fundamental algorithms and assumptions encased in any model used for dispersion analysis is required, in order to judge the effectiveness of the model to its application.

J. The "black goo" (ref. sect. XII L 2 (e)) is most likely deposition of particulate matter of some kind. Simulate and predict the concentrations of "goo" deposition on structure and foliage surfaces across the area of analysis, using whatever meteorological parameters that are necessary (e.g. humidity may be a factor in addition to winds and temperature). Compare current deposition rates to OMB expected rates.

E-142

XIV. Ground Water Quality Issues: Identify and consider all contaminated sites and the need for remediation, modeling of transport and migration, fuel spills, treatment, runoff, all contaminants, both known and unknown, where aquifers and recharge areas are, might, will be affected.

I-43

A. Identify all contaminated sites.

B. Forecast future contamination and sites.

1. Identify all and concentrations of toxics, hazardous materials, heavy metals, fuels, oil, etc., in ground water. Give a risk assessment for each compound found.

2. List the types and total amount of deicing and anti-icing agents used by all entities.

3. List the ingredients and amounts of those agents.

4. How are the contaminated ice, snow and water disposed of?

5. List the illnesses caused to area residents that are using or consuming water from the aquifers.

6. Runoff and discharge have found their way into streams, creeks and the Des Plaines River. As a result, residents' property has been contaminated. We have complaints of sickness from residents of Schiller Park, who receive the runoff and discharge from the toxic waste holding pond called Lake O'Hare.

a) What is the present level of contamination to the communities?

b) What are the health effects of the local residents?

c) How many days are planes deiced, anti-iced (average of last ten years)?

d) How many days are runways deiced, anti-iced (average of last ten years)?

e) What compounds and volume are used in the deicing and anti-icing operations including runway, stationary and mobile and use?

f) What are the ground water levels of deicing and anti-icing materials on and off airport property (e.g., under Lake O'Hare, under or next to residential properties)?

g) What will be the anticipated increases for all of the above?

C. List and Quantify water use, including catering and engineering operations. Water supply and treatment in turn consumes resources. } I-44
   1. List and quantify usage.
   2. What will be anticipated change(s)?

D. Underground fuel tank leakage: Identify and quantify, publicly and privately owned, both on and off airport property. } I-45

E. Identify, describe and quantify all Superfund sites related to all operations both on and off airport property including privately owned. } N-101

XIV. Ground Quality: Identify all hazardous and toxic compounds and their concentrations. } I-46
   A. What systems are now in use?
   B. What new systems and/or controls will be needed?

XV. Surface Transportation: Support and ground vehicles also affect local air, ground, noise, water a quality around airports
   A. How many vehicles come in and out of the airport daily?
      1. How many ground support vehicles operate daily?
      2. How many private and public ground vehicles enter airport property daily (include parking garages separately)?
      3. How many private and ground vehicles are parked off site?
      4. What are anticipated changes to all of the above?
   B. Quantify all of the above pollution contributions.
   } J-54

XVI. Endangered Species of Flora and Fauna
   A. We have had reports of vegetation problems and large bird, fish and animals kills in the creeks, streams and possibly the Des Plaines River. Identify those animals affected by air and ground emissions caused by airport operations. } N-102
      1. Identify and qualify all.
      2. What will be the anticipated increase?

XVII. Wild and Scenic Rivers (Des Plaines)
   A. Identify and qualify all compounds and amount of runoff and discharge from O'Hare? } I-47
   B. What will be the anticipated increase?
   C. How many animals are killed each year now?
   D. How many will be killed as a result of the anticipated change(s)?
   E. How will operations affect fishing and other recreational use?

XVII. Floodplains: Identify and qualify how will they affected. } I-48

XVIII. Solid and Hazardous Waste: Identify and quantify all hazardous waste. } I-49
- A. What are the treatment and disposal methods used? Are the systems adequate to handle the anticipated change(s)?
- B. List and quantify what types of compounds are discharged to Water Reclamation?
- C. What type of glycols and their component's compounds are discharged to Water Reclamation?
- D. What are the total amounts received by Water Reclamation?
  1. What is the use versus reclamation?
  2. How will they increase?
- E. Identify any and all systems that carry discharge to the water filtration plant(s).

XIX. Identify all water filtration plants used. } I-50
- A. Identify how much raw sewage is released into residential and or rural farm areas.
  1. Determine its effects on health and identify the populace and area.
  2. What will be the specific anticipated change(s)?

XX. Construction: Identify and quantify all related construction, including expansion segmentation, and its impacts. Quantify construction emissions and effects on the environment. } N-103

XXI. Safety. While this may not appear to be environmental, when there is an accident, it becomes an environmental issue.
- A. What is the present number of runway incursion incidents and other snafus?
- B. What is the predicted failure rates of existing control or other relevant systems?
- C. How many large items (e.g., doors, metal objects, tires) fall from aircraft a year?
- D. How are the above expected to change?

} G-73

XVII. Atmospheric effects: Aircraft combustion emits carbon dioxide, nitrogen oxides, sulfur dioxide, unburned hydrocarbons and also, water vapor. Each is involved in regional and/or global environmental effects. According to recent studies by various entities including NASA[10], aircraft are a major factor in climate warming.
- A. Identify the baseline of all upper atmospheric damage, both proven and theorized, by airport-aircraft operations in the upper and lower stratosphere. Include damage to ozone layer, greenhouse gases, acid rain, ice crystals from engine exhausts, vapor trail and climate change and all other affects.
- B. Identify the existing burden that O'Hare Airport operations have?
- C. What are expected changes?

} E-143

XVIII. Fuels:
- A. List and quantify all the different types of fuel pumped daily.

[10] "Atmospheric Effects of Aviation Project." 1998. http://cloud1.arc.nasa.gov/espo/success/index.html

B. Identify and quantify hazardous and toxic components, include total amounts of compounds.
C. Identify the health hazards to the airport worker associated with each fuel.
D. What are anticipated change(s) of the above?
E. Fuel spillages/evaporation: [Fuel spillages can evaporate or enter water systems.]
1. Identify average of fuel spills per year (last three years).
2. How much is released into the atmosphere? List whether liquid or aerosol.
3. What will be the anticipated change(s)?

E-144

XIX. Infrastructure: Identify. Roads, drainage, water supply, sewerage treatment and waste disposal. Will existing systems be sufficient to handle anticipated change(s)? If not, qualify.

J-51
J-55

XX. General Health: Identify and quantify anticipated change(s).
A. What are the risk analysis, mortality and morbidity rates caused by air, water, ground and noise pollution generated by all airport and aircraft? Include in that inventory and affected area all sources, both on and off airport property, including non-road mobile sources such as aircraft, leaf blowers, lawn mowers, etc., point sources such as heating plants and fueling operations, on road mobile sources such as all autos, trucks, busses and limousines, etc., entering and departing the affected area, aircraft engine testing and maintenance, apu's, aerospace ground equipment, construction activities, emergency generators, incinerators, fire fighting and rescue operations, construction impacts, coating and painting, de-icing, degreasing, salt and sand piles and etc., as an aggregate whole with total inventories presented in applicable impact levels and duration, i.e., carbon monoxide in parts per million for 1-hour, 8-hour levels and a tons per year inventory, etc.

K-79

B. Identify the morbidity of airport workers by category: air, water ground and noise pollution.
C. Validate ALL modeling using monitoring and adjust the baseline and future projections for modeling based upon long-term, robust monitoring.
D. Dioxin: How much dioxin is emitted and/or produced during operations?
1. What is the risk assessment and level of exposure?
2. Quantify anticipated change(s).
E. Identify and determine how the most sensitive of the population will be affected by the criteria, hazardous and toxic pollutants created by O'Hare Airport and aircraft operations.
F. Identify and quantify all hospitalization and medical costs of all related to human health. Include loss of productivity.
G. What will be the specific anticipated change(s)?

XXI. Cumulative Impact:
A. What are the overall cumulative impact of the proposed action and the consequences of subsequent related actions?

L-9

XXII. Aircraft washing. Aircraft and ground vehicle washing uses large quantities of water and detergent. The wastewater contains oils and greases that have a high oxygen demand when they break down. } N-104

A. Identify and quantify. What will be the anticipated change(s)?

XXIII. Radioactive materials: Identify and quantify. } N-105

A. How are the radioactive isotopes now captured and treated?

B. What are the different isotopes? What are the amounts? What will be the anticipated change(s)?

C. What is the effect of radiation to human health?

XXIV. Identify and quantify all items incinerated; Identify and quantify all pollutants emitted as a result. } N-106

XXV. Identify and quantify all tourists emissions } N-107

A. Identify and quantify resource consumption consumed either directly or indirectly by tourists.

B. Identify and quantify all tourists' emissions.

XXVI. Conformity Issues: Identify and quantify. } N-108

XXVII. Extraordinary Circumstances: Identify all. } N-109

XXVIII. Environmental Justice: Identify, and quantify all those who are affected and those that will be affected. } I-52

XXIX. NPDES permit:

A. Water discharges: List and quantify. What are the anticipated change(s)? } I-53

1. Catering uses large quantities of water. Wastewater can contain relatively high levels of organic compounds that have a high oxygen demand when they break down.
2. Sewage is produced by both ground and aircraft operations. Aircraft tanks are pumped.

B. Spills: List and quantify. What are the anticipated change(s)?

XXX. Alternatives:

A. Because O'Hare Airport and aircraft operations already seriously affect the health, environment and quality of life of millions of residents and workers, it is important to protect them from any additional adverse effects. Because OMP will add and concentrate more flights over the populace, alternatives need to be considered. } C-91

1. Do nothing
2. Alternative Modes of Transportation (such as high-speed rail).
3. Use of other existing airports.
4. Build a new, environmentally friendly and safer airport away from the urban population. The Peotone proposal should be specifically considered.

5. De-build O'Hare in synchronism with alternatives 2 or 3.
6. Close airport.
7. Operational and management controls.
8. Remove issue from FAA

C-91

XXXI. Miscellaneous: Identify and quantify all of the following: What will be the anticipated change(s)?

A. Painting:
   1. Aircraft painting (including components): solvents in strippers and paints.
   2. Ground vehicle painting use emits similar volatile organic compounds to those in aircraft painting.
   3. Cleaning of components: solvents and other volatile organic compounds.

B. Fire suppression systems on aircraft and in buildings contain Halons or chlorofluorocarbons, which have a potential impact on ozone depletion and global warming.

C. Air Conditioning and refrigeration systems including chillers on aircraft contain chlorofluorocarbons.

D. There are many electric vehicles and units whose batteries require recharging.

E. Building heating, cooling, lighting use oil, gas or electricity. Elevators, escalators and baggage, cargo conveyor equipment.

F. Runway, taxiway, access road and parking lot lighting.

N-110

XXXII. Waste and Materials. Identify and quantify all of the following. What will be the anticipated change(s)?

A. General ground waste produced from every operation from offices to aircraft hangar. Identify and quantify landfill, hazardous and toxic waste.

B. In-flight waste generally from catering.

C. Identify and quantify Special (hazardous) Waste generated mainly as a by-product of aircraft maintenance. Wastes vary from cyanides used in electro-plating to cleaning solvents and acids.

D. All food related waste from international flights is incinerated. List and quantify its effects.

XXXIII. General Note on Model Projections:

As with all proposed airport proposals, much of the data provided in the Environmental process is based upon projections of what is expected to occur in the future. The models used to arrive at these projections often make gross assumptions which ultimately fail to predict the actual expectations of the planners or the impact that an airport has on its surrounding communities or, sometimes are slanted to underestimate the outcomes and impacts. Additionally, because these predictions are, in fact, no better than the input assumptions, there is often a wide latitude of discretion that the airport planning consultant can use in choosing what those assumptions will be in performing the environmental process.

This latitude encourages the consultant to over-predict the expected benefits of the future changes while, at the same time, under-predicting the negative environmental impact on the surrounding communities. Consultants need to resist these temptations and, instead, make assumptions in the inputs selection process that lean more toward regulatory conservatism to protect the public.

XXXIV. EIS document standards relating to public communications.
Adequate presentation to make the data understandable to the ordinary person is particularly to be stressed. We suggest that, at minimum, the standards for presentation of the data in this draft E.I.S. should include: M-75

* The ordinary and normal editorial apparatus found in government documents, especially the following:

1. An analytical table of contents and an index.
2. Consecutively numbered pages (including appendices).
3. Complete Tables of charts, illustrations, maps, and diagrams.
4. Glossary of Terms with a definition of all technical terms not in ordinary usage by the average lay public.
5. Glossary of Abbreviations.
6. Consistency of style and usage.
7. Complete definition and consistency of all "terms of art" (i.e., terms redefined or especially defined for the purposes of this document) each time the term is used and also included in the glossary.

* All maps, charts, tables, and diagrams should be dated and captioned indicating the source, author, and specific agency from which it is derived. M-75

* Citations must be given for all studies or other documents referred to in the text, including the page numbers on which the data can be found. Such citations must be consistent with the standards given in the Chicago Manual of Style and the Government Printing Office Style Manual. Citation of case law must conform to The Bluebook; An Uniform System of Citation published by the Harvard Law Review Association as amended by the Washington Reports Style Manual as approved by the Supreme Court of Washington. For example, the information passed out at the scoping open house contained the statement "The O'Hare Modernization Program (OMP) as currently proposed by the City of Chicago, ..." without citation(s). Citizens reading the notice had no way of reading and studying any OMP Plan in order to prepare thoughtful comment. M-75

* In all cases where analytical studies are included or referenced, the title, date, and originator of the studies--correctly cited--should be provided and copies not contained within the covers of the EIS document made available free of charge for independent evaluation by the public. Copies of the Draft EIS and all associated or referenced studies should be available throughout Cook, DuPage, Lake and McHenry Counties and all public libraries on the date the Draft EIS is issued. Persons wishing to comment but unable to obtain the documents shall be granted extensions to the comment period. Responsibility for placing the copies in the libraries rests with the co-lead agencies. M-75

* EIS and supporting documents should also be made available on the internet, preferably in Adobe Acrobat (PDF) format. Files should be segmented, clearly identified to the Table of Contents and of a reasonable size (2MB maximum is recommended for ease of access). Tables of data should be included in their normal text locations but graphics, such as highly detailed maps or images, should be segmented into separate, clearly identified, files where possible to minimize file size (these graphic files should be kept to 4MB maximum). The chosen file server should have an internet exchange capacity sufficient to allow multiple simultaneous users with minimal access/transfer delays. M-75

* One term of art in particular must be defined in this document and used consistently with the same definition, and that is the word "region." This term is often used with several different meanings: sometimes a two county area, sometimes a nine county area, and sometimes the entire state plus adjoining states e.g. "the Great Lakes Region". The use of the undefined term "regional" in the context of these variously defined regions not only creates confusion as to the responsibility of the constituents of the variously defined "regions" for involvement in this decision making process but also results in confusion in the analysis. For these reasons, regional terms must be clearly defined in the EIS and used consistently throughout for only those defined regions. M-75

* All projections and models should include a clear statement of the methodology chosen, with the rationale for choosing it provided. This statement should also include the following: assumptions, baseline measurements, and forecasted and maximum capacity estimates. Furthermore, projections and models should give the resulting figures for, at minimum: 1) the year 2000 or baseline; 2) the first year of expected operation; 3) the years 2012 and 2022; and 4) for the full useful life of the project, that is, at least the years 2030 and 2050. M-75

* All impacts should be discussed for these same years, at a minimum, including possible prior year baselines e.g. 1997 for noise, in order to satisfy SEPA and NEPA requirements.

* All actions or mitigations examined that affect the organization, policies, budgets or revenues of state, county and municipal governments, special districts and federal and state agencies other than the F.A.A. should be discussed in detail. This discussion should include information on which government or agency is affected, what will it be affected, what it will cost, and who will pay those costs. In addition, the EIS should include an explanation of what action the F.A.A. intends to implement to pay the costs, to mitigate the public health and environmental costs and organizational demands upon that agency, as well as what the environmental impacts will be if such policies or projects are not undertaken or implemented. M-75

* Because it is impossible to evaluate or comment upon averages, percentages and rates without knowing the base data upon which the average, percentage or rate is based and the method of calculation, this information should be included when averages, percentages or rates are given.

All averages should be given as both the mean and the median along with the period, the minima & maxima and the method of calculation. Averages used to compare to historical data should also specify the source of the historical data and confirm that the method of calculation is comparable. M-75

Because percentages can be actively misleading without further data (e.g., 200% of zero is still zero.) all percentages should give the reader enough information to understand "percent of what?" and to calculate the actual figure.

Percentage increase or decrease can be even more confusing and potentially misleading. (A 100% increase of a base rate of 1% is still only 2%) Any data given as a percentage increase or decrease should also include enough additional information for the average reader to determine the significance of the percentage increase or decrease. For example, a statement such as "There will be a 200% increase in the number of helicopters using O'Hare" must also tell the reader how many helicopters were using O'Hare prior to the increase (the base,) as well as the total number using O'Hare after the increase (the gross) and the dates over which such a change is to occur (the period).

SUMMARY:

In all analysis, risk analysis should be conducted by an independent agency to determine relative increases over threshold allowances for individual residents, sensitive land uses and nearby communities, etc., in order to adequately protect public health and our environment. K-80 M-76

Based on over a ten year study of this issue, we are certain that the Department of Transportation and/or the Federal Aviation Administration is aware of all of these aviation impacts on human health and our environment. Yet, because the principal factor appears to be, "Local and economic growth and development," these unhealthy and deadly impacts warrant a full environmental and public health study and adequate mitigation in order to protect human health and our human environment first. K-81

All the above must have a dollar figure attached, with the planned improvement date, cost of money figured, along with inflation and borrowing. The Environmental process cannot use alleviation of delay to calculate benefit. Planes could go to new airport where delay will not exist either there or at O'Hare Airport. It must be factored in that more planes may create delay as well that would not exist if O'Hare were not being considered for more traffic.

United States Department of the Interior

Fish and Wildlife Service
Chicago Illinois Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
847-381-2253 847-381-2285 (fax)

IN REPLY REFER TO:
FWS/AES-CIFO/T1263

September 13, 2002

Mr. Michael MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

RECEIVED
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BY C.[illegible]

Dear Mr. MacMullen:

This responds to your notice of intent, dated July 17, 2002, to prepare an Environmental Impact Statement (EIS) for the proposed O'Hare Modernization Program (OMP) at Chicago International Airport. The EIS should address the following fish and wildlife resource issues.

The draft EIS (dEIS) should explain the relationship among several projects (or project alternatives) to improve air service to the greater Chicago Metropolitain Area. The dEIS should explain the distinction between the Modernization Program and the other projects under consideration (e.g., the Peotone Airport and the expansion of the Gary Indiana Airport). This dEIS should not describe a project that locks in future decisions on new airports/airport expansions without fully disclosing those impacts. The relative value of these areas to natural resources should be part of the decision making process. The relative value of nearby natural resources, which may be indirectly affected should also be part of the decision making process. C-86 I-33

The dEIS should fully describe impacts to wetlands and should describe mitigation for the wetland losses. According to a February, 2000 report by Harza Environmental Services Inc. entitled Delineation of Wetland and Floodplain Areas: Chicago O'Hare International Airport, approximately 128 acres of palustrine forested, emergent and scrub-shrub wetlands are located on the airport property. Twenty additional acres of Waters of the United States (e.g., ditches and creeks) are also located on the airport property. These wetlands are providing habitat for fish and wildlife resources in a disturbed landscape. Of special concern are the migratory birds which are attracted to the wetlands and other waterbodies. The U.S. Fish and Wildlife Service (FWS) is the principal agency charged with protecting migratory birds and their habitats. Harza's report indicated that most of the wetlands are small and of low quality due to years of modification. I-34

We acknowledge the Federal Aviation Administration's (FAA) concern for airplane collisions with migratory birds. Due to the low quality of the wetlands present onsite and their role in attracting wildlife to hazards, it may seem appropriate to fill the wetlands onsite. However, before decisions are made in regards to the existence of the wetlands, we recommend that a detailed analysis be conducted to ascertain if the wetlands onsite are in fact attracting wildlife to hazardous situations. Studies should be conducted to find out if birds, which inhabit the wetlands at the airport, are likely to be involved in collisions with airplanes through bird surveys designed to indicate temporal and spatial distributions; an examination of bird strike and incident reports, etc. This information can then be used to determine if the wetlands onsite are attracting wildlife to hazardous situations. I-35

The dEIS should attempt to predict the future risk of airplane/bird collisions. Filling wetlands would likely reduce migratory bird populations, but if those wetlands are replaced with mowed turf grass, airplane/bird collisions may increase if the area becomes attractive to Canada geese. If studies indicate that the wetlands attract wildlife to hazardous situations, it may be appropriate to fill the wetlands onsite. If this course of action occurs, we recommend that the wetlands onsite are adequately replaced through offsite mitigation (purchasing land at an offsite location, obtaining mitigation credits from a mitigation bank, etc.). I-34

Based on the information provided in your submittal and a review of our records, we do not believe that any federally endangered or threatened species occur in the vicinity of the site. Based on the information provided, it does not appear that the project is likely to adversely affect any federally threatened or endangered species or adversely modify critical habitat of such species. I-36

This letter provides comment under the authority of, and in accordance with, the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act of 1973, as amended (87 Stat. 884. as amended; 16 U.S.C. 1531 *et seq.*), and is consistent with the intent of the National Environmental Policy Act of 1969.

If you have any questions, please contact Mr. Shawn Cirton at 847/381-2253, ext. 236.

Sincerely,

John D. Rogner

John D. Rogner
Field Supervisor

cc: BFA (ERT)
OEPC
RO, Lynwood MacLean

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Illinois Department of Transportation

GENERAL COUNSEL
STAN MILLER, ESQ.
Partner
Schwartz & Freeman

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Friday, September 13, 2002

Michael W. MacMullen
FAA Chicago Airports District Office
2300 E. Devon Ave.
Des Plaines, IL 60018

Dear Mr. MacMullen,

The purpose of this letter is to comment on the scoping process for the proposed runway expansions at O'Hare International Airport.

The Coalition believes that any airside expansions must be accompanied by a new method of getting air travelers into and out of the airport. B-4

Adding new traffic to the already congested access roads will burden surrounding communities with increased emissions and other congestion related impacts. Additionally, the resulting congestion will make O'Hare a less attractive option for travelers who may then choose a different airport or mode. E-42 J-17

Expanded commuter rail can provide very attractive access for those originating or ending their journeys in the Chicago metropolitan area. Intercity passenger trains can provide much more attractive access for travelers in downstate Illinois, Michigan and Wisconsin who might otherwise drive to the airport.

Providing attractive rail service for these markets will lesson the impact on the communities surrounding O'Hare. It will also make O'Hare more attractive to travelers, ultimately making it easier to repay the investment in runways though increased PFC's.

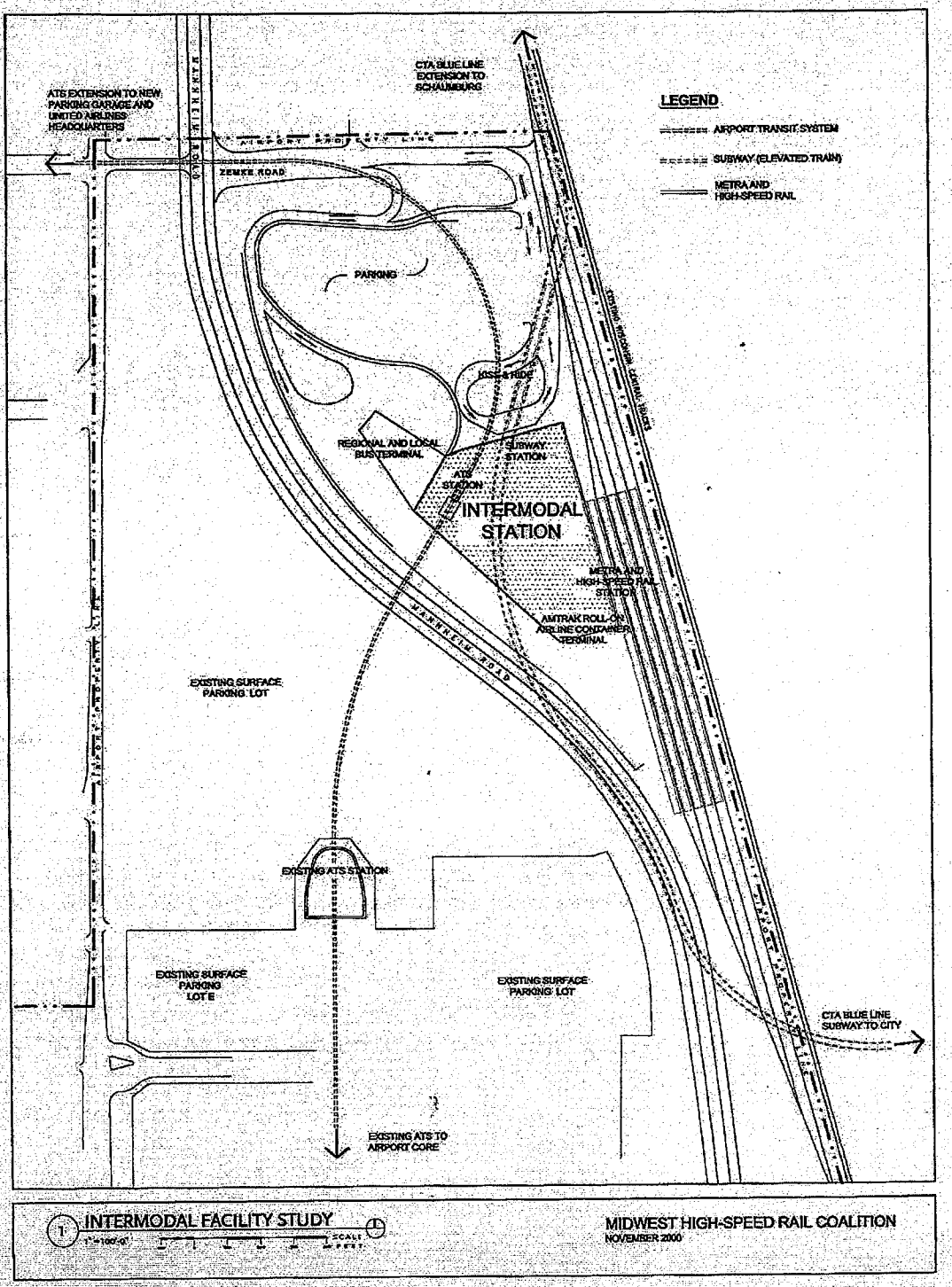
Therefore, we ask that an intermodal passenger terminal be included in the scoping process. This terminal should, at minimum, be connected directly to the existing people mover and should include facilities for both commuter rail and intercity passenger rail. It would also be valuable to include access for intercity buses. B-4

We envision a facility very similar to the rail station recently opened at Newark International. It appears that the most ideal location for this terminal would be at parking lot F, though other possible locations exist such as the proposed western terminals and at the intersection of Balmoral and Mannheim roads. B-4

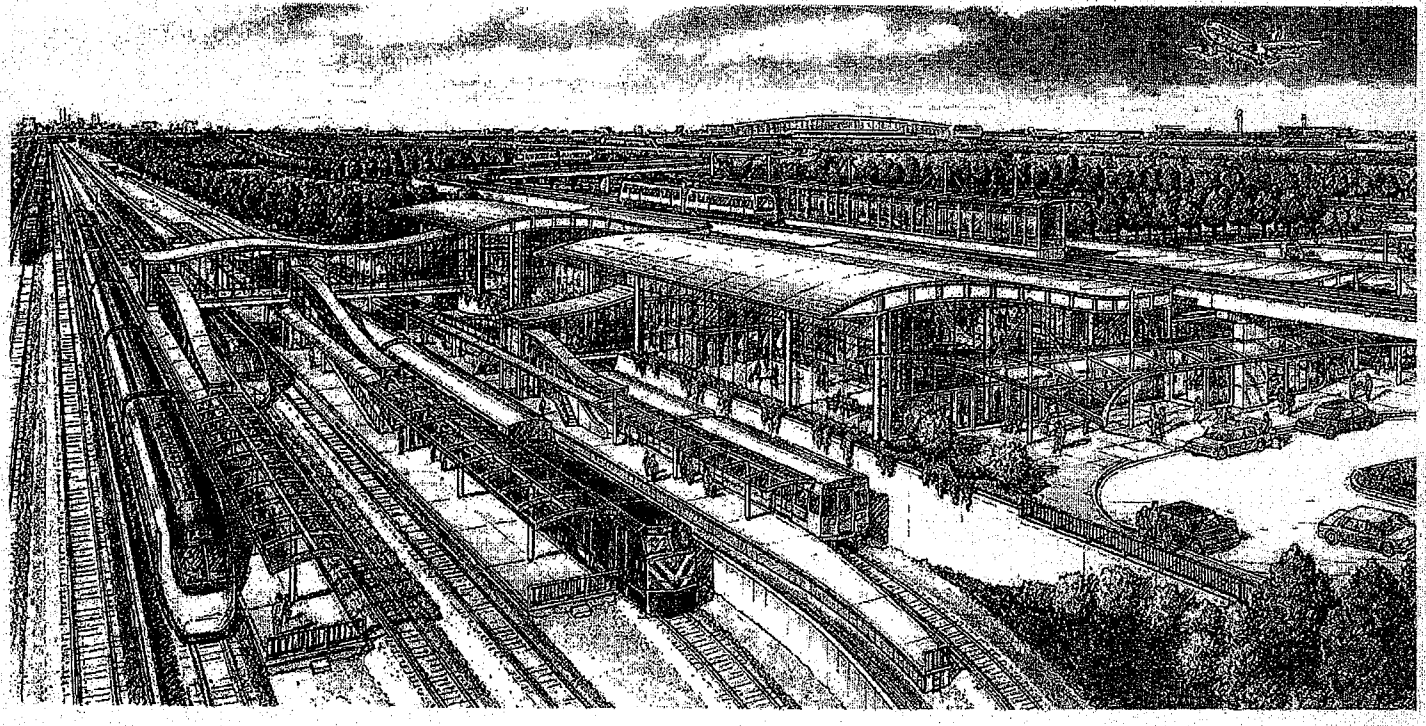
I have enclosed with this letter a conceptual site plan and a drawing of what the terminal might look like. Please call me at 773-334-6758 if you should have any questions.

Sincerely,

Richard Harnish
Executive Director


ATS EXTENSION TO NEW PARKING GARAGE AND UNITED AIRLINES' HEADQUARTERS
CTA BLUE LINE EXTENSION TO SCHAUMBURG
LEGEND
AIRPORT TRANSIT SYSTEM
SUBWAY (ELEVATED TRAIN)
METRA AND HIGH-SPEED RAIL
ZEMKE ROAD
PARKING
KISS & RIDE
EXISTING WISCONSIN CENTRAL TRACKS
REGIONAL AND LOCAL BUS TERMINAL
SUBWAY STATION
ATS STATION
INTERMODAL STATION
METRA AND HIGH-SPEED RAIL STATION
AMTRAK ROLL-ON AIRLINE CONTAINER TERMINAL
MANNHEIM ROAD
EXISTING SURFACE PARKING LOT
EXISTING ATS STATION
EXISTING SURFACE PARKING LOT E
EXISTING SURFACE PARKING LOT
CTA BLUE LINE SUBWAY TO CITY
EXISTING ATS TO AIRPORT CORE
INTERMODAL FACILITY STUDY
1" = 100'-0"
SCALE IN FEET
MIDWEST HIGH-SPEED RAIL COALITION
NOVEMBER 2000

O'Hare Terminal 7



Proposed by:
Midwest High Speed Rail Coalition
PO Box 805878
Chicago, IL 60680
773-334-6758

Artwork by:
Malcolm Cunningham and Associates
Chicago, IL

For more information, go to: WWW.OHAREDIRECT.ORG

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

SEP 2 6 2002

REPLY TO THE ATTENTION OF:
B-19J

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

RE: Scoping Comments on the Notice of Intent to Prepare an Environmental Impact Statement for Improvements to the O'Hare International Airport, O'Hare Modernization Program, Chicago, Illinois

Dear Mr. MacMullen:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, and in anticipation of reviewing the Environmental Impact Statement (EIS) for the O'Hare Modernization Program, we have reviewed the Notice of Intent (NOI) to prepare an EIS and the Scoping Document dated August 2002. We have also attended the August 20, 2002, scoping meeting in Chicago.

As indicated in the NOI and in the scoping meetings, the FAA has decided to prepare an EIS to address specific improvements at and around O'Hare International Airport. The proposed runway improvements include the following components: (1) a new North Runway 9-27; (2) relocations of existing Runway 18-36 (Arrival Runway 9R-27L), existing Runway 14L-32R (arrival Runway 9L-27R), and existing Runway 14R-32L (south Runway 9-27); and (3) an extension of existing Runway 9R-27L and existing Runway 9L-27R. These runway changes would result in the airfield having a total of eight runways: six parallel east-west runways and two parallel northeast-southwest runways. Other improvements would include the relocation of navigation aids, placement of new navigation aids, changes to air traffic control procedures, provisions for new western access to the airport, additional terminal facilities, and roadway and rail line relocations. FAA estimates that approximately 539 housing units, 109 businesses, and 433 acres of property outside of the airport's present boundaries will need to be acquired to accommodate the project.

The O'Hare Modernization EIS is the first time airport operations and their associated impacts will be evaluated in such a comprehensive way. We encourage FAA to invest a significant amount of energy in characterizing the existing situation at O'Hare with respect to airport operations and aircraft operations, as well as the natural and built environment. As this project progresses and planning becomes more refined and specific, we would appreciate the opportunity to work with FAA on providing additional, more specific guidance as it relates to this project. M-84

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As scoping progresses, EPA will look to FAA for clarification in the following areas:

Forecasts

The scoping package referenced annual enplanements and aircraft operations in the 2001 Terminal Area Forecasts (TAF) made by FAA. These forecasts reflect the amount of people enplaning and traveling on aircraft and the number of aircraft taking off and landing at the airport, respectively. It isn't clear how these numbers were generated. For example, it is unclear whether all future regional aircraft enplanements and aircraft operations were assigned to O'Hare, or whether other airports received portions of the increased regional aviation demand. EPA believes that FAA should explain the differences between regional forecasts versus airport-specific (O'Hare- specific) forecasts. How regional forecasts are assigned to individual airports will need to be described in the EIS. In particular, we would like to see an explanation of how these TAF forecasts impact predicted travel for O'Hare versus other existing or proposed regional airports, including the South Suburban Airport (SSA). D-38

Relationship between the O'Hare Modernization Program (OMP) and Other Projects

South Suburban Airport (SSA) Tier I/ II and OMP - At the time that FAA was scoping the SSA Tier I EIS, your agency said that the Tier I EIS would only deal with the environmental impacts of real estate acquisition and wouldn't cover whether and how the SSA airport would be built. FAA indicated at that time that a Tier II EIS would be developed to address those questions. We believe that FAA will need to explain what the relationship between this OMP EIS and the Tier II EIS for SSA will be. EPA was under the impression that the Tier II EIS would in part, address the question of how and where the region's aviation capacity is going to be developed. Clarification is needed from FAA regarding whether the plans for the OMP have changed the scope of a possible Tier II EIS for SSA. L-12

Gateway and OMP - On August 27, 2002, EPA issued its comments to FAA on the Final Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for the $3.6 Billion O'Hare Gateway project. This project, as described in the EA, included the following elements: terminal reconfiguration, addition of Terminal 4 and Terminal 6, extension of the people mover, relocation of air cargo facilities, reconfiguration of roadway access, and construction of additional customs facilities within terminals. By allowing foreign alliance partners to share nearby terminal space, there would be fewer intermediate ground movements of planes and less travel between terminals for connecting passengers. The project would generate a net air quality benefit as a result of reduced plane idling, reduced ground movement of planes, and energy-efficient terminal design. In its comment letter, EPA concurred with the need for the project and did not question the independent utility of the project. We agreed that operational improvements at O'Hare could be facilitated by these changes and noted that these changes could be beneficial with or without additional runway changes contemplated in the future.

Around the time of the OMP scoping meeting on August 20, 2002, the two principal tenants of O'Hare, United and American Airlines, announced that they were withdrawing their financial support for the O'Hare Gateway project in the face of their severe financial problems. The airlines indicated that they plan to focus their attention on the city's plan to reconfigure O'Hare's runways. It appears that most, if not all, of the components of the O'Hare Gateway project would be needed to accommodate the additional capacity (an increase of 700,000 flights, from the current 900,000 per year to 1.6 million) that this project evaluates. We believe that FAA needs to clarify what terminal changes will be necessary to accommodate the additional flights associated with the O'Hare modernization project. We believe that terminal modifications may be considered reasonably foreseeable actions that would contribute to a cumulative impact to various resources. As such, the terminal projects and their impacts should be evaluated as part of the cumulative impact analysis. See additional discussion about cumulative impact analysis below. L-13

Alternatives

The scoping document indicates that the following six alternatives will be evaluated: (1) the No-Build/Do-Nothing alternative, (2) the proposed project alternative (OMP), (3) the alternative airfield development at O'Hare/Alternative O'Hare Configurations/Alternative Number of O'Hare Runways, (4) Other existing or proposed airports, (5) alternative modes of transportation, and (6) demand management alternatives.

EPA believes that alternatives analysis is critical to the analysis of social and environmental impacts. It is clear that environmental and social impacts, including residential and business relocations, will be quite high from this project. It is very important to conduct a full, substantive evaluation of project alternatives in order to avoid and/or minimize as many of these impacts as possible. In particular, we recommend that FAA give considerable attention to the following: other modes of transportation, including high speed rail; the use of both existing and proposed airports, including SSA, to provide future aviation capacity; and the combinations of alternatives, such as demand management techniques in concert with high-speed rail and other feasible alternatives. C-107

Affected Environment

We encourage FAA to thoroughly characterize the existing situation at O'Hare, including airport operations and aircraft operations, as well as the natural and built environment. This information will be important to set a baseline from which future operations can be compared. N-126

In addition to the general comments that we have provided above, we have provided some initial comments on specific environmental issues that concern EPA.

Air

Conformity Demonstrations - General conformity would apply to the entire project, including aircraft operation changes and construction at O'Hare. Since the Chicago area is "nonattainment" for the one-hour ozone standard, emissions of volatile organic compounds (VOCs) must be assessed to determine if they are above the de minimus level of 25 tons per year. If emissions are greater than 25 tons per year, all emissions must be offset or accommodated in the State Implementation Plan. To this end, it would be helpful to have emissions information categorized by source type. Transportation conformity would also have to be demonstrated. The western access to O'Hare, other airport-related road projects, and any transit projects would need to be included in the 2030 Transportation Plan and modeled to demonstrate conformity to the region's air quality improvement plan. In addition, other criteria pollutants should be evaluated including particulate matter, carbon monoxide and oxides of nitrogen. E-168

Air Toxics - Sources of air toxics in urban areas are varied and include industrial, area, and mobile (e.g., automobiles, diesels, locomotives, and aircraft) emitters. Emissions of air toxics are an area of concern that should be addressed in the context of the O'Hare modernization, including an analysis of the associated sources such as aircraft activity, ground-based motor vehicle, and construction activity. The assessment should discuss how the changes in the emissions will affect the surrounding communities. There should also be discussion of any measures that will be taken to mitigate the release of air pollutants. We recommend that FAA and EPA have focused discussions in the near future to discuss how to specifically address this emerging issue in the documentation. E-169

Water

Impacts to Wetlands - We understand that the airport property includes about 100 acres of wetlands. In order to determine, under Section 404 of the Clean Water Act, that the least damaging practicable alternative is selected for implementation, we will need a clear description of the amount, type, function, and quality of wetlands in the area. Additionally, we would expect that FAA would document efforts to avoid and minimize wetland losses, and include conceptual plans for how they plan to mitigate for unavoidable losses to wetland impacts in the EIS. I-57

Deicing and Snow Removal Impacts - Deicing and snow removal practices have the potential to cause significant impacts to receiving water bodies. The current modernization project provides a key opportunity to improve deicing and snow removal operations so as to minimize these impacts. The EIS should describe both the current practices and what is being proposed through this project. I-58

Cumulative Impact Analysis

As we stated above, we are concerned that FAA include other reasonable and foreseeable projects that are related to the OMP in a cumulative impact analysis. Beyond terminal modifications, we anticipate other likely projects will be needed in order to accommodate the additional capacity (an increase of 700,000 flights, from the current 900,000 per year to 1.6 million) that this project proposes. For example, additional roadway, freight, and commuter rail changes may be needed. It isn't clear if additional commercial and airport-related operations would need to be expanded to accommodate the additional people and flights that this project contemplates. Again, this may be an area where FAA and EPA should meet to discuss how this topic will be treated in the documentation

L-14

Thank you for the opportunity to provide these scoping comments to you. We consider this a very significant project for our Region. A project of this size and complexity presents an extraordinary opportunity to think creatively and look for innovation in design. We support the energy efficient designs that were part of the O'Hare Gateway project and look for similar approaches to be used in this project, even though the scope of the project is different. We are prepared to work with you as the project progresses to ensure that environmental impacts are minimized and that appropriate alternatives are considered. Many details of the project have not been provided at this time. We recognize that the scope of FAA's NEPA analysis could be influenced by legislation currently pending in Congress. In order to ensure that there is ample time for our agencies to discuss relevant environmental issues before the EIS is issued, we recommend that the FAA outline to us what process the FAA will use to engage and coordinate with resource agencies.

M-85

If you have any questions on our comments, please contact Sherry Kamke. Sherry can be reached by phone at (312) 353-5794 and by e-mail at: kamke.sherry@epa.gov.

Sincerely yours,

Kenneth A. Westlake, Chief
Environmental Planning and Evaluation Branch

Village of Berkeley

MICHAEL A. ESPOSITO
Village President
JANICE MC CULLOCH
Village Clerk

Board of Trustees
RICHARD F. BLASS
Forestry
WILLIAM J. DAUGHERTY JR.
Public Safety & Recreation
THOMAS R. KALAS
Water/Sewers
SUSAN KOLZOW
Public Works
JAMES MARINO
Finance
DIANE SALEMI
Building & Zoning

SEP 2 6 2002

September 17, 2002

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
DesPlaines, IL 60018

To Whom It May Concern:

We, the Village of Berkeley, would like to know if there will be any change in the air traffic flying over out town with the O'Hare Expansion. Some of the residents are concerned about the noise level as well as officials from School District 87 due to the flight pattern which seems to fly over the two schools (Sunnyside School and MacArthur Middle School) in our town. F-30 Other residents would like to know the change in hydrocarbons and other potentially dangerous fumes or gases that might be expelled from the jet engines. E-29 We do not have enough information to make any decisions. Please remember we would like to keep out community as environmentally safe as possible.

Sincerely,
VILLAGE OF BERKELEY

Michael A Esposito

Michael A. Esposito
Village President

5819 Electric Avenue, Berkeley, Illinois 60163 • (708) 449-8840
FAX 708-449-6189

Donna Sbertoli
<dsbertol@elk-grove.k12.il.us>

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion = NO

09/27/02 10:19 AM

Dear Mr. MacMullen,

I am writing you concerning the O'Hare Expansion. I am against this expansion. I believe we have to update, etc but not completely change the runways. The Elk Grove community was designed WITH the airport in mind. For the airport to be completely changed and made larger would be a slap in the face to our community and all our hard work to work WITH the airport. Our Village is here -- we cannot change the configuration of our Village now!] N-7

Also, in researching the environment issue, I understand the airport does not have to meet environmental standards. I am concerned about the health of those living within a certain radius of the airport. Have any health studies been done regarding this?) K-85] M-79

Of course, we do not want our tax base to change. I understand that would happen in this expansion plan, since we would lose part of our Industrial Park.) H-122

Thank you for your time and consideration.

Sincerely,

Donna Sbertoli

jackie.oconnor@exelo
ncorp.com
09/26/02 08:32 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Study

Mr. MacMullen

I am writing to you to express my opinion regarding O'Hare expansion. I am a resident of Elk Grove Village and am very concerned about possible expansion at O'Hare. I believe environmentally it would have significant negative consequences to those who live in the area. I feel that our government is obligated to study fully the impacts to residential areas when considering such significant increases in pollution due to the volume of air traffic and subsequent outlining sources of pollution. E-92, M-52

I am asking you to ensure a full and comprehensive study is conducted with the residents in mind and that this study take a clear look at the dangers to public health, quality of life and safety issues that an expansion of O'Hare would subject us to. I have three young children who I want, like all parents, to grow up healthy and have a chance to live their lives. I believe it's logical that this is threatened by both an increase in pollution to neighborhoods and a higher likelihood of airplane related accidents due to higher volume of traffic. G-57, K-63, M-53.

Jackie O'Connor
1395 Cumberland Circle West
Elk Grove, Illinois 60007

****
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****

Jyd99@aol.com
09/19/02 09:17 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc: Jyd99@aol.com
Subject: O'Hare Modernization Program

We live in Roselle. However, talk about the subject program pretty much ignores the negative impact it will have on our community. Low flying airplanes are overhead 24, 7. True, they usually don't come over with consistency until 4:45 a.m. and become merely sporadic after 11:00 p. m. During this time frame there are hours upon hours when the airplanes come overhead every 1 to 3 minutes. Sometimes they come over 2 at a time, one over the backyard the other off the front, or visa versa. Too often the airplanes obviously violate noise and height restrictions. Complaints about the former are patronized, those dealing with the latter disappear into voice mail never, never land. No, we don't want an 80% increase in overhead airplane traffic, no matter how much money other people will make.

F-67

Paul and Teresa Latourney
23W765 Bryn Mawr Ave
Roselle IL 60172
630-582-0662

"Jack Saporito"
<jack@areco.org>
09/17/02 06:34 AM
Please respond to jack

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: RE: OMP EIS Scoping Submission from AReCO

Thanks Mike.

> -----Original Message-----
> From: Michael.W.MacMullen@faa.gov [mailto:Michael.W.MacMullen@faa.gov]
> Sent: Tuesday, September 17, 2002 6:18 AM
> To: jack@areco.org
> Cc: Charles.R.Prock@faa.gov
> Subject: Re: OMP EIS Scoping Submission from AReCO
>
>
>
> Jack:
>
> This will confirm the substance of our chat on Friday afternoon.
>
> You requested a 90-120 day extension of time to submit your scoping
> comments. The scoping comment period opened on July 17, 2002 and closed as
> of COB Friday, September 13th. Never-the-less, I told you by phone on the
> 13th, and I hereby again confirm, that your comments would be carefully
> reviewed and thereafter they will be considered to the maximum extent
> feasible whenever they are received.
>
> Mike
>
>

M-70

"JEFFREY BLICK" <JeffBlick@msn.com>
09/13/02 04:58 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare expansion

September 13, 2002
<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />
Jeffrey and Margaret Blick
827 Vine Avenue
Park Ridge, IL 60068

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Districts Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear, Mr. MacMullen:

I was not able to attend the public hearings regarding O'Hare expansion; this is why I am expressing my concerns in writing.

I strongly oppose the expansion of O'Hare airport for the following reasons: N-3

- As you know O'Hare airport is the largest source of air and noise pollution in the state of Illinois. The proposed Daley/Ryan O'Hare configuration will increase air and noise pollution over Park Ridge by 2500%. As a long time Park Ridge resident this is completely unacceptable. This expansion plan will not only DESTROY the quality of life for Park Ridge residents but it will do the same for millions of people in the Chicago land area. E-8, F-8
- For the past 20+ years the people of Illinois have elected Governors that have been against O'Hare expansion, including the current Governor George Ryan. For whatever reason he changed his mind, without consulting the people of Illinois, to support O'Hare expansion. N-11
- O'Hare expansion is not necessary. The major airlines, ie. American, United and other carriers are cutting back their flights by at least 10% to 20%. If flights are decreasing why do we need to expand O'Hare by 100% to accommodate 1.8 million 'vs' the current 900 million yearly operations. A-5
- A number of airlines are going into bankruptcy or loosing inordinate amounts of money. Bankruptcy examples include US Air, Vanguard Air and most likely United within the next 30 days. American is certainly next since they lost $500 million in their last quarter and they decided to cut another $3 billion in expenses and thousands of jobs in the next fiscal year.
- Over time there has been a technical revolution of communication and transportation systems within this country. It started with the pony express and stagecoach. This was

replaced with mail, telegraph and passenger trains. The next evolution was the telephone and the automobile, which gave Americans more freedom. As the air travel industry came of age it replaced the railroads for mail and passenger transportation. Next comes the cell phone and Internet age. Business people no longer need to fly to a specific location to have a meeting. A virtual meeting, either voice or video can be held using modern technology, which saves companies a tremendous amount of time and money. This is where the necessity for O'Hare expansion comes into question, if business people do not need to fly as much as they did before conferencing technology, why do we need to increase the capacity at O'Hare airport.

C-9

- LOGIC and the airlines dictate that air traffic will decrease 'vs' increase based upon the above stated facts. The only reason Daley wants to increase capacity is the political patronage that will be granted to him at election time. Any reasonable, logical person looking at this situation knows that O'Hare airport does not need to be expanded.

A-6

Who is going to pay for this White Elephant called O'Hare expansion?

H-14

- The taxpayers of Illinois do not want this project given their voting record for governor for the past 20+ years.
- The city of Chicago cannot afford it, they are already $6 billion plus in debt!
- The airlines can't pay for this Daley political patronage project. United is on the verge of bankruptcy. United lost $2 billion last year and American lost $500 million in their last quarter and plans to cut $3 billion in expenses and thousands of jobs in the next fiscal year.

I hope you will take this e-mail into consideration when making your decision to expand O'Hare airport.

Sincerely,

Jeffrey and Margaret Blick

Robert Benson
<rebenson@usa.net>
09/13/02 08:49 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Input on the Environmental impact of Chicago's proposed Expansion of O'Hare airport

The proposed project as set forth by the the City of Chicago would have major impacts on the environment in the 25 mile radius of the airport. There are many aspects to address, but I will only address the impact of the airport of the surrounding areas. The O'Hare Airport is situated in one of the most populace areas in the world for any large airport. And the flight patterns impact a major populace throughout the area. Since O'Hare is the busiest airport at least in commerce, and especially in larger planes this causes a serious impact to the environment.

First and foremost is the extension of noise that would be generated by the Airport if expanded. The "theoretical" way of capturing the impact of jets taking off does not give the real life experience. Even at it's current status changes need to be in place to prevent the noise that is caused at all hours of the night by the operations at the airport. This will only be increased during the construction phase as well as upon the completion. The major problems are the larger / lower flying aircraft. That along with the expanded freight aircraft that consistently disregard the night guidelines by flying low and overriding the city's own guidelines for air traffic after hours. Pilots should not have the authority to over ride the designated runways and flight plans as designated. This is not a safety issue. If the runways are closed and they did not meet the deadline to take off during the designated times, then they should wait until they can fly during the hours when those runways are open. And they should be required to fly at higher altitudes / faster climb rates. If they can't they should not fly the cargo late at night! This does not even take into consideration that we can not plan outdoor events because of the potential of being barraged by low flying airplanes during the event.

E-7

E-7

Secondly, The pollution caused by the airport is significant. Though the airline and Faa dispute the effect of the airlines themselves, the secondary pollution caused by the increase of traffic can not be debated. The airport is a cause of serious pollution and increasing the size without addressing the flow of traffic will be a serious ramification. When congestion occurs, the pollution increases exponentially! The airport causes major traffic congestion in and around all of the major areas. Increasing the size of the airport will only increase the volume of traffic. If the experts need help in figuring this out contact me and I will consult them on this further. The airport also has increased the truck traffic. The city has leased / developed most of the land along the south and east side of the airport and this area is 90 % (might be higher) freight distribution. The U.S. Postal service alone has two large facilities that create a significant amount of pollution alone. Recently pollution from Diesel has been directly linked to lung cancer. Cars from outside of the metropolitan areas that are not regulated by the guidelines for low pollution are routinely driven to our area because of the airport. This also greatly contributes to the pollution.

E-6
J-6

K-7

Thirdly, the impact on the wild life in the area, has been affected as well. Birds in my neighborhood are flying into windows at a much higher rate than previously experienced. Pollution levels are up and due to the prevailing winds, this is spread throughout the Chicago area. Expanding the airport will have serious impact. As proposed there is land that is essential for the wild life in the area not to mention the impact on the that are wild life and protected by the county of Dupage.

I-3

Sociologically and spiritually the airport is proposing moving two cemetery's that were there well before the airport was in existence. However

I-3.1

conveniently, the land currently developed by the city will not be seriously impacted. Maybe this should be looked at a little closer. I-3.1

The communities in and around the area where O'Hare Airport is located has a majority of residents that have grown up there, and have even moved back to live in this area. This is their home. The expansion of O'Hare would be devastating to the communities in and around the airport and the families that will be affected. Please look at all of the impacts of this expansion. K-7.1

The building of a larger commercial airport creates a "bulls eye" target for increased terrorist attacks. We do not want our area to be a target! G-6

The financial impact of this expansion is going to be staggering. The airlines are losing money at a staggering rate. Especially United and American which are the major tenants and advocates of this expansion. They can not even afford there daily operations, but are going to back the building of the airport expansion at O'Hare. NO WAY! A-3, H-12

The infra structure improvements needed for additional traffic that will be generated is not even in the numbers bantered around. The State of Illinois is losing money, the City of Chicago is losing money. Where are the funds coming from?

The proposed configuration is all theoretical in computer modeling for the improvements that are suggested. Unfortunately, theoretical and reality are not always the same.

There are many times when planes are not even taking off or landing during bad weather. How is more runways going to help? A-4

Additional studies need to be looked at and this expansion needs to be tabled until after this is completed. Also it needs to be done INDEPENDENTLY from the airlines or the CITY OF CHICAGO. If the Faa is going to be running this, they need to do this in the open with the public fully aware of the actions procedures. Open hearings and studies made public along with the details of the studies, not just summaries and power point presentations.

When we made additions to our home, we were required to do detail surveys and outline exactly where the outlets were to be positioned. There is not even clear plans provided for the distance between runways. My expansion was in the thousands, O'Hare is in the Billions! Where are the details!

I would hope you would review this information and take serious consideration of the negative environmental impact this will have.

A wiser approach would be to build a brand new airport either in Peotone or expand one or two of the other regional airports to allow for additional capacity. C-8

Thank you for the opporunitiy to voice some of my concerns.

Sincerely,

Robert Benson

435 S. Barron
Bensenville, IL 60106

I have lived in Bensenville for over 24 years, and lived the same number of years in the N.W. side of Chicago.

"Jack Saporito" <jack@areco.org>
09/12/02 12:14 PM
Please respond to jack

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: RE: EIS extension request

M-71

Mike,

Have you made a decision?

Thanks.

Jack

> -----Original Message-----
> From: Michael.W.MacMullen@faa.gov [mailto:Michael.W.MacMullen@faa.gov]
> Sent: Wednesday, September 11, 2002 1:36 PM
> To: jack@areco.org
> Subject: Re: EIS extension request
>
>
>
> Jack:
>
> I got your faxed request as well as this e-mail. We will take
> your request
> under advisement. There is no need to send another request via "snail
> mail."
>
> Mike
>
>

HermannDaddydude@aol.com
08/31/02 11:00 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Chicago O'Hare International Airport

Dear Mr. MacMullen:

I wish to express my sincere concerns regarding the proposed expansion of O'Hare International Airport. I live in Wood Dale and we are currently bombarded with activity of two runways aimed at us. The proposed south runway will destroy the quality of life in the South sections of Wood Dale and Itasca. The end of this new runway will be less than two miles directly east of Fenton High School! Regardless of any soundproofing that may bring relief while indoors, the toxins dumped on us will increase yet again. O'Hare is the largest producer of toxins in the state of Illinois! I do not understand how this proposed project can even be given serious consideration knowing that! K-87 F-153 E-154

I realize all of the politics involved that consummated this "Deal," but what about the children that live near O'Hare? What about all of us? O'Hare is in the middle of a densely populated area. How can we handle twice as much noise and air pollution than we already have? How can the major destruction of Bensenville and Elk Grove Village be justified? Even though that I live in Wood Dale, my home is in the taxing district of the Bensenville Schools, Park District, and Library. When 40% of the residential units of Bensenville are eliminated, who will make up the difference? Will our real estate taxes double to pay for Chicago's airport? E-155 F-153 H-128

I do not understand how the City of Chicago can condemn property outside of the Chicago city limits. Most of this destruction is in Du Page County! How can they come into our county and do this? N-115

What about the ring road? Will it be built on O'Hare property? Will it wipe out even more of Bensenville, Elk Grove Village, Des Plaines, and Park Ridge? J-57

Is it even safe for the sky above us be so congested with airplanes? Where will the safe buffer zone be? In our backyards, schools, and businesses! G-80

How can Congress even consider legislation that "federalizes" a local project for one airport? That sounds unconstitutional to me! N-115

Please do all that you can in your power to stop this dangerous and destructive project!

Sincerely,

Hermann Schmidt
241 S Cedar
Wood Dale, IL 60191

"Ken & Ruth Haller" <nordickraut@attbi.com>

08/30/02 03:21 PM
Please respond to "Ken & Ruth Haller"

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Fw: One more Time O'Hare Expansion (NO)

----- Original Message -----
From: Ken & Ruth Haller
To: Michael W MacMullen
Sent: Friday, August 30, 2002 10:07 AM
Subject: One more Time O'Hare Expansion (NO)

Let me try this again!!!

Mr. MacMullen I spoke to you at one of the recent meeting and explained my concerns about the problems that will be caused by expanding an airport that has already out grown its space.

My concerns are expressed in the letter sent to Senators about the subject. SAFETY AND POLLUTION

Please review my contents below and make sure they are included in your study Thank you very much.
Ken Haller
Dear Senator Gramm

I am a resident of Park Ridge, and as a citizen who lives near O'Hare I urge you to oppose the bill sponsored by Senator Durbin and Congressman Lipinski, which would create a massive expansion of O'Hare International Airport. While I do not oppose the need to modernize O'Hare, and the development of new regional capacity, I do strongly believe that the ill-conceived redevelopment plan called for by this legislation is not the best way to achieve these objectives. } N-7

Please don't tie the FAA's hands, and force them to respond to the confines of a plan developed and aggressively promoted by the City of Chicago. Allow the FAA to evaluate the O'Hare redevelopment plan on the merits, and remain open to other, potentially better alternatives -- such as a new regional airport, that would alleviate pressure on O'Hare and better serve the entire Chicago region. } C-36

New and reconfigured runways alone will not solve the problem. The airspace in the vicinity of O'Hare is already overcrowded. O'Hare traffic must compete for that space with Midway Airport and other active general aviation fields. Attempting to cram hundreds of thousands of new flights into the skies over O'Hare will only make matters worse.

Furthermore, even in its current condition, O'Hare is the largest source of toxic emissions and hazardous air pollutants in the State of Illinois. There is not a sufficient buffer for these emissions as it is. As a resident of the area, I am very concerned that we will be force to breath the increased emissions from a major expansion. } E-41

The legislation would seriously effect existing area jobs. Under the O'Hare redesign plan, the airport would be pushed west - immediately into the existing industrial and residential areas, resulting in huge losses of jobs and tax revenues, adversely impacting economic development, schools, and residential quality of life. } H-41, K-31

O'Hare now serves, and will continue to serve, an important role for Chicago, my community and as a national air transportation hub. However, more is not necessarily better. We encourage the modernization of O'Hare's terminals, optimizing its existing runway capacity to best serve the needs of travelers. I ask you not to support this bill, which would lock us in to a politically driven and poorly conceived airport development plan.

I'm very concerned about the continued monopoly at O'Hare by United and American. This is raising fares and hurting competition particularly for Northwest and others. FedEx and has problems. United is so arrogant they will be sending empty planes to Minneapolis just to make a statement to Northwest. N-30

It is time to say NO

Sincerely,
Ken Haller
1020 St. James
Park Ridge IL 60068

JEFF HERTZBERG <HRZBRG@CONCENTRIC.NET>

08/29/02 07:59 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: concerns about o'hare expansion

My name is Christine Hertzberg and I am against the O'Hare expansion. The biggest reason is the money that will be spent on this project. The loss of jobs and businesses in the Elk Grove Industrial area will lead to higher taxes for Elk Grove residents. I do not want to pay higher taxes for a bigger O'Hare. With everything that happened on September 11, 2001, I do not feel we need a larger airport. I also do not want more airplanes flying over my house. I feel the expansion is like putting a bandaid on a gushing wound. Once the airports get up to full force again and actually need more space, at some point we still will need another airport. We cannot keep expanding O'Hare. Thank you for taking the time to read my opinions which are shared by many of my neighbors.

N-3

H-43

A-25

l.zerwas@attbi.com
08/27/02 02:49 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: ORD expansion

N-10

We've lived in Elk Grove for over 30 years and are FOR THE EXPANSION OF ORD. Our Mayor may think we are not for it but we are. The benefits to the area for out weigh the drawbacks.

Thank you

Larry and Carole Zerwas

MarMarmcg@aol.com
08/26/02 01:33 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

As negotiations continue why not suggest a few of these.

1. Thesuburbs ringing the airport can annex O'Hare from Chicago, not displacing any residents. They canthen take charge ofthe needed expansion.

2. The suburbs couls annex higgins Roard which is the only way Chicago isconnectedto O'Hare. J-37

3. The tax revenue from the concessions and the concessions themselves could be turned over to the ring suburbs by the City of Chicago as a gesture of the city's real interest in the economic prosperity of the area, not just Chicago. H-79

4. O'Hare could annex the Mid America Airport and shuttle those flights which need the new runways to Midway or Meigs.

5. Whatever happened to the old idea of an airport in the lake? Just a place to land and take off and be ferried to Chicago's lakefront. No amenities except restrooms. It could be toward Zion's nuclear reactor or the mouth of the Chicago River (which they reverse at times) to have less environmental impact. Ticket sales, waiting and greeting room, tee shirt sales,etc. could be on the end of Navy Pier, around Buckingham Fountain or at McCormick Place. C-56

6. Or Chicago could annex Gary and take its airport.

Thank you.

Martin McGowan
375 Bianco
Elk Grove, IL 60007

Norene_Vacura@Toyota.com
08/26/02 11:05 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Modernization Program

First, let's call it like it is. This is not, as your letter of July 19, 2002, states, "O'Hare Modernization Program". You are trying to camouflage by words what this really is. It really should be named the" Mayor Daley Armageddon" to pillage, purge, and destroy homes, business, families, and air quality because he and his cronies want the additional revenues that an O'Hare expansion would bring. Here are the facts:

1. A second airport would be less costly and more efficient than expanding O'Hare. Read the reports. } C-104

2. I keep hearing about the reconfiguration of the runaways but the air space does not expand!!!! You are still trying to jam far too many planes in the same air space. } D-36

3. Mayor Daley says that if we do not expand O'Hare we will lose on the tourist trade. Who is he kidding. The majority of the flights coming into O'Hare are connecting flights of passengers going somewhere else. What does it matter if a passenger coming from, for example, New York, makes his connecting flight to Ft. Lauderdale in Peotone rather than O'Hare.

4. Why don't the airlines and businesses get smarter. Many of the midday flights out of O'Hare are less than 1/2 full. They are not running efficiently. Do they really need flights to Minneapolis, New York, etc., running on the hour every hour. } A-54

5. Mayor Daley says he has the "Right of Eminent Domain". But my rights along with every other citizen have our constitutional rights. By why of our citizenship, we have the rights of life, liberty and pursuit of happiness. I cannot live with 3 to 4 hours of sleep some nights because planes are taking off and landing at all hours of the night. I do not have the liberty of having a family cook-out in my back yard on Sunday afternoons because planes are landing every 30 seconds. I am not happy because I have to run my air conditioning all summer rather than opening the windows in my home because of air traffic noise. I have lost 3 neighbors to cancer, Barbara Lang, Ingrid Kram and Dorothy Haberstich. Coincidence, I do not think so. } N-124 } K-94

6. I have attended rallies, meetings, hearings, regarding the O'Hare issue and Mayor Daley has not attended not even ONE event. Maybe he would have a change of heart if he lived in my house or my neighbor's home for a week. The frustrating part, is the homes in my subdivision are not even slotted for any assistance for the noise/pollution, etc. Is the tail wagging the dog on this whole issue.

7. The tragedy of 9/11 has impacted all Americans, and we know the potential of additional attacks are possible. As a matter of fact, Chicago was cited as a potential site. Why would anyone even consider expanding O'Hare further. } F-89

Norene Vacura
825 River Forest Court
Benseville, Ill. 60106

"Ann Finney" <annfinney26@msn.com>
08/25/02 11:20 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Re: O'Hare Expansion Concerns

Thank you for your reply. I went to the scoping meeting, which was different from what I anticipated, and I do have some additional comments:

1. The noise that is most noxious is from the night (cargo) flights. I have lived at 3 addresses in Elk Grove Village over a 30 1/2 year period, and at 675 Versailles and now at 1296 Old Mill Lane night flights were the most intrusive. When I lived on Versailles, I called in frequent complaints to the number the City of Chicago provides for that purpose. Are the cargo planes held to the same noise regulations the passenger flights meet? F-34

2. The FAA people at the meeting said the big commercial planes are not dependent on taking off and landing into the wind (although the City of Chicago people insisted it is far, far better to use prevailing winds). If that is so, why not rotate the design so those long runways go north and south, with other appropriate adjustments. I used a rule to scope the possibility, and although my process was rough, a possibility exists. N-24

----- Original Message -----
From: Michael.W.MacMullen@faa.gov
Sent: Friday, August 23, 2002 12:31 PM
To: Mike"Ann Finney
Subject: Re: O'Hare Expansion Concerns

Thank you for your comments. I hope you found the recent scoping meeting interesting and informative. Your comments, and all the comments that we will be receiving, will be carefully considered by FAA.

Mike

Jan Brueckner
<jbrueckn@uiuc.edu>
08/24/02 10:46 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc: dye@lfmail.lfc.edu, DMERRIM@LUC.EDU, Diane McCarthy <diane@uic.edu>
Subject: O'Hare noise impacts

Dear Mr. MacMullen:

I am part of a University of Illinois group looking at the property-value impacts of the expansion of O'Hare Airport. I understand that the FAA is carrying out an environmental impact study of the expansion, and I wonder whether this study has attempted to generate noise contour maps for the larger airport. If so, such maps could be useful in our attempt to predict the property-value impacts of the expansion.

M-4

I'd be grateful for any help you could provide.

Jan Brueckner
Professor of Economics
University of Illinois at Urbana-Champaign

peggy hall
<peggyjh1@yahoo.com>

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare

08/23/02 03:30 PM

Dear Sir, I would like to submit my comments about O'Hare Expansion. As homeowners in the path of the anticipated runways, my husband and I are not happy about the six runways headed toward our home. A while back planes came so close to our home that I had to close the windows to hear the TV. We hope this will not happen again, of which there is a better chance with so many runways in our direction. Also the pollution and traffic increases won't be pleasant in this area, making a poor situation worse. } E-43 } E-40, J-15

Thank you. Mrs. Peggy Hall Elk Grove Village

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"Weaver, Robin" <rweaver@roselle.il.us>

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

08/23/02 10:18 AM

Please accept my written comments in assessing the impact of any expansion to O'Hare Airport.

I live in Elk Grove Village, buffered from O'Hare by a massive industrial park. The airport adds to our area economy and is convenient for air travel. It is in need of some improvements to make it safer and more efficient for those traveling through the airport. However, a doubling of its' present capacity, re-direction of its' flight paths and the usurpation of land in other communities is excessive, offensive and unfair. The plan (written or otherwise) by the city of Chicago, American Airlines and United Airlines is overbearing. Noise, air pollution, tax base (in Elk Grove Village and Bensenville) and safety concerns should not be forced on those residents and communities who planned based on the current airport configuration. A doubling of air capacity will also increase ground transportation problems.

N-7

E-165, H-148, E-173, J-63 G-91.1,

As the FAA is a national agency, it should review all options and determine the best one, not merely agree to one proposed by a big city mayor, especially when Mayor Daley's proposal is to double an airport in the midst of a very dense metropolitan area. For example, Denver International Airport was built utilizing open land outside of the dense metro area.

C-106

Thank you for including my comments in your consideration.

Robin Weaver
1358 Volkamer Trail
Elk Grove Village, IL 60007
847-891-2891
rweaver@roselle.il.us

ViolinAurello50@aol.com
08/21/02 01:03 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'hare Expansion

The people in Stockbridge, a subdivision in Elk Grove Village, are fully aware of the real implications and costs of the proposal for O'Hare Expansion. It is not a "done deal" and we beg your complete support in not allowing this expansion to take place! Elk Grove Village was voted (a couple of years ago) as the 2nd best area in the NATION to raise children. We are proud of that we do not have very many places that we can say are exceptional for children development. Please keep this area intact and as a beautiful haven for children!

K-92

Mrs. Terracina
Elk Grove Village, Il

"Vaccarino, Gwen" <VaccarinoG@oceusa.com>
08/21/02 10:01 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: No O'hare expansion - Life long resident of Elk Grove Village!!!!

I bought a house in Elk Grove Village 2 1/2 years ago thrilled to return to the town I was born and raised in, that my parents and siblings live in. I am a sole supporting single Mother of two. I work hard and make many sacrifices to afford to own a home in Elk Grove. The O'Hare expansion and the resulting tax implications and the potential stall in property values that are certain to follow threaten my ability to continue to live and thrive in my home town. A-142

It is unfair that Elk Grove Village and it's residents should be sacrificed to the benefit of Chicago.

Elk Grove is a family. Nearly everyone I grew up with (I am 42 years old) is raising their families here. My children play with their children. I can walk down nearly any street and greet people on a first name basis. I feel safe and connected with my entire community as an extended family. K-93

Please consider the consequences of destroying my Elk Grove family.

Gwen Vaccarino
1365 Cumberland Circle East
Elk Grove Village, IL 60007

Dotlevy74@aol.com
08/20/02 10:53 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: (no subject)

Gentlemen;
We really appreciate all you have done to tone down this O'hare expansion. Please continue the good work, as it is really appreciated.
Ann & Bob Rose
Elk Grove Vlg.

N-94.1

Fred Larson
<Fred.Larson@genend
er.com>

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare expansion

08/20/02 08:20 AM

Good morning Mr. MacMullen,

I want to take this time to thank you for listening to my opinion of the O'Hare expansion project. I support modernization of O'Hare but not at the price of removing families from the houses. Let's all remember what the true American Dream is, owning your own home. It's easy for people who have the financial support and do not live in Elk Grove, Bensenville or DesPlaines to make decisions that do not effect them. N-7 N-58.1

In addition, when the 2 biggest Airlines in the world are having huge financial problems, I would like to know how this expansion is going to be paid for.

In conclusion it is my opinion that the money used to expand would be better suited for the homeless and less fortunate people. H-63

Regards,

Fred Larson
Elk Grove Village, IL

"Ann Finney" <annfinney26@msn.com>
To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion Concerns
08/19/02 10:55 AM

Although I plan to attend the August 22 public meeting, I'd like to put my concerns on the table before they get drowned out by polemics.

These questions are:

1. Professional and private pilots in my family state planes take off into the wind. With the east/west runways prevailing in the City of Chicago plan, is there adequate provision for northwest, southwest, northeast, etc. winds? Or are we reducing safety standards to enable activity? G-23

2. With US Air in bankruptcy, American reducing flights, and United reducing flights or seeking bankruptcy or both, what is the revised timetable for numbers of flights per year in and out of O'Hare? What delay, if any, is there in the need to expand landing and departure capacities? D-5

3. If airlines commit to supporting new gates and then seek bankruptcy protection, who foots for the bill for new gates agreed to by bankrupt-protected airlines? H-32.1, I-8

4. How can airlines operating on thin of negative margins pay for costs associates with a third airport? Again, in the event of bankruptcies, who would make good their commitments?

"GEORGE BRACE" <ECARBCORP@ATTBI.COM>
08/18/02 08:22 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'HARE EXPANSION

Dear Mr. MacMullen,

As a resident of Elk Grove Village, I oppose the expansion of O'Hare Airport in its present form. I cannot understand why the mayor and the governor need to 'hide' their plans for expansion, until it is forced through the U.S. Congress. N-3

The mayor and the governor should consider the other airports that are in the area....Rockford, Milwaukee, Midway, Gary.....surely these airports can aide in the eliminating the congestion at O'Hare. C-12

The number of homes and jobs lost to this expansion increase the tax burden to the remaining business owners and home owners. The mayor should not be able to make this decision for the people and businesses of Elk Grove Village, Bensenville, Des Plaines, or any suburb. H-17

The environmental consequences of this airport expansion will decrease the quality of life in my community. Please do what you can to make sure that all environmental consequences are addressed before the F.A.A. becomes a partner in this crime against the suburbs. K-13

Sincerely,
Leslie A. Brace
935 Huntington Drive
Elk Grove Village, Il. 60007

"Larry Tidrick" <ltidrick@ameritech.net>
08/18/02 10:55 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

Sir,

Why would you want to proceed with this Expansion at this time? It is clear that the present Hub and Spoke System that the major airlines are using is not financially workable. This Country will see atleast two major airlines (U, UAL) in bankrupcy shortly and the future use of any airport may drastically change in the future.

A-52

You can not sayat this time that we will need a larger O'Hare in five years.

Regards,

Larry Tidrick
Elk Grove Village, Il.

"Cecelia Muff" <jobobginger@msn.com>
08/18/02 05:44 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Fw: O'Hare Expansion

----- Original Message -----
From: Cecelia Muff
Sent: Sunday, August 18, 2002 5:38 PM
To: michaelw.macmullen@faa.gov
Subject: O'Hare Expansion

Dear Mr. MacMullen,
PLEASE kindly take a few minutes to read this message as it means so much to us. We are long-time residents of Elk Grove Village., IL., and love our town. We moved here in 1958, almost 44 years ago., and have resided in a single family home. Raised our three children here, through Elk Grove Township schools, churches and watched them mature to fine adults. We love our village and are proud to be citizens of this fine community. We were both born in Chicago, and love that city, too.

PLEASE do not expand O'Hare Airport. The many changes that would occur here and in neighboring towns would be so difficult to accept, as senior citizens, ages 70 yrs. and 68 yrs. Our home is paid for, and many upgrades made to it, through the hard work my husband has done, and if we had to move now, we don't feel we could possibly "start over", especially at today's costs. Where could we go? We are debt free now and happy to pay our taxes for the privilege of living here. H-85
We are happy to have O'Hare, as it is, but expansion is frightening to us. The hundreds of planes that fly over our neighborhood now are more than enough, as the noise is deafening at times. And if there are even more planes, isn't the chance of horrible accidents even more likely? F-82 G-49

PLEASE, with compassion for many of your American brothers and sisters living in this area, consider the benefit of a third airport or just minor additions to O'Hare. And may God guide you in your decisions. C-60

Thank you so much for allowing us to contact you and expressing our heartfelt opinion.
Sincerely,
Mr. and Mrs. Robert R. Muff
253 Greenbrier St.
Elk Grove Village, IL. 60007
(847) 437-1049

e-mail jobobginger@msn.com

John Williams <jawpawhse@yahoo.com>

08/17/02 07:31 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'hare Expansion

Dear Mr. Mac mullen:

I am 100% for the expansion of O'Hare airport as the city of Chicago and Gov. George Ryan have envisioned it. It will create thousands of jobs and secure the future of the airport being a economic engine to the Chicago area including Elk Grove Village. I have just received one of the countless pieces of campaign literature from Mayor Johnson that has been so cleverly disguised as a informational brochure. I hope that instead of spending any more of our tax dollars on his and Sen. Peter Fitzgerald's re-election we come to agreement with expansion proponents that will be the best solution for my neighbors and their families.

N-10
4-149

Sincerely,
John a. Willaims
1027 Huntington Drive
Elk Grove Village, IL 60007-7229

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http://www.hotjobs.com

Pamhartzell@cs.com
08/17/02 12:23 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

I have lived in Elk Grove Village my entire life. O'Hare Airport has always been a blessing and a curse. Although we enjoyed the ease of driving only thirty minutes to the airport, and I'm certain the close proximity of O'Hare brought more business to Elk Grove, we also had to endure the never ending noise of planes traveling overhead. Over the past forty years I have watched the air traffic grow in leaps and bounds.

F-45, H-42

Many times the sound is deafening. You cannot hear someone three feet away. The only time the skies didn't have multiple planes overhead was when our area was being tested for extensive airplane noise and just after the September 11 terrorist attacks. I find it interesting that the skies always seem to clear and the usual ear jarring roar of the planes is conveniently missing while the noise abatement tests are performed.

Change is inevitable. Growth is a part of life. When we cease to grow, we will eventually die. But growth must be kept in check and be appropriate to all surrounding areas.

As a resident, I feel our village leaders are attempting to protect not only the community's rights but also my individual rights regarding the expansion. I do not live in Chicago. I do not want to live in Chicago. I prefer the safety and openness I am afforded by living in the suburbs. I of course do not live in a fairy tale kingdom where everything is perfect. But I do expect my quality of life to be protected from outside sources who take what they want like some conquering soldier and offer nothing in return.

Richard Daley is the mayor of Chicago. He is not God. He does not have the right to alter the quality of life to a town where he does not live and where he will not be affected. I ask that you support the original western access proposal into O'Hare airport, but deny Mayor Daley and the city of Chicago total reconfiguration.

K-32 J-16

Thank you for your time.

Pamela Hartzell

Robert Yee
<roberty@rainbowfish.com>

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare

08/17/02 12:21 PM

Dear Mr. MacMullen

Political debate over the proposed expansion plans of O'Hare Airport has been on-going for years. Now, the debate takes place in an economic dip or recession. The major airlines are in need of bail-outs or re-organization or possible bankruptcy protection. Air travel has seen a significant down turn with the threats of terrorism and the delays of increased security concerns. The debate over the expansion of O'Hare Airport has changed with the change in the overall economy and the down turn in the airline industry. It is naturally prudent that expansion plans be re-examined. A-56

In the long term the health of the air traffic system will demand an expansion of airline capacity in the Chicago area. There is little doubt that O'Hare Airport plays a major role in the through flow of national air traffic. For this reason alone O'Hare Airport must be continually upgraded and improved to ensure the efficiency of overall air traffic flow. From an economic point of view, what is the most effective approach to maintaining the national air traffic system ? This question remains unanswered. N-131

Proponents of another new down-state airport argue that a new airport would be less costly and more efficient to build than the proposed redesign of O'Hare. The environmental impact of a new airport would be more manageable. It makes sense to have a "back-up" that would complement O'Hare in the case of an emergency. Furthermore, building a new airport effectively re-distributes economic growth to other parts of the state. Invariably competition between the two airports will bring about lower costs and improved service. C-110, G-96, H-152

In conclusion the debate over proposed plans to up-grade O'Hare Airport should be encouraged while at the same time the construction plans of a new airport should be put into motion. A new airport should be built to ensure the health of the national air traffic system, create economic diversity, and through competition create economic incentives for improved service. C-111

Sincerely
Robert Yee

"Byron Chumley" <byrongc@earthlink.net>

08/17/02 10:12 AM
Please respond to byrongc

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

Dear Mr. MacMullen,

This is to express my concerns that the city of Chicago's plan for O'Hare expansion is too costly and severely cripples the economies of suburban communities such as Elk Grove Village, Bensonville and Des Plaines. H-22

Chicago continues to play coy and take any and all measures to avoid full disclosure of it's plan. Such full disclosure should be mandated immediately so that full impact of said plan may be made public and apropriate and accurate decisions reached for the common good, not just Chicago's own interests. M-5

Thank you.

--- Byron Chumley
--- byrongc@earthlink.net
--- EarthLink: It's Your Internet

Ajc2449@aol.com
08/17/02 08:43 AM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: O'Hare Expansion

Dear Mr. MacMullen:

Being a resident of the northwest suburbs and a business owner in Elk Grove Village I believe I am what is know as "the silent majority" on the issue of the expansion of O'Hare International Airport, including runway reconfirguration.

Expansion of O'Hare including runway reconfiguration is vital to the future of, not only Chicago, but all of northeast Illinois and Northwest Indiana. I firmly believe that without the planned expansion the future holds little promise for the area to be considered a leader in business. All my peers have basicly the same few. We must expand.

A-12, N-10

I hear the opposition say this and that but it is from the residents of the area. Let me ask them this. . .Did they know there was an airport nearby when the moved into the area? It really boils down to that. They're concerned about the added noise and traffic. If they are that concerned why did they move in the area in the first place. Additionally, no one is telling them they can not move. If you don't like it. . .MOVE!!! If the opposition only knew the true financial impact the airport has on the economy of the area, and more importantly, the future economy of the area. We must look out what is best for the whole, not the vocal few.

H-24.2

F-24.5

Please support the present bill as it stands. It is in the best interest of the more than 7 million people in the 7 counties.

Nothing is ever perfect and it's hard to get two people to agree but what is in the best interest the majority is in the best interest of all.

With every concern, I am:

Andrew J. Costanza
Ajc2449@aol.com

"clyde penicnak" <clydesbox1@hotmail.com>

08/16/02 09:34 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: against ohare expansion

i can not be at the meeting on the 22nd. to express my anger and outrage. if chicago wants to demolish whole neighborhoods, they have plenty of their own to tear down.

H-105.1
N-3
N-89.1

MSN Photos is the easiest way to share and print your photos:
http://photos.msn.com/support/worldwide.aspx

Ross Ruthenberg
<rosser@megsinet.net
>

08/16/02 07:24 PM
Please respond to
rosser

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: Scoping Document

Mike...
I had requested from Scott Snyder on 8/9 a copy of the O'Hare Scoping Document (re. upcoming public meetings) and he indicated he would forward the request to you (returning to work this last Monday). If you have not already sent it via snail-mail, could you email it (Acrobat PDF would be great; or MSWord).
Regards
Ross Ruthenberg
630 595 7746
fax 630 350 9340

M-66

Donald Bekeleski <dbekeleski@yahoo.com>
08/16/02 03:34 PM

To: Michael W MacMullen/AGL/FAA@FAA
cc:
Subject: ohare expansion

Dear Sir:
I am writing because we oppose the ohare expansion. Why should Mayor Daley wreck our Elk Grove Village. Tearing up our village, taking millions of tax base dollars away is going to increase my taxes tremendously. All this in the name of expansion? i don't think so. The village wasn't even invited to the talks . Let's build the third airport and leave Daley stay in Chicago wheere he belongs. Let them people suffer with him. sincerely,

N-3
H-11
C-7

Donald, Nancy, Pamels Bekeleski
1506 Ha8ise Lane
Elk Grove Village ,Il. 60007

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: 1- This is not a plan it is a concept without a feasability study, a cost estimate, a preliminary layout and time schedule. It is a politically activated scheme to acquire Schuman property without due process H-55.1 N-53

2- Airlines are already in financial difficulty 1- Bankruptcy 1- Drastic Cutbacks and 1 on the verge of bankruptcy. American is researching a change in the "Hub" concept and is increasing cooperation to send planes out at more than 50% full.

3.- Where is the money coming from? The airlines because of their financial are recanting their commitment on proving financial aid. The tax payer will then bear the Brunt of the cost (when we find out what it is) N-54

4- How can a city like Chicago take over properties in Des Plaines, Elk Grove and Bensenville without Due process. The tax bases of these Villages is severly impacted by Legend acquisition. H-56 N-53

Name: Wm C Kirtzke

Address: 9921 Boomer Ct
Elk Grove Village Il. 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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(over)

5.- Safety considerations alone to place each parallel Runways. There should be FAA rules not some theoretical kind of politicians. } G-35

6. To relocate! - This is a political concept not a practical solution.
No feasibility study has been made.
No estimated cost of the project
No Real scope of the project
Who pays for the access road? news connected who pays.

7- In the final analyses, with the city, State and Airlines in serious financial difficulties - the TAX PAYER PAYS!

Lee Hufstetler

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Absolutely against airport expansion in proposed E-W Runway configuration - Resident of Surburban Ohare for 49 years (Des Plaines, Park Ridge, Arl Hts, and Nord Elk Grove) concerned that noise level and air quality will be intolerable. As we already have 900,000 flight a year going off in 4 or more directions. Two directions can only make situation worse for tens of thousands of people

N-3

E-97
F-117

At one time ~~then~~ (several years ago) there was a plan to have more runways or flights, to leave to the northwest over Rt 72 then NW Tollway and Busse woods. This would seem much more practical, and ~~have~~ probably have less of a people impact.

C-74

Am also concerned about sinking tax base, thus higher local real estate taxes, thus lower or stagnating property values.

H-104

For the Feds to consider, expansion of Rockford Airport, with high speed rail access on easement on NW Tollway. Rockford would welcome expansion - only difference Chicago would not be able to "dole" out as many lucerative contracts and favors.

C-75

Name: John Passarelli

Address: 27 Essex
Elk Grove, IL 60007

(over →)

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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ALSO AIR QUALITY ISSUES NEED TO BE ADDRESSED NOT ONLY NOW BUT INTO THE FUTURE, E-97

NOISE DECIBLE TOLERANCES SHOULD NOT ONLY BE ADDRESSED BY DECIBLES BUT ALSO BY FREQUENCY (#). Tolerance DECIBLE LEVELS SHOULD BE REDUCED BELOW THE 65 LEVELS F-117

THANK YOU..
John

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

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Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: As a concerned resident of Elk Grove Village, I am opposed to adding the New North Runway 9-27 as this will surely increase traffic and noise directly over my neighborhood. Also, I understand that 9-27 is planned to be built first, hence having a more immediate impact to the noise level over Elk Grove Village. F-3

I am also opposed to the city of Chicago's plan to acquire developed real estate in Elk Grove Village (and other communities) as this will decimate the existing tax base at the expense of hard working homeowners. I bought my house in Elk Grove Village in 2000 because EGV had some of the lowest property taxes around. The O'hare Modernization Program threatens to increase my property taxes ~~and/or~~ or otherwise hurt the funding of our schools, parks, etc. H-6

I urge the FAA to do everything in their power to minimize the impact of the proposed Plan! N-8

Name: George Andrianopoulos

Address: 783 Schooner Lane
Elk Grove Village, IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

8/22/02

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I strongly recommend that you publicize the option of coordinating fast trains (until a true High Speed Rail System can be put in place) connecting O'hare with the many midwest cities within 100-400 miles of Chicago, cities like Bloomington, Indianapolis Kalamazoo, and Milwaukee - only 90 miles - thus freeing up the "slots" (gates) and runways for long distance flights that make economic sense. Other countries have done this quite successfully. Investments in Transportation infrastructure should be based on the strengths of each mode. It is a myth that any transport mode can stand alone without substantial government participation - U.S. freight and passenger rail quality has suffered greatly from massive government investment in highways and airways. It is high time we get a balanced system of moving people (and freight) quickly and comfortably in this country - Let us at least discuss the alternatives and let the people then decide their travel options

B-2, C-9.1

So far, I have heard nothing of this alternative to "fly, drive, or stay home."

Name: Ronald P. Boardman Jr.

Address: 1810 N. Green Bay
Lake Forest, IL 60045

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Removal Ticketing and Baggage handling Train to Plane & Plane to Train would make intermodal travel even more convenient

Chicago O'Hare International Airport

Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios: WHEN WILL THE FAA DO A SUPLEMENTAL NOISE METRIC FOR ALL AREAS AFFECTED BY THE PROPOSED NEW RUNWAY PLANS. F-112

WILL THE FAA GET INVOLVED DURING THE PROCESS TO MAKE SURE ALL PLANS HAVE MET THERE CRITERIA FOR SAFETY AND NOISE? PRIMARILY SAFETY. G-58

IF WE WAIT UNTIL CHICAGO COMES UP WITH THERE PROPOSAL AND GETS IT PASSED THE LEGISLATIVE BODY IT MAY BE VERY DIFFICULT TO STOP THIS EXPANSION.

THEY ARE NOT TELLING US EXACTLY HOW MUCH AREA WILL BE AFFECTED. M-541

IF THEY GET LEGISLATIVE APPROVAL AND THEN THE FAA SAYS THEY NEED MORE SAFETY ZONES CHICAGO WILL JUST KNOCK DOWN MORE AREAS BECAUSE THEY WILL SAY THE FAA SAYS WE NEED THEM. G-59

THEY SHOULD TELL US BEFORE THE LEGISLATURE VOTES.

Nombre y apellido: JOSEPH OLIVETO

Dirección: 275 CREST AVE.
ELK GROVE VLG. IL 60007

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

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I KNOW I USED THE WRONG FORM.

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

I have resided in Elk Grove Village for over twenty years. Right now I am very happy with the quality of life in the Village. I feel that if the expansion of O'hare goes through, according to Mayor Daley's plan, the quality of life will be much worse. Air pollution, noise and traffic congestion will all increase!! Our tax base will be put in jeopardy. I do not want to move out of a wonderful village that I have invested over twenty years of my life. There are better alternatives than the Daley Plan. We need to look into those alternatives

E-70, F-77, J-32, H-74

C-53

Name: Julie Malone

Address: 1720 D Bordeaux Ct.
Elk Grove Village, IL

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
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Comments: A Big Airport is no god not just for people leve around but for travelers to. Untin they find the gate not just 1-st but 2-flite gou to. Just Like in Frankfurt Germany. This is why ome people go over Holland, Amsterdam.
Now sid efekts on pupulation an sitis around airport. More Flite more nose, polution mor Astma, Hipertension, Lung Carcinoma ect. To many kids, and perdenly but mutare people wil bi sicrifised Dan Air Lines wil pay medical bills for piople denvelop Asma, Lung Carcer, High Blood pressure? Livin like in Jail no fresh air, closed window st. Peope do not want this. Eorione new

E-89, F-110 K-62

E-90

Name: No Name 5

Address:

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

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Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
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Comments: wher OHARE airport is but no one new that somvan want sacrifiset this people, healt and properti to,
Wors is not why wil sell the city properties, but why will stock here with properti no body wanet to purchase You want by properties for expansion, then you purchase all properties in Elk Grove, Bensenville on so on!
Or don purchase at all.
You have to put people over the money not uposite.

H-94

Name: No Name 6

Address:

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I am totally against the expansion of the airport. N-3

We don't need any more pollution, noise & road gridlock! It's like squeezing 10 pounds of ham in a 5 pound bag. E-5, F-6, J-5

Build New Airport!! C-5

Name: Mike Baran

Address: 284 Hastings
Elk Grove

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport

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Please provide your written comments on this form.
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Comments: Please build Peatone Airport and spend the funds available where it will do the most good. We have been impacted by noise, pollution, oil on windows, poor quality of life when outdoors, etc., etc. for years & years. Mayor Daley only wants this poorly designed and unfair expansion to keep Chicago control tax dollars.

This is an unreasonable plan & the area residents who will have to live with this have had no opportunity to express their input nor have our village leaders.

Please give us an opportunity to sit down & give our thoughts to this project. We have not been given this privilege & our right at citizens. Please be fair. We need O'Hare but not the way of this expansion plan.

C-81
E-99, F-121, K-67
A-47
N-3
M-60
N-3

Name: ARLENE PETERS

Address: 1260 SPRUCE
BENSENVILLE, ILL

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Harvey I Kahler

2102 W Estes Avenue, Chicago, Illinois 60645
773-262-4396/kahlerfam2@yahoo.com

Re: Chicago O'Hare International Airport ~~World Gateway Program~~ Modernization Program

My remarks touch on three areas.

- Request for citizen groups and rail advocates in particular to be included in a public participation and decision-making process for O'Hare Airport planning.
- Request for suburban and intercity rail service coordination to be included in the scope of O'Hare Airport planning.
- Present opportunities and issues confronting rail access to O'Hare.

M-20

I expected the Final Environmental Assessment for the Chicago O'Hare International Airport World Gateway Program to encompass to issues addressed at public hearing.

- Runway reconfiguration.
- Western access.
- Coordination with the Metra suburban rail network.
- Coordination with intercity rail services.

I had requested more details regarding airport plans, particularly for the proposed runway reconfiguration and western access terminal. The omissions, or separations, of the proposed runways and western terminal in the Assessment is perplexing inasmuch as these were announced well before the public hearing and generated much discourse.

M-20.1

The omissions of the proposed runway reconfiguration and western access terminal frustrates my concerns for potential opportunities to better coordinate air and ground travel at O'Hare. The potential convenience and economy of a single, coordinated multi-modal transportation center for the region is the chief reason for my support for expanding air travel capacity at O'Hare. Unlike Peotone, O'Hare is surrounded by rail lines that extend across the region in all directions.

N-39 B-6

Both the Illinois Association of Railroad Passengers and the Midwest High Speed Rail Coalition urge extending intercity rail passenger services to O'Hare. The substantial rail infrastructure around Chicago could be exploited far more extensively for enhanced intercity and suburban rail passenger Airport access. Bringing more trains to O'Hare would provide regional benefits.

- Offer alternatives to existing and often congested air and ground modes.
- Facilitate coordination among the multitude of transportation services at O'Hare.
- Expand access to nearby travel destinations from regional origins.

B-6

The railway network in the Chicago area offers numerous opportunities for expanded airport access capacity using existing infrastructure and available capacity. The rail network offers strategically located stations with parking and, in many cases, local bus and taxi services throughout the region. The latter facilitate access for those who cannot or choose not to drive.

O'Hare Airport must be viewed comprehensively as the regional transportation center it is rather than the narrow scope of an aviation facility adopted by the City of Chicago in

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the Assessment. The Airport presently hosts a wealth of ground transportation services including Pace and CTA to local and regional destinations. Many nearby office, hotel and meeting facilities provide courtesy vans to the O'Hare terminals. For the sake of coordinating regional transit and improving its relevance and effectiveness, it is imperative that the regional rail network be coordinated with the services at O'Hare.

The close functional relationship between the airport and nearby offices, hotels and meeting and convention facilties belies the rational for the jurisdictional separation of planning at O'Hare's fence. The numbers of travelers and workers at both the airport and surrounding development would benefit from expanded regional rail services that could attract a diversion of road traffic. Rosemont area employment and business travel volumes approach that of downtown Chicago and severely taxes road capacity around O'Hare. The road network around O'Hare also functions as a crossroads for near northwest suburban and City travel. J-23

Realizing a transformation of O'Hare Airport into a coordinated intermodal hub is hampered by parochialism among various entities.

First, my experience has been that the City of Chicago and its Department of Aviation regard planning for O'Hare Airport to be their jurisdictional prerogative. O'Hare seems to be regarded chiefly as a *city* function much as it is its biggest proprietary cash cow. As such, the City has defended itself from any dilution of revenue and from sharing in decision-making that would establish the precedent. The latter hinders regional planning and any attempt by citizens and public interest groups to air their concerns M-21

Coordination of public transportation in the Chicago Metropolitan Area has been a problem for three decades despite being the Regional Transportation Authority's primary mandate. The recent State attempt to push coordination has been met by stonewalling and a drawn out study.

Metra, Pace and the Chicago Transit Authority have taken little initiative in responding to this growing regional need. Similarly, the Department of Aviation has avoided investigating such opportunities as being outside their scope of study. Without political sponsorship, the Chicago Area Transportation Study limits study of alternatives. Furthermore, those sitting in on the CATS public participation process report their frustration with the lack of responsiveness given to their concerns. The history of this region would suggest that the broader regional view of O'Hare is outside anyone's turf, yet the Final Evaluation is submitted to the Federal level as a comprehensive evaluation.

Furthermore, Amtrak's ongoing financial woes threaten important services in the greater Chicago region and thwart plans for improved services. The inability of Amtrak and reluctance of Congress to address Midwest intercity rail passenger opportunities have compelled nine states including Illinois to form a Compact and step in to speed up and expand rail services deemed to be in the public's interest despite the obvious inequity *vis-à-vis* the Northeast.

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Citizens and groups have formed organizations such as the Illinois Association of Railroad Passengers (Illinois Rail), the Midwest High Speed Rail Coalition, the Environmental Law and Policy Center and Chicagoland Transportation and Air Quality Commission to actively promote reasonable transportation improvements. Our public voices need to be heard in developing plans for O'Hare whose impacts extend well beyond the airport, the City of Chicago and the State of Illinois. M-22

Illinois and Michigan are investing hundreds of millions of dollars in grade crossing, track, signal and station improvements to support the proposed Midwest Regional Rail System radiating from Chicago. The cost of completing the 3000 mile MRRS was estimated to be $4.1 billion (in 1998 dollars) with some Federal assistance and private financing.

The MRRS was expected to attract 9.6 million passengers annually when fully implemented in the year 2020. Although a substantial percentage of riders will originate or terminate their trip in the Chicago area, this projection did not take into account the potential for serving the O'Hare market. My guess is that Chicago would generate around 6.5 million rail passengers and another 3 million travelers could be attracted with proper coordination at O'Hare. While this volume may represent only five percent (5%) of projected air travel, it may represent ten percent (10%) of air operations that is not insignificant.

Ironically, many airlines are also in financial trouble at this time due in part to "9/11"-related losses, the present economy and an industry transformation. In the long run, air travel will grow; and airport and regional plans must accommodate future demand.

The proposed reconfiguration of O'Hare's runways will provide much safer operations, more efficient utilization and capacity for substantial growth. Runway reconfiguration and a western access/West Gate Terminal could allow convenient rail access if properly coordinated. G-31.1

Given the considerable public support in one form or another given to all modes, the public benefits of each mode need to be weighed in the development of a comprehensive transportation policy and a facility with such far-reaching impacts as O'Hare Airport. Rail passenger services: B-7

- Consume less energy,
- Emit less pollutants,
- Exploit existing infrastructure and
- Mitigate congestion of road and air facilities.

Expanding rail services to O'Hare Airport can be beneficial to the traveler in a number of roles and deserve accommodation regardless of current institutional problems. B-7

- Fast
- Affordable

J-23.1

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- Accessible
- Worry-free
- Comfortable
- Safe

J-23.1

O'Hare Airport is surrounded by rail lines that offer numerous opportunities for regional rail routes in addition to the existing Metra North Central Service to Antioch. B-7

- The Milwaukee District West Line to Big Timber passes along the southern edge of O'Hare.
- Existing Canadian Pacific and Union Pacific freight connections facilitate direct services from O'Hare to Harvard, Fox Lake, Kenosha over the UP Northwest, MD North and UP North Lines respectively.
- An existing Union Pacific freight line could be used for a connection to the UP West Line to Geneva that is to be extended to Elburn.
- The MDW Line to Union Station could serve as a link to the BNSF, Southwest and Rock Island Lines.
- An improved connection Between Union Station and McCormick Place over the St. Charles Air Line (Canadian National) would facilitate an extension of NCS/MDW services through Union Station and direct non-electrified South Shore trains to South Bend that would connect with Metra Electric trains to South Chicago, Blue Island and University Park.

I was dismayed by the dismissal of the effects and opportunities of intercity rail services as they relate to O'Hare. Publicly sponsored studies of short and medium distance intercity rail passenger services into Chicago have been published since 1972. The diversion of air travel has always been addressed, at least to some degree.

The studies tended to compare the competitiveness of rail with air in terms of cost and travel time to Chicago. The mindset of Chicago *as a final destination* is evident in some of the comments, but this ignores an opportunity being exploited in Europe to *coordinate rail with air* to serve markets within two hours of O'Hare. Diverting even what was characterized as a small proportion of air travel at O'Hare to rail could eliminate some costly short distance flights regardless of need for relieving airport operations and opening slots for other more profitable markets.

Bringing new rail services to O'Hare raises the question whether access will be direct with stations at the existing and proposed terminals or indirect to satellite terminals with a shuttle service to the terminals. The change of vehicles at a satellite terminal would discourage the choice of rail service; but combined airport and commuter traffic would be more easily absorbed than running separate direct trains. Many direct trains would terminate at O'Hare and require more extensive facilities at or near the airport. Some direct trains could continue through O'Hare to western and northern destinations with some circuitry and a relatively small increase in running time to more distant stations. J-24

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J-24

Direct suburban or intercity train access to O'Hare Airport poses a number of architectural, engineering and operational problems that need to be coordinated with terminal planning and route improvements.

- A footprint would need to be established for station access at proposed and existing terminals.
- A deep tunnel in the bedrock under terminal structures would allow more freedom in developing an alignment.
- Non-electrified (*e.g.*, diesel) trains would need more sophisticated tunnel and station ventilation.
- Electrified trains may need increased clearances through Union Station and on the Air Line from McCormick Place under the CTA elevated structure.
- Electrified trains would require segregation of freight and passenger trackage and building of passenger track underpasses.

Electrification of rail services between McCormick Place, Union Station and O'Hare Airport presumably would entail an extension of the Metra Electric/NICTD South Shore 1500-volt overhead system to enable services to be extended. Either electric locomotives would couple onto trains at Union Station for the run to O'Hare or a larger fleet of dual-powered locomotives would be needed for other intercity and Metra trains. Coupling and uncoupling locomotives at Union Station and O'Hare may impact track layout and operational capacity.

G-31.2

Indirect access is more consistent with a strategy for moving security away from the terminal area. Airport security was addressed only superficially in the Final Assessment with no alternative plans. Both direct and indirect alternatives and potential siting variants entail tradeoffs in convenience and cost that need to be weighed.

Generally, short and medium distance intercity services could be extended from Union Station either directly to the O'Hare Airport terminals or indirectly to a satellite terminal. Amtrak currently provides seventeen weekday round trips on Midwest Corridors and nine additional transcontinental services over routes shown on the following map. Transcontinental trains provide the sole train service to seven additional large Midwestern cities and smaller intermediate markets.

The proposed 3,000 mile Midwest Regional Rail System would provide faster and more frequent service mostly over existing Amtrak routes. Track and signal improvements would allow trains to run up to 110 miles per hour. Two or more daily round trips would run on each corridor with as many as seventeen round trips between Chicago and Milwaukee, WI, ten between Kalamazoo, MI, six between Indianapolis, IN and nine between Springfield, IL.

Bringing intercity trains out to O'Hare is problematic insofar as additional facilities may be needed to accommodate mail and express traffic. This is also an opportunity to relocate to O'Hare to better coordinate with the United States Postal Service Regional

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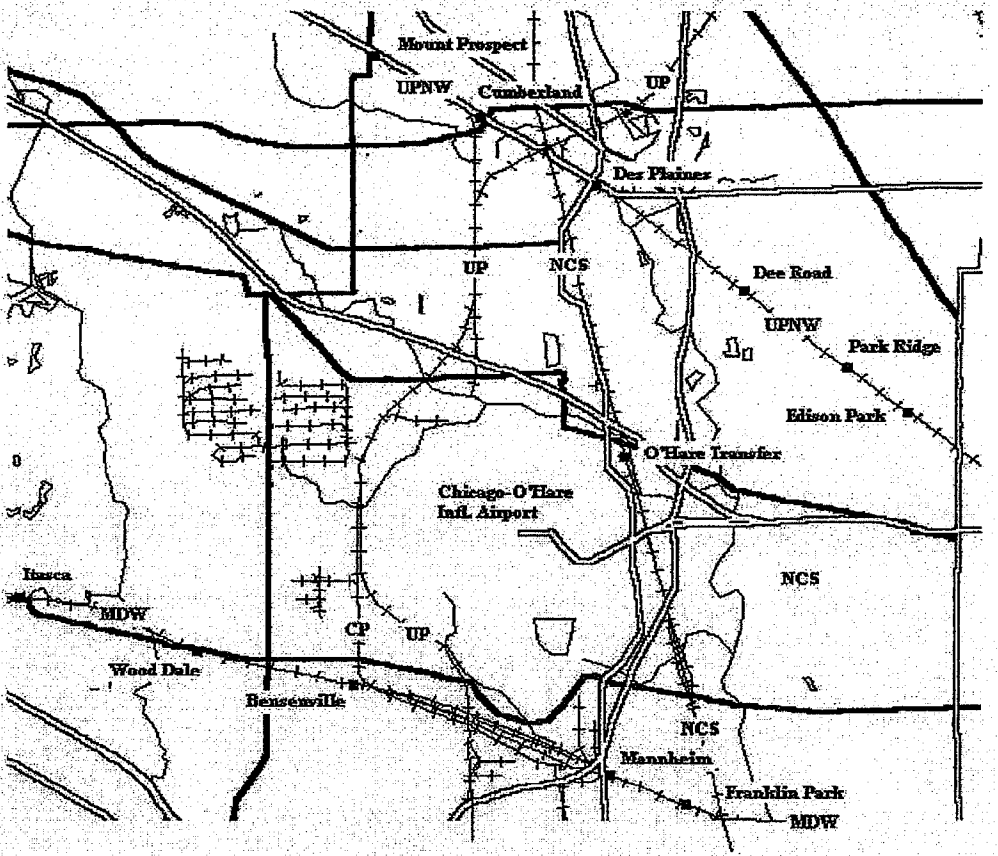
Distribution Center and vacate near-Loop facilities. Such a move must be weighed against the advantage of the present site in serving downtown Chicago.

The potential Metra airport routes would facilitate a number of more direct intercity rail passenger services. The existing and potentially new western and northern routes could offer supplemental direct services to O'Hare that would eliminate the circuitry of running through Union Station.

Railroads and Metra Stations
Around O'Hare Airport



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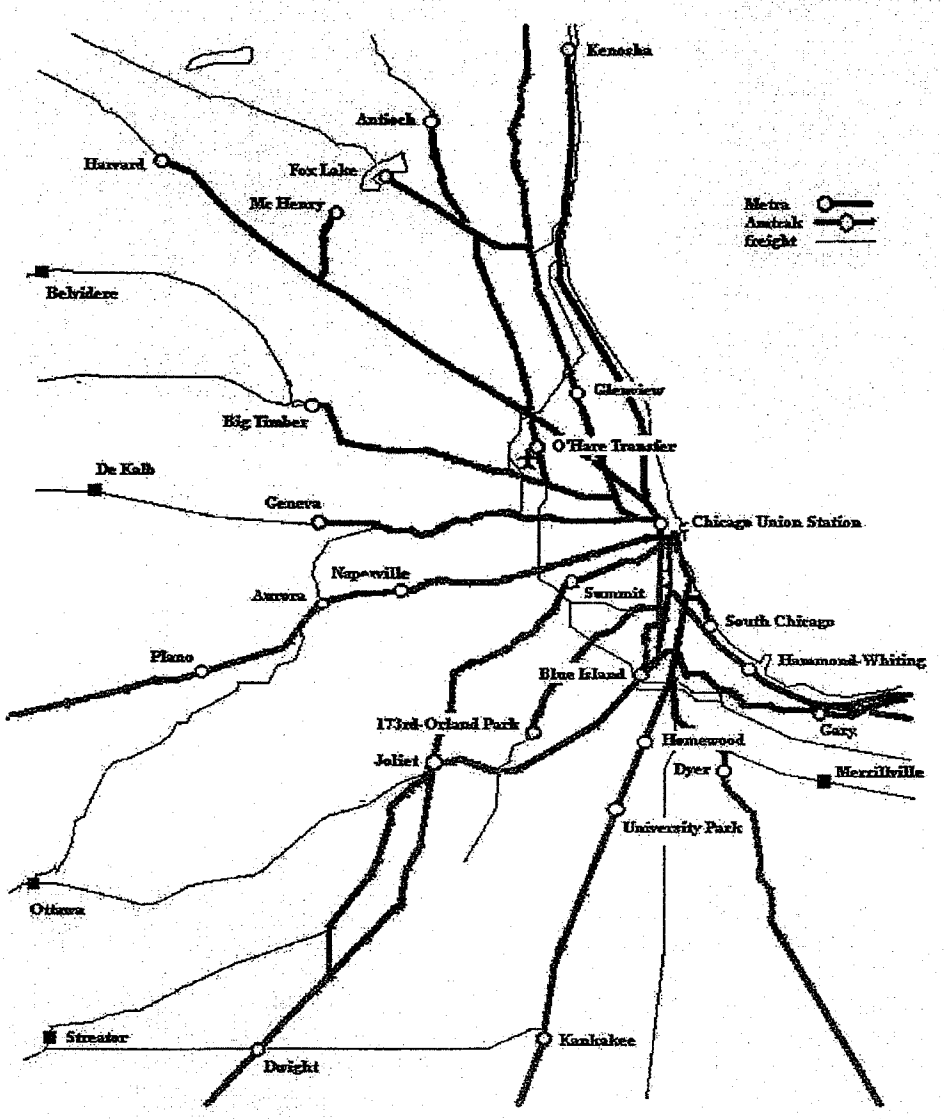
Chicago Area Metra, Amtrak and Freight Railroad Lines



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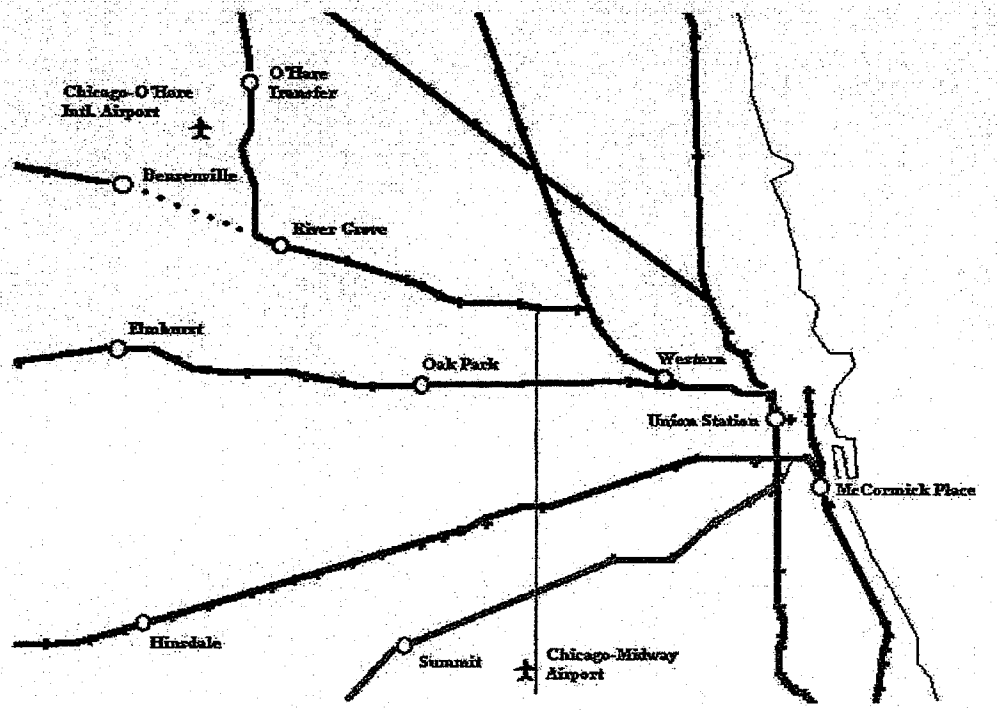
McCormick Place-Union Station-O'Hare Route



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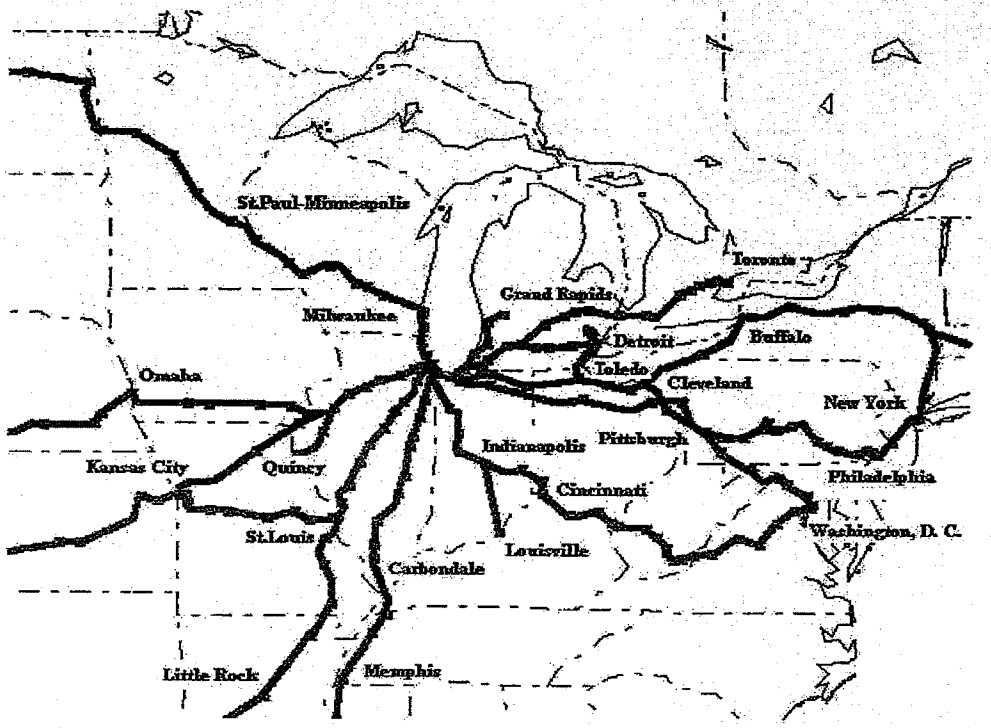
Existing Chicago Intercity Rail Passenger Service
Amtrak Midwest Corridors (blue) and long-distance overnight services (green)



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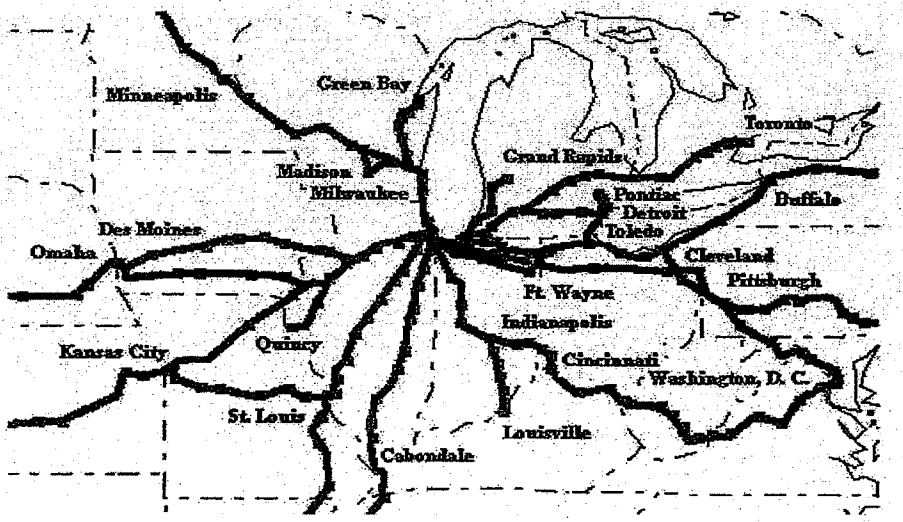
Midwest Regional Rail System with Amtrak Long Distance Routes



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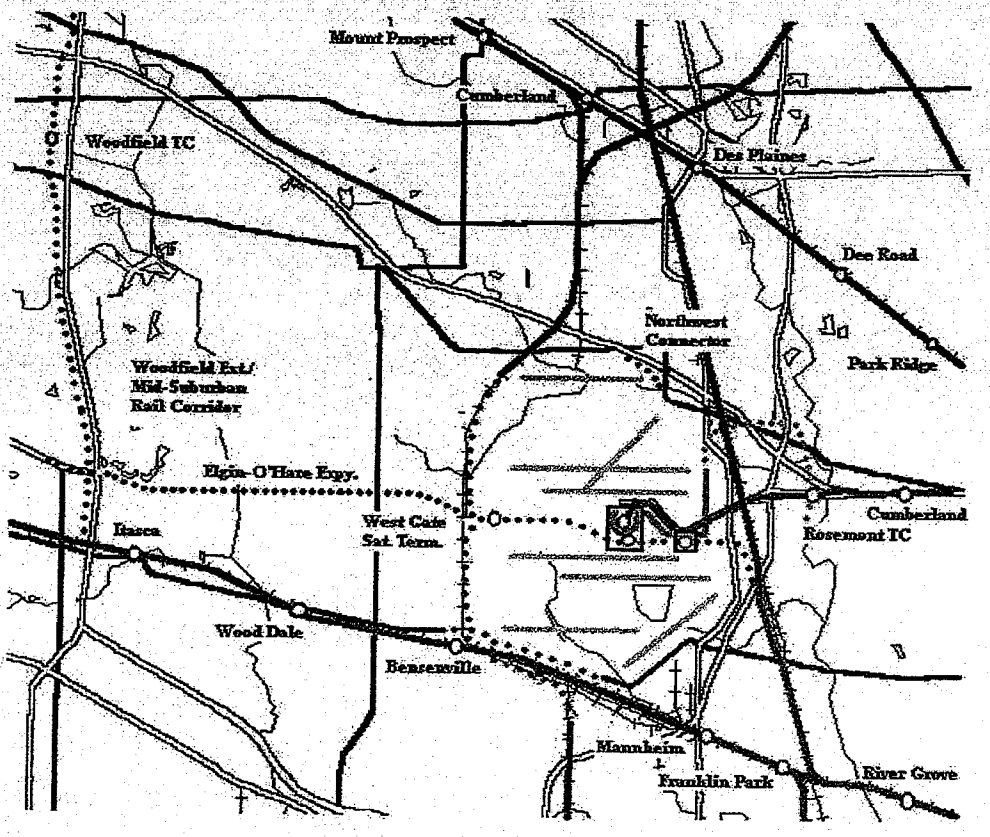
Direct Rail Access at O'Hare



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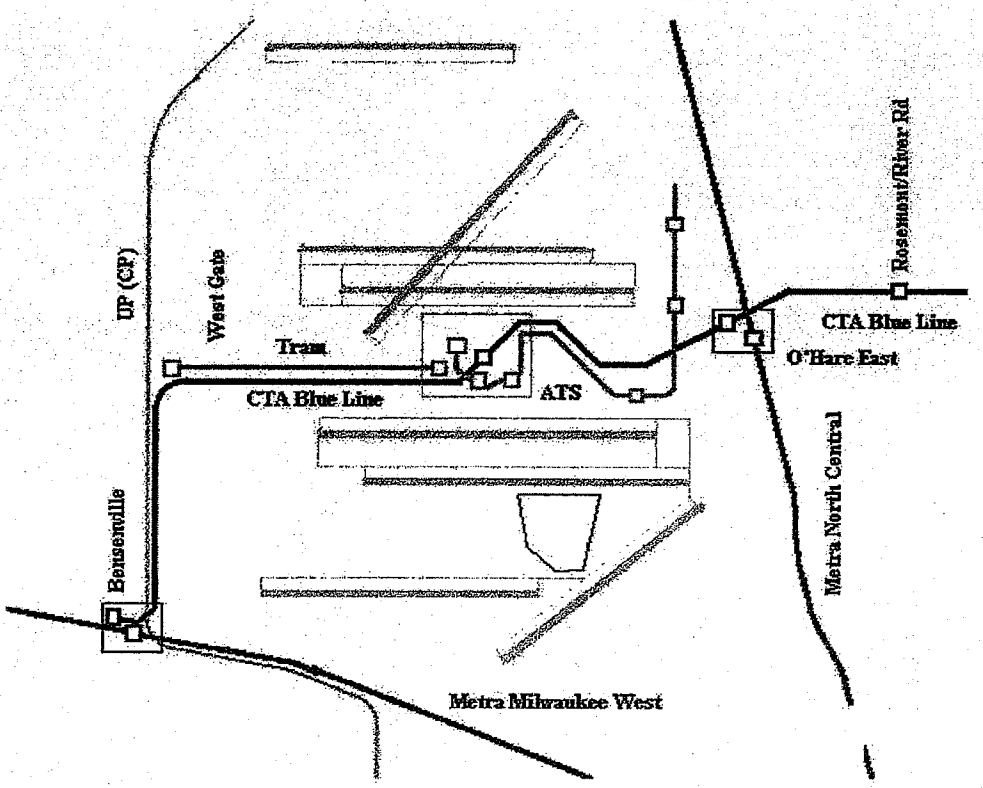
Indirect Rail Access to O'Hare
With CTA Coordination



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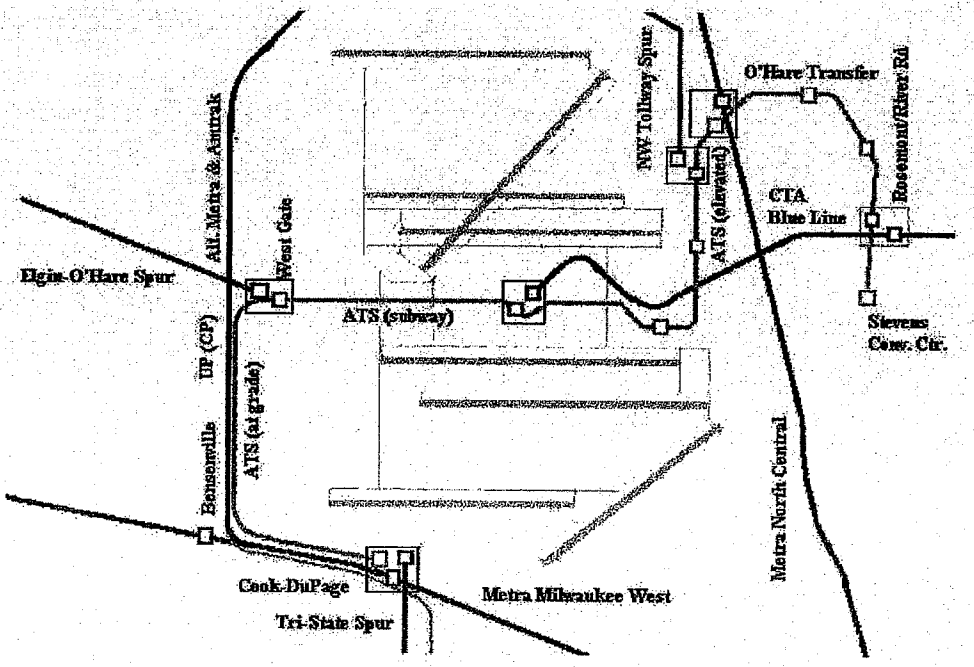
Indirect Access to O'Hare
With Extended ATS



Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

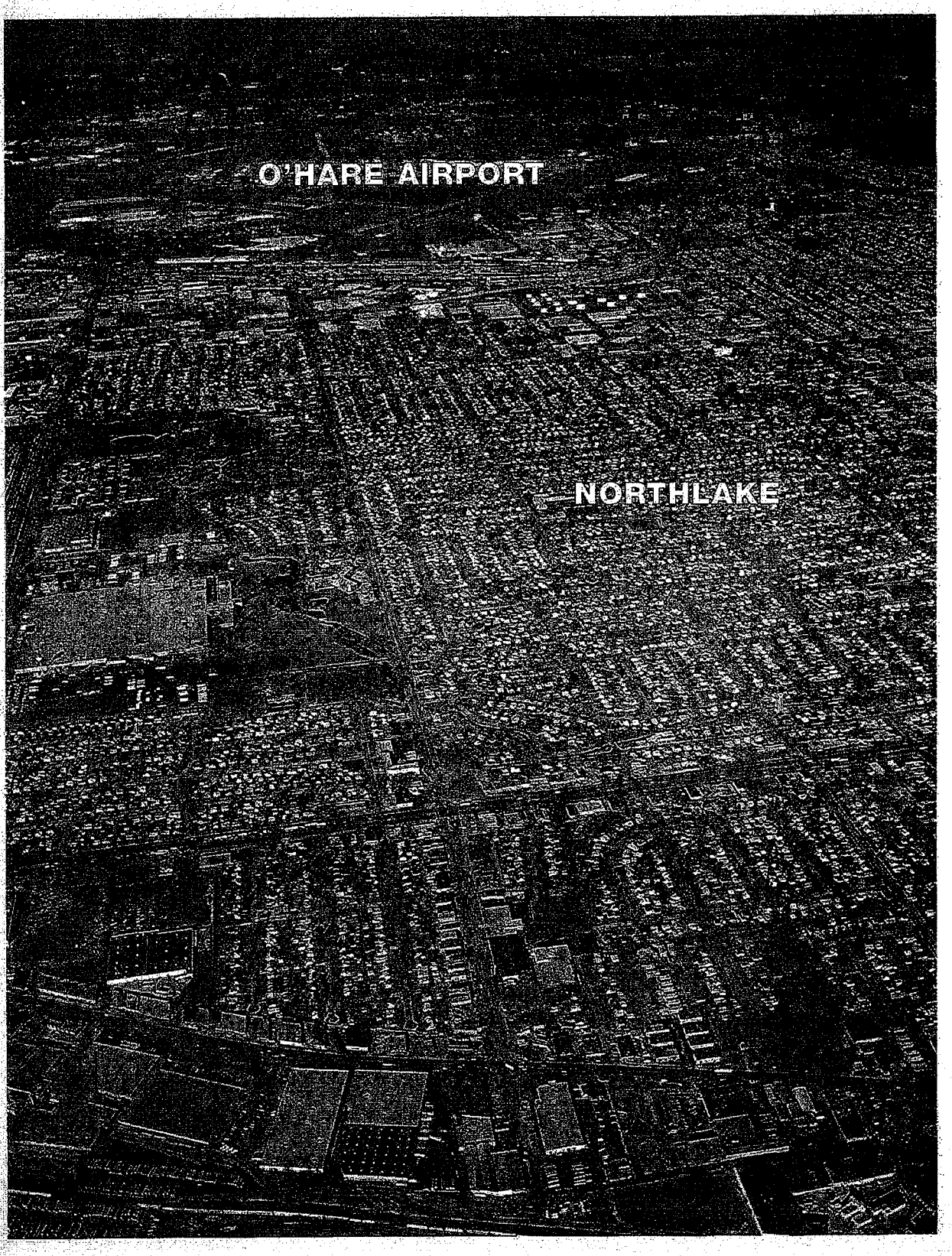
Comments: THE CITY OF NORTHLAKE, LOCATED DIRECTLY SOUTH OF O'HARE AIRPORT, SUPPORTS THE O'HARE MODERNIZATION PLAN. LAST MAY, WE CUT A RIBBON FOR THE OPENING OF A NEW 100,000 SQ FT MANUFACTURING FACILITY, LAST MONTH IT WAS ANNOUNCED THAT AN EXISTING 262,000 FOOT FACILITY, EMPTY FOR 2 YEARS, WOULD BE REDEVELOPED AND MADE THE NORTH AMERICAN HEADQUARTERS FOR A MAJOR COMPANY, ON JULY 25TH THERE WILL BE A GROUND BREAKING FOR A NEW 450,000 SQ. FT. DISTRIBUTION FACILITY - ALL LOCATED HERE BECAUSE OF THE AIRPORT. THE MODERNIZATION OF O'HARE IS "SMART GROWTH" AT ITS BEST — UPGRADING AN EXISTING FACILITY TO MAXIMISE ITS FULL POTENTIAL RATHER THAN ENCOURAGING MORE URBAN SPRAWL WITH THE CONSTRUCTION OF AN AIRPORT ON FARMLAND. ALL OF THE INFRASTRUCTURE — ROADS, RAIL, MASS TRANSIT, DISTRIBUTION FACILITIES ARE IN PLACE AT O'HARE — WHY WOULD YOU DUPLICATE THESE FACILITIES SOMEWHERE ELSE? (SEE ATTACHED RESOLUTIONS)(NEWSPAPER ARTICLE)

Name: JEFFREY SHERWIN - MAYOR

Address: CITY OF NORTHLAKE
55 E. NORTH AVE
NORTHLAKE IL 60164

You may leave your comments at the meeting or mail to: Mr. Michael W. Macmullen, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, IL 60018 or e-mail to: michael.w.macmullen@faa.gov by close of business on September 30, 2003.

JEFFREY T. SHERWIN
MAYOR
CITY OF NORTHLAKE
55 E. NORTH AVE. — NORTHLAKE, IL 60164
WK. (708) 343-8700 — FAX (708) 343-8038
HOME (708) 562-3336
E-Mail: Info@Northlakecity.com


O'HARE AIRPORT
NORTHLAKE

THE CITY OF NORTHLAKE
COOK COUNTY, ILLINOIS

RESOLUTION
NUMBER R-16-2001

A RESOLUTION IN SUPPORT OF MAYOR DALEY AND GOVERNOR RYAN'S DECEMBER 5, 2001 PLAN FOR REALIGNMENT OF O'HARE RUNWAYS

JEFFREY T. SHERWIN, Mayor
JOANNE FLOISTAD, Clerk
FRED J. PAUL, Treasurer

ROB DERENGOWSKI
MICHAEL R. DUNNE
EDDY G. GARCIA
JEAN MATTHIESSEN
DAVID A. MURRAY
DOLORES SHAUGHNESSY
JEFFREY M. STORCK
PAUL T. STRAUBE, SR.
Aldermen

Published in pamphlet form by authority of the Mayor and City Clerk of the City of Northlake on 12-6-01

RESOLUTION NO. R-16-2001

A RESOLUTION IN SUPPORT OF MAYOR DALEY AND GOVERNOR RYAN'S DECEMBER 5, 2001 PLAN FOR REALIGNMENT OF O'HARE RUNWAYS

WHEREAS, O'Hare Airport is the world's busiest airport; and

WHEREAS, O'Hare Airport is the greatest economic engine in the State of Illinois; and

WHEREAS, O'Hare Airport's continued vitality is essential to the economic health of the communities surrounding O'Hare Airport, including the City of Northlake; and

WHEREAS, it is essential that the City of Northlake continues to have access to 60 international destinations through O'Hare Airport; and

H-132

WHEREAS, it is essential that the City of Northlake continues to receive the economic benefits realized by its proximity to O'Hare Airport; and

WHEREAS, the plan for runway realignment proposed by Mayor Daley and Governor Ryan will provide a 50% reduction in the number of homes subjected to aircraft noise of 65 decibels or greater in all communities surrounding O'Hare Airport; and

WHEREAS, the Daley-Ryan plan of December 5, 2001 will result in a 100% reduction of homes subjected to aircraft noise of 65 decibels or greater in the City of Northlake;

F-163

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF NORTHLAKE, ILLINOIS THAT:

The City of Northlake hereby supports and endorses the Daley-Ryan plan of December 5, 2001 for the realignment of runways at O'Hare Airport and urges the U.S. Congress to approve this plan forthwith.

N-10

ADOPTED this 17th day of December, 2001, pursuant to a roll call vote as follows:

	YES	NO	ABSENT	PRESENT
Derengowski	X			
Dunne	X			
Garcia	X			
Matthiessen	X			
Murray	X			
Shaughnessy	X			
Storck	X			
Straube	X			
(Mayor Sherwin)				
TOTAL	8			

APPROVED by the Mayor on December 17, 2001.

Jeffrey T. Sherwin
MAYOR

ATTEST:

Joanne Floistad
CITY CLERK

F:\USERS\NATALIE\RESOLUTI\REALIGNM.PLN

STATE OF ILLINOIS)
)ss.
COUNTY OF COOK)

CERTIFICATION

I, JOANNE FLOISTAD, City Clerk of the City of Northlake, County of Cook and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. R-16-2001 entitled "A RESOLUTION IN SUPPORT OF MAYOR DALEY AND GOVERNOR RYAN'S DECEMBER 5, 2001 PLAN FOR REALIGNMENT OF O'HARE RUNWAYS," which was adopted by the Mayor and City Council of the City of Northlake on December 17, 2001.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Northlake, Illinois aforesaid, at the said City, in the County of Cook and State of Illinois, on July 22, 2002.

JOANNE FLOISTAD, City Clerk

SEAL

THE CITY OF NORTHLAKE
COOK COUNTY, ILLINOIS

RESOLUTION
NUMBER R-17-2001

A RESOLUTION IN SUPPORT OF EXTENDING THE RESIDENTIAL SOUND INSULATION PROGRAM FUNDED BY THE CITY OF CHICAGO

JEFFREY T. SHERWIN, Mayor
JOANNE FLOISTAD, Clerk
FRED J. PAUL, Treasurer

ROB DERENGOWSKI
MICHAEL R. DUNNE
EDDY G. GARCIA
JEAN MATTHIESSEN
DAVID A. MURRAY
DOLORES SHAUGHNESSY
JEFFREY M. STORCK
PAUL T. STRAUBE, SR.
Aldermen

Published in pamphlet form by authority of the Mayor and City Clerk of the City of Northlake on 12-6-01

RESOLUTION NO. R-17-2001

A RESOLUTION IN SUPPORT OF EXTENDING THE RESIDENTIAL SOUND INSULATION PROGRAM FUNDED BY THE CITY OF CHICAGO

WHEREAS, According to the 1997 Noise Contour prepared by the O'Hare Noise Compatibility Commission, the City of Northlake had the most single family homes impacted by noise levels of 70 decibels or higher out of any municipality (except for unincorporated Cook County); and

F-164

WHEREAS, The 2000 Noise Contour prepared by the O'Hare Noise Compatibility Commission shows that the City of Northlake still has over 2,800 homes affected by noise levels of 65 decibels or higher, which represents 87% of the homes in Northlake; and

WHEREAS, The City of Chicago has funded sound insulation for single family, owner occupied homes every year since 1996, under a program administered by the O'Hare Noise Compatibility Commission; and

WHEREAS, A significant number of homes in Northlake have received sound insulation under this program; and

WHEREAS, A majority of homes in Northlake which were formerly in the 70 decibel or higher zone as depicted on the 1997 sound contour are now located in a 65 decibel or higher zone as depicted on the 2000 sound contour; and

WHEREAS, The residents in these homes, relying on maps previously published by the City of Chicago, were fully expecting to receive sound insulation; and

WHEREAS, The noise level of 65 decibels or higher is an unacceptable and undesirable level of noise; and

WHEREAS, The difference between 65 decibels and higher and 70 decibels and higher is imperceptible to the human ear; and

WHEREAS, The relief from aircraft noise which will be realized from the implementation of the Ryan-Daley Plan for O'Hare Airport will not be realized for 15 years, and Northlake residents will continue to be subjected to aircraft noise of 65 decibels or higher in the interim; and

WHEREAS, If the runway configuration plan as contemplated by the Ryan-Daley Plan is not implemented, residents of Northlake will continue to be subjected to aircraft noise of 65 decibels or higher on a permanent basis;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF NORTHLAKE, ILLINOIS THAT:

The City of Northlake hereby calls upon the City of Chicago to extend funding for the residential sound insulation program to include homes subjected to aircraft noise of 65 decibels or higher.

ADOPTED this 17st day of December, 2001, pursuant to a roll call vote as follows:

F-164.

	YES	NO	ABSENT	PRESENT
Derengowski	X			
Dunne	X			
Garcia	X			
Matthiessen	X			
Murray	X			
Shaughnessy	X			
Storck	X			
Straube	X			
(Mayor Sherwin)				
TOTAL	8			

APPROVED by the Mayor on December 17, 2001.

Jeffrey T. Sherwin
MAYOR

ATTEST:

Joanne Floistad
CITY CLERK

F:\USERS\NATALIE\RESOLUTI\O'HARE.WPD

STATE OF ILLINOIS)
)ss.
COUNTY OF COOK)

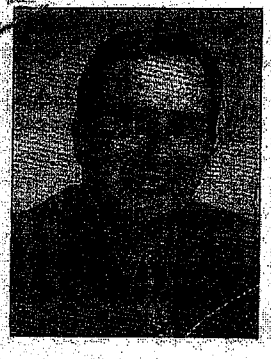
CERTIFICATION

I, JOANNE FLOISTAD, City Clerk of the City of Northlake, County of Cook and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. R-17-2001 entitled "A RESOLUTION IN SUPPORT OF EXTENDING THE RESIDENTIAL SOUND INSULATION PROGRAM FUNDED BY THE CITY OF CHICAGO," which was adopted by the Mayor and City Council of the City of Northlake on December 17, 2001.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Northlake, Illinois aforesaid, at the said City, in the County of Cook and State of Illinois, on July 22, 2002.

Joanne Floistad
JOANNE FLOISTAD, City Clerk

SEAL



CITY DESK

by Mayor Jeffrey T. Sherwin

Modernized O'Hare Will Benefit the City of Northlake and All Surrounding Communities

At Congress' request, Governor George Ryan and Mayor Richard Daley agreed to a comprehensive aviation plan to expand the Chicago area's air traffic capacity and safety. This agreement expands and improves access to O'Hare Airport, provides for funding for a new airport in Chicago's south suburbs and keeps Meigs Field open until 2026.

The agreement must be written into federal law in order to begin implementation and insure that it can not be undone in the future. Illinois is one of the few states in which the governor has veto power over the construction of new runways. It will be extremely difficult to secure the funding necessary to begin this project unless the bond underwriters can be assured that the project is stable and will be completed. This is why the agreement reached at the local level must be written into federal law. The Nation

of the airport are expected to at least double once the new entrance is completed. A fully modernized and safer O'Hare will have a direct impact on keeping and attracting businesses in Northlake. Not only are jobs provided for area residents in the businesses located in Northlake, but also in other

The legislation will stimulate the economy regionally and nationally with job creation and economic activity. This legislation will help O'Hare maintain its status as one of the nation's major economic engines, creating hundreds of thousands of new jobs and generating millions in new revenue and other economic activity. The construction alone will infuse $16-18 billion into the region's economy. Because of our location near O'Hare Airport, Northlake will be a part of this economic growth.

If the modernization of O'Hare continues to be a political stalemate, we stand to lose O'Hare's business to other states or cities who are more than willing to do what it takes to provide efficient, modern and safe airport facilities because they know the economic impact that air travel has on an area, not only for the jobs related to the airport, but also for the

O'HARE RECONFIGURATION PLAN HIGHLIGHTS

- Major reduction in delays and congestion
- Delays related to poor weather reduced by 95%
- Overall delays reduced by 79%
- 95% of current air traffic over Northlake eliminated

Act, ensuring the implementation of the Ryan-Daley agreement, has been introduced in the Senate by Sen. Richard Durbin (D-Il) and in the House by Rep. William Lipinski (D-Il-03).

The legislation addresses the congestion at O'Hare, which causes airline delays nationwide. Currently, O'Hare has seven runways which intersect with each other. The new plan calls for six parallel east-west runways and two angled runways to handle smaller planes in adverse wind conditions. This will increase safety and reduce bad weather delays by 95%. Overall, the new configuration reduces 79% of the delays that have plagued O'Hare in the past.

Most importantly, the new runway configuration will eliminate 95% of the current air traffic over the City of Northlake.

The new plan also provides for a western entrance to O'Hare Airport which will give Northlake residents and businesses the added convenience of accessing the airport from the east off of Mannheim Road, or to the west off of the vicinity of York Road. Property values on the west side

- New western entrance provides direct access to O'Hare from western suburbs
- Funded by airlines, Passenger Facility Charges (PFC's) and the current Airline Improvement Program (AIP)
- No local or State taxpayer money will fund this plan
- Annual economic benefits grow an estimated $16.4 – $19.9 billion to $48.4 – $51.9 billion
- O'Hare generated employment increases by an estimated 195,000 jobs from 365,000 to 560,000
- Northlake's key location will insure that our community will take part in the continued economic vitality generated by a reconfigured O'Hare Airport

manufacturing and airport related businesses throughout the area. Job opportunities are also made available in the support services for the airport-freight, hotels, restaurants, tourism, convention, transportation and maintenance to name a few. The modernization of O'Hare will also provide jobs in the construction industry and businesses which support the construction industry as well.

The National Aviation Capacity Expansion Act has bipartisan support in Congress and Illinois. Nearly 10,000 individuals, businesses and organizations from Illinois, the Midwest and across the nation have voiced their support for the reconfiguration of O'Hare Airport.

I have been asked by residents about the effect of O'Hare Airport on air quality in our area. In the relocation of businesses which need access to convenient and dependable air service to the rest of the country and world. Once we lose the O'Hare advantage and the businesses which locate here because of it, we will never get it back. We can not risk losing the premier position that O'Hare provides for us in the nation's air traffic system and all of the businesses which have located here as a result. I am calling on Sen. Peter Fitzgerald and Rep. Henry Hyde to rethink their opposition to this plan and remember what is in the best interest of the State of Illinois. Continued political deadlock as proposed by Sen. Fitzgerald and Rep. Hyde will result in the economic stagnation of our area.

Nicor Services Introduces Fixed Bill

Nicor Services, a subsidiary of Nicor, Inc., today announced the introduction of Nicor Services *Fixed Bill*, a payment program that gives customers security by guaranteeing a gas bill amount that remains the same for 12 months—regardless of changes in gas prices or the weather.

The way the fixed bill program works is simple. Nicor Services calculates an individual monthly amount for each customer based on a variety of factors, including the gas usage profile of their home and natural gas market prices. Quotes are good for 24 hours. Once a customer signs up, their monthly bill amount is guaranteed not to change for 12 months. Nicor Services will pay the customer's monthly utility bill and the customer pays the Nicor Services their fixed bill amount. Before the end of a customer's one-year agreement, a new fixed bill quote is calculated by analyzing the customer's most recent gas usage profile, and the process starts over from there.

Fixed bill is designed to protect customers from the variables that can cause fluctuations in their monthly natural gas bills. One of the greatest conveniences provided by the program is the security of knowing what your monthly gas bill will be for an entire year. Even more convenient is the fact that Nicor Gas residential customers can receive their individual fixed bill quote and sign up for the program online at www.nicorservices.com or by calling 1-866-fix-bill (1-866-349-2455).

Nicor Services is a wholly owned subsidiary of Nicor, Inc., a holding company. Nicor Services also offers sales, installation and service for furnaces, air conditioners and other related products. For more information, call 1-800-537-5724.

Northlake Woman's Club

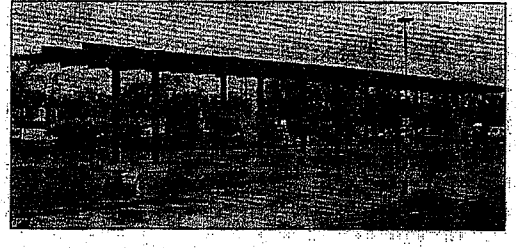
All the women in Northlake and in unincorporated Leyden Township are invited to the GFWC Illinois Northlake Woman's Club meeting at 7:00 p.m. on April 11th at the Sandy Vasquez Community Center. The Center is located at 316 N. Laporte in Northlake. This month we will elect our officers. Our April hostesses are Mary Alice Lehman, Dale Jaster and Roxann Jaster. Guests are welcome. Refreshments will be served.

For more information, call Mary Alice Lehman at (708) 562-8301 after 4:00 p.m. or Irene Perry at (708) 562-1010.

Skate Park Meeting

Do you have any new, innovative design ideas that could enhance Northlake's Zero Gravity Skate Park? If so, please join Mayor Sherwin and the Northlake Youth Commission at City Hall on April 10, 2002 at 7:30 p.m. to share your ideas. We value your input! Interested parties are encouraged to attend.

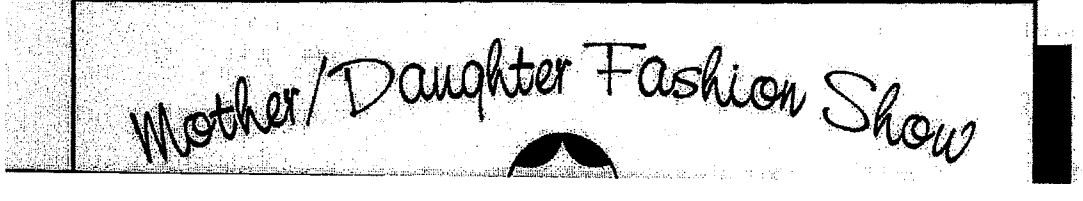
Around Town



The mild winter weather allowed construction to continue on the Sam's Club Gas Station located at North and Railroad Avenue.

Work also continued through the winter on the new Delta-Unibus manufacturing facility located to the west of the Public Works building. Completion is scheduled for April. The City's bike path, Midland Trail, will have an additional loop around the retention pond at Delta-Unibus thanks to an easement granted to the City by Delta-Unibus. The retention pond will be fully landscaped and will be a great addition to the Midland Trail greenway.

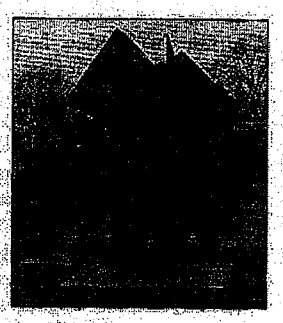
The 3 pieces of outdoor artwork acquired by the City for a two-year period have settled in along the Midland Trail.



Sunday, April 21
Alta Villa Banquet Hall • Addison, IL
12:00 Noon • $15.00 per person

Enjoy an afternoon of food, fashion and fun at the Mother/Daughter Fashion Show, presented to you by the Northlake Community Events & Affairs Commission. Lunch will be served at 12:30 p.m., followed by a fashion show which will feature the latest in women's and children's spring and summer attire. Fashions courtesy of David's Bridal, Dress Barn, Gentlemen's Quarters, and more. Raffle will be held...fabulous prizes! Tickets on sale at City Hall on March 9, 16 & 30 ONLY.

The City is looking forward to adding three more pieces this year.



Take advantage of the warmer and longer days by taking a walk or ride along the Midland Trail.

Northlake Youth Commission Sponsors Spring Craft Workshop

Join the Northlake Youth Commission for a Spring Craft Workshop on April 30th from 6:00 to 8:00 p.m. at the Sandy Vasquez Community Center. The Center is located at 316 N. Laporte in Northlake.

Craft projects are free if assembled at the Community Center, or may be purchased for $1.00 if you choose to take one home to make.

most recent inventory of pollution sources, the airport accounted for less than 2% of the emissions that cause ozone and was well under 1% in terms of carbon monoxide and volatile organic compounds (Crain's Chicago Business, 3-11-02). Additional capacity at O'Hare may raise the amounts somewhat, but the increase will be offset by reductions in sources of pollution by reducing or eliminating delays on the runways and also by relieving congestion on the roadways surrounding the airport.

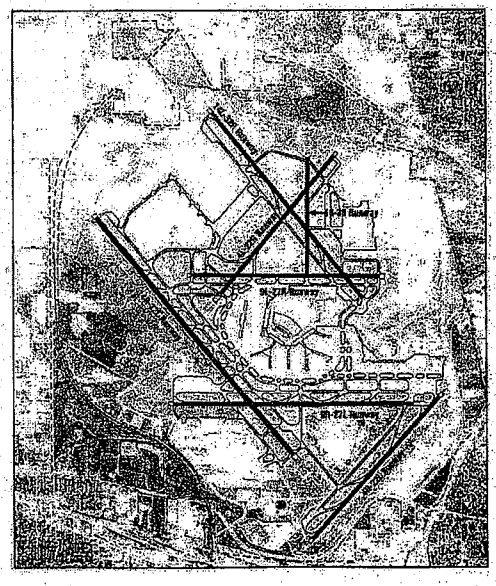
> *"Most importantly, the new runway configuration will eliminate 95% of the current air traffic over the City of Northlake."*

Other residents say they have been told that there is no more room at O'Hare, that more capacity can not be "shoe-horned" into the airport. The airport in Atlanta, Georgia, is situated on much less acreage than is currently at O'Hare, but handles just as many, and in some years, more flights than O'Hare. How is this possible? Because the Atlanta airport was built to modern standards with four parallel runways which greatly increases efficiency and safety. A similar parallel runway system is proposed for O'Hare, replacing the current outdated intersecting runways.

I have traveled to Washington D.C. twice this year to speak with members of Congress about this legislation, and as I write this article, am preparing for a third trip to our nation's capital. The long range benefits to our City and State are too great to stay on the sidelines.

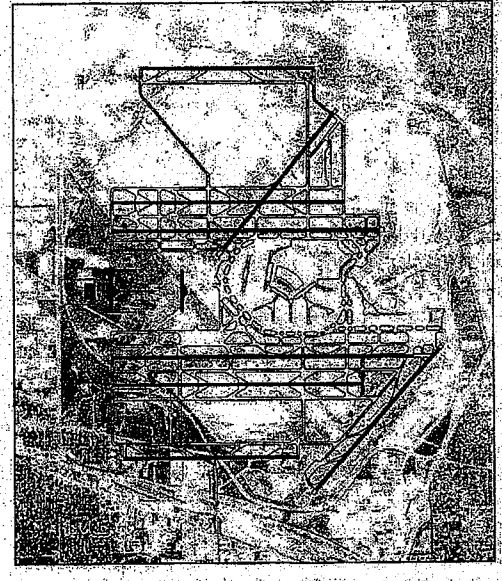
We must see this plan enacted to insure our economic vitality not only for our generation, but for generations of Northlake residents to come.

Existing Runway Configuration



Existing Runway Configuration. Note all intersecting points which cause delay and

Proposed Reconfiguration

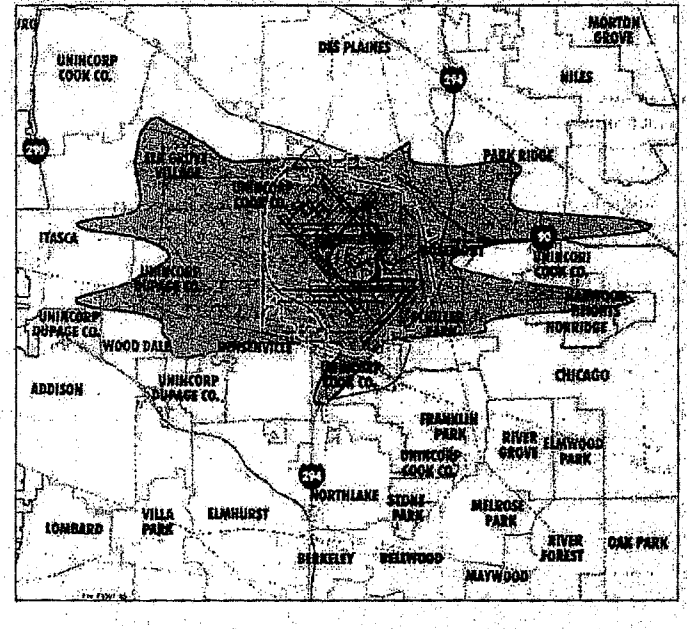


Proposed Reconfiguration of Airport. Note all main runways run east/west and do not intersect. Angled runways for limited use by smaller planes

Mayor Sherwin and area businessmen in Washington, February 2002.

during adverse wind conditions only. Also note new west entrance.

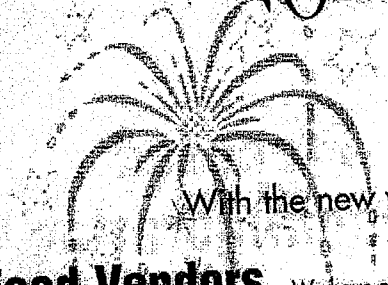
Projected Airport Utilization in 2015



Projected airport utilization in 2015 after reconfiguration. Northlake is out from under the main flight paths.

NORTHLAKE DAYS 2002

June 28, 29 and 30



With the new year upon us, it is time to start planning Northlake Days 2002.

Food Vendors We have made a few changes this year. The booth fee remains at $450, but the deposit is now $225, which is due by April 1, 2002. The balance will be due by June 1, 2002. We will not accept anything after the due date. Food may be priced anywhere from $1.00 to $4.00. Prices must not exceed $4.00. NO BEVERAGES MAY BE SOLD BY ANY VENDOR (the exception being Lemonade Shake-Ups). The City will be selling pop, water, and non-carbonated drinks. If you sell any of these items, you will be told to stop. The city will not be providing insurance this year. Fire extinguishers are required at all booths. If you do not have one on opening day, you may purchase one from the City at a cost of $25.00. All booths must meet safety requirements. If you would like a food booth, please fill out the form of intent on page 10 as well as the application for electric, also on page 10. Return both forms to Northlake City Hall along with your deposit, attn: Lois Wick, Community Events & Affairs Chairman.

Non-Food Vendors The booth price for non-food vendors is $225. A deposit of $100 will be due by April 1, 2002, with the balance due by June 1, 2002. If you are interested in participating, please fill out the form of intent on the following page and return it to Northlake City Hall, attn: Lois Wick, Community Events & Affairs, 55 E. North Ave., Northlake, IL 60164.

Parade The Annual Northlake Days Parade will be held on Sunday, June 30, 2002. If your organization would like to participate in our parade, please fill out the form on the following page and return it to Northlake City Hall, Attn: Mick Loresch. Make all checks payable to: City of Northlake

Craft Show Craft vendors interested in an 8' x 10' space under a tent at Northlake Days are asked to fill out the form below and send it or bring it in to [illegible] as follows: $75.00 per space under our tent, $50.00 per space if you are supplying your own [illegible] under the tent

will be provided by the City of Northlake. You must bring your own table and chairs. Please be aware of the possibility that one or more vendors may be selling the same or similar items.

Northlake Days 2002
Craft Vendor Application

Name _____

Address _____

City/State/Zip _____

Daytime Phone _____

Evening Phone _____

Items you choose to sell _____

_____

☐ Yes, I need electric ☐ No, I do not need electric

VII-351

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

If Chicago wants more airport why don't they tearing down the homes and businesses in Chicago at Midway? Midway and those homes and businesses belong to Chicago. The lands they want to destroy do not belong to Daly and Chicago. They are stealing from the suburbs to make Chicago have more control over them. Why ~~was~~ isn't Daly spending his time and money fighting Crime in Chicago instead of stealing from the suburbs. We don't need expansion of O'Hare. It's a waste of our tax payers money and harming millions of peoples sleep and well being. Stop Daly! If he wants a bigger Airport enlarge Midway which belongs to Chicago. Take away the Chicago homes + businesses and keep them from sleeping and see how long Dictator Daly will last. O'Hare needs new management and schedules not destroying the suburbs and making them worse. People already are avoiding it because it is large and poorly run.

C-70.1

A-43
F-108
H-91
K-59

C-70.1

Name: No Name 1

Address:

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Z:\Chicago\ORD\OMP\Environmental\scoping\Final Scoping Materials\Comment form.doc

Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: Bicous this expendinon of Airport I Want sell my hows and I want to gekower the property volume loset from City of Chicago, I Wan they also pay for my medical bils if I get Asmg, Lung Cancer, diabet, high blood pressure or els. H-92 K-60

It is health hazard for humens, bird if, sky animals around. Do not destroy this in the name of Chicago profit. Thanke K-61

Name: No Name 2

Address: _____

_____

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Chicago O'Hare International Airport
Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios:

This latest announcement that the projection from the increase in landings + Takeoffs at O'Hare would be as much as in 1999 is a big lie. There plans more pollution. E-91

Years back the FAA reported that the air about O'Hare was dangerous and over crowded. G-56

Just the noise from twice the number of planes will just become impossible to live there. F-109

Nombre y apellido: No Name 3

Dirección:

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

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Chicago O'Hare International Airport

O'Hare Modernization Program
Environmental Impact Statement

Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments: I oppose expansion of O'Hare Airport because first of all what right does the Chicago Mayor have conversating private property + not pay them enough money to buy another + what right has the Mayor to expand the airport + destroy the economic health of any suburb. Also I don't feel this expansion is ~~[illegible]~~ realistic since air lines are lagging off hundreds of people + cutting down on flights. Also I feel suburbs will - suffer more polluted air not to mention potential accidents that are likely to occur ~~[illegible]~~ increase traffic

N-3

H-93

A-44, C-70.2

Name: No Name 4

Address:

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

Z:\Chicago\ORD\OMP\Environmental\scoping\Final Scoping Materials\Comment form.doc

August 22, 2002

Gary and Barbara Parrin
510 Ruskin Drive
Elk Grove Village, IL 60007

We wish to enter into the record the following comments concerning O'Hare expansion:

- There needs to be the release of information that provides the public with detailed information on the expansion of O'Hare, the cost for all improvements including roadways, land acquisition, and the condemnation of properties and the FAA should insist that it be done now. M-55
- The environmental impact on our community needs to be addressed by the FAA including noise, air pollution, and traffic impacts resulting from the increase in the number of flights and physical changes to the airport configuration. E-96, F-115, J-46
- The economic and financial impact on Elk Grove Village, including the impact on the tax base of our community school districts, park district and library needs to be studied now, not later, by the FAA. H-101
- The FAA should perform or release it's preview of the Chicago plan including any issues that need to be addressed by Chicago to comply with FAA requirements such as runway lengths, extent of drop zones, environmental impacts, surface transportation access to the project, noise contours, impact on property values in communities adjacent to the airport, and forecasting of capital, operating costs, revenues and debt service. M-56
- A full FAA cost/benefit and cost/need analysis should be done on the Chicago proposal including feasibility study and then compare that information to the South Suburban Airport plans. N-86

- The FAA should relate the cost for the Chicago plan to the costs that will be imposed on the passengers using O'Hare and then compare those costs to other airports.

N-87

- The FAA should determine how the Chicago plan address weather delays and at what cost.

- The FAA should determine the most cost-effective way to build capacity in the region as a part of its review of the Chicago plan and to get the best return on the expenditure of public funds.

N-88

All the above issues need to be released to the public before Chicago acquires any land, moves any dirt, knocks down businesses, and starts to decimate the tax base of our community. Chicago is steamrollering the process while the FAA plays Pontius Pilate and washes its hands of the whole issue. Educated decisions can only be made with facts and truths. The FAA needs to take a "front seat" in this issue and exercise its professional expertise. Otherwise we will never know the truth about this expansion project until its too late.

M-57

Thank you for the opportunity to express our views.

Chicago O'Hare International Airport

Programa de modernización de O'Hare
Informe sobre el impacto en el medioambiente

Scoping Comentarios

Federal Aviation Administration

Escriba sus comentarios en este formulario.
Si necesitara más espacio, agregue hojas adicionales.

Comentarios: Expanding the Airport is not going to solve your problems. If anything it will create more delays. Look at the east coast and all of their problems. Plus Airlines are downsizing

A-14
D-3

Nombre y apellido: Kathleen Drwik

Dirección: 847-439-8195
520 Biestar Ford Rd

Puede dejar sus comentarios en el lugar de la reunión o enviarlos por correo a: Mr. Michael MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; por fax al (847) 294-7046; por email a: michael.w.macmullen@faa.gov a más tardar el 13 de septiembre antes del cierre del día de trabajo.

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3 duplicate page.

Open Letter to the Mayor of _____ , Illinois July 2, 2001

Subject: A POSSIBLE SOLUTION FOR O'Hare's AIRPORT EXPANSION PROBLEMS.

From : Alan Huskie Park Ridge, Illinois resident of 36 years. A retired engineer and a private pilot.

One possible solution to the O'Hare airport expansion problem is: No expansion at the present time. There are Four (4) airports, with control towers located in the Chicago land area. These airports have vacant land around them with possible expansion for additional runways, and hangers. These airports have major highways for ground transportation to them. These airports are:

1. Aurora airport in Sugar Grove, IL. (1) E/W runway 6500X100 ft. (1) N/S runway 3200X75 ft. Route 88 is a direct ground route from Chicago. Approximately 46 miles from O'Hare.
2. Waukegan airport in Waukegan , IL. (1) N/west runway 3251X75 ft. (1) S/west runway 6000X150 ft. Route 294 is a direct ground route from Chicago. Approximately 38 miles from O'Hare.
3. Kenosha airport in Kenosha, Wisconsin. (2 Parallel) S/west runways. (1) N/west runway Route 294 is a direct ground route from Chicago. Approximately 58 miles from O'Hare.
4. Gary airport in Gary Indiana. (1) S/east runway (1) N/east runway Route 90 and the Dan Ryan can be a major route to this airport. Approximately 42 miles from O'Hare

C-38

These four airports have major expressways to them with each expressway having a Median Strip in the middle of the expressway. On the Median Strip a High-Speed Mono Rail Train can be built above the auto/truck traffic to connect O'Hare to the above four major airports. The *Mono Rail can carry passengers and having the last car of the train carry cargo. The cargo could be routed from one airport to another, or routed to distribution points along the rail route for pick or delivery.

C-38

At the present time, a phase out plan from O'Hare airport of smaller Air Passenger and Cargo carriers could then be placed in these four listed airports. Plans can be made to start building additional hangers and cargo handling spaces for these air carriers. Two, five and ten year plans could be started for the High Speed ground transportation system. In the future a High Speed mono Rail system could go from O'Hare to Rockford Illinois; to connect a fifth airport to this airport Hub system. In the future a long range plan could be added to include the "Peotone" proposed airport with a mono rail system.

At the present time DuPage Airport could take some of the Passenger and Cargo carriers and relieve the air traffic burden at O'Hare. Note: Delays at O'Hare are some times due to weather conditions in the USA.

C-38

I hope this could relieve the strain of airplane ground bottle neck problems. Most airplane accidents at major airports are on the ground and not in the air.

Air Traffic Routes could possibly be handled from these four airports for Passenger and Cargo as follows:

1 Aurora airport would handles most all West, North West and South West routes in the USA.
2 Waukegan airport would handles most all East, North East and North routes in the USA.
3 Kenosha airport would handles most all North, North West and West routes in the USA.
4 Gary airport would handles most all South, South East and East routes in the USA.

All the above with FAA approval ----- and --------- O'Hare as usual. ----------

C-38

* In the far far future: The High-Speed Mono Rail System could reach speeds of 120 MPH. Passengers would be belted in their seats and cargo secured to rail car decks.

PLEASE NOTE: An AutoCAD COMPUTER SIMULATION PROGRAM would be the best tool to solve O'Hare's; Present Air / Ground Handling problems; and the future expansion with 700,000 additional flights with newer Air / Ground Handling problems. The computer could simulate bad weather conditions.

The computer would find and show up faulty CONCEPTS.

Thank You for Your Patience's with my Ideas of Future Airports improvements. ALAN HUSKIE

Chicago O'Hare International Airport

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Scoping Comments

Federal Aviation Administration

Please provide your written comments on this form.
Should your comments exceed the space allotted, you may attach additional pages.

Comments:

We "Oppose" O'Hare Expansion!! N-3

Noise levels already too high!! F-35

Pollution already too high!!

Dumping of jet fuel is already a problem!! E-34

This project will "not" fix the congestion problem — & you know it!! A-20

Mayor Daley knows it won't fix the problem — he just wants to give "Enormous" construction contracts to big construction ~~co~~ companies & drag project out for years!! H-33

Name: Barb Fitzpatrick

Address: 11601 Central Ave.
Bensenville, IL 60106

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Our neighbors are planning a Class-Action lawsuit now because we can't sell our homes now or later even if you don't take our property for the expansion!! H-33 N-25

Our homes averaged $300,000 in Mohawk Terrace subdivision now they average $0 because of the proposed ORD Expansion. H-33

Let Mayor Daley expand ORD in his backyard !! not in ours !!

Please respond in English. We do not speak Spanish

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Comentarios: As a homeowner in Elk Grove Village I have the following concerns regarding the expansion

1. Quality of air. There are 4 of us in our family and we all have lung related problems. Will our health decline with the expansion? E-43

2. Its not unusual to wake up at 2:00 AM out of a sound sleep to noise louder than any we hear during the day, including my teen agers stereo. Will this noise level be increased, reduced or remain constant? My China rattles in the cabinet and I have cracks in the ceiling. F-46

3. Our cars are occasionally covered in oil. Breathing this frightens us. We are required by law to have our automobiles tested for air pollutants. What if anything is the FAA going to do to improve or maintain our air quality? Are the airplanes required to pass any type of pollution test? E-44

As most of us "baby boomers" have lost a significant amount of our retirement investments all we have is our homes. How do we survive with a reduction in our Village tax H-44

Nombre y apellido: _____

Dirección: _____ See Reverse side

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Have as well as a reduction in our Homes Value? Who helps us? H-44

4. Increasing O'Hare property increase Cement and reduces Natural Absorbent. What plans does anyone have to reduce the increase of flooding in the surrounding areas. Today 8/22/02 roads surrounding O'Hare were flooded for many hours after a ~~severe~~ persons drought! What will happen when we replace more trees and grass with Cement? I-10

Kathy Hicks
508 Oakton
Elk Grove Village, IL 60007
Email K.Hicks@attbi.com

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Comments:

ELK GROVE STANDS TO LOOSE THE BUSINESSES THAT PAY TAXES WHILE GAINING THE NOISE AND EXTRA TRAFFIC. ITS ALREADY TERRIBLY CONGESTED. SO THIS PLAN SUPPOSEDLY WILL HAVE US SPENDING MORE TIME ON THE ROAD TRYING TO GET TO FLIGHTS THAT MAY GET OUT FASTER. H-23 J-10

HOW ABOUT PUTTING THE AIRPORT WHERE THE LOCAL PEOPLE WANT THE JOBS & THEY CAN DRIVE TO IT EASILY WITHOUT ADDING TO OUR CONGESTION. C-17 H-24

MULTIPLE AIRPORTS WORK IN OTHER CITIES, AND 1 TERRORIST ATTACK WON'T CRIPPLE ~~THEM~~ CITIES THE WAY OUR ONE LARGE AIRPORT WOULD BE DEVASTED BY AN ATTACK. C-18 G-12

Name: CAROL CICHARSKI

Address: 331 FOREST VIEW
ELK GROVE VILLAGE

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Comments: I feel I Richard M. Daley wants a airport expansion all he has to do is knock down the Bd from Cicero to Harlem one 55th St to 79th St which is the city of Chicago not bother with Suburban area either Cook or Dupage county Furthermore this is a Metropolitan airport the only reason it is a City airport is because of the deal his father made with the State O'Hare Field is in Rosemont! C-24

Name: PHILLIP DRWILA

Address: 520 BISTERFIELD #215
ELK GROVE, IL

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Comments: (1) FOR THE FAA TO CALL THIS "O'HARE MODERNIZATION PROGRAM" INDICATES THEY HAVE SIDED WITH CHICAGO ON PUBLIC RELATIONS. "MODERNIZATION" IS AN EDITORIAL WORD. WHO COULD BE AGAINST IT? THIS IS AN O'HARE EXPANSION PROGRAM — THAT IS A DESCRIPTIVE WORD, AND MORE TRUTHFUL. N-15

(2) IT IS DIFFICULT TO GIVE VIEWS ON ENVIRONMENTAL IMPACT WITHOUT STATISTICS. I HAVE NONE. I KNOW IT SMELLS WORSE AROUND MY HOUSE WHEN AIR TRAFFIC IS HEAVY. I KNOW MANY YEARS AGO MY SON WAS IMPERILED WHEN PLAYING IN THE STREET — I YELLED TO HIM ABOUT AN APPROACHING CAR BUT THE PLANE NOISE DROWNED ME OUT. FORTUNATELY THE CAR STOPPED. M-12.1, E-25, F-27

(3) WE NEED AN O'HARE AIRPORT AUTHORITY TO OPERATE THE AIRPORT — NOT FAA'S CONCERN, I KNOW. WE ALSO NEED A BETTER RAIL SYSTEM — DEPT. OF TRANSP. SHOULD WORK ON IT. N-17, N-18

Name: ROBERTA DOHERTY

Address: 1406 PARK RIDGE BLVD
PARK RIDGE, IL 60068

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Comments: I'm well aware that progress must be made in our community. I'm a Resident of Elk Grove Village for over 43 years, same house same wife!. However I line right in line with the six proposed EAST WEST Runways; currently there are two. Two is O.K, But six !!, This is devastating !!.

I'm concern about the $120,000,000 Tax lost from our Industrial park and the effect on our village life. H-138

I'm for modernization & upgrade of our wonderful O'Hare field, but totally against the proposed expansion plan as currently presented. N-7

Perhaps a scaled down version can be designed.

Name: RAYMOND J STRELAU

Address: 578 CORINTHIA COURT
ELK GROVE VILLAGE, ILL 60007.

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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Mr. Mac Mullen, FAA.

Federal Aviation Administration

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Comments: I'm against the reconfigured runways for the following reasons: N-3

* I don't believe the proposed Chicago plan is safe N-77
* environmentally
* noise. At times the noise level is extreme.
* I believe building an airport in Peotone or any other area would benefit communities South. C-69
* I believe we have more traffic in this area than we can handle. J-44
* Major pollution problems. E-82
* Who is the governing body which decides the safety of the runways? G-52
* We do not need to increase capacity of O'Hare to twice what it is now. A-40
* What about Mary Schiavo (former head of FAA)'s comments regarding the safety factor?

Name: M. Nelson

Address: 650 Versailles
Elk Grove Village

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Comments:

THANK YOU FOR ALLOWING ME TO COMMENT ON THIS PROPOSAL. MY CONCERNS ARE AS FOLLOWS

1) WHY IS THE CITY ACQUIRING LAND WHEN THE ENVIRONMENTAL STUDY / IMPACT HAS NOT BEEN COMPLETED? SEEM LIKE THE PROCESS IS BACKWARDS AND IS SIGNIFICANTLY STRESSING THE PEOPLE AND COMMUNITIES BEING IMPACTED. N-55 H-61.1

2) HOW CAN MORE FLIGHTS / CAPACITY IMPROVE OUR QUALITY OF LIFE? LOGIC SAYS THAT WE WILL HAVE SIGNIFICANTLY MORE NOISE, MORE POLLUTION AND MORE RISK TO THOSE LIVING IN CLOSE PROXIMITY. E-58 F-64 G-40 K-40

3) WHY DON'T WE HAVE KNOWLEDGE OF THE FULL PLAN. DOING THIS IN PIECES JUST ADDS STRESS, CONFUSION AND NEGATIVE FEELING N-57

Name: WALTER KURZEJA

Address: 18 W. BELMONT
BENSENVILLE, IL 60106

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Comments: AMERICAN & UNITED ARE CUTTIN'S BACK ON FLIGHTS BECAUSE OF HEAVY LOSS THEY CAN'T PUT IN MONEY AS YOU PEOPLE EXPECT, SO WHY NOT CUT BACK THE GOOD OLE DAYS ARE GONE. A-16

BUILD A BIGGER MIDWAY. DALEY COULD LOSE SOME TAXES TOO. C-25

Name: BILL EDENHOFER

Address: 1011 CENTER
BENSENVILLE

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Comments: HAVING LOOKED AT THE PROPOSED CHANGES FOR O'HARE I HAVE SOME CONCERNS. AT THE PRESENT, AIRCRAFT DEPARTING ON RUNWAY 14R ARE AND HAVE BEEN VECTORED TO FLY OVER MY HOME. THE PROPOSED CHANGES SHOW RUNWAYS "9L 27R" ARRIVAL" AND "9L 27R DEPARTURE" AS WELL AS "NORTH 9-27" POINTED IN SUCH A WAY TO INCREASE THE NOISE AND POLLUTION IN MY AREA. I ALSO FEEL THAT RUNWAY "SOUTH 9-27" IS UNNEEDED. E-30 F-31 A-17

I HAVE LIVED IN MY HOME OVER 18 YEARS AND HAVE ENDURED AIRCRAFT FLYING OVER EVERY 25 TO 30 SECONDS. THIS WAS PRE-9/11. THE CURRENT ENVIRONMENT IN AIR TRAVEL IS ONE OF LESS FLIGHTS, NOT MORE. I AM SURE THAT ONCE THE ECONOMY PICKS UP AGAIN THAT AIR TRAVEL WILL INCREASE BUT I DON'T SEE THAT THE NEED WILL EXCEED THAT OF 9/11.

PLEASE CONSIDER THE IMPACT ON THE SURROUNDING SUBURBS. N-23

THANK YOU

Name: JOHN EWALD

Address: 381 WALNUT
ELK GROVE IL 60007

You may leave your comments at the meeting or mail to: Mr. Michael W. MacMullen, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; fax to: (847) 294-7046; or e-mail to: michael.w.macmullen@faa.gov by close of business on September 13, 2002.

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