

U.6 PUBLIC HEARING TRANSCRIPTS FROM PUBLIC TESTIMONY

This section contains a transcript of the public testimony given at the EIS Public Hearings held on February 22-24, 2005. As noted in **Section U.1**, opportunity to provide testimony was available in two forums at the public hearings: (1) testimony could be given in front of the hearing officer, a court reporter, and the public audience, and (2) testimony could be given directly to a court reporter in a private setting, provided at the hearing in a separate area. This section of the appendix provides the testimony and the FAA responses to the testimony for the aforementioned forum 1. These comment documents were responded to individually primarily by directing commenters to appropriate topical responses that can be found in **Section U.5** of this appendix. In some cases, the FAA has referenced comment documents from other sections of **Appendix U** that may be informative as to the FAA's detailed consideration of the issue. The following table provides an index for this section:

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PUBLIC HEARINGS FOR
THE O'HARE MODERNIZATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT

AVALON BANQUETS
1905 WEST HIGGINS
ELK GROVE VILLAGE, ILLINOIS

TUESDAY, FEBRUARY 22ND, 2005
2:00 O'CLOCK P.M.
PUBLIC TESTIMONIES

2

1 THE HEARING OFFICER: Good afternoon. It is
2 2 p.m. on Tuesday, February the 22nd, and this public
3 hearing concerning the O'Hare Draft Environmental
4 Impact Statement is now convened. My name is Richard
5 Neville, and I'm the Hearing Officer for the public
6 hearing being held today.

7 The purpose of this hearing is to
8 provide an opportunity for all interested persons to
9 give testimony concerning the Draft EIS, including all
10 potential, social, economic and environmental impacts,
11 both positive and negative, of proposed development
12 alternatives for Chicago's O'Hare International
13 Airport as described in the FAA's recently released
14 Draft Environmental Impact Statement.

15 The purpose of this hearing is also
16 to provide an opportunity for interested parties to
17 give testimony concerning the City of Chicago's
18 application to the U.S. Army Corps of Engineers for a
19 Section 404 permit and the City's application to the
20 Illinois Environmental Protection Agency for
21 Section 401 Water Quality Certification. The Draft
22 Environmental Impact Statement has been available in
23 the community for public viewing since January 14th,
24 2005, as indicated in the Federal Register notice

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1 published on January 21st, 2005.

2 It is my function to ensure that
3 everyone who wishes to testify has that opportunity
4 and that the opportunity will be free from disruption
5 or discrimination in the course of the hearing. It is
6 specifically not my job to weigh the testimony. I
7 have no decision-making capacity in regards to this
8 matter at all. The decision of whether or not this
9 document and/or any alternative described in the Draft
10 EIS is to be approved is that of the Federal Aviation
11 Administration.

12 In addition to the testimony to be
13 provided in this room, I'd also note that this public
14 hearing provides a room for an open house or workshop.
15 Informational display boards and staff from the
16 Federal Aviation Administration, their contractor, the
17 U.S. Army Corps of Engineers and Illinois
18 Environmental Protection Agency are available in the
19 workshop room. That workshop room is directly behind
20 this room. Feel free to examine the display boards,
21 ask questions of the staff at your own pace. No
22 formal presentations will be given in the workshop
23 room.

24 For my part, I cannot give you any

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1 factual information or data concerning any of the
2 matters relating to the Draft Environmental Impact
3 Statement. Any questions you may have on this project
4 can be directed to those staff individuals in the
5 workshop room with the display boards.

6 Please note that oral testimony in
7 this room, including those questions an individual may
8 wish to place on the record, must be directed toward
9 the court reporter and myself. In addition, no cross
10 examination or other questioning of those parties
11 offering testimony will be permitted. Anyone who
12 wants to speak must sign in on the forms provided at
13 the testimony registration table. In order to
14 accommodate all persons interested in speaking,
15 speaking time will be limited to five minutes for
16 those representing a group or an agency. Testimony
17 from all others will be limited to three minutes.

18 During your testimony, the status of
19 your available testimony time will be indicated on the
20 timing device. Those devices that are present here,
21 you can see them when you're at the podium where the
22 microphones are. Unused testimony time of a group
23 representative or an individual cannot be added to the
24 available testimony time of any other group

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1 representative or individual; however, if any
2 individual or group representative has more oral
3 testimony to provide after their three-minute or
4 five-minute time allotted has expired, the individual
5 or group representative can get back in line one more
6 time only. Once a group representative has provided
7 testimony on behalf of the group for which he or she
8 is a representative, no additional representatives
9 will be permitted to offer additional testimony on
10 behalf of that group.

11 Anyone who registers to speak by
12 9 p.m. will have an opportunity to provide a
13 statement. One person may speak at a time, only one.
14 The court reporters that are sitting in front of me
15 have a difficult time keeping track of more than one
16 person speaking. Anyone attempting to disrupt the
17 speaker will be asked to leave. You are requested to
18 complete your testimony within the time allotted. If
19 you wish to provide information and/or commentary,
20 please note that written comments will continue to be
21 accepted through March 23rd, 2005.

22 Two microphones are provided for
23 testimony. One microphone will be used by the person
24 first providing testimony. The second microphone will

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1 be provided for the next person in line waiting to
2 provide testimony. Once the time limit has expired
3 for the person at one microphone, the sound will be
4 switched to the other microphone and the next person
5 is to begin testimony. There is also a separate room
6 where testimony can be given directly to a court
7 reporter in a more private setting. There is no time
8 limit for testimonies in that room.

9 Procedural rules for conducting the
10 hearing have been developed by the FAA, and copies of
11 these rules are available in the registration area.
12 In addition to making oral comments at the hearing
13 this afternoon, written comments will be accepted
14 through March 23rd, 2005 by the FAA when the official
15 comment period will close. Comment forms are
16 available at the registration area and can be left
17 here today by placing them in the appropriate box
18 provided at the written testimony table or you can
19 mail in the written testimony. All written comments
20 must be postmarked no later than 12 midnight on
21 March 23rd, 2005 and should be sent to Mr. Michael W.
22 MacMullen, Airports Environmental Program Manager,
23 Federal Aviation Administration, Chicago Airports
24 District Office, 2300 East Devon Avenue, Des Plaines,

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1 Illinois, 60018.

2 When I call your name, please come
3 forward, give your name, spell your name, if
4 necessary. If you are testifying on behalf of a group
5 organization or company, please state that affiliation
6 and your official title in connection with the
7 organization, if you have one.

8 Any written testimony that is
9 submitted has the same weight as the oral testimony
10 given here today. There is no difference between the
11 two. When you are testifying, please direct your
12 comments to the court reporter and myself and speak as
13 clearly as possible so the court reporter can take
14 down your testimony. A verbatim transcript will be
15 made of the testimony, and it will become part of the
16 documents that will be forwarded to the Federal
17 Aviation Administration, the U.S. Army Corps of
18 Engineers, and the Environmental Protection Agency.

19 Finally, I would ask that all those
20 present remain quiet while others are testifying so
21 that each person's testimony can be heard by the court
22 reporter.

23 Let's begin. Mr. Edwin Marcus,
24 you're here?

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1 MR. EDWIN MARCUS: Yes, I am.

2 THE HEARING OFFICER: Please come up,
3 Mr. Marcus, and I think next is Cero.

4 Why don't you take that one,
5 Mr. Marcus, if that works for you, and, Craig, this
6 one over here. Mr. Marcus, you can begin.

7 MR. EDWIN MARCUS: My name is Ed Marcus. I
8 represent Scrub, Incorporated. We are one of the
9 largest professional building services company that
10 services O'Hare.

11 As a representative of Scrub,
12 Incorporated, we strongly support the O'Hare
13 Modernization Plan. As a service provider to the City
14 of Chicago and most of the airlines, including United
15 Airlines at O'Hare, we, by the nature of our services,
16 would see a dramatic impact specifically on
17 lower-income families living in Chicago and the
18 Chicago metropolitan region.

19 Custodial as well as aircraft
20 cleaning pay scales are traditionally towards the low
21 end. Most often these positions are more attractive
22 to low-skilled and/or non-English speaking workers.
23 There is a limited need for both skills and
24 communication in these functions. Skills required to

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Comment	Response
Marcus 1	Please see topical response G-1.
Marcus 2	Please see topical responses G-1 and M-4.

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1 perform these services can be acquired through
 2 relatively simple means, much of which is on-the-job
 3 training.

4 These same families are most often
 5 utilizing public transportation instead of cars. This
 6 is mainly because public transportation is cheaper,
 7 they cannot afford their own car and insurance, they
 8 have not had the ability to learn how to drive.

9 Changes in O'Hare will impact these
 10 families the most. Reduced services because of
 11 reduced traffic through this airport will cause the
 12 job market to strain. For Scrub, Incorporated, it
 13 will not only impact our presence at O'Hare, but also
 14 in the hospitality arena, since much of our services
 15 are tied to the local hotel industry as well.

16 It is vital that the O'Hare
 17 Modernization Program move forward. Not doing so will
 18 be catastrophic for many low-income families in
 19 Chicago as well as the entire region. Thank you.

20 THE HEARING OFFICER: Mr. Dave Carver, you may
 21 take this microphone, if you're present.

22 (No response.)

23 THE HEARING OFFICER: Mr. Cero?

24 MR. CRAIG CERO: Thank you. My name is Craig

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Comment	Response
Cero 1	Please see topical responses C-1, E-2 and M-2 through M-4.

10

1 Cero. I work for Mitchell Aircraft, a supplier of
 2 parts to the airlines. I'm the Director of Finance
 3 for the company.

4 We support strongly the O'Hare
 5 Modernization Program. O'Hare is currently the
 6 world's busiest airport. It's been over 30 years
 7 since O'Hare has added a runway. The Department of
 8 Transportation ranked O'Hare last of all U.S.
 9 airports in on-time performance in 2004. If the
 10 problem is not presently fixed, the problems will
 11 start to pull flights away from this region, creating
 12 untold damage to the local economy.

13 The Modernization Project is needed
 14 to allow O'Hare to continue servicing the needs of the
 15 commercial aviation and reduce delays caused by an
 16 outdated facility. Modernizing O'Hare makes sense.
 17 The infrastructure is already in place to support the
 18 plan. Efficiencies will be be gained that will have
 19 both environmental and economic benefits. O'Hare
 20 needs a solution that works for the city, the state
 21 and the region.

22 As a businessman in the aviation
 23 industry and a resident of the Chicagoland area, I
 24 urge the FAA to issue its decision to enable O'Hare to

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Comment	Response
Cero 2	Please see topical response A-2.

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1 reach its full operating capacity in the world-wide
 2 aviation system. Thank you for your time.

2

3 THE HEARING OFFICER: Thank you, Mr. Cero.
 4 Mr. David Carver, are you here?
 5 Mr. Carver?

6 (No response.)

7 THE HEARING OFFICER: Not here. The next
 8 speaker is Bob Molaro. I don't know if he's here yet
 9 or not. We've got about five minutes for
 10 Mr. Molaro.

11 Those of you who are here who want to
 12 testify, you need to go to the registration desk, if
 13 you have not already, and put your name on the list.
 14 And that lady who came up earlier is bringing the
 15 names of the persons who are going to add their names
 16 to the people who want to testify, but for the moment,
 17 we'll wait until 2:15 for Mr. Molaro.

18 THE HEARING OFFICER: Is David Carver in the
 19 room, David Carver?

20 (No response.)

21 THE HEARING OFFICER: Bob Molaro? Hello,
 22 Mr. Molaro.

23 MR. ROBERT MOLARO: How are you?

24 THE HEARING OFFICER: I'm very good.

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Comment	Response
Molaro 1	Comment noted.
Molaro 2	Please see topical responses G-1 and M-4 .

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1 MR. ROBERT MOLARO: How have you been?

2 HEARING OFFICER: I've been very good. How
3 have you been?

4 MR. ROBERT MOLARO: Terrific. Ready to go?

5 THE HEARING OFFICER: Yes, whenever you're
6 ready, we're ready.

7 MR. ROBERT MOLARO: Yeah, we're ready.

8 THE HEARING OFFICER: Okay.

9 MR. ROBERT MOLARO: I have a few prepared
10 remarks, and then I'll just go right to the topic.

11 I'm Robert Molaro. I'm the State
12 Representative from the 21st District in the City of
13 Chicago. I'm located -- I border -- my area borders
14 Midway Airport mostly in the City of Chicago, but also
15 in the western suburbs.

1

16 The O'Hare International Airport is
17 the economic jewel of the state. I don't think
18 anybody would question that. It's responsible for
19 over 450,000 jobs and contributes about \$38 billion to
20 our state's economy.

2

21 O'Hare is also an important resource
22 for my constituents. They depend on service at O'Hare
23 for travel destinations around the world for business
24 and pleasure. As a matter of fact, they often use

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Comment	Response
Molaro 3	Comment noted.
Molaro 4	Please see topical response C-1.

13

1 O'Hare to fly into Springfield. You don't have to
 2 take that long, laborious three-hour drive that would
 3 put you to sleep.

3

4 And, actually, I'm really proud that
 5 our region's also the world busiest airport. However,
 6 I'm not so proud that it has the most delays probably
 7 in our nation. While there have been many
 8 significant -- it has not had a significant
 9 infrastructure upgrade for over 30 years. In that
 10 time, passengers and flights have continued to
 11 increase, yet the airport has reached critical
 12 capacity.

4

13 Mayor Richard J. Daley submitted a
 14 plan after a mandate from Congress and local leaders
 15 to come up with a solution. The plan is called the
 16 O'Hare Modernization Program. I voted for the program
 17 back in 2003.

18 Let me make this clear. When it came
 19 up in 2003, it was voted on by the entire legislature.
 20 It was overwhelmingly adopted when super majorities
 21 both in the House and in the Senate, as a matter of
 22 fact, all four legislative leaders voted for it.
 23 Republicans voted for, it, Democrats voted for it,
 24 Downstaters voted for it, Chicago has voted for it,

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Comment	Response
Molaro 5	Please see topical response M-2.

14

1 from all across the state, it was with the super
 2 majorities that we passed this, and Governor
 3 Blagojevich signed this almost immediately.

4 Now that I've gone into the prepared
 5 remarks, it's better if I speak without the remarks.
 6 I also was in the State Senate. I was there ten years
 7 and the House for the past three or four years.
 8 Everybody knows what quick take legislation is. It's
 9 part of eminent domain where you can go in with
 10 projects for public uses of public land, you can get a
 11 little quicker and it moves the process along a little
 12 faster when there are projects such as if you're going
 13 to widen Route 53 and have you to take only 10 or 15
 14 feet.

15 There's an old Irish expression that
 16 says, "It all depends on whose ox is being gored,"
 17 which means if you're in some land and you hear that
 18 there's a wolf out there attacking oxen, you go, There
 19 really is? Well, what are we going to do about that?
 20 Where is that happening? And you find out it's
 21 happening about maybe in the next county and you say,
 22 Oh, that's the next county, well, they should do
 23 something about that, but I'll see you later, I'm
 24 going to make the next meeting. But if it happens

5

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15

1 where you're from, then it becomes very important. So
2 there's no doubt that whenever I'm in my committee and
3 we talk about eminent domain, obviously, the people
4 who are affected by it are always there.

5 Now, there's such a thing as eminent
6 domain. We all know what that means. It talks about
7 the greater public good. There probably hasn't been
8 an infrastructure program or anything of a major
9 project where the government hasn't come in and said,
10 We're going to have to use private land. I don't care
11 what it is, I don't care if it's rapid transit, I
12 don't care if it's a major expressway -- for those of
13 you who have been here a long, long time, and I don't
14 see many people in the room, when they built the
15 Stevenson Expressway in '65 or the Eisenhower
16 Expressway 10 years earlier, when they went through
17 that, they had to take land to do that, they had to
18 displace some homes. When we built UIC back in the
19 '60s -- my family lives around Taylor Street, and some
20 of them had to move or the property had to be sold to
21 make room for the University of Illinois.

22 Now, there's no question, once it was
23 done, no one would say that the Stevenson and I-55 was
24 a mistake or that the Eisenhower Expressway was a

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Comment	Response
Molaro 6	Please see topical responses G-4 and M-7.
Molaro 7	Please see topical responses A-1, A-3 and M-2.

16

1 mistake or UIC was a mistake. Of course, not. All
 2 these major projects must and had to take place, and
 3 they took place. Unfortunately, sometimes there are
 4 homes or businesses that had to be misplaced.

6

5 One thing that I have to give credit
 6 to the whole project here and the Mayor of the City of
 7 Chicago and even down in the state legislature, these
 8 processes -- this process has been open, everybody has
 9 had enough time to let them know what their feelings
 10 are. As a matter of fact, there's three days of
 11 hearings now. If you want to speak, you can sign up.
 12 If you want to go to City Council, you can speak. We
 13 have legislative committees where anybody who came in
 14 to speak was allowed to speak.

15 Now it's much better than it was in
 16 the old days, 30, 40 years ago. But still, at the end
 17 of the day, there's a decision that's going to have to
 18 be made. And in the Illinois legislature, which had
 19 to pass this or it wouldn't go anywhere, it was
 20 overwhelming support, done with grass-root politics
 21 because we know how important O'Hare is.

7

22 We have to keep O'Hare at the
 23 forefront. Not only does it mean -- is it so
 24 important for Chicago, but it's important for the

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18

1 think, two different organizations today and will be
2 allotted additional time as to those organizations.
3 My note here says two organizations, Mr. Karaganis,
4 with ten minutes. Is that correct?

5 MR. JOSEPH KARAGANIS: Yes, it is. I might add
6 that I'm speaking in the present allotment for the
7 Suburban O'Hare Commission.

8 THE HEARING OFFICER: Okay.

9 MR. JOSEPH KARAGANIS: Congressman Hyde has
10 asked me to deliver some comments, which are in
11 preparation, and we're waiting for those to arrive.

12 THE HEARING OFFICER: Okay, we can accommodate
13 you if you want to take it a little bit later or if
14 you --

15 MR. JOSEPH KARAGANIS: Thank you.

16 THE HEARING OFFICER: Okay.

17 MR. JOSEPH KARAGANIS: Good afternoon. One of
18 the things I listened very patiently and with great
19 interest to Representative Molaro's comments, and let
20 me just say that the Illinois legislature passed a law
21 two years ago which had a unique element to it. It
22 basically said that every religious institution in the
23 State of Illinois, be it the Catholic Church, of which
24 I'm a member, be it the Jewish faith, the Muslim

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19

1 faith, every faith and all of their cemeteries and
2 other religious institutions were entitled to the
3 protection of the Illinois Religious Freedom
4 Restoration Act, save two organizations -- save two
5 religious institutions, and they passed a law in which
6 they targeted the Resthaven Cemetery and the
7 St. Johannes Cemetery by O'Hare Field by name, but two
8 religious cemeteries by O'Hare, in the statutes saying
9 those two organizations would no longer be entitled to
10 the protection of the Illinois Religious Freedom
11 Restoration Act.

12 I suggest, and others will speak to
13 this issue more eloquently than I, that this was a
14 rank violation of the 1st Amendment, free exercise
15 clause of the United States Constitution and to the
16 Federal Religious Freedom Restoration Act.

17 The City of Chicago is a very
18 powerful political institution. They, obviously, have
19 the power to influence and change and rip out critical
20 constitutional protections and state law.
21 Fortunately, for us and, unfortunately, for the Mayor
22 of the City of Chicago, he's yet to figure out a way
23 that he can rip out the protections of the Bill of
24 Rights of the U.S. Constitution, and I think he will

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20

1 come to rue the day that he had engaged in the kind of
 2 denial of equal protection that he pursued down in
 3 Springfield and the denial of religious rights.
 4 The FAA Draft Environmental Impact
 5 Statement, which covers some several thousand pages,
 6 is I think more significant for what it does not
 7 contain than what it contains. We've heard a lot of
 8 bandying about, I saw another newspaper article
 9 yesterday about what the cost of O'Hare is. Mayor
 10 Daley and his very excellent public relations team
 11 have developed and generated what we are referring to
 12 as the top ten myths about the O'Hare Expansion plan.
 13 Myth number one is that the plan was
 14 going to cost \$6.6 billion. The FAA has admitted to
 15 various members of the media that the cost is
 16 \$15 billion, the FAA says that the cost is
 17 \$14.1 billion, and one of the things we're entitled to
 18 have on the table is what is the cost and what are the
 19 elements.
 20 And I'll give you but one example.
 21 Our economic experts and the City of Chicago itself
 22 has admitted in projects such as the O'Hare project
 23 where the concept is pavement before payment that a
 24 critical element known as capitalized interest needs

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1

2

Comment	Response
Karaganis 1	In response to this comment and others, the FAA has added Section 5.22 to Chapter 5 of the EIS for the FAA's discussion of legal issues involving potential destruction of St. Johannes and Rest Haven Cemeteries.
Karaganis 2	<p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7.</p> <p>Also, please see the FAA's response to <i>Karaganis-Cohn's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-396. Specifically, please see response to Karaganis-Cohn's comments 95-105 beginning on page U.4-436.</p>

Comment	Response
Karaganis 3	Please see the FAA's response to <i>Karaganis-Cohn's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-396. Specifically, please see response to Karaganis-Cohn's comment 96 beginning on page U.4-437.

21

1 to be included in the project also. This capitalized
 2 interest item represents several billion dollars,
 3 which is missing from the FAA estimate of the
 4 Draft EIS. Either capitalized interest is a proper of
 5 cost or it's not. FAA never addresses it.

3

6 Our experts are suggesting that the
 7 cost, because of capitalized interest and other things
 8 of the project, now exceeds \$20 billion. Now, I've
 9 heard a lot of talk over the last couple of weeks
 10 about, Don't worry, the Environmental Impact Statement
 11 does not need to include any detailed economic
 12 analysis and does not need to include a question --
 13 address the question of whether or not Chicago can pay
 14 for the project. I respectfully beg to differ.

15 Number one, the FAA in 5,000 pages
 16 has just one sentence as to whether or not the City of
 17 Chicago and the airlines and the FAA can pay for
 18 whether it's the \$14.1 billion estimate or the
 19 \$23 billion estimate which our expert suggests is
 20 involved, one sentence in which the FAA assumes, and I
 21 emphasize assumes, that the money will be available.

22 The FAA takes this totally
 23 unsupported assumption and then reaches the conclusion
 24 in the Draft EIS that there are three projects which

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Comment	Response
Karaganis 4	Please see response to comment 2 on page U.6-20.

22

1 will go forward, three projects for further analysis,
 2 and they will all go forward for further analysis
 3 including the City of Chicago's proposal on the
 4 premise that they are feasible and prudent
 5 investments, feasible and prudent expenditures of
 6 money; and the conclusion is reached that the City of
 7 Chicago has the financial resources between the
 8 airlines, federal aid and other sources to pay the
 9 14.1 or 20 billion, or whatever the number, costs.

10 I suggest to you that there's
 11 absolutely no basis for that assumption, and it is a
 12 dereliction of the FAA's duty both with respect to the
 13 fundamental issues it must answer under federal law,
 14 certainly its responsibilities under the national
 15 department policy.

16 There's another myth that's
 17 outstanding which says, Don't worry about the payment,
 18 the airlines have signed onto the obligation. We
 19 suggest to you the airlines have not approved a
 20 project. We're looking again for the dotted line,
 21 where they have signed the contract where the airlines
 22 says it will pay their fair share of the 14 billion or
 23 20 billion or whatever it is?

24 The fact is they haven't signed on

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4

23

1 for that. The fact is that they're on record as
 2 opposing the key terminal elements of the project,
 3 which have been otherwise called the World Gateway
 4 Project.

5 United and American are in no
 6 position, nor have they, signed on for what under the
 7 FAA's formulation of \$14.1 billion appears to be an
 8 approximate \$8 billion worth of airline debt, which
 9 neither United or American can afford and neither
 10 United or American are about to sign on the dotted
 11 line.

12 There are some other myths that have
 13 been developed, and one of those that is central to
 14 the FAA environmental analysis is their assertion that
 15 the OMP project will provide great amounts of capacity
 16 and will dramatically reduce delays.

17 Now, again, we were on record and we
 18 believe sincerely in this assertion that the FAA has
 19 literally cooked the books with regard to this
 20 proposal. They've put in a deliberately -- what they
 21 knew to be and what the City of Chicago knew to be a
 22 deliberately low-ball estimate of forecast demand, and
 23 had they applied the more recent official estimates by
 24 the FAA, either the 2003 or 2004 TAF, they would have

5

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Comment	Response
Karaganis 5	<p>Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comment 103 beginning on page U.4-568.</p> <p>Further, the FAA notes that in the public hearing conducted by the FAA for the EIS, both American and United Airlines appeared in support of this project, see page U.6-52 (American) and U.6-98 (United).</p>

24

1 found, using the FAA's own methodology, that the OMP
 2 will literally be out of capacity within two to three
 3 years after it opens and that the delays experienced
 4 with the OPM will be as great, if not greater, than
 5 the delays that have historically been experienced at
 6 O'Hare.

7 Mayor Daley put out an oft-repeated
 8 myth that the O'Hare Expansion plan would reduce
 9 delays by 95% in bad weather and 79% overall. There's
 10 absolutely no basis for that, and as I say, their own
 11 data indicates that the delays will be as bad, if not
 12 worse, shortly after it opens. And the reason, again,
 13 this analysis, had they used the official FAA
 14 forecast, you would have seen some detailed analysis
 15 about the delays and lack of capacity. The reality is
 16 there's one sentence in several thousand pages which
 17 even purports to address the use of those official
 18 forecasts.

19 The second -- or another myth that
 20 Mayor Daley has perpetrated is that, even if United
 21 fails, other airlines will step into O'Hare to pick up
 22 the debt burden for any O'Hare expansion plan. I
 23 suggest to you that the kinds of enormous costs that
 24 are reflected in the O'Hare Modernization Plan or the

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Comment	Response
Karaganis 6	Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comment 103 beginning on page U.4-568.
Karaganis 7	<p>The FAA did not used the delay reduction claims of "95% in bad weather" and "79% overall." The FAA results of the simulation modeling conducted for the EIS can be found in Appendix D of the EIS.</p> <p>In addition, the FAA notes that the forecasts used within the EIS do not project a doubling of flights. In 2004, O'Hare served approximately 990,000 operations. In the year 2018 (the end of the planning horizon within the EIS purview), the forecast projects approximately 1,200,000 operations, or an increase of approximately 21%.</p> <p>Also, please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 43-87 beginning on page U.4-525.</p>

6

7

25

1 O'Hare expansion plan, there's not an airline in the
 2 country, either a legacy carrier or a low-cost
 3 carrier, that's going to step forward to try to pick
 4 up this debt.

5 The fact is that, because of the huge
 6 cost of what might be properly called Daley's folly,
 7 that new cost threatens to turn O'Hare and the very
 8 jobs that Representative Molanaro referred to into a
 9 long-term white elephant with loss of employment, not
 10 gains of employment.

11 Another myth that the Daley PR
 12 machine has is that the western expansion would
 13 provide or the expansion would provide long desired
 14 western access. I suggest to you that the master plan
 15 by the City of Chicago says nothing of the kind. The
 16 master plan by the City of Chicago says they're
 17 spending \$15 billion, according to the FAA 14.1, or if
 18 you listen to what our experts have to say, with
 19 capitalized interest and other costs, over
 20 \$20 billion.

21 The western access for those
 22 passengers with luggage who need to use Terminals 2
 23 through 6, that's American Airlines, Continental,
 24 Northwest everybody but United, are going to have to

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8

Comment	Response
Karaganis 8	<p>The FAA respectfully disagrees with this comment.</p> <p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7.</p> <p>Also, please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 110-119 beginning on page U.4-571.</p>

26

1 get on a bus in a parking lot on the western side, go
 2 to Irving Park and York, take that bus from the
 3 western terminal, which will take you on a ride from
 4 York Road, Irving Park Road, Irving Park Road to
 5 Mannheim, north on Mannheim to the eastern entrance of
 6 O'Hare. That's western access as promised by the City
 7 of Chicago, but that western access is never going to
 8 come, in any event, because there's no money to pay
 9 for a project of this size.

10 Now, one of the last myths proposed
 11 by Mayor Daley and his public relations advisors is
 12 that overburdened taxpayers will not have to pay for
 13 this expansion. I suggest to you that United Airlines
 14 last week announced its default on several hundred
 15 million dollars of existing terminal debt. If United
 16 is foolish enough to sign on for the billions of
 17 capital cost and their partner, American, the billions
 18 of capital debt that are involved in this project,
 19 United runs the very serious risk of serial
 20 bankruptcy. And if that happens or if there is a
 21 decline in traffic because of these high costs, which
 22 is a very real possibility, then it would not be
 23 unreasonable to consider that the City of Chicago
 24 might be calling on its suburban neighbors to pay a

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9

Comment	Response
Karaganis 9	<p>The western access to O'Hare, the Western O'Hare Bypass (WB) connecting I-294 south of O'Hare to I-90 northwest of the airport has been widely discussed in news media reports. This project, like the extension of the Elgin-O'Hare expressway (EOH), is outside the scope of this EIS, and the planning and construction of a western bypass would have to be pursued by agencies other than the City or FAA. The most likely entity to lead an initiative related to a western bypass would be the Illinois State Toll Highway Authority (ISTHA). The City of Chicago has agreed to provide a land corridor for the western bypass within the western border of O'Hare, as shown in the <i>February 2004 O'Hare International Airport Master Plan</i>.</p> <p>Because neither the WB and EOH are not part of the proposed action, or any of the Build Alternatives considered in the EIS, the cost estimate does not include the costs related to the project.</p> <p>Also, please see topical responses F-1 and F-4.</p>

27

1 metropolitan tax to pay for the shortfall. Otherwise,
 2 O'Hare will bleed and bleed and bleed because of the
 3 high costs imposed by Mayor Daley projects.
 4 One might say are these scare
 5 tactics? What we're suggesting is now what's being
 6 proposed in St. Louis because they took a project of a
 7 much smaller scale, namely, a billion dollar runway,
 8 and they built it, they leaped before they looked,
 9 they went ahead and started building the project
 10 before they looked at the consequences, and now there
 11 are calls in the metropolitan community for a
 12 metropolitan tax to lower the cost of the airlines of
 13 what is a much lower-cost project than the O'Hare
 14 project by Mayor Daley.

15 We believe that a fair analysis of
 16 alternatives would show that there are many, many
 17 alternatives that are not only feasible, but
 18 absolutely necessary to consider. The only project
 19 that's really on the boards right now for O'Hare is
 20 Phase 1. Phase 1 not only destroys the religious
 21 rights of the religious communities that have long
 22 stood in the shadow of O'Hare, but Phase, by the FAA's
 23 own admission, will lead to gridlock at O'Hare.

24 We stand incredulous at the FAA's

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10

11

Comment	Response
Karaganis 10	<p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7. Also, please see the response to comments 88-119 within <i>Campbell-Hill's April 6, 2004</i> comments on the DEIS, document number 050406_37, beginning on page U.4-558 of this appendix.</p> <p>With regard to the possibility of St. Louis imposing a metropolitan-wide tax, the FAA understands that no local tax dollars or revenue are being used for their expansion project, see http://www.lambert-pmo.org/id39.asp. Should any such tax be levied, this would reflect the will of local communities in the St. Louis area.</p>
Karaganis 11	<p>In response to this comment and others, the FAA has added Section 5.22 to Chapter 5 of the EIS for the FAA's discussion of legal issues involving potential destruction of St. Johannes and Rest Haven Cemeteries.</p>

28

1 statement, one, that they don't have the authority to
 2 address the problem through demand management and the
 3 use of other airports. They clearly do. As a matter
 4 of fact, they're currently doing it with their
 5 scheduling order at O'Hare. The scheduling order at
 6 O'Hare is transferring traffic, local traffic to other
 7 local airports.

8 Now, with respect to other airports
 9 in the region, FAA again engages in leaps of faith.
 10 FAA says that the alternative of other airports is not
 11 feasible because existing Chicago area airports other
 12 than O'Hare have not had an impact on O'Hare.

13 Anyone who drives down Cicero Avenue
 14 near 55th Street ought to send in a call to the City
 15 of Chicago. It's called Midway Airport. Last time I
 16 saw it, it was owned by the City of Chicago. It's
 17 gone from essentially zero traffic in 1979 to about
 18 30% of the local domestic market instead.

19 Midway looks like it's filling up.
 20 It's a wonderful success story. There's no reason why
 21 Midway can't be replicated at a variety of other
 22 Chicago area airports including Gary, including the
 23 South Suburban Airport, including Milwaukee and even
 24 including Rockford, and FAA has provided no plausible

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12

Comment	Response
<p>Karaganis 12</p>	<p>The FAA neither controls when or where airlines serve nor does the FAA control what airports passengers select for service. The scheduling order is a voluntary agreement between the FAA and the airlines to limit the number of scheduled hourly arrivals. The airlines have selected the individual flights to shift and the markets to reduce service.</p> <p>The FAA evaluated both the use of other airports and congestion management as alternatives to the proposed action. Neither the use of other airports nor congestion management were found to meet the purpose and need. Please see Chapter 3 of the EIS for further information.</p> <p>Also, please see the FAA's response to <i>Karaganis-Cohn's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-396. Specifically, please see response to Karaganis-Cohn's comments 106-140 beginning on page U.4-439.</p>

29

1 or defensible reason for such projection.
 2 And the same thing is true with
 3 regards to the use of other hub airports. The
 4 airlines have long told us -- "the airlines", namely
 5 American and United -- that hub traffic is not that
 6 important to Chicago, these are people who primarily
 7 get off the plane, walk a few steps to the terminal,
 8 get on another plane, they're not doing business in
 9 Chicago. United and American have told us repeatedly
 10 that they can move that traffic to other hubs very
 11 easily with no great cost to the Chicago region and no
 12 great need to increase the capacity of O'Hare. FAA
 13 rejects that alternative out of hand.
 14 And last, but not least, that because
 15 of the capacity shortfalls with regard to O'Hare and
 16 the OFM, the serious capacity shortfalls, there's no
 17 question that OMP guaranties the shifting of traffic
 18 out of the region. If you want to build capacity for
 19 the region at low cost, it ought to be considered at
 20 other facilities such as the South Suburban Airport.
 21 One of the things that concerns me is
 22 that the FAA, in the course of the EIS, has chosen to
 23 tell the public that all they're interested in is
 24 environmental issues and not economic impact. I

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13

Comment	Response
Karaganis 13	The FAA has and continues to support the development of other local airports including Gary, Milwaukee, Rockford and the proposed South Suburban Airport. Also, Please see topical response B-2 . With regard to the use of other hub airports, please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_36, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 129-132 beginning on page U.4-586.

30

1 suggest to you that economic impact is one of the
 2 mandated areas of inquiry by the FAA under the
 3 National Environmental Policy Act. They have been
 4 derelict as to how much the project cost, they have
 5 been derelict as to how the project will be financed,
 6 and they have been derelict with respect to their
 7 outright rejection of many feasible alternatives.
 8 Thank you.

9 THE HEARING OFFICER: Thank you, Mr. Karaganis.
 10 Mr. Michael Simon from the Michael
 11 Louis Company. Come up, Mr. Simon.
 12 After Mr. Simon, Alderman Levar.
 13 Alderman Levar, either one is fine.
 14 ALDERMAN LEVAR: Okay, thank you.
 15 MR. MICHAEL SIMON: My name is Mike Simon. I'm
 16 a local businessman representing myself and my
 17 company. I very strongly support the O'Hare expansion
 18 and modernization. I live and own a home in Chicago,
 19 and we own 17 acres of land and 340,000 square feet of
 20 offices, factory and warehouse in Woodale near the
 21 corner of Thorndale and Woodale Road. We've been
 22 there for 21 years.
 23 I'm the owner and president of
 24 Michael Louis Company, which is a 77-year-old

14

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Comment	Response
Karaganis 14	<p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7. Also, please see the response to <i>Campbell-Hill's April 6, 2004</i> comments on the DEIS, document number 050406_37, beginning on page U.4-558 of this appendix.</p> <p>In addition, please see the response to <i>Karaganis-Cohn's April 6, 2004</i> comments on the DEIS, document number 050406_36, beginning on page U.4-396 of this appendix.</p>

Comment	Response
Simon 1	Please see topical responses C-1 and M-2.
Simon 2	Please see topical responses G-1 and M-4.
Simon 3	Please see topical responses C-1 and M-2.

31

1 privately-owned family corporation with head offices
 2 in Woodale. We have additional warehouses in Phoenix,
 3 Denver, Dallas, Tampa, we have an operation in Europe
 4 and another in Latin America.

5 We strongly support the O'Hare
 6 Modernization. Our staff flies millions of miles
 7 every year out of O'Hare, and we depend on reliable
 8 on-time flights to visit our clients throughout the
 9 U.S., Europe and Latin America.

1

10 Michael Louis employs 350 staff, all
 11 who live in the O'Hare area. We are continuing to
 12 grow and expand, and we've run out of space. We're
 13 dependent on a growing and efficient O'Hare Airport.
 14 If O'Hare does not modernize or grow, we have to
 15 consider moving our operation, and the likely places
 16 we would move are Phoenix, Dallas, Tampa and Denver
 17 where we have other facilities.

2

18 We urge the FAA to allow O'Hare to
 19 grow its operation so that we will be able to continue
 20 to -- our business expansion and facilities and staff
 21 relying on efficient on-time air service with the
 22 modernized O'Hare Airport. Thank you very much.

3

23 THE HEARING OFFICER: Thank you, Mr. Simon.
 24 (Audience reaction.)

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Comment	Response
Pastorino 1	Please see topical response G-1.

32

1 THE HEARING OFFICER: Alderman Levar, Alderman
2 Levar.

3 (No response.)

4 THE HEARING OFFICER: Let's see, Joe Pastorino,
5 if I'm saying that correctly. Mr. Pastorino, are you
6 here? Come on up. And next will be Martin Moylan,
7 M-o-y-l-e-n. Mr. Moylan come on up.

8 MR. JOSEPH PASTORINO: You're the first one
9 whoever said it right.

10 THE HEARING OFFICER: Did I say it right?

11 MR. JOSEPH PASTORINO: Yeah, you did great.

12 THE HEARING OFFICER: Go ahead.

13 MR. JOSEPH PASTORINO: My name is Joe
14 Pastorino. I'm a member of Chicago Regional Council
15 of Carpenters, which currently has about 47,000
16 members, and what I'm here to talk about today is
17 jobs, jobs for our members. Currently we're in a
18 recession. We have many members that are on
19 Unemployment, on Welfare, they're losing their
20 benefits because we don't have the work out there.

21 But there is also another side to
22 this issue, and that's after, going through the room
23 previously, I could see the configuration of what's
24 happening with runways now. With the crisscross

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1

Comment	Response
Pastorino 2	Please see topical response K-1.
Pastorino 3	Please see topical response H-1.
Pastorino 4	Please see topical response M-2.

33

1 patterns out there, all we're looking at is a
 2 catastrophe waiting to happen in the future. The
 3 parallel runways make much more sense.

2

4 Everybody talks about the wetlands,
 5 Oh, we all like to see ducks and geese flying around.
 6 The wetlands are great out there, they're beautiful,
 7 but what they're talking about proposing over there
 8 now -- over here is relocating the wetlands. What
 9 about the catastrophe we had last year in Niles? We
 10 had a goose get sucked up in a jet airline out there.
 11 Now, what happens if a couple of these geese went in
 12 each jet engine, what would happen? Then how many
 13 lives would be lost? I think everyone should stand in
 14 support of the OPM program.

3

15 THE HEARING OFFICER: Thank you. Mr. Moylan.
 16 After Mr. Moylan is -- I think it's Tery Thvedt, if
 17 I've said that correctly. Tery Thvedt. Mr. Moylan.

4

18 MR. MARTIN MOYLAN: Marty Moylan, 1405 Oakland
 19 in the, City of Des Plaines.

20 Unlike Mr. Karaganis, I live in the
 21 area. I have lived in this area for the past 25 years
 22 in the City of Des Plaines. I've also lived, before
 23 that, in the northwest side of the City of Chicago. I
 24 have lived and grown up in the airport, I have worked

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Comment	Response
Moylan 1	The commenter's opinion is noted.
Moylan 2	Please see topical response I-1.
Moylan 3	Please see topical response M-5.
Moylan 4	Please see topical response A-3.
Moylan 5	Please see topical response M-2.

34

1 there. Many of my friends and co-workers and my
 2 family have lived and thrived in this area.
 3 There's a show that's on cable TV,
 4 it's called Myth Busters. Well, the citizens of
 5 Des Plaines found out about Mr. Karaganis and his SOC
 6 myth masses. Well, we busted the myth of
 7 Mr. Karaganis and his SOC and threw him out. That's
 8 right, the City of Des Plaines were tired of paying
 9 for him and his bills for going against the airport
 10 when many of the citizens live and work in this fine
 11 O'Hare area. I am Catholic, and there is a process
 12 for moving cemeteries, and I have proof of the
 13 process, one of the myths that Mr. Karaganis states.
 14 All these questions are answered
 15 right in the room next door. The FAA did a fine job.
 16 They'll answer any questions that you have. They have
 17 meetings, three meetings scheduled today and two other
 18 ones. So any of the residents in the great City of
 19 Des Plaines, Elk Grove or Niles can ask any questions
 20 of the FAA, and they will answer. Mayor Daley's
 21 administration will answer any of the questions to any
 22 of the affected citizens.
 23 So I am for the project, the majority
 24 of the citizens of Des Plaines are for the project

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Comment	Response
Moylan 6	Please see topical response M-2.
Thvedt 1	Comment noted.
Thvedt 2	Please see topical response G-1.
Garner 1	Please see topical response M-1.

35

1 because, number one, the jobs and the economic
 2 interest it will bring to the community. Thank you.

6

3 THE HEARING OFFICER: Thank you, Mr. Moylan.
 4 (Applause from the audience.)

5 THE HEARING OFFICER: Just one minute.
 6 the next speaker will be Tery Thvedt. Hang on, Tery.
 7 John Garner is next. John Garner.

8 Go ahead, Tery.

9 MR. TERY THVEDT: I'm a 49-year-resident of
 10 Des Plaines. That's by choice. I currently live two
 11 blocks south of Touhy, two blocks east of Wolf Road.
 12 I'm a working union carpenter. This Modernization
 13 Program will mean jobs for me and security for my
 14 family. Thank you.

1

2

15 THE HEARING OFFICER: Thank you, Mr. Thvedt.
 16 (Audience reaction).

17 THE HEARING OFFICER: Mr. Garner. Mr., is it,
 18 Saporito would be next.

19 John Garner, right.

20 MR. JOHN GARNER: My name is John Garner. I
 21 live on 7650 West Lawrence in Norridge, and I'm
 22 against this O'Hare Airport expansion.

1

23 I want to know how is United and
 24 American going to pay for this when these two airlines

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Comment	Response
Garner 2	Please see topical responses B-8 and L-1.
Garner 3	Please see topical responses C-3 and K-1.
Garner 4	Please see topical responses D-2 and D-3.
Garner 5	Please see topical response M-8.

36

1 are in bankruptcy and have at least 80% of these
 2 gates? I'm a United stockholder, and I am damn mad at
 3 this, okay? How is United going to pay for western
 4 access to this terminal when they are in bankruptcy?

2

5 The runways, in my mind, are too
 6 close together. How could the air controllers keep
 7 track of where these planes are right now? I think
 8 all of this is to provide Rich Daley and his friends
 9 with jobs and contracts. I should know, my cousin was
 10 Mike Bilandic's law partner. I should know how all
 11 this works.

3

12 Okay, this is the, oh, about the
 13 contract in general. Come through my house. I want
 14 Rich Daley or one of you gentleman that support the
 15 airport to come and see what it's like living on the
 16 third floor at night on Runway 27's block. They are
 17 never going to soundproof those condos because it
 18 costs too much money. It costs at least \$40,000 to do
 19 a house, to do air conditioning and heating.

4

20 Let's go back to the airport, okay?
 21 This -- the problem is only one. You know, like in LA
 22 and New York, New York is controlled by the Port
 23 Authority, not one city controls all the jobs. Thank
 24 you. My name is John Garner.

5

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1 THE HEARING OFFICER: Thank you, Mr. Garner.
2 Rosemarie Andolino.

3 This is Mr. Saporito. Spell your
4 name for us, Mr. Saporito.

5 MR. SAPORITO: S-a-p-o-r-i-t-o. I'm
6 representing the Alliance of Residents Concerning
7 O'Hare and Mothers Against Airport Pollution.

8 THE HEARING OFFICER: Okay, go ahead.

9 MR. SAPORITO: The Draft Environmental Impact
10 Statement is fatally flawed, and the public is being
11 deceived and left unprotected. The DEIS is deficient
12 in that none of the 1000+ Scoping Comments are
13 specifically addressed.

14 The public will not see specific
15 responses until the EIS is finalized, when it's too
16 late. Noise, pollution and public health impacts are
17 not modeled and simulated at maximum expanded airport
18 capacity, but rather at low projected levels of 1.2
19 million versus about 2 million operations per year at
20 full airport capacity build-out.

21 "Significant" noise impact terms have
22 been successfully substituted for "Highly Annoyed" and
23 also the industry metric is known to be too high to
24 protect the public.

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Comment	Response
Saporito 1	Comments noted.
Saporito 2	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comments 1 and 3 of document 050222_144.
Saporito 3	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 3 of document 050222_144.
Saporito 4	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 4 of document 050222_144.
Saporito 5	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 5 of document 050222_144.

38

1 We are somehow asked to believe that
 2 there is no significant noise impact on the public
 3 outside of the 65db DNL contour, even though the noise
 4 in the communities may have doubled or tripled from
 5 previous levels. Rumbling, low frequencies and
 6 conversation-stopping peak noise impact events are
 7 suppressed or disregarded. Cardiovascular damage or
 8 heart attacks due to stress hormones produced from
 9 continuous, repetitive continuous aircraft noise peaks
 10 are not considered a matter of concern.

11 Sleep interruption, health problems
 12 are set aside. Air pollution impacts from the airport
 13 operations are not even modeled or simulated for any
 14 areas behind the airport fence-line boundary.

15 Significant cardiovascular and other
 16 serious health impacts caused by clouds of fine,
 17 virus-size particulate matter, which stay airborne for
 18 days are being "swept under the rug" along with
 19 ill-considered toxic emission impacts.

20 The FAA grossly underreports the
 21 amount of pollution emitted emissions from aircraft.
 22 Hazardous and toxic, HAP's, are effectively not
 23 analyzed at all, and the list of DEIS defects and FAA
 24 failures goes on and on.

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7

Comment	Response
Saporito 6	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comments 6-9 of document 050222_144.
Saporito 7	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comments 10-13 of document 050222_144.

39

1 All the foregoing deficiencies
 2 illustrate what a growing number of citizens are
 3 coming to view as an attempt by the federal government
 4 to systematically deceive the American public by
 5 fabrication, manipulation, incomplete or incorrect
 6 data and cover-ups regarding the severe environmental
 7 and public health airport related problems, both here
 8 and nationwide.

9 It is irrational to determine that
 10 O'Hare has no significant public health impacts
 11 harming a large percentage of the population. Here
 12 are a few facts about O'Hare to demonstrate just how
 13 bad problem is.

14 O'Hare aircraft alone emit more
 15 volatile organic chemicals than for all the Illinois
 16 power generating plants combined, with carbon monoxide
 17 emissions as much as 60% of that total. O'Hare
 18 operations release hundreds of different criterion and
 19 toxic chemicals into our environment in quantities of
 20 many thousands of tons per year.

21 Poisonous, de-icing fluids flow into
 22 aquifers and through our communities and in the air
 23 and through streams on their way to the sewage
 24 treatment plants and then into our waterways, without

8

9

10

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Comment	Response
Saporito 8	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 2 of document 050222_144.
Saporito 9	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 14 of document 050222_144.
Saporito 10	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 14 of document 050222_144.

Comment	Response
Saporito 11	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 14 of document 050222_144.

40

1 alteration or neutralization, and the toxic additives,
 2 which are much more poisonous than the base glycols,
 3 cannot be filtered out.

11

4 Mayor Daley and the industry have
 5 always falsely claimed that O'Hare and its aircraft
 6 has a minimal impact; however, logic dictates that
 7 this is patently and deceptively false. Besides the
 8 huge impact the aircraft have and that the FAA is
 9 hiding, airports are often like major functioning
 10 cities with all the operations the city would need for
 11 support.

12 For example, no, no one wants to live
 13 next to incinerator, but O'Hare is an on-site
 14 incinerator; no one wants to live next to a power
 15 plant, but O'Hare has power plants plus major fuel
 16 distribution, maintenance and office facilities, and
 17 about 175,000 cars and trucks and taxis go into O'Hare
 18 each day.

19 O'Hare is compacted within four
 20 square miles of land, located within a densely
 21 populated area. About 1 million people live within
 22 one mile of the airport -- I am sorry, four miles of
 23 the airport and several million within ten, affecting
 24 much of the Chicago population; yet, there are no

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1 hearings being held there.

2 The medical costs of just the

3 additional cancers caused by the Draft Environmental

4 Impact Statement projected new flights will be

5 approximately \$3.7 million per year.

6 If you are forced to deceive us,

7 something is very wrong and it needs to be fully

8 investigated.

9 Some necessary remedies: The FAA and

10 the industry's purposely "streamlined" environmental

11 process is short-circuiting proper analysis that would

12 act to protect the people. A full second supplemental

13 Draft EIS must be created and released, rectifying all

14 the deficiencies before proceeding to the "final" EIS.

15 The USEPA and the Illinois EPA is

16 hereby challenged to both properly and sufficiently

17 exercise their responsibilities to protect the public

18 and our environment, as "Cooperating Agencies", as the

19 Clean Air Act and other NEPA laws dictate.

20 We'll be submitting our full comments

21 later, thank you.

22 THE HEARING OFFICER: Thank you very much.

23 Ms. Andolino? And the next speaker would then be

24 Changra Prasad.

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Comment	Response
Saporito 12	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 15 of document 050222_144.
Saporito 13	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 16 of document 050222_144.
Saporito 14	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 17 of document 050222_144.
Saporito 15	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 18 of document 050222_144.
Saporito 16	Please see the response to <i>AReCO's February 22, 2005</i> comments, document number 050222_144, beginning on page U.4-280 of this appendix. Specifically, please see response to comment 19 of document 050222_144.

42

1 MS. ROSEMARIE ANDOLINO: Good afternoon. I
 2 appreciate the opportunity to testify on behalf of the
 3 City of Chicago O'Hare Modernization Program.
 4 Chicago's promise as transportation
 5 hub has been central to its growth from the very
 6 beginning. Chicago's geographic location has helped
 7 it become a railroad hub and then a highway hub,
 8 making Chicago a national center of trade and
 9 commerce.
 10 Soon after O'Hare opened in the
 11 mid-1950s, Chicago became a critical air
 12 transportation hub for the nation. Fifty years later,
 13 demand for service at O'Hare continues to grow, as
 14 evident by the record number of flights at the airport
 15 in 2004. In fact, O'Hare eclipsed it's all-time
 16 record in flight operation in each of the past three
 17 years.
 18 Last year, the airport experienced
 19 more than 992,000 flight operations and, once again,
 20 holds the title of world's busiest airport. However,
 21 the world's busiest airport is also the nation's most
 22 delayed airport.
 23 In 2001, the United States Congress
 24 held hearings on the problem of delays and congestion

1

2

3

Comment	Response
Andolino 1	Comments noted.
Andolino 2	Comments noted.
Andolino 3	Operational growth has occurred at the Airport every year since 1999. Unfortunately, it is also currently the most delayed airport. The EIS evaluates potential solutions to the delay problems at O'Hare, including the City's proposal or Alternative C. See Chapter 2, Purpose and Need , and Chapter 3, Alternatives of the EIS for further information.

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Comment	Response
Andolino 4	The City of Chicago proposed the O'Hare Modernization Program as the solution to the delay and congestion problem at O'Hare. The FAA issued a Notice of Intent to prepare the EIS in July 2002.

43

1 at O'Hare. At that time, they told local leaders to
 2 come up with a solution to the delay and congestion
 3 problem at O'Hare or they would do it for them.

4 The O'Hare Modernization Program
 5 announced by Mayor Richard M. Daley on June 29th, 2001
 6 is the solution to the mandate that Congress has put
 7 forward. It solves the congestion and delay problem
 8 at O'Hare.

4

9 Three years later, intolerable flight
 10 delays once again focused national attention on
 11 O'Hare. According to the United States Department of
 12 Transportation, Secretary Norman Mineta, he stated
 13 that "delays at O'Hare are clogging the national
 14 aviation system and inconveniencing the traveling
 15 public."

16 In an effort to mitigate delays, the
 17 FAA and the United States Department of Transportation
 18 orchestrated a series of voluntary flight reductions
 19 which ran through April of 2005. We have recently
 20 learned that the voluntary flight restrictions have
 21 been extended to run through the fall of 2005.

22 Placing artificial restrictions on a
 23 long-term basis at O'Hare is anti-competitive and
 24 anti-consumer. They foster higher prices, provide

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Comment	Response
Andolino 5	Please see topical response C-4.
Andolino 6	Please see topical responses C-1 and G-1.

44

1 fewer options for customers and limit the economic
2 growth and development for the region.

5

3 We know now what we knew back in
4 2001, the solution to the problem of delays and
5 congestion at O'Hare is the O'Hare Modernization
6 Program. The OMP ensures that O'Hare remains the most
7 important economic generator for the region and the
8 state. The O'Hare Modernization Program, modernizes
9 the airport by incorporating a parallel runway
10 configuration, substantially reducing delays and
11 increasing capacity.

6

12 The O'Hare Modernization Program will
13 create tens of thousands of jobs and add billions of
14 dollars of additional economic activity to the
15 region's economy each year without using any state or
16 local taxpayer dollars. Again, I'd like to reiterate
17 that it will create tens of thousands of jobs for our
18 region, it will bring additional -- add millions of
19 dollars in additional economic activity to our
20 region's economy without using any state or local
21 taxpayer dollars.

22 We estimate that the O'Hare
23 Modernization Program will save air passengers and the
24 airlines a combined \$750 million a year annually and

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Comment	Response
Andolino 7	Please see topical responses C-1 and G-1.
Andolino 8	Please see topical response H-1.

45

1 reduce delays. These savings total almost \$8 billion
 2 over a 10-year period; reason enough to move this
 3 project forward.

4 A modernized O'Hare will also attract
 5 national and international companies to the region
 6 because of its ability to rapidly move people and
 7 products across the world on one single flight.

7

8 As part of the O'Hare Modernization
 9 Program, we are mitigating 153 low-quality wetlands
 10 that are isolated, inaccessible to the public, and
 11 they are on airport property. We will be replacing
 12 them with more than 400 acres of higher quality,
 13 passive recreational wetlands throughout the
 14 Des Plaines River watershed. We'll be creating large
 15 wetland complexes with a far greater value to
 16 wildlife, flood storage, water quality and recreation.
 17 The new, more natural wetlands will feature various
 18 types of native plant species, an enhanced environment
 19 that will create natural stream banks and will be
 20 restoring historical stream connections to the
 21 wetlands.

8

22 Phase 2 of the O'Hare Modernization
 23 Program includes the extension and relocation of
 24 runways as well as the construction of a new western

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Comment	Response
Andolino 9	Please see topical response F-3.

46

1 terminal complex and the facilities to the west side
 2 of the airport. For the first time in OMP history,
 3 O'Hare will have a front door entrance for the airport
 4 to its western neighbors.

5 The western entrance will include a
 6 terminal with up to 60 gates, parking facilities, a
 7 secured automated people mover system to move
 8 passengers between the east side of the terminal and
 9 the west side of the terminal. It could also include
 10 a Metra station as well as an extension of the CTA
 11 Blue Line from the eastern terminal to the western
 12 terminal.

13 Travelers will finally be able to
 14 access O'Hare from the west side of the airport. They
 15 will be able to park their cars, they will be able to
 16 get dropped off, they will be able to check in and
 17 jump on a flight anywhere in the world, all without
 18 driving around to the east side of the airport, as is
 19 required today.

20 The City of Chicago will continue to
 21 work with DuPage County, the Illinois State Highway
 22 Authority and the Illinois Department of
 23 Transportation on regional road and traffic solutions.
 24 This includes protecting a 300-foot corridor on

9

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Comment	Response
Andolino 10	Please see topical response F-1.

47

1 airport property for a bypass road that could
 2 eventually connect with I-90 and I-294 and the
 3 extension of the Elgin-O'Hare Expressway into the
 4 airport.

5 It is important to note that these
 6 roadway projects have been on the State of Illinois'
 7 drawing board for many, many decades and remain under
 8 their jurisdiction. We remain committed to working
 9 with the Speaker of the House, Speaker Hastert, DuPage
 10 County Chairman Bob Schillerstrom and others to
 11 identify secure funding for these projects.

12 We are focused on September of 2005.
 13 In seven short months, the FAA has said it will issue
 14 a Record of Decision. As the airport project sponsor,
 15 we will continue to work with the FAA to provide them
 16 with any additional information they need in order to
 17 issue their decision.

18 We are confident that once you
 19 receive the Record of Decision, we'll be able to break
 20 ground immediately on this project. The sooner we
 21 begin --

22 THE HEARING OFFICER: Ms. Andolino, you need
 23 to wrap up.

24 MS. ROSEMARIE ANDOLINO: Thank you.

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10

Comment	Response
Andolino 11	Please see topical response A-2.
Andolino 12	Comments noted.

48

1 The sooner we can begin construction,
2 the sooner we can begin to realize the tremendous
3 benefits of a modernized O'Hare. The sooner the
4 program is fully implemented, the sooner travelers
5 across the world will see an end to delays and
6 frustration caused by O'Hare's outdated intersecting
7 runway configuration.

11

8 The Chicago region needs additional
9 air capacity, and we agree with the analysis in the
10 Draft Environmental Impact Statement that says,
11 "Delays and taxiing problems at O'Hare can only be
12 fixed by modernizing the airport itself." We also
13 agree with the Draft EIS analysis that states,
14 O'Hare's current intersecting runway configuration is
15 a primary constraining factor at the airport."

12

16 O'Hare has not had any significant
17 infrastructure upgrades since 1971. While the cost in
18 the scope of the O'Hare Modernization Program has not
19 changed since Mayor Daley announced the program in
20 2001, the cost of doing nothing at O'Hare is much
21 greater.

22 THE HEARING OFFICER: Ten seconds.

23 MS. ROSEMARIE ANDOLINO: At stake is our
24 economic growth here and the efficiency of the

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Comment	Response
Andolino 13	Comment noted.

49

1 national aviation system.
2 I would like to thank all of those
3 who continued in their efforts to support the O'Hare
4 Modernization Program because they realize the
5 tremendous benefits it has for our region and the
6 state, thank you.

13

7 THE HEARING OFFICER: Thank you.
8 (Audience reaction.)
9 THE HEARING OFFICER: We're going to have a
10 change of reporters here, and up next is Mr. Prasad.

11
12 (Change of court reporters)

13
14
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Comment	Response
Prasad 1	Please see topical responses C-1 and M-2.
Prasad 2	Please see topical responses B-1 and G-1.

50

1 THE HEARING OFFICER: Please spell your
 2 name for the benefit of the court reporter, and then
 3 we'll ask Mr. Bill Hood from American Airlines to
 4 come up. Go ahead.

5 MR. CHANDRA PRASAD: It's Chandra, spelled
 6 C-h-a-n-d-r-a. The last name is Prasad,
 7 P-r-a-s-a-d.

8 Thank you for this opportunity to testify
 9 on behalf of the O'Hare Modernization Program. My
 10 name is Chandra Prasad and I am a resident of
 11 Naperville, Illinois.

12 I fully support the O'Hare Modernization
 13 Program because I'm a frequent traveler and I've
 14 experienced the delays and congestion at O'Hare.
 15 The goal of the O'Hare Modernization Program is to
 16 significantly reduce delays and increase capacity
 17 well into the future. O'Hare is the economic engine
 18 that drives the region's economy. The demand for
 19 service at O'Hare will continue to grow, but the
 20 airport has reached critical capacity. The OMP will
 21 allow O'Hare to meet that growth efficiently. The
 22 sooner we begin construction, the sooner the region
 23 can realize the tremendous benefits of the O'Hare
 24 Modernization Program. The O'Hare Modernization

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Comment	Response
Prasad 3	Please see topical responses G-1 and M-4.

51

1 Program will create tens of thousands of jobs and
 2 add billions of dollars in economic activity to our
 3 region's economy each year. It will save air
 4 passengers and the airlines a combined \$750 million
 5 in reduced delays each year. Most importantly, it
 6 will ensure that the region maintains control of its
 7 role as the aviation crossroads of North America.

8 Thank you.

9 THE HEARING OFFICER: Thank you,
 10 Mr. Prasad.

11 Is there a Bill Hood from American Airlines
 12 here?

13 How about Ricky Beard?

14 How about Gerald Roper?

15 I think we're about 10 minutes ahead of
 16 schedule and maybe that's where those persons are, so
 17 we're going to take a 5-1/2-minute break.

18 See you in 5 minutes.

19 (Recess taken.)

20 THE HEARING OFFICER: We're going to get
 21 going again. Please hold it down so the people who
 22 are testifying can make themselves heard and the
 23 court reporters can get all the information.

24 Mr. Bernie DeSena, American Airlines.

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3

Comment	Response
DeSena 1	Comment noted.

52

1 After Mr. DeSena will be Ricky Beard. If Ricky
 2 doesn't show up, it will be Mr. Roper.

3 Would you spell your name, sir?

4 MR. BERNIE DeSENA: I will. It's DeSena.
 5 D-e-S-e-n-a.

6 THE HEARING OFFICER: Thank you.

7 MR. BERNIE DeSENA: You're welcome.

8 Good afternoon, ladies and gentlemen. I'm
 9 Bernie DeSena and I'm the Vice President for the
 10 Chicago hub for American Airlines.

1

11 I'd like to point out that we've been
 12 associated with this great city for a very long
 13 time. In fact, we trace our roots here to a flight
 14 flown by Charles Lindbergh from Chicago to St. Louis
 15 on April 15, 1926, and, of course, while flights in
 16 the early years operated at Midway, American has
 17 flown in and out of O'Hare since 1955. In fact, not
 18 only did American operate the first passenger flight
 19 into O'Hare, but also it dawned the jet-age year
 20 when it brought in 707s in 1959.

21 At O'Hare American operates more than 500
 22 flights a day, and along with its regional partner,
 23 American Eagle, employs more than 10,000 people
 24 here. O'Hare is also American's gateway to the

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1 world. In April we'll launch our 19th international
 2 flight to Nagoya, Japan, and on May 1st we'll start
 3 service to our 20th international destination,
 4 Dublin, Ireland. So suffice it to say that with an
 5 operation as large as ours here, we know full well
 6 the frustrations and the constraints of O'Hare as
 7 it's currently configured. We also fully appreciate
 8 the demands of the traveling public and the ever
 9 present desire to add flights to key business and
 10 leisure destinations. But adding flights today is
 11 not that simple. Congestion at O'Hare prompted the
 12 FAA last year to order reductions in service by the
 13 two largest carriers here. We decreased our flying
 14 by more than 13 percent in order to improve the
 15 airport's efficiency during the day and particularly
 16 during the peak travel hours. Yet even though we're
 17 operating under FAA-ordered flight caps, we can and
 18 do experience unacceptable congestion and delays,
 19 particularly in times of bad weather, and that's why
 20 American Airlines fully supports the O'Hare
 21 Modernization Program.

22 Now, our Chairman and CEO publicly called
 23 for new and reconfigured runways at O'Hare more than
 24 a dozen years ago, and since then we have been at

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Comment	Response
DeSena 2	American Airlines' comments regarding their experiencing unacceptable congestion and delay, particularly in times of bad weather, and their full support of the O'Hare Modernization Program is noted.
DeSena 3	Please see topical response C-1 and C-4.

Comment	Response
DeSena 4	Comment noted.
DeSena 5	Please see topical responses B-5, G-1, L-1 and M-2.

54

1 the very forefront of this effort to modernize this
 2 airport. The current modernization program, ladies
 3 and gentlemen, is a result of over a decade of
 4 planning, a decade of negotiations, a decade of
 5 legislation effort. The OMP will result in a
 6 streamlined airport that resembles other large hub
 7 airports with an adequate number of parallel and
 8 properly spaced runways. It's a sound plan and will
 9 be built in stages as the need and the funds are
 10 available. American's own airport planning experts
 11 have reviewed the OMP carefully and believe the plan
 12 will work well and will make air travel through
 13 O'Hare much more efficient.

4

5

14 As you're well aware, the airline industry
 15 is suffering through its worst financial crisis
 16 ever. Several large carriers are in bankruptcy,
 17 yields have tumbled, and jet fuel prices are at
 18 record highs. We think it's therefore imperative
 19 that we create a modern airport at O'Hare that
 20 allows greater efficiency, reduces delays, improves
 21 scheduling, and thereby reduces costs. Now, much
 22 has been made of the possible costs of improving
 23 O'Hare. It certainly will not be cheap, but it
 24 won't cost nearly as much as the critics have

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Comment	Response
DeSena 6	Please see topical responses B-1, B-8, C-4 and L-2.
DeSena 7	Please see topical responses B-8 and L-2.
DeSena 8	Please see topical responses M-2 and M-5.

55

1 suggested. However, when we calculate the
 2 cost/benefit, it is worth doing. Each time we
 3 calculate it, we conclude it is worth doing.

6

4 It should be noted that the airlines and
 5 O'Hare have a close working relationship with the
 6 city. Their planners and ours work together on
 7 every step in the planning process, and we must do
 8 so before we agree to begin any construction. We
 9 will not proceed to additional stages of the OMP
 10 until the need is assessed and the necessary funding
 11 is available.

7

12 In closing, let me reiterate our full
 13 support for this plan, and thank you for allowing me
 14 to express our views.

8

15 Thank you very much.

16 THE HEARING OFFICER: Is Mr. Ricky Beard in
 17 the room?

18 How about Gerald Roper? Mr. Roper,
 19 did I pull you away from something else?

20 MR. GERALD ROPER: No, no, not at all.
 21 I finally got on Channel 5.

22 (Audience reaction.)

23 THE HEARING OFFICER: Mr. Roper, would you
 24 spell your last name, please, and begin with your

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Comment	Response
Roper 1	Please see topical responses A-2 and M-5.

56

1 testimony.

2 MR. GERALD ROPER: Last name is Roper
 3 R-o-p-e-r, and I'm the president and CEO of the
 4 Chicagoland Chamber of Commerce.

5 Good afternoon and thank you for allowing
 6 us to present and for the opportunity to report on
 7 the O'Hare Modernization Program. It's an essential
 8 part of the mission of the Chamber, and we have been
 9 around 100 years this year, and our mission is to
 10 create the most business-friendly environment, and
 11 it's an essential part of our mission to improve the
 12 aviation infrastructure in the region, and the best
 13 way to accomplish this is to move forward with the
 14 O'Hare Modernization Program. A Draft Environmental
 15 Impact Statement has been filed with the FAA and we
 16 urge the FAA to approve the statement and to issue a
 17 positive Record of Decision as soon as possible.

1

18 In an economy that is increasingly geared
 19 to speed, mobility, and global access, frequent and
 20 extensive air service has become essential for
 21 attracting major conventions, trade shows, and
 22 global businesses. Well over 600 business
 23 organizations and millions of individuals have
 24 actively voiced their support for the O'Hare

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Comment	Response
Roper 2	Please see topical response B-1.
Roper 3	Please see topical responses A-2 and M-5.
Roper 4	Please see topical responses A-2 and B-1.

57

1 Modernization in the past five years, and support
 2 continues to grow. Do not be distracted by the
 3 relatively small numbers of opponents who speak
 4 loudly but do not represent the vast majority of
 5 this region that supports the O'Hare Modernization
 6 Program.

7 On behalf of the Chicagoland Chamber of
 8 Commerce, our members and our allies and the
 9 millions of people who use O'Hare each year, I urge
 10 you to approve this program. We thank you for the
 11 opportunity to speak. I have shortened my
 12 presentation because you have it in writing, but we
 13 are here to help you, the millions and millions of
 14 businesses, not only locally but around the world,
 15 that are seeing delays which are costing the
 16 business community billions of dollars annually and
 17 need your help and need your correct decision as
 18 soon as possible.

19 Thank you.

20 THE HEARING OFFICER: Mr. Uszler is the
 21 next speaker. Please come up.

22 The next speaker after Mr. Uszler will be
 23 Bill Hansen, Carpenters Local 1307.

24 Would you do me a favor and spell your last

2

3

4

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Comment	Response
Uszler 1	Comment noted.
Uszler 2	Please see topical response G-1 and M-3.

58

1 name, Mr. Uszler.

2 MR. JAMES USZLER: Yes. My last name is
3 spelled U-s-z-l-e-r.

4 THE HEARING OFFICER: How do you pronounce
5 it?

6 MR. JAMES USZLER: Uszler (pronunciation.)

7 THE HEARING OFFICER: Uszler. Okay.

8 Thanks. Go ahead.

9 MR. JAMES USZLER: I am the Executive
10 Director of the Mount Prospect Chamber of Commerce
11 and I am here today to express support for the
12 O'Hare Modernization Program.

1

13 Business development in Mount Prospect and
14 the entire Northwest Corridor serves as a major
15 economic engine for the Chicago region and the State
16 of Illinois. This business development depends upon
17 a vital, efficient, and modern airport facility.

2

18 The ability to attract an appropriate mix
19 of skilled workers to employment opportunities is
20 critical for the long-term economic prospects of
21 businesses throughout the Northwest Corridor. A
22 modernized O'Hare means the creation of 195,000 more
23 jobs and another \$18 billion in annual economic
24 activity.

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Comment	Response
Uszler 3	Please see topical responses C-1, G-1 and M-4.

1 The travel and tourism industry that relies
2 on an efficient O'Hare supports the vital interests
3 of Illinois. Illinois travel and tourism is a
4 revenue-generating industry that provides billions
5 of tax dollars for the Illinois general revenue fund
6 and the people of Illinois. By providing modern
7 runways and increased efficiency, travelers from all
8 over the world are welcomed to O'Hare and given a
9 positive experience that will encourage their
10 return.

11 As people throughout the country and world
12 become more aware of the outstanding cultural and
13 recreational resources available in Illinois and
14 Cook County, travel and tourism will become an
15 increasingly important aspect in the lives of our
16 citizens. An efficient, modern O'Hare will play a
17 major role in that travel and tourism.

3

18 We know that our region of the country can
19 have rapidly changing weather conditions. Improving
20 efficiency at O'Hare is not only important to the
21 region but to the nation as a whole. As a critical
22 hub in the country's infrastructure, we all know how
23 delays caused by bad weather at O'Hare can impact
24 flights across the U.S. The O'Hare Modernization

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Comment	Response
Uszler 4	Please see topical response C-2.
Uszler 5	Please see topical responses F-2, F-3 and F-5.
Uszler 6	Please see topical responses B-1, G-1 and G-3.
Uszler 7	Please see topical responses A-1 and M-5.

60

1 proposal will improve efficiency in adverse weather
 2 conditions and bring critical relief to a system and
 3 flying public that desperately needs it.

4

4 A new western terminal facility with more
 5 airline gates and parking should help alleviate
 6 traffic congestion on the Northwest Tollway and
 7 arterial roads. Additionally, connections by rail
 8 with Metra and CTA service could also help the work
 9 force move more efficiently to and from O'Hare.

5

10 The modernization program is expected to
 11 save the airlines and passengers millions of dollars
 12 annually. With no local or state taxpayer dollars
 13 being used, the creation of 195,000 new jobs, and an
 14 airfield that can accommodate the newest airplanes
 15 with modern terminal facilities, we support O'Hare
 16 Modernization because it will result in a vital,
 17 efficient airport supporting future business growth
 18 and expansion. This O'Hare Modernization Program
 19 should meet the region's aviation needs well into
 20 the future.

6

21 I thank you for this opportunity. I do
 22 have a written statement.

7

23 THE HEARING OFFICER: We'll take a copy of
 24 that. If you would leave it with us, that would be

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Comment	Response
Hansen 1	Comment noted.
Hansen 2	Please see topical response B-1.
Hansen 3	Please see topical response E-1.
Hansen 4	The commenter's opinion is noted.

61

1 great. Give it to the court reporter.
 2 MR. JAMES USZLER: Sure. Thank you.
 3 THE HEARING OFFICER: Thank you very much.
 4 Mr. Hansen, you're up.
 5 Alderman Levar will be next.
 6 MR. BILL HANSEN: Hi. My name is
 7 Bill Hansen. I'm 47 years old and I grew up in this
 8 area, lived in this area my entire life. I grew up
 9 in Niles, have lived in Des Plaines, Mount Prospect,
 10 and currently reside in Arlington Heights.
 11 I think you have to look at the name of
 12 this project. It's the O'Hare Modernization
 13 project. That in and of itself speaks for what has
 14 to occur here. O'Hare is very old and archaic and
 15 we have to modernize it and change the way things
 16 are done out there. If you listened to some of the
 17 speakers that came before us, we're all dying of
 18 cancer from O'Hare and we might as well just close
 19 it. Let's just get rid of it and move on. Some of
 20 these speakers, I don't know what their answer to
 21 this is.
 22 Chicago is a great city because of the way
 23 we build things, because we don't let people tell us
 24 that we can't, because we move forward with great

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Comment	Response
Hansen 5	Please see topical response G-1.
Hansen 6	Please see topical response D-1 and G-4.
Hansen 7	Please see topical response B-2.
Hansen 8	Please see topical response G-1.

62

1 leadership and great plans. The gentleman before me
 2 talked about skilled labor. That we have in
 3 Chicago. We have one of the best skilled work
 4 forces anywhere in the world. That is what we need
 5 to do, is put these people to work on changing
 6 O'Hare, modernizing it, recreating, reconfiguring,
 7 and see what it does develop for us. Yeah, some
 8 people might have to move, there's noise problems,
 9 but you can't get away from having the airport.
 10 Chicago wasn't built without the airport. The
 11 airport and Chicago were built hand in hand.
 12 Something definitely has to be done. And the answer
 13 isn't, like one gentleman earlier said, let's look
 14 at Gary. Yeah, let's send all of our tax dollars to
 15 Gary, Indiana. Maybe we should close O'Hare and
 16 just send them all away.
 17 We do have a great work force. We have
 18 great skilled labor. I stand on behalf of all the
 19 jobs, the great jobs that a project like this will
 20 create. I'm a union carpenter. I've been a union
 21 carpenter for 25 years. Without projects like this,
 22 where would I work and where would my fellow members
 23 work? We have to move forward. Again, I look at
 24 the name of this project, the O'Hare Modernization

5

6

7

8

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Comment	Response
Hansen 9	Please see topical response M-2.
Levar 1	Comment noted.
Levar 2	Please see topical responses G-1 and M-3.

63

1 project, and that's what I stand for, the
 2 modernization of this great airport.
 3 Thank you.
 4 (Audience reaction.)
 5 THE HEARING OFFICER: Thanks, Mr. Hansen.
 6 Tim Gorman will follow Alderman Levar.
 7 ALDERMAN PATRICK LEVAR: Thank you,
 8 Mr. Chairman.
 9 My name is Patrick Levar. I'm Alderman of
 10 the 45th Ward in the City of Chicago. I'm also
 11 privileged to be Chairman of the Chicago City
 12 Council Committee on Aviation.
 13 O'Hare is the most important economic tool
 14 for not only the City of Chicago but for the entire
 15 region. In fact, O'Hare has been called the
 16 economic jewel of the state by our Governor, Rod
 17 Blagojevich. O'Hare is responsible for 450,000 jobs
 18 and contributes \$38 billion to the state's economy
 19 each year. The jobs and economic benefits created
 20 by O'Hare extend well beyond the airport's borders.
 21 Because of O'Hare, our region's convention and
 22 tourism industries have flourished and continue to
 23 support area businesses and their employees.
 24 We know that demand for service at O'Hare

9

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Comment	Response
Levar 3	Please see topical responses C-1 and C-4.

64

1 has grown and continues to grow. In 2004 there were
 2 more than 992,000 flight operations. O'Hare is,
 3 once again, the world's busiest airport. However,
 4 the world's busiest airport is also the nation's
 5 most delayed airport. We know that the federal
 6 government has stepped in to place flight
 7 restrictions at O'Hare that will remain in place for
 8 the foreseeable future. These flight restrictions
 9 are necessary right now because the airport cannot
 10 efficiently process the current demand. On a
 11 long-term basis, placing artificial limits at O'Hare
 12 limits the economic impact of the airport for the
 13 region.

3

14 What is clear is that something must be
 15 done at O'Hare. By doing nothing, as some have
 16 suggested, we risk losing flights and passengers to
 17 other large metropolitan cities with hub airports.
 18 When those flights leave, chances are they will not
 19 come back.

20 Mayor Richard M. Daley has submitted a plan
 21 to solve the problem with delays and congestion at
 22 O'Hare. That plan is the O'Hare Modernization
 23 Program. By making the airport more efficient, the
 24 OMP ensures O'Hare remains the most important

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Comment	Response
Levar 4	Please see topical responses G-1, L-1 and M-4.
Levar 5	Please see topical responses A-2 and M-5.
Levar 6	Comment noted.

65

1 economic generator for the region and the state. By
 2 reducing delays and increasing capacity at the
 3 airport, the OMP will create tens of thousands of
 4 union jobs and add billions in additional economic
 5 activity to the region's economy each year. By
 6 saving air passengers and the airlines a combined
 7 \$750 million in reduced delays annually, the OMP is
 8 a plan that will pay for itself in just ten years.
 9 Most importantly, the OMP creates jobs and grows the
 10 region's economy without using any state or local
 11 tax dollars.

4

12 I urge the FAA to complete the review
 13 process for the OMP as quickly and as thoroughly as
 14 possible. I am confident that once the review
 15 process is complete, the OMP will be approved and
 16 the region will finally realize the tremendous
 17 benefits of a modernized O'Hare.

18 Once again, thank you for this opportunity
 19 to testify on behalf of the City of Chicago
 20 Committee on Aviation in support of the O'Hare
 21 Modernization Program.

5

22 I'd like to give a copy of my testimony to
 23 the court reporter.

6

24 Thank you very much.

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Comment	Response
Gorman 1	Please see topical response B-1.

66

1 (Audience reaction.)
2 THE HEARING OFFICER: Thank you very much.
3 Is Tim Gorman here?
4 MR. TIM GORMAN: Yes, sir.
5 THE HEARING OFFICER: Mr. Gorman.
6 Next will be Bob Darling.
7 Mr. Gorman?
8 MR. TIM GORMAN: My name is Tim Gorman,
9 G-o-r-m-a-n.
10 I'm here to tell you that I'm in full
11 support of the OMP. I've heard people speak today
12 about how you have problems around different parts
13 of the country because of O'Hare. I'm here to tell
14 you that in the last two years in a row I flew to
15 Florida, and both times, coming back, we sat on an
16 airplane for eight hours in Tampa because of the
17 problems of a holding air traffic pattern over
18 O'Hare to get the planes out of the sky.
19 I am a member of the International Union of
20 Operating Engineers Local 150. I'm also a business
21 rep. People have talked about this creating a lot
22 of jobs. Well, my members have been suffering for
23 the last two years. This is just the thing for them
24 and their families to get them back on their feet.

1

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Comment	Response
Gorman 2	Please see topical response G-1.

67

1 We need it. We need it terribly. People always
 2 talk about modernizing. We're in the 21st century
 3 now and we've got a 20th century airport. So I'm
 4 just here to say I'm a full supporter of the OMP.

5 Thank you for hearing me.
 6 (Audience reaction.)

7 THE HEARING OFFICER: Thank you,
 8 Mr. Gorman.

9 We're a little ahead of schedule. Is
 10 Bob Darling here?

11 MR. BOB DARLING: Yes. My name is
 12 Bob Darling. I'm also a business representative
 13 with the Operating Engineers Local 150. Currently
 14 we have 23,000 members, skilled members. We have
 15 kept up as far as with our membership and brought
 16 them into the 21st century. As far as with a
 17 skilled training facility, we train our people to
 18 keep up with the manufacturers, as far as like
 19 Caterpillar, Komatsu, the large manufacturers that
 20 upgrade this equipment, and most of that equipment
 21 today is computerized. We send our people to
 22 different training facilities around the country,
 23 and we also have our own right here in Plainfield,
 24 Illinois.

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Comment	Response
Darling 1	Please see topical response G-1.
Darling 2	Please see topical response C-1.

68

1 This expansion is very important to our
 2 local. Like I said, we have 23,000 members. A lot
 3 of them are unemployed at the time. I personally
 4 had worked at O'Hare field back in the late '70s,
 5 early '80s on some of the smaller expansions. We
 6 have moved millions of yards of dirt out there. We
 7 have put the sound barriers on the back side of
 8 O'Hare field, cut down on some of that sound from
 9 the jets from years ago.

10 This expansion is survival for our local.
 11 We're the guys out there working day and night on
 12 snow removal at O'Hare Airport, Midway Airport, to
 13 keep the airports open for the customers and the
 14 airlines. I have witnessed out there as I was
 15 plowing one night almost a collision on a runway
 16 because of the congestion at that time in one of
 17 these snowstorms. Within seconds, if that plane
 18 didn't remove itself from that runway, there would
 19 have been a 747 right on top of it. So I know the
 20 problems out there existing at O'Hare Airport. With
 21 this expansion, it's going to eliminate a lot of
 22 that, the problems existing there today.

23 As far as deicing, that glycol, that is
 24 recycled. It's not going down in our rivers and

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2

Comment	Response
Darling 3	Please see topical response H-2.
Darling 4	Please see topical response G-1.

69

1 streams, like some people have said here today.
 2 That stuff is totally recyclable and resold to these
 3 different manufacturers for cooling of engines or
 4 what have you. So that's another myth.

3

5 The expansion of O'Hare, like I said, we do
 6 everything from the earth moving -- I heard rumors
 7 that there's like 25 million yards to be moved
 8 right off the bat. That's going to create a lot of
 9 jobs, and not just for the operating engineers, but
 10 it's going to create jobs for all the trades in
 11 Chicago, your plumbers, your electricians, your tin
 12 knockers, your teamsters, which all the trades have
 13 been suffering here in the Chicago metropolitan area
 14 for the last couple years. So we're in full
 15 approval of this expansion, and I hope it does go
 16 through for our membership.

4

17 Thank you.
 18 (Audience reaction.)
 19 THE HEARING OFFICER: Thanks.
 20 Did Ricky Beard come in? Ricky Beard? No.
 21 The next speaker on the list is Tony
 22 Ballay, an area resident, but I think we're about
 23 15 minutes ahead. Are you that gentleman?
 24 MR. TONY BALLAY: Yes, sir.

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Comment	Response
Ballay 1	Please see topical response G-1.

70

1 THE HEARING OFFICER: Do you want to come
 2 up now?
 3 MR. TONY BALLAY: Sure.
 4 THE HEARING OFFICER: Okay. Come on up.
 5 How do you pronounce your last name?
 6 MR. TONY BALLAY: Ballay (pronunciation).
 7 THE HEARING OFFICER: Ballay. Okay. Tony
 8 Ballay, B-a-l-l-a-y.
 9 MR. TONY BALLAY: Good afternoon, and thank
 10 you for having me here.
 11 THE HEARING OFFICER: Good afternoon.
 12 MR. TONY BALLAY: Put pretty simply, I'm a
 13 union carpenter. I've worked for 25 years with
 14 Local 54, the Heavy and Highway Division, and the
 15 Chicago Regional Council of Carpenters.
 16 I've personally worked at O'Hare at
 17 different times along my career, a lot of heavy and
 18 highway stuff around the Chicagoland area, the
 19 international terminal for one time quite a bit, we
 20 did some power pumping station work out here, and
 21 back in, I think it was in 1990, with a
 22 people-mover.
 23 Simply put, the O'Hare Modernization
 24 project means jobs, and I've been there in the past

1

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Comment	Response
Ballay 2	Please see topical response G-1.

71

1 and hope to be there in the future, not just myself
 2 but my fellow union brothers, of which there are
 3 47,000 union carpenters in the Chicago Regional
 4 Council. We just heard from the operators and they
 5 have 23,000 members. Personally I know tons of
 6 ironworkers, teamsters, laborers. There's a lot of
 7 tradesmen with a face just like mine looking to
 8 work. The reason we want to do that is basically to
 9 provide for our families. Nothing special, just pay
 10 the bills, move on with life, take care of your
 11 kids, your family, put your kids through a good
 12 college education, hopefully to get your kids better
 13 off than what you had. In the long term, I'd like
 14 to retire with dignity. Working on projects like
 15 the O'Hare Modernization project allows me to do
 16 that. Every day I work, I build up credits towards
 17 my pension. When it comes time, I can leave and
 18 retire with a good quality of life. The O'Hare
 19 Modernization project is another project that would
 20 allow me and thousands of construction workers like
 21 me the ability to take care of my family and retire
 22 with dignity.

23 Thank you for hearing me.
 24 (Audience reaction.)

2

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Comment	Response
Morris 1	Please see topical response M-2.
Morris 2	Please see topical response G-1.

72

1 THE HEARING OFFICER: Well, we'll try one
 2 more and see if he's here.
 3 Mr. John Morris?
 4 MR. JOHN MORRIS: Here.
 5 THE HEARING OFFICER: Mr. Morris, please
 6 come up. M-o-r-r-i-s?
 7 MR. JOHN MORRIS: Yes, sir.
 8 I'd just like to say that my name is
 9 John Morris and I'm here to represent myself as a
 10 member of the Carpenters Local 181 and the
 11 Brotherhood. I myself right now am unemployed. I'm
 12 all for the O'Hare expansion plan. It's full of
 13 employment opportunities, not just for myself but
 14 for the other brothers. For myself as well as
 15 others, and I'm the one speaking for my children and
 16 my family, I think that this will be fundamental and
 17 beneficial for everyone in the surrounding areas as
 18 well as the City of Chicago as patrons. I'm all for
 19 the O'Hare expansion plan.
 20 Thank you very much.
 21 (Audience reaction.)
 22 THE HEARING OFFICER: Thank you,
 23 Mr. Morris.
 24 Okay. Well, we've got the next slot at

1

2

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73

1 about 3:55, so it's about 15 minutes away. I think
2 what we'll do is take a 10-minute break and see if
3 we can reorganize at the registration table. I have
4 about 23 minutes to 4. We'll be back here at about
5 10 to 4.

6 (Recess taken.)

7 THE HEARING OFFICER: The next order of
8 presenters will be Patrick Snyder, Eden Martin,
9 Michael Lynch, and Timothy Leahy, so if those
10 parties are around anywhere, you can tell them that
11 it's time for them to go.

12 (Recess taken.)

13 THE HEARING OFFICER: Okay. We're going to
14 get started again. The first speaker will be
15 Patrick Snyder from Visit Illinois.

16 You have to spell your name when you come
17 up here for the court reporters. Followed by Eden
18 Martin, President of the Civic Committee.

19 MR. PATRICK SNYDER: Good afternoon. I'm
20 Patrick Snyder, spelled S-n-y-d-e-r. I'm with Visit
21 Illinois, which is a federation of state tourism
22 organizations. Our membership represents 300,000
23 jobs in tourism, from hotels, restaurants, casino
24 gaming, and all the convention and visitors bureaus

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Comment	Response
Snyder 1	Comment noted.
Snyder 2	Please see topical response M-3.
Snyder 3	Please see topical responses G-1 and L-2.

74

1 throughout the state. We are a \$24-billion industry
 2 here in Illinois and we have an extremely strong
 3 voice.

1

4 My members have sent me with one succinct
 5 message, and that is that there is strong regional
 6 support and consensus for the O'Hare Modernization
 7 Program. We also think that the O'Hare
 8 Modernization Program is essential for the growth
 9 and financial stability of the area, and the known
 10 benefits of this program outweigh any potential
 11 risks.

2

12 Thank you very much.

3

13 THE HEARING OFFICER: Thank you,
 14 Mr. Snyder.

15 How about Eden Martin? I don't know if
 16 that's a man or a woman, Eden Martin. Anyway,
 17 Martin is supposed to be here at 4:00. We don't
 18 want to pass him by here.

19 Michael Lynch?

20 (Interruption.)

21 THE HEARING OFFICER: The first speaker
 22 will be Mr. Eden Martin on behalf of the Civic
 23 Committee.

24 MR. EDEN MARTIN: Thank you very much, your

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Comment	Response
Martin 1	Comment noted.
Martin 2	Comment noted.

75

1 Honor. I appreciate the chance to be here today.
 2 I am Eden Martin. I'm the President of The
 3 Commercial Club of Chicago and of the Civic
 4 Committee. The Commercial Club consists of some
 5 300-plus leaders in the business and the civic
 6 accommodation life in Chicago. The Civic Committee
 7 consists of about 75 of the chief executives of
 8 major business enterprises in the area, which
 9 includes companies, it includes banking firms,
 10 accounting, consulting, law firms, and some others.
 11 The Civic Committee has been actively
 12 supporting the expansion of O'Hare for approximately
 13 15 years. I got into this about five years ago when
 14 I became president of the committee, and it was not
 15 long after that that we asked Booz-Allen to do a
 16 study for us as to whether we needed to expand
 17 O'Hare or not. I'd like to submit for the record a
 18 copy of that study called "The Future of O'Hare."
 19 It's dated March, 2000. At that time they
 20 recommended expansion of O'Hare. It turned out that
 21 the Mayor's program is a fuller expansion than they
 22 had recommended, but it's one that we entirely
 23 endorse. We've worked very hard to support it with
 24 the Mayor and the Governor, and we believe it's an

1

2

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Comment	Response
Martin 3	Please see topical responses B-5 and M-2.
Martin 4	Please see topical responses B-1 and M-3.

76

1 outstanding plan.

2 I want to also submit for the record an

3 advertisement, a two-page note that we put into the

4 Chicago area newspapers signed by all of the

5 business members of the Civic Committee at the time

6 which called upon the Mayor and the Governor and

7 other state officials to expand O'Hare. The reason

8 that we believe O'Hare should be expanded is because

9 transportation is central to the history and the

10 future of Chicago and of the entire region. The

11 reason Chicago is here is because of transportation.

12 Basically if you go back far enough, as you know,

13 it's because of the waterway system, but that's why

14 Chicago was an important trading post early in the

15 19th century. With the development of the

16 railroads, and then a century later, the highway

17 system, Chicago has continued to be in the forefront

18 commercially, financially, and in terms of business

19 development, and it's largely because of our

20 centrality in the country as a transportation

21 center. O'Hare has been crucial to the last several

22 decades of our development, and we believe that it's

23 absolutely vital to the future of Chicago.

24 Now, I realize that in speaking here, I'm

3

4

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Comment	Response
Martin 5	Please see topical responses C-1 and M-4.

77

1 speaking to you as a national officer, and what I've
 2 just explained is why we are behind this as a local
 3 matter, but we believe that it's also terribly
 4 important to the national interests. Chicago is a
 5 hub, and you simply can't go and duplicate another
 6 hub airport. Experience has shown that it doesn't
 7 work. And as a hub, it's vital to the efficiency of
 8 the national aviation network. If Chicago is down,
 9 the national system is either down or delayed. If
 10 Chicago is badly delayed, those delays are going to
 11 go speeding back through the aviation network all
 12 across the United States. So we believe that from
 13 the national interest as well as the local interest,
 14 the expansion of O'Hare is vital.

15 Now, it is very important that the planning
 16 be done in an appropriate way. The FAA has done a
 17 Draft Environmental Impact Statement. I can't say
 18 I've read all 5,000 pages, but I've read healthy
 19 excerpts from it, and it seems to me that the draft
 20 carefully takes into account the environmental
 21 factors, such as the noise, such as particles in the
 22 air. It points out with respect to noise that if
 23 you view it in the context of the last 20 years, the
 24 amount of noise produced by airplanes in the area is

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5

Comment	Response
Martin 6	Please see topical responses A-1, D-1 and E-1.

78

1 vastly reduced, and the small amount of additional
 2 noise that would be created as a result of the
 3 expansion is very, quote, "slight," end quote. I
 4 believe that the FAA has evaluated the factors and
 5 doesn't conclude that they're zero, but against the
 6 benefits both to the country and to the region of
 7 having expanded capacity, we think that an
 8 appropriate judgment would be to take into account
 9 the environmental impacts and approve the new
 10 airport. We'll continue to work with the city to
 11 hope it is done in an efficient and correct manner.

6

12 And just to close on this note, when we
 13 started 13 years ago, this was a highly divisive
 14 issue between the city and the suburbs, between the
 15 political parties in Illinois. Today that's no
 16 longer true. It's not that there are no opponents,
 17 and you will have heard from some of them, but today
 18 there is a remarkable consensus that has formed
 19 around the expansion of O'Hare. It's one that
 20 crosses political lines. It includes both Democrats
 21 and Republicans. It includes both people from the
 22 City of Chicago and the suburbs. I believe that
 23 some 130 suburban mayors have signed on to the
 24 expansion of O'Hare. So it isn't partisan. It

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Comment	Response
Martin 7	Please see topical response M-3.

79

1 isn't about Chicago versus the suburbs. It isn't
 2 business and labor. Business and labor both support
 3 it. No huge project of this kind could ever be
 4 completely free of some people who would vote no,
 5 but the degree of consensus that underlies this
 6 project is really remarkable.

7

7 We thank you very much for your time. If
 8 you have questions, I'll be happy to try to answer
 9 them.

10 THE HEARING OFFICER: Okay. Thanks very
 11 much, Mr. Martin. Are you going to leave us copies
 12 of that? Is that what you'd like to do?

13 MR. EDEN MARTIN: Yes. Thank you for
 14 reminding me.

15 THE HEARING OFFICER: They will go into the
 16 permanent record.

17 Is Michael Lynch here?

18 MR. MICHAEL LYNCH: Yes, sir.

19 THE HEARING OFFICER: Mr. Lynch, L-y-n-c-h?

20 MR. MICHAEL LYNCH: Correct.

21 THE HEARING OFFICER: Illinois Tool Works?

22 MR. MICHAEL LYNCH: Correct.

23 THE HEARING OFFICER: Okay.

24 MR. MICHAEL LYNCH: Good afternoon. My

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Comment	Response
Lynch 1	Please see topical response A-2.

80

1 name is Mike Lynch, a 17-year resident of Schaumburg
2 and an executive of Illinois Tool Works. I
3 volunteered to testify today in favor of the
4 expansion of O'Hare and to urge the involved parties
5 to move the project forward as quickly as possible.

6 Illinois Tool Works, or ITW as it is
7 frequently referred, started as a small manufacturer
8 of metal-cutting tools on Chicago's northwest side
9 in 1912. Today ITW is a nearly \$12-billion
10 manufacturer -- yes, we still manufacture -- that
11 operates over 650 operations in 45 countries, over
12 400 of which are spread around 37 states here in the
13 U.S. -- yes, we still manufacture in the U.S. as
14 well -- and of which some 65 are still located in
15 Illinois, mostly in northern Illinois, where we
16 employ nearly 5,000 men and women.

1

17 When I testified in 2003 in Des Plaines, I
18 noted that in 2002 ITW had spent some \$40 million on
19 airfare worldwide. I take a look at our numbers for
20 2004 and have found that we spent over \$50 million,
21 and if we look at only our U.S. and Canadian
22 traffic, we spent nearly half of that here. Our
23 North American employees, nearly all of whom are
24 U.S.-based, flew on 88,000 flights covering 105

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Comment	Response
Lynch 2	Please see topical response G-1.

81

1 million miles. As you might imagine, the airport
2 closest to a corporate headquarters is most used by
3 that corporation's employees. Annual plan reviews,
4 technology development, far-flung internal audits,
5 acquisitions, supplier and customer visits are but a
6 handful of the reasons why we are located within an
7 easy commute to and from O'Hare. For most of us,
8 ITW is the acronym for "I travel willingly." At the
9 end of the day, however, the restrictions that
10 govern O'Hare's operations affect people. Last year
11 I personally flew over 75,000 miles, mostly on short
12 hops to the East Coast, and I can count on one hand
13 the number of times my flights were not
14 ground-stopped by O'Hare controllers. But for me,
15 when I arrive at an O'Hare gate, I'm home. For many
16 of my fellow passengers, the agony has only just
17 begun. Just last week, on a commuter flight back to
18 O'Hare from Columbus, Ohio, we were ground-stopped
19 for nearly two hours on account of weather and the
20 priority was given to larger planes. The passengers
21 sitting on either side of me, who were not employees
22 but nonetheless with whom I had plenty of time to
23 talk, were connecting to the last California-bound
24 flights of the day. Both missed their connections,

2

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Comment	Response
Lynch 3	Please see topical response C-1.
Lynch 4	Please see topical response C-1.
Lynch 5	Please see topical response L-2 and M-4.

82

1 one by only five minutes.

2 Our employees, be they service and repair

3 technicians or executives, depend on timely air

4 travel. When we're late, our customers take notice,

5 and when our frequent fliers are delayed, they and

6 their families pay the price.

7 For all the angst it causes to its

8 neighbors, O'Hare is an economic asset for the

9 region. There are very few of us who will simply

10 throw away a slower computer if, for a balanced

11 investment, we can improve its performance. We

12 would upgrade it and extract from it every ounce of

13 value possible, and we encourage the same be done

14 with O'Hare.

15 Thank you.

16 (Audience reaction.)

17 THE HEARING OFFICER: Thank you very much,

18 Mr. Lynch.

19 This is Timothy Leahy from the Chicago

20 Federation of Labor.

21 MR. TIMOTHY LEAHY: Good afternoon. Thank

22 you to the FAA for giving labor an opportunity to

23 testify on this very important issue.

24 My name is Tim Leahy and I am

3

4

5

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Comment	Response
Leahy 1	Comment noted.

83

1 Secretary-Treasurer of the Chicago Federation of
 2 Labor, the AFL-CIO, on behalf of our President,
 3 Dennis Gannon, and the more than 538,000 union
 4 members that we represent within our jurisdiction.
 5 The jurisdiction of the Chicago Federation of Labor
 6 is Cook County. We represent approximately 328
 7 affiliated unions. We've got them all, from Actors'
 8 Equity to Zookeepers. We represent the Zookeepers,
 9 Service Employees Local 1. That's the zookeepers at
 10 Brookfield Zoo and at Lincoln Park Zoo. I'm also a
 11 resident of Palatine, Illinois, which is another
 12 community that because of a thriving and dynamic
 13 O'Hare, Palatine thrives.

1

14 The time to modernize O'Hare International
 15 Airport is now. The proposed modernization will
 16 make O'Hare more efficient, saving the flying public
 17 time, which Mike Lynch just alluded to, saving the
 18 public time and business all throughout Illinois
 19 millions of dollars. While doing this, O'Hare
 20 modernization will stimulate the region and the
 21 state's economy and will benefit millions of working
 22 men and woman in hundreds of communities throughout
 23 Illinois.

24 Right now O'Hare is responsible for

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Comment	Response
Leahy 2	Please see topical responses B-1, F-3, G-1 and G-3.

84

1 creating more than 400,000 jobs and generating more
 2 than \$35 billion in annual economic benefits. The
 3 modernization of O'Hare will provide an additional
 4 \$18 billion in annual economic benefits and will
 5 create 195,000 new jobs without raising any local or
 6 state taxes. This job creation and increased
 7 economic activity will affect industries supporting
 8 aviation across the state, including job creations
 9 for skycaps, pilots, cab drivers, baggage handlers,
 10 mechanics, technicians, suppliers, rent-a-car
 11 facilities, hotels, restaurants, freight forwarders,
 12 and a host of thousands and thousands of other
 13 industries. Just drive by this industrial corridor
 14 here. All these thrive and are supported by a
 15 growing, dynamic O'Hare Airport. Tens of thousands
 16 of construction jobs will be created by O'Hare
 17 modernization. I think today you've heard from some
 18 of our brothers in the labor union. From the
 19 carpenters, the IBEW, tile setters, tuckpointers,
 20 ironworkers, all very gifted tradesmen, they, too,
 21 will thrive with a growing, modern O'Hare Airport.
 22 Opportunities created by the development of western
 23 access to O'Hare and other regional infrastructure
 24 improvements will come with a growing O'Hare.

2

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85

1 You know, there was a great community
2 organizer from the City of Chicago, from the South
3 Side. Saul Alinsky was his name. He came from Back
4 of the Yards. He said one time, and I quote, "In
5 the laws of physics, forward motion always creates
6 friction." Well, that's no different in human
7 affairs as well. Yeah, but some people are upset
8 with O'Hare modernization, but for the good of this
9 region, for the good of this state, and for the good
10 of working men and women throughout this region, we
11 need to move forward. And I hope the word goes to
12 the FAA very clearly, that, yeah, there are some
13 upset people about the modernization of O'Hare, but
14 by and large, the majority, the vast majority of
15 this region, whether you're business, labor,
16 community, whatever, clearly supports wholeheartedly
17 the modernization of O'Hare Airport, and I hope that
18 the FAA takes that into consideration when they make
19 their final decision, because, in a sense, if O'Hare
20 is not moving forward, we are moving backwards.
21 And, as Eden Martin alluded to, Chicago, the
22 Midwest, we have a great tradition in
23 transportation. So to keep that tradition alive for
24 all these communities and everything I've stated,

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Comment	Response
Leahy 3	Please see topical response B-1, G-1 and M-3.
Mullins 1	Comment noted.
Mullins 2	Please see topical response D-1.

86

1 we, on behalf of the Chicago Federation of Labor,
 2 AFL-CIO, and all the hundreds of thousands of
 3 workers that we represent, support the modernization
 4 of O'Hare and we hope the FAA will too.

3

5 Thank you very much.
 6 (Audience reaction.)
 7 THE HEARING OFFICER: Thank you, Mr. Leahy.
 8 Is Mayor Mullins from Palatine here?
 9 MAYOR RITA MULLINS: Yes. Thank you very
 10 much.

11 I'm Rita Mullins, the Mayor of Palatine,
 12 and I am one of those 130 suburban mayors that is
 13 here to support. We have signed on to the support
 14 of the O'Hare Modernization plan. I also want you
 15 to know that I chair the Technical Committee of the
 16 O'Hare Noise Compatibility Commission, and, in fact,
 17 we had a meeting this morning and we feel very much
 18 that we have done a lot of work in reducing the
 19 noise, from the framing of the planes to allocating
 20 for more money for NASA to do engine work. So it's
 21 something that we feel very strongly about, I feel
 22 very strongly about. Palatine is a member of the
 23 Noise Compatibility Commission. It's also the
 24 residents. Many of the hundreds and hundreds of

1

2

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Comment	Response
Mullins 3	Please see topical response G-1.
Mullins 4	Please see topical response G-1.

87

1 employees that we have that work at O'Hare live in
 2 Palatine, as you just heard from the last testimony.
 3 That was a gentleman who lives in Palatine.

4 We have a brochure in Palatine that states
 5 location, location, location. We are ten minutes
 6 from the world, and we have many people that use
 7 O'Hare as their departing place to get to the world.

3

8 O'Hare is the economic engine that drives the
 9 region's economy. In fact, Governor Blagojevich has
 10 called O'Hare the economic jewel of the state.

4

11 O'Hare experienced a record number of
 12 flights in 2004 and is once again the world's
 13 busiest airport. However, the world's busiest
 14 airport is also the nation's most delayed airport.
 15 Delays at O'Hare adversely affect the national
 16 aviation system. By doing nothing to alleviate
 17 delays at O'Hare, we risk losing flights and
 18 passengers to other hub airports across the country.
 19 The solution to the problem of delays and congestion
 20 at O'Hare is the O'Hare Modernization Program. The
 21 O'Hare Modernization Program will reconfigure the
 22 airport's intersecting runways that we look at, like
 23 that, into parallel runway configuration
 24 (indicating). The OMP will significantly reduce

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Comment	Response
Mullins 5	Please see topical responses B-1 and C-1.
Mullins 6	Please see topical response F-3.
Mullins 7	Please see topical responses A-2 and M-4.

88

1 delays and increase capacity at O'Hare. It will
 2 create tens of thousands of jobs and billions in
 3 economic activity to our region's economy. The jobs
 4 and economic impact will extend well beyond the
 5 airport's borders. The OMP will for the first time
 6 create a western entrance into the airport and
 7 encourage the completion of much needed road
 8 improvement projects that have been on the State of
 9 Illinois' drawing boards for many, many years. More
 10 importantly, it will ensure that Chicago maintains
 11 its role as the aviation crossroads of North
 12 America. The sooner the OMP can begin, the sooner
 13 the region and the nation will realize the
 14 tremendous benefits of a modernized O'Hare.

5

6

7

15 I thank you very much.
 16 (Audience reaction.)
 17 THE HEARING OFFICER: Thank you,
 18 Mayor Mullins.
 19 Is Mr. Tim Taylor in the audience?
 20 Mr. Taylor, come on up.
 21 Following Mr. Taylor will be Dan McLaughlin
 22 from the Southwest Conference of Mayors.
 23 MR. TIM TAYLOR: Do you need the written
 24 comments?

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Comment	Response
Taylor 1	Comment noted.

89

1 THE HEARING OFFICER: If you want to give
 2 us a written one, we'll put it into the permanent
 3 record. We'll take it right here. Thank you very
 4 much. Go ahead, Mr. Taylor.

5 MR. TIM TAYLOR: On behalf of my family and
 6 myself, I wish to thank the FAA/Department of
 7 Transportation for the opportunity to offer
 8 testimony today. I am here to comment on the O'Hare
 9 Modernization Draft Environmental Impact Statement,
 10 the Draft EIS. I live within the boundary of the
 11 proposed southern runway area. My name is Tim
 12 Taylor and I have been a resident of Bensenville,
 13 Illinois for 11 years --

1

14 THE HEARING OFFICER: You have to slow down
 15 a little bit so the court reporter can take it down.

16 MR. TIM TAYLOR: Having reviewed what I
 17 could of the immense draft EIS, my family and I are
 18 in support of the Draft EIS and expansion at O'Hare.
 19 The Draft EIS does cover what was outlined to area
 20 residents last year prior to the FAA public
 21 hearings. At that time I was able to offer
 22 testimony as a part of a group of over 200
 23 homeowners and townhome owners in respect to the
 24 environmental justice issue. Impacts to our daily

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Comment	Response
Taylor 2	Please see topical responses A-3, G-1 and M-2.
Taylor 3	Please see topical response M-2.

90

1 life in our neighborhood were discussed ranging from
 2 leaving your roots to relocation costs to suspect
 3 funding of other airports to water park passes.

2

4 I have as a portion of my testimony a
 5 packet of prior testimonies, newspaper articles,
 6 newsletters from the Village of Bensenville. The
 7 reason being is that when you consider the
 8 environmental impact of the proposed expansion of
 9 O'Hare, my family and I, as well as all of the
 10 residents of the affected acquisition area must
 11 consider the negative impact on our lives caused by
 12 the efforts of the Village of Bensenville, Elk Grove
 13 Village, the Suburban O'Hare Commission, and any
 14 other offshoot quasi-governmental group that is
 15 trying to stop any expansion.

3

16 I believe that my tax dollars could have
 17 been spent in better, more productive ways, such as
 18 improving the local school system, more funding for
 19 the library, etc. Having your own town being the
 20 impetus for not being allowed to sell your home to
 21 anyone that you choose has been difficult to
 22 reconcile, as well as the millions of dollars used
 23 to fight expansion, especially to fund the building
 24 of another airport. As an example of the

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1 frustration, I went to a Village of Bensenville
2 board meeting in mid-January and asked a question.
3 I quoted from a recent village newsletter: "Home
4 sales in the acquisition area continue to be strong
5 with more than 75 homes changing hands in the last
6 two and a half years alone. No hardship exists if
7 people are free to sell and buy their homes on the
8 open market. Therefore, if you live in the
9 acquisition area and wish to sell your home, go
10 right ahead. If you list your home at a fair market
11 price, your home will sell in a reasonable length of
12 time. On the other hand, if you wish to remain in
13 your home and in your neighborhood, don't be
14 intimidated. Stay and enjoy the excellent quality
15 of life you have always enjoyed." Well, that begs
16 my question: Then why does the Village of
17 Bensenville continue to purchase homes in the
18 acquisition area if the people that sold to the
19 village could have just sold their home on the open
20 market? Bensenville claims Chicago is trying to
21 scare residents into submission, when I believe that
22 Bensenville is already accomplishing that. This is
23 just one example of what the residents must contend
24 with. Again, please review the attached packet for

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Comment	Response
Taylor 4	Please see topical responses G-4.
Taylor 5	Please see topical responses A-1, A-3 and M-5.

92

1 further clarification.

2 I again thank you for this opportunity to

3 comment. The consistent updates on the expansion

4 process from the FAA and the OMP, as well as the

5 forums for homeowners to ask questions are most

6 appreciated. If the FAA approves the expansion plan

7 in September, I hope that the Village of

8 Bensenville, along with the other entities, can work

9 with the City of Chicago to benefit the rest of the

10 town. If the FAA drops the plan entirely, I hope

11 that the Village of Bensenville can some day come

12 out of all its indebtedness and address the needs of

13 its residents.

14 Thank you.

15 (Audience reaction.)

16 THE HEARING OFFICER: Thank you.

17 Is Dan McLaughlin here?

18 MAYOR DAN McLAUGHLIN: Good afternoon.

19 THE HEARING OFFICER: Hi, Mr. McLaughlin

20 Do me a favor and spell your name for the court

21 reporter.

22 MAYOR DAN McLAUGHLIN: M-c-L-a-u-g-h-l-i-n.

23 THE HEARING OFFICER: Thank you.

24 MAYOR DAN McLAUGHLIN: Good afternoon. I

4

5

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Comment	Response
McLaughlin 1	Please see topical response M-5.
McLaughlin 2	Please see topical response C-1.

93

1 appreciate the opportunity to speak in support
 2 of the O'Hare Modernization program. I am
 3 Dan McLaughlin, the Mayor of the Village of Orland
 4 Park and a member of the Southwest Conference of
 5 Mayors, representing 21 communities in southwest
 6 suburban Cook County with a population in excess of
 7 350,000 people.

1

8 O'Hare has not added a runway since 1971.
 9 Now, more than 30 years later, air travel has
 10 increased dramatically. O'Hare experienced a record
 11 number of flights in 2004 and is once again the
 12 world's busiest airport. However, the world's
 13 busiest airport is also the nation's most delayed
 14 airport. Delays at O'Hare adversely affect the
 15 national aviation system. By ignoring the delays at
 16 O'Hare, we risk losing flights and passengers to
 17 other hub airports across the country. O'Hare
 18 affects the economic development plans of every
 19 community, even southwest Cook County. The time has
 20 come to make changes to address and fix the problems
 21 at O'Hare Airport.

2

22 The O'Hare Modernization Program is a
 23 solution to fixing the delays and congestion at
 24 O'Hare. The O'Hare Modernization Program will

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1 reconfigure the airport's intersecting runways into
 2 a modern parallel runway configuration that will
 3 significantly reduce delays and increase capacity.
 4 In addition to improving the runway system, the
 5 program will create a much needed western entrance
 6 to the airport and encourage the completion of
 7 necessary road improvements that have been on the
 8 state's drawing boards for many years. O'Hare
 9 Airport is critical to the economy of the State of
 10 Illinois and its continued vitality is essential to
 11 the economic health of the Chicago metropolitan
 12 region, including southwest suburban Cook County.
 13 The OMP will mean 195,000 new jobs and
 14 \$18 billion in new economic activity each year for
 15 the region and the state. The modernization of
 16 O'Hare is vital to meet the current and future
 17 national aviation needs and will stimulate the
 18 economy both regionally and nationally with new jobs
 19 and other economic activity. The O'Hare
 20 Modernization Program has received statewide
 21 bipartisan support in the Illinois General Assembly
 22 and Governor Rod Blagojevich signed the O'Hare
 23 Modernization Act on August 6, 2003. Modernizing
 24 O'Hare International Airport will not only benefit

3

4

5

6

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Comment	Response
McLaughlin 3	Please see topical responses B-1 and M-4.
McLaughlin 4	Please see topical response F-3.
McLaughlin 5	Please see topical response G-1.
McLaughlin 6	Please see topical response M-3.

Comment	Response
McLaughlin 7	Please see topical responses M-3 and M-4.
McLaughlin 8	Please see topical response G-1.

95

1 the City of Chicago, but it will have a regional
 2 effect on the suburban areas as well. The OMP will
 3 ensure that the City of Chicago and its surrounding
 4 areas maintain its role as the aviation crossroads
 5 of North America.

7

6 The members of the Southwest Conference of
 7 Mayors wholeheartedly support the OMP, ensuring that
 8 O'Hare International Airport remain a viable
 9 economic generator that will meet the regional
 10 aviation needs well into the future. I encourage
 11 you to vote favorably on the modernization of O'Hare
 12 Airport, as we will all benefit from its arrival
 13 into the 21st century.

8

14 Thank you.
 15 (Audience reaction.)
 16 THE HEARING OFFICER: Thank you very much.
 17 Is Chad Anderson here? That's Anderson
 18 with an "O."

19 MR. JEDD ANDERSON: My name is actually
 20 Jedd, J-e-d-d, Anderson.

21 THE HEARING OFFICER: Sorry.

22 MR. JEDD ANDERSON: I'm a resident of
 23 Naperville, Illinois. I am here on my own behalf as
 24 a supporter of the O'Hare Modernization Program. I

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Comment	Response
Anderson 1	Please see topical response B-1.

1 feel that it is essential that these improvements be
 2 approved because of the benefits the traveling
 3 public will experience in terms of reduced delays,
 4 increased efficiencies, and the incredibly positive
 5 impact this project will have on the local economy
 6 for now and on into the future. These airport
 7 improvements are essential for maintaining positive
 8 growth in our local economy.

1

9 Based on my understanding of the
 10 environmental issues associated with the project, I
 11 believe that the OMP has proposed to mitigate for
 12 the impacts to wetlands and waters of the United
 13 States in a positive manner. The wetlands which are
 14 located on site pose a significant hazard to air
 15 travel because they are a wildlife attractant and by
 16 virtue of their location are not allowed to function
 17 as valuable resources.

18 OMP is proposing to replace the on-airport
 19 low quality wetlands at a greater than 3-to-1 ratio
 20 in large open-space areas off of the airport. These
 21 replacement wetlands will have the ability to
 22 provide significant biodiversity, habitat, and water
 23 quality benefits and will be available to be enjoyed
 24 by the general public, unlike the wetlands which are

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Comment	Response
Anderson 2	Please see topical responses H-1 and H-2.
Anderson 3	The commenter's opinion is noted.
Anderson 4	Please see topical response A-2.

97

1 located on site.
 2 In my opinion, as an environmental
 3 consultant, the OMP proposal is a win-win situation
 4 in regards to wetland mitigation because the OMP
 5 will be assisting agencies such as the DuPage and
 6 Lake County Forest Preserve Districts in achieving
 7 their restoration goals on district sites which
 8 otherwise could not be accomplished due to limited
 9 funding.

2

10 I feel the modernization program has been
 11 proactive in implementing and incorporating green
 12 initiatives into the design and long-term management
 13 of the airport. I believe that the modernization
 14 program has minimized, to the extent practicable,
 15 impacts to the environment and has protected our
 16 health, safety, and welfare. I believe that the
 17 Draft EIS is a complete and thorough document that
 18 properly addresses environmental issues.

3

19 I hope that this project will be approved
 20 soon so that the benefits of this project may be
 21 realized immediately.

4

22 Thank you for the opportunity to speak.
 23 (Audience reaction.)
 24 THE HEARING OFFICER: Thank you.

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Comment	Response
McDonald 1	Please see topical responses A-2 and B-1.

98

1 Is Mr. McDonald from United Airlines here?

2 Mr. McDonald, come on up. M-c-D-o-n-a-l-d?

3 MR. PETER McDONALD: Correct.

4 Once again, I'm Peter McDonald. I'm Chief
5 Operating Officer for United Airlines.

6 On behalf of United Airlines and 11,600
7 employees who make their homes here in the Chicago
8 area, we appreciate this opportunity to underscore
9 our strong support for the O'Hare Modernization
10 Program and the critical need to improve the
11 airfield capacity at O'Hare International Airport.
12 We urge the responsible regulatory agencies to move
13 swiftly to complete review of the environmental
14 impacts of these improvements and issue the Record
15 of Decision for the runways and other airfield work
16 developed for this program.

1

17 Like Chicago itself, O'Hare is a magnet for
18 superlatives: The world's busiest airport, with
19 nearly one million flights last year. O'Hare is the
20 anchor and the largest hub of United Airlines'
21 worldwide network. The reliability of aircraft
22 operations here impacts our flight activity
23 worldwide. O'Hare is the nation's only dual-carrier
24 hub, hosting the United States' two largest

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1 airlines. O'Hare is the key engine for jobs and
 2 economic growth throughout our region and a major
 3 factor in the nation's economic and trade
 4 leadership.

2

5 Unfortunately, other superlatives also
 6 apply to O'Hare: The worst U.S. airport for on-time
 7 performance. This is the only major U.S. airport
 8 requiring emergency capacity controls and voluntary
 9 cutbacks in service, which have been in place since
 10 March, 2004. O'Hare is the nation's single worst
 11 aviation chokepoint, the source of continuous delays
 12 that ripple across the entire country and affect
 13 millions of air travelers annually.

3

14 The O'Hare Modernization Program reflects a
 15 carefully crafted and well-considered response to
 16 the airfield capacity problems that today's
 17 overstretched and outmoded airport contends with.
 18 At the same time, the OMP provides a way to realize
 19 the promise that a revitalized and efficient O'Hare
 20 can bring our airline and passengers.

4

21 The lack of adequate runway capacity stems
 22 from the inefficient design of the existing seven
 23 dependent runways. This has been exacerbated by the
 24 lack of any new runways or substantial expansion of

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Comment	Response
McDonald 2	Please see topical responses G-1 and M-4.
McDonald 3	Please see topical responses C-1 and C-4.
McDonald 4	Please see topical response B-1.

Comment	Response
McDonald 5	Please see topical responses B-1 and C-1.

100

1 the airfield in over 34 years. Atlanta's Hartsfield
 2 Airport nearly matches O'Hare in total annual
 3 operations with well-designed independent parallel
 4 runways. The OMP's proposed airfield design is a
 5 proven airfield configuration used in other large
 6 U.S. hub airports. The need for greater runway
 7 capacity at O'Hare has long been recognized by a
 8 succession of task forces, by the FAA, and
 9 certainly by airport users, but operational delays
 10 and their costs continue to mount for United and
 11 other carriers operating at O'Hare.

5

12 For United, modernization of our hometown
 13 hub is a key part of our financial recovery and
 14 essential to our long-term competitive success.
 15 Chicago's economy will lose \$8 billion to
 16 \$10 billion in annual economic output a decade from
 17 now without the modernization, by some estimates.
 18 Congestion delays and cancellations at O'Hare cost
 19 its 30 million-plus annual passengers and air
 20 travelers across the country additional millions,
 21 and the problem is accelerating as traffic has
 22 already rebounded above pre-9/11 levels. Of course,
 23 air carriers serving O'Hare also suffer adverse
 24 financial effects as a result of capacity

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1 constraints. During 2004, 22 percent of all flight
 2 arrivals were delayed, at an average of 48 minutes
 3 per delay.

6

4 Implementing just the first phase of the
 5 O'Hare Modernization plan would reduce overall
 6 delays at O'Hare by 36 percent and cut bad weather
 7 delays in half. Upon completion of the project,
 8 95 percent of bad weather delays will be eliminated
 9 as well as 79 percent of overall delays at O'Hare.
 10 Additionally, average aircraft delays are projected
 11 to increase from 13.8 minutes per operation to
 12 6.5 minutes per operation.

7

13 Given the operational and financial impact
 14 of delays at O'Hare, United Airlines fully supports
 15 the modernization program. Enhanced operational
 16 efficiency and reduced congestion delays both here
 17 and around the entire national air system will bring
 18 real benefits to the aviation industry, United, and
 19 Chicago.

8

20 Specifically, a modern, on-time O'Hare will
 21 greatly improve local and national flow control.
 22 This will lead to shorter aircraft taxiing and
 23 gate-holds and cut airborne delays that result in
 24 additional fuel consumption and emissions in our

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Comment	Response
McDonald 6	Please see topical responses B-1 and M-4.
McDonald 7	Please see topical response C-2.
McDonald 8	Please see topical responses B-1 and M-4.

Comment	Response
McDonald 9	Please see topical responses E-2 and F-5.
McDonald 10	Please see topical response A-2.

102

1 nation's skies. These benefits will occur
 2 nationwide as the source of adverse nationwide
 3 ripple effects is reduced. A more efficient O'Hare
 4 will also cut per-flight consumption of kerosene and
 5 fossil fuels by airline ground support equipment and
 6 reduce road and terminal area traffic congestion.

9

7 We are confident that the FAA will fully
 8 recognize these and other important benefits of the
 9 O'Hare Modernization Program. We respectfully
 10 urge the agency to move as expeditiously as possible
 11 to complete the Environmental Impact Statement and
 12 to issue the Record of Decision. Doing so will
 13 enable O'Hare to meet today's operational challenges
 14 and develop its extraordinary potential for the
 15 immediate future of U.S. aviation.

10

16 Thank you.

17 (Audience reaction.)

18 THE HEARING OFFICER: Thank you.

19 John Farnell?

20 Okay. Let's try one more here. We may
 21 have to take a little break.

22 Robert Quanstrom?

23 We're running about 10 minutes ahead of
 24 schedule, so I think what we'll do is take a

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1 5-minute break.

2 (Recess taken.)

3 (Change of court reporters.)

4

5

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1 THE HEARING OFFICER: John Farnell, are you
2 here? John, you will be next in about a minute and a
3 half.

4 (Recess taken)

5 THE HEARING OFFICER: Before we start, I'm
6 going to run through the rules that we -- or
7 procedures, not so much rules, that we wanted everyone
8 to understand.

9 Everyone who wants to speak must sign
10 in on the forms provided at the testimony registration
11 table in order to accommodate all persons interested
12 in speaking. Speaking time will be limited to five
13 minutes for those representing a group or an agency.
14 Testimony from all others will be limited to three
15 minutes.

16 During your testimony, the status of
17 your available testimony time will be indicated on a
18 timing device. That's those two computers up in front
19 that shows the time ticking away. Any unused
20 testimony time of a group representative or an
21 individual cannot be added to the available testimony
22 time of any other group representative or individual.
23 However, if an individual or group representative has
24 more verbal testimony to provide after their

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1 three-minute or five-minute time allotment has
2 expired, the individual or group representative can be
3 added to the line one more time, one time only. And
4 once a group representative has provided testimony on
5 behalf of the group over which he or she is a
6 representative, no additional representatives will be
7 permitted to offer additional testimony on behalf of
8 that group.

9 Anyone registered to speak by 9 p.m.
10 will have an opportunity to provide a statement, and
11 one person may speak at a time, only one. The court
12 reporters are here to take everything down. They have
13 a difficult time keeping track of more than one
14 person. Anyone attempting to disrupt the speaker will
15 be asked to leave. You are requested to complete your
16 testimony within the time allotted.

17 If you wish to provide information
18 and/or commentary, please note that written comments
19 will be continued to be accepted by the FAA through
20 March 23rd, 2005.

21 Two microphones are provided here for
22 testimony, one used by the person providing testimony
23 and the second for the next person in line, and once
24 the time limit has expired for that person at the

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1 microphone, the sound will be switched to the other
2 microphone.

3 There is a separate room in the
4 Avalon, which is across the hall there, where
5 testimony can be given directly to a court reporter in
6 a more private setting. In that room, there is no
7 time limit on testimonies.

8 Procedural rules for conducting this
9 hearing have been developed by the FAA, and copies of
10 these rules are available in the registration area.

11 One other thing. In addition to
12 making oral comments at the hearing this afternoon,
13 written comments, again, will be accepted through
14 March 23rd, 2005 by the FAA when the official comment
15 period will close. Those forms for comment are
16 available at the registration desk and can be left
17 here today in person by placing them in the
18 appropriate box provided at the written testimony
19 table or you can mail the written testimony and the
20 addresses to Michael MacMullen, Airports Environmental
21 Program Manager, Federal Aviation Administration,
22 Chicago Airports District Office, 2300 East Devon
23 Avenue, Des Plaines. That address is on the forms
24 outside.

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1 And when testifying, please direct
2 your comments to the court reporter and myself, please
3 speak as clearly as possible so the court reporter can
4 take the testimony completely and clearly, and a
5 verbatim transcript will be made of the testimony. It
6 will become a part of the documents that will be
7 forwarded to the FAA, the United States Army Corps of
8 Engineers and the Illinois Environmental Protection
9 Agency. Any written testimony that is submitted has
10 the same weight as the oral testimony given here
11 today. There is no difference between the two.

12 And, finally, I'd ask that all
13 remaining be quiet while others are testifying so that
14 each person's testimony can be heard by the court
15 reporter. Thank you.

16 So we're going to start again. And,
17 Mr. Farnell, F-a-r-n-e-l-l, correct?

18 MR. JOHN FARNELL: Correct.

19 THE HEARING OFFICER: Okay, come on up. And
20 he'll be followed by Robert Quanstrom,
21 Q-u-a-n-s-t-r-o-m. Go ahead.

22 MR. JOHN FARNELL: I'm representing the Air
23 Serve Corporation, and Air Serve Corporation supports
24 the O'Hare Modernization Plan.

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Comment	Response
Farnell 1	Please see topical response G-1.
Farnell 2	Please see topical response G-1.

108

1 We are a service provider at the
 2 Chicago O'Hare Airport. We provide multiple services
 3 to various air carriers. In doing so, we provide
 4 employment for over 500 citizens of the Chicagoland
 5 area. We also work very closely with various
 6 non-for-profit organizations that represent various
 7 communities in and around the O'Hare area, and in
 8 doing so, we work with them in employment
 9 opportunities and job placement.

1

10 We view our ability to continue to
 11 successfully work with these partners as well as
 12 provide jobs for citizens in and around the airport
 13 area, the success of the Modernization Plan is
 14 critical to our ability to carry out those functions.

2

15 In addition, we view the
 16 Modernization Plan as creating some better personal
 17 life for our current employees in that there's
 18 frequent events of irregular operations. Granted,
 19 some of those events are weather related, but a high
 20 frequency are related to delays due to flow and
 21 control into and out of O'Hare. That, obviously,
 22 impacts the schedule and ability for us to schedule
 23 and provide services, our employees are directly
 24 impacted in their personal lives, and, again, we view

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Comment	Response
Farnell 3	Please see topical responses C-2, C-4 and G-1.
Farnell 4	Please see topical response M-4.
Farnell 5	Please see topical response M-4.

109

1 the Modernization Plan as an effort to make those
2 personal lives a little bit better.

3

3 In addition, the irregular operation
4 events cause increased costs, not only to us as a
5 service provider, but also the air carriers we service
6 in that it frequently causes labor overtime and
7 results in additional costs.

4

8 So our view, again, is the
9 Modernization Plan will benefit not only the local
10 economy, the O'Hare economy, but also the partners
11 that we service in and around the community, and we
12 are for the Modernization Plan as an organization.

5

13 THE HEARING OFFICER: Thanks, Mr. Farrell.

14 MR. FARRELL: Thank you.

15 (Audience reaction.)

16 THE HEARING OFFICER: Mr. Robert Quanstrom.

17 Are you here, Mr. Quanstrom?

18 (No response.)

19 THE HEARING OFFICER: How about Tom Robbins?

20 Mr. Robbins?

21 (No response.)

22 THE HEARING OFFICER: Karl McFerren, Karl

23 McFerren. Mr. McFerren?

24 MR. KARL McFERREN: Yes, sir.

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Comment	Response
McFerren 1	Comment noted.
McFerren 2	Please see topical response M-2.
McFerren 3	Please see topical response G-1.

110

1 THE HEARING OFFICER: Okay, M-c-F-e-r-r-i-n?

2 MR. KARL McFERRIN: -e-n.

3 THE HEARING OFFICER: -e-n, I'm sorry. Okay,

4 Mr. McFerren, you're up.

5 MR. KARL McFERRIN: Thank you. I'm Karl

6 McFerren, CEO of Aerospace Management Systems, LLC.

7 AMS is a 4PL logistics management company. We are

8 also a Certified Minority Business enterprise.

9 AMS strongly supports the O'Hare

10 Modernization project, provided that the plan contains

11 a proper MBE/WBE component that is not riddled with

12 the fraud and scandal recently uncovered in Chicago.

13 We at AMS are the gateway to a

14 comprehensive solution to this problem. AMS is

15 presently in negotiations for a facility at O'Hare

16 that will manage our 4PL logistics operation, which

17 will include a gamut of international businesses. We

18 will service not only MBE trucking, transportation and

19 freight forwarding companies, but also non-MBE

20 operations. We will perform private as well as

21 governmental contracts for warehousing logistic

22 services. We plan to be the MBE that will insure the

23 O'Hare Modernization project does not repeat the

24 mistakes of Chicago.

1

2

3

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Comment	Response
McFerren 4	Please see topical responses C-1 and M-4.
McFerren 5	Please see topical response G-1.
McFerren 6	Please see topical responses B-1 and E-2.

111

1 AMS fully supports new runways at
 2 O'Hare. They are needed to reduce delays and provide
 3 more reliable service. In 2004, O'Hare was ranked
 4 last in on-time performance by the Department of
 5 Transportation. In the future, passengers will avoid
 6 booking flights through Chicago, when possible, to
 7 avoid this dismal and atrocious on-time performance.
 8 This would have an adverse affect on the local
 9 economy.

4

10 O'Hare's ranked as the world's
 11 busiest airport with nearly 1 million flights per
 12 year. The O'Hare Modernization project would reduce
 13 the delays previously mentioned. 200,000 new jobs
 14 will be brought to the Chicago metropolitan area
 15 through the O'Hare Modernization Project. Presently
 16 hundres of thousands of jobs depend on a viable O'Hare
 17 that will continue to work.

5

18 A failure to make the necessary
 19 improvements at O'Hare will prevent economic growth
 20 and, in fact, cause economic damage. The O'Hare
 21 Modernization project will improve aircraft efficiency
 22 and bring environmental benefits. There will be less
 23 fuel consumption and fewer emissions due to reduced
 24 congestion at the gates and runways.

6

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Comment	Response
McFerren 7	Please see topical response A-2.

112

1 O'Hare needs a solution that works
 2 for the city, the state and the nation. Our company,
 3 AMS, plans to be a part of that solution. I urge the
 4 FAA to issue a Record of Decision to enable O'Hare to
 5 reach its full operating capacity in the U.S. and
 6 international aviation system. I thank you,
 7 Mr. Chairman.

7

8 THE HEARING OFFICER: Thank you, Mr. McFerren,
 9 we appreciate it.

10 (Audience reaction.)

11 THE HEARING OFFICER: I'm going to run through
 12 a few names here, and if there is anybody who is here
 13 who's on the list to testify and wants to come up to
 14 testify a little earlier, we'd be happy to take your
 15 testimony now. I'll run through these names again.
 16 Robert Quanstrom, Q-u-a-n-s-t-r-o-n, Tom Robbins?

17 (No response.)

18 THE HEARING OFFICER: How about Chris Quinn,
 19 Chris Quinn. Are you Mr. Quinn?

20 MR. CHRIS QUINN: Yes, I am.

21 THE HEARING OFFICER: Q-u-i-n-n, correct?

22 MR. CHRIS QUINN: Correct.

23 THE HEARING OFFICER: Okay.

24 MR. CHRIS QUINN: I guess all set, yeah.

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Comment	Response
Quinn 1	Please see topical response M-5.
Quinn 2	Please see topical response G-1.

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1 THE HEARING OFFICER: Take your time, take
 2 your time.
 3 MR. CHRIS QUINN: Okay, I just walked in.
 4 THE HEARING OFFICER: You want a minute before
 5 you start?
 6 MR. CHRIS QUINN: No, that's fine.
 7 THE HEARING OFFICER: You're good?
 8 MR. CHRIS QUINN: Yes.
 9 Okay, first, I'd like to thank you
 10 for the opportunity to testify on behalf of the O'Hare
 11 Modernization Project. My name is Chris Quinn, and
 12 I'm a long time president -- not president, resident
 13 of Franklin Park. I support the continued development
 14 of O'Hare Airport as described in the O'Hare
 15 Modernization Project for the following six reasons.
 16 Now, first, I've lived in Franklin
 17 Park for over 35 years, and I've enjoyed the benefits
 18 of easy access to O'Hare Airport when traveling for
 19 business and pleasure. My community has enjoyed the
 20 benefits of business and jobs related to our proximity
 21 to the airport.
 22 Two, our town has been affected by
 23 airport noise, but I have noticed a distinctive
 24 decline in noise over time. Much of that reduction in

1

2

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Comment	Response
Quinn 3	Please see topical response D-1.
Quinn 4	Comment noted.

114

1 noise is obviously related to quieter airplanes. I
 2 can literally pick out the exceptions, which are the
 3 old and soon to be retire aircraft.

3

4 Point three: The airlines have
 5 tested and initiated various landing and take-off
 6 procedures over the years, some are more successful
 7 than others, but all with the goal of reducing noise
 8 on the ground. This has been very apparent to me in
 9 the 35 plus years that I have lived in Franklin Park.

4

10 Point four: As some background, I
 11 grew up on the west side of Chicago and remember when
 12 Chicago decided to develop O'Hare as a major jet
 13 airport. A very large number of construction jobs
 14 were created as a result of this decision, and many
 15 young friends took advantage of the opportunity to
 16 make big bucks doing physical labor but without
 17 developed skills. Many went on to become construction
 18 tradesmen based, at least in part, on this early
 19 opportunity to enter the construction field.

20 The OMP may provide this opportunity
 21 for many of today's young people, but stretched over
 22 an even longer period of time. The City of Chicago
 23 and the O'Hare Modernization Project have instituted
 24 an outreach program to expose more young people's

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Comment	Response
Quinn 5	Please see topical response G-1.
Quinn 6	Please see topical responses B-1 and C-4.

115

1 understanding of the many construction trade or
 2 professional job opportunities that such an extended
 3 program can provide.

5

4 Point five: If O'Hare does not
 5 expand, additional congestion will occur. People
 6 increasingly want to travel, and air fares are clearly
 7 a bargain. We all hope that continues. This results
 8 from open competition among airlines, which is less
 9 likely to be the case where constraints on flights
 10 exist, which reduces competition.

11 Expansion of O'Hare, as laid out in
 12 the O'Hare Modernization Program, will provide the
 13 scheduling capacity, flexibility and the labor
 14 reduction to allow people to travel when they want to
 15 and not at some inconvenient, "off peak" time. As a
 16 frequent business traveler myself, that has been
 17 important to me over the years. It often permitted me
 18 to be home with family rather than flying at
 19 inconvenient times or staying an extra night out of
 20 town.

6

21 Point six: It is clear to me and I
 22 believe to many residents of my community, that the
 23 expansion of O'Hare Airport as defined in the O'Hare
 24 Modernization Project will provide a great economic

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Comment	Response
Quinn 7	Please see topical responses G-1 and L-2.
Quinn 8	Please see topical response A-2.

116

1 benefit to our community and other communities
 2 surrounding O'Hare.

3 It is also apparent to me that as you
 4 see residential redevelopment in terms of new, more
 5 expensive homes and major remodeling of homes in towns
 6 around O'Hare, including my community, that the
 7 inconvenience that's related to our proximity to
 8 O'Hare are clearly overshadowed by the economic
 9 benefits associated with the airport's growth.

7

10 Restricting the planned expansion of
 11 O'Hare should not be considered a realistic option. I
 12 urge the FAA's expeditious approval of the O'Hare
 13 Modernization Project. Thank you.

8

14 (Audience reaction.)

15 THE HEARING OFFICER: Thank you, Mr. Quinn.
 16 Robert Quanstrom?

17 (No response.)

18 THE HEARING OFFICER: Tom Menzel? It's a
 19 little bit early for Mr. Menzel. You okay to go now?

20 MR. TOM MENZEL: I would be happy to.

21 THE HEARING OFFICER: It's M-e-n-z-e-l?

22 MR. TOM MENZEL: Yes.

23 THE HEARING OFFICER: Give us the name of the
 24 organization.

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Comment	Response
Menzel 1	Comment noted.
Menzel 2	Please see topical response B-1.

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1 MR. TOM MENZEL: My name is Tom Menzel, and I'm
 2 the President of the Northwest Suburban Alliance For
 3 Commerce and Industry and have held elected position
 4 as Mayor, Treasurer and Alderman of the City of
 5 Rolling Meadows. As President of the Regional Chamber
 6 of Commerce, I'm here to support the expansion of
 7 O'Hare and the improvement of other critical
 8 infrastructure as well.

1

9 It's clear we have an overburdened
 10 systems. Six of America's long-distance railways meet
 11 here, seven interstate highways, along with O'Hare
 12 move \$572 billion of goods a year. The congestion in
 13 this hub, as shown by crowded roads, late trains and
 14 late aircraft, is a clear warning sign that the
 15 decline will continue unless improvements are made in
 16 all of these areas. Air freight tonnage in Chicago is
 17 projected to double in the next 25 years, and this
 18 will have a detrimental effect on an aging
 19 infrastructure.

2

20 Last November, a deal was brokered to
 21 voluntarily limit the number of flights into O'Hare,
 22 which is certainly not a solution that will foster
 23 growth in the area. We're living in a changing world
 24 that is shifting us to a service sector economy from

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Comment	Response
Menzel 3	Please see topical response C-4.
Menzel 4	Please see topical response G-1.
Menzel 5	Please see topical response F-3.

118

1 the traditional manufacturing base we once were known
 2 for. We must make the necessary investments in key
 3 areas such as O'Hare to maintain a strong economic
 4 model and keep O'Hare the strong economic engine it's
 5 been for the northwest suburban area.

3

6 When Boeing was evaluating our area
 7 as headquarters, and Rolling Meadows made the short
 8 list, one of the key criteria was our close proximity
 9 to O'Hare Field. In the strategic planning process
 10 for the economic development of the City, while I
 11 served as mayor, the key benefit, and possibly the
 12 most critical one, was the closeness to O'Hare and the
 13 synergistic effect that would have on a variety of the
 14 businesses.

4

15 In our recent discussion with the
 16 company Everpure that recently moved to Hanover Park,
 17 their Director of International Development made it
 18 clear that the closeness to O'Hare was the key for
 19 their move there with the possibility of a western
 20 ingress and egress to O'Hare in the future.

5

21 For us to be competitive in today's
 22 ever-changing world, we must be in the constant
 23 creative journey of change. We all know that nothing
 24 stays the same. We all have the option to either grow

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Comment	Response
Menzel 6	The commenter's opinion is noted.
Menzel 7	Please see topical response M-4.

119

1 or decline.

2 A key aspect of growth for us is to

3 have well-thought-out strategic plans as a region and

4 the infrastructure in place to implement those plans.

5 O'Hare's continued growth and viability is key for

6 that growth model, and that is why the Northwestern

7 Alliance For Suburban Commerce and Industry strongly

8 supports the expansion of O'Hare Field as part of the

9 critical infrastructure investment that we need as a

10 region and a state to maintain to our economic

11 viability in the years ahead. Thank you very much,

12 Mr. Chairman.

13 (Audience reaction.)

14 THE HEARING OFFICER: We'll try Robert again.

15 Robert Quanstrom?

16 (No response.)

17 THE HEARING OFFICER: Mr. Rand -- or Mr. Haas,

18 Mr. Haas.

19 (No response.)

20 THE HEARING OFFICER: Linda Ballentine. It's a

21 little earlier than you were listed, but you're

22 welcome to come up now if that works for you. So

23 that's Ballentine, B-a-l-l-e-n-t-i-n-e?

24 MS. LINDA BALLENTINE: That's correct.

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6

7

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1 THE HEARING OFFICER: Thank you very much.
2 Would you please give your organization as well?

3 MS. LINDA BALLENTINE: Hi, I'm Linda Lisles
4 Ballentine, Executive Director of the Rolling Meadows
5 Chamber of Commerce. I've been with the Chamber for
6 21 years and a resident of Rolling Meadows for 31
7 years.

8 The Rolling Meadows Chamber of
9 Commerce continues to support the modernization of
10 O'Hare International Airport for the following
11 reasons:

12 Close proximity to O'Hare. Many
13 businesses choose to relocate to our community located
14 nine miles from O'Hare Airport. Having O'Hare so
15 close too is a great benefit to our businesses, not
16 only for their customers and clients and employees,
17 but for shipping and receiving purposes as well.

18 We are also supporting O'Hare because
19 it fosters regional and state economic development
20 through job creations and business attraction,
21 expansion, retention for Illinois and for the entire
22 region.

23 Increased world trade opportunities
24 for businesses. Our community is home to the IBC, the

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Comment	Response
Ballentine 1	Please see topical responses G-1, M-3 and M-4.
Ballentine 2	Please see topical responses B-1 and C-1.

121

1 International Business Center, that promotes expansion
2 of international trade.

1

3 Our concerns remain that O'Hare, in
4 its current state, continues to experience long
5 delays, resulting in flight cancellations, lost work
6 and leisure time, missed connections, late cargo
7 freight shipments, unexpected out-of-pocket costs and
8 expenses and stressed out, frustrated passengers who
9 are employees, customers and residents alike.

10 O'Hare, unfortunately, is no longer
11 conducive to the growing demands of our region. Thank
12 you.

2

13 THE HEARING OFFICER: Thank you very much.

14 (Audience reaction.)

15 THE HEARING OFFICER: Mr. Robert Quanstrom.

16 (No response.)

17 THE HEARING OFFICER: Rand Haas.

18 MR. RAND HAAS: Yes.

19 THE HEARING OFFICER: Mr. Haas, would you like
20 to come up?

21 MR. RAND HAAS: Thank you.

22 THE HEARING OFFICER: Okay, that's H-a-a-s?

23 MR. RAND HAAS: Yes. My name is Rand Haas.

24 I'm the President of MRH & Associates. We're an

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Comment	Response
Haas 1	Comment noted.

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1 economic development consulting firm, and I wanted to
 2 address the issue about the O'Hare expansion.
 3 Global trade is no longer simply a
 4 buzz word, it's a reality, and firms are finding that
 5 they have to have foreign trade in order to grow. For
 6 example, just the other day I was talking with a large
 7 manufacturer in the northwest suburbs, and although
 8 75% of the \$30 million a year is from domestic sales,
 9 the fastest growing segment of their business, the
 10 other 25% is from international trade. They've added
 11 30 new jobs in the past year just due to that growth.
 12 That's an illustration of what's happening across the
 13 state.

14 Let me just share with you six key
 15 facts from the State's Department of Commerce and
 16 Economic Opportunity.

17 Number one, Illinois ranks as the
 18 sixth largest exporting state in the United States.
 19 Illinois exports more than \$33 billion worth of goods
 20 which supports over 600,000 jobs in the state. 66% of
 21 the world's purchasing power is outside the U.S.
 22 World trade has grown twice as fast as the U.S.
 23 economy since 1960. Exporting also helps expand
 24 markets and reduces reliance on domestic markets. And

1

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Comment	Response
Haas 2	Please see topical responses G-1 and M-4.
Haas 3	Comment noted.

123

1 the last point is that Illinois ranks number one in
 2 the Midwest as a destination for foreign investment,
 3 and it has attracted over 5,800 firms from overseas,
 4 employing over 300,000 people in Illinois.

5 I think those are six good reasons we
 6 need to consider the expansion of O'Hare as a vital
 7 tool and economic engine for this area.

2

8 I also serve as Co-Chairman of the
 9 International Business Center at DePaul University in
 10 Rolling Meadows. We opened up our doors last May. To
 11 date, we already have over 800 people just from the
 12 northwest suburbs interested in international
 13 business.

3

14 THE HEARING OFFICER: Wow.

15 MR. RABD HAAS: And it's a tremendous growth
 16 opportunity. Thank you very much.

17 THE HEARING OFFICER: Okay, thank you,
 18 Mr. Haas.

19 (Audience reaction.)

20 THE HEARING OFFICER: Robert Quanstrom.

21 (No response.)

22 THE HEARING OFFICER: Does anyone want to
 23 speak for Mr. Quanstrom?

24 (No response.)

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1 THE HEARING OFFICER: Is Tony -- I don't know
2 if it's Gida or Geeda (phonetic).
3 (No response.)
4 THE HEARING OFFICER: And we'll try one more
5 here. Ron Culbertson, Ron Culbertson?
6 (No response.)
7 THE HEARING OFFICER: Well, we're a little bit
8 ahead of schedule again, and these people are not
9 scheduled until, let's see, another 12 or 15 minutes.
10 So we're going to take a 10-minute break, and we'll be
11 back in 10 minutes.
12 (Recess taken.)
13 THE HEARING OFFICER: We're going to get
14 started with Tom Villanova, I think. Mr. Villanova,
15 are you here?
16 (No response.)
17 THE HEARING OFFICER: Commissioner Roberson,
18 Commissioner Roberson.
19 COMMISSIONER JOHN ROBERSON: Yes.
20 THE HEARING OFFICER: Just checking to see
21 who's here. Give us one minute. We're just going to
22 tell the people outside we're going to get started.
23 Okay, we're going to get reengaged
24 here. Let's hold the noise down a little bit.

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Comment	Response
Roberson 1	Comment noted.
Roberson 2	Comment noted.

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1 Commissioner Roberson, are you ready to start?
 2 COMMISSIONER JOHN ROBERSON: Yes.
 3 THE HEARING OFFICER: It's R-o-b-e-r-s-o-n,
 4 correct?
 5 COMMISSIONER JOHN ROBERSON: Yes.
 6 THE HEARING OFFICER: And would you please
 7 state your organization?
 8 COMMISSIONER JOHN ROBERSON: I'm the
 9 Commissioner of Aviation for the City of Chicago.
 10 THE HEARING OFFICER: Thank you very much.
 11 COMMISSIONER JOHN ROBERSON: Thank you.
 12 THE HEARING OFFICER: You're welcome.
 13 COMMISSIONER JOHN ROBERSON: As the
 14 Commissioner of the City of Chicago's Department of
 15 Aviation, I have the responsibility for the management
 16 of Midway and O'Hare International Airports.
 17 O'Hare remains the busiest airport,
 18 and Midway remains one of the fastest growing airports
 19 in the country. Chicago is at the center of our
 20 national aviation system, and O'Hare truly serves the
 21 nation. The airport handled nearly 76 million
 22 passengers and more flights last year than at any
 23 other time in its history.
 24 We strive to provide all our

1

2

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Comment	Response
Roberson 3	Please see topical response C-1.

126

1 passengers with a smooth and efficient travel
 2 experience, but that is not possible when they
 3 experience overwhelming frustration with delays. I'm
 4 sorry to say that, in 2004, O'Hare had the worst
 5 on-time performance among our nation's airports.
 6 Furthermore, delays cost money -- \$370 million each
 7 year for the airlines at O'Hare alone and an
 8 additional 380 million for travelers across the
 9 nation.

3

10 Last year, the U.S. Department of
 11 Transportation's Secretary Norman Mineta and FAA
 12 Administrator Marion Blakey singled out O'Hare as a
 13 bottleneck for the national aviation system. As we
 14 are all aware, they have obtained voluntary flight
 15 reductions from the airlines to reduce delays and
 16 improve on-time performance at O'Hare over the
 17 short-term.

18 The City is working with the
 19 airlines, the FAA and the Department of Transportation
 20 in coming up with short-term measures to mitigate
 21 O'Hare delays. The long-term solution for O'Hare is
 22 the O'Hare Modernization Program. Modernizing
 23 O'Hare's airfield will dramatically reduce delays and
 24 add capacity, making O'Hare a more reliable airport to

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Comment	Response
Roberson 4	Please see topical responses B-1 and C-4.
Roberson 5	Please see topical responses B-1, C-4 and G-1.
Roberson 6	Please see topical response C-1.

127

1 the benefit of air travelers throughout the national
2 aviation system.

4

3 As stewards of O'Hare, it is
4 incumbent upon us to grow and strengthen the airport's
5 role as the primary generator of jobs and economic
6 development in this region. O'Hare currently produces
7 450,000 jobs and \$38 billion of economic activity for
8 the Chicago region and the State of Illinois.
9 Artificially constraining the marketplace has an
10 adverse impact on jobs and the local economy. And, of
11 course, reduced flights mean reduced revenue at the
12 airport from concessions to the Passenger Facility
13 Charges.

5

14 It would be difficult to overstate
15 the impact of O'Hare on the other markets as well.
16 Approximately 58% of the passengers at O'Hare are
17 connecting. Each delayed flight represents a portion
18 of the \$380 million each year that is lost due to
19 delays. And while we can calculate the cost of
20 meetings missed and business opportunities lost,
21 there's no way to measure the impact of arriving late
22 to the wedding of a loved one or a child turning in at
23 night without a parent's kiss.

6

24 Thus, while the City supports the

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Comment	Response
Roberson 7	Please see topical responses B-1 and C-4.
Roberson 8	Please see topical responses B-1 and B-5.

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1 near term efforts, it's more encouraged by the
 2 recognition of Congress, the Department of
 3 Transportation and the FAA that adding runway
 4 infrastructure at O'Hare is the only way to really
 5 solve the delay problem. As Administrator Marion
 6 Blakely has noted, "The long-term solution is more
 7 capacity at O'Hare, more pavement." The City strongly
 8 shares this belief and further believes that
 9 Mayor Daley's O'Hare Modernization Program is the
 10 long-term solution.

7

11 Although it is at the center of the
 12 national aviation system, O'Hare struggles with an
 13 old-fashioned, inefficient airfield design, and the
 14 costs are borne by the traveling public and the
 15 aviation industry alike. O'Hare's runway geometry,
 16 while modern in the propeller age, is out-of-date in
 17 the jet age. With parallel runways, O'Hare will be
 18 far more efficient than it is today. The whole
 19 national air transportation system will benefit.

8

20 The implementation of the OEM is
 21 progressing. In 2003, the FAA concluded that the
 22 O'Hare Modernization Project will provide O'Hare and
 23 the Chicago region with enough capacity to meet the
 24 FAA-projected demand well into the future. In

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Comment	Response
Roberson 9	Please see topical response C-3.
Roberson 10	Please see topical response C-1.
Roberson 11	Please see topical response A-2.

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1 addition, the FAA informed the City that it has
 2 determined the airspace to be safe and efficient.

9

3 Last year, the FAA released an
 4 analysis showing that in 2018, five years after the
 5 Modernization Program is complete, delays at O'Hare
 6 will drop to around 6 minutes per flight from the
 7 current 20 while the airport accommodates 600
 8 additional flights each day.

10

9 Finally, it is imperative that the
 10 O'Hare Modernization Program be approved to provide a
 11 sustainable. Long-term solution to address the
 12 capacity and delays. Our efforts are underway to
 13 improve our national aviation system by solving the
 14 critical issues of delay and capacity at O'Hare with
 15 the O'Hare Modernization Program.

16 Thank you, and I'd like to submit
 17 this for the record (tendering document).

11

18 THE HEARING OFFICER: Sure, give it to the
 19 court reporter. Thanks, Commissioner.

20 COMMISSIONER JOHN ROBERSON: Thank you.

21 (Audience reaction.)

22 THE HEARING OFFICER: Robert Quanstrom, Robert
 23 Quanstrom?

24 (No response.)

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Comment	Response
Villanova 1	Please see topical response M-5.
Villanova 2	Please see topical response G-1.

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1 THE HEARING OFFICER: Tom Villanova. Thomas
 2 Villanova, V-i-l-l-a-n-o-v-a, correct?

3 MR. TOM VILLANOVA: Correct.

4 THE HEARING OFFICER: Okay, okay,
 5 Mr. Villanova.

6 MR. TOM VILLANOVA: Thank you. I'm the
 7 President of Chicago and Cook County Building
 8 Construction Trades Council, and on behalf of the
 9 Council I would like to thank you for the opportunity
 10 to testify in support of the O'Hare Modernization
 11 Program tonight.

1

12 This program will create an estimated
 13 195,000 jobs over the next decade for union members
 14 and working families. Make no mistake here, these
 15 will be good paying jobs that you can support a family
 16 on. It will generate an additional 18 billion in
 17 economic activity annually. This is a hell of an
 18 economic development program. I haven't seen anything
 19 like this come down the road in a long, long time.

2

20 And all of this construction and
 21 development at O'Hare will be funded from
 22 airport-generated funds, not from state or local tax
 23 dollars. I am in Springfield a lot, and I haven't
 24 seen any kind of agenda of a program for economic

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Comment	Response
Villanova 3	Please see topical response G-3.
Rooney 1	Please see topical response G-1.

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1 development that doesn't use state or tax dollars.
 2 So on behalf of the 24 union
 3 affiliates that I have in my organization and the one
 4 hundred plus thousand members, we support the O'Hare
 5 Modernization Program. Thank you.

3

6 THE HEARING OFFICER: Thank you,
 7 Mr. Villanova.

8 (Audience reaction.)

9 THE HEARING OFFICER: Joseph Rooney,
 10 R-o-o-n-e-y?

11 MR. JOSEPH ROONEY: Yes, sir.

12 THE HEARING OFFICER: Okay, Mr. Rooney.

13 MR. JOSEPH ROONEY: Good evening. My name is
 14 Joe Rooney, and I'm an employee of the Tatum Register
 15 Company. I am here today as their representative.

16 I strongly support the O'Hare
 17 Modernization Program. We are a valued supplier to
 18 the airlines, the package delivery companies that
 19 require a modernized O'Hare for their economic
 20 well-being.

1

21 We also have hundreds of employees,
 22 hundreds of business trips to, from and through O'Hare
 23 annually. We believe the O'Hare Modernization Program
 24 provides a believable and sensible platform for

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Comment	Response
Rooney 2	Please see topical response B-1.
Rooney 3	Please see topical response G-1.
Rooney 4	Please see topical response B-1.
Rooney 5	Please see topical response E-2.
Rooney 6	Please see topical response B-1.

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1 reducing delays associated with O'Hare travel.

2 An updated O'Hare brings economic

3 benefits to us servicing businesses in the area as

4 well as the companies employing Illinois citizens

5 trying to do business around the world.

6 Additional runways at O'Hare are

7 needed to reduce the delays and increase the

8 reliability of services to business travelers daily.

9 The local economy needs the improvements to keep

10 people using O'Hare rather than other viable choices.

11 The modernization can also benefit

12 the local environment. Shorter taxiing and shorter

13 times spent at the gates will result in less fuel

14 consumption and fewer emissions.

15 As a graduate of the University of

16 Illinois, I strongly support our study that as many as

17 200,000 new jobs will be brought to the metropolitan

18 area as a result of the O'Hare modernization. In

19 addition, many hundreds of thousands of current jobs

20 depend on an O'Hare that works at its best.

21 As a local homeowner, I'm entirely

22 behind the necessary economic gains from the

23 modernization of O'Hare. The other local homeowners

24 who benefit so greatly from the windfall of our

2

3

4

5

6

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Comment	Response
Rooney 7	Please see topical responses G-1 and M-4.
Rooney 8	Please see topical response A-2.

133

1 proximity to O'Hare need to unite for this expansion
 2 and update. We all benefit from the good O'Hare
 3 brings to our local economies.
 4 None of our local economies nor
 5 Chicago could easily survive the economic damage felt
 6 if O'Hare does not modernize and expand. O'Hare needs
 7 a solution that works for the city, the state and the
 8 nation.
 9 I urge the FAA to issue it's Record
 10 of Decision to enable O'Hare to reach its full
 11 operating capacity in the U.S. and international
 12 aviation system. Thank you for your consideration.
 13 THE HEARING OFFICER: Thanks, Mr. Rooney.
 14 (Audience reaction.)
 15 THE HEARING OFFICER: Well, let's see here,
 16 how about Robert Quanstrom?
 17 (No response.)
 18 THE HEARING OFFICER: I think Robert
 19 disappeared. The next hearing time that we have on
 20 the list is 6:00 o'clock. So I think the court
 21 reporters and I are going to find a sandwich
 22 somewhere, and we'll be back at 6:00 o'clock.
 23 (Recess taken.)
 24 (Change of court reporters.)

7

8

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1 THE HEARING OFFICER: Okay, we're ready to
2 start with the next session.

3 Just as a prelude, I am going to read a
4 couple of remarks regarding the process.

5 Anyone who wants to speak must sign in on
6 the forms provided at the testimony registration
7 table. In order to accommodate all persons
8 interested in speaking, speaking time will be
9 limited to five minutes for those representing a
10 group or an agency. Testimony from all others will
11 be limited to three minutes.

12 During your testimony the status of your
13 available testimony time will be indicated on a
14 timing device. And up here where the speakers will
15 be able to see, there is a monitor which will tell
16 you how many minutes or seconds you have left.

17 Unused testimony time of a group
18 representative or an individual cannot be added to
19 the available testimony time of any other group
20 representative or individual. However, if an
21 individual or group representative has more verbal
22 testimony to provide after their three-minute or
23 five-minute time allotment has expired, the
24 individual or group representative can get back into

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1 line one more time only.

2 Anyone who registers to speak by 9 p.m.
3 will have an opportunity to provide a statement.
4 One person may speak at a time, only one. Court
5 reporters have a difficult time keeping track of
6 more than one person, so anyone attempting to
7 disrupt the speaker will be asked to leave. You are
8 requested to complete your testimony within the time
9 allotted.

10 If you wish to provide information and/or
11 commentary, please note that written comments will
12 continue to be accepted by the FAA through March 23,
13 2005.

14 Up here in front there's two microphones to
15 be used first by the person providing testimony and
16 the second for the next person in line. Once the
17 time limit has expired for the person at one
18 microphone, the sound will be switched to the other
19 microphone for the next person to begin testimony.

20 In the Avalon, the premises here, in
21 another room, there is a separate room where
22 testimony can be given directly to a court reporter
23 in a more private setting, and in that room there is
24 no time limit on testimonies that are given.

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1 Procedural rules for conducting this
2 hearing have been developed by the FAA, and copies
3 of these rules are available in the registration
4 area.

5 In addition to making oral comments at the
6 hearing this afternoon, written comments will be
7 accepted through March 23, 2005, by the FAA, when
8 the official comment period will close. There are
9 comment forms that are available at the registration
10 area, and they can be left there today by placing
11 them in the appropriate box provided at the written
12 testimony table, or you can mail the testimony in,
13 and there is an address on the comment forms to the
14 FAA, Mr. Michael MacMullen, Airports Environmental
15 Project Manager, FAA, Chicago Airports District
16 Office, 2300 East Devon Avenue in Des Plaines,
17 60018.

18 When I call your name, please come forward,
19 give your name, spell it, if necessary. If you are
20 testifying on behalf of a group, organization or
21 company, please state that affiliation and your
22 official title in connection with that organization
23 if you have one.

24 Any written testimony that is submitted has

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1 the same weight as the oral testimony given here
2 today. There is no difference between the two.

3 When you're testifying, please direct your
4 comments to the court reporter and myself and speak
5 as clearly as possible so the court reporter can
6 take down your testimony. A verbatim transcript
7 will be made of the testimony and it will become a
8 part of the documents that will be forwarded to the
9 Federal Aviation Administration, the U.S. Army Corps
10 of Engineers, and the Illinois Environmental
11 Protection Agency.

12 Finally, I would ask that all of you remain
13 quiet while others are testifying so that each
14 person's testimony can be heard by the court
15 reporter.

16 So we're going to begin again, and the
17 first person on the list I have here is Rocco
18 Terranova, Sheet Metal Workers union.

19 Mr. Terranova, are you available?

20 MR. ROCCO TERRANOVA: Yes, sir.

21 THE HEARING OFFICER: Okay. That's

22 T-e-r-r-a-n-o-v-a?

23 MR. ROCCO TERRANOVA: Yes, sir.

24 THE HEARING OFFICER: Okay, you're up.

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Comment	Response
Terranova 1	Please see topical response M-2.
Terranova 2	Please see topical responses A-2, G-1 and M-4.

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1 MR. ROCCO TERRANOVA: My name is Rocco
 2 Terranova. I am representing three perspectives
 3 here. I am a business agent for the Sheet Metal
 4 Workers Local 73 and I am also a local elected
 5 official. I am the Democratic Committeeman of
 6 Schaumburg Township. And I am also a resident. I
 7 strongly support the O'Hare Modernization Program,
 8 and I believe that the FAA in their good kind will
 9 will do the same.

1

10 My family and myself represent residents,
 11 and we are very concerned with the situation with
 12 the jobs. Working families in this area have been
 13 hit economically by the job situation, and 195,000
 14 jobs over the next decade that will be created are a
 15 great thing for this area. It will also generate an
 16 additional \$18 billion in economic activity annually
 17 for all the surrounding towns and the city of
 18 Chicago. These reasons are my reasons why I believe
 19 I'm standing up here pleading with you to get this
 20 passed. It will cause revenues to go up for all
 21 surrounding towns and the City of Chicago.

2

22 The improvements surrounding the airport
 23 will be great for everyone. The expansion will
 24 reduce delays and increase airport capacity well

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Comment	Response
Terranova 3	Please see topical responses B-1, F-3 and F-5.
Terranova 4	Please see topical response H-1.
Terranova 5	Please see topical response A-2.

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1 into the future. It will make the skies safer for
 2 flying and make it more efficient. Once on the
 3 ground, an airplane can get to a gate and not be so
 4 stacked up. It will modernize O'Hare's intersecting
 5 runways into a parallel reconfiguration, include a
 6 new western access point. Along with the new
 7 western access point will come approximately 60 more
 8 gates, a parking facility, which in turn will then
 9 give people an option to enter the airport from the
 10 west, which my area covers a lot of that.

11 A new terminal and parking facility will
 12 provide opportunities for CTA rail extensions, road
 13 improvements into the Elgin-O'Hare Expressway, which
 14 in turn will reduce the congestion of traffic. It
 15 will improve the whole infrastructure of the roads.
 16 It will make O'Hare the No. 1 hub in the United
 17 States.

18 The impact on the 400 acres of high-quality
 19 wetlands will replace 153 acres of low-quality
 20 wetlands in the waters of the United States
 21 currently at O'Hare, making it a more natural
 22 environment for wildlife.

23 I urge the FAA to approve this. Thank you.
 24 THE HEARING OFFICER: Thanks,

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3

4

5

Comment	Response
Harper 1	Please see topical response G-4.
Harper 2	Please see topical responses A-1, A-3 and M-5.

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1 Mr. Terranova.
 2 (Audience reaction.)
 3 THE HEARING OFFICER: John Harper?
 4 And following Mr. Harper will be June
 5 Whitlock, and if June wants to come up and take this
 6 over here.
 7 Mr. Harper, that's H-a-r-p-e-r?
 8 MR. JOHN HARPER: That is correct.
 9 THE HEARING OFFICER: Okay.
 10 MR. JOHN HARPER: Good evening. My name is
 11 John Harper. I am the president of Classic
 12 Logistics. We are a company that has been relocated
 13 due to land acquisition for the expansion of O'Hare
 14 Airport, so I can certainly empathize with the other
 15 people that are affected.
 16 I would like to thank the FAA for making
 17 the time to incorporate the views of the public that
 18 are directly affected by this project. The
 19 government and voters need to work together to
 20 improve the quality of life. Too often the people
 21 expect the government to provide solutions to issues
 22 when in fact this is something that we need to be
 23 working on together.
 24 Quality of life is not just restricted to

1

2

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Comment	Response
Harper 3	Please see topical response D-1.
Harper 4	Please see topical response G-1 and M-4.

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1 noise reduction. I've seen the footprint for the
2 proposed runway configuration, and the areas that
3 are affected by noise actually have been reduced.
4 However, our responsibility goes way beyond this
5 limited focus.

3

6 Providing new jobs and increasing the flow
7 of income into our areas has greatly improved the
8 quality of life. O'Hare has become a bottleneck
9 through our economy for passengers as well as cargo.
10 Passengers and cargoes move hand in hand on the same
11 aircraft. Separating them by moving cargo to a
12 different facility would be completely
13 counter-productive. We need to free up this
14 bottleneck so that our economy can grow again.

15 We have an obligation to work together to
16 reduce the ever-flowing fiscal deficit. The
17 bottleneck at O'Hare is a contributing factor to
18 this growing deficit. If the cargo can't move,
19 products will be purchased from other regions and
20 countries that can flow with the demand.

4

21 In addition, people and airplanes are
22 avoiding the use of O'Hare due to congestion. The
23 reconfiguration of runways will not only open the
24 door for them to return but make O'Hare an

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Comment	Response
Harper 5	Please see topical responses M-3 and M-4.
Harper 6	Please see topical responses G-1 and M-5.

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1 attractive potential for others as well.
 2 Economic impact reaches way beyond the
 3 gates of O'Hare and the City of Chicago. It reaches
 4 out to the local communities, the businesses around
 5 the airport and beyond, including commerce across
 6 the nation.

5

7 The FAA has done an exemplary job in
 8 dealing with homeland security issues and keeping
 9 air travel as one of the safest modes of travel.
 10 Now is the time to prove to the people of America
 11 that they can do something to improve our wavering
 12 economy as well.

6

13 Thank you.

14 THE HEARING OFFICER: Thank you,

15 Mr. Harper.

16 June Whitlock, W-h-i-t-l-o-c-k.

17 MS. KAY WHITLOCK: Actually my name is Kay
 18 Whitlock.

19 THE HEARING OFFICER: I'm sorry. Kay
 20 Whitlock.

21 MS. KAY WHITLOCK: They had it wrong in the
 22 record.

23 THE HEARING OFFICER: Okay.

24 MS. KAY WHITLOCK: Good evening. Thank you

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Comment	Response
Whitlock 1	Please see topical response M-5.
Whitlock 2	Please see topical response B-1.
Whitlock 3	Please see topical response M-4.

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1 for this opportunity to speak in support of the
 2 O'Hare Modernization Program. I am Kay Whitlock and
 3 I am a resident of the city of Chicago.

1

4 I support the O'Hare Modernization Program
 5 primarily because of my experience as a member of
 6 the business community who flies in and out of
 7 O'Hare regularly. Delayed flights and unpredictable
 8 flight schedules pose extensive problems to
 9 businesses. I support the modernization of O'Hare
 10 in order to achieve increased capacity and to reduce
 11 the delays we currently experience. The cost
 12 savings realized from the reduced delays will not
 13 only benefit the flying public, they will also be a
 14 benefit to the financially strapped airlines.

2

15 O'Hare is an important contributor to our
 16 region's economy and the keystone in our nation's
 17 transportation system. The hub provided by O'Hare
 18 Airport results in jobs and businesses in our region
 19 that we do not want to lose. Modernization will
 20 serve to increase that regional economic benefit. I
 21 encourage the modernization program.

3

22 THE HEARING OFFICER: Thank you,
 23 Ms. Whitlock.

24 Alissa Stasica? Ms. Stasica?

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Comment	Response
Marvet 1	The comment regarding the Sierra Club's intent to provide additional comments is noted.
Marvet 2	The comment regarding the fact that the Sierra Club has not taken a position on the OMP is noted.

144

1 How about Michael Moran, Moran
 2 Transportation?
 3 I'll try one more. How about Larry Marvet,
 4 the Sierra Club?
 5 Larry, is that M-a-r-v-e-t?
 6 MR. LARRY MARVET: Correct.
 7 THE HEARING OFFICER: Okay, thanks.
 8 MR. LARRY MARVET: Good evening. My name
 9 is Larry Marvet and I am representing Sierra Club
 10 today at these hearings. My comments will focus on
 11 the wetlands mitigation proposals for O'Hare.
 12 Sierra Club may submit further comments on the Draft
 13 EIS later in the comment period.
 14 First, I should note that the Sierra Club
 15 doesn't have an overall position on the O'Hare
 16 Modernization project. We believe it's smart to
 17 invest in existing infrastructure rather than
 18 building in undeveloped areas, like the proposed
 19 Peotone airport site, which the Sierra Club opposes.
 20 But we also know that the air, noise and
 21 water pollution that comes with any large airport
 22 are real concerns for surrounding communities. If
 23 this project goes forward, an honest and thorough
 24 EIS process is crucial to identifying problems, then

1

2

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Comment	Response
Marvet 3	The comment regarding the need for an honest and thorough EIS is noted. Also, please see topical response A-1.

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1 minimizing and avoiding them where possible.

2 The wetland mitigation part of the project

3 is of special interest to us. Because Illinois has

4 lost 90 percent of its wetlands already, and the

5 U.S. is losing 60 acres of wetlands every hour, we

6 have to take special care here in Illinois to

7 protect what we have left. It's very difficult to

8 recreate nature through engineering, so if you must

9 pave these wetlands at O'Hare, their replacement is

10 critical and must be done in the right way.

11 The O'Hare Modernization Mitigation Review

12 Team, the MRT, has selected seven potential

13 mitigation sites from many proposals. Sierra Club

14 strongly believes that an important factor in this

15 choice is that the chosen land be currently

16 unprotected areas so we can add to our protected

17 inventory of wetland preserve land.

18 In DuPage County, all the proposed

19 mitigation sites are publicly owned. Outside of

20 DuPage, three of the five sites the MRT has chosen

21 are already owned, protected and planned for

22 restoration by a public agency. In fact, those of

23 us whose taxes fund these forest preserves and park

24 districts do so expecting these agencies will do

3

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1 more than just fence off the land. It is an
 2 implicit, often explicit, promise that the districts
 3 will protect, enhance and restore the lands they
 4 have and the lands they buy with our money.

5 We're sure that the O'Hare Modernization
 6 team will hear sad stories of tight budgets from the
 7 cities and counties who administer protected lands.
 8 And we are sorry, but by taking this money, they are
 9 depleting available funds and denying protection for
 10 new natural lands that can improve where we live.
 11 It's important that the compensation you provide for
 12 the lost wetlands add new protected land to our
 13 area.

14 With that in mind, we have reviewed a
 15 number of the proposals that meet our criteria of
 16 currently unprotected land, and the MRT'S other
 17 criteria. We've found that currently unprotected
 18 lands can provide the number of mitigation credits
 19 needed by the O'Hare Modernization, at least for the
 20 non-DuPage impacts. And since these sites will
 21 become new, protected natural areas for Chicago,
 22 everyone wins.

23 The sites we strongly support are Neal
 24 Marsh in Lake County, Manhattan Creek in Will

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4

5

Comment	Response
Marvet 4	<p>The comment regarding the Sierra Club's position that wetland mitigation sites should be currently unprotected land is noted. The FAA directs the commenter to Section 5.12 of the EIS for detail on wetland impacts and associated mitigation.</p> <p>Also, please see topical response H-1.</p>
Marvet 5	<p>The comment regarding the addition of new protected land as part of the wetland mitigation is noted. Also, please see topical response H-1.</p>

1 County, and Lily Cache, also in Will County. Neal
2 Marsh and Manhattan Creek are both unprotected
3 private land and on the short list of mitigation
4 proposals from the MRT.

5 Lily Cache is not on the short list but is
6 the best of the original proposals that is currently
7 unprotected. There were some early concerns that
8 this site was too close to Clow Airport, but this
9 was corrected by the applicant, Land and Water
10 Resources. Additionally, Lily Cache has nearly
11 completed a very rigorous process with the Corps to
12 become a licensed wetlands bank, so it has been
13 closely scrutinized.

14 The last issue for these three sites is
15 that, as originally proposed, the cumulative credits
16 only total to about 240 of the 280 needed. This can
17 easily be corrected through an additional 65 acres
18 available at Manhattan Creek. In discussion with
19 the applicant they indicated that this new acreage
20 was available and could be added if required.

21 Sierra Club believes that these three
22 sites, Manhattan Creek, Lily Cache and Neal Marsh,
23 are the right places to compensate for the
24 non-DuPage wetlands at O'Hare. The combined credits

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Comment	Response
Marvet 6	The comment regarding the best locations for non-DuPage wetlands mitigation is noted.

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1 meet the total required through additions to
 2 Manhattan Creek. And, most importantly, all the
 3 sites are currently unprotected private land that
 4 after mitigation will become protected and add to
 5 our natural areas.

6 Please resist proposals that would direct
 7 this money towards already protected parks and
 8 forest preserves.

9 Thank you.

10 THE HEARING OFFICER: Thanks, Mr. Marvet.

11 We'll try these two names again. Is

12 Alissa Stastica here? Alissa Stastica?

13 How about Mike Moran, Moran Transportation?

14 Albert -- I can't tell if it's Friedland or

15 Freeland, area resident.

16 MR. ALBERT FRICANO: Fricano?

17 THE HEARING OFFICER: Oh, geez, you're

18 right, it's Fricano. I couldn't read the writing.

19 F-r-i-c-a-n-o?

20 MR. ALBERT FRICANO: Yes.

21 THE HEARING OFFICER: Okay. Yes,

22 Mr. Fricano, go right ahead.

23 MR. ALBERT FRICANO: Good evening. My name

24 is Albert Fricano. I am an 18-year resident of

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Comment	Response
Fricano 1	Please see topical response B-1.
Fricano 2	Please see topical response M-2.

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1 Arlington Heights. And I have come to speak in
 2 favor of the O'Hare expansion in terms of allowing
 3 O'Hare to fulfill its goal after 40-some years.
 4 We've seen what's happened at Midway Airport now
 5 that it's had an opportunity to expand, and the
 6 flying public has benefited by it. And it's my
 7 belief that the same could happen at O'Hare, not to
 8 count the untold jobs and everything that everybody
 9 has talked about.

1

10 I am also lucky to be a resident of
 11 Elk Grove Township. And there is no question that
 12 Elk Grove Township has benefited by its life blood
 13 with O'Hare and the two go hand in hand. And I
 14 think that after O'Hare has been expanded and all
 15 the benefits have been derived from it, then serious
 16 studies and discussions should look forward to what
 17 we need after O'Hare, but only until that's
 18 happened.

2

19 Thank you very much.
 20 THE HEARING OFFICER: Thanks, Mr. Fricano.
 21 (Audience reaction.)
 22 Alissa Stasica? Alissa Stasica?
 23 Mike Moran? Mike Moran?
 24 Okay. William Lee, area resident? William

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1 Lee?
2 William is not up until 6:35. He may be
3 out in the hallway.
4 Okay. Well, we'll try one more here and
5 then we may have to take a short break.
6 Jim Atton, A-t-t-o-n? Jim Atton?
7 I am going to run through these four one
8 more time, and if no one responds, we'll take a
9 five-minute recess, I'll go out and see if they are
10 in the hallway.
11 Alissa Stasica? Alissa Stasica?
12 Mike Moran?
13 William Lee?
14 And Jim Atton, A-t-t-o-n?
15 I will try one more here. Fred Morales?
16 Fred Morales?
17 Well, I think what we'll do is take a
18 five-minute recess, see if we can locate any of
19 these people. And we have a bunch more names here
20 for some times a little later.
21 We'll be back in five minutes.
22 (Recess taken.)
23 THE HEARING OFFICER: We are going to start
24 again, and although I have done this a couple of

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1 times, I want to do it one more time.

2 Anyone who wants to speak must sign in on
3 the forms provided at the testimony registration
4 table, which is outside these doors. And in order
5 to accommodate all persons interested in speaking,
6 speaking time will be limited to five minutes for
7 those representing a group or an agency. Testimony
8 from all others will be limited to three minutes.

9 During your testimony, the status of your
10 available testimony time will be indicated on a
11 timing device. Up here in front we've got a couple
12 of screens that count the minutes and seconds and
13 you'll be able to see for yourself how much time you
14 have.

15 Unused testimony time of a group
16 representative or an individual cannot be added to
17 the available testimony time of any other group,
18 representative or individual. However, if an
19 individual or group representative has more verbal
20 testimony to provide after their three-minute or
21 five-minute time allotment has expired, the
22 individual or group representative can get back in
23 line one more time only.

24 Anyone who registers to speak by 9 p.m.

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1 will have an opportunity to provide a statement.
2 One person may speak at a time, only one. And the
3 court reporters have a difficult time keeping track
4 of more than one person testifying, so anyone
5 attempting to disrupt the speaker will be asked to
6 leave.

7 You are requested to complete your
8 testimony within the time allotted. If you wish to
9 provide information and/or commentary, please note
10 that written comments will continue to be accepted
11 through March 23, 2005.

12 In front there are two microphones provided
13 for testimony, one for the person providing the
14 testimony and, if we do this right, one for the next
15 person in line waiting to testify. Once the time
16 limit has expired for a person at one microphone,
17 the sound will be switched to the other microphone.

18 There is a separate room where testimony
19 can be given directly to a court reporter in a more
20 private setting. There is no time limit for
21 testimonies in that room.

22 Procedural rules for conducting this
23 hearing have been developed by the FAA, and copies
24 of these rules are available in the registration

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1 area.

2 In addition to making oral comments at the
3 hearing this afternoon, written comments will be
4 accepted through March 23, 2005, by the FAA, when
5 the official comment period will close. Comment
6 forms are available at the registration area and can
7 be left here today by placing them in the
8 appropriate box at the written testimony table or
9 you can mail the written testimony directly. The
10 comments must be postmarked no later than 12
11 midnight on March 23, 2005 and sent to Mr. Michael
12 MacMullen, Airports Environmental Program Manager,
13 Federal Aviation Administration, Chicago Airports
14 District Office, 2300 East Devon Avenue, Des
15 Plaines, 60018.

16 We are going to get back moving here with
17 some people and see who is here to provide us with
18 some testimony.

19 Is Mr. William Lee here? Mr. Lee?

20 Well, there's some people coming in, but
21 we'll see.

22 How about Jim Atton, A-t-t-o-n? Jim Atton?

23 How about Fred Morales? Fred Morales?

24 Bill Baird, B-a-i-r-d? Bill Baird?

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Comment	Response
Kahler 1	Please see topical response H-1.

154

1 How about Harvey Kahler, K-a-h-l-e-r?

2 Mr. Kahler, are you ready?

3 MR. HARVEY KAHLER: Yes, I am.

4 THE HEARING OFFICER: Please come up.

5 Thank you.

6 Let's hold it down a little bit so we can
7 hear what Mr. Kahler has to say.

8 Go ahead.

9 MR. HARVEY KAHLER: Good evening. I am a
10 private citizen, a resident of Chicago. I have been
11 in public transportation planning for 17 years,
12 although now I am retired. I would like to address
13 some concerns about wetlands and wildlife as it
14 relates to some of the ground transportation that
15 comes into the airport, ground access.

16 Some of the wetlands are part of the
17 existing railroad drainage along the western
18 perimeter. The effect of Metra services proposed in
19 the station at the western access does not seem to
20 be addressed in the impact on wetlands. I don't
21 know -- this was proposed about two years ago by the
22 City, said it was part of the plan. Recently they
23 are talking more about a shuttle bus that would
24 drive around the airport. So I don't know where

1

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1 that stands.

2 Another concern is the attraction of
 3 wildlife and mammals, larger mammals, and water fowl
 4 to the wetlands would threaten air safety. A
 5 north-south orientation of the runways would not
 6 conflict with the natural bird flyway along the
 7 Des Plaines River.

8 And it also seems that the elimination of
 9 wetlands in the airport could be compensated by
 10 purchase of alternative wetland sites away from the
 11 airport. A gentleman from the Sierra Club spoke
 12 about that earlier, but maybe we can find something
 13 a little closer.

14 Now, as it impacts transportation,
 15 especially the western access, or west gate, this is
 16 needed as soon as possible. The traffic around
 17 O'Hare is an existing problem, even if additional
 18 terminal gates are not needed yet. They need to
 19 build a satellite parking facility linked by a fixed
 20 guideway system to the main terminals. A bus
 21 connection around the airport of the existing roads
 22 would be totally ineffective.

23 Building a toll road ramp to the existing
 24 roads instead of a toll road bypass would be less

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4

Comment	Response
Kahler 2	The wetlands adjacent to the railroad line on the west side of the Airport are included in the wetlands that would be filled as part of Alternatives C, D, and G (see Table 5.12-3 on page 5.12-10 of the Draft EIS).
Kahler 3	The comment regarding the north-south orientation of runways not affecting the flyway associated with the Des Plaines River is noted.
Kahler 4	For a description of the wetland mitigation associated with Alternatives C, D, and G, see pages 5.12-12 through 5.12-16 of the Draft EIS.

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1 costly; it simplifies access at the west gate and
2 improves access to areas west of the airport. The
3 proposal to develop Metra routes to a western
4 entrance would further mitigate runway congestion.
5 This could be done by using the existing Union
6 Pacific freight lines and passenger lines used by
7 Metra. There is a freight line around the west side
8 of the airport that connects with these three Metra
9 routes, west to Elburn -- it will be by the time
10 anything is built because it's currently under
11 construction -- northwest to Harvard and north to
12 Kenosha.

13 There is an alternative northerly extension
14 possible via the Milwaukee north line to Wadsworth
15 and possible extended services to Milwaukee with the
16 cooperation of Wisconsin and Amtrak.

17 The station at the west gate should be
18 designed with consideration of future direct rail
19 service through the terminals via deep tunnel to a
20 connection with the Metra northcentral line on the
21 east side of the airport. This could stop at the
22 international terminals, the main domestic
23 terminals, as well as any future west gate
24 terminals.

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Comment	Response
Kahler 5	Please see topical responses F-2 and F-3.
Kahler 6	Please see topical response B-2.

157

1 The guideway alternatives to connect the
 2 west gate to the main terminal would be simply a
 3 tram, as was initially proposed, extend and reroute
 4 the existing airport transit system to the west gate
 5 and to existing O'Hare transfer station, or Metra on
 6 the line on the east. Third choice would be to
 7 extend the CTA Blue Line to the west gate, which can
 8 essentially connect with various Metra lines and
 9 possible future Amtrak services.

10 And then the third choice would be to
 11 build, as I mentioned before, a deep tunnel through
 12 the terminals that would connect with the existing
 13 CTA terminal at the main terminal.

14 Okay. Thank you very much. I would like
 15 to say that obviously I am in favor of the
 16 development of O'Hare Airport as it stands, and I
 17 think that Peotone would be a total mistake and have
 18 nothing positive to add except increasing the number
 19 of flight operations in the Chicago region
 20 generally.

21 THE HEARING OFFICER: All right, thanks,
 22 Mr. Kahler.

23 I will try a couple of these names again.
 24 Is there a William Lee here? William Lee?

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5

6

Comment	Response
Baird 1	The commenter's opinion is noted.
Baird 2	Please see topical response G-1.

158

1 How about Jim, A-t-t-o-n? Jim Atton?
 2 Fred Morales? Fred Morales?
 3 And Bill Baird, B-a-i-r-d?
 4 MR. BILL BAIRD: That's right, I'm here.
 5 THE HEARING OFFICER: Is that you?
 6 Oh, hi, Bill. Okay, you're up.
 7 MR. BILL BAIRD: Okay. As a concerned
 8 citizen, I've been to quite a few of these meetings
 9 in the area, and tonight I've been here for about
 10 two hours and I have not heard one word as to why
 11 O'Hare would not be feasible, the expansion.
 12 The 195,000 jobs that have been pushed in
 13 the newspapers and the media, television, I don't
 14 think the 195,000 is a true figure. There would be
 15 a number of jobs created, should this ever go ahead,
 16 but a lot of these would be trades jobs, and as soon
 17 as the construction would be finished, they would be
 18 back where they started, out of work.
 19 Also, the expansion requires unlimited
 20 amounts of money, and the City figure is like 5 or
 21 10 billion, I believe, and other agencies have said
 22 15 to 20. But it all gets down to money no matter
 23 which way you look at it.
 24 The U.S. Government is not going to pay for

1

2

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Comment	Response
Baird 3	Please see topical responses B-8 and L-1.
Baird 4	Please see topical response B-3 and K-1.

159

1 this. The airlines, most of them are bankrupt or
 2 are heading towards that. Even the so-called cheap
 3 ones are not doing too well.

4 The third option is bonds. Bonds are
 5 probably okay, but there are a bunch of people in
 6 New York, because that's where most of the bonds
 7 come from, they like to see something for their
 8 money. They are not going to give bonds and have
 9 them defaulted.

10 Now, last fall United had defaulted on some
 11 bonds from I think it was ten years ago, and now
 12 they defaulted on some more, I believe, last week.
 13 So for a company that is in the habit of not always
 14 paying what they are supposed to, I don't think the
 15 bond people are going to look too kindly to any
 16 future moves in that direction.

3

17 Now, one of the things that I've been
 18 noticing is all the runways are in one line. They
 19 are east to west. And most of the winds here, in
 20 most cases, come from the northeast to the
 21 southwest. And if the winds are over 20 miles an
 22 hour, thereabouts, it's difficult for a plane to
 23 take off if they have a southerly crosswind.

4

24 The weather delays that people keep talking

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Comment	Response
Baird 5	Please see topical response C-2.
Baird 6	The commenter's opinion is noted.

160

1 about and the scheduling -- the weather you can't do
 2 too much about. The scheduling, it's already been
 3 proved many times that the airlines keep adding
 4 flights knowing that they can't possibly get them
 5 all into one area at one time. So naturally they
 6 blame the weather. And whether it's weather here or
 7 weather in New York or somewhere else, they still
 8 seem to have their problems.

5

9 The airlines have been cutting more and
 10 more jobs and also benefits, and one of them lately
 11 had said they might give the whole pension fund back
 12 to the -- run by the government. And in a case like
 13 that, the top people that would benefit are like the
 14 pilots, who would make -- I forget how much the
 15 benefits are now, but they would only get maybe half
 16 of what they are signed on for right now. And if I
 17 was getting a two or 3,000-a-month pension and it
 18 went to 1500, I would be kind of upset at whoever
 19 had come up with this idea.

20 The other one is the mechanics and --
 21 they've been cut back. They supposedly were calling
 22 a strike and it was overruled by a federal judge,
 23 which evidently is legal, but I myself wouldn't like
 24 to get in one of these planes now.

6

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Comment	Response
Baird 7	Please see topical response D-1.

161

1 THE HEARING OFFICER: Bill, you got about
2 15 seconds.

3 MR. BILL BAIRD: Okay. I was looking at my
4 timer here.

5 THE HEARING OFFICER: Well, they started
6 you at five minutes. I think they thought you were
7 representing an organization.

8 MR. BILL BAIRD: No.

9 THE HEARING OFFICER: Take your -- go
10 ahead, finish up.

11 MR. BILL BAIRD: Well, the other thing is
12 there was a friend of mine in Wood Dale the other
13 day that called up the hotline and complained about
14 the noise. Now Wood Dale, of course, is west of
15 here. And she was told, "Well, you're not in the
16 area so it doesn't apply."

17 Thank you for your help.

18 THE HEARING OFFICER: Thank you, Mr. Baird.
19 (Audience reaction.)

20 THE HEARING OFFICER: For those of you
21 either standing in the back or at the door, there is
22 a bunch of seats up here over on the left if you
23 want to come and sit down. You're also welcome to
24 continue to stand.

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7

Comment	Response
Murphy 1	Comment noted.

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1 Fred Morales? Fred Morales, are you here?
 2 Fred Morales?
 3 Okay. How about James Murphy? James
 4 Murphy?
 5 Is that you?
 6 Okay, three minutes.
 7 THE HEARING OFFICER: Okay, Mr. Murphy, go
 8 ahead.
 9 MR. JAMES MURPHY: Good evening.
 10 THE HEARING OFFICER: Good evening.
 11 MR. JAMES MURPHY: My name is James Murphy,
 12 and I've been a 12-year resident of Elk Grove. I am
 13 also a United Brotherhood of Carpenters member,
 14 Local 1.
 15 I realize that Elk Grove will be impacted
 16 on the short term if this program goes through, but
 17 I do believe in the long term that there is more
 18 benefits that would bring in maybe new business,
 19 different type of business. You know, this area is,
 20 greatly due to positions in the airport, strictly
 21 maintaining with just relations to the airline
 22 industry. This area I think would bring in maybe a
 23 different business such as maybe hotels or theme
 24 parks or something or water parks or anything that

1

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Comment	Response
Murphy 2	Please see topical responses G-1 and L-2.

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1 would improve this area. I think the jobs that the
 2 program will bring will greatly benefit the
 3 communities in the surrounding area also.

4 So I would just like to say thank you and I
 5 fully endorse the modernization program.

6 THE HEARING OFFICER: Thank you,
 7 Mr. Murphy.

8 You guys standing by the door back there,
 9 can other people get in? Are you guys blocking it
 10 at all?

11 Why don't you come on in. There is a bunch
 12 of seats up here in the front. It's not church.
 13 You can come up to the front. Just so everybody can
 14 get in who wants to get in. There's still plenty of
 15 seats up here on my left over here.

16 All right. Fred Morales? Fred Morales,
 17 are you here?

18 Paul, I think it's Vrana, V-r-a-n-a, is
 19 that -- Paul Vrana?

20 We are a little ahead of schedule for Paul,
 21 but we'll try another one here.

22 How about Richard Smith, Teamsters Local
 23 781?

24 Mr. Smith, please come up.

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2

Comment	Response
Smith 1	Comment noted.

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1 If you have to talk on a cell phone, do it
 2 outside so the court reporters can hear the
 3 testimony. Thank you.

4 Go ahead, Mr. Smith.

5 MR. RICHARD SMITH: Thank you for this
 6 opportunity to testify on behalf of the O'Hare
 7 Modernization Program. My name is Richard Smith. I
 8 am the president of Teamsters Local 781. Our
 9 offices are located just north of O'Hare Field in
 10 Des Plaines.

11 My organization represents thousands of men
 12 and women who work on and around O'Hare Field and
 13 more that live and work in the surrounding
 14 communities.

15 In 1973 when I came home from service in
 16 the United States Army, my first job was with
 17 Brandes International Airways at O'Hare Field.
 18 Having worked in the airline industry and having
 19 worked at O'Hare Field, I realize what an important
 20 role O'Hare plays in our country's transportation
 21 network.

1

22 To ensure that this region maintains its
 23 role as the aviation crossroads of North America,
 24 this O'Hare Modernization Program must begin as soon

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Comment	Response
Smith 2	Please see topical responses A-2, B-1, F-3 and G-1.

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1 as possible. It is vital to significantly reduce
 2 delays and increase airport capacity on into the
 3 future.

4 O'Hare's intersecting runways need to be
 5 modernized into a parallel configuration. We need a
 6 western access point with a new terminal and parking
 7 facilities. This modernization program would also
 8 provide opportunities for CTA rail extensions and
 9 road improvements to the Elgin-O'Hare Expressway.
 10 These changes and others are expected to save
 11 airlines and airline passengers a combined
 12 \$750,000,000 and reduce delays each year.

13 It is estimated that this modernization
 14 program will create 195,000 jobs over the next
 15 decade and generate an additional \$18 billion in
 16 economic activity annually, allowing O'Hare to
 17 continue as a powerful economic engine that drives
 18 this region's economy.

19 For these reasons and more I want to
 20 express my full support for the O'Hare Modernization
 21 Program.

22 Thank you.

23 THE HEARING OFFICER: Thanks, Mr. Smith.

24 (Audience reaction.)

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1 THE HEARING OFFICER: Just remember,
2 everybody gets a chance to speak, and I suppose you
3 can make a vocal comment after they are done.

4 Fred Morales?

5 Paul Vrana, V-r-a-n-a?

6 What are you holding up for me?

7 UNIDENTIFIED SPEAKER: I want to speak.

8 THE HEARING OFFICER: Well, there is a
9 registration table outside, and we have a list of
10 people in order, and we're not going home until
11 everybody who wants to speak gets a chance to do so.
12 So please ask them for a time.

13 Bob Gransee, G-r-a-n-s-e-e? Mr. Gransee,
14 are you here? Bob Gransee?

15 And Bob Sell, S-e-l-l? Mr. Sell?

16 Okay. After Mr. Sell, we've got Bob
17 Gransee, Fred Morales, Paul Vrana. None of you are
18 here.

19 I don't know if Mayor Geils is here from
20 Bensenville, but if he is and he is available, he
21 could be the next speaker if he chooses. So we'll
22 have to see if he's here.

23 But right now it's Bob Sell, S-e-l-l.

24 Mr. Sell, go ahead.

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Comment	Response
Sell 1	The commenter's opinion is noted.

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1 MR. BOB SELL: Yes. My name is Bob Sell.
 2 I am a resident of Arlington Heights, Illinois. My
 3 family and I will be impacted by the O'Hare
 4 expansion plan in a way that has not been properly
 5 addressed by the Draft Environmental Impact
 6 Statement.

1

7 As some of you may know, the expansion plan
 8 would desecrate two religious cemeteries currently
 9 on the boundaries of O'Hare Airport. Approximately
 10 1500 souls currently lay at rest in St. John's
 11 Church Cemetery, which is owned and operated by
 12 St. John's United Church of Christ, Bensenville.
 13 Over 50 of these souls are relatives of mine and my
 14 family.

15 My ancestors, the Kolzes and the Dierkings,
 16 settled raw land in the 1840s and, with their
 17 neighbors, quickly turned their attention to the
 18 foundation of a church and the establishment of a
 19 cemetery.

20 In the 1950s, the church's families,
 21 including my ancestors, gave up their land for
 22 O'Hare construction. They even agreed to move their
 23 church. However, they were true to their faith in
 24 demanding that the resting places of their family

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1 members, church members and pastors could not be
2 disturbed by the construction of O'Hare.

3 At that time, Mayor Richard J. Daley agreed
4 that St. John's Cemetery would not be touched.
5 Since that time, for over 50 years, in reliance on
6 the first Mayor Daley's promise, St. John's Cemetery
7 has continued to serve as a place of burial for the
8 members of the church.

9 Four years ago, Richard M. Daley and the
10 City of Chicago announced a reprehensible plan to
11 expand O'Hare, a plan that would place a runway
12 directly through St. John's Cemetery. We
13 immediately voiced our opposition, participated in
14 public hearings with the now indicted Governor
15 George Ryan presiding --

16 (Audience reaction.)

17 -- and took our case to the court of public
18 opinion. We endured the City's locking of gates to
19 cemetery visitors, the taking of names of visitors,
20 the trespassing on church land by representatives of
21 the City, and City observance of burials. At one
22 point, a City contractor had the nerve to ask the
23 church's pastor what he was doing at the cemetery.

24 Although long-standing laws were all in our

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Comment	Response
Sell 2	Please see topical response I-1.

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1 favor (some going back to the 1800s), with the
 2 arrival of a new governor and a new legislature, the
 3 City of Chicago went to Springfield. Through
 4 legislative trickery, they eliminated all of the
 5 laws that would otherwise protect all of us.

6 Recently, the FAA issued its initial
 7 statement evaluating Chicago's plan. The FAA
 8 refused to answer questions about our religious
 9 rights, indicating, oddly, that these questions
 10 would wait for the final stage of the EIS process.

11 In failing to fairly address these
 12 religious questions now, the FAA has turned this
 13 entire process into a rubber-stamp sham.

14 It is not too late. There are many ways to
 15 get planes in and out of the air in the Chicago
 16 area, and there are many ways to draw lines on a
 17 map.

18 In any case, rest assured, if the FAA
 19 continues to ignore our pleas, this fight is far
 20 from over. The FAA must be held to account for its
 21 responsibilities under the law. We intend to see to
 22 it.

23 (Audience reaction.)

24 THE HEARING OFFICER: We are going to try a

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2

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1 few of these names that there was no response to.
2 Is Mr. Fred Morales in the audience? Fred
3 Morales?
4 How about Paul, I think it's Vrana,
5 V-r-a-n-a? Paul Vrana, are you here? Paul Vrana?
6 How about Bob Gransee, G-r-a-n-s-e-e? Bob
7 Gransee?
8 The mayor actually had a little later time.
9 I don't know, is Mayor Geils here?
10 UNIDENTIFIED SPEAKERS: Geils.
11 THE HEARING OFFICER: I apologize. I
12 apologize. Geils. I apologize. Is Mayor Geils
13 here?
14 UNIDENTIFIED SPEAKERS: Yes.
15 THE HEARING OFFICER: Would Mayor Geils
16 like to come up?
17 (Audience reaction.)
18 MAYOR JOHN GEILS: Ladies and gentlemen,
19 thank you very much.
20 To the gentleman as the chairman tonight,
21 thank you for this opportunity.
22 THE HEARING OFFICER: You're welcome.
23 MAYOR JOHN GEILS: Let me talk a little bit
24 about the myths associated with the O'Hare expansion

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1 plan.

2 Myth No. 1: The O'Hare expansion program

3 will only cost \$6.6 billion.

4 False. Chicago has admitted to costs of

5 \$15 billion, and the FAA says \$14.1 billion, leaving

6 out major cost elements considering all those kinds

7 of amenities associated with the terminals and those

8 kinds of additional factors that would have to be

9 factored into the total cost of this project. So

10 our projection based on our expert's analysis is

11 somewhere in excess of \$20 billion.

12 Myth No. 2: It can easily be paid for

13 through the indebted relationships associated with

14 the airlines and other entities supporting this

15 plan.

16 Neither Chicago nor the cash-strapped

17 airlines nor the FAA can come up with the money to

18 pay for the huge cost of Chicago's O'Hare expansion

19 plan.

20 Myth No. 3: The major O'Hare airlines,

21 United and American, have signed on to pay their

22 share of the O'Hare expansion plan.

23 False again. Contrary to Chicago's and the

24 FAA's spin, the dominant airlines at O'Hare have not

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Comment	Response
Geils 1	<p>In response to this comment and others, the FAA has presented its findings with regard to these issues in the FEIS in Chapter 1, Introduction and Background, Section 1.7.</p> <p>Also, please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 88-100 beginning on page U.4-558.</p>
Geils 2	<p>Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 101-117 beginning on page U.4-565.</p>

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1 signed on to pay for their share of the cost of this
 2 massive project. Indeed, United and American have
 3 already expressly refused to sign a commitment to
 4 build the massive terminal components of the
 5 project, terminals which must be built to accomplish
 6 Chicago's claims for the project.

7 Myth No. 4: The O'Hare expansion plan will
 8 increase O'Hare capacity by 700,000 to 1.6 million
 9 flights.

10 False. Because the runways in Chicago's
 11 expansion design are too close together, growing
 12 traffic will produce massive delays, greater than
 13 the historical delays at O'Hare today, and capacity
 14 growth will be limited to about 200,000 flights at
 15 acceptable levels of delay, far short of what the
 16 FAA and the City of Chicago say are the region's
 17 needs.

18 Myth No. 5: The O'Hare expansion plan will
 19 provide enough capacity to accommodate passenger
 20 traffic growth far into the future.

21 Guess what? False again. Based on the
 22 FAA's own traffic forecasts and Chicago's and the
 23 FAA's own delay-capacity studies, Chicago's O'Hare
 24 expansion plan will suffer major delays from the day

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Comment	Response
Geils 3	Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comment 103 beginning on page U.4-568.
Geils 4	<p>In 2004, O'Hare served approximately 990,000 operations. In the year 2018 (the end of the planning horizon within the EIS purview), the forecast projects approximately 1,200,000 operations, or an increase of approximately 21%. The preferred alternative (Alternative C) serves this level of operations at approximately 6 minutes per operation of average annual delay. As a point of reference, in 2004 the existing airfield served the aforementioned 990,000 operations at a level of delay approximately equal to 18 minutes per operation of average annual delay.</p> <p>In addition, the FAA notes that the preferred alternative could accommodate additional demand, albeit at higher levels of delay. Please see Appendix D, Simulation Modeling for a detailed description of the results of the demand capacity analysis of the alternatives considered.</p>

3

4

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1 it opens and be out of capacity within three years
 2 from the day it opens.
 3 Myth No. 6: The O'Hare expansion plan will
 4 reduce delays by 95 percent in bad weather and 79
 5 percent overall.
 6 False again. Because the runways in the
 7 Chicago plan are too close together, delays under
 8 the Daley expansion plan will rise very rapidly from
 9 the day it opens. Within two to three years after
 10 it opens, delays under the expansion plan will
 11 exceed the worst delays ever experienced at O'Hare
 12 Airport. Again, the source for this is the FAA's
 13 own 2003 and 2004 official forecasts and the
 14 Chicago-FAA delay-capacity studies. These are not
 15 our figures, these are theirs.
 16 Myth No. 7: The O'Hare expansion plan will
 17 create 195,000 jobs.
 18 False again. Chicago's 195,000 jobs claim
 19 was based on false claims of capacity. In reality,
 20 FAA has now acknowledged that even under the most
 21 optimistic view, the Chicago O'Hare plan will
 22 develop far less in jobs. A more likely scenario is
 23 job loss as the huge debt burden of the massive
 24 O'Hare expansion cost renders already weakened

5

6

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Comment	Response
Geils 5	The FAA respectfully disagrees with the comment. Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 43-87 beginning on page U.4-525.
Geils 6	Please see response to comments 4 and 5 immediately above.

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1 legacy carriers less competitive, causing them to
 2 slash flights and to lose jobs.

3 Myth No. 8: Even if United fails, other
 4 airlines will step into O'Hare to pick up the debt
 5 burden for the O'Hare expansion plan.

6 False again. The O'Hare airlines costs
 7 will rise dramatically if they try to pay for the
 8 massive debt burden of Chicago's O'Hare expansion
 9 plan. Contrary to Chicago's spin, there will not be
 10 other carriers waiting in line to shoulder Chicago's
 11 debt burden should the cost of Chicago's folly cause
 12 United to spin into serial bankruptcy.

13 O'Hare's cost to the airlines per passenger
 14 is now in the \$9 range. With the expansion plan the
 15 cost is likely to rise to \$30 per passenger. There
 16 isn't a legacy or low-cost carrier in existence who
 17 is going to come into O'Hare and take on this huge
 18 debt burden and buy into a high-cost, uncompetitive
 19 airport. The huge cost of Chicago's folly threatens
 20 to turn O'Hare into a long-term white elephant.

21 Myth No. 9: The expansion plan will
 22 provide long-desired western access, the big DuPage
 23 Trojan horse.

24 False again. Even if Chicago builds a

7

8

Comment	Response
Geils 7	<p>The FAA respectfully disagrees with the comment. Please see topical response G-1.</p> <p>Also, please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 110-119 beginning on page U.4-571.</p>
Geils 8	<p>The FAA respectfully disagrees with the comment. Please see the FAA's response to <i>Campbell-Hill's April 6, 2005</i> comments on the DEIS, document number 050406_37, beginning on page U.4-501. Specifically, please see response to Campbell-Hill's comments 110-119 and 141-147 beginning on page U.4-571 and U.4-600, respectively.</p>

Comment	Response
Geils 9	Please see topical response F-4.

175

1 \$20-plus billion project, Chicago says it does not
 2 have enough money to build the kind of nonsecure
 3 perimeter rapid transit system that currently exists
 4 on the eastern side of the airport.

5 What does this mean? According to Chicago,
 6 it means that if you live in the western suburbs and
 7 have baggage to check and want to use the airlines
 8 in terminals 2 through 6 on the eastern side of the
 9 airport, you'll park in the western access parking
 10 lot near Irving Park and York, take a bus to the
 11 western terminal, and then get on another bus which
 12 will take you on an hour-long bus ride south on York
 13 to Irving Park, east on Irving Park to Mannheim, and
 14 north on Mannheim to the eastern entrance to O'Hare.
 15 What a deal.

16 And finally, myth No. 10: Taxpayers will
 17 not have to pay the billions of the huge cost of the
 18 O'Hare expansion plan.

19 Let's remember Millenium Park.

20 Likely false again. The huge bond debt
 21 required for Daley's O'Hare plan cannot be afforded
 22 by United or American Airlines. If they are foolish
 23 enough to sign on to this crushing debt burden, the
 24 likely result will either be a default on the

9

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1 billions in debt -- and United just defaulted in
 2 hundreds of millions on its existing terminals -- or
 3 a call by Chicago to have taxpayers in all of the
 4 metropolitan Chicago area to pay the billions of
 5 dollars the airlines cannot afford.

6 Scare tactics you say? That's just what is
 7 now being suggested in St. Louis where the cost of a
 8 small -- by Chicago standards -- \$1 billion project
 9 at St. Louis is creating a call for local leaders to
 10 tax the entire metropolitan St. Louis area for the
 11 shortfall, a tax they should not be required to pay.

12 Ladies and gentlemen, this is a bad plan.
 13 It's a bad plan for all of these reasons and more.
 14 It's time to stand up and tell the City to get
 15 involved with a regional solution, one that includes
 16 a modernized O'Hare, development of the third
 17 airport, and put this OMP plan to bed. It's time to
 18 say the OMP is dead.

19 Stay the course. Do not give up. We are
 20 going to win.

21 (Audience reaction.)
 22 THE HEARING OFFICER: Thank you, Mayor.
 23 Let's try these two names again. Paul
 24 Vrana? Paul Vrana?

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10

11

Comment	Response
Geils 10	<p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7. Also, please see the response to comments 88-119 within <i>Campbell-Hill's April 6, 2004</i> comments on the DEIS, document number 050406_37, beginning on page U.4-558 of this appendix.</p> <p>With regard to the possibility of St. Louis imposing a metropolitan-wide tax, the FAA understands that no local tax dollars or revenue are being used for their expansion project, see http://www.lambert-pmo.org/id39.asp. Should any such tax be levied, this would reflect the will of local communities in the St. Louis area.</p>
Geils 11	FAA notes the opposition of the Mayor of Bensenville to the proposed action.

Comment	Response
Gransee 1	Comment noted.

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1 Bob Gransee? Bob Gransee?
 2 Is Jeff Snyder, S-n-y-d-e-r, here?
 3 MR. JEFF SNYDER: Yes.
 4 THE HEARING OFFICER: Come on up,
 5 Mr. Snyder.
 6 You're --
 7 MR. ROBERT GRANSEE: Gransee.
 8 THE HEARING OFFICER: Why don't you just
 9 stay right there. You'll be next.
 10 And come on up right here. You're up.
 11 You're Gransee, is that what you said?
 12 MR. ROBERT GRANSEE: Yes.
 13 THE HEARING OFFICER: Okay, great.
 14 Okay, Bob, go ahead.
 15 MR. ROBERT GRANSEE: Thank you.
 16 My name is Robert Gransee. I am an
 17 employee of United Airlines and reside with my wife
 18 and son in Roselle. I strongly support the O'Hare
 19 Modernization plan.
 20 The need for new runways at O'Hare is well
 21 documented. The DOT recently ranked O'Hare last of
 22 all U.S. airports in on-time performance. If the
 23 problem is not fixed, customers will start booking
 24 flights away from Chicago. This will hurt the local

1

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Comment	Response
Grantee 2	Please see topical responses B-1, E-2 and G-1.
Grantee 3	Please see topical response A-2.

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1 economy.

2 O'Hare is truly the economic engine of the

3 northwest suburbs. Hundreds of thousands of

4 existing jobs, including that of myself and many of

5 my neighbors, depend on an O'Hare that works.

6 Failing to construct new runways will cost economic

7 damage to individuals and companies depending on the

8 airport and will inevitably result in substantial

9 economic detriment to the Chicago area economy.

10 O'Hare is the world's busiest airport. A

11 modernized O'Hare will allow for better efficiency

12 of aircraft and lead to real environmental benefits.

13 Shorter aircraft taxi times and fewer aircraft stuck

14 at the gates will result in less wasted fuel and

15 fewer emissions into the skies around Chicago.

16 Furthermore, with a good plan to reduce

17 delays, such as the O'Hare Modernization plan, the

18 revitalization of the airport can bring new jobs and

19 billions of dollars worth of additional economic

20 benefit to the region, to customers, and to the

21 airline industry.

22 I encourage the FAA to issue its Record of

23 Decision and allow O'Hare Modernization to go

24 forward.

2

3

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1 Thank you.

2 (Audience reaction.)

3 THE HEARING OFFICER: Well, let's let
4 everybody do it in the format that we have. We'll
5 get everybody on and everybody will have their
6 chance to get their say.

7 Mr. Snyder, you're up.

8 MR. JEFF SNYDER: Hi. Jeff Snyder, Elk
9 Grove Village resident for about 37 years.

10 I am one of those fortunate people that got
11 to grow up in the exceptional community of Elk Grove
12 Village --

13 (Audience reaction.)

14 MR. JEFF SNYDER: You may not be clapping
15 in a minute.

16 -- and have the lucky chance to grow up
17 with a great fourth grade teacher, Mrs. Harrison,
18 over at Salt Creek School. And she taught me at
19 that young age in fourth grade the value of O'Hare
20 Airport. I actually did a report on it in fourth
21 grade.

22 Coincidentally, Mrs. Harrison's husband was
23 a mechanic for United, so, you know, that didn't
24 hurt.

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Comment	Response
Snyder 1	Comment noted.

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1 But over the years, spending almost my
 2 entire life in Elk Grove Village, I had neighbors, I
 3 had children that I grew up with's parents that were
 4 employed at O'Hare and just great people I met that
 5 moved to the Chicago area strictly from O'Hare. So
 6 from a people standpoint, I mean, I have nothing but
 7 great things to say about O'Hare.

8 As I grew up in Elk Grove Village, I was
 9 fortunate enough to move right into a global milking
 10 equipment company who markets milking equipment all
 11 over the world, fortunate enough to work for the
 12 North American headquarters here in Elk Grove
 13 Village for about 15 years, and learned again the
 14 significance of O'Hare: The ability to get a key
 15 piece of milking equipment into the United States in
 16 a matter of just a few hours from Frankfort,
 17 Germany, to fly out again on a direct flight to a
 18 rural area of the country and get a milking machine
 19 fixed in a matter of 14 or 16 hours that may be
 20 milking 1,000 cows in a commercial dairy. This is
 21 what puts milk on all of our tables. And we count
 22 on O'Hare Airport to make it happen.

23 My company supplies 50 percent of the
 24 milking machines sold in the world today, and we

1

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Comment	Response
Snyder 2	Please see topical response G-1.
Snyder 3	Please see topical response G-1.
Snyder 4	Please see topical response M-2.

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1 need O'Hare expanded to continue for our company to
2 prosper here.

2

3 (Audience reaction.)

4 THE HEARING OFFICER: If you give everybody
5 a chance to have their say, it's likely they will do
6 the same for you. So let's hold it down and give
7 Mr. Snyder a chance to complete his testimony.

8 Go ahead.

9 MR. JEFF SNYDER: Okay. And I don't speak
10 from, you know, information I've read, I'm speaking
11 from my personal experience and my heart in how many
12 times I have zipped over there to put a piece of
13 equipment on a plane and have the guy meet it at the
14 other end and pick it up and thanked me for running
15 it there. And just the frequency of flights to
16 these less significant cities directly out of O'Hare
17 has just been amazing for our company. And that's
18 why we are based here in the Chicago area for North
19 America.

3

20 On the personal level, I have also flown
21 out to these systems many times and again found it
22 just a major asset. So I do totally support the
23 O'Hare Modernization plan.

4

24 Realizing this is more of an environmental

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1 hearing tonight, my environmental comment would be
 2 since we will impact a very slight increase in
 3 pollution with the planes --
 4 (Audience reaction.)
 5 -- my only suggestion, I would like the
 6 City of Chicago to offer a tree planting program to
 7 offset the carbon dioxide emissions.
 8 (Audience reaction.)
 9 I would like to see the City of Chicago
 10 offer each surrounding suburb approximately 1,000
 11 new trees to be planted in residents' yards and in
 12 public places. I think that's the least they could
 13 do to help us out.

14 But again, I totally support O'Hare and
 15 I --

16 THE HEARING OFFICER: Let's hold it down a
 17 little bit.

18 MR. JEFF SNYDER: And I thank you very much
 19 for listening. I know my upbringing here is a
 20 little controversial for some of you, but thank you
 21 for your time.
 22 (Audience reaction.)
 23 THE HEARING OFFICER: Okay. Thanks,
 24 Mr. Snyder.

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Comment	Response
Snyder 5	<p>An evaluation of airport-related emissions of carbon dioxide is beyond the scope of the analysis required to assess airport-related improvements projects. Additionally, emissions are not evaluated because there are no National Ambient Air Quality Standards for this pollutant. However, based on the results of the analysis for similar pollutants, it can be stated that emissions of carbon dioxide would be slightly higher with any of the Build Alternatives when compared to the emissions level with the No Action Alternative. Additionally, the emissions level, under the No Action Alternative or any of the Build Alternatives would be lower than existing levels. For greater detail on the air quality assessment, see Chapter 5, Section 5.6. Emission reduction measures are addressed in Chapter 7, Mitigation Summary of the EIS.</p> <p>Also, please see topical response E-1.</p>
Snyder 6	Please see topical response M-5.

5

6

Comment	Response
Johnson 1	Please see topical response M-1.

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1 Those of you standing at the doorway back
 2 there, are there any people trying to get in that
 3 can't get in, because --
 4 UNIDENTIFIED SPEAKERS: No.
 5 THE HEARING OFFICER: It's okay back there?
 6 Okay.
 7 The next speaker, if he's here, is Craig
 8 Johnson, the mayor of Elk Grove.
 9 (Audience reaction.)
 10 MAYOR CRAIG JOHNSON: You know, Mr. Snyder
 11 is a tough act to follow, but I'll try to do my
 12 best.
 13 More trees, that's what we need, more
 14 trees. Maybe they will give us a tree for every
 15 business we lose. So that would be a fair trade.
 16 First off, Mr. Chairman, thank you for
 17 allowing me to take the time.
 18 And Ms. Lane -- I want to thank Kathy Lane
 19 of Bensenville for allowing me this time. I greatly
 20 appreciate it.
 21 Mr. Chairman, I want to welcome you to
 22 Elk Grove Village.
 23 THE HEARING OFFICER: Thank you very much.
 24 MAYOR CRAIG JOHNSON: It's an exceptional



1

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Comment	Response
Johnson 2	Please see topical response M-5.
Johnson 3	Comment noted.

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1 community. We appreciate you having a hearing today
 2 here for all the residents to be able to hear the
 3 facts and also for you to bring back to the FAA, and
 4 hopefully we can impart some wisdom on the FAA
 5 before they make this monumental decision.

2

6 Most of you know I am a very plain-spoken
 7 person. I don't get riled up. The good news this
 8 time, we have Elk Grove police here instead of
 9 police at the other place when I testified before.
 10 I think Chief Schmidt and I are still on good terms.

11 Let's look at the history of this airport
 12 very quickly if I may. And I want to honor my time
 13 frame that I see here.

3

14 Four years ago Chicago announced this great
 15 panacea: 700,000 additional flights, 200,000 jobs
 16 for all of us, which no one can argue is great for
 17 everybody, at a cost of \$6.6 billion.

18 Let's look at what the FAA in its
 19 preliminary decision told us: \$15 billion, not
 20 counting the roadways; only 180,000 flights, and
 21 less than 50,000 jobs prior to jobs lost in
 22 Elk Grove and Bensenville.

23 Now when you look at that, you go, "Boy,
 24 that doesn't sound good." Let me give you a quick

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1 example of what that means.

2 You come to me to build you a house. You

3 say, "Mr. Mayor, I want a four-bedroom home,

4 two-and-a-half baths, two-car garage and a basement,

5 and can you get it done for \$350,000?" I say, "No

6 problem."

7 A year later I come back and say, "You

8 know, we got a problem. I can only give you a

9 one-bedroom home with a half a bath, no garage, no

10 basement, and it's going to cost you a million

11 dollars." How many people would buy into that?

12 How does Mayor Daley think we are going to

13 buy into this plan as it goes along. It's not going

14 to work. It's not going to happen.

15 Let's look at what the FAA has done so far.

16 The most expensive public works project in the

17 history of mankind, the history of mankind, is

18 O'Hare expansion. It would make the deep tunnel and

19 the Chunnel over in England look like a Skip to the

20 Loo compared to this thing here.

21 And you know how much they dedicated in a

22 5,000-page report to how Chicago is going to pay for

23 it? "We assume Chicago will have the money."

24 Imagine going out for a mortgage, for a

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Comment	Response
Johnson 4	<p>The commenter's opinion is noted.</p> <p>In response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to Chapter 1, Section 1.7. Also, please see the response to comments 88-119 within <i>Campbell-Hill's April 6, 2004</i> comments on the DEIS, document number 050406_37, beginning on page U.4-558 of this appendix.</p>

4

Comment	Response
Johnson 5	Please see response to comment 4 on the previous page.
Johnson 6	Please see topical response F-1.

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1 \$200,000 mortgage, and telling the mortgage broker
 2 across the table, "Don't worry how I'm going to pay
 3 for it, just assume I can pay for that mortgage."
 4 Now we got to assume we can pay \$15 billion.
 5 Remember Chicago with Millenium Park? Don't forget
 6 that. \$150 million, now a half a billion dollars.
 7 But the biggest thing we got to remember is
 8 what they don't tell you -- and particularly here in
 9 Elk Grove Village -- where does that bypass road go?
 10 They'll tell you to 300 feet if you look at the map
 11 over there. But you know what the Illinois
 12 Department of Transportation tells you? That bypass
 13 road goes right through the heart of where you're
 14 sitting. The most impressive, the biggest, most
 15 successful business park in the world is going to be
 16 the home to the new bypass expressway. And all
 17 those jobs they promise you, and I know there is a
 18 lot of union brothers here, all those jobs they
 19 promise you are going to go on that expressway
 20 bye-bye. That's what's going to happen.
 21 So don't buy the fluff, don't by the PR
 22 shenanigans that Chicago sells you. Read the fine
 23 print. Look at the details. And when you look at
 24 them, as Mayor Geils said, this plan stinks, the

5

6

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Comment	Response
Johnson 7	The commenter's opinion is noted. Also, please see topical response M-1.

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1 bottom line.

2 So I am asking you here tonight, don't give

3 up hope. Don't give up your faith. We are going to

4 beat this. We've got the finest experts working on

5 our behalf. We've got the greatest legal team ever

6 assembled, the Dream Team we call it, working on our

7 behalf. Just last August we won a huge court

8 decision in the Washington, D.C. Circuit Court, 3-0,

9 and they told the FAA you illegally gave Chicago

10 \$220 million.

11 So I'm telling you here tonight, the FAA is

12 on notice, if they don't do the job they are legally

13 mandated to do, we have no hesitation getting the

14 courts, which have always been our salvation in this

15 fight, to force the FAA to do the job they are

16 supposed to do. So keep the course.

17 And I want to send a message to our good

18 friend Mayor Daley, who is sitting just east of us

19 tonight. Elk Grove Village and Bensenville are no

20 Meigs Field. You cannot bulldoze our town in the

21 middle of the night.

22 Thank you very much.

23 (Audience reaction.)

24 (Change of court reporters.)

7

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1 THE HEARING OFFICER: Is Paul Vrana here,
2 Paul Vrana?

3 Mr. Lacivita? He's coming up.

4 And the speaker after Mr. Lacivita would be
5 Natalie Vazquez. Natalie, are you here? Yes.

6 Okay. You can come up to this one.

7 Let me just ask this gentleman here in this
8 third row, did you register?

9 A VOICE: Yes.

10 THE HEARING OFFICER: Okay. Great.

11 Mr. Phil Lacivita, L-a-c-i-v-i-t-a,
12 correct?

13 MR. PHIL LACIVITA: Right, yeah.

14 THE HEARING OFFICER: You're up, sir.

15 MR. PHIL LACIVITA: Okay. All right.

16 Ever since the separation of church and
17 state, the goal of western civilization, Europe in
18 general and the United States in particular have
19 been questioning material truths substantiated by
20 appearance, which led to science. That's the
21 utilitarian principle, that which can be utilized,
22 that which can be workable. It's practical. This,
23 in turn, gave rise to the policy of mass
24 consumption, which leads to mass production, which

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1 increases profit, which, in turn, leads to mass
2 consumption, which leads to mass production. This
3 utilitarianism as instrumental in the defense of
4 freedom and democracy not only leaves rights
5 vulnerable, but it fails to acknowledge the inherent
6 dignity of people as individuals. Material
7 development means nothing to people as an end in
8 itself. This mass production/mass consumption
9 scenario is an end in itself, a means that becomes
10 an end.

11 The rise of corporate power and big
12 government can serve no other purpose than to render
13 enhanced revenue. Consequently, people no longer
14 are able to cast themselves in the role of
15 self-government. They become a means to an end.
16 Profit. And in order to counter the rise of
17 corporate power, the airline industry and other
18 related corporations and corporations in general,
19 government has had to increase its power to cope
20 with it. It has been said that the threat to a
21 democratic government is more government, more
22 democracy. So what you have today is big business
23 and big government. They ride in tandem with one
24 another.

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1 Louis Brandeis, a member of the Supreme
2 Court in the early part of the 20th century, was an
3 advocate and he fought desperately against what he
4 called the curse of bigness. It's a threat to
5 democratize liberty. It would reach out for control
6 over government itself. On the other hand, but by
7 the same token, a former president of the United
8 States, Theodore Roosevelt, stated, and I quote:
9 "The big corporations is a creation of the people.
10 Therefore, they must not be masters of the people."
11 That includes the City of Chicago, the airline
12 industry, corporations, FAA, and all
13 government-related businesses. It's an inviolable
14 law that governs the universe and its nature. It
15 states: That which is created cannot have more
16 power than its creator. If the creation usurps the
17 power of its creator, then what you have is a
18 Dr. Frankenstein scenario. That means that people
19 are being held captive by their own creativity. A
20 typical example would be people flying as passengers
21 in one of those jet airplanes up there in the
22 sky-blue yonder. Well, the crew don't fly those
23 planes. They're too big, too heavy, too fast. They
24 fly themselves on computers. These computers are

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Comment	Response
Lacivita 1	The commenter's opinion is noted.
Vazquez 1	Comment noted.

191

1 inorganic substances. They have no life, they're
 2 dead things, except to enhance material existence.
 3 As a consequence --
 4 THE HEARING OFFICER: Phil, you're going to
 5 have to wrap it up in about 15 seconds. Okay?
 6 MR. PHIL LACIVITA: Okay. As a
 7 consequence, people are being held captive by their
 8 own creativity.
 9 (Audience reaction.)
 10 THE HEARING OFFICER: Thank you,
 11 Mr. Lacivita.
 12 After Natalie Vazquez, the next speaker
 13 would be Steve Partman. Are you here, Steve?
 14 MR. STEVE PARTMAN: I'm here.
 15 THE HEARING OFFICER: Okay. After Miss
 16 Vazquez.
 17 Miss Vazquez, you're up.
 18 MS. NATALIE VAZQUEZ: Thank you for this
 19 opportunity to speak tonight.
 20 My family has lived in Elk Grove for 43
 21 years. We moved there thinking it was a great
 22 village, and we still think it's a great place to
 23 live. We are against the expansion of O'Hare
 24 runways. I've read extensively what I can find in

1

1

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Comment	Response
Vazquez 2	Please see topical response M-1.
Vazquez 3	Please see topical responses C-3 and G-1.

192

1 the paper.

2 The thing that I have not heard addressed

3 too much is the safety. There were two short

4 articles written by the air traffic controllers who

5 were very much against this expansion. I found in

6 raising our family, our four kids, you don't tell a

7 child something once and expect them to do it, and

8 you don't put one article in the paper and expect

9 that to do it either. We keep hearing over and over

10 again how many jobs, how many people are affected.

11 Well, I'm a homeowner and I'm representing thousands

12 of people also tonight.

13 One of the things regarding the safety, I

14 think that every time it's mentioned, something

15 should be brought up about the safety factor with

16 that many more planes trying to get into that little

17 bit of an area. It's called the O'Hare expansion,

18 but O'Hare is not going to expand, people. It's

19 going to stay exactly the same way it is. I don't

20 know our Mayor Craig Johnson personally, I've never

21 met him, but I'm very proud of this young man in his

22 persistence and consistence.

23 (Audience reaction.)

24 He has not varied from his stance from the

2

3

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Comment	Response
Vazquez 4	The commenter's opinion is noted.
Partman 1	Comment noted.

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1 very beginning, which I'm sorry I can't say for a
 2 former governor of ours who said at a rally, several
 3 rallies, looking like the most bored person in the
 4 whole world -- anyway, I digressed. I think Craig
 5 has stayed with it. He has been persistent and
 6 consistent. He loves Elk Grove. He grew up there,
 7 just as my family, children, have grown up there.
 8 He wants to keep Elk Grove and the surrounding
 9 communities great and so do we.

4

10 Thank you.

11 (Audience reaction.)

12 THE HEARING OFFICER: Okay. This is
 13 Mr. Steve Partman. P-a-r-t-m-a-n?

14 MR. STEVE PARTMAN: Correct. I'm a
 15 resident of Elk Grove Village.

1

16 Either I am blessed with a certain amount
 17 of common sense or I'm as dumb as a stump, and since
 18 my wife is not here tonight, I'm going with common
 19 sense. The reason why is that I can't state any of
 20 the facts. I can't claim to know much of the
 21 information that people here have already spoken
 22 about or have investigated. What I can do, though,
 23 is sit and ask: What's the motivation of why the
 24 different parties are interested in terms of what's

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Comment	Response
Partman 2	Please see topical responses G-3 and G-4.
Partman 3	The commenter's opinion is noted.

194

1 supposed to happen with airports here in this area?
 2 And the first thing I look at is what's the
 3 motivation of Elk Grove and Bensenville? They are
 4 dependent on the airport and they know that. They
 5 don't wish to harm O'Hare in any way. They also
 6 understand, though, that a lot of their economic
 7 basis is based on the businesses within their towns,
 8 and what the airport or the City of Chicago is
 9 intending on doing is taking a lot of it away.

2

10 Now, what's the motivation of Chicago?
 11 Chicago is a metropolis of 2.9 million people and a
 12 metropolitan area of 9.2 million people, and yet it
 13 controls both airports for all 9.2 million people.
 14 It's interesting that the City of Chicago does not
 15 want to see an airport in the south suburbs, but
 16 they were more than interested in having one on
 17 Lake Calumet on the South Side until the EPA said
 18 you can't do it. Now, of course, they don't want
 19 that to happen.

3

20 I have to ask a question of the FAA,
 21 because I'm confused by this and I think it does
 22 have an economic impact. If in fact you had three
 23 planes, whatever the maximum that could be taking
 24 off at one time, if you could maximize the number of

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Comment	Response
Partman 4	Please see topical responses K-1 and K-2.

195

1 planes that were taking off or landing at one time,
 2 and I'm going to assume that that's three, where
 3 would you prefer to have them take off, 3,000 feet
 4 apart, or whatever the distance is, per runway or
 5 30 miles apart? Which is safer for the community?
 6 If in fact you had these planes taking off or
 7 landing at whatever distance, 3,000 feet apart, all
 8 at the same time, they have to be going somewhere,
 9 they have to share the same skies, and where would
 10 you rather them be? Would you rather them be all in
 11 the same area, funneling into one airport, or would
 12 you rather them be spread out amongst three
 13 airports, from the South Side to the North Side and
 14 in between at Midway?

4

15 (Audience reaction.)
 16 And then we have to take a look at the
 17 traffic. If you're one of the poor slob who has to
 18 use the airport, as I am, and you have to get there
 19 and get home, and I live in Elk Grove, which is
 20 bordering the airport, do you want all those people
 21 who are taking all those flights, for 9.3 million
 22 people to be funneled on all the roads that lead to
 23 that one airport, or, common sense, do you want them
 24 spread out amongst the South Side, the North Side,

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Comment	Response
Partman 5	Please see topical response F-5.
Partman 6	Please see topical response B-2.

196

1 and the middle of town? 5

2 (Audience reaction.)

3 Now, like I said, I'm either dumb as a

4 stump or I'm blessed with common sense, and I'm

5 still going for common sense, because, as far as I

6 can tell, the smart thing to do is to figure out how

7 to build a third airport, generate income, jobs, as

8 well as traffic and volume for the South Side and

9 then figure out what to do with O'Hare Airport once

10 the volume at that airport on the South Side is

11 determined, and then we can determine what's left or

12 what O'Hare actually needs. 6

13 Thank you very much.

14 (Audience reaction.)

15 THE HEARING OFFICER: Thank you,

16 Mr. Partman.

17 I'm going to call a couple of names again

18 just to see if they might have come in.

19 Paul Vrana? Paul Vrana, are you here?

20 How about Harris Seltzer?

21 MR. HARRIS SELTZER: Yes.

22 THE HEARING OFFICER: Mr. Seltzer, please

23 come up.

24 Following Mr. Seltzer, I don't have a name

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Comment	Response
Seltzer 1	Comment noted.
Seltzer 2	Please see topical responses D-1, E-1 and K-2.

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1 of a person. I have St. John's United Church of
 2 Christ. Is there a representative of St. John's?
 3 MR. JOHN MAUCK: Yes.
 4 THE HEARING OFFICER: If you'd like, you
 5 can be the next speaker right after Mr. Seltzer.
 6 Does that work? Okay. Please come up here.
 7 Okay. Harris, go ahead.
 8 MR. HARRIS SELTZER: I have just a couple
 9 quick comments.
 10 My family has lived in Bensenville since
 11 1948. My wife's grandfather settled out here after
 12 the war, had a small truck farm. My wife was born
 13 and raised here. I've made this my home now. Ever
 14 since I've lived out here, going on 12 years now,
 15 I've put up with the noise, the smell, the concerns
 16 about safety of O'Hare. When this process first
 17 started, I heard something about a runway
 18 crash-protection zone which was supposed to extend
 19 theoretically to Church Road. I live a block beyond
 20 that. I hope the planes know where it ends.
 21 (Audience reaction.)
 22 The new southern runway is pointed right
 23 down my throat. I listen to the planes wake me up
 24 on Sunday morning. It just boggles my mind. I

1

2

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Comment	Response
Seltzer 3	Please see topical responses B-3, B-5, D-1 and D-2.
Seltzer 4	Please see topical responses C-2 and K-1.
Mauck 1	Comment noted.
Mauck 2	In response to this comment and others, the FAA has added Section 5.22 to Chapter 5 of the EIS for the FAA's discussion of legal issues involving potential destruction of St. Johannes and Rest Haven Cemeteries.

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1 can't imagine what it's going to be like once you
2 guys finish this new southern runway.

3

3 As far as the parallel runway situation is
4 concerned, I don't know about anybody else, but, as
5 far as I know, Dallas is laid out the same way and
6 I've been stuck there for five hours when the wind
7 blows the wrong way.

4

8 That's all I wanted to say.

9 (Audience reaction.)

10 THE HEARING OFFICER: Thank you.

11 Would you mind giving us your name and
12 spelling your name?

13 MR. JOHN MAUCK: I'd be happy to. My name
14 is John Mauck, M-a-u-c-k.

15 THE HEARING OFFICER: Thank you, Mr. Mauck.

16 MR. JOHN MAUCK: I'm an attorney
17 representing St. John's United Church of Christ and
18 Resthaven Cemetery.

1

19 We asked Mayor Daley and the FAA to
20 consider the civil rights and human concerns of the
21 hundreds of families concerned with the care and
22 protection of the graves of more than 1,400 people.
23 Federal Aviation Administration, please do not let
24 Mayor Daley bulldoze graves like he bulldozed Meigs

2

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Comment	Response
Mauck 3	Please see topical response M-6.

199

1 Field.
 2 (Audience reaction.)
 3 FAA, you failed your duty when you allowed
 4 Mayor Daley to bulldoze Meigs Field.
 5 (Audience reaction.)
 6 Don't do it again. The civil rights and
 7 religious rights of people with loved ones interred
 8 in these cemeteries have been ignored by the FAA.
 9 The 5,000-page FAA report contains no analysis of
 10 the religious exercise rights of those protecting
 11 and caring for the graves of their loved ones. The
 12 FAA appears to have intentionally avoided responding
 13 to 17 questions submitted regarding the religious
 14 rights of our clients, questions that were submitted
 15 in writing to the FAA eight months ago with repeated
 16 follow-up. The FAA is stonewalling. The experts
 17 tell us the Daley administration can easily design a
 18 simpler, less expensive, and vastly more efficient
 19 O'Hare plan without bulldozing the graves of
 20 hundreds of our loved ones. Mayor Daley says
 21 otherwise, but the scandals at Millennium Park, E2
 22 nightclub, hired truck, and Meigs Field have caused
 23 many people, many in the public to distrust anything
 24 Mayor Daley tries to sell us.

3

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Comment	Response
Mauck 4	In response to this comment and others, the FAA has added Section 5.22 to Chapter 5 of the EIS for the FAA's discussion of legal issues involving potential destruction of St. Johannes and Rest Haven Cemeteries.

200

1 (Audience reaction.)
 2 Mayor Daley, why should we believe your
 3 O'Hare plans when you refuse to meet with the
 4 people, the families who will be hurt by your
 5 bulldozers? The religious rights of hundreds of
 6 families and the bodies of their loved ones stand in
 7 the path of the Daley bulldozer. Although the
 8 people of St. John's Church and those with loved
 9 ones buried in Resthaven Cemetery may not be the
 10 political and money heavyweights who Mayor Daley
 11 usually cuts deals with, we do have First Amendment
 12 and the power of prayer to a God who cares about the
 13 little people. Like the young man at Tiananmen
 14 Square, these families stand in front of Mayor
 15 Daley's bulldozer until Daley proves in detail by
 16 less expensive and more efficient O'Hare designs
 17 which preserve the cemeteries are not feasible.
 18 Because the FAA has not answered our 17 questions,
 19 the only conclusion we can reach is that the FAA
 20 wants to ride with Mayor Daley in the bulldozer.
 21 (Audience reaction.)
 22 We call on the FAA to withdraw this report
 23 and issue a new one which honestly addresses the
 24 religious rights questions we raised. We call on

4

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Comment	Response
Mauck 5	Please see the response to comment 4 on the previous page.
Mauck 6	Please see the response to comment 4 on the previous page.

201

1 people throughout Chicago to join us in prayer that
 2 the Daley administration come clean.

5

3 (Audience reaction.)

4 One specific matter concerning the
 5 Environmental Impact Study, the summary on page 40,
 6 the executive summary, the question is asked: Does
 7 authority exist, regulatory authority exist to
 8 implement the plan? The Daley administration has
 9 answered that yes. The answer is clearly no.
 10 Without proving a case under the Religious Freedom
 11 Act that it has a right to build and to bulldoze
 12 these cemeteries and move the bodies there, there is
 13 no authority. The Constitution stands in the way of
 14 any authority for the Daley administration to build
 15 this O'Hare expansion, and they've got to deal with
 16 the Constitution first. As a prior speaker
 17 mentioned, they have gone down and amended Illinois
 18 law, but the Constitution has not been amended by
 19 Mayor Daley, and we're not going to let that happen.
 20 It will stand and we will win.

6

21 (Audience reaction.)

22 THE HEARING OFFICER: Thank you, Mr. Mauck.
 23 How about Matt Matusiak? Is that you,
 24 Matt?

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Comment	Response
Matusiak 1	Comment noted.
Matusiak 2	Please see topical response B-4.
Matusiak 3	Please see topical response B-2.
Matusiak 4	Please see topical response B-7.

202

1 MR. MATT MATUSIAK: That's me.
 2 THE HEARING OFFICER: Okay.
 3 M-a-t-u-s-i-a-k.
 4 MR. MATT MATUSIAK: Hi. My name is
 5 Matt Matusiak. I'm an 11-year resident of Elk Grove
 6 Village.
 7 As everybody agrees here, O'Hare should be
 8 modernized, not expanded. So I'm all for that.
 9 Recently I spent three months working in Monee,
 10 Illinois. Monee, Illinois is lacking for jobs.
 11 Great place for an airport. So on that note, I
 12 think we should all support the airport in Peotone
 13 as it stands. This expansion here is wrong, and
 14 with whatever, 9.5 million people and the population
 15 only growing, we need another airport. It's common
 16 sense. We have a direct link railwise between
 17 Midway Airport, O'Hare Airport, and Rockford
 18 Airport. There's a rail line that connects all
 19 three airports. Nobody knows that. I know that.
 20 Everyone should know that. That could alleviate
 21 some of the traffic we have right now. But this
 22 forum here is for the Environmental Impact
 23 Statement. So that's my comment right now.
 24 Right now, where I live, I'm probably

1

2

3

4

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1 affected by about 25 percent of the emissions of the
 2 airport because the way the runways go. With six
 3 runways facing east/west, I will now have
 4 100 percent of emissions over my house. So thinking
 5 about this, I went to the book out there and I
 6 looked at the IEPA/IEEM air quality monitoring
 7 network just to see if there's a monitoring station
 8 in my area. If you go to Exhibit 5.6-3, you'll
 9 notice that there is not one air quality monitoring
 10 station in Elk Grove Village. So I don't know how
 11 an air quality site can be done without air quality
 12 monitoring stations. It makes no sense.
 13 Personally, I think the FAA should take this into
 14 account and maybe shelf this report for three to
 15 five years until these monitoring stations can be
 16 installed and monitored and then give us some idea
 17 of the results and maybe we can make a better
 18 decision in the future.
 19 Thank you.
 20 (Audience reaction.)
 21 THE HEARING OFFICER: Thank you. Is Thomas
 22 Rizzo here? Mr. Rizzo? I guess not. Tom Rizzo?
 23 How about Howard Schwerdlin,
 24 S-c-h-w-e-r-d-l-i-n?

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5

Comment	Response
Matusiak 5	<p>With the exception of particulate matter, the results of the dispersion analysis indicate that ambient (outdoor) concentrations of the evaluated pollutants would decrease with the proposed improvements at all locations both on and off-airport property. With respect to particulate matter, concentrations are also estimated to be lower or remain essentially the same except at the end of the Build-Out Phase when levels would be slightly higher with the improvements (approximately 2 percent higher). The evaluation was not based entirely on actual monitored values of the pollutants although these values were used. Rather, the assessment was performed using approved computer modeling techniques in which the IEPA's monitoring data served as the base data (the background concentrations).</p> <p>Also, please see topical responses E-1 and E-3.</p>

Comment	Response
Schwerdlin 1	Comment noted.
Schwerdlin 2	Please see topical response D-1.

204

1 MR. HOWARD SCHWERDLIN: That's correct.
 2 THE HEARING OFFICER: Okay. Thanks.
 3 MR. HOWARD SCHWERDLIN: I'm a 22-year
 4 resident of Elk Grove Village, and since this is an
 5 environmental hearing, I'm going to speak about the
 6 Environmental Impact Statement concerning noise
 7 emissions.
 8 Your current noise maps and projected noise
 9 maps for all alternative projections show the
 10 decrease in noise along the northwest/southeast
 11 corridor due to the removal of those runways. In
 12 the east/west directions we show large increases in
 13 noise, especially in the densely-populated southern
 14 areas, and that increase in noise is, you know, less
 15 than 15 percent; however, it impacts a very much
 16 larger population. The current northwest/southeast
 17 corridor is sparsely populated, consisting of the
 18 Northwest Tollway and also the industrial park in
 19 Elk Grove Village.
 20 As I said, I live in Elk Grove Village. I
 21 live fairly far west in the village, far beyond the
 22 65-decibel noise limit requirements, and I'll tell
 23 you that during the summer, with the windows open,
 24 it is very difficult to hear speech when the planes

1

2

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Comment	Response
Schwerdlin 3	Please see topical responses D-1 and D-2.
Schwerdlin 4	Please see topical response K-1.

205

1 come over. This is especially true when
 2 construction is being done on any one runway, so
 3 most of the traffic is coming across on the
 4 east/west runways, as they would be in a large
 5 airport plan. During construction of the proposed
 6 four east/west runways, the northwest/southeast
 7 runways have to be closed. During that time, there
 8 would be a very large increase in noise due to those
 9 flight operations. Looking through the FAA noise
 10 studies, there's no indication as to what the
 11 projected noise is during that time period. That
 12 time period, of course, all operations will be on
 13 the east/west runways at O'Hare. There will be no
 14 northwest/southeast operations.

3

15 Someone earlier mentioned about the fact of
 16 the winds prevailing north and south in the
 17 Chicagoland area. I fly into O'Hare frequently, and
 18 landing in a crosswind situation is extremely
 19 nerve-racking, you're playing craps completely going
 20 in, and you think that you're going to die.
 21 Personally, myself, even though I live in Elk Grove
 22 Village and can get to the airport within 20
 23 minutes, I fly primarily on price and I fly out of
 24 Midway.

4

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Comment	Response
Neville 1	Comment noted.

206

1 (Audience reaction.)
 2 THE HEARING OFFICER: I was handed a note a
 3 little while ago. There is a preliminary statement
 4 of Congressman Henry J. Hyde to the Federal Aviation
 5 Administration on the Draft Environmental Impact
 6 Statement for Chicago's proposed O'Hare
 7 Modernization project. Mr. Karaganis gave that to
 8 the parties out at the registration desk, asked us
 9 to put this into the record for today, which will
 10 occur, and then indicated that tomorrow he's going
 11 to give a summary of that at the hearing. I know
 12 we're going to another place. We're going to
 13 Elmhurst. So there will be an oral presentation
 14 about Congressman Hyde's position made tomorrow
 15 night, but the written will be in tonight's record.
 16 I've taken it and we'll give it to the appropriate
 17 parties to make it part of the record.



1

18 A VOICE: Read it.
 19 THE HEARING OFFICER: No, I wasn't asked to
 20 read it, number one, by Mr. Karaganis. It will be
 21 available for all of you to read it in the
 22 transcript of the proceedings, which is why we have
 23 a court reporter, and although I know it's not light
 24 reading, it will be available for anybody who wants

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207

1 to have it.
2 I would just call a couple names again here
3 just to see where we're at.
4 Paul Vrana? Mr. Vrana?
5 How about Mr. Thomas Rizzo? Thomas Rizzo?
6 How about Kate Hill? Kate Hill?
7 We're running a little ahead of schedule.
8 I'm going to run through some names. If anybody
9 would like to get to your name and you'd like to
10 speak now rather than wait for a little while,
11 please be our guest.
12 Kathy Lane, are you here?
13 MS. KATHY LANE: Yes, I am.
14 THE HEARING OFFICER: Would you like to
15 come up now, Miss Lane?
16 MS. KATHY LANE: Yes.
17 THE HEARING OFFICER: Okay. Great.
18 And after Kathy Lane, how about Roger
19 Bianco? Mr. Bianco?
20 How about Ray Szull, S-z-u-l-l?
21 MR. RAY SZULL: Yes.
22 THE HEARING OFFICER: Okay. You'll be
23 next, Ray.
24 You're Miss Kathy Lane, L-a-n-e?

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Comment	Response
Lane 1	Comment noted.
Lane 2	Please see topical responses B-2 and B-4.

208

1 MS. KATHY LANE: I'm Kathy Lane.
2 THE HEARING OFFICER: Okay. Kathy Lane,
3 you're up.
4 MS. KATHY LANE: I'm going to take
5 advantage of this opportunity and acknowledge all
6 the faces that I've been seeing here for the last --
7 and this is for your benefit -- 28 years trying to
8 protect our community from the expansion of O'Hare
9 Airport. And we're still here. We're still singing
10 the same song.
11 Now, you're here trying to do your job.
12 This is an Environmental Impact Statement hearing.
13 Well, when I last left the scene of working on this
14 all the time, your job was to promote safety in the
15 skies and the development of civil aviation. This
16 plan will do neither of those things. Illinois
17 needs new runways, we need four of them, but not at
18 O'Hare. We need them at Peotone.
19 (Audience reaction.)
20 We know that and the FAA knows that,
21 because as early as 1990, the FAA issued a document
22 from an extensive study done by the states of
23 Illinois, Indiana, and the federal government, which
24 concluded that Peotone was exactly the right place

1

2

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Comment	Response
Lane 3	Please see topical responses B-2 and L-1.
Lane 4	Please see topical responses G-3 and L-1.

209

1 to meet the demand that this region needed for an
 2 airport the size of Dallas/Fort Worth. Now, you
 3 can't put that at O'Hare. You just can't do it,
 4 first of all. Second, where is the money?
 5 Everybody is asking, where is the money? I beseech
 6 you to acknowledge that one statement, that you
 7 assume that the money will be there, may look on
 8 paper like the FAA is fulfilling its obligation, but
 9 the obligation of a federal agency to the taxpayers
 10 who fund it is to come forward and call a dog a dog,
 11 because that's what this plan is.

3

12 (Audience reaction.)

13 This effort to push this plan forward so
 14 fast, suddenly now, it's so transparent. The City
 15 of Chicago wants to push this project through
 16 without the proper financing because they want your
 17 stamp of approval on it before the airlines go
 18 belly-up and they don't have a case anymore. The
 19 FAA has an obligation to call this for what it is,
 20 to look at the environmental impact, really look at
 21 it, look at the alternatives. Don't look at one
 22 runway and a windsock, which, by the way, is going
 23 to be free because somebody else's money is going to
 24 pay for that in Peotone. Look at the four runways

4

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Comment	Response
Lane 5	Please see topical responses A-2, B-2, B-4, B-8 and M-7.
Lane 6	Please see topical responses A-1 and B-2.

210

1 that your study endorsed and had at the top of the
 2 funding ladder before unfortunate political
 3 circumstances in the State of Illinois caused you to
 4 throw it off the list for lack of political will.
 5 Well, the political will is there now. Governor
 6 Blagojevich is going to release the land. We have
 7 the perfect place. We have somebody who wants to
 8 start the building with their own money. Let's take
 9 a look at that alternative again. Just consider it
 10 one little project.

5

11 (Audience reaction.)

12 It just isn't going to work. You can't
 13 possibly with any level of true professional
 14 integrity look at comparisons for the expansion of
 15 O'Hare against what we could have in the region with
 16 Peotone and sleep at night. So please, please, I
 17 know you're just here trying to do your job, I beg
 18 you, do it.

6

19 (Audience reaction.)

20 THE HEARING OFFICER: Because a couple of
 21 people have been talking directly to me, which is
 22 fine and which I like, I need to just say that I am
 23 not part of the FAA.

24 (Audience reaction.)

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Comment	Response
Szull 1	Please see topical response M-5.
Szull 2	Please see topical response B-4.

211

1 My position is that I'm the moderator, and
 2 I guess hearing officer would be the right language,
 3 to make sure that there is a proper protocol so that
 4 everybody who wants to make a statement, such as
 5 Miss Lane, gets a chance to do that and that
 6 everything is recorded properly and that everything
 7 is put into a form, that everyone will know that
 8 they were heard, and that it was properly brought to
 9 the FAA for their consideration.

10 With that being said, I think we have
 11 Mr. Szull, S-z-u-l-l?

12 MR. RAY SZULL: Correct.

13 THE HEARING OFFICER: Okay. Mr. Szull,
 14 you're up. Go ahead.

15 MR. RAY SZULL: Thank you, Mr. Moderator.

16 THE HEARING OFFICER: How about just Rich
 17 Neville you can call me.

18 MR. RAY SZULL: Thank you for this time and
 19 thanks for all of those who have come out to speak
 20 against the expansion of O'Hare but yet recognize
 21 that O'Hare does need modernization.

22 My family moved from the City of Chicago
 23 back in the late '50s to what was to become the
 24 exceptional community of Elk Grove Village. I've

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1

2

Comment	Response
Szull 3	Comment noted.
Szull 4	Please see topical response K-2.
Szull 5	The commenter's opinion is noted.

212

1 taken up their legacy and have decided to keep my
 2 family here and do the same thing.

3

3 Back in 1979, when I was in high school,
 4 actually ditching for like my high school ditch-day,
 5 American Airlines Flight 191 crashed. I don't know
 6 how many of you were around when that happened. A
 7 little further west and it would have been
 8 catastrophic when it would have hit the Amoco

4

9 refinery station there. That's when mechanics were
 10 being paid very well and there was a pension plan in
 11 place for them. I have many friends in both the
 12 automotive industry as well as the airline industry
 13 that are unionized, and I'm not for or against them,
 14 but what is going to happen is that when their
 15 pensions are reduced and there's more flights trying
 16 to be pumped out of O'Hare, the quality of
 17 maintenance is going to degrade. We can only
 18 imagine what could happen in the future with that
 19 kind of maintenance of aircraft given what happened
 20 so close to home once already.

5

21 In terms of noise and the EPA, we live
 22 smack down a street that I can see airplanes taking
 23 off every day and every night, and it is noisy,
 24 probably as noisy as back in the early '70s before

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Comment	Response
Szull 6	Please see topical response D-1.
Szull 7	Please see topical response C-1.
Szull 8	Please see topical responses B-7 and F-2 .
Szull 9	Please see topical response M-1.

213

1 remote-control TVs. My sister and I were the remote
 2 control on the TV to make the sound go louder and
 3 the sound go quieter. Now airplanes have become
 4 more quiet. However, by increasing the volume, it
 5 has really kind of equalized to the same type of
 6 noise levels we've had in the village all along.

6

7 I am one of those people who travels out of
 8 O'Hare constantly and have since the mid-'80s. It's
 9 a nightmare. It takes me not very long to get
 10 there, and, on occasion, as one gentleman spoke, for
 11 cost because the boss says so, I fly out of Midway
 12 as well, oftentimes to be bused back to O'Hare
 13 because Midway has cancelled the same flight that
 14 O'Hare has going out. I would have no problem going
 15 down to Peotone. Somebody brought up a rail line.
 16 I wasn't aware of a rail line that went from Midway
 17 to O'Hare to Rockford.

7

8

18 I would just like to make sure that my name
 19 is on the record as being against the expansion of
 20 O'Hare and increasing the exceptional community that
 21 Elk Grove has become, Bensenville. This whole
 22 church thing has got me just sick, listening to this
 23 poor man's plight over his family, his ancestors who
 24 are being threatened by this vicious Mayor Daley,

9

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Comment	Response
Szull 10	Please see topical responses G-4, I-1 and M-6.
Szull 11	The commenter's opinion is noted.
Szull 12	Please see topical responses B-2 and B-4.

214

1 who doesn't bat an eye at going and tearing things
 2 up in the middle of the night. You can't trust the
 3 man. I can trust Mayor Johnson.

10

4 (Audience reaction.)
 5 I want to make sure that as we look toward
 6 elections that we put people in office that are
 7 going to be trustworthy and carry out this plight
 8 and maintain the Elk Grove community.

11

9 (Audience reaction.)
 10 In closing, I would just like to say, I
 11 thank every one of you for listening to myself. I
 12 think that the clear message that's being heard is
 13 that modernization is welcomed and expansion is not.
 14 Let's look at a third airport as a viable solution.

12

15 Thank you.
 16 (Audience reaction.)
 17 THE HEARING OFFICER: I've been asked to
 18 make an announcement, and that is that the
 19 Bensenville bus is going to leave at 8:15. My watch
 20 shows about 3 minutes after. Is there anybody that
 21 has to be on that bus? Let me just see if I can go
 22 through some of these names quick.

23 Paul Vrana?
 24 Tom Rizzo?

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Comment	Response
Sloan 1	Comment noted.
Sloan 2	Please see topical response B-4.

215

1 Kate Hill?
 2 How about Roger Bianco?
 3 MR. ROGER BIANCO: I can wait.
 4 THE HEARING OFFICER: Okay. Good. Let me
 5 just check and see who else is here.
 6 Lucille Sloan?
 7 MS. LUCILLE SLOAN: Here.
 8 THE HEARING OFFICER: Where is Lucille?
 9 MS. LUCILLE SLOAN: Here.
 10 THE HEARING OFFICER: Okay. While she's
 11 coming up, let me try a couple more names here.
 12 How about Joe Polka?
 13 MR. JOE POLKA: Polka.
 14 THE HEARING OFFICER: Polka. Is that you?
 15 MR. JOE POLKA: That's me.
 16 THE HEARING OFFICER: Okay. Come on, you
 17 can be the next one up. We'll give you this one
 18 over here. We're going to let this lady who's
 19 coming up be first. That's Lucille Sloan.
 20 MS. LUCILLE SLOAN: I'm Lucille Sloan, from
 21 Bensenville since 1957.
 22 I understand everyone's feelings. There's
 23 a lot of different reasons why I'm against it.
 24 First of all, bigger doesn't make better. We don't

1

2

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Comment	Response
Sloan 3	Comment noted.
Sloan 4	Please see topical responses D-2 and K-2.
Sloan 5	Please see topical responses B-8 and L-1.
Sloan 6	Please see topical response B-2.

216

1 have to surpass other cities to be proud of
 2 ourselves.
 3 The planes go over my house many times.
 4 I've almost learned to close my ears. But the
 5 thought of another close crash in our area is
 6 something that truly, truly scares me. There are
 7 many more homes and businesses than there were when
 8 we had the last crash. There are many close calls
 9 now. How can more not be avoided when there will be
 10 about twice as many takeoffs and twice as many
 11 landings? There's only so much sky, and the Lord
 12 hasn't said he's going to give O'Hare more.
 13 (Audience reaction.)
 14 Also, we have no money. The country has no
 15 money, the state has no money, the city has no
 16 money, the airlines have no money, and I have no
 17 money.
 18 (Audience reaction.)
 19 The three other big, big cities all have
 20 three airports each. Why are we going to go the
 21 other way?
 22 Thank you.
 23 (Audience reaction.)
 24 THE HEARING OFFICER: Thank you,

3

4

5

6

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Comment	Response
Polka 1	Please see topical response A-1.

217

1 Miss Sloan.
 2 Okay. Joe?
 3 MR. JOE POLKA: Ladies and gentlemen, I
 4 apologize. I don't have a written speech prepared.
 5 I would just like to make a few comments.
 6 I've been coming to these things for over
 7 20 years now. Does the FAA really pay attention to
 8 what's going on? I thought I'd be addressing the
 9 FAA. I just discovered I'm not.
 10 (Audience reaction.)
 11 I really wonder, are they ever going to
 12 read any of these comments? Everything I could
 13 possibly say has been said, but, do you know what,
 14 when you or the FAA or anybody else reads this and
 15 they go to bed at night, some day they're going to
 16 face a maker, their maker. What's right is right
 17 and what's wrong is wrong.
 18 (Audience reaction.)
 19 This is wrong. And anyone who by chance
 20 reads this from the FAA I hope has the answer, not
 21 only to their own conscious some day, but to their
 22 maker, and they'll get what they really deserve.
 23 I'd like to make a couple other comments
 24 about a man who came in here tonight talking about a

1

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Comment	Response
Polka 2	The commenter's opinion is noted.

218

1 milking machine that he sends to Germany and back.
 2 Well, maybe if it wasn't for deals like Chicago over
 3 there, maybe you'd have a milking machine
 4 manufacturer right in Elk Grove --
 5 (Audience reaction.)
 6 -- if we weren't getting railroaded and
 7 driving our businesses to Germany. Mayor Daley
 8 needs all the milking machines he can get for his
 9 budget.
 10 (Audience reaction.)
 11 I'm sure he's going to use all this guy can
 12 supply and more.
 13 (Audience reaction.)
 14 Oh, yes, I saw something else. Maybe not
 15 everyone here is aware. I'm a printer. I belong to
 16 the GCIU. I saw a big Teamsters truck out here in
 17 the parking lot. You want to hear of a scandal?
 18 You would not believe what the Teamsters union did
 19 to my union by gobbling up and swallowing it when
 20 they found out how much money we got. Look who's
 21 supporting Chicago - Mayor Daley. The Teamsters?
 22 Whopty doo. Why doesn't somebody look into that.
 23 I wish to God somebody looked into the Teamsters
 24 gobbling up my union before it happened, and I wish

2

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Comment	Response
Polka 3	The commenter's opinion is noted.
Polka 4	Please see topical response A-1.
Polka 5	Please see topical responses A-1, D-2, D-3, F-5 and M-1.

219

1 to God somebody would look into the FAA.

2 (Audience reaction.)

3 As I said before, what's right is right and
 4 what's wrong is wrong. This is wrong. If nothing
 5 else goes into this record, the people that read it,
 6 if they ever read it, have got to know that for all
 7 the facts.

8 You're here listening to us. Yeah, like
 9 you're going to say, naturally, you're listening.
 10 It's going in this ear and out that ear because all
 11 these people live here. It cost me 20 grand to
 12 soundproof my house so I could talk to my wife in my
 13 own house.

14 (Audience reaction.)

15 And now it has gotten worse. My
 16 soundproofing just went out the window because of
 17 the increased traffic and everything else. If this
 18 is an environmental study to clean up the dirt and
 19 the filth, start with Chicago and Daley.

20 (Audience reaction.)

21 THE HEARING OFFICER: This looks like
 22 M-o-n-i-u-d-d-i-n.

23 MR. MONIIDDIN: Yes.

24 THE HEARING OFFICER: Come right up here.

3

4

5

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Comment	Response
Moniuddin 1	Please see topical response M-1.

220

1 Did I spell it correctly?

2 MR. MONIUDDIN: Yes. Thank you,

3 Mr. Chairman.

4 THE HEARING OFFICER: You're welcome,

5 Mr. Moniuddin.

6 MR. MONIUDDIN: Good evening, ladies and
7 gentlemen.

8 I'm a senior citizen living in Bensenville
9 more than 22 years. I have family there. I have
10 bought the property. I am listening to this. Every
11 day I listen. I receive the letters in the mail.
12 Our lives are affected very badly because of this
13 project. This is killing us.

14 We are there a long time. I am there
15 because it's a very close suburb to the City of
16 Chicago, Bensenville. My children went to the
17 school. The Honorable Ex-President Clinton visited
18 there. It's very good. And now they're saying they
19 will pay this much. They will pay moving expenses.
20 First of all, think about this, moving things. In
21 your own mind, how is it easy to move? Is it easy
22 to move your house with a family and children? No
23 matter what, money is there. Money is not going to
24 solve all the problems. I got a sick child, a sick

1

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Comment	Response
Moniuddin 2	Please see topical response G-4.
Moniuddin 3	Please see topical responses A-1 and G-4.

221

1 son, and I have to take it, and living for 22 years
 2 in one place, I have a lot of things done, and this
 3 money is not going to help.

2

4 Another thing, the FAA, sitting there, sit
 5 down and think that we are affecting 500 families.
 6 Family means not one person. 500 families. 500
 7 houses means 500 times 5 persons affected. The FAA
 8 can do one thing, not disturbing the houses. They
 9 can do what they want. That's not in our hands. We
 10 are small people. They got big, big business, big,
 11 big companies. Yes and no. Why not? We are
 12 victims of these things. We are affected. The last
 13 ten years, we don't know what to do. So you can do
 14 this right. Heart and mind and health is very
 15 important. The FAA has to sit down and think about
 16 not affecting these 500-plus houses, families. They
 17 can have done what they want.

3

18 I have a business in Chicago. I'm a
 19 medical man, pharmacist, from India. I used to work
 20 for the government of my state. I have a very
 21 respectful job in Cook County Hospital. I have a
 22 small business in Chicago. Now I received a letter
 23 from them. The City of Chicago, they will take away
 24 my business also. That's in the Bronzeville area.

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Comment	Response
Moniuddin 4	Please see topical response G-4.
Moniuddin 5	Please see topical responses A-2 and M-1.

222

1 They are taking my house. They are taking my
 2 business. Where should we go?
 3 Please, FAA, all the members, chairmen, all
 4 the CEOs, I request them to think about this, not
 5 hurting the people. This is for the people. If you
 6 hurt the people, what's the use? What's the use of
 7 money? Please think about this.
 8 Thank you very much.
 9 (Audience reaction.)
 10 THE HEARING OFFICER: I'll go through these
 11 names. This gentleman here has been waiting
 12 patiently.
 13 Paul Vrana?
 14 Tom Rizzo?
 15 Kate Hill?
 16 Roger Bianco?
 17 MR. ROGER BIANCO: Again, I can wait if
 18 anybody needs to catch a bus.
 19 THE HEARING OFFICER: Okay. Let me try a
 20 couple more then.
 21 Alan Goldstein?
 22 Mark Kowalsky?
 23 MR. MARK KOWALSKY: Kowalsky.
 24 THE HEARING OFFICER: Come on up, Mark.

4

5

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Comment	Response
Kowalsky 1	Comment noted.
Kowalsky 2	Please see topical response B-2.
Kowalsky 3	Please see topical responses B-2 and L-2.

223

1 Lucy Werner? You're Lucy?
 2 MS. LUCY WERNER: I drove, so . . .
 3 THE HEARING OFFICER: Okay. That's good.
 4 Somebody was coming up. Here's a gentleman
 5 coming up, and then we'll have Roger and then Lucy.
 6 You're Mark Kowalsky?
 7 MR. MARK KOWALSKY: Yes.
 8 THE HEARING OFFICER: Mark Kowalsky,
 9 K-o-w-a-l-s-k-y. Okay.
 10 MR. MARK KOWALSKY: Good evening.
 11 I live in Roselle, so I would not be
 12 directly affected as much as you folks would be by
 13 any type of expansion.
 14 Look at the two options at the two
 15 airports. You have Peotone, which has a footprint
 16 of approximately 2,400 acres, versus the current
 17 footprint of O'Hare, which is approximately 1,200
 18 acres. Peotone has the ability to handle twice as
 19 much air traffic, would displace far fewer
 20 residents, and would displace far fewer businesses.
 21 Furthermore, as many people are not aware, there's
 22 already a rail line that connects downtown Chicago
 23 in the south suburbs directly to Peotone. There's
 24 currently three Amtrak trains going and stopping in

1

2

3

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Comment	Response
Kowalsky 4	Please see topical response B-5 and F-2.
Kowalsky 5	Please see topical response C-3.
Kowalsky 6	The commenter's opinion is noted.

224

1 Peotone every single day of the week. So there's
 2 already a rail structure and a rail system set up to
 3 transport residents directly to Peotone without the
 4 construction of any additional rail lines.

4

5 Trying to put twice as many people in the
 6 same footprint and same airspace is insanity.
 7 Peotone would cost less to construct, it would be
 8 built in a far less amount of time, and I can't see
 9 this area losing any amount of jobs due to no
 10 expansion of O'Hare versus the implementation of a
 11 Peotone airport. So why is Mayor Daley so much
 12 against Peotone and pushing for O'Hare so much?

5

13 Well, it's awfully hard to dole out no-bid contracts
 14 to your buddies when you don't control an airport.

15 (Audience reaction.)

16 You can't dole out no-bid contracts for an
 17 airport that you don't control.

18 (Audience reaction.)

19 It's all about control and it's all about
 20 power and money.

6

21 (Audience reaction.)

22 Peotone is a sane, safe, more
 23 environmentally-friendly choice, folks, and if you
 24 read the Chicago Tribune and the newspapers every

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Comment	Response
Kowalsky 7	Please see topical responses B-2 and L-2.
Bianco 1	Comment noted.

225

1 day, the south suburbs are hurting for jobs, they're
 2 hurting for economic development, they're hurting
 3 for tax dollars. They need a new airport and more
 4 expansion far more than we do.

7

5 (Audience reaction.)
 6 THE HEARING OFFICER: Thanks.
 7 Mr. Bianco?

8 MR. ROGER BIANCO: My name is Roger Bianco
 9 and I would like to thank you for allowing me to
 10 speak here today.

11 I am a 30-year resident of Elk Grove
 12 Village and I am also a candidate for mayor of Elk
 13 Grove Village, but don't worry, I'm not here to
 14 posture, pontificate, or campaign with anybody.

15 I specifically requested to speak late in
 16 the day for a very good reason. You have listened
 17 to the doom and gloom scenarios of Elk Grove Village
 18 and you have listened to the panacea and utopian
 19 views of the City of Chicago. Well, I'm here to
 20 tell you that the truth lies somewhere in the
 21 middle, and I believe that with cooperation from
 22 both sides, that midpoint will be attained.

1

23 I believe that in any situation where you
 24 have diametrically opposing views that there is a

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1 midpoint that can be attained that will create a
 2 win-win scenario for all if both parties are willing
 3 to negotiate and if both parties are willing to
 4 negotiate in good faith. In the past, the
 5 leadership of both sides have failed to negotiate in
 6 good faith and failed to be willing to negotiate in
 7 good faith.

2

8 THE HEARING OFFICER: Roger, can you slow
 9 down just a little bit?

10 MR. ROGER BIANCO: Sure. Sorry. I just
 11 want to stay within my time frame

3

12 The real concerns of the people of Elk
 13 Grove Village are not really if O'Hare expands or
 14 does not expand. The real issue is what effect it
 15 will have on the people of Elk Grove Village. And,
 16 please, I'm not negating the people of Bensenville
 17 either.

18 I have talked to many people of this
 19 village over the last several months and I have
 20 found that their concerns are threefold: First,
 21 noise; second, air quality; and, lastly, tax revenue
 22 losses. Briefly I'll explain each issue.

4

23 Noise. Many people have told me over the
 24 past several years that they have noticed that the

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Comment	Response
Bianco 2	The commenter's opinion is noted.
Bianco 3	Comment noted.
Bianco 4	With the exception of particulate matter, the results of the dispersion analysis indicate that ambient (outdoor) concentrations of the evaluated pollutants would decrease with the proposed improvements at all locations both on and off-airport property. With respect to particulate matter, concentrations are also estimated to be lower or remain essentially the same except at the end of the Build-Out Phase when levels would be slightly higher with the improvements (approximately 2 percent higher). Also, please see topical responses E-1 and E-3.

Comment	Response
Bianco 5	Please see topical responses D-1 and D-3.

227

1 noise has lessened since the use of 707s and 727s
 2 has apparently been reduced in favor of newer, more
 3 quieter planes. However, for those residences that
 4 are in close proximity to the airport, the noise is
 5 periodically significant enough to be difficult at
 6 best. Many people have suggested that the
 7 restricting of aircraft in and out of O'Hare to
 8 newer and quieter planes and on a more balanced
 9 schedule would be an adequate solution. The use of
 10 noise abatement takeoff procedures similar to those
 11 used at John Wayne Airport in Orange County,
 12 California is strongly suggested. In addition, I
 13 would request that the City of Chicago be required
 14 to soundproof every house and every building within
 15 the limits of Elk Grove-Bensenville and not just
 16 those that are at a 70-decibel level.

5

17 Secondly, air pollution. Air pollution
 18 needs to be at its lowest possible level. This is
 19 personally my biggest concern and issue. We can
 20 live with less taxes and we can live with more
 21 noise, but we cannot live without quality air. You
 22 must find a way to require the use of newer, less
 23 polluting engines on planes in and out of O'Hare.
 24 You must find a way if O'Hare is to be expanded that

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1 it must be expanded without any negative impact on
 2 the air over Elk Grove.
 3 Lastly is my concern about tax revenue
 4 losses that the Village of Elk Grove will incur due
 5 to the removal of some businesses due to expansion.
 6 I specifically request that the FAA impose a takeoff
 7 and landing tax on all flights that take off and
 8 land in and out of O'Hare and that it be used to
 9 reimburse the Village of Elk Grove for any tax
 10 revenue losses that it may incur. It seems only
 11 fair that if we are to lose property that we be
 12 compensated for any revenue losses. We cannot
 13 afford to lose any revenue streams that continue to
 14 provide our village with the necessary services for
 15 it to continue to thrive as one of the best villages
 16 of the northwest suburbs.
 17 I thank you very much for your time.
 18 (Audience reaction.)
 19 THE HEARING OFFICER: Thanks, Mr. Bianco.
 20 A young lady came up to tell me that the
 21 bus is really leaving, and if anybody needs to be on
 22 it, it would be a good time to go. We still have a
 23 few more speakers, but just in case anybody needs to
 24 be on that bus.

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6

7

Comment	Response
Bianco 6	With the exception of particulate matter, the results of the dispersion analysis indicate that ambient (outdoor) concentrations of the evaluated pollutants would decrease with the proposed improvements at all locations both on and off-airport property. With respect to particulate matter, concentrations are also estimated to be lower or remain essentially the same except at the end of the Build-Out Phase when levels would be slightly higher with the improvements (approximately 2 percent higher). Also, please see topical responses E-1 and E-3.
Bianco 7	Please see topical response G-3.

Comment	Response
Werner 1	The commenter's opinions is noted.

229

1 Lucy Werner?
 2 After Lucy Werner, is there a Perry Mayhew
 3 in the audience?
 4 MR. PERRY MAYHEW: Yes.
 5 THE HEARING OFFICER: Okay. After this
 6 lady, Perry, please come up.
 7 I'm going to read through these names one
 8 more time just to tell you that you still have an
 9 opportunity to put things in the record.
 10 Paul Vrana?
 11 Thomas Rizzo?
 12 Kate Hill?
 13 Alan Goldstein?
 14 Lucy, could you spell your last name for
 15 us, please?
 16 MS. LUCY WERNER: Werner, W-e-r-n-e-r.
 17 THE HEARING OFFICER: Thank you. Okay.
 18 MS. LUCY WERNER: I guess I'm speaking for
 19 two households. Mine is Elk Grove. I'm west of 53,
 20 so I'm pretty far west, but in one particular
 21 instance last year, and I actually have it
 22 documented, the date and the hours, which, of
 23 course, I didn't bring with me because I didn't know
 24 I was going to be speaking, but I had no less than

1

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1 21 planes fly overhead. The first one woke me up.
2 I had actually fallen asleep already. I was working
3 the next day. Loud rumbling. I looked up thinking
4 I had left my balcony door open, but, no, it was
5 closed. I have a bird sanctuary in my backyard,
6 3-1/2 acres of bird sanctuary, forest preserve and a
7 golf course next to me. I bought that house
8 expecting quiet. My parents bought their house over
9 40 years ago. And my father is no dummy. He went
10 to the FAA. He went to every single resource to
11 find out what the heck were the rules and
12 regulations and what was this airport going to do to
13 him, and he was promised that they fly over I-88,
14 that they fly over I-90. They go over the forest
15 preserves. They don't go over the houses, oh, no.
16 He's 35, 40 miles from O'Hare. He's not going to
17 hear that noise. Okay? 3:00 a.m. in the morning, I
18 walk out of my parents' house and I hear a rumble, I
19 look up, and there's the belly of a plane above my
20 head. This thing is not 10,000 feet above my head
21 where it's supposed to be. At that distance,
22 Barrington Road from O'Hare Airport, it -- I've
23 skydived before. I know what 10,000 feet from the
24 air looks like going down and how big a house is,

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Comment	Response
Werner 2	Please see topical responses D-1 and D-2.

231

1 and that airplane was not 10,000 feet up in the air.
 2 Okay? I heard it. I looked up. They are not
 3 following the rules and guidelines set down then.
 4 If they say they're going to do something now, can
 5 we believe them? Can we believe it's going to be
 6 that way ten years from now? I don't think so.
 7 They're not following the rules that were given
 8 then. They're not providing quiet to the local
 9 neighborhoods now that they promised. And they're
 10 trying to get something done. You'd think they'd be
 11 behaving themselves right now, but they're not.

2

12 I'll tell you, since 2000, every airport I
 13 flew out of, every trip I've taken, including the
 14 last business trip, was from Midway. I'm 25 minutes
 15 from O'Hare, but I don't fly out of there. You
 16 know, they don't give the best prices. I fly where
 17 I get the best prices, and it's Midway. Now, that's
 18 a shame. Daley doesn't care. He's still getting my
 19 tax dollars. He'll let me go out of Midway if I
 20 want to bypass O'Hare. But I'm wasting fuel. I'm
 21 clogging up your Chicago streets getting into
 22 Chicago. You know, people trying to get to work,
 23 I'm blocking them going to Midway Airport, when I
 24 could be going somewhere else, when I could be not

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Comment	Response
Werner 3	Please see topical responses B-2, B-8 and F-5.

232

1 having to sit in traffic and pay city parking rates
 2 so he can get fat and rich. And that's what it
 3 amounts to. He just wants more money, and he can't
 4 tax people in Peotone.

5 (Audience reaction.)

6 If most of the flights coming into O'Hare
 7 are people just transferring out, we in the
 8 communities are not getting rich. There's a minimal
 9 amount of money that goes into our little -- well,
 10 not even our stands. They're his, right? He owns
 11 that area of that airport. They buy souvenirs.
 12 They buy food. They pay him. It's the fuel taxes,
 13 it's the ticket taxes that he can charge. United
 14 and American are losing money. They're not able to
 15 pay their bills and their employees. If they were
 16 in a lower tax area, if they could provide most of
 17 their connecting flights through another airport,
 18 wouldn't they make more money rather than feeding
 19 Daley's pockets?

20 I think the quality of life needs to be
 21 looked at. I think the FAA needs to look at the
 22 noise to residents that they promised in the past
 23 that they're breaking the rules on. I think they
 24 need to look at the safety to passengers. It's my

3

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Comment	Response
Werner 4	Please see topical response M-1.

233

1 understanding -- I'm not a pilot, but I dated one
 2 once -- that you're supposed to go up 10,000 feet in
 3 the air before you turn. I've flown out of
 4 airports. They're banking their turns before they
 5 take the seatbelt signs off. If you're a passenger
 6 on that plane, you are safer if you are up 10,000
 7 feet when something goes wrong because they have a
 8 chance to correct it, to fix it. They have time
 9 before you hit the ground with the nose. But if
 10 you're in the process of a turn, you're in an
 11 unbalanced situation, and if something goes wrong,
 12 you are more likely to fall, to spin, to go flat on
 13 your back, belly up, and not be able to correct the
 14 problem. They need to be concerned about the safety
 15 of the passengers, and if they do that, not only
 16 will they be safer, but we'll be quieter because
 17 they'll be up 10,000 feet in the air by the time
 18 they get to Barrington Road and not a tank over my
 19 parents' house. You know, this is very frustrating,
 20 and I think they need to follow some of the rules
 21 they already say they supposedly have in place.

4

22 (Audience reaction.)

23 THE HEARING OFFICER: Thank you.

24 Perry Mayhew, M-a-y-h-e-w?

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Comment	Response
Mayhew 1	The commenter's opinion is noted.
Mayhew 2	Please see topical responses C-3 and K-2.

234

1 MR. PERRY MAYHEW: Yes.

2 THE HEARING OFFICER: Thanks, Mr. Mayhew.

3 Go ahead.

4 MR. PERRY MAYHEW: My father bought the

5 property that I live in before Elk Grove Village was

6 in existence over 50 years ago. I was in Korea when

7 he did it. So I have seen all kinds of growth in

8 this area, some of it, to my regret. But I'll tell

9 you, I was in the aviation business for 30 years

10 before I retired. It was general aviation, mainly

11 corporate jet operators. I sold parts to them. So

12 I've seen the growth at O'Hare over the years. But

13 it comes to the point where a couple of people have

14 commented that there is only so much airspace. You

15 have to have separation of aircraft landing and

16 taking off. If they anticipate 700,000 more flights

17 a year, or whatever this ridiculous figure is, they

18 are just waiting for catastrophe, period.

19 (Audience reaction.)

20 There is nothing else that's going to

21 happen. Some day it's inevitable. And people have

22 mentioned the airport down south. Mayor Daley will

23 not receive a penny from that to pay his cronies.

24 The land is there, the transportation is available,

1

2

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Comment	Response
Mayhew 3	Please see topical responses B-2 and B-4.
Mayhew 4	Please see topical responses B-8 and C-3.
Mayhew 5	The commenter's opinion is noted.

235

1 and if I'm not mistaken, Will County is the fastest
 2 growing county in Illinois and one of the fastest
 3 growing counties in the United States, which is
 4 adjacent to Peotone. All of that growth in that
 5 area could support that airport. This airport could
 6 be modernized, yes, not reconfiguring runways.

3

7 (Audience reaction.)

8 If the FAA would listen to the Airline
 9 Pilots Association and the air traffic controllers,
 10 they would realize that O'Hare is a big mistake.
 11 The airlines are in financial need today. There's
 12 some of them that I doubt will come out of
 13 bankruptcy.

4

14 The only thing I would say in closing is
 15 that I think Alcohol, Tobacco, and Firearms needs to
 16 send some agents to Chicago when the Mayor and his
 17 cronies are having their meetings and find out what
 18 they're smoking.

5

19 (Audience reaction.)

20 THE HEARING OFFICER: Okay. We've got one
 21 last call for a couple of people here.

22 Paul Vrana? I think Paul disappeared.

23 Thomas Rizzo?

24 Kate Hill?

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1 Alan Goldstein?
2 Alan's time actually is in a little bit of
3 time. We may have to wait to see if he shows up.
4 But that's all the people that are registered to
5 make a comment tonight.
6 MS. KATE HILL: Kate Hill.
7 THE HEARING OFFICER: Okay. Kate Hill,
8 you're up. H-i-l-l, right?
9 MS. KATE HILL: Right.
10 My name is Kate Hill. I'm a citizen of
11 Chicago. I believe the O'Hare Modernization Program
12 is very important to Chicago. I think air
13 transportation and the delays in the Chicago region
14 have reached a point where they have drawn national
15 attention, and we have had the intervention of
16 Norman Manetta, which shows the importance of the
17 project. I think that the federal funding for this
18 project should exceed the norm for runways and
19 airport projects. I think \$300 million is not
20 nearly enough for the first phase. The projects
21 that are being contemplated by the FAA this year,
22 none of them reaches the level of importance of this
23 project. So I urge the FAA to provide an approval
24 as soon as possible so the city can move forward

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Comment	Response
Hill 1	Please see topical responses A-2, B-1, C-4 and L-1.
Dudek 1	Comment noted.

237

1 with this project.

2 Thank you.

3 (Audience reaction.)

4 A VOICE: Go back to Chicago.

5 THE HEARING OFFICER: Be nice, be nice.

6 All you people got your chance.

7 Somebody signed up late here, Myron Dudek.

8 Mr. Dudek, why don't you come up. I said you signed

9 up late. You really didn't. You signed up in time.

10 MR. MYRON DUDEK: When I signed up, they

11 said it might be late, that it might not be until

12 9:30. I'm an hour early. Great.

13 I have a totally different thought to

14 present. I've been opposed to O'Hare expansion.

15 I believe in the modernization program. In the

16 beginning, one of the things that Mayor Daley said

17 was that we need this expansion to improve the

18 economy in the Midwest. Gary, Indiana is part of

19 the Midwest, Milwaukee, Wisconsin is part of the

20 Midwest, and so is Rockford. Every time I hear

21 about the third airport in Peotone, I read articles

22 about what happened in St. Louis. They've got an

23 airport there that they only spent about \$6 billion

24 on or something like that, but it's dead. It's been

1

1

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Comment	Response
Dudek 2	Please see topical responses B-2, B-4 and G-3.
Dudek 3	Please see topical responses B-7 and F-2.
Dudek 4	Please see topical response B-2.
Dudek 5	Please see topical response M-6.

238

1 in business about eight years or six or ten years,
 2 I'm not sure, but it's dead. Nobody wants to go
 3 there. That's what I'm afraid will happen to the
 4 third airport in Peotone.

2

5 I would really suggest that we think about
 6 these single-track trains from Midway to O'Hare to
 7 Rockford to Milwaukee and to Gary, Indiana. Now,
 8 Gary is a different state and so is Milwaukee, but
 9 we're in the Midwest and we want to help the
 10 Midwest. Fellows that are working here now wouldn't
 11 feel bad at having to go to Milwaukee or to Gary if
 12 they had to drive every day. But I think the whole
 13 idea of jobs and the way Mayor Daley has gone at
 14 this, it's just the same as him digging up Meigs
 15 Field. If he would have been really serious, he
 16 could have talked about expanding Meigs Field to
 17 have an airport right close to downtown.

3

4

5

18 Now, I know the last few times we've used
 19 the airport, we've flown out of Midway, and we hear
 20 some of the radio spokesmen who talk about if you
 21 live especially north of Chicago, say, in the
 22 suburbs just north of Chicago, take a ride to
 23 Milwaukee. Their airport is beautiful. Less time,
 24 less wait. I've never been to that airport either.

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Comment	Response
Dudek 6	Comment noted.
Dudek 7	Please see topical response G-3.
Dudek 8	The commenter's opinion is noted.

239

1 Although I'm originally from Wisconsin, I've lived
 2 in Bensenville for 10 years, then 18 years I lived
 3 in Norridge, Illinois, which is on the east side of
 4 the airport. So the airport doesn't bother me, but
 5 I'm really concerned about tax dollars. I'm not
 6 going to be here when the airport is finished, if it
 7 ever is, but I'm just hoping that Mayor Johnson from
 8 Elk Grove Village is right in saying that it's never
 9 going to be done.

6

7

8

10 (Audience reaction.)
 11 THE HEARING OFFICER: Thank you, Myron.
 12 Thomas Rizzo?
 13 Paul Vrana?
 14 Alan Goldstein?
 15 Well, you know, we're published to have
 16 hearings until 9:00, and we also published rules
 17 that said if anybody comes up until 9:00, they will
 18 get a chance to speak. So I think what we're going
 19 to do is take a 10-, 15-minute delay here and see if
 20 anybody else wants to -- do you want to say
 21 something?
 22 A VOICE: I'd like to make a few comments.
 23 THE HEARING OFFICER: You will be able to,
 24 but you'll have to wait about 10 minutes, and if you

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Comment	Response
Grzanka 1	Please see topical response M-5.

240

1 would just check in at the desk out there, they have
2 a list that they're keeping of everybody who speaks.

3 A VOICE: I would, but it's empty.

4 THE HEARING OFFICER: Well, see this blond
5 lady right here, she will take care of you. So come
6 on back in 10 minutes and you'll get your chance to
7 put it on the record.

8 (Recess taken.)

9 THE HEARING OFFICER: We have a couple more
10 speakers, so let's pay attention to them and see
11 that they get their chance to speak.

12 Eugene Grzanka?

13 MR. EUGENE GRZANKA: Yes.

14 THE HEARING OFFICER: Come on up, Gene.

15 G-r-z-a-n-k-a, correct?

16 MR. EUGENE GRZANKA: Yes.

17 Thank you for letting me have this
18 opportunity. I know it's late, but at least my
19 comments will go into the record here, official
20 record.

21 My comments are that I'm for the
22 improvement of O'Hare but totally against the
23 expansion. One of my main concerns I'd like to
24 bring up is that I believe that it will go through

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1

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1 the FAA. The guys that vote on it, they fly a lot,
 2 and they feel if they could reduce their delays at
 3 O'Hare, they're going to vote for it, right or
 4 wrong. But my other concern is the money problem.
 5 I believe that Mayor Daley, if it is approved, the
 6 first chance he gets, he'll bulldoze the homes and
 7 industry in Elk Grove Village and Bensenville, where
 8 I live, and worry about it later. I don't want to
 9 see these buildings torn down and be left vacant
 10 because there's no money to pay for further
 11 improvements. I believe the Mayor will take that
 12 chance. The first chance he gets, he'll bulldoze
 13 them. He'll bring his bulldozers in at night and
 14 his hired trucks to take the debris away, and then
 15 we're stuck with empty, vacant land that can't be
 16 improved because there is no money in the budget for
 17 it. Who is going to pay for it?
 18 My other concern is, too, that with all
 19 this open land, the airport will be big, very little
 20 security, and a lot of construction going on, with
 21 trucks coming in and out, and it's going to be a
 22 greater security risk, and to monitor that, indeed
 23 that will bring the cost up.
 24 That's about all I have to say. Thank you.

2

3

4

5

Comment	Response
Grzanka 2	Please see topical responses B-2 and B-4.
Grzanka 3	Please see topical response L-1.
Grzanka 4	Please see topical responses G-4, M-6 and M-7.
Grzanka 5	<p>Comment noted. The FAA notes that the Transportation Security Administration (TSA) has been involved in reviewing the City of Chicago's proposed Airport Layout Plan (ALP). According to the TSA website, "TSA's mission is to protect the nation's transportation systems by ensuring the freedom of movement for people and commerce." TSA's website can be found at the following address: http://www.tsa.gov/public/.</p> <p>Also, please see topical response J-2.</p>

Comment	Response
Williams 1	Please see topical response M-1.
Williams 2	Please see topical response A-1.

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1 (Audience reaction.)
 2 THE HEARING OFFICER: Thank you, Gene.
 3 How about Alan Goldstein? Alan
 4 Goldstein?
 5 Janice Williams?
 6 MS. JANICE WILLIAMS: Yes.
 7 THE HEARING OFFICER: Miss Williams, go
 8 ahead.
 9 MS. JANICE WILLIAMS: I'm going to read
 10 this because I want to make sure I get it right.
 11 THE HEARING OFFICER: That's fine. Just
 12 read it a little slow to make sure that the court
 13 reporter gets it.
 14 MS. JANICE WILLIAMS: I just have two quick
 15 thoughts. I have been, still am, and always will be
 16 opposed to expansion at O'Hare. Number two, I
 17 sincerely hope that when the FAA reads the many
 18 passionate, heartfelt testimonies presented tonight
 19 that they can for a moment imagine the people and
 20 voices and lives behind the words.
 21 Thanks.
 22 (Audience reaction.)
 23 THE HEARING OFFICER: Thank you,
 24 Miss Williams.

1
 2

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1 Well, by my watch, it is 7 minutes to 9 and
2 we're not going to close these proceedings until
3 9:00, but anybody here that didn't get a chance to
4 say what they would like to say, please come up.

5 Let me ask just one more time.

6 Alan Goldstein?

7 Okay. Well, I'll be here until 9:00 if
8 anybody has anything to say.

9 (Recess taken.)

10 THE HEARING OFFICER: This meeting for
11 tonight is closed at 9:00. Let's call out one more
12 name here. Mr. Goldstein?

13 No one else has asked to come in.

14 Alan Goldstein?

15 It's 9:00. The meeting is adjourned.

16 (Whereupon the public hearing concerning
17 the O'Hare Modernization Draft
18 Environmental Impact Statement was
19 adjourned on February 22, 2005, at the
20 hour of 9:00 p.m., at the Avalon Banquets
21 in Elk Grove Village, Illinois, to
22 February 23, 2005, at the hour of
23 2:00 p.m., at the Waterford Conference
24 Center in Elmhurst, Illinois.)

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PUBLIC HEARINGS FOR
THE O'HARE MODERNIZATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT

WATERFORD CONFERENCE CENTER
933 SOUTH RIVERSIDE DRIVE
ELMHURST, ILLINOIS

WEDNESDAY, FEBRUARY 23RD, 2005
2:00 O'CLOCK P.M.
PUBLIC TESTIMONIES

PRECISE REPORTING SERVICE, P.C. 312/704-1682

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1 THE HEARING OFFICER: Good afternoon. It is
2 2 p.m. on Wednesday, February 23rd, and this public
3 hearing concerning the O'Hare Draft Environmental
4 Impact Statement is now convened. My name is Richard
5 Neville, and I am the hearing officer for the public
6 hearing being held here today.

7 The purpose of this hearing is to provide an
8 opportunity for all interested persons to give
9 testimony concerning the Draft EIS, including all
10 potential social, economic and environmental impacts,
11 both positive and negative, of any proposed
12 development alternatives for Chicago's O'Hare
13 International Airport, as described in the FAA's
14 recently released Draft Environmental Impact
15 Statement.

16 The purpose of this hearing is also to
17 provide an opportunity for interested parties to give
18 testimony concerning the City of Chicago's
19 application to the U.S. Army Corps of Engineers for a
20 Section 404 permit and the City's application to the
21 Illinois Environmental Protection Agency for
22 Section 401 Water Quality Certification.

23 The Draft Environmental Impact Statement has
24 been available in the community for public viewing

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1 since January 14, 2005, as indicated in the Federal
2 Register Notice published on January 21, 2005. It is
3 my function to ensure that everyone who wishes to
4 testify has that opportunity and that the testimony
5 will be free from disruption or discrimination in the
6 course of the hearing. It is specifically not my job
7 to weigh the testimony. I have no decision-making
8 capacity in regards to this matter at all. The
9 decision of whether or not this document, and/or any
10 alternatives described in the Draft EIS, is to be
11 approved is that of the Federal Aviation
12 Administration.

13 In addition to the testimony to be provided
14 in this room, I also note that this public hearing
15 provides a room for an open house or workshop.
16 Informational display boards and staff from the
17 Federal Aviation Administration, their contractor,
18 the U.S. Army Corps of Engineers, and the Illinois
19 Environmental Protection Agency are available in the
20 workshop room. Feel free to examine the display
21 boards and ask questions of the staff at your own
22 pace. No formal presentation will be given in the
23 workshop room.

24 For my part, I cannot give you any factual

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1 information or data concerning any of the matters
2 relating to the Draft Environmental Impact Statement.
3 Any questions you may have on this project can be
4 directed to those staff individuals in the workshop
5 room with the display boards.

6 Please note that oral testimony in this
7 room, including those questions an individual may
8 wish to place on the record, must be directed towards
9 the court reporter and myself. In addition, no
10 cross-examination or other questioning of those
11 parties offering testimony will be permitted.

12 Anyone who wants to speak must sign in on
13 the forms provided at the testimony registration
14 table which is in the outer room. In order to
15 accommodate all persons interested in speaking,
16 speaking time will be limited to five minutes for
17 those representing a group or an agency. Testimony
18 from all others will be limited to three minutes.

19 During your testimony, the status of your
20 available testimony time will be indicated on a
21 timing device. Those are those screens that are
22 located right in front of myself and the court
23 reporters. Unused testimony time of a group
24 representative or an individual cannot be added to

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1 the available testimony time of any other group
2 representative or individual. However, if an
3 individual or group representative has more verbal
4 testimony to provide after their three-minute or
5 five-minute time allotment has expired, the
6 individual or group representative can get back in
7 line one more time only. Once a group representative
8 has provided testimony on behalf of the group for
9 which he or she is the representative, no additional
10 representatives will be permitted to offer additional
11 testimony on behalf of that group.

12 Anyone who registers to speak by 9 p.m. this
13 evening will have an opportunity to provide a
14 statement. One person may speak at a time, only one.
15 Court reporters have a difficult time keeping track
16 of more than one person. Anyone attempting to
17 disrupt the speaker will be asked to leave. You are
18 requested to complete your testimony within the time
19 allotted. If you wish to provide information and/or
20 commentary, please note that written comments will
21 continue to be accepted through March 23, 2005.

22 In this room, two microphones are provided
23 for testimony. One microphone will be used by the
24 person first providing testimony. The second

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1 microphone will be provided for the next person in
2 line waiting to provide testimony. Once the time
3 limit has expired for the person at one microphone,
4 the sound will be switched to the other microphone
5 for the next person to begin testimony.

6 There is also a separate room where
7 testimony can be given directly to a court reporter
8 in a more private setting. There is no time limit on
9 testimonies in that room.

10 Procedural rules for conducting this hearing
11 have been developed by the FAA, and copies of these
12 rules are available in the registration area.

13 In addition to making oral comments at the
14 hearing this afternoon, written comments will be
15 accepted through March 23, 2005 by the FAA, when the
16 official comment period will close. Comment forms
17 are available in the registration area and can be
18 left here today by placing them in the appropriate
19 box provided at the written testimony table or you
20 can mail your written testimony. All written
21 comments must be postmarked by no later than 12 p.m.
22 midnight on March 23, 2005 and should be sent to
23 Mr. Michael W. MacMullen, Airports Environmental
24 Program Manager, Federal Aviation Administration,

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1 Chicago Airports District Office, 2300 East Devon
2 Avenue, Des Plaines, Illinois, 60018. That address
3 is, of course, on the forms.

4 When I call your name, please come forward,
5 give your name, spell it for clarity, if necessary.
6 If you are testifying on behalf of a group,
7 organization or company, please state that
8 affiliation and your official title in connection
9 with that organization if you have one.

10 Any written testimony that is submitted has
11 the same weight as the oral testimony given here
12 today. There is no differentiation between the two.

13 When you are testifying, please direct your
14 comments to the court reporter and myself and speak
15 as clearly as possible so that the court reporter can
16 take down your testimony. A verbatim transcript will
17 be made of the testimony, and it will become a part
18 of the documents that will be forwarded to the FAA,
19 the United States Army Corps of Engineers, and the
20 Illinois Environmental Protection Agency.

21 Finally, I would also ask that everyone in
22 the room please remain quiet while others are
23 testifying so that each person's testimony can be
24 heard by the court reporter.

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Comment	Response
Jarrett 1	Please see topical response M-2.

251

1 So we're going to begin and see who's here
 2 and available. The first person on our list is Jeff
 3 Jarrett. Mr. Jarrett, are you here?
 4 MR. JEFF JARRETT: I am.
 5 THE HEARING OFFICER: Would you please come
 6 up and pick either microphone, however you're
 7 comfortable. You're going to see a time limit come
 8 up here. And are you representing a group or are you
 9 speaking for yourself?
 10 MR. JEFF JARRETT: I'm representing Gray
 11 Advertising here in Chicago.
 12 THE HEARING OFFICER: Okay. So we'll allow
 13 you five minutes. Go ahead, Mr. Jarrett.
 14 MR. JEFF JARRETT: Okay.
 15 As a representative of Gray Advertising, I
 16 strongly support the O'Hare Modernization plan. New
 17 runways at O'Hare are needed to cut down on the
 18 number of delays that the airport is experiencing,
 19 and we need to get more reliable service for business
 20 travelers to keep the economic engine of the region
 21 moving ahead.
 22 The Department of Transportation ranked
 23 O'Hare last of U.S. airports in on-time performance
 24 in 2004. So if we don't fix this problem here in

1

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Comment	Response
Jarrett 2	Please see topical responses B-1, C-1, G-1 and M-4.

252

1 Chicago, customers are going to start to book flights
 2 away from the region, which is going to create untold
 3 damage to the local economy.

4 The modernization plan for O'Hare provides a
 5 sensible platform for reducing these delays. A
 6 revitalized O'Hare will bring economic benefits not
 7 just to the business community, but also to companies
 8 and organizations that employ citizens of Illinois
 9 and do business here around the world. Hundreds of
 10 thousands of jobs depend on an O'Hare that works, and
 11 a modernized O'Hare will allow for better efficiency
 12 of aircraft that will lead to real economic benefits.

13 O'Hare needs a solution that works for the
 14 city, the state, and the nation, so I strongly urge
 15 the FAA to issue a Record of Decision to enable
 16 O'Hare to reach its full operating capacity in the
 17 U.S. and international aviation systems.

18 Thank you.

19 THE HEARING OFFICER: Thanks, Mr. Jarrett.

20 Next is -- is there a Boe Blackburn? Come
 21 on up, Boe.

22 And right after Mr. Blackburn, there's a
 23 Cindy Szadokurski, if I said that correctly. Is she
 24 here, Cindy?

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2

Comment	Response
Blackburn 1	Please see topical responses C-1 and M-2.

253

1 Okay. Well, Mr. Blackburn, you're up.

2 MR. BOE ELACKBURN: Yes. I'm here
3 representing Instant Technology. I'm their vice
4 president of sales.

5 THE HEARING OFFICER: Okay.

6 MR. BOE ELACKBURN: And as a representative
7 of Instant Technology, I also strongly support the
8 O'Hare Modernization plan.

9 Our company provides technical staffing
10 services to Chicagoland as well as nationwide, and
11 our industry is experiencing a boom. Our industry
12 demands the timely and effective transportation of
13 people to our clients both in Chicago and across the
14 United States. And in today's competitive
15 environment, it is mission critical that our
16 consultants arrive on time for their interviews and
17 assignments.

18 New runways at O'Hare are needed to cut down
19 on the number of delays and provide better and more
20 reliable service to my consultants who are coming
21 into Chicago to provide the services necessary to
22 continue the resurgence of Chicago's information
23 technology industry.

24 As I am sure -- actually, as we just heard,

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1

Comment	Response
Blackburn 2	Please see topical response B-1.
Blackburn 3	Please see topical responses G-1 and M-4.
Blackburn 4	Please see topical response A-2.

254

1 the Department of Transportation ranked O'Hare last
 2 out of all U.S. airports in on-time performance in
 3 2004. And yet O'Hare is the world's busiest airport,
 4 with nearly one million flights last year. This
 5 modernization plan provides a strong, sensible
 6 platform for reducing these delays. We feel that a
 7 revitalized O'Hare will bring economic benefits not
 8 just to our business, but to all businesses that
 9 serve Illinois as well as worldwide.

2

10 O'Hare has replaced the roads and rivers of
 11 this country as the main artery for industry into
 12 Chicago and actually turned Chicago into the hub of
 13 world business. We feel that a modernized O'Hare
 14 will allow us to grow even further, attracting more
 15 world headquarters and increasing not only our
 16 benefit and our business, but also the businesses of
 17 Chicago and across the nation. Hundreds of thousands
 18 of jobs depend on O'Hare and on an O'Hare that works.

3

19 I would ask the FAA to issue its Record of
 20 Decision to enable O'Hare to reach its full operating
 21 capacity in the U.S. and international aviation
 22 system.

4

23 Thank you.

24 THE HEARING OFFICER: Thanks, Mr. Blackburn.

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Comment	Response
Rooney 1	Comment noted.
Rooney 2	Please see topical response G-1.
Rooney 3	Please see topical response G-1.

255

1 Cindy Szadokurski? I'll pass that for a
 2 minute. How about Jack Rooney, U.S. Cellular?
 3 MR. JOHN ROONEY: Good afternoon.
 4 THE HEARING OFFICER: Good afternoon.
 5 MR. JOHN ROONEY: My name is John Rooney. I
 6 am the president and chief executive officer of U.S.
 7 Cellular Corporation, the nation's seventh largest
 8 wireless carrier, with annual revenues of nearly \$3
 9 billion, operations in 25 states, and more than 7,400
 10 associates employed nationwide. 1,600 of those
 11 associates are based in Illinois.
 12 When U.S. Cellular was established more than
 13 20 years ago, we made our headquarters near
 14 Cumberland and I-90 specifically for its proximity to
 15 O'Hare Airport. We remain in that office today in no
 16 small part because of our access to O'Hare.
 17 In 2001, U.S. Cellular opened an additional
 18 facility in Bensenville. At this location we employ
 19 250 IS associates and work with more than 80
 20 consultants. For the past four years, our
 21 Bensenville office has been an important part of U.S.
 22 Cellular's business in Chicago.
 23 Last year U.S. Cellular spent more than
 24 \$2 million on airfare for travel in and out of

1

2

3

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Comment	Response
Rooney 4	Please see topical responses G-1 and M-4.
Rooney 5	Please see topical responses C-1 and M-4.

256

1 O'Hare, not including taxi fares, meals, lodging, and
 2 lodging for out-of-town employees and their business
 3 guests. Without a doubt, O'Hare represents Chicago
 4 to the world, and it is an economic engine that
 5 drives our region's economy.

4

6 O'Hare experienced a record number of
 7 flights in 2004, once again, as the world's busiest
 8 airport and the nation's most delayed airport.
 9 Delays at O'Hare adversely affect the national
 10 aviation system and disrupt our ability to do
 11 business. By doing nothing to alleviate the delays
 12 at O'Hare, we risk losing flights and passengers to
 13 other hub airports across the country and see a
 14 diminution of the importance of that airport to
 15 businesses such as U.S. Cellular.

5

16 As a lifelong Chicagoan and a Chicago
 17 businessman, I believe the solution of the problem of
 18 delays and congestion at O'Hare is the O'Hare
 19 Modernization Program. The O'Hare Modernization
 20 Program is a state-of-the-art plan to reconfigure the
 21 airport's intersecting runways into a modern parallel
 22 runway configuration. The O'Hare Modernization
 23 Program will significantly reduce delays and increase
 24 capacity at O'Hare. It will create tens of thousands

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Comment	Response
Rooney 6	Please see topical responses B-1 and M-5.

257

1 of jobs and add billions of dollars in economic
 2 activity to our region's economy. The jobs and
 3 economic impact extend well beyond the airport's
 4 property. Most importantly, it will ensure that
 5 Chicago maintains its role as the aviation crossroads
 6 of North America.

7 I take great pride in our city's competitive
 8 nature and our ability to accomplish great things. A
 9 world-class city such as Chicago deserves nothing
 10 less than a world-class airport, and particularly one
 11 that offers passengers delay-free travel whether they
 12 come here on business, vacation, to visit family, or
 13 simply to come home. The sooner the O'Hare
 14 Modernization Program can begin, the sooner the
 15 region, the nation, will realize the tremendous
 16 benefits of a modernized O'Hare.

17 I appreciate having the opportunity to share
 18 my thoughts with you, and I look forward to offering
 19 any support that I can to accelerate the O'Hare
 20 Modernization Program on behalf of the people of
 21 Illinois and the midwestern United States.

22 THE HEARING OFFICER: Thanks, Mr. Rooney.
 23 Cindy S-z-a-d-o-k-u-r-s-k-i? It must not be
 24 that lady. How about John D-i-e-r-k-s-h-e-i-d-e?

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6

Comment	Response
Dierksheide 1	Please see topical response M-5.
Dierksheide 2	Please see topical response B-1.

258

1 Come on up, John. Pick either one. Good morning.
 2 MR. JOHN DIERKSHEIDE: Good morning or good
 3 afternoon.
 4 THE HEARING OFFICER: Oh, sorry. Good
 5 afternoon. You're right.
 6 MR. JOHN DIERKSHEIDE: Time flies.
 7 Thank you for the opportunity to come and
 8 speak and testify to the FAA on the O'Hare
 9 Modernization Program. As an airline employee, as
 10 well as a resident of Elmhurst, Illinois, I strongly
 11 support the O'Hare Modernization plan. Clearly,
 12 O'Hare needs additional capacity to reduce the delays
 13 at the city to service our customers and residents of
 14 Illinois and across the nation.
 15 As you know, the DOT has ranked O'Hare last
 16 of all airports in on-time performance, and O'Hare
 17 has traditionally been in the midwest Chicago's
 18 metropolitan road to the nation as a transportation
 19 hub. And in the current situation, it greatly
 20 jeopardizes that possibility. Adding the runways
 21 would certainly improve the performance of O'Hare in
 22 on-time performance and reduce delays which add
 23 considerable expense to the operation of an airline.
 24 The other benefits obviously are that it

1

2

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1 would help with the economy in the local area both in
 2 the construction and well beyond that. I think if
 3 you look at any other airport like Dallas/Fort Worth
 4 or Denver International Airport that were built in
 5 the last 20 or 30 years or had major expansion, the
 6 economics of that whole area has been greatly
 7 enhanced by those expansion programs. Certainly in
 8 Dallas, the whole expansion in Dallas and Fort Worth
 9 has been toward the airport and not away from the
 10 airport.

3

11 The whole northwestern part of Chicago I
 12 think has been developed because of O'Hare
 13 International Airport. Certainly that's been where
 14 an awful lot of the growth has been in the last 20 or
 15 30 years in the Chicago area. And so there are
 16 certainly a lot of jobs that are directly and
 17 indirectly supported by the airport, and this
 18 modernization program would help in that respect.

4

19 The other benefits, by reducing the delays
 20 at the airport, you could reduce fuel consumption of
 21 airplanes taxiing around both on the ground and in
 22 the air around the airport waiting to land and soon
 23 after they take off.

5

24 So I think the O'Hare Modernization Program

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Comment	Response
Dierksheide 3	Please see topical response G-1.
Dierksheide 4	Please see topical response G-1.
Dierksheide 5	Please see topical response E-2.

Comment	Response
Dierksheide 6	Please see topical responses A-2 and B-1.

260

1 is a plan that works and something that we
 2 desperately need in the city for Chicago and for the
 3 whole country and encourage the FAA to issue its
 4 Record of Decision to allow the O'Hare Modernization
 5 Program to go forward.

6 Thank you.

7 THE HEARING OFFICER: How do you pronounce
 8 your last name?

9 MR. JOHN DIERKSHEIDE: Dierksheide.

10 THE HEARING OFFICER: Thanks,
 11 Mr. Dierksheide.

12 MR. DIERKSHEIDE: Thank you.

13 THE HEARING OFFICER: Okay. David -- is it
 14 Kaufman?

15 MR. DAVID KAUFMAN: Yes.

16 THE HEARING OFFICER: From Airliners
 17 Magazine?

18 MR. DAVID KAUFMAN: Yes.

19 THE HEARING OFFICER: Come on up,
 20 Mr. Kaufman.

21 MR. DAVID KAUFMAN: Thank you.

22 I am David Kaufman. I'm the managing editor
 23 of Airliners Magazine. Our magazine covers
 24 commercial aviation, the airline industry, and the

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Comment	Response
Kaufman 1	Comment noted.

261

1 manufacturers of commercial aircraft. We have a
 2 readership of over 60,000. Our readers consist of
 3 airline workers, airline management, airport service
 4 personnel, airline frequent fliers, and other
 5 industry experts.

1

6 I'm speaking today in strong support of the
 7 O'Hare Modernization. It's very important in the
 8 Chicagoland area that we support our local aviation
 9 businesses. As we're all aware, it's been a troubled
 10 time for the airlines in the United States with
 11 traffic and the economic problems. They have
 12 cost-control problems. In many cases the ability to
 13 expand will assist them greatly in recovering from
 14 that current down.

15 In particular, we have two airlines with
 16 large hub operations, American and United Airlines.
 17 Both have had to do a great deal of employment
 18 reduction in the form of layoffs, early retirements.
 19 The constraints at O'Hare Airport in its current
 20 intersecting runway configuration and with its
 21 current delays limit the ability of both existing-hub
 22 airlines as well as potential new entrants to provide
 23 much needed new aviation employment for aviation
 24 workers in the Chicago area.

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Comment	Response
Kaufman 2	Please see topical responses B-1, G-1 and M-4.
Kaufman 3	Please see topical response M-4.
Kaufman 4	Please see topical responses C-1 and M-4.

262

1 We also have to consider support businesses
 2 which are often overlooked, such as ground handlers,
 3 contract passenger service, airfreight, catering, car
 4 rental, hotel accommodations. These all depend on
 5 the economic vitality of O'Hare Airport.

2

6 It's important for O'Hare to stay
 7 competitive with other similar airports. It's
 8 important for Chicago to stay competitive with other
 9 metro areas. Over 20 runways have been built at
 10 major airports in the United States since 1980;
 11 however, the last O'Hare runway was back in 1971.
 12 Dallas now has seven nonintersecting runways. That
 13 airport didn't even open till 1974. Denver has six
 14 nonintersecting runways, Los Angeles has four and is
 15 underway with a major reconfiguration which is
 16 similar in scope and impact to O'Hare. Additionally,
 17 Minneapolis and St. Louis are under construction as
 18 we speak with new nonintersecting runways.

3

19 It's important, as the other speakers have
 20 said, to reduce the delays. This is important for
 21 airline passengers who represent all the businesses
 22 of the Chicago area. A significant delay situation
 23 makes Chicago less attractive as a business
 24 destination as well as a leisure travel destination.

4

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1 We have to consider safety as well. The
 2 current intersecting runway configuration, although
 3 safe, does not have the kind of margins and safety
 4 buffers that would be desirable going decades into
 5 the future. By having six nonintersecting parallel
 6 runways, the potential for safety difficulties or a
 7 bad incident is much lessened.

5

8 We also have to consider new aircraft that
 9 are now coming into service. It isn't just the new
 10 superjumbo A380. There are already aircraft in
 11 service. The Boeing 747-400 and the Airbus A340-600
 12 already are subject to difficult restrictions at
 13 O'Hare Airport in its current layout with regard to
 14 where they can taxi, what gates they can use. These
 15 restrictions create hardships for air traffic control
 16 and result in delays. By year 2010, it's expected
 17 that as many as 250 new large superjumbo aircrafts,
 18 such as the A380, will be in service. O'Hare with
 19 its present configuration would be severely curtailed
 20 in handling it.

6

21 In conclusion, if Chicago is to remain
 22 competitive as an airport system, as a destination
 23 for business travel or leisure travel, it's important
 24 that we keep up with other cities and continue to

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Comment	Response
Kaufman 5	Please see topical response K-1 .
Kaufman 6	<p data-bbox="1318 256 1864 402">With regard to item the Airbus A380, the FAA notes that Aircraft Design Group VI (ADG VI) aircraft, such as the Airbus A380, are accommodated in the City of Chicago's proposal. Proposed Runways 9C-27C and 10C-28C are designed to meet ADG VI requirements.</p> <p data-bbox="1318 435 1885 573">In addition, the FAA refers the commenter to Chapter 2, Section 2.3.1.2 of the EIS. The FAA also notes that the aircraft fleet mix (including the Airbus A380) utilized in the various assessments of impacts, is included in Appendix B of the EIS.</p> <p data-bbox="1318 605 1675 630">Also, please see topical response K-1.</p>

Comment	Response
Kaufman 7	Please see topical response M-4.
Gorman 1	Please see topical response G-1.

264

1 develop this valuable economic asset we have in
 2 O'Hare.

7

3 Thank you.

4 THE HEARING OFFICER: Thanks, Mr. Kaufman.

5 Cindy Szadokurski? How about Mr. Tim Gorman
 6 from Local 150?

7 MR. TIM GORMAN: Good afternoon,
 8 Mr. Chairman.

9 THE HEARING OFFICER: Mr. Gorman.

10 MR. TIM GORMAN: My name is Tim Gorman. I'm
 11 a member and a business rep for Local 150. I've been
 12 a member for over 32 years.

13 The operating engineers, this is the kind of
 14 work we do. There's over 22,000 members in our
 15 locals, along with their families. We need something
 16 like this. It comes around once in a lifetime. I've
 17 been in the union for 32 years, and I've never seen a
 18 project with this magnitude come by. I kind of wish
 19 I was back out in the field working where I could get
 20 a piece of the pie there. It means a lot of jobs for
 21 us. Something's got to go. 150 is in full support
 22 of the OMP.

1

23 Some other guys talked about delays. I
 24 talked about it yesterday. I fly quite a bit around

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Comment	Response
Gorman 2	Please see topical response C-1.
Mocarski 1	Comment noted.
Mocarski 2	Please see topical response G-1.
Mocarski 3	Please see topical response D-1.

265

1 the country, and I'm usually delayed in another
 2 airport, and I'm not talking in the wintertime. This
 3 is in the summertime, and I'm sitting in an airplane
 4 four to eight hours at another airport because of
 5 traffic being in a holding pattern over O'Hare. So
 6 it's got to go. It's just part of Mother Nature. We
 7 all grow. You know, we're in the 21st century and
 8 we've got a 20th century airport. It's got to go.

2

9 Thanks.
 10 (Audience reaction.)
 11 THE HEARING OFFICER: Thanks, Mr. Gorman.
 12 Ken Mocarski?

13 MR. KEN MOCARSKI: I'm a resident of Villa
 14 Park, which is approximately a mile east of this
 15 meeting hall, and I'm here to support the expansion
 16 on two counts.

1

17 Number one, I'm a union carpenter, and it
 18 would create a vast amount of work for the union
 19 carpenters in the city. And number two, I'm hoping
 20 that it will relieve the congestion, which at the
 21 height of the congestion the planes come over my
 22 house about one every 30 seconds. It becomes pretty
 23 annoying in the summertime.

2

24 That's all I have to say.

3

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1 THE HEARING OFFICER: Okay. Thanks,
2 Mr. Mocarski.

3 (Audience reaction.)

4 THE HEARING OFFICER: Tony Ballay?

5 MR. TONY BALLAY: Good afternoon. Thank you
6 for hearing my testimony.

7 My testimony today is quite simple and
8 straightforward. I'm here for jobs. I've worked the
9 past 25 years as a union carpenter for Local 54 and
10 probably at O'Hare maybe four different times on
11 different projects from the international terminal,
12 the People Mover, pump stations. There's always
13 something there.

14 The major objective here basically is to
15 take care of my family, raise my kids, put them
16 through a good education, provide entertainment and a
17 good rich upbringing. I do that through being a
18 union carpenter. And in the long run, I'd like to
19 make enough pension credits to retire and maintain
20 that lifestyle as I get older. The O'Hare
21 Modernization project will open up those kind of jobs
22 to allow me and my family to enjoy a good life.

23 The impact of that gets manifested a little
24 larger by looking at the fact that in the Chicago

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Comment	Response
Ballay 1	Please see topical response G-1.

267

1 Regional Council of Carpenters, there's 47,000
 2 members just like me looking to go to work, provide
 3 for their families. Multiply that times the other
 4 trades, such as the operators, the laborers, the
 5 ironworkers, the cement masons, the Teamsters, and
 6 you can see that there's a whole lot involved just
 7 from a working man's standpoint. So basically that's
 8 what I'm looking for is jobs, and I support fully the
 9 O'Hare Modernization Program.

10 Thanks for hearing me.

11 THE HEARING OFFICER: Okay. Thanks,
 12 Mr. Ballay.

13 (Audience reaction.)

14 THE HEARING OFFICER: Try this one more time
 15 here. Cindy Szadokurski? Okay. How about
 16 Mr. Pastorino?

17 MR. JOE PASTORINO: You got it twice, two
 18 days in a row.

19 THE HEARING OFFICER: Correctly, I hope.

20 MR. JOE PASTORINO: How are you all doing
 21 today? My name is Joe Pastorino. I'm a union
 22 carpenter. I've been a union carpenter for 32 years
 23 now.

24 Yesterday I sat here and listened to the

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1

Comment	Response
Pastorino 1	Comment noted.
Pastorino 2	Please see topical response H-1.
Pastorino 3	Please see topical response G-1.

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1 testimony from the opponents and proponents of the
 2 O'Hare expansion. The opponents were talking about
 3 the fact as far as wetlands, but they don't address
 4 the issue of safety out there, the configuration of
 5 the runways. What's going to happen if they don't
 6 relocate the wetlands to remove all the birds, the
 7 ducks, and the geese out of the air traffic control
 8 area?

1

9 A few other issues they never even brought
 10 up was the fact as far as jobs in their area. They
 11 never talked about how many of their constituents are
 12 out of work in the area they live in, where they can
 13 come to work and work on O'Hare, whether it be
 14 construction or for long-term work. Like they said,
 15 there's tens of thousands of jobs out there waiting
 16 for the construction field and many more for the 15
 17 years afterwards which would bring a lot of revenue
 18 back to the community. I therefore stand in support
 19 of the OMP program.

2

20 THE HEARING OFFICER: Okay. Thank you very
 21 much.

3

22 (Audience reaction.)

23 THE HEARING OFFICER: Mr. Jeff Druckman?

24 Mr. Druckman? It's D-r-u-c-k-m-a-n?

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Comment	Response
Druckman 1	Please see topical response M-2.
Druckman 2	Please see topical responses C-1 and G-1.

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1 MR. JEFF DRUCKMAN: Correct.
 2 THE HEARING OFFICER: Okay, thanks.
 3 MR. JEFF DRUCKMAN: Good afternoon.
 4 THE HEARING OFFICER: Good afternoon.
 5 MR. JEFF DRUCKMAN: I'm here today as a
 6 business traveler to state my absolute support of the
 7 expansion of O'Hare.
 8 The delays that currently exist have
 9 affected the way I travel and the way that my company
 10 conducts business travel, from cancellation of
 11 meetings, rescheduling of meetings, not holding
 12 meetings at all and covering things over conference
 13 calls, which I think is a lot less effective than
 14 meeting in person. Also, it has caused us to travel
 15 the night before meetings to make sure that we are
 16 there on time, which has caused increased cost to my
 17 company. Expansion of O'Hare and decreasing the
 18 amount of delays will help us conduct business in a
 19 more normal fashion.
 20 Thank you.
 21 THE HEARING OFFICER: Okay. Thanks,
 22 Mr. Druckman.
 23 (Audience reaction.)
 24 THE HEARING OFFICER: Faith Boyle? Oh,

1

2

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1 maybe that's Bugel. Faith Bugel? I'll put that
2 aside for a minute. John Knight? John Knight?
3 We're running a little bit ahead of
4 schedule, so I'll give the opportunity to anyone who
5 has a later time if they want to come up and give
6 their testimony now, otherwise we'll take a break for
7 about ten minutes and wait till the next time for the
8 next speaker.
9 Okay. It looks like a ten-minute break.
10 (Recess taken.)
11 THE HEARING OFFICER: Okay. We're going to
12 begin taking some testimony again, start this meeting
13 in the room. Is Faith Bugel here?
14 MS. FAITH BUGEL: Yes.
15 THE HEARING OFFICER: Please come up. You
16 represent Environmental Law & Policy Center?
17 MS. FAITH BUGEL: That's correct.
18 THE HEARING OFFICER: Okay. It's B-u-g-l-e?
19 MS. FAITH BUGEL: B-u-g-e-l.
20 THE HEARING OFFICER: Sorry, B-u-g-e-l.
21 MS. FAITH BUGEL: Thank you, yes.
22 THE HEARING OFFICER: You're up.
23 MS. FAITH BUGEL: My organization,
24 Environmental Law & Policy Center, hereafter referred

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1 to as ELPC, is supportive of the O'Hare expansion.
 2 However, we believe that expansion needs to be done
 3 in the right way.
 4 We believe that O'Hare expansion is
 5 environmentally preferable to developing new airports
 6 in green fields. We believe it's valuable to use
 7 areas that are already developed and existing
 8 infrastructure instead of building a new airport in a
 9 remote area that is undeveloped and thus would
 10 contribute to sprawl, new highways, increased
 11 pollution levels, loss of green space, et cetera.
 12 Nonetheless, we believe O'Hare expansion needs to be
 13 done in a way that minimizes to the fullest extent
 14 possible all negative environmental impacts.
 15 We believe that O'Hare expansion in that way
 16 provides unique environmental opportunities. In
 17 particular, those opportunities that come from adding
 18 the western terminal. The western terminal provides
 19 an opportunity to enhance and expand public surface
 20 transportation that connects to the airport,
 21 including the CTA, Metra, and high-speed rail. These
 22 could more than offset the potential increase in
 23 vehicular surface traffic posed by O'Hare expansion,
 24 and therefore we believe this opportunity should be

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Comment	Response
Bugel 1	Comment noted.
Bugel 2	Comment noted. The FAA has responded to <i>ELPC's April 26, 2005</i> comments on the DEIS, document number 050426_01, beginning on page U.4-827. Also, please see Chapter 5 of the EIS for the assessment of potential environmental impacts associated with the alternatives evaluated.

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1 taken advantage of. In addition, the western
 2 terminal provides an opportunity to build a model
 3 green building. This terminal could receive lead
 4 certification even at the silver or gold level and
 5 also offset some of the other environmental impacts
 6 that will come from O'Hare expansion.

7 In sum, we want to say that we support
 8 O'Hare expansion as a preferential alternative to
 9 developing new airports in remote and undeveloped
 10 areas and contributing to sprawl. Nonetheless, this
 11 expansion should be done in the most environmentally
 12 friendly way possible. We will provide more detailed
 13 comments in writing regarding the detailed aspects of
 14 the EIS.

15 Thank you very much for your time.
 16 THE HEARING OFFICER: You're welcome. The
 17 written comments need to be in by midnight March 23,
 18 2005.

19 MS. FAITH BUGEL: Yes, sir.
 20 THE HEARING OFFICER: Okay. John Knight?
 21 John Knight? How about Peter Skosey, S-k-o-s-e-y?
 22 MR. PETER SKOSEY: Yes.
 23 THE HEARING OFFICER: Okay, Mr. Skosey, go
 24 ahead.

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3

4

Comment	Response
Bugel 3	The FAA has responded to <i>ELPC's April 26, 2005</i> comments on the DEIS, document number 050426_01, beginning on page U.4-827. Specifically, please see response to comments 7 and 8 of <i>ELPC's April 26, 2005</i> comments on the DEIS.
Bugel 4	The FAA notes the ELPC support for the OMP. Please see topical response A-2 , on page U.5-3 of this appendix.

Comment	Response
Skosey 1	Comment noted.

273

1 MR. PETER SKOSEY: Good afternoon. My name
 2 is Peter Skosey. I'm vice president of external
 3 relations for the Metropolitan Planning Council.
 4 MPC was formed in 1934 to advocate for
 5 policies that enhanced the economic vitality of our
 6 region while providing equity of opportunity for all
 7 the region's residents. Our 60-member board of
 8 business leaders from across the region support
 9 policies that encourage redevelopment, protect the
 10 environment, provide housing near jobs, and promote
 11 transportation choice. The O'Hare Modernization
 12 project meets our test for an environmentally and
 13 economically sound project.
 14 The redevelopment and thus reuse of an
 15 existing airport to help meet the rising demand for
 16 air travel in the region is an environmentally
 17 responsible use of land. By maximizing the
 18 infrastructure that has been developed to support
 19 O'Hare over the years, OMP represents a fiscally
 20 prudent use of public dollars. Transportation
 21 investments, such as the CTA Blue Line, surrounding
 22 intrastate system, and freight rail lines will all
 23 continue to be used and improved under the OMP.
 24 Furthermore, the OMP will provide the needed impetus

1

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Comment	Response
Skosey 2	Please see topical responses F-2, F-3 and G-1.
Skosey 3	Please see topical responses G-1 and M-4.
Skosey 4	Please see topical responses M-2 and M-5.

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1 to develop long sought-after western access to O'Hare
2 Airport.

2

3 Placing jobs near where people live is
4 another goal of MPC. O'Hare has become the epicenter
5 of jobs in Northeastern Illinois and is easily
6 accessible from multiple residential centers. There
7 is no dispute that O'Hare in its current form
8 provides billions of dollars to the region's economy,
9 is responsible for the employment of thousands of the
10 region's residents, and that it will only improve
11 with OMP. By maintaining and increasing access to
12 jobs in this transit-rich location, OMP also provides
13 economic opportunity to a wide array of the region's
14 residents.

3

15 The Metropolitan Planning Council is pleased
16 to support this project and looks forward to its
17 eventual completion. Thank you for the opportunity
18 to present our testimony today.

4

19 THE HEARING OFFICER: Thanks, Mr. Skosey.

20 MR. PETER SKOSEY: Thank you.

21 THE HEARING OFFICER: How about John Knight?

22 Mr. Knight? John D-i-e-k-s-h-e-i-d-e?

23 Did that gentleman testify earlier? Is that
24 the same name?

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Comment	Response
Szymanski 1	Please see topical response M-2.

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1 THE COURT REPORTER: That sounds familiar,
 2 yeah.
 3 THE HEARING OFFICER: Let me see. Oh, yeah.
 4 He testified at 2:20. Somehow they've got him in
 5 here twice.
 6 Okay. We're way ahead of schedule. Let's
 7 see here. John Knight? Mr. Knight? How about
 8 Vallie Szymanski?
 9 MS. VALLIE SZYMANSKI: Yes.
 10 THE HEARING OFFICER: We're calling you a
 11 little early, is that okay?
 12 MS. VALLIE SZYMANSKI: That's fine. I'm
 13 here.
 14 THE HEARING OFFICER: All right.
 15 S-z-y-m-a-n-s-k-i?
 16 MS. VALLIE SZYMANSKI: Correct.
 17 THE HEARING OFFICER: Okay. You're up.
 18 MS. VALLIE SZYMANSKI: As an airline
 19 employee and a resident of St. Charles, Illinois, I
 20 strongly support the O'Hare Modernization plan. We
 21 desperately need new runways at O'Hare to cut down on
 22 the number of delays there and to provide better and
 23 more reliable services to passengers.
 24 The DOT ranked O'Hare last of all U.S.

1

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1 airports in on-time performance last year. If we
2 don't fix the problem here in Chicago, customers will
3 start to book flights away from the city and the
4 region, which will hurt the local economy. O'Hare is
5 the world's busiest airport. With a good plan to
6 reduce delays, such as the O'Hare Modernization plan,
7 the revitalization of the airport can bring new jobs
8 and billions of dollars worth of other economic
9 benefits to the region, to customers and to the
10 airline industry I work for. More jobs mean that
11 more families will have the disposable income to
12 spend in grocery stores, shopping malls, movie
13 theaters, and on real estate and consumer goods,
14 propelling the state's economy.

15 Hundreds of thousands of existing jobs
16 depend on an O'Hare that works. If we fail to make
17 the historic changes that we need to make now, the
18 economic damage to individuals and companies
19 dependent on O'Hare will cost Chicago's economy
20 dearly. A modernized O'Hare will allow for better
21 efficiency of aircraft and lead to real environmental
22 benefits. Shorter aircraft taxi times and fewer
23 aircraft stuck at gates will result in less wasted
24 fuel and fewer emissions into the skies around

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Comment	Response
Szymanski 2	Please see topical responses B-1, C-1, E-2,G-1 and M-4.
Szymanski 3	Please see topical response A-2.

277

1 Chicago and around the country.

2 We need a solution that works and we need it

3 now. That's why I encourage the FAA to issue its

4 Record of Decision and allow O'Hare Modernization to

5 go forward.

6 THE HEARING OFFICER: Thank you very much.

7 MS. VALLIE SZYMANSKI: Thank you.

8 THE HEARING OFFICER: John Knight?

9 Mr. Knight? How about Robert Wislow? Well, we'll

10 try one more. George Pradel? He's the mayor of

11 Naperville, I think. He's not here yet.

12 Okay. A five-minute recess until we find

13 one of these three people.

14 (Recess taken.)

15 THE HEARING OFFICER: Is John Knight in the

16 room? John Knight? Robert Wislow? Robert Wislow?

17 All right. We're going to begin the session

18 again, and we have the mayor of Naperville,

19 Mr. George Pradel, P-r-a-d-e-l. Mayor?

20 MAYOR GEORGE PRADEL: Thank you very much,

21 sir.

22 THE HEARING OFFICER: You're welcome.

23 MAYOR GEORGE PRADEL: I'd like to begin by

24 thanking the FAA for the opportunity to speak

2

3

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Comment	Response
Pradel 1	Please see topical responses A-1 and M-5 .
Pradel 2	Please see topical responses H-1 and H-2 .

278

1 publicly on this issue.

2 It's always important to complete the

3 necessary studies to assess and address the impact a

4 project such as this one has on the environment.

5 Although 153 acres of wetlands will be impacted by

6 the proposed O'Hare Modernization plan, the proposed

7 wetland mitigation plan includes over 400 acres of

8 new wetlands. In addition to providing a greater

9 acreage of wetlands, the new wetlands are proposed to

10 be of higher quality and will be more accessible to

11 the public. Looking at the specifics of the study,

12 the FAA concluded that the airport improvements would

13 not have a significant impact on water quality in the

14 area.

15 Another issue that has been discussed

16 involves the impact of aviation noise on the

17 neighborhoods. The review of noise studies,

18 comparing 1984 with 2002, shows a significant

19 reduction in the number of housing units affected by

20 airport noise even though operations at O'Hare have

21 increased substantially. Although there will be a

22 slight increase in the total number of housing units

23 that would be exposed to increased noise level, the

24 benefits of the overall project need to be weighed

1

2

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Comment	Response
Pradel 3	Please see topical responses D-1 and L-2.
Pradel 4	Please see topical response B-1.
Pradel 5	Please see topical response F-3.

279

1 and considered.

3

2 It is important to note that throughout the
 3 study, the FAA never lost sight of the big picture.
 4 The purpose of the O'Hare Modernization plan is to
 5 reduce delays at O'Hare and enhance the capacity of
 6 the national airspace system. I know Chicago has a
 7 reputation of boasting about O'Hare's importance, but
 8 the facts are hard to ignore. When O'Hare flights
 9 experience delays, the chain reaction affects nearly
 10 every major airport in this country. O'Hare is vital
 11 not only to the Chicagoland area, but as a central
 12 connecting point in the nation's air transportation
 13 network. With the proposed improvements, delays are
 14 reduced by nearly two-thirds. That is a significant
 15 reduction.

4

16 There are a few other points I'd like to
 17 make. In reviewing the surface transportation issues
 18 surrounding the airport, it is critical to the region
 19 that the western access to the airport is implemented
 20 along with the modernization plan. Air travel is a
 21 two-way street, no pun intended. The traveling
 22 public requires access to the airport from multiple
 23 directions in order for the plan to be ultimately
 24 effective.

5

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Comment	Response
Pradel 6	Please see topical responses G-1 and M-4.
Pradel 7	Please see topical responses A-1 and M-5.

280

1 In conclusion, O'Hare Airport is extremely
 2 vital to the region and to this country. Let's not
 3 lose sight of the economic and social importance this
 4 airport has in the scheme of the national and
 5 international transportation system.

6

6 Again, I appreciate the FAA's efforts in
 7 evaluating and reviewing the impact of the O'Hare
 8 plan.

7

9 THE HEARING OFFICER: Thank you, Mayor.

10 MAYOR GEORGE PRADEL: Thank you.

11 THE HEARING OFFICER: Mr. John Knight,

12 K-n-i-g-h-t? Mr. Knight? Robert Wislow,

13 W-i-s-l-o-w? Mr. Wislow? How about Robert Mosky?

14 MR. ROBERT MOSKY: Yes.

15 THE HEARING OFFICER: Mr. Mosky, M-o-s-k-y.

16 MR. ROBERT MOSKY: Hello. My name is Robert
 17 Mosky, and I'm a resident of Evanston, Illinois. I
 18 do business in Chicago and the surrounding suburbs
 19 north and south of Chicago, and I also do business
 20 throughout the country. I'm a businessman that has
 21 a -- we have a mortgage company. In several states
 22 we do business. And we have a construction company.
 23 We do all of our construction, which is in the
 24 \$50 million range a year. We do quite a bit of

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Comment	Response
Mosky 1	Comment noted.

281

1 development. We're doing residential, retail,
 2 commercial, industrial, and office throughout the
 3 country, mostly centered out of Chicago.

1

4 But the O'Hare Modernization Program, I
 5 fully support it. I think it's something that
 6 Chicago truly needs. We need a strong airport. We
 7 are the busiest airport in the world. And we have
 8 new technology coming out with planes that are
 9 probably -- they're definitely going to be needing
 10 longer runways. And I believe just the act of the
 11 construction of the airport which is needed to
 12 modernize is going to create a tremendous amount of
 13 jobs. It's going to be a great economic base.

14 If you look at the trickle-down effect, if
 15 we have more jobs, and we open up a Subway, or they
 16 open up a Subway sandwich shop, or they have to open
 17 up another bank office to have people open up their
 18 checking accounts, and you look at the trickle-down
 19 effect, how that's going to affect everybody by
 20 keeping O'Hare as a robust area. It doesn't mean
 21 that if we -- if we don't modernize O'Hare, we're not
 22 promised that we're going to have a robust economy.
 23 We're not promised that we're going to have
 24 everything flying through O'Hare, and right now we

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Comment	Response
Mosky 2	Please see topical responses G-1 and M-4.
Mosky 3	Commenter's opinion is noted.
Mosky 4	Please see topical response C-1.

282

1 do. We have a great place.

2 And I kind of find it somewhat ironic that

3 people are against it when the airport's been there

4 longer than most of these houses have. It's been

5 there for, you know, so many years. When you move

6 next to an airport, you've got to expect you're going

7 to have some airport inconvenience, but you also have

8 quite a bit of convenience coming through there.

9 You know, I think about the other day. I

10 was trying to get into the airport and trying to get

11 off. 50 percent of the time I'm on that plane we

12 have delays because we don't have a -- and I think

13 that's what their on-time is. I was looking at it

14 the other day. And I've missed things by a couple

15 hours. I've missed meetings when I'm doing business

16 in the West, in Nevada, and I've missed meetings

17 because I can't get out of the airport in time. When

18 you try to go in and out in one day, it's very

19 difficult.

20 I'm a resident of Evanston. I do quite a

21 bit of business in Chicago. I've been a Chicago

22 native since I was born on the South Side of Chicago.

23 And I really think that this is a time coming, that

24 Chicago needs to be a great city, and there's a lot

2

3

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Comment	Response
Mosky 5	Please see topical response M-4.
Mosky 6	Please see topical responses G-1 and M-4.

283

1 of -- this is one of the many things that we need to
 2 do to improve the city to have it accessible for
 3 everybody to come in.

5

4 If you're head of a large corporation and
 5 you're going to bring a thousand people in or ten
 6 thousand people to work in the city, but you can't
 7 get into the airport in time and you're delayed, it
 8 only takes a whim for somebody to say, you know what,
 9 let's go move to another city, let's not move here,
 10 let's go move out to somewhere on the West Coast,
 11 let's go move to Phoenix, let's go move to Tucson,
 12 let's go move to California, and I think we need to
 13 keep our base here. And I think by having a
 14 modernized airport, something that we can be proud
 15 of, it's going to bring quite a bit of business into
 16 the city. And everybody's got to remember you've got
 17 to eat, and the way you've got to eat is you've got
 18 to have a little bit of inconvenience going along.

6

19 So I applaud the FAA for getting this done.
 20 You know, they have -- what is it? \$6.2 or \$6.6
 21 billion is a lot of money to have, and we're lucky
 22 that we're bringing this into Chicago. That's going
 23 to create -- in and of itself, it's going to create a
 24 lot of jobs, but it's going to make Chicago become

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1 and maintain one of the greatest cities, you know, in
2 the world.

3 And so I think this is something that I'm
4 very happy about, and I'd be very sad for the city if
5 we didn't get this improvement because we have to
6 have it or we're not going to get in.

7 I think there's a new plane coming out.
8 It's the Airbus 380. They need longer runways.
9 They're going to be there, and they're not going to
10 go away, and they're going to just go to other cities
11 and/or they're going to go to other countries. If we
12 want to remain a power, we've got to have a strong
13 base here.

14 So I guess in finality of this thing, I
15 think that the kind of money that it's going to save
16 just me as a passenger of not being late and other
17 people, it's going to create so much productivity.
18 I'm excited about this new venture that the City is
19 taking on and the FAA is taking on, and I'm fully
20 supportive of it, and I'm looking forward to it
21 starting right away so we can get going on this
22 because you don't want to wait too much longer.

23 Thank you very much. I appreciate your
24 time.

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Comment	Response
Mosky 7	Please see topical responses G-1, L-1 and M-5.
Mosky 8	With regard to item the Airbus A380, the FAA notes that Aircraft Design Group VI (ADG VI) aircraft, such as the Airbus A380, are accommodated in the City of Chicago's proposal. Proposed Runways 9C-27C and 10C-28C are designed to meet ADG VI requirements. In addition, the FAA refers the commenter to Chapter 2, Section 2.3.1.2 of the EIS. The FAA also notes that the aircraft fleet mix (including the Airbus A380) utilized in the various assessments of impacts, is included in Appendix B of the EIS. Please see topical response B-1.
Mosky 9	Please see topical responses A-2 and B-1.

Comment	Response
Ansani 1	Please see topical response M-5.

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1 THE HEARING OFFICER: Thanks, Mr. Mosky.
 2 John Knight, K-n-i-g-h-t? John Knight?
 3 Robert Wislow, W-i-s-l-o-w? Okay. How about Michael
 4 Ansani? Michael Ansani? Is that you, Michael?
 5 MR. MICHAEL ANSANI: Yes, it is.
 6 THE HEARING OFFICER: Okay.
 7 MR. MICHAEL ANSANI: Hello. My name is
 8 Michael Ansani, and I'd like to first thank the FAA
 9 for allowing me to speak my mind and give some of my
 10 thoughts about the O'Hare expansion. I'm a resident
 11 of Chicago and have lived in the Chicago area and
 12 Chicago most of my life except when I went to school
 13 outside of Illinois.
 14 I'm a frequent traveler, and I use O'Hare
 15 Airport many times a month and find it difficult
 16 sometimes to get to the airport and to deal with some
 17 of the problems that currently exist there. Over the
 18 past several years, many of my trips and times
 19 traveling to the airport and from the airport have
 20 resulted in delays and lost productivity for myself
 21 and my business partners and my business.
 22 Transportation has always been a strategic
 23 part of the Chicago metropolitan area. It provides
 24 jobs, access to different parts of the country, and

1

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Comment	Response
Ansani 2	Please see topical responses A-2, B-1, C-1, F-5 and L-1.

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1 also access to different parts of the world. It is
 2 the engine during the history of Chicago and Chicago
 3 area that has allowed the Chicago area to become a
 4 great place to live and do business. Unfortunately,
 5 in the recent past it's been more and more difficult
 6 to do that.

7 What I think would be the best thing for the
 8 Chicago area and Chicago itself would be to push the
 9 O'Hare Modernization plan. This will allow the
 10 Chicago area to continue to create jobs and
 11 opportunities.

12 There have been many people who have tried
 13 to delay this change and to delay the modernization.
 14 I've heard some talk about how this is going to cost
 15 a lot more money. This is something that has to be
 16 done to make Chicago and the Chicago area a
 17 successful place in the future to live and do
 18 business, and delaying it further will only cause the
 19 cost to go up and will hurt in the long run. This is
 20 something that needs to be done, and I strongly
 21 support it.

22 Thank you for the opportunity to speak
 23 today.

24 THE HEARING OFFICER: Thank you, Mr. Ansani.

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2

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1 Is Mayor Marcucci here? Mayor, you're
2 scheduled in a couple minutes, but if now is an
3 appropriate time, it would be fine for us.

4 MAYOR TOM MARCUCCI: Okay.

5 THE HEARING OFFICER: Good afternoon.

6 MAYOR TOM MARCUCCI: Thank you.

7 THE HEARING OFFICER: You're welcome.

8 (Change of court reporters.)

9

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Comment	Response
Marcucci 1	Comment noted. The FAA has responded to Congressman Henry Hyde's statement in Section U.2 of this appendix. Please see pages U.2-35 – U.2-45.
Marcucci 2	Comment noted.

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1 MAYOR TOM MARCUCCI: Good afternoon. My
 2 name is Tom Marcucci. I am the mayor of the City of
 3 Elmhurst. I am here today to read a statement
 4 prepared by Congressman Henry Hyde. I have been in
 5 contact with his office in the last five minutes, in
 6 the last 25 minutes, to assure that I have his leave
 7 to do this and to make sure that you understood that
 8 the words that I am going to be reading to you are
 9 in fact the words of Congressman Henry Hyde, who is
 10 the congressman who represents this area, this
 11 district.

1

12 THE HEARING OFFICER: All right. Thank
 13 you.

14 MAYOR TOM MARCUCCI: "Thank you for the
 15 opportunity to present my preliminary comments to
 16 the Federal Aviation Administration on the Draft
 17 Environmental Impact Statement (DEIS) for Chicago's
 18 proposed 'O'Hare Modernization Project' or 'OMP'. I
 19 emphasize that these are preliminary comments since
 20 I intend to file more detailed comments prior to the
 21 close of the comment period.

2

22 "What is striking to me about the massive
 23 several thousand page DEIS is that it is an 'Alice
 24 in Wonderland' quality document. The DEIS is filled

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Comment	Response
Marcucci 3	Please see response to comment 16 of Congressman Hyde's statement on page U.2-36.

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1 with hundreds of maps, pictures and drawings and
 2 thousands of pages of text, yet there is very little
 3 discussion, analysis or factual support on several
 4 key issues relating to the project. It seems as if
 5 the thousands of pages of text and drawings are
 6 designed to camouflage this dearth of critical
 7 information and analysis on the proposed O'Hare
 8 expansion project.

9 "Compounding this impression of surrealism
 10 is the fact that when a few words of analysis are
 11 put forward in the EIS, the FAA's conclusions are
 12 demonstrably false and are contradicted by plain
 13 fact.

14 "Let me give you a few illustrations:

15 "1. The Cost of the Project. Chicago has
 16 long claimed that its O'Hare expansion project would
 17 cost \$6.6 billion. In February of 2004, Chicago
 18 admitted to the Chicago Tribune and the Daily Herald
 19 that the cost was actually \$14.8 billion. Later
 20 that same year Chicago admitted to the L.A. Times
 21 that the project would cost \$15 billion.

22 "There are two components of these
 23 \$14.8 billion and \$15 billion cost estimates given
 24 to the news media in 2004 that are important to

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3

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1 note. First, these estimates were openly based on
2 outdated cost information, i.e., major components
3 were costed in 1999 and 2001 dollars rather than in
4 2002 dollars, the latest available. Second, these
5 estimates did include a component known as
6 'capitalized interest', i.e., the financing charges
7 which Chicago and the airlines must pay to build the
8 project and which, according to proper accounting
9 principles, must be included in the capital cost of
10 the project. An example of this capitalized
11 interest is Chicago's agreement with the airlines to
12 defer their debt payment on the runways, an
13 agreement that Chicago says is 'pavement before
14 payment'. This 'capitalized interest' component of
15 the cost is not a trivial sum. In fact, it amounts
16 to billions of dollars and it must be included in
17 the overall cost of the project.

18 "Fast forward now to the DEIS and the FAA's
19 cost estimate. To the FAA's credit, the FAA
20 included an adjustment in Chicago's cost estimates
21 to reflect 2004 costs as contrasted with the 1999
22 and 2001 dollars. But Mirabile Dictu, the FAA cost
23 estimate of \$14.1 billion actually went down. And
24 inexplicably missing from the FAA cost estimates are

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Comment	Response
Marcucci 4	Please see response to comment 17 of Congressman Hyde's statement on page U.2-37.

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1 any mention of capitalized interest, a multi-billion
 2 dollar item that the FAA must have intentionally
 3 overlooked. This deliberate oversight improperly
 4 chopped several billion dollars off the cost of the
 5 expansion project.

6 "As our late Illinois Senator Everett
 7 Dirksen used to say: 'A billion here and a billion
 8 there and pretty soon you're talking real money.'
 9 The FAA's cost estimate should include all the
 10 elements of the cost of the project.

4

11 "2. How is Chicago going to pay for the
 12 project? I find it incredible that the several
 13 thousand page EIS contains but one sentence, one
 14 sentence, of analysis on the critical issue of
 15 Chicago (and the airlines') ability to pay for the
 16 enormous costs of this project. The FAA in the DEIS
 17 simply assumes that the billions of dollars needed
 18 to build the project will magically appear. The FAA
 19 then builds on this unsupported and incredible
 20 one-sentence assumption, (i.e., that the money will
 21 somehow appear) to leap to the equally unsupported
 22 conclusion that Chicago's massive O'Hare project is
 23 'feasible and prudent' and that Chicago (the
 24 sponsor) has the financial resources to pay for the

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1 project.

2 "This issue of financial feasibility to pay
3 these enormous costs has several critical
4 implications. First, if the full OMP is a financial
5 pipedream, which it appears to be, then the entire
6 DEIS falls apart like a house of cards. If the full
7 OMP is, in the words of dot-com bubble, simply
8 'vaporware', then the FAA should be looking at the
9 expansion project that Chicago and the airlines say
10 they can finance, e.g., a much smaller in scale
11 'Phase One'. Moreover, instead of examining
12 alternatives to the full, financially unaffordable
13 OMP, the FAA should examine alternatives to meeting
14 the region's aviation needs that are alternatives to
15 Phase One.

16 "Second, the unsupported financial burden
17 imposed by the full OMP needs to be disclosed and
18 examined for its impact on the major airlines at
19 O'Hare (United and American), on their employees,
20 and on the investors who would be asked to buy the
21 approximately \$8 billion in bonds to build out the
22 full OMP based on the FAA \$14.1 billion estimate.
23 United has just defaulted on several hundred
24 millions of bonds that were used to build United's

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1 existing terminal at O'Hare. Do we really think
2 that United is in the kind of financial health to
3 pay for several billion dollars more in additional
4 debt? Assuming United was foolish enough to sign on
5 the dotted line to obligate itself to pay this huge
6 bond debt, do the words 'serial bankruptcy' come to
7 mind?

8 "American Airlines is not in much better
9 shape. The FAA makes no mention of the fact that
10 American and United refused to give their required
11 contractual approval (called 'Majority in Interest'
12 approval) to the huge terminal component of the
13 O'Hare expansion, i.e., the 'World Gateway Project'.

14 "Indeed, nowhere in the DEIS -- which
15 purports to deal with issues of project feasibility
16 and prudence -- is there any mention of the ability
17 of the major airlines to bear their share of the
18 financial burden of the project. Nor, despite the
19 requirement the DEIS examine economic impacts of the
20 project, is there any analysis of the economic
21 impact of this enormous cost on the future financial
22 viability of the airlines if they are foolish enough
23 to sign on for this huge debt.

24 "Similarly, there was no discussion in the

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1 DEIS of the impact of this huge debt on the economic
2 welfare of the tens of thousands of employees who
3 work for these airlines. The airlines' penchant for
4 robbing Peter to pay Paul is self-evident. United
5 Airlines is proposing to take on billions of dollars
6 in financially imprudent debt while at the same time
7 refusing to pay its pension obligations. Instead of
8 saddling itself with mountains of additional debt
9 for a questionable project by advocating 'pavement
10 before payment', United should be advocating
11 pensions before pavement.

12 "But the burden imposed on the airlines
13 does not stop at the pensions. It does not take a
14 rocket scientist to figure out that the payment of
15 this huge debt will require the airlines to pass
16 along the cost to their passengers, raising the
17 O'Hare airlines cost per passenger to astronomical
18 levels. In today's low-cost airline environment,
19 imposing these costs on the O'Hare-based airlines is
20 tantamount to economic suicide. The newer low-cost
21 carriers are already devouring huge chunks of United
22 and American's domestic markets. Making United and
23 American into much higher cost airlines with the
24 huge indebtedness of Chicago's proposed O'Hare

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1 expansion project will simply accelerate the job
2 loss and economic pain already endured by their
3 employees.

4 "But airlines and their employees are not
5 the only victims of the economic profligacy inherent
6 in Chicago's proposed O'Hare expansion. Consider
7 the bondholders and the taxpayers. Inherent in any
8 analysis of the economic impacts of the project,
9 especially given the recent United default on its
10 O'Hare bonds, is the impact of this huge debt on the
11 people who purchase the bonds. Though the DEIS says
12 it analyzes economic impacts, totally missing from
13 the DEIS is any analysis of the financial
14 feasibility of the project, the economic impact of
15 the project on O'Hare airlines."

16 I see you're getting a little nervous about
17 the time, sir.

18 THE HEARING OFFICER: No, I'm not. I'm
19 trying to get Tony's attention there to roll that
20 again for five minutes.

21 MAYOR TOM MARCUCCI: Are we okay?

22 THE HEARING OFFICER: You're okay.

23 MAYOR TOM MARCUCCI: And I am going through
24 it as quickly as I can.

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1 THE HEARING OFFICER: But I think what I am
2 going to ask you to do is slow up a little bit
3 because this lady is going to fall off her chair in
4 a minute.

5 MAYOR TOM MARCUCCI: Fine. Okay.
6 Are you okay? I don't want to rush you too
7 bad here. But I am trying to get it in, and I have
8 a certain time --

9 THE HEARING OFFICER: No, that's fine. We
10 have a time constraint, but we have plenty of time
11 for you to complete this.

12 MAYOR TOM MARCUCCI: Okay, very good, very
13 good. Let me pick up where I left off.

14 "But giving a 'haircut' (i.e., defaulting
15 on the bonds) is not the only possible impact of
16 this huge indebtedness. A similar situation to the
17 proposed O'Hare expansion (albeit on a smaller
18 scale) has occurred in St. Louis. There, St. Louis
19 improvidently moved forward on a \$1 billion (as
20 opposed to \$15 billion) runway project which the
21 St. Louis-based airlines cannot afford. The
22 prospective high debt costs at St. Louis have given
23 them a double whammy -- loss of flights and the
24 unwillingness of new airlines to bring flights to

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Comment	Response
Marcucci 5	Please see response to comment 18 of Congressman Hyde's statement on page U.2-40.

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1 St. Louis because of the high costs. One of the
 2 'solutions' now being widely discussed in the
 3 St. Louis area is the possibility of imposing a
 4 metropolitan-wide tax on St. Louis and its suburbs
 5 to subsidize the airlines to pay a portion of the
 6 airport expansion. Consider the tax impacts on
 7 residents in the suburbs of Cook, DuPage, Will, Lake
 8 and McHenry counties if the huge multi-billion
 9 dollar debt burden of the O'Hare expansion were
 10 placed on their backs.

5

11 "3. Alternatives. There are a number of
 12 aspects of the DEIS alternatives analysis that defy
 13 reality.

14 "First, the FAA compares the full OMP with
 15 other alternatives such as other airports but fails
 16 to identify alternatives to lesser scale projects
 17 such as OMP Phase One. For the reasons set forth
 18 above, which I will address further in my formal
 19 comments later, the full OMP is a little more than a
 20 pipedream, a fictional project that will never reach
 21 fruition. The only 'real' project being proposed by
 22 Chicago and the airlines is 'Phase One'. If Phase
 23 One is the only project which Chicago and the
 24 airlines can reasonably afford, the FAA must

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Comment	Response
Marcucci 6	Please see response to comment 19 of Congressman Hyde's statement on page U.2-40.

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1 identify and consider alternatives on the premise
 2 that Phase One is all that Chicago and the airlines
 3 can or will build. Such a recognition would
 4 necessarily change the FAA's alternative analysis
 5 dramatically since the FAA acknowledges that Phase
 6 One falls far short of the region's needs. Of
 7 necessity an alternatives evaluation in light of
 8 Phase One would require the FAA to consider the use
 9 of other regional airports and the use of other
 10 hubs.

6

11 "Second, the FAA's alternatives analysis
 12 dismisses the use of other regional airports without
 13 any supportable analysis. The FAA's major premise
 14 appears to be that existing regional airports have
 15 not had much of an impact on O'Hare's market share
 16 and that consequently, in the face of capacity
 17 limits at O'Hare, other airports cannot and will not
 18 carry significant local traffic that would otherwise
 19 have used O'Hare. But the actual experience of
 20 Midway shows that other regional airports can and
 21 have accommodated increasing shares of local traffic
 22 with Midway going from virtually zero percent in
 23 1979 to more than 30 percent today. With Midway
 24 rapidly reaching capacity, there is no reason why

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Comment	Response
Marcucci 7	Please see response to comment 20 of Congressman Hyde's statement on page U.2-41.
Marcucci 8	Please see response to comment 21 of Congressman Hyde's statement on page U.2-41.

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1 other airports such as the new south suburban
 2 airport or Milwaukee or Rockford or even Gary could
 3 not carry the local traffic shortfall not served by
 4 a capacity-limited O'Hare.

7

5 "Third, this use of other airports
 6 alternative must be considered as a 'blended
 7 alternative' even with the full OMP because it is
 8 clear that the full OMP, using either of the more
 9 current FAA official forecasts, i.e., the 2003 or
 10 2004 Terminal Area Forecasts, or TAF, as opposed to
 11 the much lower 2002 TAF used in the DEIS, reveals
 12 the fact that the full OMP will be out of capacity
 13 either at the time it opens or within a few short
 14 years after it opens. This major capacity shortfall
 15 by the full OMP necessarily requires the FAA to
 16 consider the use of other regional airports to
 17 handle traffic O'Hare cannot handle as a 'hybrid'
 18 alternative in order for the regional traffic demand
 19 to be met. The FAA's summary rejection of other
 20 local airports is without any logical or empirical
 21 justification.

8

22 "Fourth, it is clear that other hubs can
 23 and have been used to accommodate transfer traffic.
 24 American and United have in the past and will again

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Comment	Response
Marcucci 9	Please see response to comment 22 of Congressman Hyde's statement on page U.2-41.
Marcucci 10	Please see response to comment 23 of Congressman Hyde's statement on page U.2-42.

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1 in the future transfer connection routes between
 2 their other hubs and O'Hare. Other transfer traffic
 3 can be accommodated by other hubs of other airlines.
 4 Again, the FAA's summary rejection of other hub
 5 airports is without any logical or empirical
 6 justification.

9

7 "Fifth, the FAA must consider the use of
 8 demand management as a realistic component of a
 9 'hybrid' alternative that combines some version of
 10 O'Hare (e.g., existing O'Hare, or some additional
 11 runways, or the full OMP) with demand management and
 12 use of other airports. There is no question that
 13 the FAA has the authority and the responsibility to
 14 prevent irrational and wasteful use of scarce
 15 airport and airspace facilities. Indeed, the
 16 current FAA scheduling order in effect at O'Hare
 17 shows that unacceptable levels of delays can be
 18 addressed simply by the stroke of a pen. Moreover,
 19 O'Hare, with the demand management techniques now in
 20 place, should be considered the baseline for
 21 consideration of the existing O'Hare with other
 22 alternatives.

10

23 "Sixth, one of the central premises of
 24 FAA'S rejection of other realistic alternatives is

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Comment	Response
Marcucci 11	Please see response to comment 24 of Congressman Hyde's statement on page U.2-42.

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1 the unsupported claim that the FAA has no current
 2 legal power to cause traffic growth to occur at
 3 other airports rather than at O'Hare. On the
 4 contrary, the FAA has ample power to cause traffic
 5 growth to be reallocated between O'Hare and other
 6 local and hub airports. The FAA has both the power
 7 of the pen and the power of the purse. The FAA can
 8 use its power of the pen to impose demand management
 9 techniques to control undesired levels of traffic at
 10 O'Hare. The FAA can also make the decision not to
 11 issue discretionary AIP grants which will have the
 12 effect of limiting growth at O'Hare and sending
 13 traffic growth to other local or other hub airports.

11

14 "4. FAA's refusal to meet its
 15 responsibilities under the Free Exercise of the
 16 First Amendment and the federal Religious Freedom
 17 Restoration Act. Inexplicably, despite its earlier
 18 promise to do so, the FAA has refused to address its
 19 responsibilities under the Free Exercise Clause of
 20 the First Amendment and the federal Religious
 21 Freedom Restoration Act. These two laws, one
 22 constitutional and one statutory, have very simple
 23 requirements and prohibitions.

24 "If a governmental project, here the OMP,

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1 will cause substantial injury to religious practices
2 and beliefs, then the government is prohibited from
3 undertaking the project unless the government can
4 affirmatively demonstrate that there is a
5 'compelling governmental need' for the project and
6 that there is no alternative to meeting that
7 governmental need without causing the injury to the
8 religious practices and beliefs.

9 "Here there is no question that the OMP,
10 including Phase One, will cause serious injury to
11 the religious beliefs and practices of the families
12 and religious members whose loved ones are buried at
13 St. Johannes Cemetery and Rest Haven Cemetery. The
14 OMP calls for the destruction of sacred graves; and
15 the religious beliefs of the church groups that
16 founded and maintain the cemeteries hold that these
17 graves are sacrosanct and must be preserved without
18 violation until Judgment Day.

19 "Nor is there any question that Chicago has
20 'targeted' these two religious cemeteries for
21 discriminatory treatment not inflicted on any other
22 religious institutions in the state of Illinois. In
23 what can only be considered a perversion of the
24 Illinois Religious Freedom Restoration Act, a law

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1 that was intended to protect religious freedom,
2 Chicago convinced the Illinois legislature to add a
3 new section to Illinois RFRA, a section that
4 expressly states that these two religious
5 cemeteries, and only these two cemeteries throughout
6 our region, shall no longer have the protection of
7 the Illinois RFRA.

8 "There is no question, therefore, that the
9 First Amendment's Free Exercise of Religion Clause
10 applies here and that Chicago is trying to destroy
11 the constitutional religious rights of the
12 St. Johannes and Rest Haven congregations.

13 "Moreover, the FAA cannot, like the Romans
14 in the days of Pontius Pilate, simply avoid
15 responsibility by saying that the constitutional
16 injury is being caused by Chicago and therefore not
17 the FAA's responsibility. The FAA is complicit with
18 Chicago's constitutional violations on several
19 levels. First, Chicago is seeking the FAA's
20 financial assistance and approval of other federal
21 financing tools (e.g., Passenger Facility Charges).
22 The FAA's financial assistance for the destruction
23 of these religious cemeteries makes the FAA and the
24 FAA officials knowingly complicit and participants

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1 in this constitutional violation.

2 "Moreover, the FAA has additional federal
3 religious statutory responsibilities that restrict
4 the FAA's ability to: 1) either approve the OMP and
5 the destruction of these religious cemeteries or 2)
6 provide funding assistance for their destruction.
7 The FAA has statutory responsibilities under the
8 federal Religious Freedom Restoration Act that are
9 virtually identical to those under the First
10 Amendment Free Exercise Clause. Under the federal
11 RFRA statute FAA is prohibited from funding any
12 project that would, as in the case of the OMP,
13 involve serious injury to a religious practice or
14 belief unless the FAA can affirmatively demonstrate
15 that there is a compelling governmental need for the
16 project and that there are also no alternatives to
17 meet that need which would not cause injury to the
18 religious practices or beliefs.

19 "Despite the clear prohibitions and
20 protections of the First Amendment Free Exercise
21 Clause and the federal RFRA, the FAA has been
22 derelict in its duty. There is no analysis
23 whatsoever of the First Amendment and federal RFRA
24 issues in the several thousand pages of the EIS.

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1 "Moreover, for almost two years, the FAA
2 has repeatedly stonewalled representatives of these
3 religious cemeteries when these representatives have
4 respectfully asked the FAA to comply with the law.
5 Indeed, while stonewalling the religious
6 communities, the FAA's response has been to narrow
7 its choices down to three O'Hare 'alternatives', and
8 all three call for the destruction of these
9 cemeteries.

10 "The FAA can run, but it cannot hide, from
11 its constitutional and federal RFRA responsibilities
12 to protect the religious practices and beliefs from
13 the blatant destruction of these religious
14 cemeteries. Clearly, the most basic analysis under
15 either the First Amendment standard or the federal
16 RFRA standard will dictate that the FAA and Chicago
17 are prohibited from destroying these religious
18 cemeteries. Neither the FAA nor Chicago can
19 demonstrate any compelling governmental need to
20 destroy these cemeteries and neither the FAA nor
21 Chicago can demonstrate that there are no
22 alternatives (alternatives that would not destroy
23 the cemeteries) to meet that objective.

24 "It is my considered belief that the

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Comment	Response
Marcucci 12	Please see response to comment 25 of Congressman Hyde's statement on page U.2-45.
Marcucci 13	Please see response to comment 26 of Congressman Hyde's statement on page U.2-45.

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1 federal courts will find that any proposed O'Hare
 2 project which destroys the religious cemeteries and
 3 the access routes to those religious cemeteries will
 4 be barred by the Free Exercise Clause of the First
 5 Amendment and the federal Constitution and the
 6 federal RFRA statute.

12

7 "In conclusion, it is clear that the FAA
 8 has tried to paper over several technical, financial
 9 and constitutional problems afflicting Chicago's
 10 proposed O'Hare expansion by filling several
 11 thousand pages with maps, pictures and texts that
 12 simply ignore the central problems. This project
 13 cannot go forward in its present form, either as the
 14 full OMP or as Phase One.

15 "I, Congressman Hyde, will have more
 16 detailed comments in writing for submission at the
 17 close of the comment period. Thank you."

13

18 And I personally thank you, sir.
 19 THE HEARING OFFICER: Okay, Mayor, thanks.
 20 Is John Knight here? John Knight?
 21 How about Robert Wislow, W-i-s-l-o-w?
 22 Mr. Wislow, please come up.
 23 MR. ROBERT WISLOW: Good afternoon.
 24 THE HEARING OFFICER: Good afternoon.

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Comment	Response
Wislow 1	Please see topical response M-5.
Wislow 2	Please see topical response G-1.
Wislow 3	Please see topical response C-1.

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1 MR. ROBERT WISLOW: And thank you for
 2 giving me the opportunity to testify today.

3 My name is Robert Wislow, and I am the
 4 chairman and chief executive officer of U.S.
 5 Equities Realty and I am also the incoming chairman
 6 of the Chicagoland Chamber of Commerce.

7 I believe that in my dual role as a
 8 volunteer business leader and chief executive of an
 9 international real estate company, I am granted a
 10 unique perspective on the O'Hare Modernization.

1

11 As a member of the Chamber of Commerce, I
 12 understand the impact an efficient airport has on a
 13 diversified regional economy and the thousands of
 14 companies located in northern Illinois.

2

15 At the same time, as a businessman who
 16 normally logs well over a hundred flights a year, I
 17 personally understand the frustrations of individual
 18 business travelers as I visit multiple sites around
 19 the world and attempt to conduct my business in an
 20 efficient and time-effective manner.

3

21 Recently, the chamber celebrated its 100th
 22 anniversary, and we continue to support our mission
 23 of making Chicagoland the most business friendly
 24 region in America. And the central part of that

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Comment	Response
Wislow 4	Please see topical response B-1.
Wislow 5	Please see topical responses A-2, C-1, G-1 and M-4.

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1 mission is to improve the aviation infrastructure in
 2 our region. And the best way to accomplish this is
 3 to move forward with the O'Hare Modernization
 4 Program.

4

5 I urge the FAA to approve the Environmental
 6 Impact Statement submitted for the OMP and issue a
 7 positive Record of Decision as soon as possible.
 8 Delays at O'Hare have not only hampered thousands of
 9 local travelers and businesses but have rippled
 10 across the nation and around the world. I have
 11 experienced that with many late flights trying to
 12 come back from South America. Lost hours due to
 13 delays and cancellations have cost our nation
 14 billions of dollars over the last decade. Quick
 15 approval of the OMP will dramatically improve the
 16 competitive standing for thousands of local
 17 businesses and, in turn, millions of area employees.
 18 It truly is a comprehensive solution to a national
 19 and an international problem.

5

20 There is strong regional consensus that
 21 this is the right thing to do. Well over 600
 22 business organizations and millions of individuals
 23 have issued their support for the OMP in the last 15
 24 years, and that support continues to grow.

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Comment	Response
Wislow 6	Please see topical responses B-1, L-2 and M-3.

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1 While there are some who continue to oppose
 2 the modernization of O'Hare, I strongly believe that
 3 they do not represent the vast majority of the
 4 people and businesses of this region. The known
 5 benefits of the OMP far outweigh the potential
 6 costs. There is no viable alternative project that
 7 can reduce delays at a lower cost in a shorter time
 8 frame than the OMP. We cannot afford to wait any
 9 longer. Delays will continue to mount. Economic
 10 growth will continue to be hampered and frustrations
 11 will continue to increase if we do not act to
 12 address this problem at its source, O'Hare
 13 International Airport.

14 Our aviation challenges must first be met
 15 at their source. The national and international
 16 aviation system and the market have placed O'Hare at
 17 a key point in our system. Infrastructure and
 18 technology have been invested in O'Hare by the
 19 billions of dollars. A new configuration will
 20 maximize these investments, and the OMP would embody
 21 a key principle of the business community. Fix it
 22 first in order to leverage the money you have
 23 already spent.

24 On behalf of the Chicagoland Chamber of

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6

Comment	Response
Wislow 7	Please see topical responses A-2 and B-1.
Canniff 1	Please see topical responses B-1 and G-1.

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1 Commerce, our members, our allies, and the millions
 2 of people who use O'Hare each year, I urge you to
 3 approve the OMP and to issue a Record of Decision as
 4 soon as possible so we can begin to improve our
 5 aviation system and our economy both here in this
 6 region, across the nation, and around the world.

7 Thank you very much for allowing me to talk
 8 today.

7

9 THE HEARING OFFICER: Okay, thanks,
 10 Mr. Wislow.

11 Mr. John Canniff? Mr. Canniff?

12 We'll let you try this one just for a
 13 change of pace.

14 MR. JOHN CANNIFF: Hello. My name is John
 15 Canniff, and I am for the expansion. And I believe
 16 that a strong city needs a strong airport. I think
 17 the jobs that it's going to create I think is going
 18 to be an asset to the city and all the surrounding
 19 suburbs.

1

20 That's about it.

21 THE HEARING OFFICER: Thank you very much.
 22 Jeffrey Schielke, the mayor of Batavia?

23 S-c-h-i-e-l-k-e.

24 Sorry if I mispronounced your name,

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Comment	Response
Schielke 1	Comment noted.
Schielke 2	Please see topical responses G-1 and M-4.

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1 Mr. Mayor.

2 MAYOR JEFFREY SCHIELKE: You're right on.

3 THE HEARING OFFICER: Okay, thanks.

4 MAYOR JEFFREY SCHIELKE: Thank you.

5 My name is Jeffrey D. Schielke, and for the

6 past 24 years I have had the honor and privilege of

7 serving in the elected office of the mayor of the

8 City of Batavia, Illinois. Our community is located

9 approximately 26 miles southwest of the O'Hare

10 Airport campus. Numerous residents of our town are

11 directly or indirectly employed, and our community

12 enjoys one of the strongest industrial and business

13 bases in the western suburbs because of the presence

14 of this facility within our region.

15 We know very well from current and past

16 experience that our industrial and business

17 community is highly reliant and dependent upon the

18 services of O'Hare Airport as a means to remain

19 competitive and aggressive in today's worldwide

20 business community.

21 Without any doubt, O'Hare Airport is a key

22 economic cornerstone of business growth and

23 sustainment in Chicagoland and the greater American

24 Midwest.

1

2

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1 This being said, I wish to go on record as
 2 supporting an innovative environmental and safety
 3 program as it applies to the proposed expansion of
 4 O'Hare Airport.

5 As we are finding out in other venues of
 6 environmental concern and exploration, such as the
 7 construction of new coal-fired electrical generating
 8 plants and the introduction of new waste
 9 incineration facilities, progressive new facilities
 10 can be constructed and operated that are very
 11 environmentally friendly, but often at a much higher
 12 cost than we have known in the past.

13 As a result, those who will enjoy the
 14 utilization of a newly expanded and enhanced O'Hare
 15 campus should readily expect to support any and all
 16 enhancements which protect the environmental
 17 integrity of the airport. Likewise, safety
 18 enhancements, some of which may yet to be in common
 19 practice, should be utilized and funded in the same
 20 manner in the decades ahead as O'Hare Airport
 21 expands and serves our region for generations yet to
 22 be born.

23 In conclusion, as a suburban mayor, I want
 24 to go on record as commending those actively

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3

Comment	Response
Schielke 3	<p>The comments "supporting an innovative environmental and safety program..." is noted. The FAA refers the commenter to Chapter 5, Environmental Consequences of the EIS for information on the potential environmental impacts and their respective proposed mitigation. The FAA also refers the commenter to Chapter 7, Mitigation, of the EIS as well as topical response M-1.</p> <p>Also, please see topical responses K-1 and K-2 regarding safety issues.</p>

Comment	Response
Schielke 4	The commenter's opinion is noted.
Sherwin 1	Comment noted.
Sherwin 2	Please see topical responses D-1 and D-3.
Sherwin 3	Please see topical response M-2.

313

1 involved in working to secure and operate a safe,
 2 environmentally friendly O'Hare Airport. The
 3 leadership of the City of Chicago in particular is
 4 deserving of our thanks for their vision in
 5 structuring a plan which tries today to make
 6 tomorrow a safer and more environmentally stable
 7 place for all of us to live and call home.

4

8 Thank you very much.
 9 THE HEARING OFFICER: Thanks, Mayor.

10 Jeffrey Sherwin, the mayor of Northlake?

11 MAYOR JEFFREY SHERWIN: Good afternoon. My
 12 name is Jeffrey Sherwin. I am mayor of the City of
 13 Northlake.

1

14 The City of Northlake is a municipality
 15 affected, has the most homes affected by 65 decibels
 16 or higher noise from the airport. We have more than
 17 Bensenville and Elk Grove combined. We received the
 18 largest amount of homes soundproofed because of the
 19 airport. But we are in support of the expansion and
 20 the modernization program.

2

3

21 O'Hare is the economic engine which drives
 22 the region's economy. There has been a record
 23 number of flights in and out of O'Hare in 2004.
 24 They did it on a footprint that's bigger than the

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Comment	Response
Sherwin 4	Please see topical response B-1.
Sherwin 5	Please see topical responses C-1, G-1 and M-4.
Sherwin 6	Comment noted.
Sherwin 7	Please see topical responses G-1 and M-4.

314

1 one at the airport in Atlanta. Atlanta operates
 2 parallel runways on a much smaller footprint than
 3 O'Hare Airport. Parallel runways can be fit in at
 4 O'Hare without compromising safety.

5 Delays at O'Hare affect the national
 6 system. If we don't fix it, we are going to lose
 7 the hub traffic, which is essential to our business
 8 in the area. We have several national companies,
 9 international companies located in Northlake because
 10 of their proximity to the airport and their ability
 11 to have 60-plus international destinations literally
 12 at their doorstep. If we do not fix the problem at
 13 O'Hare, we will start to lose these businesses as
 14 the hub traffic will go elsewhere.

15 The OMP will reconfigure the intersecting
 16 runways to the parallel runway system, similar to
 17 what we see in Dallas and Atlanta. As I said
 18 before, Atlanta's airport is built on less acreage,
 19 and they are adding a runway. And they handle
 20 almost as many planes as O'Hare.

21 The OMP will also create thousands of jobs.
 22 The economic impact will be felt throughout the
 23 region, well beyond the airport.

24 Western access will provide additional

4

5

6

7

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Comment	Response
Sherwin 8	Please see topical response F-3.
Sherwin 9	Please see topical response B-2 and L-2.
Sherwin 10	Please see topical responses F-2 and L-2.

315

1 economic development. Property values on the west
 2 side of the airport will increase. I believe that
 3 any loss of tax base on the west side of the airport
 4 will be more than made up with the increased
 5 property values that would occur when western access
 6 becomes a reality.

8

7 And lastly, every conference that I go to
 8 involving growth and planning, they all tout smart
 9 growth. Smart growth would dictate that you utilize
 10 an asset fully to its potential before you go out
 11 and you build another asset.

9

12 I believe O'Hare is not maximized to its
 13 fullest capacity. We have the infrastructure in
 14 place, we have rapid transit, we have highways, we
 15 have freight-forwarding terminals. All of that
 16 infrastructure is in place at O'Hare. For us to go
 17 duplicate that somewhere else in the quest to build
 18 another airport in another location would add untold
 19 billions of dollars to the construction of a third
 20 airport in another location.

10

21 So before we go running off to build
 22 another airport, we should maximize what we have
 23 here. If the demand is there, then we should look
 24 at a third airport. But let's maximize the asset

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Comment	Response
Sherwin 11	Please see topical responses B-2 and L-2.
Sherwin 12	Please see topical response M-2.

316

1 that we have.

11

2 So the City of Northlake has been
 3 four-square, unanimously -- the City Council
 4 unanimously passed a resolution supporting this
 5 eight years ago in 1997, well before a lot of people
 6 jumped on the bandwagon. But we are 100 percent
 7 behind it.

12

8 Thank you.

9 THE HEARING OFFICER: Thank you, Mr. Mayor.
 10 (Audience reaction.)

11 THE HEARING OFFICER: If you have a
 12 comment, you know, you are welcome to come make it
 13 publicly. If you don't, then let's keep quiet until
 14 everybody gets their chance -- although he was
 15 finished, so it's okay.

16 How about Chuck Hennchel,
 17 H-e-n-n-c-h-a-e-l?

18 How do you pronounce that?

19 MR. CHUCK HENNCHEL: Hennchel,
 20 H-e-n-n-c-h-e-l.

21 THE HEARING OFFICER: Okay, Chuck Hennchel,
 22 CenterPoint Properties.

23 MR. CHUCK HENNCHEL: Good afternoon.

24 THE HEARING OFFICER: Good afternoon.

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1 MR. CHUCK HENNCHEL: Ladies and gentlemen,
2 thank you for the opportunity to speak. My name is
3 Chuck Hennchel. I am VP of Airport Investment and
4 Development for CenterPoint Properties. I spent the
5 past 20 years in the airport development business,
6 15 years at a major airlines in airport facilities
7 and corporate real estate. I am the former chairman
8 of the Facilities Steering Group at O'Hare Airport
9 and the former chairman of the Airline Airport
10 Affairs Committee.

11 I have been with CenterPoint Properties for
12 the past six years. At CenterPoint I'm responsible
13 for our air cargo and airport-related real estate on
14 and around O'Hare.

15 CenterPoint has over a million square feet
16 of air cargo and airport-related facilities on the
17 field at O'Hare. We also have several million
18 square feet of similar facilities in the surrounding
19 municipalities of Bensenville, Des Plaines, Franklin
20 Park, Elk Grove, and that only names the closest
21 locations.

22 And by the way, so everybody feels okay,
23 those are in alphabetical order.

24 The facilities house airline air cargo

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Comment	Response
Hennchel 1	Comment noted.
Hennchel 2	Please see topical responses G-1 and M-4.
Hennchel 3	Please see topical response B-1.
Hennchel 4	Please see topical response K-1.

318

1 operators as well as logistics companies that truck
 2 freight in and around the region. These companies
 3 employ hundreds of people in the region and add
 4 millions of dollars to the regional economy. For
 5 that reason I thought it was important that we come
 6 out and speak in support of the CMP.

1

7 I believe specifically that there are some
 8 points I would like to make. I both support it on a
 9 corporate level as well as a personal level. I
 10 believe that the project will enhance the airport's
 11 efficiency and add significant capacity to both the
 12 region and the national aviation system. The
 13 enhanced capacity will help the region grow as a
 14 logistics center and solidify the region as the
 15 transportation hub that it has been for decades.

2

3

16 I believe the project will provide a safer
 17 runway design for a new generation of passenger and
 18 cargo aircraft. And many of these aircraft are in
 19 design or are currently coming about and are in use
 20 or will soon be in use in some of the competing
 21 airport hub operations.

4

22 The expanded runway capacity will mitigate
 23 delays and therefore provide an airport which will
 24 be friendlier to both the flying public as well as

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Comment	Response
Hennchel 5	Please see topical responses C-1 and G-1.
Hennchel 6	Please see topical responses B-1 and M-4.

319

1 the shippers and cargo carriers in the region.
 2 I believe that an enhanced O'Hare Airport
 3 will provide more capacity and better efficiency
 4 than an additional regional airport by providing
 5 capacity where the users need it and want it. This
 6 will allow all of the surrounding businesses,
 7 airlines and shippers, as well as those companies
 8 that support those operations, to utilize their
 9 existing infrastructure more efficiently rather than
 10 duplicating these facilities in a remote location
 11 where demand and users do not currently exist.

5

12 In closing, I would like to say that I
 13 believe that this is a project that not only is the
 14 best solution to capacity problems in Chicago but
 15 also will provide a project that will benefit the
 16 surrounding communities, the state of Illinois, and
 17 the national airport system.

6

18 Thank you very much.
 19 THE HEARING OFFICER: Okay, thanks,
 20 Mr. Hennchel.
 21 Michael Mullen, M-u-l-l-e-n.
 22 MR. MICHAEL MULLEN: Correct.
 23 THE HEARING OFFICER: Okay, thanks.
 24 MR. MICHAEL MULLEN: Good afternoon. Thank

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Comment	Response
Mullen 1	Comment noted.
Mullen 2	Please see topical responses G-1 and M-4.

320

1 you for allowing me to testify today. My name is
 2 Mike Mullen. I am the chief executive officer of
 3 CenterPoint Properties. CenterPoint is a real
 4 estate investment trust. We are based in Oak Brook,
 5 Illinois. We are the largest owner and developer of
 6 industrial properties in the Midwest. We currently
 7 have a portfolio of approximately 38 million square
 8 feet of industrial buildings in the region.

9 In addition to hundreds of buildings, we
 10 have hundreds of tenants, and about 8 million square
 11 feet of our tenants are located near O'Hare Airport.

12 We at CenterPoint are strongly behind the
 13 O'Hare Modernization Program. We live in a global
 14 economy. Our clients rely on O'Hare not only to get
 15 to and from Chicago but to get goods to and from
 16 Chicago, and we believe O'Hare is the economic
 17 engine for our local economy.

18 We at CenterPoint are constantly competing
 19 with other cities around the globe for new projects.
 20 We are trying to attract clients to this region
 21 either for our existing portfolio or to develop new
 22 facilities, and we are also trying to bring in
 23 either domestic institutional investors to invest in
 24 the region or foreign investors, and we've seen a

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1

2

Comment	Response
Mullen 3	Please see topical response M-4.
Mullen 4	Please see topical response M-2.

321

1 steady stream of them.

2 We believe at CenterPoint that a

3 world-class city like Chicago to compete in a global

4 economy needs a world-class airport, and so again we

5 support the O'Hare Modernization Program.

6 Thank you.

7 THE HEARING OFFICER: Thanks, Mr. Mullen.

8 Jim Cross?

9 MR. MICHAEL MULLEN: Jim's flight was

10 delayed and he cannot make it.

11 THE HEARING OFFICER: His flight was

12 delayed?

13 MR. MICHAEL MULLEN: Yes.

14 THE HEARING OFFICER: William Lauck,

15 L-a-u-c-k.

16 Good afternoon, Mr. Lauck.

17 MR. WILLIAM LAUCK: Good afternoon. My

18 name is William Lauck. I am a private citizen. My

19 own opinion is that the reason that Chicago is the

20 important city that it is, a leading city in the

21 world, is because it is a transportation hub. I

22 think it always has been, starting with the

23 railroads. And it continues to be an important

24 transportation hub for the United States and for the

3

4

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Comment	Response
Lauck 1	Please see topical responses B-1 and M-4.

322

1 world.

2 To maintain that position we in Chicago

3 have to stay current. We have an airport that's a

4 number of years old. Its layout is not consistent

5 with the traffic that it will need to have if

6 Chicago is going to remain a leading city.

7 So I'm in favor of the O'Hare Modernization

8 Program because I think those changes are necessary

9 to keep our airport competitive. If we don't stay

10 competitive, we will not remain a transportation

11 center and we will not remain the important city

12 that we are. The jobs, the industry and the

13 business will go somewhere else. So that's why I

14 support the modernization program.

15 Thank you.

16 THE HEARING OFFICER: Thanks, Mr. Lauck.

17 We are a little bit ahead of time, but is

18 Jeff Mason here?

19 MR. CHRIS MASON: Chris Mason.

20 THE HEARING OFFICER: Well, this one is

21 Jeff, but --

22 MR. CHRIS MASON: They corrected it.

23 THE HEARING OFFICER: Is that you?

24 MR. CHRIS MASON: Yes, I'm Chris.

1

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323

1 THE HEARING OFFICER: Please come up. It
2 should be Chris Mason.
3 M-a-s-o-n?
4 MR. CHRIS MASON: Correct.
5 THE HEARING OFFICER: C-h-r-i-s?
6 MR. CHRIS MASON: Also correct. Thank you.
7 THE HEARING OFFICER: You're welcome.
8 MR. CHRIS MASON: Thank you and good
9 afternoon.
10 THE HEARING OFFICER: Good afternoon.
11 MR. CHRIS MASON: I'm Chris Mason. I'm
12 director of corporate communications for AAR. And
13 AAR is a leading providers of products and services
14 to the aviation industry. The company's been
15 serving aviation customers for more than half a
16 century, and during that time we've grown from a
17 small Chicago-based supplier of aircraft parts to an
18 international provider of aviation products and
19 services to our commercial and government customers
20 around the world. I'm here this afternoon on behalf
21 of AAR to voice the company's support of the O'Hare
22 Modernization plan.
23 Our headquarters has been located in the
24 Chicagoland area since the company was started in

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Comment	Response
Mason 1	Comment noted.
Mason 2	Please see topical response G-1.

324

1 the early 1950s, and the role that O'Hare has played
 2 has helped to contribute to our success.

1

3 As a business, we benefit from our
 4 proximity to O'Hare and will continue to benefit to
 5 the extent that O'Hare remains a competitive
 6 alternative for business travelers and to the extent
 7 that the airlines that fly in and out of O'Hare are
 8 successful.

2

9 Last year the Department of Transportation
 10 ranked O'Hare last in the nation for on-time
 11 performance with 30 percent of flights arriving late
 12 and 27 percent of flights departing late.

13 In response to these delays, flights during
 14 peak hours were reduced to alleviate some of the
 15 pressure on the system, and while these reductions
 16 did have a positive impact on on-time performance,
 17 we understand that other airlines have since
 18 increased their schedules and that the delays at
 19 O'Hare remain an issue.

20 It's important to note that these delays
 21 aren't simply an inconvenience for business
 22 travelers and vacationing families in or out of
 23 Chicago. These delays affect the entire system
 24 nationwide and affect the other passenger and cargo

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Comment	Response
Mason 3	Please see topical responses C-1, C-4 and M-4.
Mason 4	Please see topical responses B-8 and M-4.
Mason 5	Please see topical responses G-1 and M-4.

325

1 carriers' abilities to ensure on-time service for
 2 their customers.

3 We believe that addressing the congestion
 4 problem at O'Hare will help to prevent customers
 5 from booking flights away from the region and away
 6 from airlines that use O'Hare as a strategic hub.

3

7 The aviation industry is cyclical in that
 8 it undergoes economic cycles about every eight to ten
 9 years. In the wake of these cycles, airlines and
 10 the companies that serve them have been able to
 11 recover and adapt to changes in the marketplace.
 12 However, this most recent down cycle was different
 13 in that it was far more catastrophic and it's taking
 14 more time for the industry to adapt and recover.

4

15 As I mentioned previously, the success of
 16 our business is directly linked to the success of
 17 our airline customers, and we're committed to
 18 helping our industry while demonstrating our
 19 sensitivity to the surrounding communities.

5

20 We agree that the O'Hare Modernization is
 21 necessary to cut down on delays and enable airlines
 22 to provide better and more reliable service to
 23 travelers flying in and out of Chicago, who in turn
 24 keep the economic engine of the region and of the

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Comment	Response
Mason 6	Please see topical responses B-1 and G-1.

326

1 commercial aviation industry running.

2 It is our understanding that the plan will

3 also bring a significant number of new jobs to the

4 area, which we advocate as a member of the local

5 business community.

6 For these reasons, AAR offers its support

7 to the O'Hare Modernization plan.

8 Thank you.

9 THE HEARING OFFICER: Thanks, Mr. Mason.

10 Fred Nimke, N-i-m-k-e?

11 MR. FRED MENGES: Menges.

12 THE HEARING OFFICER: I've got N-i-m-k-e.

13 Is that you?

14 MR. MEGNES: Oh, I'm sorry.

15 THE HEARING OFFICER: That's okay. Let's

16 just see if he's here.

17 Fred Nimke, N-i-m-k-e?

18 How about Cindy Szadokierski?

19 Well, I think we got a little break time

20 here.

21 What's your name?

22 MR. FRED MENGES: Fred Menges.

23 THE HEARING OFFICER: Do you know what time

24 you were supposed to be up, Fred?

6

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Comment	Response
Menges 1	Comment noted.

327

1 MR. FRED MENGES: 5:25.
 2 THE HEARING OFFICER: You're welcome if you
 3 would like to come up now to give your testimony.
 4 MR. FRED MENGES: Sure thing.
 5 THE HEARING OFFICER: Sure. Okay, great.
 6 Let me get your slip out of here.
 7 M-e-n-g-e-s.
 8 Okay, Mr. Menges, go ahead.
 9 MR. FRED MENGES: Good afternoon.
 10 THE HEARING OFFICER: Good afternoon.
 11 MR. FRED MENGES: My name is Fred Menges
 12 and I am a fleet service clerk for American Airlines
 13 here in the great city of Chicago, which is
 14 represented by the Transport Workers Union Local
 15 512. I am here to express my opinion on why the
 16 O'Hare Modernization project is a great idea. I
 17 will be brief on what I have to say, but here are a
 18 few reasons I would like to share with you.
 19 Reason 1: Over the last few years, my
 20 fellow union brothers and sisters and I, as well as
 21 other co-workers, have been going through a lot of
 22 turmoil. Due to the aftermath of the tragic 9/11
 23 events, American Airlines has not been able to
 24 restore its quarterly profit earnings. So as a

1

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1 result, we have been going through periods of
2 layoffs, then getting recalled back, getting forced
3 from full-time to part-time, then getting recalled
4 back. And I have to be honest with you, this is
5 really getting annoying. And I know I can speak for
6 all my fellow union brothers and sisters, as well as
7 my fellow co-workers. Not to mention we all had to
8 take a reduction in pay, as well as other benefits
9 that we have earned.

10 But first let me just mention that before
11 the tragic events of 9/11, American Airlines was
12 booming with profit. Here in Chicago we had a very
13 busy flight schedule and a great nucleus of hard
14 workers. The ramp personnel, which is what my
15 fellow union brothers and sisters and I do, were
16 loading planes with mail, freight and passenger
17 baggage to its fullest capacity. Everybody was
18 happy. But those days seem to be gone, greatly due
19 to the events of 9/11.

20 Since then American has tried to keep
21 flying the same kind of flight schedule to restore
22 its profitability, but there was a problem. United
23 and other airlines were trying to do the same thing,
24 and there became a major problem at O'Hare. That's

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1 right, the world's busiest airport was really living
2 up to its name. But maybe a little too much. Now
3 there was a major congestion problem at O'Hare. You
4 would think that's a great thing because everybody
5 is flying again, right? Wrong. The FAA has forced
6 American Airlines to reduce flights during the peak
7 hours, thus leaving American no choice but to reduce
8 its great hardworking nucleus, especially the ramp.

9 Now, I just want to let you guys know that
10 this is the turmoil that we've all been going
11 through. The biggest reduction is the ramp. Not
12 knocking the other departments, but my fellow union
13 brothers and sisters and I are the ones that load
14 and unload the mail and freight that makes American
15 the big profit. But now that we don't have the
16 proper personnel that we used to have, it makes it
17 really hard to load and unload the mail and freight,
18 thus American almost losing a mail contract just
19 recently.

20 It used to be if you're unable to load mail
21 and freight on one flight, it will be loaded on the
22 next flight. But now that can't happen because the
23 reduced flight schedule forced on by the FAA.

24 But this can happen again if O'Hare is

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Comment	Response
Menges 2	The commenter's opinions are noted. Please see topical responses C-1, C-4 and G-1.

330

1 expanded. For instance, Dallas/Fort Worth Airport,
 2 American Airlines' hometown airport, just recently
 3 announced they will be increasing their flight
 4 schedule. But they can't in Chicago because of the
 5 congestion that forced American to reduce its
 6 schedule by the FAA, even though Chicago is American
 7 Airlines' second largest hub city.

8 So if O'Hare is expanded, American will be
 9 able to restore its flight schedule that it used to
 10 have, given back our ground personnel, my fellow
 11 union brothers and sisters and I will be able to
 12 push the mail and freight through and possibly
 13 increase the flight schedule. Giving passengers
 14 more of a choice of chosen destinations, American
 15 could be back to profitability.

16 I would also like to add with these better
 17 changes to O'Hare, the delays will be reduced,
 18 leaving our passengers uninconvenienced and the
 19 airlines saving \$750,000,000 annually in savings
 20 based on the facts of the O'Hare project.

21 We as airline employees depend on this. It
 22 would be nice to know that we had job security other
 23 than living our lives in limbo knowing if we were
 24 going to have jobs or not. Working at O'Hare is our

2

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Comment	Response
Menges 3	Please see topical response G-1.

331

1 livelihoods. It is a way to provide income. Some
 2 of us work here to provide for our families and some
 3 of us work here to start families. So if O'Hare is
 4 expanded, our lives and our families will prosper.

3

5 Reason 2: I would like to mention that I
 6 am a Bensenville resident. I am 28 years old and I
 7 have been living in Bensenville for 28 years. All
 8 my life I have heard a lot about the noise at O'Hare
 9 Airport. Through the late '70s and all through the
 10 '80s and '90s, I would agree with you, because I
 11 remember if a plane took off, it felt like the house
 12 was going to collapse. But those loud planes were
 13 Boeing 707s, 727s and older 747s. But now no
 14 commercial airplane flies these planes anymore. We
 15 now live in an age of new and improved technology to
 16 where airplane engines are no more of a concern. I
 17 say this because these engines are modified to
 18 reduce the noise.

19 Let me give you an example. A Boeing 777
 20 is a huge wide-body aircraft that holds
 21 approximately 270 passengers that flies
 22 internationally and domestically that has two large
 23 engines, one on each wing. On takeoff, each engine
 24 kicks out 90,000 pounds of thrust, totalling 180,000

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Comment	Response
Menges 4	Please see topical response D-1.

332

1 pounds of thrust on takeoff. You can't even tell
 2 this because you don't even hear it. You might feel
 3 a little rumble on the ground for a second. That's
 4 just about it. You'll feel worse rumbles from a
 5 crack of thunder during a thunderstorm.

6 Some of the 727s and the older 747s still
 7 do fly at O'Hare for cargo companies and private
 8 charter companies, but because of the modifications
 9 to these engines, you can't even hear them anymore
 10 because they are installed by what's called hush
 11 kits. So noise pollution in Bensenville or anywhere
 12 else is not an excuse to not expand O'Hare. A
 13 freight train or a Metra commuter train is a lot
 14 louder rumbling on through.

15 Reason 3: Because of O'Hare, the state of
 16 Illinois and Chicago area has been generating a lot
 17 of revenue. If the airport is expanded, the State
 18 and the City could be generating a lot more. With
 19 the expansion, the economic growth will create many
 20 jobs. And I'm not just saying the construction
 21 crews that will expand the airport but jobs all
 22 over. Just think, if you're an owner of a company
 23 or a business, you can be generating a lot of
 24 income.

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4

333

1 As an example, if you ship and receive
2 products from countries all over the world, you as
3 an owner are generating income for your company,
4 right? Imagine if O'Hare is expanded. You have an
5 opportunity to ship more and more of your products
6 to those same countries and able to ship to other
7 countries as well, sending them out on the airlines
8 like American Airlines or cargo companies like Polar
9 Air Cargo, for instance. Now you as an owner are
10 making money and the airlines who send those
11 shipments out are making money. Now, you have all
12 this money you generated; now you decide to expand
13 your company, thus creating new jobs and
14 opportunities for somebody else working for your
15 company.

16 With this example being said, new jobs and
17 opportunities will be on an uprise, whether it be
18 law enforcement, firefighting, construction, hotel
19 manager, restaurant owner, or even an office job,
20 just to name a few. This is a huge economic growth
21 for the City of Chicago and the State of Illinois.
22 Now the City of Chicago and the State of Illinois
23 would be able to improve hospitals, homes, schools,
24 roads and help keep crime off the streets due to

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Comment	Response
Menges 5	Please see topical responses G-1 and M-4.

334

1 funds being generated by the economic growth that
 2 the expansion of O'Hare was able to help provide.
 3 Chicago is a very historical city, so it
 4 attracts many visitors from all over the world, as
 5 well as filmmakers from Hollywood to shoot movies.
 6 The State of Illinois will also be able to
 7 help fund other towns and communities. Growing
 8 towns will be able to expand by building more homes,
 9 more schools, more hospitals, stores, as well as
 10 other local business. With these growing towns,
 11 more jobs will be created because you need people to
 12 build these homes, the schools, the hospitals, the
 13 stores. You'll need teachers at the schools, you'll
 14 need doctors and nurses at the hospitals, and you
 15 will need people to run the stores and other
 16 businesses. And with these growing towns you'll
 17 need more law enforcement and firefighters to help
 18 keep the town safe. Wow, look at how everybody can
 19 benefit from this thanks to the expansion of O'Hare.
 20 In conclusion, I would like to say look at
 21 how we can all benefit from the expansion of O'Hare.
 22 The airport can be a gateway of opportunity and to
 23 the airlines it can be a gateway to the world.
 24 President John F. Kennedy once called O'Hare a

5

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Comment	Response
Menges 6	Please see topical response M-2.

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1 modern aviation wonder. So let's improve our
 2 wonder. Let's move this project forward so we can
 3 all benefit and be prosperous for the rest of our
 4 lives.
 5 Thank you.
 6 THE HEARING OFFICER: Thanks, Mr. Menges.
 7 How about Mr. Fred Nimke, N-i-m-k-e?
 8 Mr. Nimke?
 9 Cindy Szadokierski?
 10 Melissa Wallace? Melissa Wallace?
 11 Mark Schulman? Mark Schulman?
 12 Well, I think we are a little bit ahead of
 13 schedule for some of those people, so does anybody
 14 have a speaking time that would like to do now?
 15 MR. DAVID FILKIN: I have 4:15.
 16 THE HEARING OFFICER: You do? What's your
 17 name?
 18 MR. DAVID FILKIN: David Filkin.
 19 THE HEARING OFFICER: Well, Dave, I don't
 20 know what happened to your ticket. How do you spell
 21 your last name?
 22 MR. DAVID FILKIN: F-i-l-k-i-n.
 23 THE HEARING OFFICER: Okay. Are you
 24 speaking on behalf of yourself or an organization?

6

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Comment	Response
Filkin 1	Comment noted.

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1 MR. DAVID FILKIN: An organization.
 2 THE HEARING OFFICER: What's the name of
 3 it?
 4 MR. DAVID FILKIN: Duchossois Industries,
 5 D-u-c-h-o-s-s-o-i-s Industries.
 6 THE HEARING OFFICER: Okay. And your first
 7 name again is?
 8 MR. DAVID FILKIN: David.
 9 THE HEARING OFFICER: David. Okay, David,
 10 you're up.
 11 MR. DAVID FILKIN: Good afternoon and thank
 12 you for the opportunity to testify.
 13 THE HEARING OFFICER: Good afternoon.
 14 MR. DAVID FILKIN: I'll be brief.
 15 My name is David Filkin and I am vice
 16 president and general counsel of Duchossois
 17 Industries, a privately owned corporation whose
 18 headquarters is right here in Elmhurst, Illinois.
 19 We employ approximately 350 people here and over
 20 5,000 people worldwide. We strongly support the
 21 expansion of O'Hare. We believe a strong O'Hare
 22 helps keep Duchossois Industries and its companies
 23 competitive worldwide.
 24 In 2004 alone, our employees took over

1

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Comment	Response
Filkin 2	Please see topical response G-1.
Filkin 3	Please see topical response C-1.
Filkin 4	Please see topical response C-1.
Filkin 5	Comment noted.

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1 4,200 flights in and out of O'Hare. This
 2 represented over 20 times the amount of flights at
 3 Rockford, Midway and Gary combined. Clearly an
 4 efficient and vibrant O'Hare is critical to our
 5 continued success.

2

6 We believe that the OMP will increase
 7 capacity and efficiency at O'Hare. This translates
 8 into greater growth in the local economy and greater
 9 efficiencies and less delays. This means that our
 10 employees who are taking these flights in and out of
 11 O'Hare are more productive and are more able to get
 12 to their appropriate destinations.

3

13 On a personal level and as a resident of
 14 the North Shore, if delays at O'Hare continue, then
 15 I am forced to use Mitchell Airport in Milwaukee
 16 since that's the closest airport in terms of ground
 17 travel time.

4

18 For these reasons, Duchossois Industries
 19 supports the OMP.

5

20 Thank you.

21 THE HEARING OFFICER: You're welcome. And
 22 I did find your card. They had stuck it up here and
 23 I forgot to put it into the pile. So you're all
 24 set.

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Comment	Response
Dionesotes 1	Please see topical response G-1.
Dionesotes 2	Comment noted.

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1 MR. DAVID FILKIN: Thank you.
 2 THE HEARING OFFICER: You're welcome.
 3 There's a couple others up here. Let me
 4 just see. Is there a Donald Dionesotes?
 5 How did I do pronouncing your name?
 6 MR. DONALD DIONESOTES: Very good. Did you
 7 use the phonetic spelling?
 8 THE HEARING OFFICER: No, I didn't. I have
 9 D-i-o-n-e-s-o-t-e-s. Is that correct?
 10 MR. DONALD DIONESOTES: Yes.
 11 THE HEARING OFFICER: Okay. Donald, you're
 12 speaking on behalf of yourself or an organization?
 13 MR. DONALD DIONESOTES: Myself.
 14 Donald Dionesotes out of Bensenville,
 15 Illinois. I will start with something I hadn't
 16 thought of until I heard the previous speakers talk
 17 about how their businesses and their organizations
 18 will prosper. Well, are they going to invest any
 19 money in the construction expansion of O'Hare Field?
 20 It's nice that they would prosper without making any
 21 further investment.
 22 I would like to say that I am not opposed
 23 to expansion. I am not a proponent either. I have
 24 some questions.

1

2

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Comment	Response
Dionesotes 3	Please see topical responses C-1, D-1, D-2 and L-1.
Dionesotes 4	Please see topical responses G-1 and G-4.

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1 I saw in the Tribune this morning,
 2 Virginia's column, that one executive complained
 3 that very few of his flights arrive on time, that he
 4 suffers from delays. Poor baby. I have a runway
 5 aimed right over my bedroom window in Bensenville.
 6 That's not a factor though. Any expansion will take
 7 place after I'm gone. I may be buried in the
 8 backyard. The runway might come right over my grave
 9 site.

10 If that man is worried about delays, I
 11 wonder if he is ever delayed by traffic, if he ever
 12 is delayed in a restaurant or in a ballpark.

13 However much money this costs, 10, 12, 15,
 14 \$20 billion is a lot of money to spend because a man
 15 is inconvenienced for delays.

16 The labor people speak of jobs for their
 17 people, which is very good, but they want to trade
 18 the homes of the residents in Bensenville so they
 19 could have a job. They can get a job in some other
 20 airport construction.

21 I have two solutions, simple solutions.
 22 One is to simply put a double deck on top of I-90
 23 and the Kennedy Expressway and have a runway going
 24 from O'Hare Field to Harlem Avenue and from Harlem

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3

4

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1 Avenue to downtown Chicago. That's a long, long
 2 runway.
 3 Another solution for the cemetery
 4 problem -- you know what I mean, cemetery problem,
 5 cemeteries?
 6 THE HEARING OFFICER: Yes.
 7 MR. DONALD DIONESOTES: Rather than have
 8 Mayor Daley's ghouls move the bodies, simply run the
 9 concrete runways over the bodies and entomb them,
 10 much like King Tut was, and then simply place a
 11 plaque on the concrete over the grave site with the
 12 individual's name.
 13 Somebody say amen.
 14 Now all that's pretty silly, but that's how
 15 strongly I feel about how the O'Hare expansion has
 16 overlooked the individuals and the citizens involved
 17 in the western suburbs.
 18 There is no way I can think of that is
 19 going to keep that expansion from taking place. For
 20 two reasons. One is Mayor Daley and the other is
 21 money. It is a shame that Bensenville will have to
 22 lose part of its tax base and people will have to
 23 lose their homes.
 24 The payment of fair market value for

5

6

Comment	Response
Dionesotes 5	The commenter's runway solution is noted. However, the FAA does not consider a double-deck runway on I-90 a reasonable alternative, due to safety and cost concerns.
Dionesotes 6	The commenter's opinion related to the cemeteries is noted. Please see topical response I-1.

Comment	Response
Dionesotes 7	Please see topical responses G-3 and G-4.
Garcia 1	Please see topical response G-1.

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1 somebody's home I don't think is appropriate. If
 2 somebody doesn't want to move and they must move, I
 3 think they should be paid a premium.

4 Right now I didn't make any notes so I
 5 can't think of anything else bad to say, so thank
 6 you very much.

7 THE HEARING OFFICER: You're welcome.
 8 Thank you, Mr. Dionesotes.

9 Let's see here, how about Luis Garcia?
 10 Luis?

11 G-a-r-c-i-a?

12 MR. LUIS GARCIA: Correct.

13 THE HEARING OFFICER: Okay.

14 MR. LUIS GARCIA: Good afternoon. Thank
 15 you for letting me speak.

16 THE HEARING OFFICER: Good afternoon.

17 MR. LUIS GARCIA: I would like to speak on
 18 behalf of the modernization, expansion of the O'Hare
 19 because of the amount of jobs that it is going to
 20 create and also the millions of revenue that is
 21 going to come to the City of Chicago.

22 The past speaker spoke about sacrificing
 23 some houses because the City wants to expand. I'm
 24 sure that if the environmentalists were back then

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Comment	Response
Garcia 2	Please see topical responses G-4 and M-2.
Szadokierski 1	Please see topical response M-5.

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1 when O'Hare was built, they would have also put up a
 2 big fight about making a prairie where O'Hare stands
 3 now.

4 So I am for the expansion.
 5 Thank you.

6 THE HEARING OFFICER: Okay, thank you,
 7 Mr. Garcia.

8 Fred Nimke? Fred Nimke?
 9 How about Cindy Szadokierski?

10 MS. CINDY SZADOKIERSKI: That was pretty
 11 good.

12 THE HEARING OFFICER: It's
 13 S-z-a-d-o-k-i-e-r-s-k-i.

14 Okay, go right ahead.

15 MS. CINDY SZADOKIERSKI: Okay, thank you.

16 I've been a resident of Elmhurst for nine
 17 years and I'm also an airline employee. Thank you
 18 for giving me the opportunity today to speak in
 19 strong support of the O'Hare Modernization plan.

20 As you well know, O'Hare has the dubious
 21 distinction of being the world's busiest airport, as
 22 one of the worst in on-time performance. And I can
 23 speak from experience. Sunday night my husband and
 24 I were traveling in to come home from different

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1 parts of the country, attempting to make a birthday
2 dinner. And my husband said, "Oh, it's calling for
3 rain at O'Hare on Sunday. Perhaps we should come
4 back earlier." And me being the eternal optimist, I
5 said, "Ah, no problem. We'll get here just on time.
6 No issues."

7 Well, you know what the weather was like on
8 Sunday, rainy, low visibility, and our flights were
9 three hours delayed. So needless to say, we didn't
10 make that birthday dinner. And I even knew better
11 than to try it, but I did anyway.

12 This is a common occurrence and quite
13 frankly is a major reason that many people simply go
14 out of their way to avoid O'Hare. The core problem
15 is the lack of adequate runway capacity stemming
16 from an inefficient design of the existing seven
17 runways and the lack of improvements over many
18 years, more than 30.

19 The issue not only impacts the flying
20 public in and out of O'Hare but it is also impacting
21 those people flying through O'Hare as O'Hare has
22 become an aviation choke point that ripples across
23 the country.

24 In an attempt to reduce the duration and

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1 frequency of delays, capacity limitations were
2 imposed and voluntary reductions in service were
3 given by several airlines.

4 While the impact on performance has been
5 positive, it is a very short-term Band-Aid approach.
6 Airlines need to be able to increase capacity to
7 markets where customers want to fly when they fly.
8 Airlines cannot continue to sustain forced capacity
9 limitations which negatively impact revenue
10 generation and economic growth for this region.

11 O'Hare is an economic engine of the entire
12 Chicagoland area. If this systemic problem is not
13 remedied quickly and permanently, there will be
14 irreparable damage to local economies. Failure to
15 modernize O'Hare will cost Chicago and the
16 surrounding communities billions and billions of
17 dollars.

18 With a good plan to reduce delays, such as
19 the O'Hare Modernization Program, the revitalization
20 of the airport will create jobs. It will guarantee
21 existing jobs and it will increase disposable income
22 to be spent here locally, thus propelling all of the
23 economies in the surrounding areas.

24 I contend that this decision regarding the

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Comment	Response
Szadokierski 2	Please see topical responses B-1, C-1, C-4,G-1 and M-4.
Szadokierski 3	Please see topical responses A-2 and M-5.

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1 O'Hare Modernization Program is one of the nations
 2 most critical aviation infrastructure projects and
 3 it needs full support of the FAA.

2

4 Thank you again for the opportunity to
 5 share my thoughts, and I respectfully encourage an
 6 expeditious issuance of the FAA's Record of Decision
 7 approving the construction and extension of the
 8 runways needed for the OMP.

3

9 Thank you.

10 THE HEARING OFFICER: Okay, thank you.

11 Does anybody know who that lady with the
 12 baby was? Is she going to testify? Anybody here
 13 with her?

14 MR. MICHAEL SMALL: Yes. No, she's with
 15 me.

16 THE HEARING OFFICER: She's with you.

17 Do you want her in here? Are you going to
 18 testify?

19 MR. MICHAEL SMALL: Yes.

20 THE HEARING OFFICER: What's your name?

21 MR. MICHAEL SMALL: Mike Small.

22 THE HEARING OFFICER: What time have you
 23 got, do you know?

24 MR. MICHAEL SMALL: They gave me 4:55.

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1 THE HEARING OFFICER: Let me see who else
2 is here. If not, we'll let that lady with the baby
3 come in and we'll listen to what you have to say.
4 So hang on one minute here.
5 4:55 they gave you?
6 MR. MICHAEL SMALL: Yes.
7 THE HEARING OFFICER: Well, I don't know
8 where they put it, Mike, but I tell you what, why
9 don't you come up right now. Do you want to get --
10 is that your wife?
11 MR. MICHAEL SMALL: Yes.
12 THE HEARING OFFICER: Why don't you tell
13 her to come in with you and let's have you testify.
14 MR. MICHAEL SMALL: Okay.
15 THE HEARING OFFICER: Let me see who else
16 is here. Is Melissa Wallace here?
17 How about Mark Schulman? Mark Schulman?
18 Greg Zito? Greg Zito?
19 MR. MICHAEL SMALL: She's not here. I'll
20 tell her I did a good job.
21 THE HEARING OFFICER: Are you sure?
22 MR. MICHAEL SMALL: Yes.
23 THE HEARING OFFICER: How do you spell your
24 last name?

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Comment	Response
Small 1	Please see topical response D-1.

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1 MR. MICHAEL SMALL: S-m-a-l-l.
 2 THE HEARING OFFICER: Okay, go ahead.
 3 MR. MICHAEL SMALL: Good evening, ladies
 4 and gentlemen. My name is Michael Small and I have
 5 been a resident of Elmhurst for about ten years. So
 6 I have seen the little vans parked out in the
 7 neighborhood for the noise abatement and I've had
 8 the pleasure of keeping the windows down and stuff
 9 like that, so I know all the concerns.
 10 But I'm a tradesman, and jobs are a big
 11 concern for me. I've got some friends that actually
 12 have left the community. Some are selling their
 13 house because they are out of work. And, you know,
 14 I would like to just give another gist of some of us
 15 that are affected by no jobs. We need jobs. Our
 16 industry is suffering right now while -- at least in
 17 my short career, my young career, the most I've
 18 seen. So if everybody can keep that in mind, that
 19 the expansion here at O'Hare is going to add jobs to
 20 the community and keep some of your neighbors
 21 working.
 22 I actually moved out of Elmhurst for about
 23 12 months, and we had a little boy that you've seen
 24 running around back here, and as soon as he came in,

1

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Comment	Response
Small 2	Please see topical response G-1.

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1 we ran back here. Of course it cost us a couple of
2 dollars, but we're really happy to be part of the
3 community.

4 The only way my family can stay part of the
5 community is if I work. So I'm here for myself and
6 other people just like me to try to keep jobs in our
7 area. So I can put up with some of the noises that
8 airplanes can make so I can raise my family here in
9 Elmhurst.

10 I won't take up any more of your time.

11 Thanks a lot.

12 THE HEARING OFFICER: Okay, Mr. Small, and
13 thank you.

14 I am going to recall a couple names, see if
15 any of these parties have shown up.

16 Fred Nimke, N-i-m-k-e?

17 Melissa Wallace? Melissa? She is not
18 supposed to be here.

19 Mark Schulman?

20 Greg Zito?

21 Arlene Williams?

22 Well, all those people are about 15 minutes
23 away, so I think what we're going to do is -- is
24 there anyone here who is supposed to speak later

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2

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1 that would like to speak now? Anybody here who
2 wants to move up in time or will just wait till
3 later?

4 MR. WILLIAM VON STEIN: I don't have a
5 time, but if you would like to have me speak, I
6 would be happy to.

7 THE HEARING OFFICER: You know, we could
8 have you speak, but you have to register at the desk
9 out there and they bring me a slip. We need to have
10 everybody registered because there is a court
11 reporter taking down all of the testimony and we
12 need to keep a complete record of it.

13 MR. WILLIAM VON STEIN: Do you want me to
14 do that?

15 THE HEARING OFFICER: Yes, sure. I think
16 what's going to happen though, if you come back
17 here -- let me just say it is 4:35. Tell them to
18 give you a time at about 5 to 5 and you'll be the
19 first one before we start that other group, okay?

20 All right, we're going to take a ten-minute
21 break.

22 (Recess taken.)

23 THE HEARING OFFICER: Okay, we are going to
24 reconvene the hearing and see if I got this name

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Comment	Response
Von Stein 1	Please see topical response M-5.

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1 right.

2 Is this Mr. Von Stein?

3 MR. WILLIAM VON STEIN: Correct.

4 THE HEARING OFFICER: You're the gentleman

5 that had the hat on before?

6 MR. WILLIAM VON STEIN: Right.

7 THE HEARING OFFICER: All right, come on

8 up. What's your first name?

9 MR. WILLIAM VON STEIN: William.

10 THE HEARING OFFICER: Okay, William

11 Von Stein, S-t-e-i-n.

12 MR. WILLIAM VON STEIN: V-o-n S-t-e-i-n,

13 Von Stein.

14 THE HEARING OFFICER: Please come up and

15 let's get your testimony.

16 Okay, Mr. Von Stein, you're up.

17 MR. WILLIAM VON STEIN: My name is William

18 Von Stein. I live in Wood Dale, Illinois. And I

19 thank you very much for this opportunity to testify

20 and speak on behalf of those of us that are in

21 opposition of the expanded airport.

22 It's quite interesting, I had a chance to

23 read Congressman Hyde's written testimony as I

24 waited, and I found that he articulates a number of

1

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1 points that certainly I have in my mind but could
 2 not express as well as he has regarding the cost of
 3 the project and how Chicago will pay for it. And I
 4 certainly support the statements that he's made.

2

5 My points are rather brief and to the
 6 point. As a local resident that's impacted by the
 7 airport at the present time, I am concerned about
 8 the financial viability of United Airlines and
 9 American Airlines who are expected to be responsible
 10 for a major portion of the funding of the project.
 11 If they are unable to do that, my question is, and
 12 hope this will be considered, who will fill that
 13 void? Hopefully not more taxpayers or deficit to
 14 our country.

3

15 Increased air and ground traffic
 16 congestion, as well as the resulting air and noise
 17 pollution, is of concern to me. I am well aware of
 18 the heavy traffic that drives on Route 83, York Road
 19 and Irving Park Road. I'm wondering if somebody has
 20 taken time to review the air pollution, the noise
 21 pollution at the early hours of the morning, 6:30 to
 22 8:30, and late in the evening, 4 to 6:30 p.m., and
 23 look at the congestion that would be increased.

4

24 Equally important to me is the ability of

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Comment	Response
Von Stein 2	Please see topical response L-1.
Von Stein 3	Please see topical responses B-8 and G-3.
Von Stein 4	The air quality analysis was performed using actual meteorological data that was representative of all hours of the day (and days of the week, months of the year). Notably, with the exception of particulate matter, the results of the dispersion analysis indicate that ambient (outdoor) concentrations of the evaluated pollutants would decrease with the proposed improvements at all locations both on and off-airport property. With respect to particulate matter, concentrations are also estimated to be lower or remain essentially the same except at the end of the Build-Out Phase when levels would be slightly higher with the improvements (approximately 2 percent higher). Finally, the results of the microscale dispersion analysis that evaluated carbon monoxide levels in the vicinity of intersections indicate that emissions of this pollutant would be less with the improvements (and less than existing levels). Also, please see topical responses D-1, E-1, and E-3.

Comment	Response
Von Stein 5	Please see topical responses G-2 through G-4.
Von Stein 6	Please see topical response G-3.
Von Stein 7	Please see topical response L-1.

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1 Bensenville, Wood Dale, Elk Grove Village as it
 2 relates to city services, schools, libraries, park
 3 districts, et cetera to remain viable as a result of
 4 the lack of property and sales tax as well as the
 5 overall strength of these communities because of the
 6 loss of residents, jobs, services and the potential
 7 lower property values, quality of life and so forth.

5

8 My final question and concern is relative
 9 to the payment of the extra costs that might be
 10 incurred by local communities as it relates to road
 11 widening, protection, police, et cetera, et cetera.
 12 All of these costs are of a concern to me as a local
 13 resident and a taxpayer because I have a sense that
 14 there will be additions to our communities in that
 15 area.

6

16 Equally important to me is the fact that it
 17 appears as if our country is increasing the deficit
 18 as a result of expansion of a lot of projects, the
 19 war, health care and so forth, and it is of concern
 20 if this were to be implemented and increase the
 21 deficit, what that would mean to our overall
 22 country's economy?

7

23 Thank you very much.

24 THE HEARING OFFICER: Okay. You're

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Comment	Response
Schulman 1	Comment noted.

353

1 welcome, Mr. Von Stein.
2 MR. VON STEIN: Thank you.
3 THE HEARING OFFICER: Melissa Wallace? Is
4 Melissa Wallace here?
5 How about Mark Schulman?
6 Okay, come on up, Mr. Schulman.
7 S-c-h-u-l-m-a-n.
8 MR. MARK SCHULMAN: Good afternoon.
9 THE HEARING OFFICER: Good afternoon.
10 MR. MARK SCHULMAN: My name is Mark
11 Schulman and I am the president of the Eli's
12 Cheesecake Company. We're located on the Northwest
13 Side of the city of Chicago at 6701 West Forest
14 Preserve Drive, just west of Wright College and
15 about five minutes east of O'Hare. Our business was
16 started by my father, Eli Schulman, as the signature
17 dessert for our Chicago restaurant, Eli's, a Place
18 for Steak. Our cheesecake made its public debut at
19 the first Taste of Chicago on July 4, 1980, 25 years
20 ago.
21 Our company has grown to become one of the
22 country's largest specialty cheesecake companies,
23 producing over 18,000 cheesecakes each day with over
24 200 associates creating our cheesecakes.



1

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1 We believe that the modernization of O'Hare
2 is very important to our business growth and to our
3 continued job creation.

4 Because of our proximity to O'Hare and the
5 offerings and all of the flights that it does bring
6 to the city, we're able to do a number of one-day
7 fly-in events and tours with key customers and
8 associates, and we believe that the advantages of
9 O'Hare have been very important to our growth today
10 and our growth for the future.

11 We welcome visitors from O'Hare to come
12 tour our bakery, and we also have our products
13 available for sale at O'Hare for travelers to take
14 home with them and also available for service on a
15 number of airlines.

16 We are in support of the modernization of
17 O'Hare for a number of reasons. We do believe that
18 new runways will cut down on the number of delays
19 and provide better service.

20 As the owner of a restaurant in Chicago and
21 a cafe in our bakery, we're very dependent upon
22 these business travelers who have a number of
23 options as to where they meet, and we see the great
24 benefit of having them choose Chicago because of our

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Comment	Response
Schulman 2	Please see topical responses B-1, G-1 and M-4.
Schulman 3	Please see topical response C-1.
Schulman 4	Please see topical responses G-1 and M-4.

355

1 reliable flight schedules.

2 Because of O'Hare's ranking as being last

3 for on-time performance, we believe that it is very

4 important to make the corrections that are needed to

5 O'Hare so customers can start booking flights here

6 and take advantage of them.

7 We are very happy this year that we see our

8 international business growing in Chicago and we

9 want to see that business continue, particularly

10 with people. We ship a lot of cheesecakes to

11 Europe, to England and to Ireland, and we're very

12 happy to see customers from those countries coming

13 to Chicago, and we want to see more of them continue

14 to come.

15 O'Hare is certainly the world's busiest

16 airport with nearly a million flights last year. We

17 think that the O'Hare Modernization plan makes

18 sense, that it will bring economic benefits to the

19 businesses that serve the region. But for our

20 people, we've been very fortunate to be able to grow

21 our employment over the last 20 years from five

22 people to over 200, and we believe that the

23 opportunity to sell internationally, to bring people

24 to Chicago really relates to the expansion of

2

3

4

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Comment	Response
Schulman 5	Please see topical responses B-1, G-1 and M-4.
Schulman 6	Please see topical response B-1.
Schulman 7	Please see topical responses A-1 and M-3.

356

1 O'Hare.
 2 We believe also that the modernization of
 3 O'Hare will bring 200,000 new jobs to our area.
 4 These are jobs that are created at the airport but
 5 at companies like our own, and we look forward to
 6 continuing to grow our sales at O'Hare and certainly
 7 with the airlines, particularly the international
 8 carriers that do service out of O'Hare.

5

9 Recently I had the opportunity to travel to
 10 Asia on business, and in a few short days I visited
 11 Hong Kong, Shanghai and Seoul. I was amazed by the
 12 size and scope of these new airports. It made me
 13 realize that we cannot ignore the need to expand
 14 O'Hare. The cost to our economy will be far too
 15 great.

6

16 We want to have a solution for O'Hare that
 17 works for the city and the state and our country,
 18 and on behalf of all of my associates at Eli's, our
 19 220 people, we certainly urge the FAA to issue its
 20 Record of Decision to enable O'Hare to reach its
 21 full operating capacity.

7

22 Thank you.
 23 THE HEARING OFFICER: Thanks, Mr. Schulman.
 24 Melissa Wallace? Melissa Wallace?

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1 How about Greg Zito?
2 MR. GREG ZITO: Yes.
3 THE HEARING OFFICER: Come on up, Mr. Zito.
4 Z-i-t-o?
5 MR. GREG ZITO: Correct.
6 Good afternoon.
7 THE HEARING OFFICER: Good afternoon.
8 MR. GREG ZITO: My name is Greg Zito. I am
9 here on behalf and representing HSBC. Many
10 Illinoisans aren't familiar with HSBC, but I'm sure
11 that all of them are familiar with Household
12 International, HFC Beneficial. We are a large
13 lending company, and two years ago we were purchased
14 by HSBC, which is the second largest bank in the
15 world. We're here in strong support of
16 modernization of O'Hare Airport.
17 I need to tell you a little bit about
18 Household because I've been with them for 14 years.
19 Six, seven years ago we realized that it
20 was increasingly difficult to transport employees,
21 because we were an international company, and our
22 CEO requested a meeting with the former governor to
23 talk about this very issue.
24 We're headquartered in Prospect Heights and

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Comment	Response
Zito 1	Comment noted.
Zito 2	Please see topical response G-1.
Zito 3	Please see topical responses B-1 and G-1.

358

1 have been there for over 25 years, employing
 2 approximately 5,000 people in the state of Illinois.
 3 Since the purchase of HSBC, or since HSBC has
 4 purchased us, we now are headquartered still in
 5 Prospect Heights, and that's the North American
 6 headquartered operations, but there's continual talk
 7 about where we should actually locate that
 8 headquarters. And one of the biggest problems,
 9 frankly, is transportation. HSBC again is
 10 headquartered in London, so we have a multitude of
 11 employees that are coming from now literally all
 12 over the world, and it is again increasingly
 13 difficult to get people in and out of Chicago.

1

14 We have a long history here in Illinois.
 15 Over 75 years Household has been a happy resident of
 16 Illinois. And I would hope that that would
 17 continue. And one of the things that corporate
 18 executives look at, obviously -- it's not a personal
 19 decision, it's a business decision. And this
 20 drastically needs to be improved.

2

21 The other point -- I have two more quick
 22 points I would like to make. One would be, as Mark
 23 mentioned, the previous speaker mentioned, the
 24 University of Illinois study that talked about the

3

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1 addition of 200,000 jobs. Again, we employ over
 2 5,000 people. I didn't see anywhere in that study,
 3 and I had an opportunity to go through it, that
 4 talked about maybe the deficit of jobs or the loss
 5 of jobs because of being unable to modernize O'Hare
 6 Airport. And I think that would be substantial, not
 7 to talk about tax dollars and loss of revenue.

8 The third point I would like to make, and I
 9 make it in a past life. I had spent ten years in
 10 the Illinois General Assembly, representing --
 11 coming from the hometown of Melrose Park, not too
 12 far from here, and O'Hare Airport has always been an
 13 issue that I had to deal with in my political life
 14 as well. So I'm really familiar with the area and
 15 with the problems. But I'm fearful with the
 16 president's budget now talking about the loss of
 17 federal dollars for Amtrak.

18 Illinois, depending on whose numbers you
 19 look at, is the second or third largest user of
 20 Amtrak, which is another form of transportation that
 21 we in Illinois cannot afford to lose. And if those
 22 dollars dry up, that's going to put an additional
 23 burden on any of our air traffic and additional rail
 24 traffic, and I think now is the time to certainly

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4

Comment	Response
Zito 4	<p>Section 5.5.3 of the EIS which contains an analysis of the No Action Alternative in terms of secondary (induced) impacts. Section 5.5.3 states, "[t]he employment forecast for Alternative A indicates that there would be 49,390 fewer jobs related to O'Hare than there are under the Build Alternatives (Alternatives C, D and G)."</p> <p>Also, please see topical responses G-1 and M-2.</p>

Comment	Response
Zito 5	Please see topical response M-2.
Zito 6	Please see topical response B-1.

360

1 increase and modernize O'Hare Airport.
 2 You know, since the beginning of time,
 3 since the time of trappers and fur traders,
 4 dependable, expedient travel has been the economic
 5 engine. Chicago was built because it was right on
 6 Lake Michigan. And there's so many ports and hubs
 7 that have been built that way and are economic
 8 engines of this country. We can't afford to lose
 9 jobs, revenue and growth because we're unwilling to
 10 expand and modernize the airport.

5

11 I thank you for your time and efforts.
 12 THE HEARING OFFICER: Okay, thank you,
 13 Mr. Zito.

6

14 How about Melissa Wallace one more time?
 15 Melissa Wallace?

16 How about Arlene Williams?
 17 W-i-l-l-i-a-m-s, is that correct?

18 MS. ARLENE WILLIAMS: Yes.

19 THE HEARING OFFICER: Okay, Ms. Williams.

20 MS. ARLENE WILLIAMS: I am here
 21 representing myself, Arlene Williams. I live in
 22 Schaumburg. I've lived in communities near O'Hare
 23 since 1954. We moved to the unincorporated areas
 24 south of the airport because factories were being

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Comment	Response
Williams 1	Comment noted.

361

1 built around O'Hare and jobs were plentiful. At the
 2 time there were numerous farms in this area. As
 3 O'Hare grew, the communities, all with industrial
 4 areas, grew also. We call this progress.

1

5 O'Hare has provided jobs throughout the
 6 area. Not only at the airport but also at all the
 7 industries that headquartered here, as you've heard
 8 from our last two speakers, and in the factories,
 9 stores, hotels and restaurants. The jobs were so
 10 plentiful, the roadway system had to be enhanced.
 11 Many people then lost their homes to accommodate the
 12 Kennedy and Eisenhower Expressways. And cemeteries
 13 were relocated to accommodate the Eisenhower
 14 Expressway. Those of us living around O'Hare didn't
 15 complain. We needed a better highway system. This
 16 was progress.

17 Technology has changed. Flying has
 18 replaced long train, bus and car trips in many
 19 instances. O'Hare expanded and progressed with the
 20 times through the 1970s to become the world's
 21 busiest airport. However, while other airports
 22 throughout the country continue to expand and
 23 progress, O'Hare became stagnant. Too many flights
 24 for the 1971 runway configuration to handle. Long

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Comment	Response
Williams 2	Please see topical responses B-1 and G-1.
Williams 3	Please see topical responses G-1 and M-4.
Williams 4	Please see topical responses L-1 and L-2.
Williams 5	Please see topical responses B-1 and B-2.

362

1 flight delays, delays that affect the air traffic
2 throughout the country and even the world.

2

3 And expansion of O'Hare is long overdue.
4 If O'Hare can't accommodate the needs of the
5 industries of these areas, those industries will
6 move. And with these moves go the jobs. If the
7 jobs go, housing prices will decrease and some
8 people will lose their homes. What will happen to
9 the communities around O'Hare then?

3

10 I've heard different groups say that the
11 cost of the O'Hare Modernization is too high; we
12 can't afford it. Regardless of the cost, we cannot
13 afford not to expand the airport. This again is
14 progress, a bit late but progress nonetheless.

4

15 I know that my job and those of most people
16 I know depend on a healthy, modern O'Hare. The
17 expansion will create new jobs and give a much
18 needed boost to the entire area. The solution to
19 the problem is here at O'Hare, not in the south
20 suburbs or anywhere else.

5

21 Thank you.
22 (Audience reaction.)

23 THE HEARING OFFICER: Thank you,
24 Ms. Williams.

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Comment	Response
Russell 1	Comment noted.
Russell 2	Please see topical responses B-1 and M-4.

363

1 Christine Russell?
 2 R-u-s-s-e-l-l, correct?
 3 MS. CHRISTINE RUSSELL: Correct.
 4 THE HEARING OFFICER: Good afternoon.
 5 MS. CHRISTINE RUSSELL: Good afternoon. My
 6 name is Christine Russell and I am a life-long
 7 resident of Elmhurst. And I'm here to speak in
 8 favor of the O'Hare expansion plans. And first of
 9 all, I don't think the importance of having a
 10 first-class major airport in the region can be
 11 overstated. Whether you travel constantly for
 12 business, occasionally for vacation, or only on
 13 emergency, you have access to direct flights to the
 14 entire U.S. and most of the world within a 24-hour
 15 period and at competitive airfares. This is a
 16 convenience that is only important to someone when
 17 they need it, but it's certainly a big plus, and if
 18 we didn't have it, I think that we would all miss
 19 it.
 20 As an economic engine, O'Hare is extremely
 21 important to this area. I believe I heard somewhere
 22 that O'Hare employs over 115,000 people and that
 23 does not include the peripheral businesses that rely
 24 on the airport for their livelihoods.

1

2

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Comment	Response
Russell 3	Please see topical responses G-1 and M-4 .
Russell 4	Comment noted.
Russell 5	Please see topical response B-1 .

364

1 If O'Hare is not able to maintain its
 2 status as a world-class airport, jobs and businesses
 3 will be lost to this area. That's money lost, homes
 4 lost and population lost by simple attrition. If
 5 you no longer work in the area, you don't have any
 6 reason to live in the area.

3

7 Finally, I've always been kind of proud to
 8 live near O'Hare Airport. As a young child, I can
 9 remember my parents would drive up to Bensenville,
 10 park along Irving Park Road, and we would watch the
 11 planes take off and land. O'Hare was the baby
 12 airport then and Midway was the big airport.

4

13 Everything has changed a great deal over
 14 the years and O'Hare has changed with it. If we do
 15 not continue to allow the airport to grow and stay
 16 at the technological forefront, we will truly be
 17 losing something special. You may not see it in
 18 five years, but in ten years you might start to see
 19 a little deterioration, a few less flights and maybe
 20 a few empty gates, and in 20 years O'Hare will be an
 21 outdated, antiquated airport and an economic blight
 22 rather than a plus to the area.

5

23 I think we should try to keep O'Hare the
 24 true hub of the nation by supporting the expansion

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Comment	Response
Russell 6	Please see topical response M-4.
McPartlin 1	Comment noted.

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1 plans and allowing the experts to do their jobs. ■ 6

2 Thank you.

3 (Audience reaction.)

4 THE HEARING OFFICER: Okay, thank you,

5 Ms. Russell.

6 Jerre McPartlin? And I think that's -- is

7 it J-e-r-r-e?

8 MS. JERRE McPARTLIN: It is.

9 THE HEARING OFFICER: Okay. And

10 M-c-P-a-r-t-l-i-n?

11 MS. JERRE McPARTLIN: Correct.

12 THE HEARING OFFICER: Okay.

13 MS. JERRE McPARTLIN: Good afternoon, and

14 thank you for allowing us to give testimony today.

15 THE HEARING OFFICER: You're welcome.

16 MS. JERRE McPARTLIN: For the record, my

17 name is Jerre McPartlin. I am the political and

18 community liaison for Unite Here, Local 1, the

19 Hospitality Workers Union. I have lived in Chicago

20 all my life and on the Northwest Side for the last

21 30 years, not far from O'Hare Airport. Many of my

22 friends and neighbors, of course, work at O'Hare.

23 We as the hospitality union depend on

24 O'Hare for jobs and to bring visitors to Chicago.

1

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Comment	Response
McPartlin 2	Please see topical responses C-4 and G-1.
McPartlin 3	Please see topical responses A-2 and A-3.
McPartlin 4	Please see topical responses B-1, G-1 and M-4.

366

1 Unfortunately, even with the caps on the flights,
 2 O'Hare Airport is getting clogged with delays. If
 3 we do not expand O'Hare, Chicago will risk falling
 4 behind other cities. O'Hare needs to modernize, and
 5 we are here to urge you to support the modernization
 6 program. Without a more efficient airport at
 7 O'Hare, our economy will not be able to grow.

2

8 Ironically, I was at the hearings three
 9 years ago in Bensenville and nothing proceeded from
 10 there, so I'm hoping these hearings will take effect
 11 and we will be able to go on and modernize this
 12 wonderful airport.

3

13 Chicago is known as "The City That Works."
 14 So we need to modernize O'Hare to make sure that
 15 Chicago continues to work and that Chicago workers
 16 continue to have good jobs to support their
 17 families. You can see why this project is critical
 18 to the economic growth and the well-being of the
 19 region.

4

20 Thank you very much.

21 (Audience reaction.)

22 THE HEARING OFFICER: Thanks,

23 Mrs. McPartlin.

24 How about Stan, is it Simrayh?

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Comment	Response
Simrayh 1	Comment noted.

367

1 MR. STAN SIMRAYH: Close.
 2 THE HEARING OFFICER: How do you pronounce
 3 it, Stan?
 4 MR. STAN SIMRAYH: Simrayh.
 5 THE HEARING OFFICER: Okay, Simrayh,
 6 S-i-m-r-a-y-h.
 7 MR. STAN SIMRAYH: Correct.
 8 Good afternoon. My name is Stan Simrayh.
 9 I'm here on behalf of the International Union of
 10 Operating Engineers, Local 150. I would like to
 11 thank you for the opportunity to be heard this
 12 afternoon.
 13 The first thing, the most important thing I
 14 would like to say is jobs, jobs, jobs. The
 15 modernization of O'Hare and the expansion will be an
 16 excellent economic engine for the state of Illinois,
 17 for our members and their families. Not only that,
 18 but also permanent jobs for Illinois residents. I
 19 know I would like to personally see Illinois
 20 residents do this work. The jobs that will be out
 21 there, you're basically looking at decent wages,
 22 good benefits for the working people of Illinois and
 23 their families. That can only be a benefit to
 24 everyone in the city of Chicago, Cook County, DuPage

1

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Comment	Response
Simrayh 2	Please see topical responses G-1 and M-4 .

368

1 County and the state of Illinois itself.

2 Thank you very much.

3 THE HEARING OFFICER: You're welcome.

4 Thanks, Mr. Simrayh.

5 Well, according to the list of names and

6 the times that's been submitted to me from the

7 registration desk, the next time is a lady named

8 Katie Larson at 6 o'clock, and it's now 5:25. So

9 did we miss anybody? Is there anybody in the room

10 who signed up to speak before 6 o'clock?

11 MR. RICHARD ALBRECHT: I wouldn't mind. I

12 didn't sign in outside.

13 THE HEARING OFFICER: If you didn't sign

14 in, you have to leave your shoes and your wallet

15 here and then we can let you speak, but you don't

16 get it back until you sign in. You promise you'll

17 sign in?

18 MR. RICHARD ALBRECHT: Yes, I'll go sign in

19 after I speak.

20 THE HEARING OFFICER: You promise? All

21 right, come on.

22 What's your name?

23 MR. RICHARD ALBRECHT: My name is Richard

24 Albrecht, A-l-b-r-e-c-h-t.

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Comment	Response
Albrecht 1	Please see topical response G-1.

369

1 THE HEARING OFFICER: Are you speaking for
2 yourself or for an organization?

3 MR. RICHARD ALBRECHT: I'm speaking for
4 myself.

5 THE HEARING OFFICER: Okay, go ahead.

6 MR. RICHARD ALBRECHT: I came here to put
7 support for this project going forward. I believe
8 it is going to open up jobs for the community. I
9 believe it will also bring manufacturing jobs in the
10 community in the future. So I'm just here to say
11 I'm in full support for this and I hope it goes
12 through.

13 That's all I have.

14 THE HEARING OFFICER: Okay. Thank you very
15 much.

16 (Audience reaction.)

17 THE HEARING OFFICER: Now don't forget to
18 put your name on the list out there, because when we
19 look for it later, we won't be able to find it.

20 All right, anybody else?

21 UNIDENTIFIED SPEAKER: Right there.

22 THE HEARING OFFICER: Did you sign in?

23 MR. MIKE APRILE: Yes, I did.

24 THE HEARING OFFICER: What's your name?

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1 MR. MIKE APRILE: Mike Aprile. But it's
2 for 6:05.

3 THE HEARING OFFICER: Well, that's all
4 right. If you're here, we can take you now, Mike.
5 Not Mike Smith, huh?

6 MR. MIKE APRILE: No.

7 THE HEARING OFFICER: You wouldn't be
8 kidding me here, Mike, would you, that you signed
9 in?

10 MR. MIKE APRILE: No.

11 THE HEARING OFFICER: I can't find you
12 here.

13 All right, what's your name?

14 MR. MIKE APRILE: Mike Aprile, A-p-r-i-l-e.

15 THE HEARING OFFICER: A-p-r-i-l-e. Almost
16 like April.

17 MR. MIKE APRILE: Just like April but with
18 an E.

19 THE HEARING OFFICER: All right. Go ahead.

20 MR. MIKE APRILE: I am definitely in
21 support of the O'Hare Modernization. As we all know
22 with the airlines, I believe it can benefit the
23 airlines as well to get more flights in and out,
24 definitely for the members of our union who need the

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Comment	Response
Aprile 1	Please see topical responses C-4 and G-1.

371

1 jobs.

2 THE HEARING OFFICER: What union?

3 MR. MIKE APRILE: Local 150, Operating
4 Engineers, International Union of Operating
5 Engineers.

6 And I believe the economic engine in that
7 area, as seeing some of those neighborhoods around
8 there, I think could use it. Some of the places are
9 starting to get run down. And I believe it could
10 only help the communities surrounding O'Hare and
11 everybody involved.

12 Thank you.

13 THE HEARING OFFICER: Okay, you're welcome.
14 Thank you, Mr. Aprile.

15 (Audience reaction.)

16 THE HEARING OFFICER: Unless there is
17 anyone else, we are going to take a break until --
18 the next time would be 6 o'clock. So see you all at
19 6 o'clock.

20 Do you want to come up and --

21 MR. JOSE ROJO: Yes.

22 THE HEARING OFFICER: Did you sign in?

23 MR. JOSE ROJO: No, I didn't sign in.

24 THE HEARING OFFICER: But will you sign in

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1

Comment	Response
Rojo 1	Comment noted.
Rojo 2	Please see topical response B-1.
Rojo 3	Please see topical response M-2.

372

1 after you speak so we have a record that you were
 2 here?
 3 MR. JOSE ROJO: Yes.
 4 THE HEARING OFFICER: Okay. What's your
 5 name?
 6 MR. JOSE ROJO: My name is Jose Rojo.
 7 THE HEARING OFFICER: How do you spell --
 8 R-o-j-o?
 9 MR. JOSE ROJO: R-o-j-o.
 10 THE HEARING OFFICER: Okay, go ahead, Jose.
 11 MR. JOSE ROJO: Thank you.
 12 I work at HMS Host in O'Hare Airport as a
 13 food service. I have worked for 17 years. I am
 14 here today with my local union, Local 1, Unite Here,
 15 to support the expand O'Hare program.
 16 We need to expand so we can serve the
 17 millions of people who fly into and out of Chicago
 18 every year.
 19 We are fighting to make sure our jobs are
 20 good jobs. We know we will win that fight, but we
 21 must make sure the airport can help Chicago grow,
 22 not hold it back.
 23 We urge you to support the plan to
 24 modernize O'Hare.

1

2

3

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373

1 Thank you.

2 THE HEARING OFFICER: Okay, thank you,

3 Mr. Rojo.

4 (Audience reaction.)

5 THE HEARING OFFICER: Mr. Rojo, when you go
6 out that door, just put your name at the desk over
7 here, okay?

8 Thank you very much. Tell them you have
9 already given a statement.

10 Okay, see everybody at 6 o'clock.

11 (Change of court reporters.)

12

13

14

15

16

17

18

19

20

21

22

23

24

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1 THE HEARING OFFICER: Okay. Well, let's do
2 this. I need to make one brief announcement, and
3 then we'll get Mr. Gannon here.

4 Anyone who wants to speak must sign in on
5 the forms provided at the testimony registration
6 table. In order to accommodate all persons
7 interested in speaking, speaking time will be
8 limited to five minutes for those representing a
9 group or an agency. Testimony for all others will
10 be limited to three minutes. Anyone who registers
11 to speak by 9 p.m. will have the opportunity to
12 provide a statement.

13 One person may speak at a time, only one.
14 Court reporters have a difficult time keeping track
15 of more than one person speaking. Anyone attempting
16 to disrupt the speaker will be asked to leave. You
17 are requested to complete your testimony within the
18 time allotted.

19 If you wish to provide information and/or
20 commentary, please note that written comments will
21 continue to be accepted through March 23rd, 2005 and
22 that those comments can be dropped in the
23 appropriate box here, right outside the doors of
24 this meeting hall, or you can mail them in to the

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1 Airport Environmental Program Manager, Mr. Michael
2 MacMullen, Federal Aviation Administration, Chicago
3 Airports District, 2300 East Devon Avenue.

4 When I call your name, please come forward,
5 give your name. I've been spelling them for
6 everybody. If I misspell it, please let me know.
7 And if you're testifying on behalf of a group or
8 organization or company, please state that
9 affiliation, your title, your title in the
10 organization if you have one.

11 Any written testimony that is submitted has
12 the same weight as oral testimony given here today.
13 There's no difference between the two.

14 All right. One last proviso. I am not an
15 FAA employee. I am brought here today to conduct
16 this meeting, to make sure that anyone who wants to
17 speak has the opportunity and that the meeting
18 progresses in an orderly manner.

19 So with that being said, let's start with
20 Dennis Gannon. G-a-n-n-o-n, is that correct?

21 MR. DENNIS GANNON: Yes, sir.

22 THE HEARING OFFICER: President of the
23 Chicago Federation AFL-CIO.

24 MR. DENNIS GANNON: Good evening. I'm not

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Comment	Response
Gannon 1	Comment noted.
Gannon 2	Please see topical response M-7.

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1 an FAA employee either. My name is Dennis Gannon.
 2 I'm the president of the Chicago Federation of
 3 Labor.

1

4 The Chicago Federation of Labor represents
 5 321 local unions in the city of Chicago and the
 6 state of Illinois and over 500,000 working men and
 7 women. We have been a proponent of the
 8 modernization of O'Hare Field since its conception.
 9 We've been to Washington, D.C. We've talked to
 10 legislators and Congressmen and Senators in
 11 Washington. It did pass the House on the federal
 12 level. We've been to Springfield where we've
 13 supported it 100 percent and got legislators in
 14 Springfield to support it. We got the bill passed
 15 in the House in Springfield and the bill passed in
 16 the Senate, and it was signed by the governor. So
 17 it's time.

2

18 We've had hearings throughout the state of
 19 Illinois and especially in our region about the
 20 modernization. And it's about jobs. It's about
 21 jobs, construction jobs. It's about maintenance
 22 jobs. It's about jobs to revitalize and energize
 23 the city of Chicago and the state of Illinois. The
 24 working men and women support this because it's the

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Comment	Response
Gannon 3	Please see topical responses B-1, G-1 and M-4.
Gannon 4	Please see topical response C-1.

377

1 right thing to do. It's the future of our region.
 2 O'Hare Field is the economic engine that has given
 3 us the convention industries that we've had. It's
 4 given us the industries that we've had. And it's
 5 time to make the changes that are duly needed.

3

6 Yesterday afternoon I had business out in
 7 Fort Worth, Texas. So I get to Fort Worth -- I get
 8 up at 5 o'clock, catch a 7:30 flight. I get to
 9 Fort Worth, do my business, and I had a 3 o'clock
 10 plane reservation on American to come out of
 11 Fort Worth. We pull away from the gate at
 12 3 o'clock. We sit on the tarmac for one hour. One
 13 hour we sit on the tarmac. There wasn't any snow.
 14 There wasn't any sleet. There wasn't any rain.
 15 There wasn't any wind in Chicago. But the
 16 congestion of the airfield made us sit for one hour,
 17 a plane full of people, to wait to get into Chicago.
 18 A lot of them had connecting flights.

4

19 It's time to modernize O'Hare, and it's
 20 time for all the apparent reasons. We've been
 21 talking about the jobs. We've been talking about
 22 the 400,000 jobs that will be attached to it. It
 23 will create 195 new, additional jobs. It will
 24 generate \$35 billion in annual economic benefit.

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Comment	Response
Gannon 5	Please see topical response B-1.
Gannon 6	Please see topical response G-1.
Gannon 7	Please see topical responses A-1 and M-2.

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1 But it will keep Chicago the hub of the
 2 transportation industry that we've been for many,
 3 many years. It will keep us in the forefront of the
 4 convention and tourism industry. It will keep us in
 5 the transportation industry that we belong in. And
 6 then we can get back to keeping us creating the jobs
 7 that we've historically had but also creating jobs
 8 for the future.

5

9 And I tell the story about an apprentice
 10 that could be starting once this job takes place,
 11 that could go out to O'Hare Field. You could
 12 actually start as an apprentice at O'Hare Field, do
 13 your apprenticeship, and some day pull your pension
 14 from this. These are construction, long-term jobs
 15 that we need, that we're crying out for, that -- we
 16 need help from the federal government in order to
 17 make it happen.

6

18 We're supportive of it. The AFL-CIO and
 19 the state of Illinois is supportive of it. The
 20 labor community from one end of the state to the
 21 other end of the state is in support of it. And we
 22 just want to make sure our voices are heard.

7

23 And I thank you for our participation, and
 24 I thank you for being there even though you're not

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Comment	Response
Gannon 8	Please see topical response M-5.
Larson 1	Please see topical response B-1.
Larson 2	Please see topical responses G-1 and M-4.

379

1 an employee of the FAA.

2 THE HEARING OFFICER: Okay. Thanks.

3 MR. DENNIS GANNON: Thank you for the

4 applause.

5 THE HEARING OFFICER: Katie Larson,

6 L-a-r-s-o-n.

7 MS. KATIE LARSON: Correct.

8 THE HEARING OFFICER: Okay, Ms. Larson.

9 MS. KATIE LARSON: My name is Katie Larson.

10 I'm a 16-year airline employee.

11 I strongly support the O'Hare Modernization

12 plan as a necessary step to provide better and more

13 reliable service to passengers. That's passengers

14 like everybody in this room. Who here hasn't

15 personally experienced a delay, watched the airlines

16 idle, waiting to take off, or watched them stretched

17 out over Lake Michigan, circling?

18 This is not about giving jobs to friends of

19 the governor, as somebody -- I'm sorry -- friends of

20 the mayor, as somebody said last night. It's about

21 the future of my airline. It's about the future of

22 the travel industry. And it's about the economy of

23 this area.

24 O'Hare ranked last in on-time performance

8

1

2

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1 in 2004. The world's busiest airport ranked last.
2 If we don't fix the congestion and reduce the
3 delays, we will suffer as passengers book away from
4 this area and away from this region. We risk
5 serious repercussions in the local economy and not
6 just to the thousands of airline employees that call
7 this our home but to those people who support the
8 travel industry, the hotel workers, the food service
9 workers, and to the businesses they support, the
10 grocery stores, the gas stations, to the local
11 governments who collect taxes from these employees.
12 It's a snowball effect that we can turn around if we
13 approve this plan.

14 With the modernization of O'Hare, we will
15 see better efficiency of aircraft and environmental
16 benefits. Fewer delays and shorter taxiing times
17 mean less wasted fuel and fewer emissions into our
18 skies.

19 We are standing on the brink of an
20 opportunity to make historic changes and create
21 thousands of jobs, as the speaker just before me
22 talked about. The landing fees to support Phase I
23 of the project are fees that are being paid. This
24 modernization plan will work to the benefit of the

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Comment	Response
Larson 3	Please see topical responses B-1, C-1, E-2, G-1 and M-4.
Larson 4	Please see topical response A-2.

381

1 passengers and the airlines who need to support this
 2 plan. It's good for the travel industry. It's good
 3 for Chicago. It's good for the country.

3

4 I ask that the FAA issue its record of
 5 decision and allow the much needed O'Hare
 6 Modernization plan to move forward. Thank you.

4

7 THE HEARING OFFICER: Thanks, Ms. Larson.

8 Is Karen McAney, M-c-A-n-e-y --

9 MS. KAREN McCaHEY: M-c-C-a-h-e-y.

10 THE HEARING OFFICER: A-H-E-Y.

11 MS. KAREN McCaHEY: Yes.

12 THE HEARING OFFICER: How do you pronounce
 13 it? How do you --

14 MS. KAREN McCaHEY: It's McCahey.

15 THE HEARING OFFICER: McCahey, okay. Go
 16 ahead, Ms. McCahey.

17 MS. KAREN McCaHEY: Hi. My name is Karen
 18 McCahey, and I've worked for United Airlines for
 19 26 years. I also live in Northlake.

20 The town of Northlake strongly supports the
 21 modernization of United -- of O'Hare Airport because
 22 we know that that is where our bread is buttered.
 23 We know that we have good schools because of the
 24 airport, we have good roads, and we have good public

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Comment	Response
McCahey 1	Please see topical response M-2.
McCahey 2	Please see topical responses C-1 and M-2.

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1 service because of O'Hare Airport. If O'Hare
 2 Airport falls, Northlake falls and so do the
 3 surrounding towns.

1

4 On Sunday, I took a flight from Central
 5 Wisconsin to Chicago which should only be one hour.
 6 We were delayed over 3-1/2 hours. In that time, of
 7 course, I had to eat there instead of eating in
 8 Elmhurst, where I normally eat my Sunday meal. And
 9 I spent the \$25 at the Central Wisconsin Airport
 10 instead of spending it locally. I mean, just right
 11 there -- that's only \$25. But if you multiply that
 12 by hundreds of people, that's a lot of money and
 13 that's a lot of impact on the local economy.

14 I feel that we have no choice if we live in
 15 this area but to support the expansion of O'Hare
 16 Airport. Thank you.

2

17 THE HEARING OFFICER: Thanks, Ms. McCahey.
 18 Is Mike Smith, the Mayor of New Lenox,
 19 here?

20 Hello, Mayor.

21 MAYOR MIKE SMITH: How are you?

22 THE HEARING OFFICER: Very good.

23 MAYOR MIKE SMITH: I gave you an easy name
 24 to face.

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Comment	Response
Smith 1	Comment noted.
Smith 2	Comment noted.

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1 THE HEARING OFFICER: That was, yes. Thank
2 you.

3 MAYOR MIKE SMITH: Hello. I'm Mike Smith,
4 not only the Mayor of New Lenox, but I also
5 represent a lot of other regional groups in the
6 area. I currently sit as the president of the
7 Northeastern Illinois Planning Commission and also
8 on the board of directors for Metra, the commuter
9 rail line that services Northeastern Illinois.

1

10 As a mayor of a very fast-growing community
11 in the southwestern section of the metropolis area
12 here, we currently have a population of about 24,000
13 people, with a forecasted population in 2030 of well
14 over a hundred thousand people. So I spend a lot of
15 my time not only planning but also working toward
16 economic development, because it's the only way that
17 we with the current state's financial situation have
18 of generating the revenue that we need to service
19 the residents of our community. One of the things
20 that we recognize with economic development as much
21 as that and the planning of the growth in our area
22 is how important transportation is as a component in
23 all of those issues.

2

24 The modernization of O'Hare, I think, is

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1 critical not only to Northeastern Illinois, but as
2 we look even further, I think the Chicago
3 metropolitan area really services a region that
4 stretches into Wisconsin, Indiana, downstate into
5 Illinois, and even far west, into Iowa. O'Hare is
6 very important, that it -- that it operates in an
7 efficient and effective manner to keep us globally,
8 globally competitive in the economic market. We
9 recognize that the global economy has changed
10 tremendously over the last two, three, four decades,
11 that the types of jobs that we're trying to create
12 now and that we're trying to attract now are much
13 different than they were in the past. With that
14 comes the need for a major airport hub, as O'Hare
15 is.

16 So as I fill all of these positions, I
17 recognize the importance of not only modernizing
18 O'Hare but supporting air transportation, rail
19 transportation, and keeping Chicagoland as the hub
20 of transportation in the United States and to keep
21 the economy here in this particular metropolitan
22 area but even that region that I spoke of earlier as
23 a total not only healthy but to create the jobs and
24 things that we need for the citizenry here, to

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Comment	Response
Smith 3	Please see topical responses A-2, B-1,G-1 and M-4.

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1 provide the good quality of life that we, as mayors
 2 and public officials, are constantly striving to do.

3 So on behalf of all of those agencies, I
 4 fully support the modernization of O'Hare and, once
 5 again, as others have, ask the FAA to move this
 6 process along as quickly as possible so that we here
 7 in Northeastern Illinois can benefit by the
 8 resulting factor. Thank you very much.

3

9 THE HEARING OFFICER: Thanks, Mayor.

10 How about John Ryan? R-y-a-n.

11 MR. JOHN RYAN: Yes, sir.

12 THE HEARING OFFICER: Okay. Good evening,
 13 Mr. Ryan.

14 MR. JOHN RYAN: Thank you for the
 15 opportunity to speak in support of the O'Hare
 16 Modernization Program.

17 I'm a resident of Palatine. I'm a
 18 businessman in the business of wetland mitigation in
 19 Rosemont. And I'm here as a past president and
 20 member of the board of directors of the National
 21 Mitigation Banking Association. What that
 22 association does is does a lot of lobbying in
 23 Washington with the Army Corps of Engineers, the
 24 EPA, and the Congress to support when people are in

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Comment	Response
Ryan 1	The comments regarding the role of the National Mitigation Banking Association are noted. Also, please see topical response H-1.
Ryan 2	Please see topical responses C-1 and G-1.

386

1 need to impact wetlands, to support the best
2 methodology of doing large-scale mitigation projects
3 that are professionally done. And that's what I do.

1

4 I have -- personally, I say I'm a frequent
5 flyer. I get delayed at O'Hare all the time. We do
6 wetland projects all over the country, and I often
7 go to Washington, D.C. And I am tired of some of
8 the delays, but I am grateful to have a business in
9 Rosemont that's right next to the airport.

2

10 I'm here to speak, I say, on the
11 Environmental Impact Statement, just on the narrow
12 issue of the wetlands. I know you've got a lot more
13 than just wetlands you're dealing with, but that's
14 the part I understand.

15 I've looked at the wetland impacts that
16 the -- that are being proposed, and I've looked at
17 what they're doing to mitigate for them. And what I
18 see is that in the -- in the Chicago District of the
19 Army Corps of Engineers, typically people, when
20 they're going to fill in wetlands, are required to
21 replace 1-1/2 times those wetlands that are being
22 impacted. The proposal that OMP has is to replace
23 far more than that and replace them in areas that
24 are going to benefit the water quality of the

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Comment	Response
Ryan 3	The comment regarding the typical mitigation ratio for wetlands impacts is noted.
Ryan 4	Please see topical response H-1.

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1 Des Plaines River Watershed and provide wildlife
 2 habitat way beyond these creeks and areas within the
 3 airport that are being destroyed.

4 Now, part of a person's decision in whether
 5 they're going to allow to mitigate -- or to fill in
 6 wetlands or not is people have to try to avoid
 7 filling those wetlands in -- minimize filling those
 8 wetlands in. And only after that do they get to the
 9 point of mitigation.

3

10 That holds true in a normal project. But
 11 in a project like this one, if you tried to avoid
 12 those wetlands, what would happen? You'd greatly
 13 increase the footprint of the proposal for that
 14 airport. And I know that would disappoint a whole
 15 lot more people. You'd have a whole lot more people
 16 that are excited if you had a much larger footprint
 17 there. And, secondly, you'd be leaving wetlands
 18 behind that attract waterfowl, waterfowl that get
 19 sucked up into jet engines, causing possible loss of
 20 life and property damage to not only the people in
 21 the airplanes but those people on the ground as
 22 well.

4

23 There are two different types of wetland
 24 projects that are on the posters out there. One is

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1 creating wetlands on some public properties, forest
2 preserves, the park district properties. There are
3 also proposals to do mitigation on private
4 properties. I want to explain the difference.

5 When you, through the OMP and through the
6 contractors that they use, create wetlands out of
7 public property, those properties have been bought
8 by taxpayers' money. And they are bought by these
9 forest preserves who want to create high-quality
10 environments there. The forest preserves have two
11 choices. They can either charge the taxpayers a lot
12 more money to go in there and restore them, or they
13 can look to opportunities like this, where they
14 could be restored into functional wetlands using
15 money out of the OMP, rather than charging the
16 taxpayers.

17 On the private sector ones, what happens
18 is, again, high-quality wetlands are created. And
19 once they're done, once they meet performance
20 standards that are dictated by the federal agencies,
21 those projects then get donated to a forest preserve
22 or a park district and add to the overall
23 landholdings, public landholdings that are out
24 there.

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1 Either way those projects there benefit the
 2 public, can be enjoyed by the public, rather than
 3 being just off somewhere -- right now there are
 4 wetlands in the middle of a fenced-in area at the
 5 airport that can't be enjoyed by the public. This
 6 mitigation can and it will do a better job at
 7 cleansing the water.

5

8 The Mitigation Banking Association, like I
 9 say, lobbies for this type of mitigation. It has
 10 been proven by several different studies by the
 11 National Academy of Science and the GAO that have
 12 looked at the best ways of doing mitigation. These
 13 projects that are being proposed meet those
 14 guidelines.

6

15 You've got several -- several federal
 16 agencies that are going to be reviewing these plans,
 17 and you've got to satisfy all of them. Once all
 18 those are met, you know that those wetlands are
 19 being protected and replaced correctly.

20 I thank you again for the opportunity.

7

21 THE HEARING OFFICER: Okay. Thanks,

22 Mr. Ryan.

23 MR. JOHN RYAN: Good bye.

24 THE HEARING OFFICER: Good night.

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Comment	Response
Ryan 5	The comment describing the differences between wetlands mitigation on public property and wetlands mitigation on private property is noted.
Ryan 6	The comments indicating that the wetlands mitigation meets the guidelines established by the National Academy of Sciences and the GAO are noted.
Ryan 7	The comment regarding the review and approval of the wetlands mitigation is noted.

Comment	Response
Bauman 1	Please see topical response B-1.

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1 Let's see here. Is Mr. John Bauman,
 2 B-a-u-m-a-n, here?
 3 Hi, Mr. Bauman.
 4 MR. JOHN BAUMAN: Hi.
 5 THE HEARING OFFICER: Are you speaking on
 6 behalf of a group or yourself?
 7 MR. JOHN BAUMAN: Just myself, a resident
 8 of the city of Chicago.
 9 THE HEARING OFFICER: Okay, go ahead.
 10 MR. JOHN BAUMAN: I just want to see the
 11 OMF project approved by the FAA. A lot of it is
 12 because I don't like the runways -- antiquated --
 13 antiquated -- the old runway system, what it is now.
 14 It just seems like it doesn't work properly for flow
 15 in and out of the airport. I don't fly planes, but
 16 just the new setup looks like it would work real
 17 good and it would eliminate a lot of the delays.
 18 And it's embarrassing to me to have O'Hare having --
 19 being number one in delays all the time, you know.
 20 It just seems like we can do a lot better than that.
 21 And I think this is a good opportunity also
 22 to -- I believe there's a lot of -- there will be
 23 some money to fix the congestion on Route 45. I
 24 know there's some other roads around there that are

1

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Comment	Response
Bauman 2	Please see topical response F-5.
Bauman 3	Please see topical response B-2.

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1 just -- it's just terrible to get around the airport
 2 right now.

2

3 I also -- I am from the South Side here --
 4 or from the South Side, and I do a lot of camping in
 5 the Kankakee area. So personally I don't want to
 6 see an airport in Peotone because it will kind of
 7 mess up the environment out there. I think there
 8 will be a lot of -- there's going to be a lot of
 9 planes flying overhead. That's kind of
 10 personally -- personally a little bit selfish, but,
 11 you know, I'm sorry. The South Side -- I don't -- I
 12 don't say I don't want to see development, but I
 13 don't know if that's going to be -- bring
 14 development, and I don't know if that's what I want
 15 personally down there, is development. You know, I
 16 do want people to have a better quality of life, but
 17 I really like the natural -- natural resources down
 18 there.

3

19 And I don't think -- if the OMP gets
 20 passed, I think it still could include something
 21 down in Peotone. So, you know, personally I don't
 22 want to see it because I like to use it -- use it
 23 for recreation. But, you know, I don't think -- you
 24 know, if the OMP gets passed, it doesn't exclude

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1 the -- Peotone. It doesn't cut it out, I don't
 2 think. That's all about that.

3 The other thing -- the FAA -- since we have
 4 FAA in the audience, I was just wondering if -- to
 5 make sure somebody is looking into the possibility
 6 of a terrorist hijack of a private jet. And I know
 7 there's a lot of stuff for the commercial jets. I
 8 just want to make sure -- I'm sure you guys are on
 9 it, but I just wanted to throw that in there too.

10 Thank you.

11 THE HEARING OFFICER: Okay. Thanks,
 12 Mr. Bauman.

13 The next speaker is Joe Karagamis, but I
 14 don't see Joe in here. In fact, I see he's got the
 15 next two times here. Let me just see.

16 How about, is Charles Lamken here? Charles
 17 Lamken. No Charles Lamken.

18 Well, let me see if we can find
 19 Mr. Karagamis. He's got the next two times. I
 20 don't know if he's here or not.

21 What's that?

22 UNIDENTIFIED SPEAKER: We've got a
 23 gentleman who signed in who needs to get somewhere
 24 who...

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4

5

Comment	Response
Bauman 4	Comment noted.
Bauman 5	Comment noted. The FAA notes that the Transportation Security Administration (TSA) has been involved in reviewing the City of Chicago's proposed Airport Layout Plan (ALP). According to the TSA website, "TSA's mission is to protect the nation's transportation systems by ensuring the freedom of movement for people and commerce." TSA's website can be found at the following address: http://www.tsa.gov/public/ .

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1 THE HEARING OFFICER: You do? What's your
2 name?

3 MR. PHILIP SERPICO: Philip Serpico.

4 THE HEARING OFFICER: Come on up, Phil.
5 We'll take your testimony now. What time did you
6 get? Do you know?

7 MR. PHILIP SERPICO: 8:15.

8 THE HEARING OFFICER: 8:15. Well, we're
9 giving you quite a jump here. But Joe Karagamis
10 isn't here, so we're going to do that.

11 UNIDENTIFIED SPEAKER: He's sitting in the
12 lobby, waiting.

13 THE HEARING OFFICER: Is he?

14 All right. Give me your name again.

15 MR. PHILIP SERPICO: My name is Philip
16 Serpico.

17 THE HEARING OFFICER: And S-e-r-p-i-c-o?

18 MR. PHILIP SERPICO: Correct.

19 THE HEARING OFFICER: Okay. Are you
20 speaking for yourself or an organization?

21 MR. PHILIP SERPICO: Myself.

22 THE HEARING OFFICER: Okay. Go ahead.

23 MR. PHILIP SERPICO: I'm a resident of the
24 Elmhurst community. And I just want to state here

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Comment	Response
Serpico 1	Please see topical response M-2.

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1 tonight for the record that I believe -- I'm for
 2 the -- I am for the O'Hare expansion. And I do
 3 believe it will bring jobs and opportunities to our
 4 area. Thank you.

5 THE HEARING OFFICER: You're welcome.
 6 Thank you.

7 MR. KEVIN COLBERT: Your Honor?

8 THE HEARING OFFICER: Yes.

9 MR. KEVIN COLBERT: Joe says he doesn't
 10 want to speak. He already has tonight.

11 MR. KARAGAMIS: I'm giving up my slot to
 12 Mayor Ken Johnson of Wood Dale.

13 THE HEARING OFFICER: Is he here?

14 MR. JOE KARAGAMIS: Yes, he's right here.

15 THE HEARING OFFICER: Okay. This is
 16 Mayor Johnson here?

17 MAYOR KEN JOHNSON: Yes.

18 THE HEARING OFFICER: And you're going to
 19 take the time now?

20 MAYOR KEN JOHNSON: If you don't mind, I'd
 21 appreciate that.

22 THE HEARING OFFICER: We don't mind. It's
 23 okay. And it's J-o-h-n-s-o-n, first name Ken,
 24 K-e-n, Mayor of Wood Dale, correct?

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Comment	Response
Johnson 1	Comment noted.
Johnson 2	Please see topical responses D-1 and D-3.

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1 MAYOR KEN JOHNSON: Yes, it is.
 2 THE HEARING OFFICER: Okay, Mayor.
 3 MAYOR KEN JOHNSON: I'll turn my phone off
 4 so we don't get interrupted.
 5 THE HEARING OFFICER: We're all set now. I
 6 got it.
 7 MR. KEVIN COLBERT: Thank you.
 8 MAYOR KEN JOHNSON: Thank you, sir. I
 9 appreciate it.
 10 MR. KEVIN COLBERT: You're welcome.
 11 MAYOR KEN JOHNSON: I always tell people
 12 Wood Dale is a little bit schizophrenic about the
 13 airport. We certainly enjoy some of the benefits of
 14 the airport. Our industrial park on the north end
 15 of town has the highest occupancy rate of any park
 16 in the Chicagoland area. But on the negative side,
 17 if the plan goes through as proposed, the amount of
 18 homes that are affected, that will need
 19 soundproofing, goes up by 200 percent. And that
 20 certainly will affect the quality of life of the
 21 people in Wood Dale.
 22 I am pleased that -- excuse me while I find
 23 it -- that you're going forward with examining the
 24 two alternates, D and G. Most of the runways, as

1

2

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Comment	Response
Johnson 3	Comment noted.
Johnson 4	Please see topical response B-5.

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1 they line up, I believe, are designed so the traffic
 2 and the noise and the pollution is going to end up
 3 going over the industrial park, the Thorndale
 4 corridor. As you probably know, all the industrial
 5 parks on the west side of the airport kind of line
 6 up, beginning with Bensenville, Elk Grove, and then
 7 Elk Grove and Wood Dale and then continuing on with
 8 Itasca and continuing on with Roselle. And as much
 9 as you can, if you can maximize the flight paths
 10 over the industrial area rather than the
 11 residential, that will be greatly appreciated by
 12 Wood Dale and those communities.

3

13 With D and with G -- D eliminates the
 14 southern runway. That runway, if it goes in as
 15 planned, would fly only over residential areas, not
 16 be able to take advantage of flying over the
 17 Thorndale corridor or any of the industrial
 18 corridors. And G, which I believe is favored by the
 19 comptrollers, again changes that flight path and
 20 takes advantage of going over the industrial
 21 corridor rather than the residential corridor. So
 22 I'm thankful that you're going through with both of
 23 those alternates.

4

24 But generally as to the plan, if you poll

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Comment	Response
Johnson 5	Comment noted.
Johnson 6	Please see topical response A-3.

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1 the residents of Wood Dale, as we have done in the
 2 past, about 80 percent of the people are opposed to
 3 the expansion. They do feel that that will
 4 drastically affect their quality of life and,
 5 unfortunately, affect their health as well with the
 6 pollution that comes from the airport.

5

7 So I thank you for your time and your
 8 consideration, and I thank you.

9 I know the FAA came to Wood Dale a few
 10 months ago to explain the procedure for us. We
 11 appreciate that. And we are going to invite you
 12 back at a future date, after you've made your
 13 decision, so we can have a little more one-on-one
 14 contact regarding this proposal.

6

15 THE HEARING OFFICER: Okay, good. Thanks.

16 MAYOR KEN JOHNSON: So thank you for your
 17 time.

18 THE HEARING OFFICER: Thank you, Mayor.

19 Joe, are you giving up all your time?

20 MR. JOE KARAGAMIS: Yes.

21 THE HEARING OFFICER: Forever?

22 MR. JOE KARAGAMIS: At least in this forum.

23 THE HEARING OFFICER: Okay.

24 MR. JOE KARAGAMIS: Thank you, Judge.

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1 THE HEARING OFFICER: Okay. You're
2 welcome.

3 Well, the next time then is for Mr. Lamken,
4 if he's here. Charles Lamken? Charles Lamken?

5 And how about Evaristo Rosalez? Is
6 Mr. Rosalez here?

7 How about Bob Parrilli?

8 UNIDENTIFIED SPEAKER: I'll get him.

9 THE HEARING OFFICER: Are you Bob -- you're
10 going to get him? Okay. Thanks.

11 MR. MICHAEL VEGA: Mr. Chairman?

12 THE HEARING OFFICER: Yes.

13 MR. MICHAEL VEGA: I'd like to testify, but
14 I've been put on a waiting list.

15 THE HEARING OFFICER: I'm sorry?

16 MR. MICHAEL VEGA: I said I'm first on a
17 waiting list out in the hall. If no one is
18 speaking, I'd like to testify, if I could.

19 THE HEARING OFFICER: What time? Did you
20 get a time?

21 MR. MICHAEL VEGA: I got a time of 8:30.

22 THE HEARING OFFICER: Okay. Well, what's
23 your name?

24 MR. MICHAEL VEGA: Michael Vega.

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1 THE HEARING OFFICER: Michael Vega. Well,
2 Michael, I don't see anything here yet. Could you
3 do me one favor?

4 MR. MICHAEL VEGA: Sure.

5 THE HEARING OFFICER: Just check out there
6 and see if they've got a slip for you and --

7 MR. MICHAEL VEGA: Actually I have the slip
8 right here.

9 THE HEARING OFFICER: You're carrying the
10 slip?

11 MR. MICHAEL VEGA: Yeah.

12 THE HEARING OFFICER: Bring it up.

13 MR. MICHAEL VEGA: Maybe I'm not supposed
14 to?

15 THE HEARING OFFICER: Well, it's okay. If
16 it's -- let me see it.

17 Let's find out if Mr. Parrilli came in.
18 Bob Parrilli? No.

19 Let's see what you've got.

20 MR. MICHAEL VEGA: There you go.

21 THE HEARING OFFICER: Well --

22 MR. MICHAEL VEGA: Does that mean anything
23 to you?

24 THE HEARING OFFICER: Well, it's a slip.

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1 It's got your name on it. Okay. We'll take it,
2 Michael.

3 MR. MICHAEL VEGA: Thank you.

4 THE HEARING OFFICER: It's Michael Vega,
5 V-e-g-a.

6 MR. MICHAEL VEGA: That's correct.

7 THE HEARING OFFICER: And, Michael, are you
8 going to speak for yourself or for an organization?

9 MR. MICHAEL VEGA: I'm going to speak for
10 myself.

11 THE HEARING OFFICER: Okay, go ahead.

12 MR. MICHAEL VEGA: Mr. Chairman, thank you
13 for your time.

14 THE HEARING OFFICER: You're welcome.

15 MR. MICHAEL VEGA: I'm a member of the
16 Carpenters Union. I'm not representing them in any
17 capacity. I'm not an officer. All I am is a simple
18 working carpenter.

19 I've had -- I've been sitting here for
20 quite a while, listening to various officers of
21 different trade unions and presidents of this
22 association and that association, and they've given
23 quite astute opinions of what's going on at O'Hare.
24 And I'd just like to offer just a plain-Jane,

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Comment	Response
Vega 1	Comment noted.
Vega 2	Please see topical response B-1.
Vega 3	Please see topical response G-1.
Vega 4	Please see topical responses A-2, B-1, G-1 and M-5.

401

1 working guy's opinion of the project.

2 This project will -- this OMP will improve

3 O'Hare, improve delays. More importantly than that,

4 though, it's going to give jobs to working people,

5 and it's going to spur the economy. And that's what

6 we need in Chicago and in the outlying areas.

7 Personally, I've worked at O'Hare three

8 times in my career as a carpenter of ten years.

9 Okay? And on those three projects, I made a good

10 buck and never had a complaint and have always

11 benefited from those projects along with the guys

12 that have worked with me. Okay? And like I say,

13 you know, we're not big shots. We're just regular

14 guys.

15 So it's my opinion -- and it's a humble

16 opinion. I would appreciate the FAA and any other

17 government body to approve the OMP. Yes, it's going

18 to help delays. It's going to help, you know,

19 travelers. And I travel. More importantly than

20 that, though, it's going to help the little guy who

21 not always gets the best deal. So I'd like to see

22 this thing go through. That's why I'm here. I've

23 taken great pains to come here tonight. So I

24 appreciate your time. And that's it.

1

2

3

4

PRECISE REPORTING SERVICE, P.C. 312/704-1682

Comment	Response
Parrilli 1	Comment noted.

402

1 THE HEARING OFFICER: Okay. Thanks,
 2 Mr. Vega.
 3 MR. MICHAEL VEGA: Thank you.
 4 THE HEARING OFFICER: Did Mr. Parrilli come
 5 in? Bob Parrilli? That's P-a-r-e-l-l-i, right?
 6 MR. BOB PARRILLI: No, that is not.
 7 THE HEARING OFFICER: It is not.
 8 MR. BOB PARRILLI: It is P-a-r-r-i-l-l-i.
 9 THE HEARING OFFICER: Well, okay.
 10 P-a-r-r-i-l-l-i.
 11 MR. BOB PARRILLI: Correct.
 12 THE HEARING OFFICER: Okay, Mr. Parrilli.
 13 You're up.
 14 MR. BOB PARRILLI: I'm trying to figure out
 15 if I get 5 minutes, 3 minutes, or 13 minutes,
 16 because I represent the IBEW, Local 134, I am a
 17 homeowner in Villa Park, about six blocks from here,
 18 on the other side of 83, and I am also a candidate
 19 for office in Villa Park for village trustee.
 20 THE HEARING OFFICER: Well, you're going to
 21 get at least five. That's for sure. If you need a
 22 little more time, we'll give you more time --
 23 MR. BOB PARRILLI: I didn't think I was
 24 going to get away with the 13, but we tried.

1

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Comment	Response
Parrilli 2	Please see topical response B-1.
Parrilli 3	Comment noted.
Parrilli 4	Please see topical response G-1.

403

1 THE HEARING OFFICER: Okay.

2 MR. BOB PARRILLI: I'm here today in

3 support of the O'Hare expansion. I'm in support for

4 the reasons for the jobs, for the infrastructure

5 around O'Hare, within O'Hare, for the construction

6 jobs also.

7 My uncle was a prior mayor in the Village

8 of Bensenville who was always pro growth, and that

9 would be Richard Weber. He was a former president

10 or mayor of Bensenville, and he taught us about work

11 and working. And every day it gets harder and

12 harder.

13 I have 2300 of my own 134 members who are

14 unemployed today. Over 700 of those members live

15 within 7 to 10 miles of O'Hare Airport. So the

16 economic impact for these individuals, for their

17 homes, people who are losing their homes and losing

18 their health care, would be the opportunity to be

19 employed and take these jobs and raise their

20 children and educate their children and pay taxes.

21 So for those reasons, I am in support of

22 the airport. And as a trustee hopeful, I am for

23 development and growth. Thank you.

24 THE HEARING OFFICER: Okay. Thank you very

2

3

4

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404

1 much, Mr. Parrilli.
2 How about Mr. Charles Lamken? Is he here?
3 Charles Lamken?
4 Evaristo Rosalez? Evaristo Rosalez?
5 How about Mike Davis? Mike Davis?
6 Marty -- Marty Moylan?
7 MR. MICHAEL DAVIS: Davis, D-a-v-i-s.
8 THE HEARING OFFICER: Oh, you're Mr. Davis.
9 Okay. Sorry. First name is --
10 MR. MICHAEL DAVIS: Mike.
11 THE HEARING OFFICER: -- Michael? Okay.
12 MR. MICHAEL DAVIS: Michael, correct.
13 THE HEARING OFFICER: Go ahead.
14 MR. MICHAEL DAVIS: My name is Michael
15 Davis. I'm also a representative of Local 134.
16 And I'd just like to reiterate what
17 Mr. Parrilli has stated, the number of workers that
18 we have out in Local 134 and not only in Local 134
19 but across the board of all the unions within the
20 city of Chicago and Cook County, that are suffering
21 today because of the unemployment. This will have a
22 great bearing on many of our people being put back
23 to work. And I think it's very important for our
24 economy to put these people back to work.

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Comment	Response
Davis 1	Please see topical response G-1.

405

1 And I am fully in support of the expansion
2 of O'Hare Airport. Thank you.

3 THE HEARING OFFICER: Okay. Thanks,
4 Mr. Davis.

5 Well, if we don't have Mr. Lamken or
6 Mr. Rosalez, I'll try -- how about Marty Moylan?

7 MR. MARTY MOYLAN: I'm right here. I was
8 using the rotating podium system.

9 THE HEARING OFFICER: Okay, Mr. Moylan.

10 MR. MARTY MOYLAN: Is that okay?

11 THE HEARING OFFICER: That's absolutely
12 fine. M-o-y-l-a-n. Go ahead, Mr. Moylan.

13 MR. MARTY MOYLAN: Yes. Thank you for
14 giving me -- providing me with the opportunity to
15 speak here this evening.

16 Can you hear me?

17 THE HEARING OFFICER: There you go.

18 UNIDENTIFIED SPEAKER: No.

19 MR. MARTY MOYLAN: Yes. Thank you very
20 much for giving me the opportunity to speak here.

21 I'm a 25-year resident, and I have built up
22 political capital, as a president would say. I am
23 not one of these people that lives in the
24 Magnificent Mile and uses scare tactics and myths.

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Comment	Response
Moylan 1	Comment noted.
Moylan 2	Comment noted.
Moylan 3	Please see topical responses G-2.

406

1 We have a room next door, and it's called the
 2 Mythbusters. There's people that work for the FAA,
 3 and they will dismiss all these -- supposedly these
 4 myths spread by these myth spreaders.

1

5 I have lived and my family has thrived in
 6 and around the airport for all of my adult life. My
 7 children went to Maine West High School, and that
 8 was when president -- the president came there and
 9 named it one of the president's high schools. Also,
 10 they went on to college and all got good jobs, and I
 11 have had good jobs. And the reason that I mention
 12 this is nothing mysteriously came down from the sky
 13 and poisoned any of my children. There's no vast
 14 conspiracy to hurt the citizens in the surrounding
 15 areas.

2

16 The house and property which I live in
 17 currently went up four times. So when we talk about
 18 property values in all the surrounding suburbs that
 19 are around the airport, they are spending between
 20 200 and a half a million dollars for tear-downs. So
 21 there goes another myth about devalued property
 22 values.

3

23 And I am here to say that I am currently in
 24 favor of the project as a resident that lives in the

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Comment	Response
Moylan 4	Please see topical response M-2.

407

1 affected area. Thank you. 4

2 THE HEARING OFFICER: Okay. Thanks,

3 Mr. Moylan.

4 Let's try these two one more time. Charles

5 Lamken? Mr. Lamken, are you here?

6 Evaristo Rosalez? Is that -- are you

7 Evaristo?

8 UNIDENTIFIED SPEAKER: No. I was one of

9 them waiting. I was due to come on at 8:30. So if

10 nobody is here...

11 THE HEARING OFFICER: Well, let me just run

12 through a couple of names of people who might be a

13 little bit ahead. But what time is it? 6:40.

14 Well, we'll fit you in if we don't catch anybody in

15 the next couple of names here.

16 Joe Schwieterman? Joe Schwieterman?

17 Jim and Vicki Hanks or Hanks?

18 MS. VICKI HANKES: We're here.

19 THE HEARING OFFICER: Would you guys --

20 you're set for a little bit later. But if you'd

21 like to come up now, we could take you earlier, if

22 you want to do that. Okay. How do you pronounce

23 your last name?

24 MS. VICKI HANKES: Hanks.

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Comment	Response
V. Hanks 1	Comment noted.
V. Hanks 2	Please see topical responses B-1 and C-1.

408

1 THE HEARING OFFICER: Hanks, H-a-n-k-e-s.
 2 Okay. You could each have one, or you
 3 could stay at the same one, whatever you'd like.
 4 MR. JIM HANKES: We'll stand together.
 5 MS. VICKI HANKES: We'll stand together.
 6 THE HEARING OFFICER: That would be great.
 7 MS. VICKI HANKES: We're both about to say
 8 the same thing, so.
 9 THE HEARING OFFICER: All right. Go ahead.
 10 MS. VICKI HANKES: We just came to the
 11 meeting to voice our support for the Modernization
 12 Program of O'Hare.
 13 We're both business travelers, and we're
 14 both businesspeople. And I think we stand very firm
 15 in our belief that, as the city is trying to grow
 16 the economic opportunities, the infrastructure has
 17 to grow with that. And probably the most important
 18 aspect of the infrastructure for a business travel
 19 is -- a business traveler is the airport. And, you
 20 know, both Jim and I travel. I travel less than
 21 Jim, but we both routinely get stuck coming in and
 22 out of Chicago.
 23 And another aspect too is, when the airport
 24 is larger, there will be more opportunities for

1

2

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Comment	Response
V. Hanks 3	Please see topical response C-4.
J. Hanks 1	Comment noted.
J. Hanks 2	Please see topical responses C-1 and M-4.

409

1 flights in and out of the city. The current number
 2 of flights certainly limits your opportunities to
 3 get in and out of the city very quickly if that's
 4 what you need to do.

5 So we're just here to offer support for the
 6 Modernization Program.

3

7 THE HEARING OFFICER: Okay.

8 MR. JIM HANKES: I'm Jim Hanks, and I also
 9 support the Modernization Program.

1

10 As a frequent business traveler, it is very
 11 discouraging with the frequent delays and things
 12 that happen when I'm coming home from a long
 13 business trip. So I feel that the modernization
 14 project will alleviate many of the problems and will
 15 keep me traveling from O'Hare, instead of having to
 16 go to Midway because I know my flights will get back
 17 on time when I return.

2

18 THE HEARING OFFICER: Okay. Well, thank
 19 you, Mr. and Mrs. Hanks.

20 MS. VICKI HANKES: Thank you.

21 THE HEARING OFFICER: Thanks very much.

22 (Change of court reporters.)

23

24

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410

1 THE HEARING OFFICER: Let me run through these
2 names one more time here. How about Charles Lamken,
3 Charles Lamken, Evaristo Rosalez, Joe Schwiederman.
4 Okay, what's your name?
5 MR. JOSEPH DODE: Joseph Dode, Mr. Chairman.
6 THE HEARING OFFICER: Let's see if I've got you
7 here Joseph. Well, this is always a mystery here.
8 We don't have -- how do you spell Dode?
9 MR. JOSEPH DODE: D-o-d-e.
10 THE HEARING OFFICER: Did you sign up out
11 there?
12 MR. DODE: Yes, I did, sir.
13 THE HEARING OFFICER: Maybe they didn't bring
14 it in here. Would you promise me you're sworn in?
15 MR. JOSEPH DODE: Should I go get it?
16 THE HEARING OFFICER: No, just before you
17 leave, make sure you're down there listed. So it's
18 Joe Dode?
19 MR. JOSEPH DODE: Yes, sir, it is. Thank you
20 for the opportunity to speak tonight. I'm here to
21 support the O'Hare Modernization Program.
22 I'm here on behalf of my family, four
23 generations of that family which reside in the collar
24 county areas around the airport. We even have

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Comment	Response
Dode 1	Please see topical responses M-2 and M-5.
Dode 2	Please see topical response B-1.
Dode 3	Please see topical response G-1.
Dode 4	Please see topical responses B-1 and M-4.
Dode 5	Please see topical response M-5.

411

1 relatives as far away as Kane County across the river.

1

2 We look to the airport as a viable
 3 enterprise that needs to be maintained and approved
 4 not only for pleasure, for business, but also with
 5 respect to the improvals of service and the safety
 6 aspects that come with an improved O'Hare program.

2

7 I know that each of us in our own way
 8 relies upon the airport in many ways. But speaking
 9 from a family viewpoint, I realize there's also the
 10 advantages to the economy which trickles down from the
 11 direct employees to all of the agencies and all the
 12 support facilities that support the airport and all
 13 the people in the various communities from the stores,
 14 the merchants and everyone in between.

3

15 A safer, an improval of service and a
 16 more viable airport will be a boone to our economy,
 17 and it will send the message that we are not going to
 18 forget what happened at 9/11, but we're not going to
 19 let it stop us from making a statement that we have
 20 faith in air travel. And we want to see it improve as
 21 it has by the ridership and as we continue to do so by
 22 offering a better airport system.

4

23 So I want to thank you for the
 24 opportunity, and I appreciate the time.

5

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412

1 THE HEARING OFFICER: Okay, thanks, Mr. Dode.
2 (Audience reaction.)
3 THE HEARING OFFICER: Charles Lamken, Evaristo
4 Rosalez, Joe Schwiederman.
5 UNIDENTIFIED SPEAKER: I know he's around,
6 but --
7 THE HEARING OFFICER: But his time isn't until
8 7:00 o'clock.
9 UNIDENTIFIED SPEAKER: Oh, I got you.
10 THE HEARING OFFICER: So we're a little early.
11 I think we're going to take a break for ten minutes
12 until we get back to the schedule when people come
13 back, knowing that they have their time unless there's
14 somebody that's on later that would like to try to get
15 fit in now.
16 MR. JOHN DUNN: Yeah, John Dunn. I have an
17 8:30 time.
18 THE HEARING OFFICER: What's the name?
19 MR. JOHN DUNN: John Dunn.
20 THE HEARING OFFICER: Let me see, he just
21 brought yours in, John. So come on up. That's
22 D-u-n-n?
23 MR. JOHN DUNN: Yes, that's right.
24 THE HEARING OFFICER: Okay.

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Comment	Response
Dunn 1	Please see topical response G-1.
Dunn 2	Please see topical response G-1.
Dunn 3	Comment noted.

413

1 MR. JOHN DUNN: I would like to speak on
 2 behalf -- tonight in favor of the O'Hare expansion.
 3 I'm a local area resident employed in one of the
 4 construction trades that would benefit greatly from
 5 this expansion.

1

6 As many of you know, the
 7 deindustrialization of America has kind of limited job
 8 activities in that area. The O'Hare expansion would
 9 go a long way in providing some of those lost jobs to
 10 people who work in these very valuable construction
 11 trades which provide a lot of benefits to middle class
 12 families, decent wages, healthcare and whatnot and
 13 will continue to do so for a long way into the future.

2

14 Also, on a more personal note, I
 15 would just like to comment that I really enjoy living
 16 in the Chicago region. I'm in love with this area,
 17 and one of the great benefits I've always found was
 18 O'Hare Field and the ability to travel throughout the
 19 United States, which really is accessible probably no
 20 more than three and a half hours anywhere, Florida,
 21 California, Washington, other locations even shorter.

3

22 What a shame it's become that
 23 oftentimes, due to the O'Hare back-ups, you're
 24 spending more time delayed at O'Hare Field than you

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Comment	Response
Dunn 4	Please see topical responses B-1 and C-1.

414

1 are actually traveling. How nice it would be if some,
 2 you know, short-sighted people would get out of the
 3 way, allow for this expansion and really develop that
 4 resource we have of access throughout the United
 5 States, an access I believe that enhances the quality
 6 of life in Chicago and is one of the main reasons why
 7 I really love living here and look forward to living
 8 here far into the future. Thank you very much.

4

9 THE HEARING OFFICER: Okay, thanks, Mr. Dunn.
 10 (Audience reaction.)
 11 THE HEARING OFFICER: Is there anyone else who
 12 is on later who wanted to step up here now?
 13 (No response.)
 14 THE HEARING OFFICER: Okay, we're going to take
 15 a ten-minute recess.
 16 (Recess taken.)
 17 THE HEARING OFFICER: Okay, we're going to get
 18 started again with some more speakers. Charles
 19 Lamken, are you here, Charles Lamken?
 20 (No response.)
 21 THE HEARING OFFICER: Evaristo Rosalez,
 22 Evaristo Rosalez?
 23 (No response.)
 24 THE HEARING OFFICER: Tom Shipley.

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Comment	Response
Shipley 1	Please see topical response G-1.
Shipley 2	Comment noted.
Shipley 3	Please see topical response B-1.

415

1 MR. TOM SHIPLEY: Yes.

2 THE HEARING OFFICER: Mr. Shipley, come up.

3 That's S-h-i-p-l-e-y?

4 MR. TOM SHIPLEY: That's right.

5 THE HEARING OFFICER: Pick either one that you

6 like.

7 MR. TOM SHIPLEY: Hi, my name is Tom Shipley,

8 and I'm a union carpenter. So any project that

9 involves the creation of construction jobs I will

10 support.

11 I also want to make a few comments

12 about the practicality of the expansion. Former

13 Governor Ryan, one of the first things he did when he

14 was elected was create a massive, multibillion

15 infrastructure program to improve the infrastructure

16 of the State of Illinois.

17 I know infrastructure is -- it's a

18 thing that is easy to drop off the budget, it's easy

19 to push off until next year, it's easy to delay it,

20 but I think the time has come and the delays have been

21 way too long to modernize O'Hare.

22 I know the FAA right now has ordered

23 O'Hare to cut back on the number of flights that they

24 offer to the public to eliminate the delays at the

1

2

3

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Comment	Response
Shipley 4	Please see topical response C-4.
Shipley 5	Please see topical responses A-2, C-1, G-1 and M-4.
Shipley 6	Please see topical responses A-2 and M-4.

416

1 airport. This expansion will allow O'Hare to be the
 2 number-one premiere travel facility in the United
 3 States which it always has been and should always be.
 4 The delays have gone on long enough.
 5 I know the times that I travel in and out of O'Hare,
 6 when I go to the airport, my biggest fear is sitting
 7 on the ground for an hour or two. There's no sense
 8 for that, there's no reason for it, and this project
 9 needs to go, not only for the jobs that it creates in
 10 the construction industry, but for the business that
 11 it will attract, the industry it will attract and grow
 12 the economy of the State of Illinois and the collar
 13 counties around Chicago. That is the most important,
 14 pressing issue of the day for the FAA.
 15 I know you can't favor any state over
 16 another, but being the premiere hub and central travel
 17 location of the United States, O'Hare needs to be
 18 upgraded, and it needs to be done now. Thank you.
 19 THE HEARING OFFICER: Okay, thanks,
 20 Mr. Shipley.
 21 (Audience reaction.)
 22 THE HEARING OFFICER: Joe Schwiederman.
 23 MR. JOE SCHWEITERMAN: Schwiederman.
 24 THE HEARING OFFICER: Schwiederman. I'm going

4

5

6

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Comment	Response
Schwiederman 1	Comment noted.
Schwiederman 2	Comment noted.
Schwiederman 3	Comment noted.

417

1 to ask you to spell your name for the court reporter,
2 please.

3 MR. JOE SCHWIEDERMAN: Yes, my name is Joe
4 Schwiederman, S-c-h-w-i-e-d-e-r-m-a-n. I am a
5 professor at DePaul University and Director of the
6 Chaddick Institute for Metropolitan Development.

1

7 I'm not here speaking on behalf of
8 DePaul. I'm speaking as a specialist in inner city
9 aviation and transportation systems. I have followed
10 aviation in our region closely since 1983 when I began
11 working at United Airlines, and I have now studied it
12 professionally at DePaul University for 14 years.

2

13 A little full disclosure, I do help
14 advise the FAA with their aviation forecasts through
15 the Transportation Research Board, and I want to speak
16 a few words about the environmental impact analysis
17 and the methodology they used and how I think it
18 portrayed the true environmental effects of the
19 airport expansion.

3

20 First, I think the EIS underestimates
21 the benefits that we will achieve from technological
22 change. The noise impacts particularly reflect the
23 view that aviation will remain roughly the same as it
24 is today when we see, with high fuel costs and the

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Comment	Response
Schwiederman 4	Please see topical response D-1.
Schwiederman 5	Please see topical responses B-2 and L-2.

418

1 turmoil in the aviation industry, there's huge
 2 acceleration for the adoption of new technology. New
 3 kinds of planes, regional jets, the 777, all that will
 4 tend to make the noise implications much less in my
 5 view than what the City -- than what the EIS document
 6 shows, and I want to make sure that that is clear.

4

7 I also think the EIS gives no
 8 consideration to the environmental costs of the
 9 no-expansion alternative, that in our region we're in
 10 the midst of a very difficult airport expansion debate
 11 which has continued since 1988, and it's evident that
 12 the trade-off of not expanding O'Hare is going to mean
 13 new runway capacity, probably at a greenfield site,
 14 which has a lot of the environmental implications that
 15 I think would be far more significant than some of the
 16 environmental implications of the expanded O'Hare.

5

17 The Peotone airport, of course, is
 18 near farmland. It would probably push the population
 19 of our region out in a not so insignificant way and
 20 have costs that aren't reflected in the EIS, and the
 21 EIS doesn't try to do that. But I think it needs to
 22 be on the table, that the need nothing alternative has
 23 serious environmental costs as well. I say that even
 24 in support of the Peotone airport, but it's clear that

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419

1 that needs to be on the table.
 2 I think the economic cost in
 3 neighboring towns are probably very reasonable in the
 4 report. I think they're slightly overstated since
 5 they look at job impacts loss study expansion without
 6 attempting to measure the benefits of the job gains,
 7 which tend to be very well-paying jobs in the travel
 8 industry. So I think the EIS there tends to be a very
 9 realistic view of what the effects would be.

6

10 And, finally, the EIS has a very
 11 conservative view of the effects of the new airport
 12 configuration to truly add capacity to flights in our
 13 region. I've looked at the airport -- the runway
 14 configurations for sometime, and it's clear to me that
 15 in five or ten years the amount of capacity we will
 16 get out of a new airport's far greater than what the
 17 assumptions are in the models that have been shown to
 18 the city. There's no way to know for sure, but that's
 19 my sense.

7

8

20 And all that seems to indicate that
 21 the EIS is a very level-headed view, I think, of the
 22 environmental impacts, but they probably overstate the
 23 impacts because of the enormous changes we're seeing
 24 in technology which will reduce some of the costs.

9

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Comment	Response
Schwiederman 6	Please see topical response B-2 .
Schwiederman 7	Please see topical responses G-1 through G-4 .
Schwiederman 8	Please see topical responses B-1 and B-5 .
Schwiederman 9	Comment noted.

421

1 time. Charles Lamken, Charles Lamken, Evaristo
2 Rosalez, Evaristo Rosalez.

3 (No response.)

4 THE HEARING OFFICER: How Jeff Druckman,
5 D-r-u-c-k-m-a-n, Jeff Druckman, Jesus Lopez?

6 (No response.)

7 MS. MELISSA STOLL: Yeah, my name is Melissa
8 Stoll, and I had a time for 8:30 and I was wondering
9 if I might take the space of this gentleman.

10 THE HEARING OFFICER: Well, you got to give me
11 a chance just to see who else is here who may want to
12 jump in, but we'll try to get you in early if we can.
13 Let me just run through a couple more names here.

14 MS. MELISSA STOLL: Okay.

15 THE HEARING OFFICER: Ron Rossi, Ron Rossi.

16 (No response.)

17 THE HEARING OFFICER: Well, since you spoke
18 up, we'll see if we can accommodate that. What's your
19 name?

20 MS. MELISSA STOLL: Melissa Stoll.

21 THE HEARING OFFICER: Oh, I got you here.

22 S-t-o-l-l?

23 MS. MELISSA STOLL: Correct.

24 THE HEARING OFFICER: I got you here. All

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422

1 right, please come up. Melissa is M-e-l-i-s-s-a?

2 MS. MELISSA STOLL: Correct. It's short for
3 Lisa as well.

4 THE HEARING OFFICER: Okay.

5 MS. MELISSA STOLL: Okay.

6 THE HEARING OFFICER: You're speaking for
7 yourself or a group?

8 MS. MELISSA STOLL: I'm speaking for myself as
9 a resident of Chicago and the Chicago suburban area, a
10 member -- resident of Illinois.

11 THE HEARING OFFICER: Okay.

12 MS. MELISSA STOLL: And I'd like to say that
13 from most of what I've heard from people who are in
14 favor of the expansion tonight and over the past
15 several years speaking on the subject, I'm
16 disappointed by what I hear as very small thinking.
17 And by small thinking, I refer to such examples such
18 as that spending \$29 at another airport is dropping
19 money into some huge black hole outside of Illinois
20 that takes -- only takes away from Illinois, that
21 there is nothing valuable in spending that \$29 at a
22 restaurant in an airport in Wisconsin so that maybe
23 that restaurant owner might come back to Illinois and
24 spend a couple thousand dollars at some restaurant

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Comment	Response
Stoll 1	Comment noted.
Stoll 2	Comment noted.
Stoll 3	Comment noted.
Stoll 4	Please see topical response F-2.

423

1 convention here.

1

2 I'm disappointed by the small
 3 thinking that O'Hare is the only economic engine here
 4 in Chicago, that there are no hotel economic engines
 5 that house the people that are transported into this
 6 state, that there are no theater engines to entertain
 7 the people who come here, that there are no restaurant
 8 engines to feed the people that are staying here.

2

9 And I am disappointed in that I only
 10 hear that O'Hare is -- it's synonymous with Chicago.
 11 Chicago is synonymous with Illinois, and there's no
 12 hint of any world outside of this. There's only
 13 O'Hare, O'Hare, O'Hare.

3

14 There is more than O'Hare. There's
 15 more than one way to come into Chicago. There are
 16 trains, there are highways, there are buses, there are
 17 people that walk and bicycle in. With each one of
 18 these ways to transport people in, there are economies
 19 that go with it, and it all needs to be balanced.

4

20 I'm also disappointed that there
 21 are -- excuse me, that O'Hare only -- it doesn't look
 22 at itself as a -- if O'Hare were any other business,
 23 if it were a grocery store or a bank, the question of
 24 its expansion would be a no-brainer. They wouldn't --

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Comment	Response
Stoll 5	Please see topical response B-2.

424

1 the company would not talk about building a new
 2 megalopolis expansion business on a quarter acre lot.
 3 They would talk about expanding the business by
 4 branching out, taking the hub, which is O'Hare, and
 5 connecting more supporting spokes to it and creating a
 6 larger business that way and a better flow of business
 7 through the airport, namely a better flow of
 8 passengers and lessening the delays.

9 There are other ways to handle this.
 10 And so my stance is that, please, concentrate on
 11 expansion through creating hubs and connecting more
 12 hubs to Chicago in many ways even beyond O'Hare. So
 13 thank you for letting me speak early.

14 THE HEARING OFFICER: Okay, you're welcome.
 15 Thanks, Ms. Stoll.

16 (Audience reaction.)

17 THE HEARING OFFICER: Jeff Druckman, Jeff
 18 Druckman?

19 (No response.)

20 THE HEARING OFFICER: Let's try these again,
 21 Charles Lamken, Evaristo Rosalez.

22 (No response.)

23 THE HEARING OFFICER: Jesus Lopez.

24 (No response.)

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5

Comment	Response
Rossi 1	Please see topical responses C-1 and G-1.
Rossi 2	Please see topical response B-1.

425

1 THE HEARING OFFICER: Ron Rossi. Is that you,
 2 Mr. Rossi?
 3 MR. RON ROSSI: Yes, sir.
 4 THE HEARING OFFICER: Please come up. That's
 5 Rossi, R-o-s-s-i?
 6 MR. RON ROSSI: Correct.
 7 THE HEARING OFFICER: Okay, speaking on behalf
 8 of yourself or a group?
 9 MR. RON ROSSI: Myself and my company.
 10 THE HEARING OFFICER: Okay, you're up.
 11 MR. RON ROSSI: My name is Ron Rossi. I live
 12 in Addison, and I support the O'Hare Modernization
 13 Plan. Not only does my company perform work at the
 14 airport, but I'm also a frequent traveler.
 15 I support the prospect of new runways
 16 in order to cut down on the number of delays and
 17 provide better, more reliable service to all
 18 travelers. With O'Hare recording nearly 1 million
 19 flights last year, not only is it sensible to add more
 20 runways to reduce delays and congestion, but it would
 21 also bring benefits to the businesses that serve the
 22 area. These jobs would benefit the City of Chicago,
 23 surrounding suburbs and businesses throughout the
 24 world.

1

2

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Comment	Response
Rossi 3	Please see topical responses C-1 and E-2.
Rossi 4	Please see topical response M-4.
Rossi 5	Please see topical responses A-2 and M-2.

426

1 New runways would not only reduce
 2 time delays, but also the amount of time the aircraft
 3 spends at gates, which affects the amount of fuel and
 4 consumption and emissions. The fact that the world's
 5 busiest airport ranked last in all of the world's
 6 airports in on-time performance for 2004 is a definite
 7 example as to why these runways are necessary. The
 8 reason that O'Hare is the world's busiest airport are
 9 not going to change, so we should try to accommodate
 10 the status.

3

11 O'Hare Airport, the City of Chicago
 12 and State of Illinois have an excellent reputation,
 13 which it should be able to live up to. O'Hare needs a
 14 solution that works not only for the City, but also
 15 for the state and the nation.

4

16 I urge the FAA to issue its Record of
 17 Decision to enable O'Hare to reach its full operating
 18 capacity in the U.S. and in the international aviation
 19 system; therefore, I support the O'Hare Modernization
 20 plan. Thank you.

5

21 THE HEARING OFFICER: Thanks, Mr. Rossi.
 22 (Audience reaction.)
 23 THE HEARING OFFICER: Charles Lamken, Evaristo
 24 Rosalez, Jeff Druckman, Jesus Lopez, Pedro Hernandez,

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427

1 how about David Foy?

2 (No response.)

3 THE HEARING OFFICER: We've got a little lull
4 here. Some of these people might be outside because
5 Foy was supposed to be at 7:30, so I'm calling names a
6 little bit ahead of where we're at.

7 MS. GAIL BEDARD: 8:45?

8 THE HEARING OFFICER: Not yet, it's only 7:15.

9 No, do you want to get up and speak?

10 MS. GAIL BEDARD: Yes.

11 THE HEARING OFFICER: What's your name?

12 MS. GAIL BEDARD: Gail Bedard.

13 THE HEARING OFFICER: Let me see if I've got a
14 card here for you, Gail. I do. Come up. It's Gail
15 Bedard? Is it B-e-d-a-r-d?

16 MS. GAIL BEDARD: Yes.

17 THE HEARING OFFICER: Okay, and you're
18 speaking for the Woodale Homeowner's Association?

19 MS. GAIL BEDARD: Yes, I am.

20 HEARING OFFICER: Okay, you're up.

21 MS. GAIL BEDARD: I'm Gail Bedard. I'm
22 Secretary of the Woodale Homeowner's Association.

23 I'm here tonight in opposition of
24 O'Hare expansion because the proposed southern runways

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Comment	Response
Bedard 1	Please see topical response B-5.
Bedard 2	Please see topical response E-1.
Bedard 3	Please see topical response C-5.
Bedard 4	Please see topical response M-1.

428

1 are aimed like canons at our community. Our
 2 neighborhoods already suffer from terrible noise
 3 pollution, air pollution, and our waterway is
 4 polluted. We have an extremely high incidence of
 5 cancer in our town and the surrounding areas around
 6 O'Hare. We also are not interested in having another
 7 Mannheim Road run west of the airport.

8 I personally also, as my last
 9 statement is the last two flights that we landed at
 10 O'Hare came in early. That's a fact.

11 We don't need any more noise, we
 12 don't need any more pollution, and we don't want those
 13 runways aimed in Woodale. Thank you.

14 (Audience reaction.)

15 THE HEARING OFFICER: Okay, thank you. Let's
 16 try these one last time here. Charles Lamken,
 17 Evaristo Rosalez, Jeff Druckman, Jesus Lopez, Pedro
 18 Hernandez, David Foy.

19 (No response.)

20 THE HEARING OFFICER: We're going to take a
 21 five-minute break, and we'll be back in five minutes.

22

23 (Recess taken.)

24 (Change of court reporters.)

1

2

3

4

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429

1 THE HEARING OFFICER: All right. We're
2 going to get started again, call a few names here.
3 Is Jesus Lopez here, Jesus Lopez?
4 Pedro Hernandez, Pedro Hernandez?
5 David Foy, David Foy?
6 Dolores Kopp? Is that you, Dolores?
7 MS. DOLORES KOPP: Yes.
8 THE HEARING OFFICER: Come on up. It's
9 your turn. That's K-o-p-p?
10 MS. DOLORES KOPP: That's correct.
11 THE HEARING OFFICER: Okay. Please come up
12 and --
13 MS. DOLORES KOPP: You're one of the few
14 people that --
15 THE HEARING OFFICER: I didn't hear you.
16 MS. DOLORES KOPP: You're one of the few
17 people who put the four letters together correctly.
18 THE HEARING OFFICER: Well, that's from
19 years of talking to jurors. Okay.
20 MS. DOLORES KOPP: Good evening.
21 THE HEARING OFFICER: Good evening.
22 MS. DOLORES KOPP: My name is Dolores Kopp,
23 and I am the president of the Wood Dale Homeowners
24 Association.

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Comment	Response
Kopp 1	Comment noted.
Kopp 2	Please see topical response L-1.

430

1 I hadn't planned on speaking tonight, but I
 2 do want to give you some random thoughts about what
 3 the people in my community -- and I might say that
 4 we are --

5 THE HEARING OFFICER: Hang on, Dolores, so
 6 we can get everybody in here.

7 Kevin, close those doors, will you please,
 8 so that we can hear Ms. Kopp.

9 Okay. Go right ahead.

10 MS. DOLORES KOPP: We are a citywide
 11 association, and we have approximately 600 members
 12 and voters in Wood Dale alone active in the
 13 Wood Dale Homeowners Association. And I feel that
 14 what Mrs. Bedard said and what I say expresses the
 15 sentiment of the majority of these members.

1

16 The thing that concerns me is we're talking
 17 about a \$16 billion project here. This is today.
 18 By the time this is completed, we may be talking
 19 \$65 billion. I think that it's -- the cost is
 20 underestimated.

2

21 No one knows how this is going to be
 22 funded. You cannot fund it. The airlines -- with
 23 the airlines. The two major airlines are facing
 24 bankruptcy. Where are they going to get the funds

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Comment	Response
Kopp 3	Please see topical responses B-8 and L-1.
Kopp 4	Please see topical responses D-1, E-1 and E-3.
Kopp 5	Please see topical responses C-2 and C-5.

431

1 for the expansion? The FAA can't do it. If the FAA
 2 were to help -- if you can believe what they say in
 3 the newspaper, they won't be able to put funds into
 4 any other airport in the country with the size of
 5 this project.

3

6 We have been living with fuel, airline
 7 fuel, being dumped on our homes, with air pollution
 8 and noise pollution for years. Of course, Chicago
 9 claims this does not happen. But please come and
 10 visit us any time. We'll prove to you that it does.
 11 You can smell the fuel. You can see it on your lawn
 12 furniture. It's everywhere. Like I said, Chicago
 13 claims this doesn't happen. They aren't willing to
 14 look at objective studies and reports that prove
 15 that it does.

4

16 We also have the fact that O'Hare claims
 17 that the expansion will solve all of the delay
 18 problems. Delays are definitely caused by the
 19 effect of weather and the domino effect of weather.
 20 When the weather is good, there aren't many delays.
 21 Like Mrs. Bedard, the last flight I took in
 22 September landed on time.

5

23 They claim that it will take ten years to
 24 accomplish this construction project. They also say

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Comment	Response
Kopp 6	Please see topical response C-4.
Kopp 7	Please see topical response B-1, B-4, D-1, E-1, G-4 and L-1.
Kopp 8	Please see topical response B-2.

432

1 they need it because O'Hare is at 100 percent
 2 capacity. Well, I have news for you. It's at
 3 100 percent capacity today, and in ten years, at the
 4 time it is accomplished, fait accompli, it's going
 5 to be at 100 percent capacity again.

6

6 So what are you going to do? You've spent
 7 16 billion, which is ridiculous. Everyone knows it
 8 will come in at more than that in the end. And at
 9 the end of ten years, what have you accomplished?
 10 You've spent all of these funds. You're at
 11 100 percent capacity again. So what is O'Hare going
 12 to do? Raid the western suburbs further and wipe
 13 out suburbs completely? It just doesn't make sense
 14 to spend all this money, go through this entire
 15 exercise, cause more air pollution, noise pollution,
 16 destruction of the suburbs, and be at 100 percent
 17 capacity again in ten years, facing the same
 18 situation.

7

19 I believe that me and my neighbors all
 20 support a third airport for relief of this
 21 situation. Thank you very much.

8

22 THE HEARING OFFICER: Thank you, Ms. Kopp.
 23 We'll try Jesus Lopez again.
 24 Pedro Hernandez?

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Comment	Response
Shawke 1	Comment noted.

433

1 David Foy, F-o-y? David Foy?
 2 How about Douglas Bannister?
 3 Alejandro Perez? Alejandro Perez?
 4 Phil Serpico?
 5 UNIDENTIFIED SPEAKER: He spoke earlier.
 6 THE HEARING OFFICER: He spoke earlier.
 7 That's right. Thank you very much.
 8 David -- is it Shawke? S-h-a-w-k-e. David
 9 Shawke? Would you like to speak now, Mr. Shawke?
 10 MR. DAN SHAWKE: If I may.
 11 THE HEARING OFFICER: Please. You're the
 12 alderman for the city of Wood Dale?
 13 MR. DAN SHAWKE: Correct.
 14 THE HEARING OFFICER: Okay.
 15 MR. DAN SHAWKE: And it's Dan Shawke.
 16 THE HEARING OFFICER: Oh, I'm sorry. And
 17 it does say "Dan," you know, now that I'm looking at
 18 it. I'm sorry. Dan Shawke. Okay.
 19 MR. DAN SHAWKE: Thank you.
 20 First of all, I'd like to just mention that
 21 the people of Wood Dale are not against O'Hare
 22 Airport. That seems to be a running theme that gets
 23 across to the news media. They think we're all
 24 crazy, that we want to dump the airport. We don't.

1

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Comment	Response
Shawke 2	Please see topical responses F-5 and G-1.
Shawke 3	Please see topical responses C-1, C-3 and C-4.

434

1 We recognize that it is an economic engine.
 2 As a matter of fact, many of the residents of
 3 Wood Dale work at the airport or for the airlines.
 4 So it's something -- we don't want to lose what's
 5 there. But it's interesting that those same
 6 employees -- as I talked to the people in my ward at
 7 least, those same employees say that, you know, if
 8 we -- if we enlarge O'Hare, it's just going to take
 9 us all the longer to get to work, the roads around
 10 there are already congested, and it's not going to
 11 do them any good to have the airport expand.

2

12 The late flights that they keep talking
 13 about. A few years ago there were very few late
 14 flights because they had limits on the numbers of
 15 flights. But when you have 28 airplanes taking off
 16 at the same time period, how can you stay on time?
 17 The same with landing. There's just too many
 18 flights. And it's not a matter of making more
 19 runways, because the air over O'Hare is saturated
 20 with airplanes already. Those fellows that work up
 21 in the towers say that they're already overworked.
 22 They've got too many planes coming in as it is.

3

23 The air pollution problem. You know, I'm
 24 lucky I've got a garage. Neighbors on both sides of

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Comment	Response
Shawke 4	Please see topical response E-3.
Shawke 5	Please see topical response B-4.

435

1 me leave cars out overnight. And in the morning
 2 they have a film on those cars of very fine
 3 particles that has a very noxious smell. Now, they
 4 say that they don't dump fuel near the airport.
 5 That's not true. Because as the airlines come in,
 6 as airplanes come in -- I've even taken a movie
 7 camera and photographed it -- or a video camera.
 8 You can see the fumes coming out of the wings, not
 9 the wingtips where you have a vortex. But about
 10 halfway in, where they dump the fuel, you can see
 11 the clouds of fuel coming out of those airplanes
 12 right over Wood Dale.

4

13 In conclusion, again, O'Hare is an economic
 14 engine that we don't want to lose, but we don't want
 15 to have the problems we have with O'Hare doubled or
 16 tripled. And I think it's only fair that the
 17 southwest suburbs share the economic engine with
 18 another airport and share the problems as well that
 19 they'll have, that we have now. We have to live
 20 with them. We have no choice. But I think a third
 21 airport is the best way. And other large cities
 22 have three airports. Why can't we? Just because it
 23 won't be in Chicago and it won't be politically
 24 connected? That's a poor reason not to have a

5

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Comment	Response
Shawke 6	Please see topical response B-2.

436

1 Southwest Side airport. Thank you.

2 THE HEARING OFFICER: Thanks, Mr. Shawke.

3 I'm going to run through these names one

4 more time here. Jesus Lopez, Pedro Hernandez, David

5 Foy, Douglas Bannister, Alejandro Perez.

6 How about Steve Alldridge? Steve

7 Alldridge, are you here?

8 MR. KEVIN COLBERT: I'll find him.

9 THE HEARING OFFICER: Okay. You can try

10 all those other ones too.

11 Ian Main? Ian Main?

12 Mike Aprile, he spoke earlier.

13 Geraldine -- is it Kooken?

14 MS. GERALDINE KOOKEN: Kooken?

15 THE HEARING OFFICER: Kooken.

16 MS. GERALDINE KOOKEN: Thank you.

17 THE HEARING OFFICER: K-o-o-k-e-n?

18 MS. GERALDINE KOOKEN: Correct.

19 THE HEARING OFFICER: Okay.

20 MS. GERALDINE KOOKEN: I'm Geraldine

21 Kooken. I'm here as an individual.

22 I'm here to oppose the O'Hare expansion

23 program. I have worked in Bensenville for over

24 35 years, and I do not want to see half of the town

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Comment	Response
Kooken 1	Please see topical response G-4.
Kooken 2	Please see topical response C-3.

437

1 eliminated by the expansion of the O'Hare Airport.

2 At a previous meeting at Fenton High School

3 in Bensenville, we were informed that the biggest

4 problem or one of the biggest problems of the

5 expansion of the airport was the lack of airspace.

6 I think the gentleman before me said something about

7 that. Where in the world did you all of a sudden

8 find all this extra airspace? Thank you very much.

9 THE HEARING OFFICER: Okay, Mrs. Kooken.

10 How about Keith Jutkins, Keith Jutkins?

11 John Petkis or -- oh, Peters. John Peters?

12 Becky Tumasonis?

13 Paula -- it looks like Pezza. Paula Pezza?

14 Are you Paula?

15 MS. PAULA PEZZA: Yes.

16 THE HEARING OFFICER: Oh, well, you came in

17 just --

18 MS. PAULA PEZZA: A little early.

19 THE HEARING OFFICER: -- in time. Well,

20 that's okay. Do you want to wait, or are you ready

21 to go?

22 MS. PAULA PEZZA: No. This is fine.

23 THE HEARING OFFICER: Ready? Okay.

24 P-e-z -- P-a-z-z-a?

1

2

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Comment	Response
Pezza 1	Please see topical response M-5.
Pezza 2	Please see topical response D-1.

438

1 MS. PAULA PEZZA: P-e-z-z-a.
 2 THE HEARING OFFICER: P-e-z-z-a. Okay,
 3 thanks. Paula Pezza. Go ahead.
 4 MS. PAULA PEZZA: Do I need to state an
 5 address or -- my address?
 6 THE HEARING OFFICER: You can state the
 7 community you're from, if you'd like.
 8 MS. PAULA PEZZA: Okay. I'm Paula Pezza.
 9 I'm from Elmhurst. I'm actually a mayoral candidate
 10 in this election.
 11 And even though this is a required meeting,
 12 I think it's great that the FAA is hosting this.
 13 It's very important to get public input for anything
 14 like this.
 15 Although airplane noise has been something
 16 Elmhurst has dealt with forever, I just think, you
 17 know, hearing everyone's input, Elmhurst is
 18 obviously not the only one affected by airplane
 19 noise. And after reviewing information based on
 20 what's out there tonight and web sites and
 21 newspapers, you just -- you can't walk away from the
 22 fact that this is obviously going to have an impact
 23 on Elmhurst.
 24 I see three different issues. First,

1

2

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Comment	Response
Pezza 3	Please see topical response D-1.
Pezza 4	Please see topical response F-3.
Pezza 5	Please see topical response G-3.

439

1 there's obviously going to be more air traffic noise
 2 as a result. With six east-west runways, you would
 3 think that more of the air traffic would come from
 4 the east or the west and avoid Elmhurst, but I think
 5 when the winds shift as they often do, being the
 6 Windy City, it's safer to land diagonally over
 7 Elmhurst. And, you know, where are the six runways
 8 going to go other than straight over Elmhurst if
 9 they have to shift?

3

10 Second, the looping of the western access
 11 road to the south, the way they want to reroute
 12 that, I think it will cause suburbanites to actually
 13 use Elmhurst now as a cut-through to get to the
 14 airport to avoid traffic and the extra travel. And
 15 I think there's very little infrastructure in
 16 Elmhurst and -- like York Road, to deal with that
 17 cut-through traffic. And I think it will have a
 18 great effect on traffic in Elmhurst.

4

19 And, last, the issues of funding. And I
 20 think it will be a tax burden to our residents. I
 21 believe this is something that has not even been
 22 discussed.

5

23 And I guess, as a result, for this reason,
 24 I just totally agree with the Elmhurst city staff

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Comment	Response
Pezza 6	Please see topical response M-1.
Baker 1	Comment noted.

440

1 policy regarding the O'Hare expansion, so. All
 2 right?
 3 THE HEARING OFFICER: Yes, ma'am.
 4 MS. PAULA PEZZA: Thank you.
 5 THE HEARING OFFICER: Thank you very much.
 6 Is there anybody who's in the room who's
 7 signed up with Kevin or Petra out there whose name I
 8 didn't call already? Nobody.
 9 Okay. How about Don Baker? B-a-k-e-r?
 10 MR. DON BAKER: B-a- -- that's what I tried
 11 to write, yeah. I think I should have been a lefty.
 12 Sorry.
 13 THE HEARING OFFICER: Okay, Mr. Baker. Go
 14 ahead.
 15 MR. DON BAKER: Well, I'm here to represent
 16 myself. I have for many years had a tremendous
 17 concern with what's going on with the O'Hare
 18 expansion plan.
 19 In addition, in addition to all of the
 20 logistical issues that everybody here has talked
 21 about, which I think are extremely legitimate, I
 22 think the biggest single concern I have is this
 23 entire thing started with back room deals with
 24 Mayor Daley and with other politicians. It was all

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Comment	Response
Baker 2	Please see topical response A-3, M-1 and M-7.
Baker 3	Please see topical responses A-1, A-3, B-1 and L-1.

441

1 deals that were not made public.

2 You know, I think all the statistics -- I

3 mean, we get -- we all get mailings about all the

4 virtues of the O'Hare Modernization plan, including

5 tremendous capacity improvements, a tremendous

6 increase in jobs, you know, but it's all based on --

7 originally we were told that there was going to be a

8 70 percent increase in flights. It's going to be a

9 50 percent increase in flights. It's going to cost

10 \$6.6 billion. No. It's going to cost \$15 billion,

11 probably \$20 billion, you know.

12 Now, if mistakes were made, mistakes were

13 made. These weren't mistakes. These were back room

14 deals. These -- this is misinformation. I believe

15 it's out-and-out fraud. We're getting these

16 mailings, trying to convince us that this is going

17 to be good for us. It's not, you know.

18 And, also, I think Daley has done an

19 absolutely outstanding job of getting -- you know,

20 of getting other communities to support Chicago in

21 its endeavors and -- you know, and isolating the few

22 communities that really have legitimate concerns.

23 And then we're made fun of, and we're called

24 obstructionists because of the fact that we've been

2

3

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Comment	Response
Baker 4	Comment noted.
Baker 5	Please see topical response M-8.
Baker 6	Please see topical responses B-2, C-3, F-5 and L-2.

442

1 bringing up legitimate concerns, you know.

2 I think a regional solution is the only

3 solution that makes any sense at all. You know,

4 it's already -- traffic is congested. Airspace is

5 congested. It absolutely makes no sense. And I

6 think the Peotone plan -- I think economic

7 development in the south suburbs is absolutely

8 crucial, you know. It's going to help the

9 taxpayers, and we just flat out -- there's a lot of

10 economic development in the northwest suburban area.

11 We have it good. Why take the chance? You know,

12 why create problems?

13 So that's all I've got to say. Thank you.

14 THE HEARING OFFICER: Okay. Thanks,

15 Mr. Baker.

16 Well, we'll run through these names one

17 more time. If no one responds, we'll take a break

18 for a couple of minutes.

19 Jesus Lopez, Pedro Hernandez, David Foy,

20 Douglas Bannister, Alejandro Perez, Steve Alldridge,

21 Steve Alldridge, Ian Main, M-a-i-n, Keith Jutkins,

22 J-u-t-k-i-n-s, John -- it's either Petkus or Peters.

23 John Peters, John Petkus, Becky Tumasonis. That's

24 all the names I have.

4

5

6

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1 Have you got one more?
2 MR. KEVIN COLBERT: I've got one more, sir.
3 THE HEARING OFFICER: Okay. How about
4 George Koufos? Is it K-o-u- --
5 MR. GEORGE KOUFOS: F.
6 THE HEARING OFFICER: Oh, F. Koufos?
7 MR. GEORGE KOUFOS: K-o-u-f-o-s.
8 THE HEARING OFFICER: Okay. Mr. Koufos,
9 you're up.
10 MR. GEORGE KOUFOS: Well, since everybody
11 is over here --
12 THE HEARING OFFICER: Right, yeah. You can
13 do that. Go to the other one. That's fine.
14 MR. GEORGE KOUFOS: Is this about the right
15 distance from the microphone?
16 THE HEARING OFFICER: Yes.
17 MR. GEORGE KOUFOS: I'm sorry I didn't
18 really prepare for this. But, anyway, I felt that
19 this seems to be a -- rather than information for we
20 as residents, it's really more a feel for getting
21 the FAA to know what our concerns are. And no
22 matter how much we cry, I don't know that that's
23 really what you're after. You -- you have to
24 concern yourself with the facts and conduct your

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1 research.

2 What we don't want to happen is, though --

3 we were kind of led down the garden when

4 Governor Ryan came around and had all these hearings

5 in the neighborhoods and that kind of thing. And we

6 did not know at that time, although surmised, that

7 the deal was done. And, unfortunately, Mayor Daley

8 was willing to negotiate a little bit on the

9 expansion of the airport. But when Governor Ryan

10 rolled over and said he'd give Mayor Daley anything

11 he wanted, then the mayor asked for whatever he

12 thought he could get and then it became cast in

13 stone. And now we have every imaginable increase in

14 airport runway and number of runways because

15 Mayor Daley knew that he could get away with it. I

16 don't know how much that affects the FAA, but

17 they're ruling -- they looked at the whole thing

18 and...

19 But getting back to what -- some of the

20 negatives, we really are going to see an increase in

21 air pollution in this -- this area, the western

22 suburban area.

23 We've been living in Wood Dale for

24 approximately 25 years, and we used to -- my wife

1

2

3

Comment	Response
Koufos 1	Please see topical responses A-1 and A-3 .
Koufos 2	Comment noted.
Koufos 3	With the exception of particulate matter, the results of the dispersion analysis indicate that ambient (outdoor) concentrations of the evaluated pollutants would decrease with the proposed improvements at all locations both on and off-airport property. With respect to particulate matter, concentrations are also estimated to be lower or remain essentially the same except at the end of the Build-Out Phase when levels would be slightly higher with the improvements (approximately 2 percent higher). Also, please see topical responses E-1 and E-3 .

Comment	Response
Koufos 4	Please see topical response E-3.

445

1 used to be able to hang out the clothes in the
 2 backyard. She can't do that anymore. And the
 3 reason for that is the clothes now smell from
 4 pollution, especially airplane pollution. And once
 5 in a while we will be able to tell when an airplane
 6 dumps gas or whatever from the jet fuel smell. And
 7 when you smell anything, you know it's getting to
 8 you, no matter what people tell me.

4

9 So the -- we also are going to possibly
 10 experience an airport disaster -- I mean, an
 11 airplane disaster, the more planes we put into the
 12 air. It's pretty hard to tell statisticwise whether
 13 you're going to get one, but I think the more we try
 14 and jam into the air with the four east-west
 15 runways -- we want to try and -- the airport is
 16 going to try and land and take off more airplanes at
 17 the same time and supposedly especially in bad
 18 weather. I really don't know how well we can get
 19 more -- more landings in the bad weather, because
 20 bad weather is what it says. You can't land planes
 21 and take off planes as well. You're going to cancel
 22 flights. So how -- how you're going to be able to
 23 take off and land more planes in bad weather is kind
 24 of beyond me, no matter how many runways you have

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Comment	Response
Koufos 5	Please see topical responses C-2, C-3 and K-2.
Koufos 6	Please see topical response G-1.
Koufos 7	Please see topical responses B-5 and G-4.
Koufos 8	Please see topical response D-1.

446

1 and how long you extend them.
 2 And just getting back a little bit to the
 3 airport and Mayor Daley and what have you -- and the
 4 FAA is maybe not too concerned with this. But we
 5 all know that the airport is a job-generating
 6 project. And that's a big point with the city of
 7 Chicago. Jobs are votes. And if you put in 200,000
 8 new jobs, you're going to get 200,000 votes. So I
 9 think a lot of that is what this is all about.

5

10 And I notice from looking at some of the
 11 noise pollution charts that there's an alternative
 12 C, I believe, what the -- what Chicago wants, and
 13 there's an alternative G, which is -- at least it
 14 would take away less of the confiscation of houses
 15 in the Bensenville area and it might be more
 16 palatable, but we don't know.

6

7

17 But I notice it's convenient that the sound
 18 area of pollution, increased sound pollution, goes
 19 along Irving Park. And how it -- how it has a nice
 20 divided line of north and south along Irving Park is
 21 kind of convenient. And maybe they figured that out
 22 statistically, but I don't know. I think it's more
 23 of what possibly the suburban residents might feel.

8

24 Again, I think that the expansion of O'Hare

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Comment	Response
Koufos 9	Please see topical response M-1.

447

1 could be done a lot less and a lot less disapproval
 2 from the villages if it -- if it wasn't expanding so
 3 much more. Like someone said, we certainly
 4 recognize the economic engine of O'Hare, but we
 5 don't want it to be such an environmental impact.
 6 We feel that it's going to ruin the health of the
 7 suburban people. And I wish that the FAA would
 8 consider that and put a little more emphasis on that
 9 part of it.

10 I appreciate your time. Thank you.

11 THE HEARING OFFICER: Okay, Mr. Koufos.
 12 Thank you.

13 I'm going to run through these names one
 14 more time, see if any of these parties have shown
 15 up. Jesus Lopez, Pedro Hernandez, David Foy,
 16 Douglas Bannister, Alejandro Perez, Steve Alldridge,
 17 Ian Main, Keith Jutkins, John Peters or Petkus, and
 18 Becky Tumasonis.

19 So I'm going to take a five-minute break,
 20 roam the halls, see if we can find these people and
 21 if they're still here, if they're going to come and
 22 testify. So we'll see you in about ten minutes.

23 (Recess taken.)

24 (Change of court reporters.)

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9

Comment	Response
Dundovich 1	Please see topical responses A-1 and M-5.
Dundovich 2	Please see topical response A-1, C-3 and D-1.

448

1 THE HEARING OFFICER: Is Bob Dundovich here?
 2 Bob, are you ready to come up? Let's hold it down a
 3 bit. We've got a gentleman who's going to make a few
 4 comments, thank you.

5 Is it D-u-n-d-o-v-i-c-h?

6 MR. BOB DUNDOVICH: Right.

7 THE HEARING OFFICER: Go ahead, Bob.

8 MR. DUNDOVICH: Thank you. I would just like
 9 to thank the FAA, first of all, for having this
 10 meeting, although I have to believe that this is more
 11 of a pressure relief meeting to get the residents to
 12 get it off of their chest so they feel like they
 13 socked it to the FAA, gave it to them with both
 14 barrels. After that, they're going to relax, sit back
 15 and, you know, let whatever happens happen.

16 I hope that's not the case, but it
 17 just kind of goes to show you the power of Mayor Daley
 18 when he can make an organization like the FAA
 19 basically stick its head in the sand, look the other
 20 way at what he's proposing. I mean you can sit in my
 21 backyard right now and watch planes come over every
 22 ten seconds, sometimes less. And I don't how these
 23 guys in the towers can make it happen, I have no idea,
 24 but my hat's off to them.

1

2

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Comment	Response
Dundovich 3	Please see topical response A-1, D-2, and G-1.

449

1 And as the gentleman said earlier, it
2 basically comes down to jobs, votes and money. I mean
3 Mayor Daley can't bear the thought of that money going
4 out of Chicago no matter what kind of safety issues it
5 brings up. He doesn't live near O'Hare. He's in
6 Bridgeport or wherever it is. He's pretty far away
7 from O'Hare. I'm about two, two to five minutes away
8 from it. I've got planes coming over my house. It's
9 scary enough as it is.

10 But if you talk to anybody in
11 Chicago, chances are they've got a relative that's
12 working for the City somehow and they're not going to
13 go against Mayor Daley, Cousin Louie might lose his
14 job or something, and it just goes to show you that
15 it's about money and votes.

16 Also, I had never heard anybody
17 mention the new planes that they're supposed to be
18 building. I believe they're already building them
19 now. I think they're called 777s. They're much
20 bigger than a 747, they need longer runways to take
21 off and a longer time to land. And, as someone said
22 yesterday, that the airport is not getting bigger,
23 it's the same size, it's just configured differently,
24 but to a plane coming in and landing, I don't think

3

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Comment	Response
Dundovich 4	Please see topical response B-4.
Dundovich 5	Please see topical response L-1.
Dundovich 6	Please see topical response I-1.

450

1 that makes much difference.

4

2 And also I want to ask you a
3 question. Has any of Mayor Daley's projects come in
4 under bid or have they ever come right on the bid or
5 have they come two to three, four times over what he
6 estimates? And I would say the answer to that is the
7 latter.

5

8 The last, but certainly not least,
9 is -- which is another thing the FAA doesn't care to
10 comment on at this time. They say they're going to
11 address it at another time, which is, in other words,
12 you know, put it on the shelf, but there's two
13 religious cemeteries in O'Hare long before O'Hare was
14 an airport. One is Resthaven, the other is
15 St. Johannes, that I think they were there -- the
16 church began there about 153 years ago, and it's
17 against the -- there's a religious freedom act that
18 prohibits the desecration of a cemetery, and it's also
19 unconstitutional and it's also amoral. And they don't
20 seem to want to address that, but I think that's a
21 question that we should ask. You cannot desecrate a
22 religious cemetery.

6

23 And as far as far as the need for it,
24 you've got a perfect spot in Peotone, you've got Gary,

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Comment	Response
Dundovich 7	Please see topical responses B-2 and J-2.

451

1 you've got the -- south Chicago, and not only that,
 2 how do you -- how are you going to do that kind of
 3 construction while an airport is going? If you're
 4 doing that much construction on the road, you shut the
 5 road down, you don't have planes flying in and out
 6 while you're doing construction. So this idea is
 7 crazy and it's wrong, and don't let it happen. Thank
 8 you.

7

9 THE HEARING OFFICER: Okay, thanks,
 10 Mr. Dundovich.

11 (Audience reaction).

12 THE HEARING OFFICER: I'm going to go through
 13 this list of names one more time and see if anyone's
 14 here. Mr. Lopez, Mr. Hernandez, Mr. Foy,
 15 Mr. Banister, Mr. Perez, Mr. Aldridge, Mr. Main,
 16 M-a-i-n.

17 (No response.)

18 THE HEARING OFFICER: Some of the names I read
 19 earlier, the parties have decided to give some private
 20 testimony to a court reporter rather than in this
 21 room. But these people are still a mystery. Maybe
 22 they're hanging out, maybe we'll see them in a little
 23 bit.

24 But anybody here who wanted to

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Comment	Response
Kryzh 1	Comment noted.
Kryzh 2	Please see topical responses D-1 and D-2.

452

1 testify that hasn't had the chance that's supposed to
 2 doing it later? Well, then, yes, sir?

3 MR. STEVEN KRYZH: I didn't sign up any paper,
 4 but I'll give a couple of minute's worth.

5 THE HEARING OFFICER: Okay, will you do me a
 6 favor? Before you leave, will you sign so we have it
 7 on the official register out there? What's your name?

8 MR. STEVEN KRYZH: Steven Kryzh.

9 THE HEARING OFFICER: Okay, Mr. Kryzh, go ahead.

10 MR. STEVEN KRYZH: I am an individual living in
 11 Woodale. I've lived there for about fifteen years,
 12 and a nice community, the residents are nice.
 13 Everything in Woodale is just -- it's almost picture
 14 perfect.

1

15 I live on Irving Park Road, and I can
 16 wave to the pilots almost as they come in. And when
 17 my wife -- she found the house. When she found it, I
 18 says, "Well, I don't know if" -- the Salt Creek was my
 19 main issue. I wasn't concerned about the planes. And
 20 as time went on and I started calling O'Hare Field or
 21 the hotline because of the noise of the planes, which
 22 is driving me nuts.

2

23 And this continued to get worse and
 24 worse and the planes came more frequent, and I says,

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Comment	Response
Kryzh 3	Please see topical response E-3.
Kryzh 4	Please see topical response F-5.

453

1 "This is just nuts." And then when the wind would
 2 change and they'd take a different runway it was like
 3 heaven. Because where our houses are at, they're in
 4 the woods, and it's such a quiet and peaceful place
 5 when the planes aren't -- you see the birds and you
 6 see your deer and you see all the animals. And I'm
 7 not quite sure that, you know, this fuel that is being
 8 dumped or the fuel that's -- whatever planes are
 9 letting loose over the area is good for the animals
 10 that are still there, for the human beings that are
 11 still there, and, you know, I just don't think it's
 12 good.

3

13 The other thing is the congestion,
 14 and, you know, we haven't even started -- we haven't
 15 even talked about this construction yet and how it's
 16 going to affect. But right now, you can go down 3:30,
 17 4:00 or 4:30 down Irving Park Road, and it's like you
 18 can watch the stoplight go from red to green and red
 19 again and you move only a few blocks. So traffic
 20 right now is pretty bad at that time of the day.

4

21 And when the weather gets really bad,
 22 ice, sleet or snow, you can just forget it or if
 23 there's an accident, either one. And Irving Park,
 24 right now if you go down Irving Park past the airport

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Comment	Response
Kryzh 5	Please see topical responses C-2 and F-5.
Kryzh 6	Please see topical responses E-1, F-5 and L-1.

454

1 into Woodale and then you go to Itasca, it goes from
 2 two lanes down to one lane. So it becomes a real
 3 bottleneck then.

5

4 So traffic is a problem, you got the
 5 air pollution, that's a problem, and the one thing
 6 that really sticks in my mind and still haven't been
 7 able to understand is how all this can be pulled off
 8 and there's really no money that's sitting there. I
 9 mean they're talking about funding -- it was starting
 10 out as a small project with 8 or 9 billion dollars,
 11 then it went to 12, and now the latest is 20, and this
 12 thing hasn't even gotten off the ground.

6

13 And I know that when I travel down
 14 Irving Park Road and they started building this thing,
 15 I seen this project start to happen, I said how can
 16 this happen? It hasn't even been approved, and
 17 they've already taken land off Irving Park Road in
 18 Bensenville and started excavating and they have all
 19 these excavators there. And now that's quieted down,
 20 I haven't seen that in awhile. All of that stuff is
 21 just sort of laying low, but starting this project
 22 when there's no money and there's been nothing
 23 officially approved, it just boggles my mind.

24 So I just figured I'd vent and let

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Comment	Response
Kryzh 7	Please see topical response M-9.

455

1 that go, and I appreciate it. Thank you. 7

2 (Audience reaction.)

3 THE HEARING OFFICER: Okay, thank you,

4 Mr. Kryzh. Anyone else?

5 MR. GEORGE LADENDORF: I've got something to

6 say.

7 THE HEARING OFFICER: You another guy who

8 didn't sign up?

9 MR. GEORGE LADENDORF: I'll sign up when I get

10 through.

11 THE HEARING OFFICER: You promise?

12 MR. GEORGE LADENDORF: I promise, Scouts honor.

13 George Ladendorf resident of Wooddale.

14 THE HEARING OFFICER: George, how do you spell

15 your last name?

16 MR. GEORGE LADENDORF: L-a-d-e-n-d-o-r-f.

17 THE HEARING OFFICER: Okay, thanks. Go ahead.

18 MR. GEORGE LADENDORF: I've been a resident of

19 Woodale for 54 years. I've been -- I was affiliated,

20 you might say, or associated with O'Hare since 1950.

21 My in-laws had a home on Wolf Road and Irving Park.

22 They sold their home to the City of Chicago for O'Hare

23 Field. We moved in there for the first nine months

24 of our marriage, and then we moved into Woodale.

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Comment	Response
Ladendorf 1	Comment noted.

456

1 We've been there ever since.

2 What I'm seeing is if I were the FAA

3 and I were looking down at this particular community

4 and I see basically three entities, I see the City of

5 Chicago, I see O'Hare Field, and I see the surrounding

6 communities around O'Hare Field and I'm saying, Hey,

7 there's an airport down there, it's doing pretty good.

8 But who am I supposed to see, the City of Chicago, the

9 residents around Woodale or do I have a greater

10 responsibility to all the community? And I'd say to

11 myself -- at least I'm putting myself in your shoes

12 and I'm saying that I'm acting as you, that, No,

13 that's not for me. If I have to call the shots on

14 this, I'm going to put it in a spot where I'm not

15 going to have to be concerned about, worrying about

16 the people that are in a particular community or the

17 political pressure that I'm getting from an entity

18 that is interested in the taxes that they're going to

19 get from there. I'm going to put it up someplace

20 else. How about Peotone? Hum, the City of Chicago

21 doesn't like that, the people in the community around

22 O'Hare Field, they would like that, and so would Jesse

23 Jackson, Jr., he'd like to bring the jobs out into the

24 southern communities, and I think maybe that would be

1

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Comment	Response
Ladendorf 2	Please see topical response B-2.

457

1 the place to go. I think that people should think
2 about that. Thank you.
3 (Audience reaction).
4 THE HEARING OFFICER: Anyone else?
5 (No response.)
6 THE HEARING OFFICER: No? Well, it's about
7 twenty after 8. We'll take a 10-minute break until
8 8:30 and see if anyone shows up. And, of course, if
9 anyone wants to sign up, sign up out there.
10 (Recess taken.)
11 (Change of court reporters.)
12
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2

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Comment	Response
Brady 1	Please see topical response M-5.

458

1 THE HEARING OFFICER: Okay. I think we
 2 might have a few more speakers.
 3 How about John Brady? Is that you,
 4 Mr. Brady?
 5 MR. JOHN BRADY: Brady, yes.
 6 THE HEARING OFFICER: B-r-a-d-y?
 7 MR. JOHN BRADY: That's correct.
 8 THE HEARING OFFICER: Well, Mr. Brady,
 9 you're up.
 10 MR. JOHN BRADY: All right. Good evening.
 11 Thank you for allowing me the opportunity.
 12 I'm a Wood Dale resident. My wife and I
 13 have lived there since 1967. And I'd just like to
 14 make a number of comments on the proposal that we
 15 have been given by the FAA this evening.
 16 Specifically we've looked at the alternate
 17 proposals, C, E, and F, I believe it's called, which
 18 show three configurations of east-west runways. I
 19 believe the runway is specifically 10L or 28R. This
 20 runway would be the southernmost east-west runway on
 21 the new configuration. We're dismayed at the
 22 location of the runway from the standpoint that the
 23 flight path west will take aircraft directly over
 24 the high school, the junior high school, and, I

1

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Comment	Response
Brady 2	Please see topical responses B-5 and K-2.
Brady 3	Please see topical response K-2.

459

1 believe, two elementary schools that lie directly in
 2 that flight path. I'm concerned about the safety of
 3 that decision.

2

4 In addition to that, the runways that are
 5 proposed are extended in a westerly direction, which
 6 means the aircraft will be taking off closer to the
 7 high schools, which means that they will pass over
 8 the high school at a lower altitude. That also
 9 concerns me from a safety standpoint.

3

10 Another item is the truck routes that are
 11 planned for the material fill. The haul trucks, I
 12 believe they're called. They're routed past the
 13 intersection of York and Irving Park. And the
 14 number of trucks -- I believe they were talking 44
 15 per hour. But that intersection has already been
 16 famous for being the most congested intersection in,
 17 I believe, the northwest section of Illinois.
 18 Adding that kind of truck congestion to that very
 19 complicated intersection, including the train tracks
 20 that contribute to the congestion, that's going to
 21 lead to an absolute impossible traffic situation in
 22 rush hour.

23 We've heard a number of the promises
 24 hopefully made by the trucking companies that will

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Comment	Response
Brady 4	Please see topical responses F-5 and J-1.
Brady 5	Comment noted.

460

1 address the dust, the dirt, the noise, and their
 2 adherence to local speed and safety regulations.
 3 Past experience has shown that these type of trucks
 4 do not necessarily follow local regulations. And
 5 I'm again concerned from a safety and a congestion
 6 standpoint.

7 Maximum weight of the trucks is going to
 8 destroy many of the existing roads. I don't know if
 9 there's financing that will be in the proposal to
 10 repair those roads and bring them back to their
 11 original condition.

4

12 I guess, in summary, we've been out here
 13 long enough that we don't believe that the city of
 14 Chicago has earned our trust based on their past
 15 experiences. And this goes back to the first
 16 extension, and I believe that was 9L. When that
 17 runway was put in, the only notification made in a
 18 public newspaper was made in the newspaper for
 19 the -- I believe, the city of Gary, Indiana. That's
 20 how they got around not bringing notification to
 21 this community that there was going to be a major
 22 impact with their airport construction.

5

23 So, in summary, I guess, I am very
 24 concerned about the control and the adherence of the

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Comment	Response
Brady 6	Please see topical responses B-5, D-1 and K-2.
Wendt 1	Comment noted.
Wendt 2	Comment noted.

461

1 trucking industry to local community standards, but,
 2 more importantly, I am concerned about the southern
 3 runway and its safety impact on the community and
 4 the schools. Thank you.

6

5 THE HEARING OFFICER: Okay. Thank you very
 6 much, Mr. Brady.

7 Is there a William Wendt here?

8 MR. WILLIAM WENDT: Here.

9 THE HEARING OFFICER: W-e-n-d-t.

10 MR. WILLIAM WENDT: Yes, sir.

11 THE HEARING OFFICER: Okay, Mr. Wendt.

12 MR. WILLIAM WENDT: Yes. My name is
 13 William Wendt, and I live on the near west side of
 14 Chicago. And I like to call myself an aeronautical
 15 segregationist.

1

16 Airplanes are not created equal, and they
 17 ought to stick to their own kind. I think maybe we
 18 should reserve O'Hare Field for jumbo jets. If you
 19 take the smaller airplanes out of there, well, they
 20 should have plenty of capacity without major
 21 reconfiguration for some time to come.

2

22 I see in recent news items that the
 23 congestion at O'Hare now is largely regional jets.
 24 Why do we need all this -- I mean -- I mean, the

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Comment	Response
Wendt 3	Comment noted.
Wendt 4	Please see topical responses B-2 and M-6.

462

1 city's own -- when they -- in the city's own
 2 presentation a couple of years ago for these
 3 governor's hearings, they called an airport a
 4 construction project where airplanes land and take
 5 off.

3

6 Now, if the congestion problem is regional
 7 jets, well, you figure these regional jets could go
 8 back to going into Meigs if you still had a runway
 9 there, which would be a little cheaper than these
 10 runways that they're planning for O'Hare. They
 11 could go into DuPage or Palwaukee. And if you
 12 really need an airport in the southern suburbs, I
 13 don't know if it would kill anybody to lengthen the
 14 runways a bit at Lansing. But I think, you know,
 15 the intermediates could go into Midway. And, you
 16 know, those puddle jumpers -- there's lots of
 17 places -- why do we need all this rigmarole for the
 18 little puddle jumpers? And every little puddle
 19 jumper -- where there is some equality in aircraft
 20 consideration, each little puddle jumper takes as
 21 much airport capacity as a jumbo jet.

4

22 You now, what are we spending all this
 23 money on? I think -- you know, they say, well, if
 24 they want to change planes. Well, there is a

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Comment	Response
Wendt 5	Please see topical response B-7.
Wendt 6	Comment noted.
Wendt 7	Please see topical responses B-2 and C-5.

463

1 monorail technology that could provide high-speed --
 2 you could have a 20-minute run between O'Hare and
 3 Midway, you know, other airports. Maybe this same
 4 monorail technology could take over a lot of
 5 short-haul aircraft -- air traffic.

5

6 I mean, the Tribune had a series about four
 7 years ago about Camp O'Hare. And they followed a
 8 family that was flying from Grand Rapids, Michigan,
 9 to Fort Wayne, Indiana. And for some reason that I
 10 find hard to fathom, they were changing planes at
 11 O'Hare. Now, there's some really bum planning going
 12 into this.

6

13 I don't think we need all this extra
 14 airport capacity. I don't think we need a southern
 15 air- -- a south suburban airport until Gary gets --
 16 I mean, Gary still can't find traffic. If they ever
 17 needed a southern airport, a south suburban airport,
 18 I think, you know, something the size of Midway
 19 would be plenty for anything they'll ever have, need
 20 down there. Midway is one square mile, 640 acres.

7

21 But -- oh, I think -- you know, look at
 22 what's happening -- the jeopardy that oil supplies
 23 can be in and the problems. They've had some
 24 articles lately about what's going to happen when

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Comment	Response
Wendt 8	Comment noted.

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1 China and India start buying a lot of oil. Well, we
 2 ought to get off of this oil kick.

8

3 But there is this technology that -- you
 4 know, again, I mean, this monorail technology -- you
 5 know, the guy doesn't like me to call it -- I can't
 6 think of another word to call it. I mean, everybody
 7 thinks of Disneyland and Seattle and Las Vegas when
 8 I say monorail, but there is a technology that uses
 9 an overhead steel beam, a standard steel I-beam that
 10 any old steel mill can crank out. And what you have
 11 about 3/8ths of an inch underneath it is a linear
 12 induction motor, which maybe sounds like a big word.
 13 But you've got maybe a dozen rotary induction motors
 14 powering your blenders and hair dryers and
 15 everything else in your home. That's just a common
 16 clock motor, except it's running in a straight line.
 17 It can both propel and suspend a vehicle, and it
 18 only needs a -- on a footprint on the ground, it
 19 only needs columns every 80 feet or so. You go over
 20 existing rights-of-way. It does not need a separate
 21 right-of-way.

22 And if you just average 150 miles an hour,
 23 well, that's two hours to Detroit, St. Louis,
 24 Cincinnati. You can't get on an airplane anymore in

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Comment	Response
Wendt 9	Please see topical response B-7.
Wendt 10	Comment noted.

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1 two hours. And to get to New York, it would be
 2 about five hours; New Orleans, maybe six hours;
 3 20 hours, coast to coast. I think it has an awful
 4 lot of possibilities. You know, I've heard that the
 5 airline industry is dead set again any type of
 6 high-speed rail transportation, but I do think this
 7 is a very practical alternative.

9

8 All these airports that have been, you
 9 know, planned and everything else -- I think the
 10 people behind this O'Hare Field -- and you look at
 11 the ads that were in the paper about -- just before
 12 the governor's hearings, which is -- what? About
 13 three years ago now? It's basically the same
 14 downtown banks and utilities that you'll see in the
 15 Chicago 21 Plan of 30-odd years ago. I mean, they
 16 all have different names now. But the Chicago 21
 17 Plan is a plan basically -- you know, that's all it
 18 advertises is a downtown plan. But if you look at
 19 some of the implications of that, it's basically to
 20 run everybody out of the city of Chicago, get their
 21 own population in there. It's the same crowd. They
 22 want their economic engine, and we get the exhaust.

10

23 But, you know, I mean, who's going to pay
 24 for this? And I just heard on the radio the other

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Comment	Response
Wendt 11	Please see topical responses G-3 and L-1.
Wendt 12	Please see topical responses B-4, C-2, K-1 and L-2.
Wendt 13	Please see topical responses G-3 and M-1.
Wendt 14	Comment noted.

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1 night the mayors that were against this. They're
 2 saying, well, they put this big airport expansion in
 3 St. Louis, and the airlines couldn't pay for it, and
 4 they wind up sticking the local taxpayers for it.

11

5 And I think there are much more economical
 6 and ecological alternatives. I think it's pretty
 7 silly. I mean, they talk about six runways, and two
 8 pairs of these runways are 1200 feet apart, which
 9 they can't use together during bad weather. I mean,
 10 is that supposed to eliminate delays or something?
 11 I mean, you know, you could conceivably just -- you
 12 know, if you want to build runways, you could build
 13 four runways, and I think it would be about as
 14 practical. It would have as much practical capacity
 15 and save a lot of land on both the northern and
 16 southern end of the field.

12

17 But I think that all this stuff -- I think
 18 basically it ought to go back to a drawing board.
 19 It looks like a big pork barrel to me. And, you
 20 know, I just see this very definite danger that the
 21 taxpayers are going to get stuck with it.

13

22 And I'd like to leave a letter that I had
 23 in the paper, oh, what -- this is -- yeah, a couple
 24 years ago.

14

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Comment	Response
Wendt 15	Please see topical response A-3.

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1 And I wish you'd try to find a hearing --
2 you can hardly -- I don't know if you could find a
3 more out-of-the-way, off-the-beaten-track place to
4 hold a hearing than this. It took me about a
5 two-hour hike just to get here from St. Charles
6 Road.

7 THE HEARING OFFICER: Well, sorry about
8 that. Do you want us to put this in the record?
9 MR. WILLIAM WENDT: That goes into the
10 record.

11 THE HEARING OFFICER: Yeah, that's fine.
12 We will add that to the record.

13 MR. WILLIAM WENDT: And if anybody is going
14 towards public transportation, I could use a lift.

15 THE HEARING OFFICER: Okay. Thanks,
16 Mr. Wendt.

17 I'm going to run through a couple of these
18 just to see if any of these people showed up. Jesus
19 Lopez, Pedro Hernandez, David Foy, Douglas
20 Bannister, Alejandro Perez, Steve Alldridge, Ian
21 Main.

22 Anyone else here who would like to give any
23 testimony?
24 (No response.)

15

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1 (Discussion off the record.)
2 THE HEARING OFFICER: All right. It is
3 9 p.m. The meeting is officially adjourned.
4 (Whereupon the public hearing concerning
5 the O'Hare Modernization Draft
6 Environmental Impact Statement was
7 adjourned on February 23, 2005, at the
8 hour of 9:00 p.m., at the Waterford
9 Conference Center in Elmhurst, Illinois,
10 to February 24, 2005, at the hour of
11 2:00 p.m., at White Eagle Banquets &
12 Restaurant in Niles, Illinois.)
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PUBLIC HEARINGS FOR
THE O'HARE MODERNIZATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT

WHITE EAGLE BANQUETS & RESTAURANT
6839 NORTH MILWAUKEE AVENUE
NILES, ILLINOIS

THURSDAY, FEBRUARY 24TH, 2005
2:00 O'CLOCK P.M.
PUBLIC TESTIMONIES

PRECISE REPORTING SERVICE, P.C. 312/704-1682

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1 THE HEARING OFFICER: Good afternoon. It is
2 2:00 o'clock, and it is Thursday, February 24th, and
3 this public hearing concerning the O'Hare Draft
4 Environmental Impact Statement is now convened. My
5 name is Richard Neville, and I'm the Hearing Officer
6 for the public hearing being held today.

7 The purpose of this hearing is to
8 provide an opportunity for all interested persons to
9 give testimony concerning the Draft EIS, including all
10 potential social, economic and environmental impacts,
11 both positive and negative, of proposed alternative
12 developments for Chicago O'Hare International Airport
13 as described in the FAA's recently released Draft
14 Environmental Impact Statement.

15 The purpose of this hearing is to
16 also provide an opportunity for interested parties to
17 give testimony concerning the City of Chicago's
18 application to the United States Army Corps of
19 Engineers for a Section 404 permit and the City's
20 application to the Illinois Environmental Protection
21 Agency for Section 401 Water Quality Certification.

22 The Draft Environmental Impact
23 Statement has been available in the community for
24 public viewing since January 14th, 2005, as indicated

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1 in the Federal Register Notice published on January
2 21st, 2005.

3 It is my function to ensure that
4 everyone who wishes to testify has that opportunity
5 and that the testimony will be free from disruption or
6 discrimination in the course of the hearing. It is
7 specifically not my job to weigh the testimony. I
8 have no decision-making capacity in regards to this
9 matter at all. The decision of whether or not this
10 document and/or any alternative described in the
11 Draft EIS is to be approved is that of the Federal
12 Aviation Administration.

13 In addition to the testimony to be
14 provided in this room, I'd also note that this public
15 hearing provides a room for an open house or workshop.
16 Informational display boards and staff from the
17 Federal Aviation Administration, their contractor, the
18 U.S. Army Corps of Engineers and the Illinois
19 Environmental Protection Agency are available in the
20 workshop room. That room is directly across the hall
21 from where we are located. Feel free to examine the
22 display boards and ask questions of the staff at your
23 own pace. No formal presentations will be given in
24 the workshop room.

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1 For my part, I cannot give you any
2 factual information or data concerning any of the
3 matters relating to the Draft Environmental Impact
4 Statement. Any questions you may have on this project
5 can be directed to those staff individuals in the
6 workshop room with the display boards.

7 Please note that oral testimony in
8 this room, including those questions an individual may
9 wish to place on the record, must be directed toward
10 the court reporter and myself. In addition, no cross
11 examination or other questioning of those parties
12 offering testimony will be permitted.

13 Anyone who wants to speak must sign
14 in on the forms provided at the testimony registration
15 table. In order to accommodate any persons interested
16 in speaking, speaking time will be limited to five
17 minutes for those representing a group or an agency.
18 Testimony from all others will be limited to three
19 minutes. During your testimony, the status of your
20 available testimony time will be indicated on the
21 timing device, which is located directly in front of
22 me on two screens. Unused testimony time of a group
23 representative or an individual cannot be added to the
24 available testimony time of any other group

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1 representative or individual. However, if an
2 individual or group representative has more verbal
3 testimony to provide after the three-minute or
4 five-minute time allotment has expired, the individual
5 or group representative can get back in line one more
6 time only. Once a group representative has provided
7 testimony on behalf of the group for which she or he
8 is the representative, no additional representatives
9 will be permitted to offer testimony on behalf of that
10 same group.

11 Anyone who registers to speak by 9
12 p.m. this evening will have an opportunity to provide
13 a statement. One person may speak at a time, only
14 one. Court reporters have a difficult time keeping
15 track of more than one person. Anyone attempting to
16 disrupt the speaker will be asked to leave. You are
17 requested to complete your testimony within the time
18 allotted. If you wish to provide information and/or
19 commentary, please note that written comments will
20 continue to be accepted through March 23rd, 2005.
21 There are two microphones at the front provided for
22 testimony. The first microphone will be used for the
23 first person providing testimony. The second
24 microphone will be provided for the next person in

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1 line waiting to provide testimony. Once the time
2 limit has expired for the person at one microphone,
3 the sound will be switched to the other microphone for
4 the next person to begin testimony.

5 There is also a separate room where
6 testimony can be given directly to a court reporter in
7 a more private setting. There is no time limit on
8 testimonies in that room.

9 Procedural rules for conducting this
10 hearing have been developed by the FAA, and copies of
11 those rules are available in the registration area.
12 In addition to making oral comments at the hearing
13 this afternoon, written comments will be accepted
14 through March 23rd, 2005 by the FAA, when the official
15 comment period will close. Comment forms are
16 available at the registration area and can be left
17 here today by placing them in the appropriate box
18 provided at the written testimony table or you can
19 mail them directly to the following address. All
20 written comments must be postmarked no later than
21 12 p.m. midnight on March 23rd, 2005. They should be
22 sent to Mr. Michael W. MacMullen, Airports
23 Environmental Program Manager, Federal Aviation
24 Administration, Chicago Airports District Office,

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1 2300 East Devon Avenue, Des Plaines, Illinois, 60018.
2 That address, of course, is on the comment forms at
3 the registration table.

4 When I call your name, please come
5 forward, give your name, spell it for clarity, if
6 necessary. If you are testifying on behalf of a
7 group, organization or company, state that affiliation
8 and your official title in connection with the
9 organization, if you have one.

10 Any written testimony that is
11 submitted has the same weight as the oral testimony
12 given here today. There is no differentiation between
13 the two. When you are testifying, please direct your
14 comments to the court reporter and myself and speak as
15 clearly as possible so the court reporter can take
16 down your testimony. A verbatim transcript will be
17 made of the testimony, and it will become a part of
18 the documents that will be forwarded to the Federal
19 Aviation Administration, the U.S. Army Corps of
20 Engineers and the Illinois Environmental Protection
21 Agency.

22 Finally, I would also ask that all
23 remain quiet while others are testifying so that each
24 person's testimony can be heard by the court reporter.

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Comment	Response
Dannisch 1	Comment noted.

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1 Let's begin, and the first speaker
 2 is -- I can't read the first name, but it looks like
 3 Irwin Bock. Irwin Bock are you here?

4 (No response.)

5 THE HEARING OFFICER: We'll pass Mr. Bock for
 6 a minute. Mark Dannisch, Mayor of Northbrook.
 7 Mr. Mayor.

8 MAYOR MARK DANNISCH: Thank you, Hearing
 9 Officer Neville.

10 I want to make clear that I'm here
 11 today speaking as the President of the Village of
 12 Northbrook and not specifically on behalf of the
 13 Northbrook Village Board since we have not yet taken a
 14 formal position on the O'Hare Modernization Program,
 15 and I did not prepare written remarks because I wanted
 16 to speak today from the heart about this particular
 17 project.

1

18 There are a lot of factors that go
 19 into a project such as this, but it seems to me that,
 20 on behalf of the people of the Village of Northbrook,
 21 economic development is an issue that is important for
 22 all the people in north, northwest, Chicago, western
 23 suburbs of Chicago, north and northwest suburbs, and
 24 the O'Hare Modernization Project is a project that

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Comment	Response
Dannisch 2	Please see topical responses G-1 and M-4.
Dannisch 3	Please see topical responses C-7 and K-2.

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1 will enhance economic development for the entire
 2 region.

2

3 Secondly, anybody that goes to O'Hare
 4 right now just even as a layperson, not as an expert,
 5 knows that there's a tremendous amount of congestion
 6 taking place at the site. These new runways, as part
 7 of the O'Hare Modernization project, will in my
 8 opinion help to relieve congestion and, by relieving
 9 congestion, will make the airways over Chicago a safer
 10 place in which to live.

3

11 And, finally, you know, airports are
 12 a little bit like downtown redevelopment projects in
 13 downtowns in suburbia. Downtowns either progress or
 14 they regress. There's no in between. Airports are
 15 the same way. Airports are either going to go ahead
 16 and move forward in our lifetime or they're going to
 17 regress.

18 And this modernization project is the
 19 key to helping make O'Hare Airport something that we
 20 can be proud of, something that we can live with, and
 21 something that will be an engine of positive change
 22 for the City of Chicago and the surrounding suburban
 23 areas for the next generation, and I applaud Mayor
 24 Daley for his stance and his tenacity in trying to put

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Comment	Response
Dannisch 4	Comment noted.
Dannisch 5	Comment noted.

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1 this project through.

2 Finally, I just would like to say

3 from the other side of the spectrum that the people

4 who have been against this Modernization Program,

5 again, just as a layperson, I just don't understand

6 their points of view because the vast majority, well

7 over 90% of the people who have come to live near

8 O'Hare Airport are individuals who came to live there

9 after the time that the airport was built. And I

10 understand that their life and their homes and their

11 possessions are very near and dear to them, but from

12 an equitable standpoint, it does seem to me that the

13 airport has been there for a long time, it's not

14 unreasonable for people who have moved there after the

15 fact to believe or understand that the airport would

16 in fact expand. And this does seem to me the right

17 thing to do for the people of the entire Chicagoland

18 region.

4

5

19 I look forward to continuing to work

20 with the FAA, the City of Chicago, the people of the

21 north and northwest suburbs in order to see this

22 reality take place and hope to go to O'Hare during a

23 period of time when the congestion is less, the delays

24 are less, the runways are safer, the pilots are

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Comment	Response
Dannisch 6	Please see topical responses B-1 and M-5.

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1 happier, and we have something that will be creating
2 jobs for our area for a long time.

3 Mr. Hearing Officer, I thank you very
4 much for the opportunity to speak before you and
5 before the FAA this afternoon. It truly is an honor
6 and a pleasure to be here and to be here before you.
7 Thank you.

8 THE HEARING OFFICER: Thank you, Mr. Mayor.

9 Is the Mayor of Hanover Park, Irwin
10 Bock present? Mr. Mayor?

11 UNIDENTIFIED SPEAKER: I don't see him here.

12 THE HEARING OFFICER: Okay, thanks. How about
13 Miss Sara Lee, area resident, Ms. Lee, Sara Lee?

14 (No response.)

15 THE HEARING OFFICER: Sara's not here. Mr. or
16 Miss Chris Curry?

17 (No response.)

18 THE HEARING OFFICER: How about Patty -- it's
19 either Bucek or Kucek?

20 (No response.)

21 THE HEARING OFFICER: Well, we'll hang out
22 here for a minute and see if people are outside.

23 (Recess taken.)

24 THE HEARING OFFICER: Let's try this again.

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6

Comment	Response
McSheffrey 1	Comment noted.

480

1 Irwin Bock, Mayor of Hanover Park?
 2 (No response.)
 3 THE HEARING OFFICER: I was told that Sara Lee
 4 has decided not to speak. Chris Curry, Chris Curry?
 5 (No response.)
 6 HEARING OFFICER: Patty it's either Kucek or
 7 Vucek.
 8 (No response.)
 9 THE HEARING OFFICER: Andy McSheffrey? Did I
 10 pronounce it right? McSheffrey, M-c-S-h-e-f-f-r-e-y?
 11 MR. ANDY MCSHEFFREY: M-c-S-h.
 12 THE HEARING OFFICER: S-h, sorry.
 13 MR. ANDY MCSHEFFREY: That's all right.
 14 THE HEARING OFFICER: Please feel free.
 15 MR. ANDY MCSHEFFREY: I am Andy McSheffrey
 16 representing McSheffrey & Associates. Right now,
 17 we're doing some coaching work with the O'Hare
 18 Modernization Program.
 19 The reason I feel this airport is so
 20 important to expand is it's going to create more jobs,
 21 it's going to strengthen the Chicago economy, more so.
 22 We're a world-class city and deserve to have a
 23 world-class airport where planes come in on time,
 24 leave on time, and in the design we're also making it

1

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Comment	Response
McSheffrey 2	Please see topical responses B-1, E-2, G-1 and M-4.
McSheffrey 3	Please see topical response F-2.
McSheffrey 4	Please see topical responses C-1, F-5, G-1 and M-4.
McSheffrey 5	Please see topical response B-2.

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1 a greener airport, which will make it more
2 environmentally friendly to our air.

2

3 One thing we're not looking at with
4 this airport expansion is how it's going to expand
5 other modes of transportation in the city to make it
6 more accessible to get out there, to get away from
7 there and to get to other parts of the Midwest, the
8 trains, increase highway production and highway
9 expansion as well as local transit authority.

3

10 So I think it's very important we
11 continue forward with this whole idea of expanding
12 this airport. I think if we don't do it, we're going
13 to suffer. We can't keep going on as a world-class
14 city with planes coming in late, planes taking off
15 late, people getting frustrated, not being able to get
16 to the airport. So this expansion program is very
17 important to Chicago area economy.

4

18 I don't see Peotone being an answer.
19 No one is going to go out there. I'm from the south
20 suburbs originally, so I know how important it is for
21 them to have it, but it's a boondoggle. Having an
22 airport out there is just a waste of money. Thank
23 you.

5

24 THE HEARING OFFICER: Okay, thanks,

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Comment	Response
Kruspe 1	Comment noted.

482

1 Mr. McSheffrey.
 2 Is anyone here who has a time a
 3 little later than I called and would like to speak
 4 earlier as long as we're here? What's your name and
 5 were you on the list to speak?
 6 MR. JIM KRUSPE: Yes, I was.
 7 THE HEARING OFFICER: Do you know about what
 8 time you had?
 9 MR. JIM KRUSPE: 2:40.
 10 THE HEARING OFFICER: 2:40? Well, we ought to
 11 be able to find you there. Hang on one minute. Is it
 12 Jim Krusbe?
 13 MR. JIM KRUSPE: Kruspe.
 14 THE HEARING OFFICER: Kruspe, K-r-u-s-p-e?
 15 MR. JIM KRUSPE: That's correct.
 16 THE HEARING OFFICER: Okay, please go ahead.
 17 MR. JIM KRUSPE: Okay, friends and neighbors,
 18 my name is Jim Kruspe. I'm a carpenter and I'm a
 19 member of Carpenter's Local 54.
 20 Carpenter's Local 54 is the heavy and
 21 highway local union for construction in the Cook, Lake
 22 and DuPage County area, and this renewal project is
 23 vital for myself and for other carpenters that are
 24 members of Local 54. It provides jobs for our

1

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Comment	Response
Kruspe 2	Please see topical response G-1.

483

1 families, it provides economic advantages for the
 2 community, and without this renewal project, we would
 3 be in distress in the area.

4 The airport itself has been an
 5 economic engine for the area since it's opened up, and
 6 that's not only in services that it provides for the
 7 community, but also in terms of jobs, construction
 8 jobs and in building the airport and the facilities
 9 surrounding it and in service jobs. And this is
 10 vital, like I said, for myself and the members of my
 11 local union, Local 54 and the 47,000 members of the
 12 Chicago Regional Council of Carpenters that provides
 13 carpenter work for work in the area. Thank you.

14 THE HEARING OFFICER: Thanks Mr. Kruspe.

15 Irwin Bock, Mayor of Hanover Park.
 16 Chris Curry, Patty Kucek or Vucek, Joyce Swider or
 17 Sweder, Chairman of the Northwest Concerned
 18 Citizens -- she's not supposed to be here until 2:30.
 19 Well, it's 2:25. (Continuing) -- Carlos Villapando
 20 and Thomas Martinez.

21 (No response.)

22 THE HEARING OFFICER: We are at rest for five
 23 minutes.

24 (No response.)

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2

Comment	Response
Villapando 1	Comment noted.

484

1 THE HEARING OFFICER: Yeah, Mr. Villapando,
2 would you spell your last name, sir?

3 MR. VILLAPANDO: Yeah, V-i-l-l-a-p-a-n-d-o.

4 THE HEARING OFFICER: Okay, thank you very
5 much. Please go ahead.

6 MR. VILLAPANDO: Thank you for letting me
7 speak.

8 THE HEARING OFFICER: You're welcome.

9 MR. VILLAPANDO: I'm here on behalf of William
10 E. Duggan, President and Business Manager of the
11 Operating Engineers Local 150 and approximately 23,000
12 of its members.

13 We are in full support of the O'Hare
14 Modernization project. This project will have a great
15 economic impact on our membership and thousands of
16 other union tradesmen and hundreds of thousands of
17 residents in Cook County and collar counties.
18 Millions in the United States and the world travelers
19 will benefit from this project. It will be a better,
20 safer, more attractive for commerce airport.

21 God bless those involved in wanting
22 to modernize O'Hare Field. It is a very important
23 project for the future workers. Someone like myself
24 who has worked in and out of O'Hare Field and have

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1

Comment	Response
Villapando 2	Please see topical responses B-1 and G-1.
Villapando 3	Comment noted.

485

1 accumulated some time in Local 150, I have a great
 2 pension. A lot of our tradesmen, a lot of my fellow
 3 operators, fellow Business Agents, we don't have to
 4 depend on Social Security because of our great
 5 pensions, and part is because of these great projects.

2

6 I'd also like to say God bless
 7 America to give us the opportunity to have the
 8 greatest airport in the world. Thank you.

3

9 THE HEARING OFFICER: Thank you,
 10 Mr. Villapando.

11 Well, we'll try this one more time.
 12 Irwin Bock, Mayor of Hanover Park, Chris Curry, Chris
 13 Curry, Patty Vucek or Kucek, Joyce Swider, Chairman of
 14 the Northwest Concerned Citizens.

15 (No response.)

16 THE HEARING OFFICER: Thomas Martinez.

17 MR. THOMAS MARTINEZ: Right here.

18 THE HEARING OFFICER: Mr. Martinez?

19 MR. THOMAS MARTINEZ: Yes, sir.

20 THE HEARING OFFICER: Okay, please come up.

21 MR. THOMAS MARTINEZ: Good afternoon.

22 THE HEARING OFFICER: Good afternoon.

23 MR. THOMAS MARTINEZ: My name is Thomas

24 Martinez, M-a-r-t-i-n-e-z. I'm a resident of Chicago,

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Comment	Response
Martinez 1	Please see topical response G-1.

486

1 Illinois, and I'd like to speak in support of the
 2 O'Hare expansion project.

3 I am a working carpenter, and as a
 4 working carpenter, that means work. This project will
 5 provide many, many jobs for me and other tradesmen,
 6 and I think it's a good idea all around. I'm in full
 7 support of it and job security and security for my
 8 family.

9 That's a brief testimony. That's all
 10 I have to say at this time.

11 THE HEARING OFFICER: Okay thanks,
 12 Mr. Martinez.

13 MR. THOMAS MARTINEZ: Thank you.

14 THE HEARING OFFICER: Irwin Bock, Chris Curry,
 15 Patty Kucek, Joyce Swider.

16 (No response).

17 THE HEARING OFFICER: How about John Morris?

18 MR. JOHN MORRIS: Here.

19 THE HEARING OFFICER: Mr. Morris, come on up.
 20 That's M-o-r-r-i-s, right?

21 MR. JOHN MORRIS: Yes, sir. Good afternoon.

22 THE HEARING OFFICER: Good afternoon.

23 MR. JOHN MORRIS: Yeah, my name is John Morris.

24 I'm a carpenter with Local 181. I'm now unemployed,

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1

Comment	Response
Morris 1	Please see topical response G-1.

487

1 unfortunately. The O'Hare Modernization Project will
 2 probably duplicate many jobs for many people out of
 3 work. A lot of people that have families and stuff
 4 right now that are collecting unemployment and so
 5 forth, which takes away from what we're trying to do,
 6 which is give people jobs, I believe that myself as
 7 well as others in the brotherhoods and other tradesmen
 8 will be employed and better opportunities for
 9 everybody in the long run, and this definitely will be
 10 beneficial for everybody. Thank you very much.

1

11 THE HEARING OFFICER: Okay thanks, Mr. Morris.

12 Do you have a time?

13 MAYOR GEORGE VANDUSEN: 3:05.

14 THE HEARING OFFICER: 3:05, okay. Well, we're
 15 not there yet, but we may have you come early if you
 16 want.

17 MAYOR GEORGE VANDUSEN: Sure.

18 THE HEARING OFFICER: Just a minute, we want
 19 to run through these names again, see who's here.
 20 Irwin Bock, Chris Curry, Patty Kucek, Joyce Swider,
 21 Ziggy Kaminski, Pete Krysz.

22 (No response.)

23 THE HEARING OFFICER: And you might be George
 24 VanDosen?

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Comment	Response
Vandusen 1	Comment noted.

488

1 MAYOR GEORGE VANDUSEN: VanDusen.
 2 THE HEARING OFFICER: VanDusen, is that with a
 3 U? V-a-n-D-u-s-e-n, the Mayor of Skokie?
 4 MAYOR GEORGE VANDUSEN: Yes.
 5 THE HEARING OFFICER: Mayor, if you'd like to
 6 speak now, that would be fine.
 7 MAYOR GEORGE VANDUSEN: Thank you.
 8 HEARING OFFICER: Thank you.
 9 MAYOR GEORGE VANDUSEN: Thank you very much,
 10 Mr. Chairman. I very much appreciate the opportunity
 11 to speak today.
 12 The O'Hare Modernization proposal
 13 before you is very important to the Village of Skokie.
 14 We're a community of about 65,000 people, and we have
 15 a mixed economy, light industry as well as significant
 16 retail. We're a home to one of the principal regional
 17 retail outlets in the area, Old Orchard Shopping
 18 Center. We're about 20 to 30 minutes away from O'Hare
 19 Airport.
 20 Our light industry district very much
 21 depends on O'Hare Airport. Our light industry
 22 businesses send manufactured goods out through the
 23 airport, but also the businessmen or the businesswomen
 24 use the airport for their national and international

1

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Comment	Response
Vandusen 2	Please see topical responses G-1 and M-4.
Vandusen 3	Please see topical response G-1.

489

1 travel.

2 But one of the things I particularly

3 wanted to come today to point out to you is something

4 that directly is impacted by O'Hare Airport. The

5 Village of Skokie presently is in the midst of trying

6 to redevelop a 28-acre parcel of land that formerly

7 was owned by Pfizer Pharmaceutical. In 2002, Pfizer

8 decided to abandon the property as part of its overall

9 international business plan, and we have been working

10 with them to create a life sciences research park to

11 take its place. We have a developer of national

12 reputation for a city development, which is now in the

13 midst of negotiating a purchase of the property.

14 One of the reasons that O'Hare is

15 important to us is that in trying to bring in vendors

16 and businesses to occupy the 28 acres, O'Hare Airport

17 is one of our chief selling points. We're close to

18 the airport, the potential businesses and research

19 people from around the country want easy access to the

20 life sciences research, but they also want to be able

21 to leave the park and travel around the country and,

22 indeed, around the world. O'Hare is an international

23 airport.

24 We have been told at various times

2

3

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1 that it's important to think about building another
2 airport more on the south side, southern area of Cook
3 County. I can't speak to whether that is a good or a
4 bad idea. I, frankly, don't know. I'm the mayor of a
5 north suburban municipality.

6 What I do remember very well,
7 however, is in the days when Midway Airport was being
8 created and was talking about growing, we were told
9 and we were given assurances by very well-meaning
10 people that Midway was going to take up the slack from
11 O'Hare, and therefore, O'Hare would not become
12 overcrowded.

13 Well, quite the opposite has
14 happened. O'Hare Airport has become overcrowded. I
15 hear continually from businessmen in Skokie and the
16 surrounding area that they find it difficult to get in
17 and out of O'Hare. Some, in fact, are even talking
18 about going elsewhere.

19 In addition to that, though, Midway
20 has grown to become a significant airport in the
21 Chicago area. I've used it myself on occasion, and I
22 find it to be a great airport, but it's not very
23 convenient for Skokie.

24 Nevertheless, the point I'm trying to

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Comment	Response
Vandusen 4	Please see topical responses A-2, G-1 and M-4.
Vandusen 5	Please see topical response M-5.

491

1 make is, even if there is another airport on the south
 2 side of the county, that doesn't mean that O'Hare
 3 isn't going to continue to grow. What I'm asking is
 4 that the FAA give approval to the modernization
 5 because my anticipation is that, regardless of any new
 6 airports or even future growth of Midway, O'Hare is
 7 going to continue to grow, and it's my expectation and
 8 my great hope that it will thrive into the future.

9 If it does not, the Chicago
 10 metropolitan area gradually is going to slip, and it's
 11 going to become secondary in air travel. We cannot
 12 let that happen, and that is one of the reasons why I
 13 wanted to take time out today to share these thoughts
 14 with you.

15 And I commend you for the three
 16 public hearings that you've held. I know that it
 17 can't be very easy because there's significant and
 18 very hard opinions on both sides. Mr. Chairman, thank
 19 you very much, I appreciate the opportunity.

20 THE HEARING OFFICER: Okay, thank you very
 21 much, Mr. Mayor.

22 Okay, we'll try a few more names here
 23 Irwin Boch, Mayor of Hanover Park, Chris Curry, Patty
 24 Kucek, Joyce Swider, Ziggy Kaminski.

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4

5

Comment	Response
Knysz 1	Comment noted.

492

1 (No response.)
 2 THE HEARING OFFICER: Pete K-r-y-s-z, Knysz.
 3 Is that you?
 4 MR. PETE KNYSZ: Yes.
 5 THE HEARING OFFICER: All right, come on up,
 6 Pete. How do you pronounce your name?
 7 MR. PETE KNYSZ: Knysz.
 8 THE HEARING OFFICER: Is it K-n --
 9 MR. PETE KNYSZ: Knysz.
 10 HEARING OFFICER: Oh, sorry about that. I
 11 thought that was an r. K-n-y-s-z?
 12 MR. PETE KNYSZ: Correct.
 13 THE HEARING OFFICER: Okay, Mr. Knysz, go
 14 ahead.
 15 MR. PETE KNYSZ: My name is Peter Knysz. I
 16 live in Mundelein, Illinois. I am here as a supporter
 17 of the O'Hare Modernization Program.
 18 In my opinion it is important that
 19 these improvements be approved because of the benefits
 20 to the traveling public who experience in terms of
 21 reduced delays and increased deficiencies and the
 22 incredibly positive impact this project will have on
 23 the local economy for now and into the future. These
 24 airport improvements are essential for maintaining

1

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Comment	Response
Knysz 2	Please see topical response B-1.
Knysz 3	Please see topical response H-1.

493

1 positive growth in our local economy.

2 Based upon my understanding of the

3 environmental issues associated with the project, I

4 believe that the O'Hare Modernization Program has

5 proposed to mitigate for wetland impact associated

6 with the project in a positive way. The O'Hare

7 Modernization Project is proposed to replace the

8 airport low-quality wetlands and improve mitigation

9 ratios in large open space areas off of the airport.

10 These replacement wetlands will have

11 the ability to provide significant biodiversity,

12 habitat and water quality benefits and will be

13 available for the public to enjoy, unlike the wetlands

14 that are currently located on-site. The wetlands that

15 are located on-site also pose a significant hazard to

16 air travel because they are wildlife attractant and

17 by, virtue of their location, are not allowed to

18 function as valuable resources.

19 In my opinion the O'Hare

20 Modernization Program has incorporated sustainability

21 guidelines and best management practices into the

22 design and long-term management of the airport. I

23 believe that the Modernization Program has minimized

24 impacts to the environment and has protected our

2

3

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Comment	Response
Knysz 4	Comment noted.
Kaminski 1	Comment noted.

494

1 health, safety and welfare to the extent practicable. ■ 4

2 Thank you for the opportunity to
3 speak.

4 THE HEARING OFFICER: Okay, thank you,
5 Mr. Knysz.

6 Irwin Bock, Chris Curry, Patty Kucek,
7 Joyce Swider.

8 (No response.)

9 THE HEARING OFFICER: Ziggy Kaminski.

10 MR. ZIGGY KAMINSKI: Right here.

11 THE HEARING OFFICER: Mr. Kaminski, come on
12 up. K-a-m-i-n-s-k-i?

13 MR. ZIGGY KAMINSKI: Correct.

14 THE HEARING OFFICER: Ziggy is correct?

15 MR. ZIGGY KAMINSKI: Yes.

16 THE HEARING OFFICER: Okay, you're up.

17 MR. ZIGGY KAMINSKI: Okay, I live in this area
18 for the last 35 years, and I'm to Lawrence Avenue.
19 So, you know, the situation concerns me a little bit
20 about O'Hare. ■ 1

21 I agree we need the third airport,
22 you know, to bring more flights, everything to Chicago
23 and everything is growing up. But at what cost? So I
24 don't think O'Hare should be built up to be a

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Comment	Response
Kaminski 2	Please see topical responses B-2, G-1 and G-4.
Kaminski 3	Please see topical response B-2.
Kaminski 4	Please see topical response B-2.

495

1 monstrous thing because it affects about 500 homes
 2 and supposedly 300 businesses around Park Ridge,
 3 Des Plaines, Elk Grove and Bensenville, and about
 4 20,000 people are going to lose their jobs.

2

5 And I don't think this is right. I
 6 think, you know, we should take care and build another
 7 airport. But, you know, we should go so far as to
 8 make a monster out of O'Hare? Because of the area,
 9 you know, it's populated and a lot of people would
 10 be -- you know, I'm very concerned about it.

3

11 So from the other point of view, why
 12 everybody, especially politician and Mr. Daley and
 13 Jesse Jackson, Jr. they want the new airport in
 14 Peotone? This is the best farmland in Illinois. So
 15 why should we pour concrete over it? What's wrong
 16 with Gary? Gary airport is surrounded by the area
 17 that is completely disaster because they were old
 18 steel mills, everything like that, and I think it
 19 would be much easier, cheaper and better for
 20 environment.

21 And my son is environmental engineer,
 22 and so he know, he tells me everything about it. So,
 23 you know, I think we should concern and build the Gary
 24 airport.

4

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Comment	Response
Kaminski 5	Please see topical responses A-1 and M-6.

496

1 Now, on another basis, a little bit
 2 of a beef. FAA spends billion of dollars, some of it
 3 of mine. Maybe they are small amount, but they are
 4 mine. And why FAA is not doing anything about the
 5 biggest terrorism in Chicago area, which is Richard
 6 Daley? Under the cover of night what he did, he send
 7 bulldozers, you know, heavy equipment, everything like
 8 this, and he destroyed the Meigs airport, and I think
 9 this is wrong. Supposedly, it's going to be a park,
 10 and right now all his cronies, what are they deciding?
 11 They are going to put a concerts there. Come on, you
 12 know, I think enough is enough.

13 FAA should -- you know, better make
 14 sure, you know, to protect us, airports, everything
 15 like this, but don't allow people like Daley to do
 16 whatever he wants to because he's in power. This is
 17 wrong. Thank you.

18 THE HEARING OFFICER: Okay, thank you,
 19 Mr. Kaminiski.

20 MS. BONNIE McELVEEN-HUNTER: I have a plane to
 21 catch, sir, can I jump in? My name is in your list.

22 THE HEARING OFFICER: It is? What time are
 23 you up?

24 MS. BONNIE McELVEEN-HUNTER: My plane leaves --

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5

Comment	Response
McElveen-Hunter 1	Comment noted.

497

1 THE HEARING OFFICER: No, what time are you on
2 the list?

3 MS. BONNIE McELVEEN-HUNTER: At quarter of 3.

4 THE HEARING OFFICER: Quarter of 3? I should
5 have you here.

6 MS. BONNIE McELVEEN-HUNTER: It's Bonnie
7 McElveen-Hunter.

8 THE HEARING OFFICER: Okay. Well, come up,
9 Ms. Hunter. Is it H-u-n-t-e-r?

10 MS. BONNIE McELVEEN-HUNTER: It is, and it's
11 M-c-E-l-v-e-e-n - H-u-n-t-e-r.

12 THE HEARING OFFICER: I'm just going to call
13 you Ms. Hunter, if that's okay.

14 MS. BONNIE McELVEEN-HUNTER: That is. Bonnie
15 even is fine.

16 THE HEARING OFFICER: Go ahead.

17 MS. BONNIE McELVEEN-HUNTER: I'm a business
18 entrepreneur, business traveler. I'm also a minority
19 business owner. Our business and our employees are
20 dependent on United Airlines' success and their
21 growth.

1

22 I realize that there is always -- in
23 any business that I've ever been engaged in, there's
24 always a short-term pain for in many cases what is a

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Comment	Response
McElveen-Hunter 2	Please see topical response L-2.
McElveen-Hunter 3	Please see topical responses C-1 and M-4.

498

1 long-term gain, and I know that also change always
 2 creates crisis. It also sometimes creates community.
 3 But in today's competitive
 4 environment, United needs to now three things. First,
 5 what do they do better than anyone else, what are they
 6 passionate about and what drives their economic
 7 engine? Well, with so many delays, United has to ask
 8 what do they really do better than anyone else when
 9 departing and arriving on time is fundamental to their
 10 core business.

2

11 The DOT has ranked O'Hare last in
 12 on-time arrivals. Those delays lead to customer
 13 frustrations and ultimately customers choosing another
 14 way to fly, avoiding Chicago and jeopardizing,
 15 frankly, not only future growth, but jeopardizing
 16 current jobs and current opportunities.

3

17 United is a critical part of
 18 Chicago's success. How can you separate the two?
 19 Chicago is a corporate headquarters community, and
 20 that corporate headquarters status gives you
 21 tremendous unfair advantage. And in my business, I'm
 22 always looking for my unfair advantage.

23 So I would ask the citizens, all the
 24 citizens of this region, to think about where the

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Comment	Response
McElveen-Hunter 4	Please see topical responses G-1 and M-4.
McElveen-Hunter 5	Please see topical response A-2.

499

1 major philanthropic support has come for your
 2 world-class museums, for your aquarium, your science
 3 and sports arenas and, frankly, also for your
 4 not-for-profits. Chicago cannot afford in my opinion
 5 to lose their unfair advantage, which is an airline, a
 6 premiere airline that is competitive in the global
 7 marketplace.

8 Or perhaps all you Midwesterners
 9 could start practicing your southern accents because
 10 I'm sure there's some folks in Dallas and Atlanta that
 11 would be happy to accommodate United's customers,
 12 United's employees and United's headquarters, in fact
 13 United's entire business.

14 It's ultimately always though up to
 15 the people, and my grandfather said, "It's more
 16 important to select your business -- or to select your
 17 partners than to select your business." And Chicago
 18 and its citizens need the partnership of a viable,
 19 competitive airline headquartered in a city with a
 20 modern state-of-the-art airport facility.

21 I hope the FAA will approve the
 22 modernization of O'Hare in the very best interest of
 23 all of its citizens. Thank you, Mr. Chairman.

24 THE HEARING OFFICER: Okay, thank you.

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4

5

500

1 MS. BONNIE McELVEEN-HUNTER: How's your
2 southern?

3 (Audience reaction.)

4 THE HEARING OFFICER: We're going to recall a
5 couple of names here for people that have come in a
6 little late. Irwin Bock, Mayor of Hanover Park.
7 Chris Curry, Patty Kucek, Joyce Swider.

8 (No response.)

9 UNIDENTIFIED SPEAKER: We got one here who's
10 scheduled later.

11 THE HEARING OFFICER: Hang on, let me try one
12 more name here. Bob Rolling or Rollings.

13 (No response.)

14 THE HEARING OFFICER: Okay, anyone who is
15 scheduled to go later and would like to come up,
16 please let me know. We're going to have this
17 gentleman.

18 MR. TONY McMAHON: Tony McMahon.

19 THE HEARING OFFICER: What time do we have you
20 on, Tony?

21 MR. TONY McMAHON: I think 4:30.

22 THE HEARING OFFICER: And what's your name?

23 MR. PEDRO CEVALLOS: Pedros Cevallos, 5:00.

24 THE HEARING OFFICER: 5:00?

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Comment	Response
McMahon 1	Comment noted.
McMahon 2	Please see topical response M-4.

501

1 MR. PEDROS CEVALLOS: Yeah.
 2 THE HEARING OFFICER: We'll try to get you out
 3 of here earlier than 5. Just a minute, let me see,
 4 what's the name again?
 5 MR. TONY McMAHON: Tony McMahon.
 6 THE HEARING OFFICER: Go ahead Tony McMahon.
 7 MR. TONY McMAHON: As I just said, my name is
 8 Tony McMahon. I'm a Park Ridge resident. I live
 9 about two miles from O'Hare Airport, and I would be
 10 considered a happy neighbor to the O'Hare community.
 11 I'm very happy to live in the area. It's a great
 12 neighborhood, it's a great town.
 13 O'Hare Airport, as we all know, is
 14 the economic engine for the entire northeast region of
 15 Illinois, not only just for Chicago. Without it,
 16 there would be tumbleweeds blowing through my town.
 17 We need O'Hare, we need the expansion, and we need the
 18 work.
 19 I'm also an electrician, a member of
 20 Local Union 134, and I think it's important to all the
 21 members of our trades, all the building trades and
 22 everybody else, anybody who has any kind of a business
 23 that realies on -- we all work together. Everybody,
 24 the whole community has to work together, and what is

1

2

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Comment	Response
McMahon 3	Please see topical response G-1.
McMahon 4	Please see topical response D-1.

502

1 good for one is good for all.

2 So I just warrant to say I'm very

3 much -- I'm only two miles from the airport. The

4 noise doesn't bother me a bit. I love it. Bring on

5 more. Thank you very much.

6 THE HEARING OFFICER: Okay, thank you,

7 Mr. McMahon.

8 (Audience reaction.)

9 THE HEARING OFFICER: Yeah, come on, we'll fix

10 you right up. What time did you have again?

11 MR. PEDRO CEVALLOS: 5:00

12 THE HEARING OFFICER: And what's your last

13 name?

14 MR. PEDRO CEVALLOS: Cevallos, C-e-v-a-l-l-o-s.

15 THE HEARING OFFICER: Say it into the record.

16 MR. PEDRO CEVALLOS: Yeah, it's Cevallos,

17 C-e-v-a-l-l-o-s, first name Pedro.

18 THE HEARING OFFICER: I have you right here,

19 okay. And you represent the Latin American Chamber of

20 Commerce?

21 MR. PEDRO CEVALLOS: Yes.

22 THE HEARING OFFICER: Go ahead, Mr. Cevallos.

23 MR. PEDRO CEVALLOS: Okay, the Latin American

24 Chamber of Commerce supports the O'Hare expansion

3

4

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Comment	Response
Cevallos 1	Please see topical response G-1.
Cevallos 2	Comment noted. Also see Section 5.21, Environmental Justice of the EIS.

503

1 project for many reasons. First and foremost, because
 2 it's going to create high quality jobs. During the
 3 construction of the improvements and later on as an
 4 expanded airport, it's also going to provide quality
 5 jobs that will be permanent.

6 Let me just explain a little bit, in
 7 the construction jobs, there is a lot of research that
 8 shows that for every construction job, there are five
 9 to seven other jobs that are created. So the best way
 10 to stimulate the economy is to put money in
 11 construction, and a big project like this would do
 12 wonders for the economy of this region during
 13 construction.

14 After construction, we expect that
 15 there's going to be a lot of good-paying, full-time
 16 permanent jobs created for people to work. Working in
 17 the airport is important because it has easy access,
 18 using public transportation, there are many ways to
 19 get to the airport, and that's very important to the
 20 Hispanic community in general because a lot of our --
 21 the members of the Hispanic community are recent
 22 immigrants and they -- and some of them don't have
 23 cars. So being able to take public transportation to
 24 a job site is very important.

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1

2

Comment	Response
Cevallos 3	Please see topical responses A-2 and M-2.

504

1 So we support the program, and we
 2 look forward to an earlier start. Thank you.
 3 THE HEARING OFFICER: Okay, thank you,
 4 Mr. Cevallos.
 5 (Audience reaction).
 6 THE HEARING OFFICER: Is there anyone -- it's
 7 about ten to 3, and I'll run through these names once
 8 more. If no one responds, we'll take someone who's
 9 got a later time if they choose to speak earlier.
 10 Irwin Bock, Chris Curry, Patty Kucek,
 11 Joyce Swider, Bob Rollings.
 12 (No response).
 13 THE HEARING OFFICER: Okay, it's ten to 3 --
 14 oh, I see you raised your hand. Did you register
 15 outside?
 16 MR. EDWARD LONG, JR.: Twice. I believe I'm on
 17 for 2:45.
 18 THE HEARING OFFICER: What's your name?
 19 MR. EDWARD LONG, JR.: Last name is Long,
 20 L-o-n-g.
 21 THE HEARING OFFICER: Okay, Mr. Long, let's
 22 see if we can find you here. Edward Long, Jr.?
 23 MR. EDWARD LONG, JR.: That's correct.
 24 THE HEARING OFFICER: Mr. Long, you're up.

3

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Comment	Response
Long 1	Please see topical response M-5.
Long 2	Please see topical response M-2.

505

1 MR. EDWARD LONG, JR.: Thank you.

2 First of all, I would like to thank

3 the FAA and all the people who put together this type

4 of a format. This is America at its best:

5 Controversial issues affecting the people, the people

6 being able to have direct input, and I commend

7 everybody for their efforts in bringing this about.

8 My name is Edward Long, Jr. That's

9 I-o-n-g. I'm a resident of Lake County, Illinois, and

10 a working union carpenter for thirty some years,

11 served in the Air Guard Unit at O'Hare, supported the

12 businesses and the community with my money when I've

13 traveled to O'Hare, and it always was a positive

14 experience.

15 We need to see this expansion go

16 through and go through in a big way. O'Hare is a

17 jewel on the face of the earth and a vital resource

18 that we must protect.

19 I realize that I'm an optimist, and I

20 believe this can come about and be a positive thing

21 for both sides of the groups that are for the

22 expansion and those that are against it. If we work

23 together, there's enough brain power here to bring

24 this about in a reasonable manner.

1

2

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Comment	Response
Long 3	Comment noted.

506

1 If the two sides cannot
 2 come together, I'm here today to offer to the FAA that
 3 you come and bring O'Hare Field to Lake County, you
 4 bring it to Waukegan, we will welcome you gladly along
 5 with all the revenue and the positive benefits of
 6 having this tremendous jewel. Thank you.

3

7 (Audience reaction.)
 8 THE HEARING OFFICER: Okay, thank you,
 9 Mr. Long.

10 Irwin Bock, Chris Curry, Patty Kucek,
 11 Joyce Swider.

12 (No response.)
 13 THE HEARING OFFICER: Does anyone else have a
 14 later time who wants to speak early? Yes, sir, what's
 15 your name?

16 MR. ARMANDO CHAVEZ: Armando Chavez.
 17 THE HEARING OFFICER: Come on up, Mr. Chavez.
 18 Did you have a time already?

19 MR. ARMANDO CHAVEZ: I think it was 4:30.

20 THE HEARING OFFICER: All right, come on up,
 21 we'll find your card up here. I've got a Luis Chavez.
 22 Is that your brother?

23 MR. ARMANDO CHAVEZ: Yeah, my brother, he's up
 24 before me.

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Comment	Response
A. Chavez 1	Please see topical response G-1.
L. Chavez 1	Please see topical response G-1.

507

1 THE HEARING OFFICER: Okay. Well, there's no
 2 reason we can't have two Chavez's. What's your first
 3 name?

4 MR. ARMANDO CHAVEZ: My first name is Armando.
 5 Yes, I live in Niles, Illinois, 8152. And I'm a
 6 carpenter out of Local 58, and it would be a good
 7 thing for us to get that expansion at O'Hare. It
 8 would be a lot of jobs, jobs security, and it would be
 9 good for the City of Chicago.

10 I don't have much else to say. I'm
 11 just here to say I'm for it, I hope it goes through
 12 and just hope we get it. That's it.

1

13 THE HEARING OFFICER: Okay, well, thank you
 14 very much. That's Armando. You want to speak,
 15 Mr. Chavez, as well?

16 MR. LUIS CHAVEZ: Yes.

17 THE HEARING OFFICER: Come on up. What's your
 18 first name?

19 MR. LUIS CHAVEZ: Luis. I live in Chicago. I
 20 think this is a good plan for expansion of the
 21 airport. It creates jobs, and we know we need those
 22 jobs. So, hopefully, we'll get that and get more work
 23 out of it for everybody. So that's all I have to say.
 24 Thank you.

1

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508

1 THE HEARING OFFICER: Okay, thank you, Luis
2 Chavez.

3 (Audience reaction.)

4 THE HEARING OFFICER: Okay, we're going to
5 take a break for about ten minutes and see if some of
6 those parties who came, signed up earlier show up.
7 We'll start again in about five minutes after 3, ten
8 minutes from now.

9 (Recess taken.)

10 THE HEARING OFFICER: Let me call a couple of
11 names here, people we passed from earlier who may have
12 showed up, Irwin Bock, Mayor of Hanover Park, Mayor
13 Bock, Chris Curry, Patty Kucek.

14 (No response.)

15 THE HEARING OFFICER: Joyce Swider. Are you
16 Joyce Swider, S-w-i-d-e-r.

17 MS. JOYCE SWIDER: Yes, I'm ready.

18 THE HEARING OFFICER: You are the Chairwoman of
19 Northwest Concerned Citizens?

20 MS. JOYCE SWIDER: Correct. Question. If I do
21 this now, I can still submit further written
22 comments --

23 THE HEARING OFFICER: Sure, absolutely.

24 MS. JOYCE SWIDER: (Continuing) -- now that

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Comment	Response
Swider 1	The commenter identifies a wide range of issues which are addressed in the following topical responses: D-1, E-1, F-5, G-4, H-1 and I-1.

509

1 I've been able to see the whole thing?
 2 THE HEARING OFFICER: Yes, absolutely.
 3 MS. JOYCE SWIDER: My name? Do you want the
 4 name again?
 5 THE HEARING OFFICER: Sure, why don't you state
 6 your name?
 7 MS. JOYCE SWIDER: My name is Joyce Swider.
 8 I'm the Chairman of the Northwest Concerned Citizens,
 9 and there are many environmental issues concerning the
 10 proposed expansion at O'Hare Airport. Briefly,
 11 destroying and desecrating the cemeteries, destroying
 12 the wetlands that absorb storm waters to the
 13 surrounding communities, increased air pollution and
 14 noise pollution, creating more traffic congestion on
 15 the Kennedy Expressway, which is horrific as it is
 16 now, and I-90, which is pretty bad also as far as 2:30
 17 in the afternoon on, 6, 7:00 in the morning until
 18 10:00 in the morning, so to add more traffic to those
 19 two major arteries or to Irving Park or to Higgins is
 20 going to affect a lot of people's daily travel,
 21 destroying people's homes and uprooting them from
 22 their communities.
 23 And in looking at the displays,
 24 there's, you know, different scenarios. So some would

1

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Comment	Response
Swider 2	Please see topical response B-5.
Swider 3	Please see topical response F-5.
Swider 4	Please see topical response H-1.

510

1 affect many homes, some would affect a smaller amount
 2 of homes, but it -- still, if it was any one of us --
 3 and it's not me, I don't live here, but I certainly
 4 can sympathize with those people.

2

5 Additional traffic congestion will
 6 result in the Kennedy Expressway, which right now is
 7 backed up from Cumberland just east of the airport to
 8 downtown Chicago. Likewise, I-90 is stand-still
 9 traffic during those peak hours also. So to add more
 10 traffic to those arteries is going to be rather
 11 difficult for the people who live here.

3

12 Expansion will destroy the
 13 surrounding wetlands that provide storm water
 14 management for the surrounding communities. When they
 15 destroyed wetlands in my neighborhood at Narragansett
 16 and Irving Park back in the late '80s, early '90s,
 17 what happened to the surrounding area? And these were
 18 small wetlands nothing like what's going to be
 19 affected here. Everybody had three to four feet of
 20 water in their basements for a mile around the area.

4

21 As far as the cemeteries go, you
 22 know, I think that's really desecration of those
 23 graves. And I feel strongly about that because when
 24 they developed that property at Narragansett and

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Comment	Response
Swider 5	Please see topical response I-1.
Swider 6	Please see topical response E-1.

511

1 Irving, we had the Dunning State Mental Institution
 2 there on that 235 acres, and what happened was the
 3 builders and developers started taking the bones and
 4 putting them in boxes and hiding them. And until the
 5 Chicago Police stepped in to stop them, that
 6 desecration continued to go on.

7 Now we have a memorial park that's
 8 all been mitigated through the efforts of a Reverend
 9 William Brower who took on that issue completely by
 10 himself at the time, pretty much by himself. So I do
 11 look at the cemetery issue as a serious issue.

12 The people in the Dunning State
 13 Hospital were people from the poor farm, people from
 14 the Civil War, people from the Chicago Fire. I don't
 15 know whose's buried out there, but I know they're old
 16 settlers.

5

17 Chicago has also been ranked as very
 18 poor for its air quality and pollution and in the
 19 nationwide rankings. This affects asthma rates, lung
 20 problems and so forth. So to consider adding more
 21 pollution and more flights, I think, is rather
 22 ludicrous.

6

23 I would like to see another airport
 24 opened up someplace else, hopefully, on the south side

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Comment	Response
Swider 7	Please see topical response B-2 and F-5.

512

1 because that would divert some of this traffic that we
 2 have on the north side. They're all trying to get to
 3 O'Hare. So it would certainly take the burden off of
 4 the area and the quality of life of the people in the
 5 area. Thank you for listening to my concerns.

6 THE HEARING OFFICER: You're welcome. Thanks,
 7 Mrs. Swider, and those forms you were talking about
 8 are out on in the front.

9 MS. JOYCE SWIDER: Thank you.

10 THE HEARING OFFICER: Let's try a couple of
 11 these names again. Irwin Bock, Chris Curry, Patty
 12 Kucek. Okay, how about Bob Rollings?

13 (No response.)

14 THE HEARING OFFICER: Penny Edinger.

15 MS. PENNY EDECKER: Edecker.

16 THE HEARING OFFICER: Edecker, sorry.

17 E-d-e-c-k-e-r?

18 MS. PENNY EDECKER: Correct.

19 THE HEARING OFFICER: Okay, Ms. Edecker, come
 20 on up. And do you represent something called Visit
 21 Illinois?

22 MS. PENNY EDECKER: Yes.

23 THE HEARING OFFICER: And something I assume
 24 is -- well, why don't you tell us what is Visit

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Comment	Response
Edecker 1	Comment noted.
Edecker 2	Please see topical response F-3.

513

1 Illinois?

2 MS. PENNY EDECKER: Visit Illinois is an
 3 organization that represents all of the tourist
 4 industries within the State of Illinois, the
 5 Convention and Visitors Bureau and several other of
 6 the organizations that represent tourism.

1

7 I'm here because I'm for the airport
 8 expansion. I look at it in the sense of an overview
 9 from the whole of the state because, in fact, we also
 10 have people from down south. I live south of here.
 11 Getting to the airport, I like the idea of the western
 12 part of the, what do you call it, entrance into the
 13 airport that will be there --

14 THE HEARING OFFICER: Access.

15 MS. PENNY EDECKER: (Continuing) -- to get into
 16 the airport from the west side. I think that will
 17 also help the development of the area as far as
 18 bringing in more business from that side. I think it
 19 might even give you a chance to consider some
 20 satellite stations for people to go to farther west
 21 and just drive them straight through into the airport
 22 and not have to drive all the way into the airport
 23 because you have more land to expand to and to do
 24 this.

2

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Comment	Response
Edecker 3	Please see topical response B-1.

514

1 I think we need an expansion. I
 2 think that it -- at this point in time, it's very
 3 crowded at the airport, and I think you need to do
 4 something with an expansion, and it's important. I
 5 know they are a lot of downsides to everything, but I
 6 think on the whole for us and for me, I feel that it
 7 does give you a better support for the state, for the
 8 State of Illinois and for also the community around
 9 it. And that's my comment.

10 THE HEARING OFFICER: Okay, thank you,
 11 Ms. Edecker.

12 (Audience reaction.)

13 THE HEARING OFFICER: How about Larry Martin,
 14 Larry Martin. Is that you Mr. Martin?

15 MR. LARRY MARTIN: Yes.

16 THE HEARING OFFICER: M-a-r-t-i-n.

17 MR. LARRY MARTIN: That's right.

18 THE HEARING OFFICER: Okay.

19 MR. LARRY MARTIN: My name is Larry Martin.
 20 I'm here representing myself. As a resident of DuPage
 21 County and as a frequent user of O'Hare, I would like
 22 to offer a few comments on the Draft Environmental
 23 Impact Statement.

24 THE HEARING OFFICER: Sure.

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3

Comment	Response
Martin 1	Comment noted.
Martin 2	Please see topical response B-1.
Martin 3	Comment noted.
Martin 4	Please see topical response M-4.

515

1 MR. LARRY MARTIN: I believe the Draft
 2 Environmental Impact Statement has done a very good
 3 job of both developing and evaluating a wide range of
 4 alternatives.

1

5 It is clear to me that the path
 6 moving forward is to modernize O'Hare. Collectively
 7 the role that O'Hare plays in the national aviation
 8 system and the information provided in the DEIS and
 9 common sense all plainly add up to improving O'Hare.

2

10 As I look at other alternatives,
 11 there is no single stand-alone alternative other than
 12 improving O'Hare that will adequately satisfy the
 13 basic purpose and need.

3

14 O'Hare has defined itself as a major
 15 origin and destination location as well as a central
 16 connecting hub in the U.S. the market forces that
 17 have combined to distinguish O'Hare as a major
 18 aviation hub will continue to support O'Hare in this
 19 role in the future.

4

20 Alternatives that consider
 21 improvements improvements of other airport facilities
 22 would fall far short of satisfying the role of O'Hare.
 23 Therefore, allocating our available monetary resources
 24 for improvements at O'Hare will provide the greatest

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Comment	Response
Martin 5	Please see topical responses B-1 and L-2.
Martin 6	Please see topical responses C-1 and B-5 .
Martin 7	Please see topical response M-5.

516

1 long-term benefit in reducing operational delays and
 2 improving airport capacity.

5

3 I've examined the O'Hare Build
 4 Alternatives and conclude that Alternative C is my
 5 choice as a preferred alternative. The most
 6 compelling argument for Alternative C is the reduction
 7 in delay. It far exceeds the no-action alternatives
 8 measurably better than Alternatives D or G,
 9 particularly in the out years of the forecast, that
 10 being 2013 and 2018.

6

11 The rigor that the FAA and its
 12 consultants used to develop these metrics is to be
 13 applauded. On the surface, a few minutes of savings
 14 per operation may seem insignificant, but multiplied
 15 across a million operations year-after-year adds up to
 16 a huge savings in airport operations and human
 17 productivity.

7

18 An examination of the other
 19 environmental factors presented in the DEIS
 20 demonstrates that Alternative C is equal to or better
 21 than other Build Alternatives. In summary,
 22 Alternative C best satisfies the stated purpose and
 23 need, while managing the environmental effects with
 24 effective mitigation measures that address home and

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Comment	Response
Martin 8	Please see topical responses B-5, G-3, G-4 and H-1.
Swindells 1	Please see topical responses A-1 and M-5.

517

1 business relocations, loss of property tax revenue,
 2 wetlands replacement and careful attention to some of
 3 the special issues on the airfield.

4 I want to thank you very much for the
 5 opportunity to comment.

6 THE HEARING OFFICER: Okay, thank you,
 7 Mr. Martin.

8 (Audience reaction.)

9 THE HEARING OFFICER: Michelle Halbertson,
 10 Michelle Halbertson?

11 (No response.)

12 THE HEARING OFFICER: Neil Swindells. That's
 13 S-w-i-n-d-e-l-l-s; is that correct?

14 MR. NEIL SWINDELLS: Yes, sir.

15 THE HEARING OFFICER: Okay, come on up,
 16 Mr. Schwinn.

17 MR. NEIL SWINDELLS: Thank you. I'd like to
 18 thank you for the chance to add my thoughts to the
 19 public record today on this issue as well.

20 I believe it's well past time that
 21 O'Hare was fixed, both for the O'Hare collar
 22 communities and the businesses and users who spend
 23 billions of dollars in our communities.

24 As a local O'Hare resident and worker

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518

1 for the last 10 years, I'm happy to hear that movement
2 on the O'Hare Modernization Plan is moving forward.
3 We've certainly come along way from the days when
4 people questioned why the airport was being put out in
5 the field so far away from the City, but that only
6 serves to show what a business magnet and growth
7 engine a high-quality airport actually is.

8 Cities such as Denver is going
9 through the same business ceding process in their far
10 eastern reaches, and before long, no one will know
11 that the jobs and businesses that were created by
12 their world-class airport did not exist just a few
13 short years ago.

14 The U.S. Government estimates that
15 the transportation industry touches approximately 11%
16 of the gross domestic product to the United States.
17 In this area, this particular area, that means it
18 provides high-quality, high-paying jobs and provides a
19 business hub which can and should be second to none in
20 this country.

21 We sit at the fulcrum of the country
22 when it comes to transportation of both people and
23 products, yet O'Hare has not moved forward with the
24 economy and is currently serving as negative rather

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Comment	Response
Swindells 2	Please see topical responses G-1 and M-4.
Swindells 3	Please see topical responses B-1, C-1 and M-4.

519

1 than a positive attribute to Chicago's importance in
2 that growth.

2

3 As a frequent user of the airport,
4 I'm acutely aware of O'Hare's reputation as the
5 largest bottleneck in aviation. The Department of
6 Transportation ranked O'Hare last of all U.S. airports
7 in on-time performance last year, which hurts the
8 local economy.

9 We're in danger of losing the
10 conventions and new businesses that are the life blood
11 of this region as they're beginning to view the
12 world's busiest airport as the world's most congested
13 and, thus, the most avoidable airport and are not
14 going to come to this area if we do not do something
15 to fix the problem.

3

16 At O'Hare, there are six runways
17 which all intersect on the south or north side of the
18 airport; however, there are only two of those runways
19 that can be used in adverse weather conditions. This
20 is completely insufficient for the world's busiest
21 airport and the airport which also supports the two
22 largest airlines in the world, United Airlines and
23 American.

24 Reconfiguration of the runways into

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Comment	Response
Swindells 4	Please see topical responses C-2, D-1 and E-2.

520

1 two parallel runways and taxiways are both safer and
 2 more efficient for passengers and it allows multiple
 3 arrivals and departures in all weather conditions and
 4 actually saves the area from both noise and emissions
 5 pollutions due to its efficiency.

6 O'Hare barely runs smoothly in
 7 no-wind, no-cloud conditions. When the slightest
 8 weather front moves through, be it wind, rain or snow,
 9 the airport capacity decreases to a level that has a
 10 ripple effect across the country and only serves to
 11 increase the environmental impact on the area through
 12 a greater period of the day and with more intensity.

13 I've traveled to Atlanta, Dallas,
 14 Denver and Orlando many times. They have the same
 15 kind of runway setup as is planned for O'Hare. They
 16 have significantly fewer delays, very high traffic
 17 levels, and yet there are never any complaints about
 18 those airports because they work.

4

19 O'Hare needs to work in the same way
 20 for the people and business us of Chicagoland that we
 21 all rely on for jobs and services. As for
 22 alternatives such as Peotone, it's clear that neither
 23 United or American will move their operations there
 24 nor will the international carriers choose it as their

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Comment	Response
Swindells 5	Please see topical responses B-2 and L-2.
Swindells 6	Comment noted.
Swindells 7	Please see topical responses E-2 and F-5.
Swindells 8	Please see topical response G-1.
Swindells 9	Please see topical response A-2.

521

1 Chicago destination.

5

2 If we feel we need to make the needed
 3 changes now -- excuse me. If we fail to make the
 4 needed changes now, the economic damages to
 5 individuals and companies dependent on O'Hare will
 6 cost Chicago's economy clearly.

6

7 A modernized O'Hare will allow for
 8 better efficiencies and lead to real environmental
 9 benefits. Less grid lock on the ground means shorter
 10 aircraft taxi-out times, fewer aircraft stuck at
 11 gates. This means less wasted fuel and fewer
 12 emissions into the skies around Chicago and the
 13 country.

7

14 I believe it's in the best interest
 15 of virtually everyone in Chicagoland for O'Hare to
 16 become a better, safer, more efficient airport. It
 17 will help to keep our collar communities vibrant by
 18 attracting the kind of high-profile businesses such as
 19 Boeings and the well-paid jobs that go along with a
 20 world-class airport.

8

21 We need to start working on this
 22 problem now, as I see that you're doing, before we get
 23 left behind by the more forward-thinking communities
 24 in the other areas of country.

9

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Comment	Response
Swindells 10	Please see topical responses A-2 and M-5.
Mocarski 1	Please see topical response G-1.

522

1 I want to thank you for an
 2 opportunity to speak in this public forum. I want to
 3 encourage you to allow O'Hare modernization to proceed
 4 as quickly as possible for the people in Chicago and
 5 the businesses which support them. Thank you.

10

6 THE HEARING OFFICER: Thank you,
 7 Mr. Swindells.

8 I'm going to run through a few names
 9 again. Irwin Bock, Irwin Bock, Chris Curry, Bob
 10 Rollings or Rollins, Patty Kucek, Michelle Halbertson,
 11 Michelle Halbertson?

12 (No response.)

13 THE HEARING OFFICER: How about Ken Morzerski
 14 or Martuski? How do you pronounce your name, Ken?

15 MR. KEN MOCARSKI: Mocarski.

16 THE HEARING OFFICER: Mocarski, sorry.

17 M-o-c-a-r-s-k-i?

18 MR. KEN MOCARSKI: Correct.

19 THE HEARING OFFICER: Okay, please come up.

20 MR. KEN MOCARSKI: I'd like to speak on the
 21 question, and I'm in favor of it for two reasons.
 22 Number one, I'm a union carpenter, and one of the
 23 reasons is the jobs it will create.

1

24 Also, I'm a resident DuPage County

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Comment	Response
Mocarski 2	Please see topical response F-3.

523

1 and find it very difficult getting into O'Hare, so I
 2 would really rise in favor of the western access road
 3 too.

2

4 THE HEARING OFFICER: Okay, thank you,
 5 Mr. Mocarski.

6 Tony Ballay. And, Mr. Ballay, it's
 7 B-a-l-l-a-y, correct.

8 MR. TONY BALLAY: Yes, sir, it is, thank you.

9 THE HEARING OFFICER: All right, you're
 10 welcome.

11 MR. TONY BALLAY: Good afternoon. Thanks for
 12 hearing my testimony.

13 I'm here, number one, because the
 14 O'Hare Modernization Program, I'm definitely in
 15 support of it for two reasons. One, the name itself,
 16 it's a modernization. O'Hare really needs to kind of
 17 come into the 21st century. Right now, currently, I
 18 think there's five or six airports that are
 19 reconfiguring their runways, and they seem to exhibit
 20 like a more efficient and more productive manner.

21 O'Hare is the busiest airport in the
 22 world or trades off back and forth, but we're
 23 definitely near the top, and there's a reason for it.
 24 The more efficient we can use our resources, the

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Comment	Response
Ballay 1	Please see topical response B-1.
Ballay 2	Please see topical response G-1.

524

1 better off we are, not just as a business or a group
 2 of businesses, but as a society as a whole.

1

3 The second reason I'm in support of
 4 the airport Modernization Program is that I'm a union
 5 carpenter, and over the past 25 years I've worked on
 6 various projects within O'Hare, and it provides a
 7 great way for me to provide for my family.

8 I have a young daughter, and that's
 9 really why I work the job I do. It provides me a good
 10 means to take care of her. I want to put her in a
 11 good school, a good college, I want to give her the
 12 things in life that I didn't have as a young man.
 13 This job provides that for me, not only myself, but
 14 within the Chicago Regional Council of Carpenters
 15 there's 47,000 members. There's a number of
 16 teamsters, operators, iron workers, laborers, all
 17 tradesmen just trying basically to take care of their
 18 families, and this Modernization Program will provide
 19 a vehicle for numerous union tradesmen across this
 20 great city to provide for their families.

2

21 And, lastly, as we go through our
 22 careers being tradesmen, whatever we do, we look to
 23 retire with dignity. And programs like this allow us
 24 numerous hours that will go towards our pensions, and

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Comment	Response
Ballay 3	Comment noted.
Perez 1	Please see topical response M-5.
Perez 2	Please see topical response G-1.

525

1 when we do retire, we can enjoy it and obtain a good
 2 quality of life and live it to its fullest.

3 So thank you very much for hearing my
 4 testimony.

3

5 THE HEARING OFFICER: Okay, thank you,
 6 Mr. Ballay.

7 (Audience reaction.)

8 THE HEARING OFFICER: Okay, how about
 9 Alejandro Perez? You ready, Mr. Perez?

10 MR. ALEJANDRO PEREZ: Yes.

11 THE HEARING OFFICER: Okay. Perez, correct?

12 MR. ALEJANDRO PEREZ: Right.

13 THE HEARING OFFICER: Please come up.

14 MR. ALEJANDRO PEREZ: First of all, I want to
 15 say thank you for the opportunity to express my
 16 opinions.

1

17 I am a union carpenter, Local 181,
 18 and I want to go straight. We need work. We need to
 19 work, you know, for the next 10 or 15 years where we
 20 supply, you know, the good food, the good schools, you
 21 know, pay the tax for the -- you know, when we pay the
 22 taxes, we got good schools around the O'Hare Field.

2

23 I live in Des Plaines, Illinois and
 24 live five minutes from the O'Hare Field, and really no

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Comment	Response
Perez 3	Please see topical response G-1.

526

1 bother me anything the noise, see. But I agree with
 2 the -- we make the expansion because for all residents
 3 of Des Plaines and Rosemont and all the suburbs around
 4 the O'Hare Field, they would be -- give us thousands
 5 of jobs, steady jobs, you know, full-time jobs,
 6 part-time jobs, and we would support the families
 7 there. Thank you.

8 THE HEARING OFFICER: Okay, thank you,
 9 Mr. Perez.

10 (Audience reaction.)

11 THE HEARING OFFICER: Is it Albert Opfits?

12 MR. ALBERT OPITZ: Opitz.

13 THE HEARING OFFICER: Oh, is that you?

14 MR. ALBERT OPITZ: Yes, I decided to come up
 15 here after much deliberation.

16 THE HEARING OFFICER: Well, I'm happy you're
 17 here.

18 MR. ALBERT OPITZ: Good afternoon. I'm happy
 19 to be able to comment on the thing.

20 Mostly, I'm sort of neutral on the
 21 expansion. The things I wanted to address was -- they
 22 probably come along with it, one again, is traffic.
 23 As the four, Tri-State, Kennedy and the Northwest Toll
 24 Road, all these are impacted, plus the fact going out,

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Comment	Response
Opitz 1	Please see topical responses F-5 and M-5.
Opitz 2	Comment noted.
Opitz 3	Comment noted.
Opitz 4	Please see topical response D-1, E-1 and H-2.

527

1 all the tolls are being affected because of the fact
 2 that traffic coming up, you got -- it's supposed to
 3 add something like 8,000 more flights to the airport,
 4 and right now you can't get in or get out with
 5 traffic.

1

6 I think one of the things we should
 7 do is address the Blue Line extension. I'd hate to
 8 see Frank Cruzzi cry all the time, but the fact of the
 9 matter is that this is very vital, and this should be
 10 going out to Schaumburg, as he has suggested. He
 11 likes to have everybody else pay for it, but he never
 12 comes up with anything as far as substantial methods
 13 of coming up with the moneys.

2

14 The other thing, the previous
 15 conversation, is the betterment of business. For the
 16 most part, it looks like most of the businesses would
 17 be out in the suburbs, so give or take whether it
 18 helps the City or not.

3

19 Again, I guess the biggest problem
 20 really is air and water pollution, air primarily
 21 either noise or with the fumes. A few years ago when
 22 the airport was shut down due to 9/11, the pollution
 23 rate was seriously much better quality, and since that
 24 time, it has gone back up again.

4

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Comment	Response
Opitz 5	Please see topical response L-1.

528

1 We also need accountability. The
 2 airport right now is anywhere from 6 to \$14 million,
 3 and who knows what the next number will be. But the
 4 fact of the matter is that numbers don't mean
 5 anything. And the other thing I hate is when they
 6 come out with, Well, it's going to cost us so much
 7 money in the next 10 years, which has absolutely no
 8 meaning to anybody except politicians.

9 So I would like to see a little more
 10 accountability and a little more language that people
 11 understand. Thank you very much.

12 THE HEARING OFFICER: Okay, thank you,
 13 Mr. Opitz.

14 Well, let's see, let's call these
 15 names one more time. We've got Irwin Bock, Chris
 16 Curry, Bob Rollings, Patty Kucek, Michelle Halbertson.

17 (No response.)

18 THE HEARING OFFICER: Okay, the next time I
 19 have is 4:00. So is there anyone here who has a time
 20 that they'd rather speak right now rather than waiting
 21 for the time they have? Yes, sir, what's your name?

22 MR. BOB TRUDY: Bob Trudy is my name.

23 THE HEARING OFFICER: Bob Trudy.

24 MR. BOB TRUDY: Yeah.

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5

Comment	Response
Trudy 1	Comment noted.
Trudy 2	Comment noted.

529

1 THE HEARING OFFICER: And, Mr. Trudy, what
2 time -- did you sign in?
3 MR. BOB TRUDY: I didn't sign in.
4 THE HEARING OFFICER: Well, do you promise me
5 if you if I let you speak, you'll sign in?
6 MR. BOB TRUDY: Absolutely.
7 THE HEARING OFFICER: You can sign up right
8 outside the door. Come on up and see what you have to
9 say.
10 MR. BOB TRUDY: My name is Bob Trudy, and I'm a
11 member of Iron Workers Local 63. I'm also a Niles
12 resident, and the planes do fly over my house. But I
13 knew that when I bought my house over 20 years ago,
14 and I have no complaint with that.
15 I would like to see this airport
16 expansion go on because I remember 50 years ago when
17 my parents back in the old neighborhood when they were
18 going to expand and they were going to build an
19 airport -- I mean build the Kennedy Expressway. Well,
20 I'm sure they had the same type of hearings, they had
21 neighborhoods that were upset, but my parents and the
22 people of their generation realized you can't stop
23 movement of people, you have to expand, you have to
24 continue to grow a better life for me.

1

2

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Comment	Response
Trudy 3	Please see topical response G-1.
Trudy 4	Please see topical responses A-2 and L-1.

530

1 And it was a good life for me. Now I
 2 have another problem -- I mean I have two children.
 3 Both of them are away at Purdue University. I want
 4 them to come back over here and work, and they want to
 5 come back over here and work.

6 We have to expand this airport to
 7 keep the businesses coming up over here to have my
 8 kids enjoy the same thing that I enjoyed over here.
 9 And I hope this expansion goes on even though the
 10 planes fly over my house. I know that. I've been
 11 here, I realize that. But I want my kids to have the
 12 same thing that I had, the good-paying jobs, the
 13 hospitals, the school districts which they enjoyed to
 14 stay over here, and it has to continue because the
 15 airport has to expand to keep the businesses in.

3

16 The longer we wait to expand this
 17 thing, the more it's going to cost. And that's
 18 another part that I'm afraid of. I think we should
 19 get going, get this expansion going right now and keep
 20 up what we have going.

4

21 We have to look to the forward, we
 22 have to have this expansion, we have to have
 23 businesses come in here to Chicago, and I hope this
 24 does go on and I hope it starts tomorrow, to be quite

PRECISE REPORTING SERVICE, P.C. 312/704-1682

Comment	Response
Trudy 5	Please see topical responses A-2 and G-1.

531

1 frank. 5

2 THE HEARING OFFICER: Okay, thanks, Mr. Trudy.

3 (Audience reaction.)

4 THE HEARING OFFICER: Mr. Trudy, the

5 registration desk is right outside. Just put your

6 name down, do me a favor.

7 MR. BOB TRUDY: Sure.

8 THE HEARING OFFICER: Young man, you want

9 to -- what's your name?

10 MR. ANTHONY FORTUNA: Anthony Fortuna.

11 THE HEARING OFFICER: What time did you get?

12 Not now. Did you sign up?

13 MR. ANTHONY FORTUNA: Yeah, at 5. I thought

14 since there's nobody --

15 THE HEARING OFFICER: No, I'm going to let you

16 speak now. I just want to find your card here if

17 we've got it. Hang on ten seconds. While I'm looking

18 for it, spell your name.

19 MR. ANTHONY FORTUNA: F-o-r-t-u-n-a.

20 THE HEARING OFFICER: Okay, go right ahead.

21 MR. ANTHONY FORTUNA: Thank you for the

22 opportunity to speak.

23 THE HEARING OFFICER: You're welcome.

24 MR. ANTHONY FORTUNA: As a resident of the

PRECISE REPORTING SERVICE, P.C. 312/704-1682

Comment	Response
Fortuna 1	Please see topical responses B-1 and G-1.
Fortuna 2	Please see topical response M-4.

532

1 area, I think it's very vital to this region to bring
 2 an airport here now because I think it's involving a
 3 tremendous amount of jobs, tremendous amount of
 4 growth, and we've had change. It's time for change.
 5 We're in the new millennium. It's not 1990 anymore.
 6 We've had progress, but now we need efficiency.

7 And by bringing this airport into
 8 town, it's going to really help the whole complete
 9 region. We need to find the right people to come
 10 together and get this thing done because it will
 11 really make this town the best town, the best state in
 12 the United States.

13 We have a basic great job of people
 14 that come together and bring things together, and I
 15 think this would really help this area. Thank you.

16 THE HEARING OFFICER: Okay, thank you,
 17 Mr. Fortuna.

18 (Audience reaction.)

19 THE HEARING OFFICER: Is there anyone else who
 20 has registered outside that is waiting for a time?
 21 Yes, sir, what's your name?

22 MR. ADAM CHRISTIAN: Adam Christian.

23 THE HEARING OFFICER: Okay, Adam. What time
 24 did they give you out there, Adam?

1

2

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Comment	Response
Christian 1	Please see topical response G-1.

533

1 MR. ADAM CHRISTIAN: 5:00.
 2 THE HEARING OFFICER: You got the same time as
 3 Mr. Fortuna. Hang on a minute. Oh, here it is. Is
 4 your last name spelled C-h-r-i-s-t-i-a-n?
 5 MR. ADAM CHRISTIAN: That's correct.
 6 THE HEARING OFFICER: Please go ahead.
 7 MR. ADAM CHRISTIAN: My name is Adam Christian,
 8 and I'm a resident of Chicago. I'm also a carpenter
 9 out of Local 58, and I'm just for this expansion and
 10 remodelization because it will provide jobs for me as
 11 well as my brothers and sisters.
 12 So I'm for this, and I hope it goes
 13 through, thank you.
 14 THE HEARING OFFICER: Okay, thanks,
 15 Mr. Christian.
 16 (Audience reaction.)
 17 THE HEARING OFFICER: Anyone else signed up
 18 that would like to give their testimony now? Yes,
 19 sir, what is your name?
 20 MR. JOSEPH DUPLECHIN: Joseph Duplechin.
 21 THE HEARING OFFICER: And how do you spell
 22 that?
 23 MR. JOSEPH DUPLECHIN: D-u-p-l-e-c-h-i-n.
 24 THE HEARING OFFICER: And what time did they

1

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Comment	Response
Duplechin 1	Please see topical responses G-1 and M-4.
Duplechin 2	Please see topical response B-2.

534

1 give you? Oh, I got it right here, 4:50, right. Go
 2 right ahead.

3 MR. JOSEPH DUPLECHIN: As a member of the
 4 Carpenter's Union Local 58 and, more importantly, a
 5 resident of the State of Illinois, it seems apparent
 6 to me that the decision on whether or not to expand
 7 O'Hare is simple. Whatever will benefit the most
 8 residents of the state with the least impact on our
 9 national resources should be done.

10 Why would we want to risk the
 11 possibility of losing out on thousands of jobs in an
 12 area where they're needed the most, why would we risk
 13 losing millions of dollars of revenue this would
 14 create for all the surrounding businesses?

1

15 Worse, what if it was decided not to
 16 expand and an airport was built in Indiana or Peotone,
 17 which is about ten minute's drive from Indiana? We,
 18 the working men and women of Illinois, will lose a lot
 19 of jobs to the residents of another state. I don't
 20 think the people of Indiana will help with our billion
 21 dollar tax shortfall.

2

22 If O'Hare was expanded, I'm sure that
 23 the people who were displaced will not be expected to
 24 go homeless. O'Hare Airport which has already proven

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Comment	Response
Duplechin 3	Please see topical responses D-3 and G-4.
Duplechin 4	Comment noted.

535

1 themselves to be a good neighbor in the past, for
 2 example, by soundproofing surrounding homes, will see
 3 that the land is paid for.

3

4 It's sad that these people will have
 5 to go through the hassle of moving to a new community,
 6 but the sacrifices of these people will make it
 7 possible for many more people for many more
 8 generations a chance for a better future. Thank you.

4

9 THE HEARING OFFICER: Thanks.

10 (Audience reaction.)

11 THE HEARING OFFICER: Okay, the next time I
 12 have is 4. So we're going to take a short break for
 13 about twelve and a half minutes, but I want to read
 14 these names just to see if we anybody who signed up
 15 earlier came in. Irwin Bock, Chris Curry, Bob
 16 Rollings, Patty Kucek, Michelle Halbertson.

17 (No response.)

18 THE HEARING OFFICER: Okay, we'll reconvene
 19 about ten to 4.

20 (Recess taken.)

21 (Change of court reporters.)

22

23

24

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Comment	Response
Kasmer 1	Please see topical response G-1.

536

1 THE HEARING OFFICER: Okay, we're back in
 2 session.
 3 Okay, I am going to run through some names
 4 of some parties that we called earlier and were not
 5 here.
 6 Irwin Bock?
 7 Chris Curry?
 8 Bob Rollings?
 9 Patty Kucek?
 10 Michelle Halkerston?
 11 Okay, we have Chris Kasmer.
 12 Is that you, Mr. Kasmer?
 13 MR. CHRIS KASMER: Yes, it is.
 14 THE HEARING OFFICER: K-a-s-m-e-r?
 15 MR. CHRIS KASMER: Yes, sir.
 16 THE HEARING OFFICER: Come on up, you're
 17 first.
 18 MR. CHRIS KASMER: Well, I thought it was
 19 going to be a much bigger crowd.
 20 But I am just a union carpenter and I am
 21 for the O'Hare expansion. Multiple reasons. One,
 22 because it is my understanding it is going to create
 23 jobs for a lot of people for at least several years.
 24 Also, you know, I hear on the news all the time

1

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Comment	Response
Kasmer 2	Please see topical responses B-1 and C-1.

537

1 about how O'Hare is one of the worst places to fly
 2 into because of all the delays and just how busy we
 3 are, so it would just make sense to expand. I mean,
 4 if you're busy, make it bigger. That's it.

2

5 THE HEARING OFFICER: Okay. Thanks,
 6 Mr. Kasmer.

7 MR. CHRIS KASMER: Thank you.

8 (Audience reaction.)

9 THE HEARING OFFICER: Brian Wasson? Brian
 10 Wasson?

11 Jim Hillebrand?

12 MR. HILLEBRAND: Right here.

13 THE HEARING OFFICER: If you're ready,
 14 you're up.

15 H-i-l-l-e-b-r-a-n-d.

16 Go right ahead.

17 MR. JIM HILLEBRAND: Good afternoon and
 18 thank you for the opportunity to address this
 19 Federal Aviation Administration hearing on the
 20 Environmental Impact Statement for the O'Hare
 21 Airport Modernization plan. My name is Jim
 22 Hillebrand. I am a client sales executive with EDS
 23 Corporation. I am here today to express EDS's
 24 corporate support for the O'Hare Airport

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Comment	Response
Hillebrand 1	Please see topical responses B-1, C-1 and G-1.

538

1 modernization plan. That modernization plan
 2 addresses two primary concerns of both business and
 3 personal travelers: Time and efficiency.

4 EDS Corporation employs over 13,000 people
 5 in this region of the country. For many of our
 6 employees who travel for both business, as well as
 7 pleasure, delays in scheduled travel carry a high
 8 cost.

9 The Department of Transportation has listed
 10 O'Hare last of all domestic airports in on-time
 11 performance for 2004. For our corporation and for
 12 our employees, that lack of reliability and the
 13 corresponding delays directly translate into lost
 14 productivity, scheduling and logistical problems, as
 15 well as personal quality-of-life issues.

16 EDS supports the modernization plan as it
 17 will reduce the number of delays and provide our
 18 employees with more dependable and reliable
 19 services.

20 Additionally, we support the modernization
 21 plan because it will bring greater efficiency to
 22 O'Hare Airport and the airlines that utilize that
 23 facility. The plan will reduce aircraft taxiing
 24 times, which will in turn reduce fuel consumption

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1

Comment	Response
Hillebrand 2	Please see topical response E-2.
Hillebrand 3	Please see topical responses A-2 and G-1.
King 1	Comment noted.

539

1 and time spent on the ground.

2 In summary, the plan will allow O'Hare to

3 reach its full operating capacity. We support the

4 plan as a progressive step by O'Hare Airport to

5 address the travel needs not only of our employees

6 in the region, but also for our employees around the

7 world.

8 EDS therefore encourages the FAA to issue

9 its Record of Decision to support the improvement of

10 O'Hare International Airport.

11 Thank you very much.

12 THE HEARING OFFICER: Okay, thank you,

13 Mr. Hillebrand.

14 Edward King, K-i-n-g.

15 MR. EDWARD KING: Good afternoon. Thank

16 you to the FAA for holding these hearings. My name

17 is Edward King. I am the director of government

18 community relations for Walgreens.

19 Walgreens operates its corporate

20 headquarters in Deerfield, Illinois, about a half

21 hour north of O'Hare. We service more than 4800

22 stores in 46 states and Puerto Rico from Deerfield

23 and have 171,000 employees.

24 Our staff at Deerfield generates more than

2

3

1

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Comment	Response
King 2	Please see topical responses B-1, C-1 and G-1.

540

1 25,000 flights per year out of O'Hare, and we've
 2 been strong supporters of the O'Hare expansion for a
 3 number of years.

4 New runways at O'Hare are needed to cut
 5 down on the number of delays and provide better and
 6 more reliable service to the business travelers who
 7 keep our economy in the Chicagoland area running.

8 O'Hare is the world's largest, busiest
 9 airport, nearly 1 million flights last year. The
 10 O'Hare Modernization plan provides a solid, sensible
 11 platform for reducing delays. A revitalization of
 12 O'Hare will bring economic benefits not just to
 13 businesses like Walgreens that serve the region and
 14 nation, but also to the companies and organizations
 15 that employ citizens throughout the United States
 16 and Illinois.

17 Hundreds of thousands of jobs depend on
 18 O'Hare, and therefore, if we fail to make this
 19 historic change at this time, the economic damage to
 20 individuals and companies who depend on O'Hare will
 21 cost the Chicago region dearly.

22 O'Hare needs a solution that works for the
 23 city, state, and nation, and I urge the FAA to issue
 24 the Record of Decision to enable O'Hare to reach its

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2

Comment	Response
King 3	Please see topical responses A-2 and M-3.
Wasson 1	Comment noted.
Wasson 2	Please see topical response B-1.

541

1 full operating capacity.
 2 Thank you.
 3 THE HEARING OFFICER: Thank you, Mr. King.
 4 (Audience reaction.)
 5 THE HEARING OFFICER: Is Brian Wasson here?
 6 MR. BRIAN WASSON: Yes.
 7 THE HEARING OFFICER: Come on up,
 8 Mr. Wasson.
 9 W-a-s-s-o-n?
 10 MR. BRIAN WASSON: Yes.
 11 My name is Brian Wasson. I live just south
 12 of Cumberland and Lawrence Avenue. And as a
 13 resident there -- I purchased my residence a little
 14 less than six years ago. It's an 80-unit condo
 15 building that was built at that time. So I made a
 16 conscious decision to live near the airport because
 17 I wanted to be close to the airport because I fly
 18 frequently.
 19 I believe that this is an expansion that is
 20 good for the economy, good for our community, and
 21 living close to the airport, I have no concerns
 22 about the expansion. I am completely for it.
 23 Thank you.
 24 THE HEARING OFFICER: Okay, thank you very

3

1

2

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Comment	Response
O'Neill 1	Please see topical response G-1.

542

1 much, Mr. Wasson.
2 How about Jim Moyta, M-o-y-t-a?
3 Rosalba Lopez?
4 Sam O'Neill?
5 Is that you, Sam?
6 MR. SAM O'NEILL: Yes, I'm Sam O'Neill.
7 THE HEARING OFFICER: Okay.
8 MR. SAM O'NEILL: My name is Sam O'Neill.
9 I am a union carpenter out of Local 13. I worked
10 with the noise abatement two seasons -- two or three
11 years ago, I'm not sure. What I do remember is that
12 me, my wife and our children, we were going through
13 some tough times. There wasn't a whole lot of work
14 and I had been out for a little bit. And what I
15 remember is that it brought a lot of money into the
16 household and I was able to put some food on the
17 table and get caught up with the bills. And that's
18 what I remember.
19 So obviously I'm all for more work for the
20 carpenters. And I also am a resident of the city of
21 Chicago. So it's important to me, and I know it's
22 important to all my brothers and sisters in the
23 union and just Chicagoans in general. Revenue, food
24 on the table.

1

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543

1 That's it. Thank you.
2 THE HEARING OFFICER: Thanks, Sam.
3 (Audience reaction.)
4 THE HEARING OFFICER: We'll try a few of
5 these names that we passed earlier because no one
6 responded. Let's see here, Irwin Bock?
7 Chris Curry?
8 Bob Rollings?
9 Betty Kucek, K-u-c-e-k?
10 Michelle Halkerston?
11 How about Jim Moyta or Rosalba Lopez?
12 Well, the next time we have is 4:25, so is
13 there anybody who would like to speak who is signed
14 in?
15 Yes, sir.
16 MR. RICHARD LUNG: I was at 4 o'clock.
17 THE HEARING OFFICER: You were. What's
18 your name?
19 MR. RICHARD LUNG: I'm Richard Lung.
20 THE HEARING OFFICER: L-o-n-g?
21 MR. RICHARD LUNG: L-u-n-g.
22 THE HEARING OFFICER: Did you sign in?
23 MR. RICHARD LUNG: I did.
24 THE HEARING OFFICER: You did? Well, come

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Comment	Response
Lung 1	Please see topical response B-1.

544

1 on up and we'll find your name. It's Richard --
 2 MR. RICHARD LUNG: Lung, L-u-n-g.
 3 THE HEARING OFFICER: Are you speaking for
 4 yourself or a group, Mr. Lung?
 5 MR. RICHARD LUNG: I am speaking for
 6 myself.
 7 THE HEARING OFFICER: Okay.
 8 MR. RICHARD LUNG: My name is Richard Lung.
 9 I am an employee in the air cargo business. I am a
 10 resident of Park Ridge. I live one block from
 11 Niles. One of my children goes to school in Niles.
 12 As such, I strongly support the O'Hare
 13 Modernization plan. We desperately need new runways
 14 at O'Hare to cut down on the number of delays there
 15 and to provide better and more reliable service to
 16 both passengers as well as freight and mail
 17 movement.
 18 The DOT ranked O'Hare last of all U.S.
 19 airports in on-time performance last year. If we
 20 don't fix the problem here in Chicago, customers in
 21 both the passenger side of the business and the
 22 freight side of the business, the cargo side of the
 23 business, will start to book flights away from the
 24 city and the region, which will hurt the local

1

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Comment	Response
Lung 2	Please see topical responses C-1 and M-4.
Lung 3	Please see topical response M-4.
Lung 4	Please see topical responses B-1 and G-1.

545

1 economy.

2 Not only is O'Hare the world's busiest

3 airport from a passenger perspective, it is the top

4 air cargo market in all of North America, and it has

5 created tens of thousands of jobs in the air freight

6 transportation handling and forwarding business in

7 the Chicagoland area.

8 With a good plan to reduce delays such as

9 the O'Hare Modernization plan, the revitalization of

10 the airport can bring new jobs and billions of

11 dollars worth of other economic benefits to the

12 region, to customers and to the industry I work for.

13 More jobs means that more families will

14 have the disposable income to spend in grocery

15 stores, shopping malls, movie theaters and on real

16 estate and consumer goods, propelling the state's

17 economy.

18 Hundreds of thousands of existing jobs

19 depend on an O'Hare that works. If we fail to make

20 the historic changes that we need to make now, the

21 economic damage to individuals and companies

22 dependent on O'Hare will cost Chicago's economy

23 dearly. A modernized O'Hare will allow for better

24 efficiency of aircraft and lead to real

2

3

4

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Comment	Response
Lung 5	Please see topical responses E-2.
Lung 6	Please see topical response A-2.

546

1 environmental benefits. Shorter aircraft taxi times
 2 and fewer aircraft stuck at gates will result in
 3 less wasted fuel and fewer emissions into the skies
 4 around Chicago and around the country. So we need a
 5 resolution that works and we need it now.

5

6 That's why I encourage the FAA to issue its
 7 Record of Decision and allow O'Hare Modernization to
 8 go forward.

6

9 Thank you.

10 THE HEARING OFFICER: Thank you, Mr. Lung.
 11 (Audience reaction.)

12 THE HEARING OFFICER: Is there anyone else
 13 signed in who would like to speak before their time
 14 that was assigned?

15 Okay, we are going to take a ten-minute
 16 recess.

17 (Recess taken.)

18 THE HEARING OFFICER: Okay, we're back in
 19 session, and I am going to read a few names that we
 20 had passed earlier because the parties didn't
 21 answer. We'll see if anyone has shown up.

22 Irwin Bock?

23 Chris Curry?

24 Bob Rollings?

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Comment	Response
Moyta 1	Comment noted.

547

1 Patty Kucek?
 2 Michelle Halkerston?
 3 Okay, none of those individuals have
 4 responded again. There is one other one. Sarah
 5 Lee?
 6 Okay. Is there a Jim Moyta here?
 7 Mr. Moyta, you're next up.
 8 M-o-y-t-a?
 9 MR. JIM MOYTA: Yes.
 10 THE HEARING OFFICER: Please come up and
 11 take the microphone.
 12 MR. JIM MOYTA: Thank you very much.
 13 THE HEARING OFFICER: You're welcome.
 14 MR. JIM MOYTA: As a representative of
 15 Novell, Incorporated, a \$1 billion global software
 16 company, I strongly support the O'Hare Modernization
 17 plan.
 18 Clearly as O'Hare is the busiest airport in
 19 the world, it can't afford to be the lowest ranked
 20 for on-time performance as it was by the Department
 21 of Transportation in 2004. The impact economically
 22 and environmentally can't be overstated.
 23 This plan is a solid, sensible platform for
 24 reducing these delays. And the economic benefits

1

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Comment	Response
Moyta 2	Please see topical responses B-1, C-1, E-2,G-1 and M-4.

548

1 that this revitalization will bring will not only
 2 serve the region but companies and organizations
 3 such as ours which employ citizens of Illinois and
 4 do business around the world.
 5 Thank you.
 6 THE HEARING OFFICER: Well, thank you,
 7 Mr. Moyta.
 8 Rosalba Lopez? Rosalba Lopez?
 9 Tony McMahon?
 10 Michael Kerr?
 11 Is there anyone here who has signed in to
 12 speak at a later time who would like to speak now
 13 rather than later?
 14 Yes, sir, what's your name?
 15 MR. MICHAEL GEORGE: Michael George.
 16 THE HEARING OFFICER: What time have you
 17 got, Mike?
 18 MR. MICHAEL GEORGE: 5:25.
 19 THE HEARING OFFICER: Let's see if I can
 20 find that here.
 21 Come on up. You're welcome to speak right
 22 now.
 23 Yes, I do have this. And you represent
 24 MidAmerica?

2

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Comment	Response
George 1	Comment noted.

549

1 MR. MICHAEL GEORGE: Yes.
 2 THE HEARING OFFICER: Okay, please, go
 3 right ahead.
 4 MR. MICHAEL GEORGE: My name is Michael
 5 George. I am a resident of the city of Chicago. I
 6 am also the president of MidAmerica Real Estate
 7 based in Oak Brook Terrace. Our company is in the
 8 shopping center business. We operate approximately
 9 100 shopping centers in Chicago, throughout
 10 metropolitan Chicago.
 11 Our clients, who are not only owners of
 12 those shopping centers but also our clients who are
 13 tenants in those shopping centers -- we represent
 14 approximately 80 national and regional retailers,
 15 people like Crate and Barrel and Borders Books and
 16 Trader Joe's and a host of others -- all enjoy the
 17 success of the retail real estate market in Chicago.
 18 Largely, the success of that business is
 19 based upon the economic success of the overall
 20 region. And we firmly believe that the
 21 transportation hub provided by O'Hare and its
 22 efficiency is a contributor to the success of the
 23 economic engines of metropolitan Chicago.
 24 So as it relates to our clients who are

1

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Comment	Response
George 2	Please see topical responses G-1 and M-4.

550

1 both owners/tenants of the shopping center business
 2 in Chicago and as it relates to our own business at
 3 MidAmerica, we would strongly support the
 4 modernization program.

2

5 THE HEARING OFFICER: Okay, thanks,
 6 Mr. George.

7 MR. MICHAEL GEORGE: Thank you.

8 THE HEARING OFFICER: Anyone else who has
 9 signed up to speak who would like to speak a little
 10 earlier?

11 Yes, ma'am, what's your name?

12 MS. SARAH GARVEY: Sarah Garvey.

13 THE HEARING OFFICER: What time have you
 14 got?

15 MS. SARAH GARVEY: 6:20.

16 THE HEARING OFFICER: Here you are. Okay.

17 And you're here to speak for Boeing?

18 MS. SARAH GARVEY: For Boeing.

19 THE HEARING OFFICER: Okay, please come up.

20 That's G-a-r-v-e-y, correct?

21 MS. SARAH GARVEY: That's correct.

22 THE HEARING OFFICER: Okay, go right ahead.

23 MS. SARAH GARVEY: Thank you for allowing
 24 me to be here. My name is Sarah Garvey. I

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Comment	Response
Garvey 1	Comment noted.

551

1 represent Boeing and I'm their vice president for
 2 state and local government affairs. And I am going
 3 to give comments on Boeing and then I will also add
 4 one of my own personal if that's okay.

1

5 THE HEARING OFFICER: That's fine, sure,
 6 absolutely.

7 MS. SARAH GARVEY: Thank you very much.

8 Well, as you may or may not know, Boeing
 9 moved here about three-and-a-half years ago. And
 10 there was a competition in terms of which cities to
 11 go to, but Chicago won out and we're extremely happy
 12 to be here because of the economic richness of
 13 Chicago. A huge contributor to that and a huge
 14 contributor to the reason that we chose it is the
 15 fact that it's such a tremendous transportation hub
 16 in the United States and around the world.

17 What was very important for us, because we
 18 are a global transportation company, is that our
 19 employees, who travel a tremendous amount, our
 20 executives and so forth -- I mean, many of us are on
 21 an airplane weekly if not several times a week --
 22 it's very important for us to be in an area that we
 23 can get in and out and get to meetings without
 24 wasting two days on either side or a day on either

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Comment	Response
Garvey 2	Please see topical responses C-1, G-1 and M-4.
Garvey 3	Please see topical responses C-1, G-1 and M-4.
Garvey 4	Please see topical response C-1.

552

1 side. So that was very important, because as you
 2 know, Seattle was something that was a much harder
 3 place for us to do that. And it's worked out
 4 beautifully from that perspective.

2

5 But there are delays at O'Hare, there is no
 6 question about that. And so we support the O'Hare
 7 expansion because we believe that that is critical
 8 for us sustaining if not growing our position as a
 9 transportation center, and of course helping our
 10 business, helping us do our business.

11 Chicago started as a transportation -- this
 12 is the history of our city. Unfortunately, we stand
 13 a chance of losing some of that position to some
 14 other global cities, not just U.S. cities. And so I
 15 think that's important for us.

16 So those are my comments on behalf of
 17 Boeing.

3

18 As a personal traveler -- and my husband
 19 and I both travel. In fact, last week I think he
 20 was cross-country three times, and through O'Hare in
 21 each of those trips. But my point is we have kids
 22 at home. We want to be home as quickly as we can,
 23 and to have delays that are three or four, six hours
 24 or whatever, it's a tremendous hardship to us.

4

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Comment	Response
Garvey 5	Please see topical response M-4.

553

1 One last comment. This really deals with
 2 our customers. And our customers are the airlines.
 3 And it's no secret that the airlines have had their
 4 challenge in the last several years in
 5 competitiveness.
 6 Clearly having a hub or a transportation
 7 center that allows them to be more effective and
 8 efficient can only help their business and therefore
 9 can help Boeing in terms of what we sell, because
 10 obviously we're selling them their airplanes.
 11 So those are my comments. I certainly
 12 appreciate your allowing us to say this. We fully
 13 support the O'Hare Modernization project.
 14 THE HEARING OFFICER: All right. Thanks,
 15 Ms. Garvey.
 16 MS. SARAH GARVEY: Thank you.
 17 (Audience reaction.)
 18 THE HEARING OFFICER: Anyone else who
 19 registered to speak who would like to speak a little
 20 earlier than they were listed?
 21 Let's try this list of names again here.
 22 Irwin Bock?
 23 Chris Curry?
 24 Bob Rollings?

5

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1 Patty Kucek?
2 Michelle Halkerston?
3 Sarah Lee?
4 No responders. We'll try a couple other
5 names here.
6 How about Rosalba Lopez? Rosalba Lopez?
7 Tony McMahon?
8 UNIDENTIFIED SPEAKER: Tony has spoken.
9 THE HEARING OFFICER: He did speak earlier?
10 UNIDENTIFIED SPEAKER: Yes.
11 THE HEARING OFFICER: Okay. Thank you.
12 Bill Hanson? Bill Hanson?
13 Mike Kerr, K-e-r-r?
14 Norvis Huezo? Norvis Huezo?
15 Well, that takes us to 5 o'clock, and I
16 think what we'll do is sit here and look like we're
17 busy until someone comes in.
18 (Recess taken.)
19 THE HEARING OFFICER: Okay. We're back a
20 little sooner than we thought, but a couple of those
21 people whose names we have been calling testified in
22 the smaller rooms privately. But let me run through
23 these names.
24 Rosalba Lopez?

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Comment	Response
Broadhead 1	Please see topical response D-2.
Broadhead 2	Please see topical response G-1.

555

1 Bill Broadhead?
 2 MR. BILL BROADHEAD: Yes.
 3 THE HEARING OFFICER: Would you like to go
 4 before Mr. Hanson or after?
 5 MR. BILL BROADHEAD: It doesn't matter.
 6 MR. BILL HANSON: Go before.
 7 MR. BILL BROADHEAD: Okay, I'll go before.
 8 THE HEARING OFFICER: Okay. You're up
 9 then. And it's B-r-o-a-d-h-e-a-d?
 10 MR. BILL BROADHEAD: Correct.
 11 THE HEARING OFFICER: Okay, Mr. Broadhead,
 12 go ahead, your turn.
 13 MR. BILL BROADHEAD: I live in Palatine
 14 and, you know, one of the runways goes directly over
 15 my house and it is not a big deal for me. I'm more
 16 concerned about the economic engine of O'Hare Field
 17 and creating work for the whole area. I would like
 18 to see that continue and grow more and put more jobs
 19 in the area so it will be easier for me to find
 20 work.
 21 That's all I want to say. I just want to
 22 be on record as being in favor of the expansion.
 23 THE HEARING OFFICER: Okay, thanks,
 24 Mr. Broadhead.

1

2

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Comment	Response
Hanson 1	Comment noted.

556

1 MR. BILL BROADHEAD: Thank you.
 2 THE HEARING OFFICER: How about Mr. Hanson?
 3 MR. BILL HANSON: I am so surprised you
 4 called me.
 5 My name is Hanson, Bill Hanson,
 6 H-a-n-s-o-n. I live in the area. I live in
 7 Arlington Heights. I grew up in Niles. I lived in
 8 Des Plaines and Mount Prospect. Through my entire
 9 life I've dealt with O'Hare Airport being pretty
 10 close by. And I never looked at it as a negative.
 11 I've always looked at it as a positive. I think
 12 I've always relied on the airport being there. In
 13 fact, I've always been happy that it's been a short
 14 drive to the airport to take off. I think airplanes
 15 around the area are something that you kind of grow
 16 accustomed to. So when I look at airlines being a
 17 nuisance or the airplanes being a nuisance, I really
 18 don't think of it that way.
 19 But what I do think about is, as
 20 Mr. Broadhead pointed out, jobs. I do think about
 21 the economic engine, as he put it, of the area. And
 22 I think it is O'Hare Airport. If you look at any of
 23 the great cities of the world, they build them
 24 around lakes and they always have railroads and they

1

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Comment	Response
Hanson 2	Please see topical responses B-1, G-1 and M-4.
Hanson 3	Comment noted.
Hanson 4	Please see topical responses G-1 and M-4.

557

1 always have airports. And you have to have this
 2 type of transportation in an area for that area to
 3 thrive.

4 O'Hare Airport is a very old facility and
 5 very archaic when you look at it by design.

6 And everybody has talked about the delays,
 7 so I don't need to get into that.

8 But I look at modernization of that
 9 airport. It's vital. You have to modernize. You
 10 can't stand back. You can't let people tell you you
 11 can't do it. You can't let them tell you it costs
 12 too much. I have heard people say that by the time
 13 the airport is done, the money we put into it we're
 14 not going to get back because it's going to be old
 15 again. Well, that's pretty much anything. Why buy
 16 a computer then, because when you buy it, it's going
 17 to be old already.

18 So you have to look at improving things.
 19 And that's how I look at O'Hare Airport, that it is
 20 a great resource to this area. Look at what it
 21 brings in here. Look at the jobs that it creates
 22 and the resources for everybody, for the businesses
 23 around the area.

24 So I do, as Mr. Broadhead before me, I do

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2

3

4

Comment	Response
Hanson 5	Please see topical response M-2.
Leal 1	Please see topical response G-1.

558

1 stand in favor of revitalizing this airport and
 2 making it work as a more efficient engine than the
 3 way it is now. So I stand in favor of this
 4 modernization.

5

5 Thank you.

6 THE HEARING OFFICER: Okay, thank you,
 7 Mr. Hanson.

8 (Audience reaction.)

9 THE HEARING OFFICER: How about Rick
 10 Anderson? Rick Anderson?

11 Jose Luis Leal?

12 THE INTERPRETER: I am going to translate.

13 THE HEARING OFFICER: Yes, that's fine,
 14 sure.

15 MR. JOSE LUIS LEAL: (Through an
 16 Interpreter) My name is Jose Luis Leal, and I worked
 17 for a long time as a carpenter around the O'Hare
 18 area. And I think there is a lot of opportunities
 19 with the O'Hare expansion for work, not only for
 20 Hispanics but also for a lot of people that have
 21 been out of work for a long time. I think it is a
 22 good idea and I am looking forward to it continuing,
 23 and I hope everything is well.

1

24 Thank you for the chance to speak.

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Comment	Response
Kay 1	Comment noted.

559

1 THE HEARING OFFICER: Gracias, Mr. Leal.
 2 That was Jose Luis Leal testifying through
 3 the interpreter.
 4 Ms. Interpreter, what's your name?
 5 THE INTERPRETER: Rosalda.
 6 THE HEARING OFFICER: Okay. We'll put that
 7 in the record.
 8 THE HEARING OFFICER: Rosalba Lopez?
 9 Rick Anderson?
 10 Mike Kerr?
 11 Norvis H-u-e-z-o, Huezo, I think.
 12 Tom Kay?
 13 MR. TOM KAY: Yes.
 14 THE HEARING OFFICER: Mr. Kay, are you
 15 ready?
 16 MR. TOM KAY: Yes.
 17 THE HEARING OFFICER: All right, please
 18 come up.
 19 MR. TOM KAY: Thank you all. I would like
 20 to thank you for the opportunity to speak here on
 21 behalf of the O'Hare expansion.
 22 The reason we're all really here is hubs.
 23 Hubs are economic engines. Chicago is a hub. It is
 24 a hub for North America. It is a rail, a road and

1

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1 an air hub.

2 When you travel through a hub, you are in
3 transit and you make a connection. Every time a
4 connection is made, there is an opportunity for
5 commerce to occur.

6 Millions and millions of connections have
7 been made in Chicago. All of this has added to make
8 Chicago a major financial center. These connections
9 that occur in this hub put money in all of our
10 pockets and they raise the standard of living in
11 Chicago. If something is in transit and passes your
12 city, you have no chance at making money from it.
13 But because of the commerce that comes from the
14 connections, Chicago benefits greatly and we all
15 benefit from it.

16 One of our major hubs is injured right now.
17 O'Hare International Airport, the largest hub
18 airport in the world and of course the largest hub
19 in Chicago, is very inefficient. It is aged and it
20 is causing transit problems across America.
21 Connections cannot be made. People cannot get to
22 where they are going to on time, nor can goods get
23 to where they are scheduled to be on time.

24 We have an opportunity now with a

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Comment	Response
Kay 2	Please see topical responses B-1, G-1 and M-4.
Kay 3	Please see topical response G-1.

561

1 well-thought-out plan to expand O'Hare Airport and
 2 allow for increased commerce well into the 21st
 3 Century. This will benefit all of us. Each one of
 4 us will benefit by O'Hare bringing more jobs to
 5 Chicago by these connections being made.

2

6 I have a personal reason that I am in favor
 7 of this. I live in Forest Park. I am part of the
 8 Chicago economy. I happen to work for United
 9 Airlines, which is using O'Hare as a hub. My life
 10 will be greatly benefited by the expansion of
 11 O'Hare. But I want everyone to realize that all of
 12 Chicago will benefit by O'Hare expanding. And we
 13 have a plan before us that is well thought out,
 14 fairly expensive, but with growth, there is pain.
 15 But what this will mean for us for the next 50, 75,
 16 100 years, Chicago will remain a hub center for
 17 North America; commerce and business will continue
 18 to flow through Chicago, and all of our lives will
 19 be enhanced incrementally by the O'Hare expansion.

3

20 Thank you very much for the time.
 21 THE HEARING OFFICER: Okay, thank you,
 22 Mr. Kay.
 23 (Audience reaction.)
 24 THE HEARING OFFICER: Rosalba Lopez?

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1 Rick Anderson?

2 Mike Kerr?

3 Norvis Huevo?

4 Andrew Lee?

5 Anthony Fortuna?

6 I think Mr. Fortuna spoke already. He came
7 in earlier.

8 Well, is there anybody who is here who
9 signed up to speak and who would like an opportunity
10 to speak earlier?

11 We are going to have to take a break for a
12 few minutes since there are no speakers available.
13 We will come back in about five to ten minutes.

14 I will be right outside the door. If
15 anybody wants to speak, all they have to do is grab
16 my arm and I'll be right back in here and we'll
17 begin the process again.

18 (Recess taken.)

19 THE HEARING OFFICER: All right, we're back
20 in session, and Mr. Flanagan, F-l-a-n-a-g-a-n?

21 MR. JAMES FLANAGAN: That's correct.

22 THE HEARING OFFICER: You're up.

23 MR. JAMES FLANAGAN: Good afternoon.

24 THE HEARING OFFICER: Good afternoon.

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Comment	Response
Flanagan 1	Please see topical response G-1.

563

1 MR. JAMES FLANAGAN: My name is James
 2 Flanagan. I live in Oak Park, Illinois. I operate
 3 businesses in Oak Park, Chicago and Naperville. I'm
 4 married and I have three children.

5 I've lived within ten minutes of the
 6 airport, within ten miles of the airport, my whole
 7 life. And I am thankful that the resources to build
 8 and maintain this world-class airport were important
 9 enough to those who made the sacrifices initially,
 10 and I think that we should continue to support and
 11 maintain the airport.

12 I believe that convenient air travel is
 13 critical to the success of our communities and, more
 14 importantly, our quality of life. Reasonable
 15 sacrifices must be made to accommodate our
 16 communities and our future needs. I want to go on
 17 the record as supporting the proposed development
 18 and runway expansion project at O'Hare.

19 When I was coming here today, I started to
 20 try to think of some reasons that this wasn't a good
 21 idea, and I started to think about some ethical
 22 principles that I learned many years ago. And the
 23 first thing I thought of was utilitarianism, and
 24 that which produces the most good for the most

1

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Comment	Response
Flanagan 2	Please see topical response L-2.
Flanagan 3	Please see topical response M-2.

564

1 people should be moved forward.
 2 This clearly produces the greatest good for
 3 the greatest number of people. Kant's Categorical
 4 Imperative states that we must do -- we are
 5 compelled to do that which produces the greatest
 6 good. This expansion project clearly will help the
 7 millions of people that it has served so faithfully
 8 over the years.

9 If my house were in the way of the airport,
 10 then I hope that I would be reasonable enough to
 11 accept a fair price and step aside for the benefit
 12 of all the people.

13 And so again I just want to say that I
 14 fully support this project and believe that it's the
 15 right thing for us to do.

16 Thank you.

17 THE HEARING OFFICER: Thank you,
 18 Mr. Flanagan.

19 (Audience reaction.)

20 THE HEARING OFFICER: Let's call a couple
 21 other names as long as we're on the record.

22 Rosalba Lopez?

23 Rick Anderson?

24 Mike Kerr?

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2

3

565

1 Norvis Huevo?

2 Andrew Lee?

3 Bob Lock?

4 Well, Bob's not supposed to testify till 6,
5 so we'll take another short break.

6 (Recess taken.)

7 THE HEARING OFFICER: We have Manny

8 Sanchez, S-a-n-c-h-e-z.

9 MR. MANNY SANCHEZ: Correct.

10 THE HEARING OFFICER: And Mr. Sanchez,
11 would you like to make a few comments?

12 MR. MANNY SANCHEZ: I would, thank you.

13 First of all, I want to thank the body for
14 giving folks like myself a chance to speak about the
15 O'Hare Modernization Program. My name is Manny
16 Sanchez, as you know. I am a businessman. I've got
17 a law firm in Downtown Chicago, in Cook County, and
18 I happen to have the privilege of living in DuPage
19 County. So I cover both counties.

20 And as a businessman and as a resident, I
21 have the benefit of the O'Hare Airport and the
22 services that it provides to me as a businessman and
23 as a family person, a recreational flier.

24 I've been on trial since January 17th, but

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Comment	Response
Sanchez 1	Please see topical responses G-1 and M-2.
Sanchez 2	Please see topical response C-1.
Sanchez 3	Please see topical response A-2.

566

1 I insisted on coming out here on this last day of
 2 public testimony because I thought it was very, very
 3 important at least to speak on behalf of, in favor
 4 of the O'Hare Modernization Program.

1

5 I am a frequent business flier and,
 6 frankly, I also believe in a lot of recreation, so I
 7 like to take my family to different parts of the
 8 country, and I like to use the airport. And
 9 unfortunately, during the last eight to ten years, I
 10 mean, the delays and the other problems that we've
 11 all incurred as travelers, both recreationally and,
 12 more frustratingly, as a businessperson, have become
 13 increasingly worse. And so when I saw this
 14 opportunity -- at least I view the modernization
 15 program as an opportunity to improve our airport,
 16 the economic engine for this region -- I wanted to
 17 leave the courtroom in Chicago to come here to speak
 18 in favor of it.

2

19 The sooner we begin, in my view,
 20 construction of this expansion and improvement, the
 21 sooner we as residents and business travelers will
 22 realize the tremendous benefits of the O'Hare
 23 Modernization Program.

3

24 I don't have to remind you that the lion's

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Comment	Response
Sanchez 4	Please see topical response G-1.
Sanchez 5	Please see topical response B-1.

567

1 share of businessmen and women like myself in the
 2 Chicagoland area have appreciated for a long time --
 3 even though it's involved and engendered a lot of
 4 political discourse, the fact of the matter is
 5 nobody in the Chicagoland business community that
 6 I'm familiar with denies the economic engine that
 7 the O'Hare Airport and the region provides to all of
 8 us. And we need to -- we can't jeopardize that
 9 engine. We need to feed it rather than to starve
 10 it. And I think that this program goes a long way
 11 to do just that.

12 No one denies the import of the job
 13 opportunities that will be created by this program
 14 and the billions of dollars that it will add to our
 15 economy. I don't know the amount of money that it
 16 will save air passengers and airlines, but I suspect
 17 that if we can improve this situation and reduce the
 18 delays, that there will be hundreds of millions of
 19 dollars in savings for passengers and for the
 20 airlines, which are struggling, as we all know.

21 I've been to Atlanta and I've had the
 22 personal opportunity to see the economic advantages
 23 that the residents and the employees in the Atlanta
 24 area and the kind of growth that they are now

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4

5

Comment	Response
Sanchez 6	Please see topical responses G-1, M-4 and M-5.

568

1 experiencing, and who knows the benefits that
 2 they've already experienced and the ones that they
 3 will experience in the future. I think they are
 4 enormous.

5 And I am not a believer in follow the
 6 leader, but I'll tell you what, Atlanta has already
 7 set a new paradigm, and we can't lose the status
 8 that we've had my entire adult livelihood, which is
 9 O'Hare is the economic engine not just for the
 10 Chicagoland area but for this USA and indeed
 11 probably for North America. It's the crossroads.
 12 And we can't afford to let it decline. I think
 13 we've got to expand capacity, we've got to improve
 14 the situation, and we've got to continue to have
 15 people across the United States recognize that
 16 Chicago and O'Hare Airport and this region needs to
 17 be modernized, and I think this program is the
 18 panacea. And I speak very, very much in support of
 19 it. And I thank you very much for giving me an
 20 opportunity to do just that.

21 THE HEARING OFFICER: Thank you,
 22 Mr. Sanchez.

23 (Audience reaction.)

24 THE HEARING OFFICER: I am going to run

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6

569

1 through a few names here. We are going to call the
2 following names, see if there are any speakers that
3 want to speak before we take a short break for a
4 sandwich.

5 Rosalba Lopez?
6 Rick Anderson?
7 Mike Kerr, K-e-r-r?
8 Norvis Huevo?
9 Andrew Lee?
10 Ian Main?
11 I think Ian decided to wait until 6 o'clock
12 I think he told me.

13 Bob Lock?
14 Well, is there anyone who is in the
15 audience who is registered to speak who would like
16 to speak before we take this break? If anyone would
17 like to speak now.

18 MR. RONALD LORIS: I'm not registered. I
19 could register, but if you have no speakers, I could
20 speak.

21 THE HEARING OFFICER: If you promise me
22 that you will register after you speak, because we
23 need to keep a tally of everybody who is here. It's
24 right outside the door.

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Comment	Response
Loris 1	Please see topical responses D-2 and G-4.

570

1 MR. RONALD LORIS: Sure.

2 THE HEARING OFFICER: Then why don't you

3 come on up. Tell us your name.

4 MR. RONALD LORIS: Ronald Loris, L-o-r-i-s.

5 THE HEARING OFFICER: Okay, Mr. Loris.

6 MR. RONALD LORIS: And I live at 7633 West

7 Kedzie in Niles.

8 THE HEARING OFFICER: Okay. Go ahead.

9 MR. RONALD LORIS: And I came here mainly

10 because I own property that's being confiscated, or

11 condemned, if you want to call it that. It's being

12 taken away from me to build this airport. I am

13 right in one of the flight patterns. But it's

14 investment property with me. I don't live in this

15 property that's going to be confiscated in the name

16 of a greater Chicago. And it's Bensenville

17 property. It's DuPage County property. No part of

18 it is in Chicago. But I'm being told that it's

19 going to be taken away no matter what happens. I

20 came here to see how it was going to be taken away,

21 what they were going to do with that property.

22 When I came here and I checked into the

23 configurations of the runways, unbeknownst to me,

24 and I've been following this in the paper, that

1

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Comment	Response
Loris 2	Please see topical response B-5.
Loris 3	Please see topical responses D-1 and D-2.

571

1 these runways that they are adding, it's just one
 2 extra runway. It's going to be running pretty much
 3 over Morton Grove and Niles.

2

4 Now, what effect that's going to have is a
 5 whole lot of extra takeoffs and landings much, much
 6 closer to where I live. It's one thing when it's
 7 rental property, but it's another thing when you're
 8 taking off and landing over the house that I'm
 9 living in.

10 Now, I used to live, 25, 30 years ago, in
 11 Park Ridge, right next to the Kennedy Expressway,
 12 and I had a home that was in Park Ridge and it was
 13 near Cumberland. And when I first bought -- it was
 14 actually a joke. They later made a movie out of a
 15 similar situation, because when the planes would
 16 take off and land, all the dishes would rattle, the
 17 windows would shake, and if I washed my car in the
 18 morning at 10 o'clock, by 2 o'clock it was covered
 19 with soot from the planes landing. And I used to
 20 make a joke that there were tire tracks from the
 21 airplanes on my roof; they came in so low. I used
 22 to wave at the pilots because you could almost see
 23 their faces. Well, I don't want that happening in
 24 Morton Grove and Niles. And that's going to happen.

3

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Comment	Response
Loris 4	Please see topical responses A-3 and B-5.
Loris 5	Please see topical response G-1.
Loris 6	Comment noted.

572

1 And these people in Morton Grove and Niles,
 2 we received no notice of this, that this runway is
 3 going to be parallel and coming in within a mile of
 4 Dempster Avenue, the takeoffs and landings. These
 5 people should be notified because you'd have a much
 6 bigger crowd here than you have right now, because
 7 right now all we really seem to have here is --
 8 we've got a lot of unions. They're going to have
 9 jobs for about 12 months. And we've got a lot of
 10 contractors. And they're going to make a lot of
 11 money making contracts with the City and the FAA and
 12 whoever else is going to be confiscating the land.
 13 So I think most of the people that are for
 14 this are all people -- just like, I hate to say it,
 15 why wars are started, for money. That this deal, if
 16 it gets through, it's going to be for money.
 17 And I know we're here today for the
 18 environmental impact. Well, the environmental
 19 impact, you don't have to be a rocket scientist.
 20 It's going to be horrible in the northwest suburbs
 21 and the northwest city of Chicago.
 22 Now, it's a tradeoff. You're going to be
 23 building more runways, having more planes come in,
 24 you're going to be having way, way, way more

4

5

6

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Comment	Response
Loris 7	Please see topical responses D-1, D-3 and E-1.
Loris 8	Please see topical responses A-3 and B-5.
Loris 9	Please see topical responses E-1 and G-2.

573

1 pollution and you're going to have way, way, way
 2 more noise. And the way it's coming in, you're
 3 going to have to do what they probably did in
 4 Bensenville. A lot of these houses are going to
 5 have to be reinsulated for noise, and people are
 6 going to have to do what I used to do when I lived
 7 in Park Ridge, keep your windows closed, because the
 8 pollution is so bad you don't want to breathe that
 9 air.

7

10 Now that I'm here and I went back into the
 11 other room and I saw for the first time that they
 12 are planning a runway within ten blocks of my
 13 existing residence, I am surprised. I am surprised
 14 that people weren't notified by newspaper, media and
 15 fliers. These people are going to be affected by
 16 this. And if they knew what you were doing here,
 17 there would be, like I said, way more people coming
 18 here. This is almost like this is a little hidden
 19 thing. I mean, this should be publicized a little
 20 bit more because you're affecting a lot of people.
 21 It's going to depreciate property values, and the
 22 areas where the flights are taking off and landing,
 23 that's going to make it much more unhealthier for
 24 the people living in those areas.

8

9

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574

1 Now, I read a federal statistic about a
2 year ago that if you live within four blocks of an
3 expressway, you're like 75 percent more likely to
4 develop a lung condition. Now what about people
5 that live real, real close to an airport, where I
6 think the pollution is way worse from the jet
7 airplanes than it is from the cars going by on the
8 expressway? I mean, I never read any statistics,
9 but I'm sure that it's very, very unhealthy.

10 They had another article in the paper --
11 and I just know what I read in the papers. There is
12 a condition in Chicago in the last six months. It's
13 in the air. It's not just pollution; there's
14 particles. It's like a sandy grain that we're
15 breathing. You can say this is from the diesel
16 trucks. Then I think they should stop. Maybe it's
17 from the airplanes. But they claim in the paper
18 that no one can figure out why we've got this grainy
19 condition in the air.

20 I know for the last five or ten years --
21 and I work downtown, and everybody has their windows
22 closed downtown because we all have central air.
23 But I'm in an old building right across from City
24 Hall, and if I open my window one inch during the

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Comment	Response
Loris 10	Please see topical responses E-1 and E-3.
Loris 11	Please see topical response A-3.
Loris 12	Please see topical responses A-1, A-3, and M-1.

575

1 beginning of the day, by the end of the day I have a
 2 film of dust, sand on the papers on my desk. What
 3 that tells me is 12 months out of the year, even in
 4 cold weather, it tells me that there is pollution in
 5 the air that's grainy sand. And I have known about
 6 it for five or ten years. The newspapers say they
 7 have only noticed it for six or nine months. But
 8 that's got to be from the airplanes. I mean, the
 9 cars aren't spewing out sandy grain. It's from the
 10 diesel trucks, could be from airplanes, and it may
 11 be from some of the polluters in Gary, Indiana and
 12 who knows where else. But this airport is going to
 13 contribute to that.

10

14 What I'm saying is these hearings are too
 15 quiet. You didn't advertise them enough. You've
 16 got too many people that are being affected. From
 17 what I've seen, what you're trading off is money.
 18 Money is for -- immediately it's for a handful of
 19 people, the people that are going to build the
 20 airport, it's for the airlines. And that's supposed
 21 to trickle down, the trickle-down effect. That's
 22 supposed to trickle down to the whole economy to
 23 create jobs. Maybe, maybe not. Certainly not if
 24 there's more airplane hijackings; people are going

11

12

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Comment	Response
Loris 13	Please see topical response G-1.
Loris 14	Please see topical response B-1.
Loris 15	Please see topical responses E-1 and G-1.
Loris 16	Please see topical responses E-1 and G-1.

576

1 to fly less. It's not going to trickle down to
2 anybody else.

13

3 Right now my understanding is the airports
4 are not running at capacity anyway. The question
5 is, why do we need this? Well, to make jobs, I
6 guess. The jobs for the unions. And hey, far be it
7 from me that a union guy shouldn't work, but don't
8 destroy the northwest suburbs and the Northwest Side
9 of Chicago to make a buck, guys. I mean, all of the
10 union laborers.

14

11 I see a Teamsters truck out there. I'm
12 wondering if it's part of this. The unions are so
13 anxious to get these jobs going. Are we in such a
14 situation that we're going to start destroying the
15 environment in the northwest suburbs to make some
16 jobs? Again, guys, aside from the airlines, these
17 jobs are temporary, 12 to 24 months. I assume that
18 these runways are going to be done in 24 months. So
19 to make these jobs for these unions, are we going to
20 have that bad of an impact?

15

21 I mean, I'm not an expert, but I can tell
22 you, it's going to be much healthier in the
23 northwest suburbs if you expand this airport. And
24 the tradeoff is health for some more jobs.

16

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Comment	Response
Loris 17	Comment noted.
Loris 18	Please see topical responses B-2 .
Loris 19	Please see topical responses D-1 and E-1 .

577

1 This airport is not going to cause the
 2 economy of Chicago to double. I mean, you got stuff
 3 can come in by trucks, it can come in by railroads.

17

4 If you need another airport, gentlemen, I
 5 mean -- again, hey, I know nothing about airports,
 6 but it seems to me like Lake County would be a place
 7 where they need an airport. That's where expansion
 8 is. Then you run a fast tram or train from nearby
 9 Lake County to here. Build an airport out there.

18

10 But I have been living around this airport
 11 all my life. I've lived within five miles of this
 12 airport my entire life, and I'm over 35 years old
 13 and practicing law for 36 years. And it's noisy,
 14 it's polluting. It's nice when you want to grab a
 15 plane to Florida. Hey, yeah. But let's not let
 16 this thing get out of hand, because now you're
 17 creating a monster that's going to do as much damage
 18 as good. I mean, you're going to start -- you got
 19 too much pollution, you got too much noise, and
 20 enough is enough already. This thing is as big as
 21 we want it to get.

19

22 I don't think that you should build any
 23 more runways, I don't think you should -- I was
 24 making a joke with my friends. I said, "They ain't

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Comment	Response
Loris 20	Please see topical responses G-4, M-1 and M-7.
Loris 21	Comment noted.
Loris 22	Please see topical responses A-3.

578

1 taking my land. I'll get my gun." But hey, take my
 2 land. Give me a good price for it. Don't steal it
 3 from me. And that's what I'm telling the City of
 4 Chicago.

20

5 And the way I feel about the airport, I'm
 6 like everybody else, if it doesn't affect me, I
 7 don't care. But right now it's affecting me with
 8 this new runway, the northmost runway that's going
 9 to run east and west. And you should notify --
 10 there should be a letter going out to these people
 11 in Morton Grove and Niles and Skokie. They should
 12 be here. Because I see no people here that live in
 13 this area. People are getting off work. It's 20 to
 14 6. I bet we have some contractors here. I'm sure
 15 we have a few newspaper or TV reporters, a lot of
 16 people from the FAA, people that are being paid to
 17 be here or are going to make money from being here.
 18 There should be more people that are going to be
 19 affected by the -- impact the environment. And they
 20 aren't here because they haven't been notified.

21

21 I don't mean to put down this committee,
 22 this hearing, but you haven't given enough notice to
 23 the people in these areas. They have no idea what's
 24 going on.

22

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Comment	Response
Loris 23	Please see topical responses B-2 and M-1.

579

1 THE HEARING OFFICER: 15 seconds. Only
2 because --
3 MR. RONALD LORIS: I only know what I read
4 in the papers. I've said I think it's being
5 overexpanded too much. Go to Lake County for health
6 reasons. If you are going to take my land, take my
7 land, but don't destroy the house I'm living in too.
8 It's overexpansion and it's going a little bit too
9 far.
10 And the gentlemen that are here that are
11 testifying, from what I've heard, they are all
12 testifying for money. Wars start for money, and I
13 guess this airport is being built for money. The
14 whole idea is money, money, money. It's like a
15 friend says, it makes the world go around. But you
16 got to stop somewhere. Build another airport
17 somewhere else.
18 Thanks.
19 THE HEARING OFFICER: Okay, thanks,
20 Mr. Loris.
21 Mr. Loris, do me a favor, see Kevin and
22 sign up -- he's got the sheet -- just so we make
23 sure you're of record. Thanks.
24 THE HEARING OFFICER: Sue Beaumont?

23

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Comment	Response
Beaumont 1	Please see topical response F-5.
Beaumont 2	Please see topical response B-2.

580

1 MS. SUE BEAUMONT: They told me 6:40.
 2 THE HEARING OFFICER: Well, we are going to
 3 move you ahead a little bit if you would like to
 4 speak now.
 5 MS. SUE BEAUMONT: I would like to speak
 6 now. Thank you very much.
 7 THE HEARING OFFICER: All right. That's
 8 Beaumont, B-e-a-u-m-o-n-t.
 9 MS. SUE BEAUMONT: Thank you for your time.
 10 I appreciate it.
 11 I am not here -- I don't want to shut down
 12 O'Hare Airport, and I don't think anybody else does.
 13 I just don't want the traffic, both air and ground,
 14 to increase.
 15 The arguments that I have heard are we need
 16 a larger airport to decrease delays. The answer I
 17 see is to build a third airport to pull some of the
 18 traffic from O'Hare, thereby decreasing delays.
 19 Another argument is we need more jobs. The
 20 southern suburbs' need for more jobs far exceeds the
 21 northwest suburbs' need for more jobs. Building a
 22 new airport or increasing an airport, jobs are jobs.
 23 You know, they will both need people to build it.
 24 And I think the need down there is far more

1

2

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Comment	Response
Beaumont 3	Please see topical response B-2.
Beaumont 4	Please see topical responses D-1 and E-1.
Beaumont 5	Please see topical responses G-4 and I-1.
Beaumont 6	Please see topical responses B-2 and L-2.
Beaumont 7	Please see topical response K-2.

581

1 desperate than what we have up here.

2 One of the arguments is that they will

3 install a Fly Quiet Program at night. And we could

4 appreciate that. But what about the air pollution

5 that is associated with airplanes? It has nothing

6 to do with the noise. By installing a Flight Quiet

7 Program, that would put more planes, pollution and

8 noise in the air during the day when people are

9 outside trying to enjoy themselves. So I don't

10 see -- I see that as possibly a benefit, but not the

11 solution that would make me happy.

12 O'Hare is a landlocked area. By expanding

13 the airport, homes, businesses and even cemeteries

14 will need to be displaced.

15 Now, I have nothing against soybeans and

16 corn, but to build a third airport in Peotone, it

17 would be much easier to displace fields than

18 people's lives.

19 I've heard reports that with the expansion

20 plan, the safety of operations may possibly be

21 jeopardized. A new airport could be constructed

22 with proper safety measure in mind rather than the

23 make-due situation that I feel is being installed

24 with the expansion program.

3

4

5

6

7

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Comment	Response
Beaumont 8	Please see topical response J-2 and K-2.
Beaumont 9	Please see topical response B-2 and M-1.

582

1 Security is also an extremely important
 2 issue in this country since September 11th. O'Hare
 3 once again has had to install a make-do situation to
 4 rework their terminals to comply with the safety
 5 that's now required. By building a new airport,
 6 those safety measures could be thought of as they
 7 are building the terminals and it will be far more
 8 convenient and I feel far more secure.

8

9 The only problem I see with the expansion
 10 of O'Hare versus a third airport in Peotone is that
 11 Peotone is not in Mayor Daley's pocket. I just
 12 don't feel that the quality of life of so many
 13 people should be compromised for the financial gain
 14 of a political party.

9

15 And I thank you for your time.

16 THE HEARING OFFICER: Okay, thank you,
 17 Mrs. Beaumont.

18 The court reporter and I are going to take
 19 a few minutes to grab a sandwich. We'll be back.

20 Just let me call these names to see if any
 21 of these people showed up. These are the people
 22 that I have listed who wanted to speak before
 23 6 o'clock.

24 Rosalba Lopez?

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583

1 Rick Anderson?
2 Mike Kerr?
3 Norvis Huevo?
4 Andrew Lee?
5 Okay, we're going to take a few minutes.
6 We'll reconvene at 6 o'clock.
7 (Recess taken.)
8 (Change of court reporters.)
9
10
11
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13
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21
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23
24

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584

1 THE HEARING OFFICER: All right, it's 6:00.
2 We're going to reconvene and call a few names, see if
3 some people have showed up that we were waiting for.
4 Let me run through these. Rosalba Lopez, Rick
5 Anderson, Mike Kerr, Norvis Huezo, H-u-e-z-o, Andrew
6 Lee.

7 (No response.)

8 THE HEARING OFFICER: I have no response.
9 Let's see, we have -- how about Paul Johnson? Is
10 Mr. Johnson here?

11 MR. PAUL JOHNSON: Right here.

12 THE HEARING OFFICER: J-o-h-n-s-o-n?

13 MR. PAUL JOHNSON: That's correct.

14 THE HEARING OFFICER: You're speaking for
15 yourself or an organization?

16 MR. PAUL JOHNSON: I am speaking for myself
17 basically.

18 My name is Paul Johnson. The main
19 reason I came here is it's -- basically the
20 development of O'Hare Field is going to happen. It
21 looks like it's going to happen --

22 THE HEARING OFFICER: Hold on, Paul, we don't
23 have your mike on. Okay.

24 MR. PAUL JOHNSON: I'll start again. My name

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Comment	Response
Johnson 1	Comment noted.
Johnson 2	Comment noted.
Johnson 3	Please see topical response C-1.

585

1 is Paul Johnson. I'm a citizen that lives in the
2 area.

1

3 Basically I came here to just speak
4 to the fact of I moved into this area in 1965. I was
5 ten years old. We moved into Edison Park, and to see
6 what O'Hare did to this area -- at that time, it was
7 mostly farmland north of where I live, and to see how
8 the area grew and developed due to the fact that there
9 was a major airport in the area, it was amazing to
10 watch. It brought in the CTA, city transportation, it
11 brought the "L" extension all the way out this way, it
12 took real estate properties in the area and it
13 increased their value tremendously.

2

14 On a personal level, it made a
15 convenience for me living this close to the airport to
16 go basically anywhere in the world that I chose to
17 within a few minutes, and I've taken big advantage of
18 that.

3

19 When I look at the Kennedy Expressway
20 and the entrance on the east side of the airport
21 coming into it, there's been a lot of congestion in
22 recent years, and I think opening the other side of
23 the airport on the DuPage side is going to alleviate a
24 lot of that and give us a chance to see some of that

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Comment	Response
Johnson 4	Please see topical response F-5.
Johnson 5	Please see topical response D-1.
Johnson 6	Please see topical response G-1.
Johnson 7	Please see topical response M-2.

586

1 traffic that used to come from the west side to the
 2 east, it's going to change.

4

3 I think some of the noise -- I've
 4 lived with it for almost 40 years. The noise in the
 5 area, it's going to change it because a lot of the
 6 airport runways are going to be east and west, they're
 7 going to be spread out. I think that's going to be a
 8 tremendous benefit.

5

9 Some of the businesses that are going
 10 to grow in this area due to the fact that they're
 11 opening that up, I think it's going to be a tremendous
 12 benefit.

6

13 And I just want to state for the
 14 record that as a concerned citizen and as a person
 15 who's grown up and lived in this area, that it's a
 16 benefit, and I want to speak from the people that
 17 believe that this is beneficial and that this does
 18 need to go forward.

19 I want to continue to be able to go
 20 to the Caribbean any time I choose, and I like having
 21 my airport close by. And that's all I really have to
 22 say, thank you.

7

23 (Audience reaction.)

24 THE HEARING OFFICER: Thank you, Mr. Johnson.

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Comment	Response
Lock 1	Comment noted.

587

1 Let's see here, how about Ian Main,

2 M-a-i-n, Mr. Main.

3 (No response.)

4 THE HEARING OFFICER: How about Bob Lock?

5 MR. BOB LOCK: Here.

6 THE HEARING OFFICER: You're Mr. Lock,

7 L-o-c-k?

8 MR. BOB LOCK: Yes. I appreciate the

9 opportunity, thank you.

10 As you said, my name is Bob Lock. I

11 am a ten-year resident of the area, father of three.

12 I'm an attorney, moved to this area after having grown

13 up in Rogers Park, knowing that the airport was a

14 significant part of the community out here and knowing

15 full well what the impacts of the airport would be.

16 And I'm in the process of raising

17 three children here, sending them to the schools, the

18 parks, various other activities around the community.

19 And as I look at the proposed airport modernization

20 project, I'm exceedingly pleased and impressed with

21 the fact that the City has taken what appears to be

22 considerable effort to appease as many of the

23 constituencies as possible and particularly with

24 respect to the environmental impacts, taking note of

1

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Comment	Response
Lock 2	Please see topical responses D-1 and H-1.
Lock 3	Please see topical response D-1.
Lock 4	Please see topical response C-1.
Lock 5	Comment noted.

588

1 the impacts on things like wetlands and the increase
2 in noise levels in particular areas.

2

3 And my area is one of the areas that
4 will be impacted the most severely with respect to
5 noise from the airport Modernization Program, however,
6 I've got to tell you, having lived here for ten years,
7 I don't even notice it, and there are very, very few
8 times through the course of any given year where it
9 ever even impacts upon my life or causes me to stop
10 and take notice that I live as close as I do.

3

11 And, echoing the sentiments of the
12 gentleman that preceded me, one of the things that I
13 can say is that having the airport here makes this
14 area the most convenient of any area that I could ever
15 think to live in. As a result of the airport, we have
16 major thoroughfares that all coalesce around the
17 airport. I can get to Milwaukee in an hour, I can get
18 to Gary, Indiana in an hour, I'm ten minutes to
19 O'Hare, I'm fifteen minutes to Downtown.

4

20 As I said, I'm an attorney, so I do a
21 lot of work in the Daley Center. I have access to the
22 Blue Line that takes me right underneath the Daley
23 Center and makes my life incredibly convenient.

5

24 From a personal and community

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Comment	Response
Lock 6	Please see topical response G-1.

589

1 perspective, one of the things that impresses me about
 2 the planned expansion and modernization of the airport
 3 is that I've already seen the impact, the positive
 4 impact that the airport has had on our community.
 5 Friends, family, neighbors, members of my parish
 6 community and community at large have at different
 7 times lost employment in various sectors, particularly
 8 in the technology sector. Many, if not most, of those
 9 people have found replacement opportunities in
 10 employment at the airport, and I believe that the
 11 expansion is going to provide even more opportunities
 12 in that light.

13 And so, for those reasons, I
 14 wholeheartedly support the modernization. Thank you.

15 (Audience reaction).

16 THE HEARING OFFICER: Thank you, Mr. Lock.
 17 Let's see here, how about Robert Crawford, Bob
 18 Crawford?

19 (No response.)

20 THE HEARING OFFICER: Bill is it Baltutis,
 21 B-a-l-t-u-t-i-s?

22 MR. BILL BALTUTIS: Yes. I have some written
 23 (tendering document).

24 THE HEARING OFFICER: You want this included

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6

Comment	Response
Baltutis 1	Comment noted.
Baltutis 2	Please see topical responses G-1 and M-4.

590

1 in the record?

2 MR. BILL BALTUTIS: Yes, but I'll read it off.

3 THE HEARING OFFICER: I'll give it to the
4 court reporter, she'll keep it with the official
5 transcript.

6 MR. BILL BALTUTIS: My name is Bill Baltutis.
7 I'm the Executive Director of a business association
8 called TMA of Lake-Cook.

9 This letter is to provide support of
10 testimony regarding the Environmental Impact Statement
11 recently issued by the O'Hare Airport expansion and
12 modernization.

13 The TMA of Lake-Cook is a business
14 association whose mission is to improve and enhance
15 transportation mobility in Cook and Lake Counties.
16 Our memberships includes over 60 major businesses,
17 representing over 30,000 employees.

18 Business members such as Allstate and
19 Baxter and others that are located in this region
20 depend upon a viable O'Hare Airport for business
21 travel and good movement. A viable O'Hare Airport is
22 also an important economic component for the
23 northeastern Illinois region and a critical part of
24 the nation's aviation systems.

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1

2

Comment	Response
Baltutis 3	Please see topical responses C-1 and M-4.
Baltutis 4	Please see topical response B-1.
Baltutis 5	Please see topical responses A-2 and B-1.
Baltutis 6	Please see topical response B-5.

591

1 Flight delays continue to plague
 2 operations at O'Hare. Last year, O'Hare ranked last
 3 among all major airports in on-time performance. If
 4 these lags continue, customers and businesses will
 5 seek alternative markets, which will negatively impact
 6 the northeastern Illinois region.

3

7 A modernized O'Hare Airport, as
 8 proposed by the ES, will significantly reduce delays
 9 as well as provide significant economic development
 10 for the region by bringing over 200,000 jobs to the
 11 airport and the people using the airport.

4

12 For all these reasons, decreased
 13 delays, improved airport efficiency, expanded economic
 14 development for northeastern Illinois, TMA urges the
 15 FAA to issue its record of decision to enable O'Hare
 16 to reach its full operating capacity in the U.S. and
 17 international aviation system.

5

18 I also say after reviewing the
 19 exhibits out there, which are quite quite extensive, I
 20 think the Alternative C looks like the best. I think
 21 that the City is looking at that also, although in
 22 terms of the most efficient and least impact on the
 23 area. So I think that's a good way to go. So thank
 24 you very much.

6

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1 (Audience reaction.)
2 THE HEARING OFFICER: Thank you, Mr. Baltutis.
3 We'll try these one more time here. Rosalba Lopez,
4 Rick Anderson, Mike Kerr, Norvis Huezo, H-u-e-z-o,
5 Andrew Lee, Robert Crawford, Robert Crawford, Ian
6 Main, Ian Main, Becky Strahowski, Chris Bowers, Robert
7 Wengel.
8 (No response.)
9 THE HEARING OFFICER: Don Hermanson.
10 MR. DON HERMANSON: Here.
11 THE HEARING OFFICER: Tom Fox.
12 (No response.)
13 THE HEARING OFFICER: Mr. Hermanson,
14 H-e-r-m-a-n-s-o-n?
15 MR. DON HERMANSON: Yes, sir.
16 THE HEARING OFFICER: Okay, Mr. Hermanson, you
17 can come right to this mike.
18 MR. DON HERMANSON: Thank you, I appreciate
19 that.
20 Good evening. Before I get started,
21 my name is Don Hermanson. I've lived in the northwest
22 area for the better part of my life, and you can see
23 I'm rapidly approaching 30 years of age, so I've been
24 here quite awhile. Mr. Chairman, I have a question,

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Comment	Response
Hermanson 1	Please see topical response A-1.
Hermanson 2	Comment noted.

593

1 if you don't mind.

2 THE HEARING OFFICER: Go ahead.

3 MR. DON HERMANSON: Looking at the limited size

4 of the audience here and the long spreadout, 2 o'clock

5 to 9:00 o'clock in the evening, where do our comments

6 go to? Excuse my ignorance, please.

7 THE HEARING OFFICER: That's okay, no

8 problem. All of the testimony, whether it is oral or

9 written and whether it's given here in this public

10 room or whether it's given in one of the private rooms

11 to a court reporter, all gets put together by these

12 court reporters into a transcript that will then be

13 furnished to the FAA.

14 MR. DON HERMANSON: I see, thank you very much.

15 Because my statements are directed to, actually, the

16 citizens of Park Ridge and the advantages I have of my

17 feel of living in the area, so they will be able to

18 interpret that, hopefully, as a positive.

19 THE HEARING OFFICER: Okay.

20 MR. DON HERMANSON: And keeping with what

21 Mr. Johnson had said about when he first moved out in

22 this area that there was a lot of farmland, when I was

23 going to school in 19 -- in '56, '57, '58, I drove a

24 Yellow Cab part-time, one of the great experiences in

1

2

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594

1 my life. And I'd be afraid to do it today, to be
 2 honest with you, but it used to take longer to get
 3 from Midway Airport, which at that time was the
 4 busiest airport in the world -- it took longer to get
 5 from Midway Airport to O'Hare by taxi than it did to
 6 get from New York to Chicago by air. But at that
 7 time, as Mr. Johnson said, there was nobody here.
 8 The airport brought the people here,
 9 created the economic engine and the motivation to move
 10 out in these corn fields, if you will. So the airport
 11 was here first. It, actually, for those of you who
 12 don't know, was a Boeing aircraft plant during World
 13 War II.
 14 And speaking of Boeing, that airport
 15 is one of the reasons that Boeing came to this part of
 16 the country. Sadly, Meigs Field was the other one so
 17 their small corporate planes could land Downtown, but
 18 so that their clientele could come and go at O'Hare
 19 was one of the reasons they moved out here.
 20 Again, I'm here today to speak about
 21 the pluses of living in Park Ridge as a very close
 22 neighbor of the airport. As we know, Park Ridge has
 23 great transportation accessibility, commuter trains,
 24 FACE, CTA buses, the "Elevated" right across the

3

4

5

Comment	Response
Hermanson 3	Comment noted.
Hermanson 4	Please see topical responses G-1 and M-4.
Hermanson 5	Please see topical response M-6.

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1 Kennedy Expressway, easy access to the major highways,
 2 excellent school system, community services, some of
 3 the best hospital and medical centers in the country,
 4 churches of all denominations, an excellent library
 5 system, good shopping, sports facilities, great park
 6 district, restaurants, excellent entertainment,
 7 et cetera, et cetera. Yes, we pay high taxes, but we
 8 consider it worthwhile for the benefits we get.

6

9 Now, the people living in Park Ridge
 10 or the people who live in Park Ridge, many fly in and
 11 out of O'Hare frequently. And it's amazing too, we're
 12 here talking about Park Ridge and the controversy over
 13 the airport -- I'm President of the 20th Century
 14 Railroad Club and quite a rail buff. A hundred years
 15 ago, people were hollering like hell, excuse me, when
 16 the Northwestern Railroad came into town, and that had
 17 a big bearing on building this whole northwest area,
 18 if you will, downtown Park Ridge, et cetera,
 19 et cetera. It's in the book, believe me, they had
 20 controversy at that time, they didn't want steam
 21 engines coming through and all the noise and
 22 everything they made.

7

8

23 But, yes, again, we pay high tax, but
 24 we consider it worthwhile for the benefits we get.

9

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Comment	Response
Hermanson 6	Comment noted.
Hermanson 7	Please see topical response C-1.
Hermanson 8	Comment noted.
Hermanson 9	Comment noted.

596

1 Now, the business people who live in Park Ridge, many
 2 fly in and out of O'Hare frequently. O'Hare Airport
 3 is a major convenience and necessity to keep the area
 4 vital.

10

5 O'Hare must be updated to keep pace
 6 with the expanding airline industry, to decrease
 7 congestion and lessen ever increasing delays
 8 throughout the country since O'Hare is a major hub and
 9 transfer point.

11

10 We have all read and know that delays
 11 at O'Hare affect air transportation everywhere. If
 12 other airports are allowed to overtake O'Hare,
 13 businesses and the people who work for those
 14 businesses will relocate also.

15 Once the big businesses and their
 16 people leave the area, the smaller businesses will
 17 suffer. Taxes foreveryone will have to be increased
 18 to support the services that we now enjoy. So I
 19 honestly feel the residents of Park Ridge would be
 20 foolish not to support the expansion of O'Hare.

12

21 And we're very fortunate. I've
 22 worked all my life to afford the lifestyle that my
 23 wife and I are enjoying right at this point in our
 24 life. I grew up on the northwest side of the city,

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Comment	Response
Hermanson 10	Please see topical responses C-1 and M-4.
Hermanson 11	Please see topical response B-1.
Hermanson 12	Please see topical responses G-1 and M-4.

Comment	Response
Hermanson 13	Please see topical response D-1.
Hermanson 14	Comment noted.

597

1 and we came out here. We now have a swimming pool in
 2 the backyard. My wife, my child bride, is retired.
 3 She lied about her age so she was able to retire
 4 young, but the -- I don't want to face any anger when
 5 I get down from here when I get through from here.
 6 But she lays in the backyard with it, she loves the
 7 swimming pool, and it's one of the joys of our
 8 retirement. And when the planes come over, it's
 9 just -- it's a non-problem. It's the cost of doing
 10 business today. She'll stop her conversation for a
 11 second or two, a minute or two, and then right back at
 12 it.

13

13 As far as convenience, I can be from
 14 my office at 600 West Washington Boulevard -- in the
 15 non-rush-hour driving, I can be -- from Washington
 16 Boulevard from the time I pull onto the Kennedy, I can
 17 pull off at Cumberland in 20 minutes. Now, granted,
 18 that's not the rush hour, but the convenience in the
 19 off hours to be 20 minutes away from the quality of
 20 life that exists in this area is fantastic.

14

21 And the airport was here first,
 22 everything that was established around the airport,
 23 and now it's -- why do you think they're fighting so
 24 hard to bring this thing down to the south end? The

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Comment	Response
Hermanson 15	Please see topical response B-2.
Hermanson 16	Comment noted.

598

1 economic engine, the value of property will skyrocket
 2 down there, you can tell already on hints, just on
 3 ideas, just on gossip.

15

4 If people leave this area, the people
 5 that I'm talking about, business people and the people
 6 that are economically comfortable, if they move away,
 7 what are we going to do with the houses? To sell the
 8 houses, they're going to have to lower the price of
 9 the property. The people who move in are going to be
 10 of lesser economic comfort, and the prices are
 11 probably going to have to come -- go up to keep the
 12 services at the level that we enjoy today.

16

13 Another thing is, rather than fight
 14 this -- and I'm talking about Park Ridge again.
 15 Rather than struggle against it, I think it's time to
 16 get on the band wagon. If we look at Higgins Road
 17 from, well, the city limits -- excuse me, Park Ridge
 18 comes down to Higgins Road, and east of Dee Road to
 19 just west of Canfield, there's three hotels. One is
 20 on the south side of the expressway, two on the north
 21 side, but Higgins Road is the south borderline of Park
 22 Ridge. The city has put up three hotels in that area,
 23 not the city, but they have allowed permits for the
 24 hotels to be built, there's half a dozen good

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Comment	Response
Hermanson 17	Please see topical responses B-7, F-2, G-1 and M-4.
Hermanson 18	Comment noted.
Hermanson 19	Comment noted.

599

1 restaurants. It's time for Park Ridge to start
 2 thinking about the north side of Higgins and develop a
 3 corridor like Rosemont did on River Road, provide a
 4 shuttle service between the -- if we have any
 5 businessman here who travel, how would it be if you
 6 were able to come in, stay at a hotel on River Road
 7 and use the "L" to go Downtown and not have to pay the
 8 premium prices of a Loop hotel; and if there was a
 9 shuttle running that could run you to the Northwestern
 10 station to the CTA terminal at Cumberland, it would
 11 provide excellent service.

17

12 So I think it's time to quit moaning
 13 and think modernly, think -- you know, fear,
 14 discomfort -- fear -- things go bad, things break,
 15 that's inevitable. Things change. A lot of it is
 16 we-ain't-never-done-it-that-way mentality. But it's
 17 not how you fight the change, it's what you do with
 18 the change, to see it as an advantage and build on it.

18

19 And that's what I see between Park --
 20 I speak for Park Ridge -- well, I don't speak for Park
 21 Ridge. I speak for myself and my wife and my family
 22 as residents of Park Ridge, but I think it's time to
 23 get on the band wagon and make the best of it.

19

24 Also, with the conventions, Chicago

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Comment	Response
Hermanson 20	Please see topical responses G-1 and M-4.

600

1 used to be number one in conventions and tourism. At
 2 the beginning of the last governor's term, Governor
 3 Ryan, there was \$14 billion a year brought into the
 4 State of Illinois. Of that, 12 billion came in right
 5 through O'Hare Field.

6 Okay, you feel a lot of that.
 7 Believe me, the suburbs enjoy a lot of that money. It
 8 doesn't go strictly to Chicago, but there's \$12
 9 billion in tourism and conventions brought in through
 10 O'Hare Field. Now, I don't know where the break is
 11 between the tourism and the conventions, but right now
 12 we are number three. That's big money. I don't care
 13 how you cut it, that's big money, and we are number
 14 three. Now, when I say Chicago, it's not only a city,
 15 it's a way of life, a large community. We are number
 16 three in conventions behind Orlando, Florida and Las
 17 Vegas.

18 So if we don't start giving big
 19 business a close-in airport that works in the city
 20 that works, we're going to -- we're all going to lose,
 21 we're all going to lose. The experts, they being the
 22 Pilots Association and I understand the FAA, feel that
 23 O'Hare Field does have enough room in the expanded
 24 area that they're talking about to be an extremely

20

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Comment	Response
Hermanson 21	Please see topical responses G-1 and M-4.
Hermanson 22	Please see topical responses A-1, A-3 and M-5.
Hermanson 23	Please see topical responses G-1, M-4 and M-5.

601

1 safe airport.

2 THE HEARING OFFICER: Don, I --

3 MR. DON HERMANSON: Too much time?

4 THE HEARING OFFICER: I'll give you -- how

5 about this? I just want to check and see if we have

6 some other people that want to speak. You can come

7 back. Why don't you take another thirty seconds, and

8 if you have more to do after that, don't go too far

9 and I'll put you back on.

10 MR. DON HERMANSON: I've never been accused of

11 being a man of few words. Thank you very much, sir, I

12 apologize.

13 THE HEARING OFFICER: That's okay.

14 MR. DON HERMANSON: The conventions and

15 tourism, if we don't allow businessmen the opportunity

16 to come in in a good, safe manner, close in, we're

17 losing the bet.

18 So I thank you very much for your

19 time and your patience, and thank you, sir.

20 THE HEARING OFFICER: Thank you.

21 (Audience reaction.)

22 THE HEARING OFFICER: I didn't mean to cut you

23 off, Don. You can stick around and come back.

24 MR. DON HERMANSON: That's okay. My friends

21

22

23

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Comment	Response
Hermanson 24	Comment noted.
Doherty 1	Comment noted.
Doherty 2	Please see topical responses C-1, G-1 and M-4.

602

1 will tell you I'll go on forever if you let me.

24

2 THE HEARING OFFICER: Brian Doherty, Alderman
3 of the 44th Ward.

4 ALDERMAN BRIAN DOHERTY: Thank you.

5 Hello, my name is Brian G. Doherty.

6 I'm the Alderman of the 44th Ward of the City of
7 Chicago.

1

8 O'Hare International Airport is in my
9 Ward. Because of our proximity to O'Hare, many of my
10 constituents work there or work for businesses that
11 support the airport. They also use O'Hare to travel
12 to destinations around the world.

13 O'Hare is the most important
14 economics tool, not just for the City of Chicago, but
15 for the entire region. In fact, Governor Rod
16 Blagojevich has called O'Hare the economic jewel of
17 the state.

18 O'Hare is responsible for 450,000
19 jobs and contributes 38 billion to the state's economy
20 each year. Demand for service at O'Hare continues to
21 grow. In fact, O'Hare approached one million flights
22 in 2004 and is once again the world's busiest airport.

2

23 However, the world's busiest airport
24 is the nation's most delayed airport. Delays at

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Comment	Response
Doherty 3	Please see topical responses C-1 and C-4.
Doherty 4	Please see topical responses M-4 and M-7.

603

1 O'Hare have prompted the federal government to step in
2 and place flight restrictions on O'Hare that will
3 remain in place for the foreseeable future.

4 While the flight restrictions are
5 necessary right now because the airport cannot
6 efficiently process the demand, they're damaging on a
7 long-term basis because they limit the economic impact
8 of the airport for the region.

3

9 What is clear is that something must
10 be done at O'Hare. By doing nothing, as some might
11 have suggested, we risk losing flights and passengers
12 to other large metropolitan cities with hub airports.
13 When those flights leave, chances are they will not
14 come back.

15 Mayor Richard M. Daley has submitted
16 a plan to solve the problem with delays and congestion
17 at O'Hare, and that plan is called the O'Hare
18 Modernization Program. By making the airport more
19 efficient, the OMP ensures O'Hare remains the most
20 important and economic generator for the region and
21 the state.

4

22 By reducing delays and increasing
23 capacities at the airport, the OMP will create tens of
24 thousands of jobs and billions in additional economic

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Comment	Response
Doherty 5	Please see topical response B-1.
Doherty 6	Please see topical responses G-1, G-3 and L-1.
Doherty 7	Please see topical responses A-1 and A-2.
Doherty 8	Please see topical response M-5.

604

1 activity to the region's economy each year. By saving
 2 air passengers, the airlines combine 750 million in
 3 reduced delays annually.

5

4 The OMP is a plan that will pay for
 5 itself just in 10 years. Most importantly, the OMP
 6 creates jobs and grows the region's economy without
 7 using any of the state or local tax dollars.

6

8 I urge the FAA to complete the review
 9 process of the OMP as quickly and thoroughly as
 10 possible, and I'm confident, once the review process
 11 is completed, the OMP will be approved and the region
 12 will finally realize the tremendous benefits of the
 13 modernization of O'Hare.

7

14 Once again, I thank you for this
 15 opportunity to testify on behalf of the residents of
 16 the 44th Ward of the City of Chicago.

8

17 THE HEARING OFFICER: Okay thanks, Alderman.

18 (Audience reaction.)

19 THE HEARING OFFICER: Okay, let me just run
 20 through a couple names here to see if these people
 21 showed up. Rosalba Lopez, Rick Anderson, Mike Kerr,
 22 Norvis Huevo, Andrew Lee.

23 (No response.)

24 THE HEARING OFFICER: Let's see here, how about

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Comment	Response
Main 1	Comment noted.

605

1 Robert Crawford? Mr. Crawford, are you here?
 2 (No response.)
 3 THE HEARING OFFICER: And Ian Main. Mr. Main,
 4 M-a-i-n, correct?
 5 MR. IAN MAIN: Yes, sir.
 6 THE HEARING OFFICER: Okay.
 7 MR. Ian Main: Good evening, and thank you for
 8 giving me this time.
 9 THE HEARING OFFICER: Okay.
 10 MR. IAN MAIN: I really couldn't tell you what
 11 the economic factors are that are involved here. I do
 12 know that as a life-long resident of the City of
 13 Chicago's northwest side, my family's been in the City
 14 of Chicago for 150 plus years. We've moved all around
 15 the City.
 16 Any of the neighborhoods that I grew
 17 up in, I couldn't even think about buying a piece of
 18 property there. My own children can't afford to buy
 19 property there now that they're grown and looking for
 20 a place to go. They're going to be moving out to the
 21 suburbs, I know that.
 22 But having lived on Foster Avenue in
 23 the flight pattern of the airplanes, I used to curse
 24 the airplanes as they'd line up a mile apart and cut

1

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Comment	Response
Main 2	Please see topical responses D-1 and D-2.
Main 3	Please see topical response G-1.

606

1 their engines right over my house, it felt like. We
 2 had to close the windows if we wanted to have a
 3 conversation. And that's almost near the Lake. So
 4 the noise that the folks out in the suburbs are
 5 experiencing, they're not alone. I think the
 6 airplanes fly over my house a lot longer and
 7 experience a lot more noise from one plane than the
 8 residents that are close in to O'Hare Airport.

2

9 But I did have the opportunity to go
 10 out to O'Hare Airport and work out there. I'm a
 11 carpenter. I've worked out there a couple of times,
 12 and I can tell you that it's an amazing facility, it's
 13 a city unto itself.

14 I make good wages. The people out at
 15 O'Hare, they screen their contractors that they allow
 16 out there. I never had to worry about if I was going
 17 to be paid or if I was going to have problems getting
 18 my health benefits paid in on, and this will mean a
 19 lot -- this will mean the same thing for a lot of
 20 folks if this goes through.

3

21 If you stifle the airport, it's going
 22 to wither and die. Somebody else is going to overtake
 23 us. We've lost -- as the gentleman before me
 24 mentioned, we lost a lot of convention business. We

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Comment	Response
Main 4	Please see topical response M-4.
Main 5	Please see topical response G-1.
Main 6	Please see topical responses C-1 and G-1.

607

1 need to bring that business back in.

4

2 The airport, again, is going to
 3 generate many, many jobs that puts some money in our
 4 pockets and the construction workers' as it's being
 5 built, which in turn, we're all local people, we're
 6 going to be buying our goods and services at local
 7 businesses. And once we're gone, there will be more
 8 people moving into the area, getting -- looking for
 9 good jobs as flight attendants, pilots, baggage
 10 handlers, there will be restaurants, hotels, many,
 11 many other things.

5

12 O'Hare needs the modernization, we
 13 all know that. People don't want to come into O'Hare
 14 and suffer the flight delays, and that could be bad
 15 for our city. So just as -- I'm a carpenter, and I
 16 just feel that this is going to help us all. Thank
 17 you.

6

18 THE HEARING OFFICER: Okay, thanks, Mr. Main.

19 (Audience reaction.)

20 THE HEARING OFFICER: Becky Strahowski, Becky
 21 Strahowski, Chris Bowers, B-o-w-e-r-s, Robert Wengel.

22 Not too many names here, I guess.

23 (No response.)

24 THE HEARING OFFICER: Tom Fox. Come on Mr.

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Comment	Response
Fox 1	Please see topical response G-1.

608

1 Fox. F-o-x?

2 MR. TOM FOX: One X.

3 THE HEARING OFFICER: One X, okay.

4 MR. TOM FOX: We shortened it.

5 THE HEARING OFFICER: Right there.

6 MR. TOM FOX: Hi, my name is Tom Fox. I'm with
7 the Carpenters Local 54.
8 I stand up here and speak for O'Hare.
9 It's all about jobs. Jobs mean wages, wages means
10 money on the table at home, money on the table at
11 home -- everybody knows about that, you spend, food,
12 clothing, transportation, everything. Business people
13 make out because you're spending more. Everything has
14 got to be good. Now, business people making that kind
15 of money, they're going to hire back. So that circle
16 comes all back around. It's only good for everybody.
17 We need this. Thank you.

18 (Audience reaction.)

19 THE HEARING OFFICER: Okay, thank you, Mr.
20 Fox. How about Ray Dean? Mr. Dean, you're here, huh?
21 That's Dean?

22 MR. RAY DEAN: Yes, sir.

23 THE HEARING OFFICER: Okay, Mr. Dean.

24 MR. RAY DEAN: Good evening, Mr. Chairman.

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1

Comment	Response
Dean 1	Please see topical response G-1.
Dean 2	Please see topical responses B-1 and M-4.
Dean 3	Comment noted.

609

1 Thank you for this opportunity.

2 I've lived in the city for 47 years,

3 and I am an iron worker representing 1100 iron

4 workers; and, obviously, I'm for the modernization and

5 for the jobs.

6 But it's not just about jobs. You

7 have to understand that this airport is a crowning

8 jewel, and it's made every suburb a vibrant part of

9 the economic engine, every one, and we want to make it

10 the best that it can be.

11 Obviously, jobs are great, and I'm

12 here to promote, you know, jobs as well. But I got to

13 tell you when I was a little kid, I road my bike out

14 in the city to O'Hare when it was open fields, and I

15 was in amazement. My father worked at O'Hare Field

16 along with many others in sub-zero temperatures, and

17 they froze and they put a mark on this city.

18 And I understand reallocation,

19 relocation, moving your houses, your business is

20 painful, but it is a necessary part of doing something

21 for the greater good. This is for the greater good.

22 Sure, it creates jobs, but it makes every suburb a

23 vibrant part of this system.

24 Chicago's one of the best systems

1

2

3

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Comment	Response
Dean 4	Please see topical responses G-1, G-4 and M-4.

610

1 around. We're vibrant. Where you go to visit other
 2 cities, they're dead, they're tired, Chicago is
 3 moving, and O'Hare is the engine that moves it.
 4 And I just want to be on record as
 5 being in support of it and appreciative of all the
 6 people that have broken their sweat and their backs to
 7 build it and to bring it to us. So thank you.

4

8 (Audience reaction.)
 9 THE HEARING OFFICER: Okay, thank you,
 10 Mr. Dean.

11 Kim Young or Young Kim maybe, Tom
 12 McManus, Plumbers Local, Terry Hancock, resident.
 13 (No response.)

14 THE HEARING OFFICER: Okay, the next times are
 15 quite a ways from now, so let's find out is there
 16 anybody who's here in the hall who signed up to speak
 17 who would like to speak earlier than the time they
 18 have? Nobody's like to come back up?
 19 (No response.)

20 THE HEARING OFFICER: Mr. Hermanson, you all
 21 done?
 22 MR. DON HERMANSON: Yes, thank you.

23 THE HEARING OFFICER: You're welcome. Anybody
 24 else like a chance to make some public comment for the

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611

1 record?

2 (No response.)

3 THE HEARING OFFICER: Let me just run through
4 these names once more and make sure we're accounting
5 for everybody here. Becky Strahowski, Chris Bowers,
6 B-o-w-e-r-s, Robert Wengel, Young Kim, Tom McManus,
7 Terry Hancock.

8 (No response.)

9 THE HEARING OFFICER: I think what we're going
10 to do is take a break for about seven minutes. We'll
11 see who comes. Be back in around seven minutes.

12 (Recess taken.)

13 THE HEARING OFFICER: Okay, we are reconvened,
14 and I'm just going to run through a few names of some
15 people who did not respond earlier. Becky Strahowski,
16 Becky Strahowski, Chris Bowers, Robert Wengel, Young
17 Kim or Kim Young.

18 (No response.)

19 THE HEARING OFFICER: Tom McManus.

20 MR. TOM McMANUS: That's me, sir.

21 THE HEARING OFFICER: That's M-c-M-a-n-u-s?

22 MR. TOM McMANUS: M-c.

23 THE HEARING OFFICER: It's McManus, okay.

24 MR. TOM McMANUS: Right.

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Comment	Response
McManus 1	Comment noted.
McManus 2	Comment noted. Please see topical response D-2.

612

1 THE HEARING OFFICER: Okay, Mr. McManus,
 2 you're up. Plumber's Local 130?
 3 MR. TOM McMANUS: That's correct, sir.
 4 THE HEARING OFFICER: Okay.
 5 MR. TOM McMANUS: First, let me thank the
 6 Committee. Where they're at? They're probably on
 7 break right now, but let me thank the Committee to
 8 speak on behalf of the modernization of O'Hare
 9 Airport.
 10 My name is Thomas J. McManus. I'm a
 11 Business Representative of Local 130, Plumbers Union,
 12 Chicago, Illinois. I was born and raised on the west
 13 side of Chicago, and throughout my life my parent's
 14 home was in the flight plan -- flight path, I should
 15 say, in those days Midway. But even when O'Hare
 16 Airport started up in the late '50s, early '60s, we
 17 were residing there. For some reason, we were always
 18 in the flight path.
 19 I moved into the far west side, and
 20 I'm a resident there of Chicago, and I continue to be
 21 in the flight path of O'Hare, which hasn't caused my
 22 family or my children or my neighbors, to the best of
 23 my knowledge, any kind of problems.
 24 What I would like to say is that I've

1

2

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Comment	Response
McManus 3	Please see topical responses G-1 and M-4.

613

1 been a plumber for 42 years. I started my
 2 apprenticeship in 1960, and I was told that that was
 3 the beginning of O'Hare Airport, it was just beginning
 4 to take off. It was a small airport at the time. And
 5 it started building in the late '50s and early 60s,
 6 and I would like to say, through my knowledge of being
 7 a plumber, that O'Hare has not stopped expanding or
 8 building since the day they started.

9 This has been a blessing, not only
 10 for Cook County, but the State of Illinois. Our
 11 governor calls it the crown jewel of the State of
 12 Illinois. The good Lord Mayor of the City of Chicago
 13 calls it a generator, an economic generator, which in
 14 both cases are true.

15 There will be -- existing right now,
 16 there's over 450,000 jobs that have been created
 17 because of O'Hare Airport, and that generates \$39
 18 billion a year in revenue to the State of Illinois and
 19 the various counties and cities also.

20 What I would like to say is if
 21 expansion does not continue, that the major airlines
 22 are considering pulling out of Chicago as far as using
 23 Chicago as their major hub. This would cost billions
 24 of dollars in loss to the state, the county and the

3

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Comment	Response
McManus 4	Please see topical responses G-1 and M-4.
McManus 5	Please see topical response G-1.
McManus 6	Please see topical response M-2.

614

1 city, you know, the outlying suburbs and the townships
2 around O'Hare Airport.

4

3 But this expansion when it goes
4 through and when it starts, this will entail 10,000
5 new jobs in the area. Not only will it bring in new
6 businesses to the outlying area, the outlying suburbs
7 and the City of Chicago, but it will generate billions
8 of dollars, as I've said, in the future. And this is,
9 if nothing else, a boost for our tax structure in the
10 State of Illinois, which everybody knows about.

5

11 So I would like to say I would
12 wholeheartedly try to prevail upon all involved to
13 support the Modernization Program in its entirety for
14 the betterment, not only of the state, the county and
15 the city, but for the people who reside here so they
16 can make a decent living wage/ thank you for your
17 time.

6

18 (Audience reaction.)

19 THE HEARING OFFICER: Thank you, Mr. McManus.
20 Is Terry Hancock here?

21 (No response.)

22 THE HEARING OFFICER: How about Tom Gavin? Is
23 that you, Tom?

24 MR. TOM GAVIN: That's me.

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Comment	Response
Gavin 1	Comment noted.
Gavin 2	Please see topical responses D-1 and G-1.
Gavin 3	Please see topical response G-1.

615

1 THE HEARING OFFICER: Is that Gavin?
 2 MR. TOM GAVIN: Right.
 3 THE HEARING OFFICER: Okay.
 4 MR. TOM GAVIN: Good evening. I would like to
 5 thank the Committee too.
 6 I'm also a plumber, Local 130
 7 Chicago. I've lived on the west side of Chicago
 8 myself. I've been a plumber for 20 years. Now I live
 9 due west of the airport and the flight path.
 10 Same difference. The flight path was
 11 there when I got there. It's not going to change.
 12 It's not going to get any louder. It's just going to
 13 bring more money out there, as far as I'm concerned.
 14 Elk Grove Village, without he
 15 trucking rights to get in there, without the shipping
 16 from O'Hare, they have nothing. They can't build
 17 nothing because they can't ship nothing without that.
 18 That's going to generate more money for them in the
 19 future anyways. So why they're against it is beyond
 20 me.
 21 But jobs, jobs, jobs, we all have
 22 kids, they need a future too. They're not all going
 23 to be doctors. Some might be pilots and upper echelon
 24 of the airport, but somebody has to do the other stuff

1

2

3

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Comment	Response
Gavin 4	Please see topical response G-1.
Gavin 5	Comment noted.
Gavin 6	Please see topical response G-1.

616

1 too besides the poor plumber, the poor carpenter and
 2 the poor whatever there is.

3 But that's the basis of -- why give
 4 it to somebody else, why give it to another state, why
 5 give it to the southern part here? We don't have to
 6 give it away. Let's keep it in Chicago, keep it in
 7 the surrounding area, keep this booming, let our kids
 8 have a chance to buy houses.

4

9 Houses aren't going down price-wise.
 10 Park Ridge, their flight path is as loud as anybody
 11 else's. I can't touch a house in Park Ridge. So the
 12 airport ain't hurting them. If they're using that for
 13 an excuse, I think they're wrong.

5

14 I think it's a viable thing for the
 15 communities, and especially down the road for the
 16 kids, there's going to be jobs there. Again, they're
 17 not all going to go to Harvard. Some of them are
 18 going to have to have regular jobs, they're regular
 19 people, and that's the future. Thank you.

6

20 (Audience reaction.)

21 THE HEARING OFFICER: Thanks, Mr. Gavin. Is
 22 anybody here who has registered to speak whose name I
 23 haven't called? Yes, sir, what's your name?

24 MR. JIM CZJA: C-s-z-j-a, Cszja, Jim.

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Comment	Response
Nedirbo 1	Comment noted.
Nedirbo 2	Please see topical responses B-1 and B-8 .

617

1 MR. DAN NEDIRBO: Dan Nedirbo.
 2 THE HEARING OFFICER: Did you guys register
 3 outside? Here's Dan. You're up next. How about if
 4 we call you right now?
 5 MR. DAN NEDIRBO: Okay.
 6 THE HEARING OFFICER: Dan, spell your last
 7 name for the record.
 8 MR. DAN NEDIRBO: Okay, it's N-e-d-i-r-b-o.
 9 Daniel Nedirbo is my name. I'm a plumber for Local
 10 130 also. I live on the northwest side.
 11 I am a Plumbing Inspector with the
 12 City of Chicago. I've been out to O'Hare Field many
 13 times. There's work going on like crazy out there,
 14 and there always will be. There's people working in
 15 there day in and day out.
 16 As a kid when I graduated high
 17 school, I worked out there for the airlines when they
 18 used to have a little shack for a commuter terminal,
 19 and they knocked it down and built the United
 20 terminal. My buddies work for American Airlines.
 21 They say they can't do anything unless they expand,
 22 they need more gates. American's cutting their hours.
 23 The flight path that everybody is
 24 talking about, I live right over on Montrose and

1

2

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Comment	Response
Nedirbo 3	Please see topical responses D-1 and D-2.
Nedirbo 4	Please see topical response G-1.
Nedirbo 5	Please see topical response B-1.
Nedirbo 6	Please see topical responses G-1 and M-4.

618

1 Central, and they go right over my house all the time
 2 and we never notice them, but they're right above us.

3

3 And I think that the expansion is a
 4 must. It's not even -- it shouldn't even be thought
 5 of. It should happen, regardless, not only for
 6 tradesman, but for people who work for the airlines,
 7 the restaurant business, everything that's out there.

4

8 My father started out as a plumber
 9 there in 1960 when the airport opened, and I remember
 10 how little it was. And it's grown ever since, I mean
 11 it's huge out there. And you go out there to take a
 12 flight, it's packed. They need the room, they need
 13 more gates, more flights, and as far as I'm concerned,
 14 the suburbs around here should all be in favor of
 15 this. There's no reason not to be.

5

16 And it's -- like they said before, it
 17 creates a lot of jobs and it's good for the economy,
 18 and that's just my opinion. And thanks for hearing me
 19 out.

6

20 THE HEARING OFFICER: Okay, thanks,
 21 Mr. Niderbo.

22 MR. DAN NIDERBO: Thank you.

23 (Audience reaction.)

24 THE HEARING OFFICER: And Cszja, C-s-z-j-a.

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Comment	Response
Cszja 1	Please see topical response G-1.
Cszja 2	Please see topical responses G-1 and M-4.

619

1 MR. JIM CSZJA: I was at the desk when you came
2 out.

3 THE HEARING OFFICER: Oh, that's right, Jim,
4 Jim Cszja, come up, C-s-z-j-a, right.

5 MR. JIM CZJA: Thank you. I'd like to thank
6 the Committee for the opportunity to speak on the
7 question.

8 I have 38 years as a union carpenter
9 in the City of Chicago, and without a doubt, 50% of
10 that time has been spent working directly on O'Hare
11 Field or adjacent to it. My kids think that I built
12 the airport. They also -- my one other project that I
13 built was the City of Chicago. As adults, now they
14 know the truth. I kind of liked it when they thought
15 that I built them both.

16 I've raised five kids on union wages
17 and benefits, and much of that work was done in
18 Chicago. I drive around O'Hare Airport. You see some
19 very nice homes in these various communities, and I
20 have to think that those homes were built on the
21 wealth that was created by this airport.

22 I had the privilege of flying into
23 Palm Springs last week from O'Hare Field, and I rode a
24 tram in Palm Springs, it's the highest vertical lift

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1

2

Comment	Response
Cszja 3	Comment noted.
Cszja 4	Please see topical responses B-1 and F-3.

620

1 in North America, it started with an idea; through
 2 rugged mountain, opened up a huge national forest for
 3 people with wheelchairs who were handicapped can get
 4 up and never seen wild animals in a pristine
 5 wilderness, it started with an idea. And that's what
 6 O'Hare Field was. These were cornfields out here,
 7 soybean fields and somebody had an idea, in '60, '50.
 8 And working at O'Hare Field, I saw
 9 plans that were drawn up in the '40s, '50s, '60s that
 10 are just being implemented today. I don't feel that
 11 this western access and the extensions that they're
 12 talking about with the improvements at the airport are
 13 a new concept. They're just -- it's their time is --
 14 they've come into their time now. Because people
 15 before us had thought and seen a need for these
 16 things, people with vision, and I don't believe for a
 17 second that people of vision are extinct today. I
 18 think we as a community, as your agency, we need to
 19 step forward and be courageous and do the right thing.
 20 I was working at O'Hare in 1984, and
 21 this whole area was deluged in water, there was
 22 terrible flooding, and we shut our job down early in
 23 the day because the water was so bad. It became a
 24 hazard. People could not leave the airport, the

3

4

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Comment	Response
Cszja 5	Please see topical response F-3.

621

1 limos, the buses, my construction people. My crew
 2 could not leave the airport for close to four hours,
 3 and we had one access to O'Hare Field. There was only
 4 one way in and one way out, for the public, anyway.
 5 And at that time, it was like, This is insane, we need
 6 to do something different. Now, here it is 25 years
 7 later, 20 years later, the timing is right, we need to
 8 have that western access.

5

9 I have the privilege with my
 10 organization, the carpenter's union, to schedule
 11 meetings around the country, even in Canada, and many
 12 times agents from people who are attending the meeting
 13 will request to come to Chicago. O'Hare Field is a
 14 wonderful place to fly to if you live in Boston or
 15 New York or Florida or Seattle or Vancouver, it's a
 16 wonderful place to arrive.

17 Our hotel accommodations, I have
 18 never -- nothing against Boston or New York. I've
 19 never scheduled a meeting there. It's too expensive.
 20 Chicago you get reasonable housing, we have wonderful
 21 restaurants. Like I say, people around the country,
 22 they ask to come to Chicago, given a choice. We do a
 23 lot of scheduling in Las Vegas also. Las Vegas is
 24 easy. They request Chicago many times.

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Comment	Response
Cszja 6	Please see topical responses A-2, C-1, G-1 and M-4.

622

1 I just -- I rise to speak in favor of
 2 this, and I pray for a favorable ruling and I pray for
 3 it soon. And I think thank you for your time and your
 4 attention.

6

5 THE HEARING OFFICER: Okay, thanks Mr. Czarj.

6 MR. KOTOWICZ: How are you doing, Judge?

7 THE HEARING OFFICER: I'm doing pretty good.

8 How are you? Are you going to speak tonight?

9 MR. KOTOWICZ: I don't know, I'm thinking.

10 THE HEARING OFFICER: We're going to call a few
 11 names again of some people just to see if they've
 12 arrived. Becky Strahowski, Chris Bowers, Robert
 13 Wengel, Kim Young, Terry Hancock, Neil Parikh,
 14 F-a-r-i-k-h. Neil Parikh Neil is not supposed to be
 15 here for a little while, so that's a little too early
 16 that we call those. Is there anyone who's in the
 17 meeting room who signed up to speak who would like to
 18 speak right at this moment, anybody at all?

19 (No response.)

20 THE HEARING OFFICER: We have no speakers for
 21 the moment, and no one signed up that I'm aware of, so
 22 we're going to take a break for about ten minutes.

23 (Recess taken.)

24 (Change of reporters.)

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Comment	Response
Strzechowski 1	Comment noted.

623

1 THE HEARING OFFICER: All right, we are
 2 going to call a couple of names here for people who
 3 may have come a little late. Of course you're never
 4 too late. As long as you're here by 9 o'clock, you
 5 can testify.
 6 Chris Bowers? Chris Bowers?
 7 Robert Wengel?
 8 Kim Young?
 9 Becky Strzechowski?
 10 MS. BECKY STRZECZOWSKI: Kind of, yes.
 11 Strzechowski.
 12 THE HEARING OFFICER: How is it?
 13 MS. BECKY STRZECZOWSKI: Strzechowski.
 14 THE HEARING OFFICER: Becky Strzechowski.
 15 MS. BECKY STRZECZOWSKI: Yes.
 16 THE HEARING OFFICER: Is that better?
 17 MS. BECKY STRZECZOWSKI: Yes.
 18 THE HEARING OFFICER: Okay, you're up.
 19 MS. BECKY STRZECZOWSKI: Thank you for this
 20 opportunity to testify on behalf of the O'Hare
 21 Modernization Program. My name is Becky
 22 Strzechowski and I am a resident of Niles, right
 23 here behind the White Eagle.
 24 I fully support the O'Hare Modernization

1

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Comment	Response
Strzechowski 2	Please see topical responses B-1 and C-1.
Strzechowski 3	Please see topical response B-1.
Strzechowski 4	Please see topical responses A-2 and B-1.

624

1 Program because I am a frequent traveler and I have
 2 experienced the delays and congestion at O'Hare.
 3 The goal of this program is to significantly reduce
 4 delays and increase capacity well into the future.

2

5 O'Hare is the economic engine that drives
 6 the region's economy. Demand for service at O'Hare
 7 will continue to grow, but the airport has reached
 8 critical capacity. The OMP will allow O'Hare to
 9 meet that growth efficiently.

3

10 The sooner we begin construction, the
 11 sooner the region can realize the tremendous
 12 benefits of the OMP. The OMP will create tens of
 13 thousands of jobs and add billions of dollars in
 14 economic activity to our region's economy each year.
 15 It will save air passengers and the airlines a
 16 combined \$750 million in reduced delays each year.
 17 Most importantly, it will ensure that the region
 18 maintains its role as the aviation crossroads of
 19 North America.

4

20 Thank you.

21 THE HEARING OFFICER: Thank you,

22 Ms. Strzechowski.

23 How about John Martin? John Martin?

24 Come on up, Mr. Martin.

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Comment	Response
Martin 1	Please see topical response G-1.

625

1 MR. JOHN MARTIN: Okay. My name is John
 2 Martin and I'm speaking as a homeowner in Park Ridge
 3 and a small business owner.

4 I am in favor of the O'Hare expansion, and
 5 it is because we can only -- this can only improve
 6 our economic stimulus in this area. And as a
 7 homeowner, it could only do better things for Park
 8 Ridge and the surrounding suburbs here. And I'm
 9 very much in favor.

10 That's all I have to say.

11 THE HEARING OFFICER: Okay, thanks,
 12 Mr. Martin.

13 THE HEARING OFFICER: It's a little early,
 14 but how about Ben Kotowicz?

15 MR. BEN KOTOWICZ: Ben Kotowicz.

16 THE HEARING OFFICER: I apologize. You're
 17 going to speak tonight, Ben?

18 MR. BEN KOTOWICZ: Yeah, sure.

19 THE HEARING OFFICER: Okay, great, come on.
 20 K-o-t-o-w-i-c-z. How do you pronounce it?

21 MR. BEN KOTOWICZ: I pronounce it Kotowicz.
 22 Some people pronounce it Kotowicz.

23 THE HEARING OFFICER: However you like it.

24 MR. BEN KOTOWICZ: And what is your name

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1

Comment	Response
Kotowicz 1	Comment noted.
Kotowicz 2	Comment noted.

626

1 again?

2 THE HEARING OFFICER: Neville, Richard

3 Neville.

4 MR. BEN KOTOWICZ: Neville.

5 THE HEARING OFFICER: Okay, Ben.

6 MR. BEN KOTOWICZ: Yes, good evening.

7 THE HEARING OFFICER: Good evening.

8 MR. BEN KOTOWICZ: I've come here for the

9 last few days and listened to many of the comments

10 that were made and testimony, and I questioned

11 myself as to coming up here during the last few

12 days. And I simply say it's a duty of a citizen,

13 anybody that is interested in giving their testimony

14 and their feelings as to -- their feeling on this

15 particular issue of the O'Hare expansion.

16 By the way, I didn't mention it, but I

17 am -- I think -- I don't know if I told you that or

18 not. I'm from Franklin Park, Illinois. The people

19 that run my village, the City Council, they are, as

20 far as I could tell, they are for it. Nobody has

21 showed up from my community.

22 I ran as president approximately eight

23 years ago of my village, and my standpoint was that

24 I, at that time, I was against the expansion, and to

1

2

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Comment	Response
Kotowicz 3	Please see topical response M-1.
Kotowicz 4	Comment noted.
Kotowicz 5	Please see topical response M-1.
Kotowicz 6	Comment noted.

627

1 this day I am still against the expansion.
 2 There was the mayor of Wood Dale that came
 3 here the other day, yesterday, and he gave his
 4 testimony, and he stated his position, but what he
 5 also did state was that he took a poll of the people
 6 in his community. And his poll stated that
 7 80 percent of the people of Wood Dale are against
 8 the expansion. And this struck me as a bit of good
 9 evidence that somebody decided to take a poll.
 10 Apparently my village has never taken a poll, and I
 11 don't know how many other villages have taken a poll
 12 on this issue of O'Hare Airport.
 13 So I decided to come here and voice my
 14 opinion to tell the committee and to tell the FAA
 15 that I am against this expansion. I have lived in
 16 Franklin Park since 1957. I could actually remember
 17 being at the dedication when O'Hare Airport was
 18 dedicated by the original Mayor Daley. And I
 19 believe, if memory serves me correct, that was where
 20 the Hilton Hotel now stands. And I know what the
 21 lay of the land was and I've seen how everything has
 22 grown. And my belief is that you cannot put more
 23 runways and more jets and create more problems and
 24 more pollution into the area without causing great

3

4

5

6

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Comment	Response
Kotowicz 7	Please see topical responses C-3 and E-1.
Kotowicz 8	Please see topical response D-1.

628

1 disruption to families and people that reside near
 2 O'Hare Airport. It is already quite polluted during
 3 the summertime.

7

4 The noise pollution, I can't say that it
 5 has changed, but I know that it has been very, very
 6 noisy for many, many years. I grew up -- I went to
 7 St. Gertrude's Grade School, which was directly --
 8 the annex building was directly under the runway.
 9 And I remember -- that was in about 1964. And
 10 during the day, one of the students, they used to
 11 count the number of jets. At that time in 1974, the
 12 big 707s were coming over during school hours, 175.
 13 What kind of an effect has this had on people's
 14 health, lives?

15 I think that this is all yet to be seen,
 16 because I have not seen any great studies that have
 17 taken this issue into account to really actually see
 18 what effect has this pollution and the noise had on
 19 people. So I am against the O'Hare expansion.

8

20 I also wanted to say that I have seen some
 21 groups and the FAA, they have the environmentally --
 22 they want to move the wetlands that are existing at
 23 O'Hare Airport. It almost seems ludicrous to me,
 24 because I remember growing up by O'Hare Airport and

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Comment	Response
Kotowicz 9	Please see topical response H-1.
Kotowicz 10	Please see topical responses B-2 and B-4.
Kotowicz 11	Please see topical response M-1.

629

1 it was very beautiful; there was a lot of open
 2 space, and now there is just a few wetlands left,
 3 and some people are very concerned about moving
 4 these. I suppose that this is a good thing, but I
 5 think it gets to the point where you have to make a
 6 decision and say, "Look, yes, we're all for
 7 wetlands, but what about the people? What about the
 8 humanity that is below those jets?"

9

9 This is why I'm also not for the expansion,
 10 because it is to me two capacity. It needs to be
 11 fixed as best as possible without expanding it. And
 12 I also believe that the new airport at Peotone
 13 should be started, because we need a third airport
 14 for the capacity, for future industrialization that
 15 might occur. We can build out to that
 16 industrialization. If we need more, I believe that
 17 Peotone could also serve this and runways could be
 18 added on to Peotone. We could take another look at
 19 O'Hare.

10

20 At this particular time I say no to the
 21 expansion.

22 Thank you very much.

23 THE HEARING OFFICER: Okay, thank you,

24 Mr. Kotowicz.

11

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Comment	Response
Parikh 1	Comment noted.

630

1 I will call a couple of more names here.
2 Is Terry Hancock here? Terry Hancock?
3 Neil Parikh, P-a-r-i-k-h?
4 Is that you, Neil?
5 MR. NEIL PARIKH: Yes.
6 THE HEARING OFFICER: Okay. Is it
7 P-a-r-i-k-h?
8 MR. NEIL PARIKH: Yes, Parikh.
9 THE HEARING OFFICER: Okay, very good.
10 MR. NEIL PARIKH: Hello, my name is Neil
11 Parikh. I live in Skokie with my wife and two kids.
12 And I have lived in the area most of my life.
13 I fully support the O'Hare Modernization
14 Program. O'Hare is the economic engine that drives
15 the region's economy. And demand for air service at
16 O'Hare has continued to grow in spite of the airline
17 troubles of the past few years. Demand will
18 continue to grow, but the airport has reached
19 critical capacity. The O'Hare Modernization Program
20 will allow O'Hare to meet that growth efficiently.
21 The sooner construction begins, the sooner
22 the region can realize the economic benefits of the
23 modernization program and reduce delays and
24 expansion.

1

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Comment	Response
Parikh 2	Please see topical response B-1.

631

1 Most importantly, the O'Hare Modernization
 2 Program will ensure that the region maintains its
 3 position as the transportation crossroads of the
 4 nation as it has been for more than a century.

5 Thanks for the opportunity to share my
 6 views.

7 THE HEARING OFFICER: Thank you.

8 Cesar Santoy? Cesar Santoy?

9 Andy St. Paul?

10 Okay, let's try -- we've got a few other
 11 names here we called earlier.

12 Chris Bowers? Mr. Bowers?

13 Robert Wengel?

14 Kim Young?

15 Terry Hancock?

16 Cesar Santoy?

17 Andy St. Paul?

18 We are going to take a short recess and be
 19 back as soon as another speaker arrives.

20 (Recess taken.)

21 THE HEARING OFFICER: Okay, we are back in
 22 session. I am going to read a few names of people
 23 who have not responded previously after several
 24 calls to see if they have shown up.

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2

632

1 Chris Bowers? Chris Bowers?
2 Robert Wengel?
3 Kim Young?
4 Terry Hancock?
5 Andy St. Paul?
6 How about Tracy, is it Victorine?
7 MS. TRACY VICTORINE: Victorine, yes.
8 THE HEARING OFFICER: Did I say it
9 correctly?
10 MS. TRACY VICTORINE: Yes.
11 THE HEARING OFFICER: Okay,
12 V-I-C-T-O-R-I-N-E?
13 MS. TRACY VICTORINE: Correct.
14 THE HEARING OFFICER: Okay, go ahead.
15 MS. TRACY VICTORINE: Hi. My name is Tracy
16 Victorine. I am a resident of Chicago. There has
17 been growing demand and increased delays for air
18 travel passengers for many years. As a traveler I
19 have often experienced those delays and congestion
20 at O'Hare. This has taken the form of sitting on
21 the taxiways in long lines, waiting to take off,
22 being put on ground holds at other airports while
23 waiting for O'Hare to allow the flights to take off,
24 circling the airspace waiting to land, and having to

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Comment	Response
Victorine 1	Please see topical responses B-1, B-5 and C-1.

633

1 divert to another airport due to insufficient fuel
 2 while circling. The current conditions are simply
 3 unacceptable to travelers, whether business
 4 travelers that have to travel every week or those
 5 with the occasional trip.

6 In addition to affecting Chicago, the
 7 delays often affect a large portion of the national
 8 airspace system. This past year the FAA reached
 9 agreements with the airlines to cap the number of
 10 operations per hour so as to limit the delays. This
 11 may work as a temporary measure but will not work in
 12 the long term as airlines that are fighting to
 13 remain profitable will have to start considering
 14 other options for their operations if O'Hare is not
 15 the answer.

16 The goal of the OMP is to significantly
 17 reduce delays and increase capacity well into the
 18 future. The Chicagoland area is still undergoing
 19 growth and development and thus the aviation demand
 20 will only increase in the future. Delay and
 21 capacity issues will only get worse if nothing is
 22 done.

23 I support Alternative C and urge the FAA to
 24 do the same.

1

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634

1 THE HEARING OFFICER: Thank you.
2 How about Cesar Santoy? Cesar?
3 Chris Bowers?
4 Robert Wengel?
5 Kim Young?
6 Terry Hancock?
7 Andy St. Paul?
8 Cesar Santoy?
9 Well, we're in session for a little more
10 than an hour, and if these people show up or any
11 other speakers, we will reconvene and take some
12 testimony. So hopefully we'll see some of those
13 people.
14 (Recess taken.)
15 THE HEARING OFFICER: We're back on the
16 record.
17 Lynne Miller, M-i-l-l-e-r? Lynne, with an
18 E.
19 Go ahead.
20 MS. LYNNE MILLER: Hi. I am a Wilmette
21 resident, and we are not enormously close to the
22 airport as many villages are. We have been Wilmette
23 residents for 12 years, and we have had a quiet
24 town. Within the last year, especially the last six

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Comment	Response
Miller 1	Please see topical response D-1.

635

1 months, there has been a great deal of airplane
 2 noise over our heads, and I imagine that that will
 3 continue. It has changed my lifestyle, as well as
 4 many of my neighbors.

5 I am making comment today on the outlying
 6 areas, not the close-in suburbs that are sort of the
 7 first line of defense, I guess. I am sure the noise
 8 that we hear is not of any federal caliber that
 9 would require special glass in our windows or
 10 anything, but it is a very disturbing part of our
 11 lives that we had not experienced previously to the
 12 last several years, or one or two years, and most
 13 especially in the last six or seven months.

14 I believe the airport's expansion will
 15 affect many more communities than it does now. I
 16 believe it will affect the whole North Shore and all
 17 of the communities that are in that area, east,
 18 west -- well, not east. West, south, northwest,
 19 southwest, further out than the closer-lying
 20 communities.

21 I know the difficulties at O'Hare have to
 22 be addressed. I know that air transportation needs
 23 will increase over the years. I am asking the FAA
 24 to consider spreading this noise around and

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1

Comment	Response
Miller 2	Please see topical responses B-1, D-1 and E-1.
Miller 3	Comment noted.
Miller 4	Please see topical response B-2.
Miller 5	Please see topical response M-1.

636

1 pollution around.

2

2 And I know it's nice for O'Hare to be the
 3 biggest and the best in the country, but maybe for
 4 the hundreds of thousands of people that live around
 5 O'Hare, we might like to see it a little less
 6 active.

3

7 I would like the FAA to consider Peotone,
 8 to consider Rockford, whatever other solutions there
 9 might be to take care of the increase in air traffic
 10 in ways that will be acceptable for all the people
 11 living in Chicago.

4

12 If hundreds of thousands of more planes are
 13 added to O'Hare, it's going to affect our lives and
 14 the surrounding areas enormously.

5

15 Thank you.

16 THE HEARING OFFICER: Thank you,
 17 Ms. Miller.

18 (Audience reaction.)

19 THE HEARING OFFICER: Well, we are going to
 20 take a little break till another speaker shows up.

21 (Recess taken.)

22 THE HEARING OFFICER: We are reconvening to
 23 see if there is any more public comment.

24 Chris Bowers?

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637

1 Robert Wengel?
2 Kim Young?
3 Terry Hancock?
4 Andy St. Paul?
5 Cesar Santoy?
6 No response from any of those parties and
7 no one else has checked in. So we'll wait and see
8 if any more speakers arrive. And in the meantime
9 we'll be in active recess up here waiting to see.
10 (Recess taken.)
11 THE HEARING OFFICER: Okay, we have a
12 speaker. His name is Lehman, L-e-h-m-a-n, standing
13 right in front of me.
14 What's your first name?
15 MR. LEHMAN: Mike.
16 THE HEARING OFFICER: Okay, Mike, and it's
17 L-E-H-M-A-N?
18 MR. LEHMAN: Yes.
19 THE HEARING OFFICER: Okay, Mr. Lehman,
20 you're up.
21 MR. LEHMAN: Is this the same --
22 THE HEARING OFFICER: Is this the same
23 testimony as that private room?
24 THE HEARING OFFICER: It goes to the same

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Comment	Response
Lehman 1	Please see topical responses A-1 and B-7.

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1 place. It all goes to the same place. You're
 2 welcome to do it here or you're welcome to do it in
 3 the private room. The private room is a little
 4 quieter. It will only be you and the court
 5 reporter.

6 MR. MIKE LEHMAN: We'll say it here.
 7 There's not too many people here.

8 THE HEARING OFFICER: Okay.

9 MR. MIKE LEHMAN: I'll just read what I
 10 have here.

11 I am a graduate student in transportation.
 12 I have studied different modes over the years. And
 13 I believe that before we have airport expansions,
 14 the system I designed called the -- it's -- not too
 15 many people have heard of this. It's called a
 16 bullet train. And I designed a system called the
 17 Great Lakes High Speed Rail Bullet Train from
 18 Chicago to Philadelphia that connects 45 city pairs.
 19 I think that should be built before airport
 20 expansions.

21 THE HEARING OFFICER: Okay.

22 MR. MIKE LEHMAN: In Philadelphia it
 23 connects to the Acela High Speed Rail System,
 24 spelled A-c-e-l-a. And I will be sending my

1

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Comment	Response
Lehman 2	Please see topical responses A-1 and B-7.

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1 justification in.

2 THE HEARING OFFICER: You've got till

3 March 23rd to file anything you want in writing.

4 You can also fill it out and file it here tonight.

5 There is a box out by the registration desk.

6 MR. MIKE LEHMAN: Yes. I don't have my

7 proposal or justification.

8 THE HEARING OFFICER: There is a comment

9 sheet out there.

10 MR. MIKE LEHMAN: Yes, I got this one.

11 THE HEARING OFFICER: You got that? And

12 the address is on there, and if you need to -- you

13 have till March 23rd.

14 MR. MIKE LEHMAN: Very good. That's about

15 all I have to say. Any --

16 THE HEARING OFFICER: The rules we have

17 here, this lady is taking down all your testimony,

18 and anything you send in writing has the same weight

19 as your oral testimony. Just make sure you get it

20 in by midnight March 23rd.

21 MR. MIKE LEHMAN: I wanted to add two other

22 things.

23 THE HEARING OFFICER: Okay, go ahead.

24 MR. MIKE LEHMAN: The system that I

2

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Comment	Response
Lehman 3	Comment noted.

640

1 designed uses for an energy source no imported oil,
 2 petroleum products, one; and then two, on two
 3 comparable systems in Japan and France -- the names
 4 being the Shinkansen and the TGV is in France, the
 5 Sinkansen is in Japan -- in over 60 years, combined
 6 years, there have been zero fatalities of
 7 passengers.

8 I might add that there are between 500 and
 9 1,000 fatalities in aviation in the United States
 10 every year and almost 50,000 automobile fatalities
 11 annually in the United States.

12 That's all I have to say.

13 THE HEARING OFFICER: Thank you,
 14 Mr. Lehman.

15 Let's see if any of these parties have
 16 arrived. Chris Bowers?

17 Kim Young?

18 Terry Hancock?

19 Andy St. Paul?

20 Cesar Santoy?

21 Anybody in the room who has registered to
 22 testify who would like to come up and give their
 23 testimony?

24 Okay. Well, we're here as soon as someone

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3

Comment	Response
Arman 1	Comment noted.

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1 does want to do that. And I would say the time now
2 is 20 to 9 p.m. and this hearing room will remain
3 open and take testimony for anyone who arrives by
4 9 p.m. that wants to provide any public comment.

5 How about Chris Arman? Are you ready,
6 Chris?

7 MR. CHRIS ARMAN: Yes, sir.

8 THE HEARING OFFICER: Okay. How do you
9 spell your last name, A-r-m-a-n?

10 MR. CHRIS ARMAN: Correct, A-r-m-a-n.

11 THE HEARING OFFICER: Okay, Mr. Arman,
12 you're up.

13 MR. CHRIS ARMAN: Thank you, Judge. I
14 appreciate this opportunity that the FAA has
15 provided. As a homeowner and resident of the city
16 of Chicago, I appreciate this opportunity.

17 I will say that it's kind of amazing. I
18 have attended 21 hours here of these public
19 hearings, and despite sweeps months and providing a
20 good platform for various local candidates that have
21 been running for various positions, I think it's
22 important to note what the turnout has been and what
23 their comments have been. Many of them have not
24 commented on this process at all, brought up issues

1

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Comment	Response
Arman 2	Please see topical response A-1.
Arman 3	Comment noted.
Arman 4	Comment noted.

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1 not germane to this particular opportunity.

2

2 We do know that everyone has a concern as
 3 far as "Not in my backyard." I'm very familiar with
 4 many of the people, and unfortunately, they fail to
 5 consider the effects at other locations.

3

6 As an example, many people were bragging
 7 about flying in and out of Midway Airport. What
 8 they didn't realize is if you are concerned at all
 9 about noise issues, you would bear in mind the
 10 concerns of those local residents and how they have
 11 been affected.

4

12 They brought up issues about investors, or
 13 our abilities to pay for this. In fact, investors
 14 make that determination as to whether or not this
 15 program or any facets of it are feasible, not small
 16 town leaders, not litigation lawyers.

17 As demand dictates, we will have the
 18 flexibility to provide and develop smartly and only
 19 for what Wall Street and the markets feel confident
 20 in. If the opponents are so concerned and yet they
 21 feel so confident that this program cannot be
 22 funded, then what are they worried about? Let's go
 23 to market tomorrow and see what happens.

24 They shouldn't be worried at all because

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Comment	Response
Arman 5	Please see topical responses B-1 and L-1.

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1 the market clearly will be able to rally behind this
 2 program. People smarter than I recognize the value
 3 in how this airport will help the region as a whole
 4 and the nation.

5

5 I have worked on quality of life issues for
 6 years, and I wish people would take time to look at
 7 what the City of Chicago has done. We are a very
 8 progressive airport when it comes to environmental
 9 issues, like water, air quality, and of course the
 10 City's demonstrated itself as the leader with the
 11 most aggressive sound insulation program.

12 As someone who has worked on these issues
 13 throughout the region, I have talked with thousands
 14 of homeowners, elected officials throughout five
 15 counties. I believe this document, combined with
 16 public commitments of the City of Chicago, addresses
 17 the environmental concerns and has a sincere
 18 commitment to following through on that.

19 At the time this document process is ruled
 20 upon, my guess is that it will probably set some
 21 record for the amount of dollars expended and the
 22 amount of exhaustive time that professionals have
 23 put into it. The federal EIS process, this one in
 24 particular, is the most thorough test that our

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Comment	Response
Arman 6	Please see topical responses A-1, D-3, E-1 and H-2.
Arman 7	Please see topical responses B-1.
Arman 8	Comment noted.

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1 country has to ensure major developments are
 2 sensitive to a whole host of environmental tests.
 3 This airport's capacity and delay problems
 4 are legendary. We have had decades of debate,
 5 discussion and analysis. Mayor Daley's vision has
 6 stood tall for the last three years among industry
 7 professionals from airlines, pilots, air traffic
 8 controllers, scrutiny and consultants alike, and it
 9 still remains tall. Even our detractors have put
 10 forward options that do not solve O'Hare's problems
 11 at O'Hare.
 12 We as a region are currently standing at a
 13 crossroads of defining our economic strength for
 14 generations to come. Since the years of the
 15 shipping docks in the city of Chicago, then the
 16 railroad age, and now air transportation, we should
 17 be embarrassed for how our facilities are affecting
 18 the country and the world as a civic pride issue.
 19 As a taxpayer, I'm happy to know that the
 20 city's airport system is not funded by local tax
 21 dollars. I am saddened to hear that the state
 22 actually uses tax dollars for property acquisitions
 23 on the third airport. I'm not really against the
 24 airport. I actually could kind of care less. The

6

7

8

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Comment	Response
Arman 9	Please see topical responses B-2, G-3 and L-1.
Arman 10	Please see topical response M-4.
Arman 11	Please see topical response G-3.

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1 fact is is that our same opponents are suggesting we
 2 cannot afford something, and yet they themselves are
 3 the ones going to the local tax dollars from their
 4 communities and from the silent homeowners within
 5 their communities and also with state funds, going
 6 towards an airport that the industry itself does not
 7 support, unlike the O'Hare Modernization Program.

9

8 Other airports across the country are in
 9 development feverishly trying to steal business away
 10 from our region. In Atlanta, in Dallas. We are in
 11 competition with them, not Peotone. They can build
 12 that thing tomorrow; it wouldn't affect us one bit.

10

13 The opposition brought up St. Louis as an
 14 issue, that we should be concerned about how they
 15 are going to local taxpayers to help provide cost
 16 because they can't afford that airport right now.
 17 And you know what, they're right. The reason
 18 they're right is because their community didn't
 19 rally around the airport in time to save TWA. TWA
 20 went under because of the infighting throughout
 21 their region, and they could not solve St. Louis
 22 Lambert's problems in time to save that airline.

11

23 In 2001 when this program was first kicked
 24 off, I warned people that airlines, big business can

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Comment	Response
Arman 12	Please see topical responses G-1 and M-4.
Arman 13	Please see topical responses G-1 and M-4.

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1 make business decisions to relocate. That's exactly
 2 what's happened to St. Louis. It's imploding as we
 3 speak. I hope for the best for them that some day
 4 they will be able to get replacements for the
 5 operations they have lost. But I have friends that
 6 continue to live down there, and it's a very sad
 7 thing to occur.

12

8 I don't know if anyone here remembers
 9 Midway Airlines when they went under. The South
 10 Side, the southwest suburbs clearly recognize what
 11 the benefit of an airline is. Anywhere from the
 12 White Hen and the video rental store and the dry
 13 cleaners, everybody was affected. It's not just
 14 people wearing badges. It's not just those that are
 15 directly impacted by the airport, air carriers. It
 16 is everybody. The trickle throughout the region is
 17 more far enreaching than people give credit.

13

18 With progress comes development. Our
 19 region is growing and needs upgrading. I think
 20 people recognize 294, 355, the Eisenhower, the
 21 Kennedy. All these major infrastructure projects
 22 actually displaced homes, businesses and, yes,
 23 cemeteries. My home that I grew up on was actually
 24 a third of a block long because we had a 40-foot

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Comment	Response
Arman 14	Please see topical responses F-5, G-4 and I-1.
Arman 15	Comment noted.

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1 holt called the Eisenhower Expressway.
 2 People attending each of these hearings
 3 actually utilized transportation that had to do land
 4 acquisition in order to provide for the masses.
 5 It's unfortunate that acquisitions have to occur.
 6 It is. I don't believe that this is taken lightly.
 7 It's going to be minimized to the extent possible.
 8 Federal laws are there to cover people for
 9 situations just like this for the OMP.
 10 I am just about wrapping up.
 11 The operation is always vocal, but in this
 12 case it is clearly the minority. This project has
 13 regional bipartisan support in all counties,
 14 congressional delegation, hundreds of surrounding
 15 communities, chambers of commerce, business leaders,
 16 the entire federation of local labor, hotel and
 17 convention industries. We've had 21 hours of public
 18 comment and we're at 3 to 1. We've had 50 people
 19 show up when the opposition spent probably 40 or 50
 20 grand in trying to bring them out. They also
 21 recognize the benefit and they don't want to be on
 22 public federal record as opposing something that's
 23 going to injure them in the future if the program is
 24 not approved.

14

15

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Comment	Response
Arman 16	Please see topical responses A-1, B-1 and M-3.

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1 I hope D.C. officials hear loud and clear
 2 Chicago region is here to solve a national issue.
 3 It has bipartisan regional support and has the will,
 4 the skill and leadership to keep us the globally
 5 renowned city that we are.

6 And I respect the opportunity to submit
 7 written comments at a later date.

8 THE HEARING OFFICER: Okay. You have that
 9 opportunity.

10 MR. CHRIS ARMAN: Thank you.

11 THE HEARING OFFICER: Okay, Mr. Arman,
 12 thank you very much.

13 (Audience reaction.)

14 THE HEARING OFFICER: Chris Bowers?

15 Kim Young?

16 Terry Hancock?

17 Andy St. Paul?

18 Cesar Santoy?

19 Anyone else here who would like to give any

20 public testimony regarding the EIS? It's 10 to 9.

21 We're open for business for at least ten more

22 minutes.

23 (Recess taken.)

24 THE HEARING OFFICER: Okay. It is

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16

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1 9 o'clock. We have no other speakers who have
2 registered to speak and no one is waiting at the
3 registration desk, and so we will call the names one
4 last time of the parties who did not respond who
5 previously registered.

6 Chris Bowers registered to speak at 6:25
7 and has not been here. Kim Young was registered to
8 speak at 7, has not appeared. Terry Hancock was
9 registered at 7:10 and did not appear. Andy
10 St. Paul was supposed to speak at 7:15 and did not
11 appear. And Cesar Santoy, who was representing the
12 Hispanic American Construction Industry, was
13 registered to appear at 8:25 and did not appear.

14 We've called those names several times.
15 All other parties registered have testified either
16 here or in private in the small room with the court
17 reporter.

18 It is now 9 o'clock. This public
19 proceeding is adjourned.

20 (Audience reaction.)

21 (Which were all the proceedings had at
22 the Public Hearings Concerning the
23 O'Hare Modernization Draft
24 Environmental Impact Statement.)

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