

## U.10 MISCELLANEOUS WRITTEN COMMENTS

The following comments were received as emails, letters, or postcards throughout the development of the EIS, and span from mid March of 2003 through Early April of 2005. These comment documents were responded to individually by directing commenters to appropriate topical responses that can be found in **Section U.5** of this appendix. The following table provides an index for this section:

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| 2bretired@comcast.net             | U.10                  | U.10-478    | 050324_18  |
| Ackley                            | U.10                  | U.10-495    | 050402_03  |
| Al-Khafaji                        | U.10                  | U.10-225    | 050223_125 |
| Anderson                          | U.10                  | U.10-253    | 050224_148 |
| Andrews                           | U.10                  | U.10-313    | 050305_01  |
| Anzelmo                           | U.10                  | U.10-239    | 050223_136 |
| Ariens                            | U.10                  | U.10-247    | 050224_143 |
| Auge                              | U.10                  | U.10-364    | 050314_06  |
| Ault                              | U.10                  | U.10-50     | 031215_04  |
| Baker, Don                        | U.10                  | U.10-46     | 031215_02  |
| Baker, Don                        | U.10                  | U.10-63     | 040612_01  |
| Baker, Don                        | U.10                  | U.10-532    | 050406_17  |
| Ballantine                        | U.10                  | U.10-208    | 050222_143 |
| Baltutis                          | U.10                  | U.10-223    | 050223_123 |
| Barron                            | U.10                  | U.10-416    | 050321_18  |
| Bauer                             | U.10                  | U.10-20     | 030421_04  |
| Bean, Douglas A.                  | U.10                  | U.10-97     | 050122_02  |
| Bean, Willard L.                  | U.10                  | U.10-96     | 050122_01  |
| Becker                            | U.10                  | U.10-459    | 050324_01  |
| Beckham                           | U.10                  | U.10-101    | 050124_02  |
| Becque                            | U.10                  | U.10-427    | 050322_04  |
| Begley                            | U.10                  | U.10-222    | 050223_122 |
| Bekeleski, Donald                 | U.10                  | U.10-157    | 050208_02  |
| Bekeleski, Donald, Nancy , Pamela | U.10                  | U.10-81     | 050116_01  |
| Bekeleski, Donald, Nancy ,Pamela  | U.10                  | U.10-103    | 050124_04  |
| Bell                              | U.10                  | U.10-472    | 050324_12  |
| Berna                             | U.10                  | U.10-528    | 050406_11  |
| Bernadi                           | U.10                  | U.10-30     | 031104_02  |
| Biancardi                         | U.10                  | U.10-312    | 050304_03  |
| Bias                              | U.10                  | U.10-414    | 050321_15  |
| Billmeier                         | U.10                  | U.10-120    | 050130_01  |
| Black                             | U.10                  | U.10-119    | 050129_01  |
| Block                             | U.10                  | U.10-180    | 050215_02  |
| Blomberg                          | U.10                  | U.10-24     | 030423_01  |
| Bloniarz                          | U.10                  | U.10-419    | 050321_21  |
| Boardman                          | U.10                  | U.10-145    | 050131_13  |
| Bobins                            | U.10                  | U.10-311    | 050304_02  |
| Bongiovanni                       | U.10                  | U.10-166    | 050209_07  |
| Bonilla                           | U.10                  | U.10-65     | 040829_01  |

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| Brandon                              | U.10                  | U.10-147    | 050201_02  |
| Brands                               | U.10                  | U.10-353    | 050311_03  |
| Bredin                               | U.10                  | U.10-131    | 050131_06  |
| Breese                               | U.10                  | U.10-382    | 050316_02  |
| Bremer                               | U.10                  | U.10-165    | 050209_06  |
| Brinkmeier, O.                       | U.10                  | U.10-83     | 050121_01  |
| Brinkmeier, P.                       | U.10                  | U.10-268    | 050225_02  |
| Brinkmeier, S.                       | U.10                  | U.10-345    | 050308_02  |
| Brodsky                              | U.10                  | U.10-262    | 050225_06  |
| Brooks                               | U.10                  | U.10-496    | 050403_01  |
| Brown, Gary                          | U.10                  | U.10-295    | 050302_09  |
| Brown, S.                            | U.10                  | U.10-513    | 050405_03  |
| Brucken                              | U.10                  | U.10-288    | 050302_02  |
| Buckett                              | U.10                  | U.10-468    | 050324_07  |
| Bugel                                | U.10                  | U.10-545    | 050406_34  |
| Burns                                | U.10                  | U.10-343    | 050309_01  |
| Carlstrom                            | U.10                  | U.10-161    | 050209_02  |
| Cecille                              | U.10                  | U.10-355    | 050311_05  |
| Chakires                             | U.10                  | U.10-92     | 050121_08  |
| Chapp, Jill                          | U.10                  | U.10-177    | 050214_03  |
| Chapp, Rick                          | U.10                  | U.10-176    | 050214_02  |
| Chavarrie                            | U.10                  | U.10-418    | 050321_20  |
| Chavez                               | U.10                  | U.10-395    | 050318_14  |
| Chicago Covention and Tourism Bureau | U.10                  | U.10-240    | 050224_139 |
| Cirone                               | U.10                  | U.10-325    | 050307_07  |
| Clark                                | U.10                  | U.10-196    | 050219_01  |
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| Conibear                             | U.10                  | U.10-199    | 050221_02  |
| Cooper                               | U.10                  | U.10-289    | 050302_03  |
| Covala                               | U.10                  | U.10-316    | 050306_07  |
| Cuellar                              | U.10                  | U.10-317    | 050306_08  |
| Cuscaden                             | U.10                  | U.10-112    | 050127_05  |
| Darling                              | U.10                  | U.10-128    | 050131_04  |
| Davies                               | U.10                  | U.10-296    | 050302_10  |
| Dean                                 | U.10                  | U.10-141    | 050131_11  |
| Dee                                  | U.10                  | U.10-378    | 050315_03  |
| Del Preto                            | U.10                  | U.10-214    | 050222_150 |
| Delt                                 | U.10                  | U.10-467    | 050324_06  |
| DeMaine                              | U.10                  | U.10-276    | 050228_04  |
| Devine                               | U.10                  | U.10-337    | 050308_04  |
| DeVito                               | U.10                  | U.10-521    | 050405_11  |
| Djuric                               | U.10                  | U.10-360    | 050314_02  |
| Doane                                | U.10                  | U.10-252    | 050224_146 |
| Doering                              | U.10                  | U.10-149    | 050202_01  |
| Doherty                              | U.10                  | U.10-19     | 030421_03  |
| Donahue                              | U.10                  | U.10-91     | 050121_07  |
| Donaldson                            | U.10                  | U.10-35     | 031212_01  |
| Dostal                               | U.10                  | U.10-216    | 050222_152 |

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| Drake              | U.10                  | U.10-202    | 050222_136 |
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| Drozdek, Joseph    | U.10                  | U.10-488    | 050329_02  |
| Drysch, Mark       | U.10                  | U.10-270    | 050227_01  |
| Drysch, Mark       | U.10                  | U.10-341    | 050308_06  |
| Edwards            | U.10                  | U.10-285    | 050228_13  |
| Englert            | U.10                  | U.10-308    | 050303_07  |
| Escutia            | U.10                  | U.10-67     | 040829_03  |
| Fajnor             | U.10                  | U.10-497    | 050403_02  |
| Farrell            | U.10                  | U.10-210    | 050222_147 |
| Ferguson           | U.10                  | U.10-375    | 050314_11  |
| Ferraro            | U.10                  | U.10-221    | 050223_121 |
| Fiore              | U.10                  | U.10-111    | 050127_04  |
| Fisher             | U.10                  | U.10-130    | 050131_05  |
| Fitzgerald         | U.10                  | U.10-84     | 050121_02  |
| Flaherty           | U.10                  | U.10-481    | 050326_02  |
| Flood              | U.10                  | U.10-448    | 050323_05  |
| Fluegge            | U.10                  | U.10-539    | 050406_25  |
| Forster            | U.10                  | U.10-44     | 031213_04  |
| Fortier            | U.10                  | U.10-487    | 050329_01  |
| Francis            | U.10                  | U.10-108    | 050127_01  |
| Frاندrei           | U.10                  | U.10-465    | 050324_04  |
| Fried              | U.10                  | U.10-137    | 050131_09  |
| Frohne             | U.10                  | U.10-393    | 050317_02  |
| Froman             | U.10                  | U.10-109    | 050127_02  |
| Fulton, C Edward   | U.10                  | U.10-228    | 050223_126 |
| Fulton, C. Edward  | U.10                  | U.10-245    | 050224_142 |
| Garcia             | U.10                  | U.10-475    | 050324_15  |
| Gardner, Lillian   | U.10                  | U.10-352    | 050311_01  |
| Gardner, Marilyn   | U.10                  | U.10-548    | 050407_02  |
| Garner             | U.10                  | U.10-363    | 050314_05  |
| Gathman            | U.10                  | U.10-546    | 050406_35  |
| Geier              | U.10                  | U.10-94     | 050121_10  |
| Gengler            | U.10                  | U.10-518    | 050405_08  |
| Gennuso, Peter R.  | U.10                  | U.10-82     | 050117_01  |
| Gennuso, Salvatore | U.10                  | U.10-322    | 050307_04  |
| Gennuso, Salvatore | U.10                  | U.10-323    | 050307_05  |
| Gennuso, Salvatore | U.10                  | U.10-324    | 050307_06  |
| Giampoli           | U.10                  | U.10-93     | 050121_09  |
| Gilligan           | U.10                  | U.10-536    | 050406_20  |
| Grundeis           | U.10                  | U.10-447    | 050323_04  |
| Haas               | U.10                  | U.10-263    | 050225_07  |
| Haase              | U.10                  | U.10-110    | 050127_03  |
| Haba               | U.10                  | U.10-86     | 050121_03  |
| Hahn               | U.10                  | U.10-460    | 050324_02  |
| Hanney             | U.10                  | U.10-292    | 050302_06  |
| Harbecke           | U.10                  | U.10-502    | 050404_04  |
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| Heck                 | U.10                  | U.10-529    | 050406_14  |
| Heinrich, Dolores    | U.10                  | U.10-236    | 050223_133 |
| Heinrich, Dolores    | U.10                  | U.10-238    | 050223_135 |
| Herrera              | U.10                  | U.10-361    | 050314_03  |
| Hertzberg            | U.10                  | U.10-51     | 031216_01  |
| Hesterman            | U.10                  | U.10-494    | 050402_02  |
| Hickey               | U.10                  | U.10-479    | 050324_19  |
| Hieber               | U.10                  | U.10-445    | 050323_02  |
| Holmes               | U.10                  | U.10-259    | 050225_03  |
| Horejs               | U.10                  | U.10-504    | 050404_06  |
| Horn                 | U.10                  | U.10-542    | 050406_27  |
| Howard               | U.10                  | U.10-29     | 030719_01  |
| Howorko              | U.10                  | U.10-334    | 050308_01  |
| Hucke                | U.10                  | U.10-515    | 050405_05  |
| Huitink              | U.10                  | U.10-39     | 031212_05  |
| Inocencio            | U.10                  | U.10-249    | 050224_144 |
| Insprucker, Mary     | U.10                  | U.10-255    | 050224_150 |
| Insprucker, Tom      | U.10                  | U.10-256    | 050224_151 |
| James                | U.10                  | U.10-102    | 050124_03  |
| Jankosky             | U.10                  | U.10-344    | 050309_02  |
| Janowski             | U.10                  | U.10-386    | 050316_06  |
| Jend, Mary J.        | U.10                  | U.10-21     | 030421_05  |
| Jend, Mary J.        | U.10                  | U.10-348    | 050310_02  |
| Jenkins              | U.10                  | U.10-152    | 050205_01  |
| Jensen               | U.10                  | U.10-118    | 050128_05  |
| Job                  | U.10                  | U.10-183    | 050217_01  |
| Johanson             | U.10                  | U.10-117    | 050128_04  |
| Johnsen              | U.10                  | U.10-424    | 050322_02  |
| Johnson, Catherine   | U.10                  | U.10-261    | 050225_05  |
| Johnson, Lyle        | U.10                  | U.10-299    | 050303_02  |
| Johnson, Michael G.  | U.10                  | U.10-172    | 050213_01  |
| Johnson, Nancy       | U.10                  | U.10-278    | 050228_06  |
| Judge                | U.10                  | U.10-139    | 050131_10  |
| Juneau               | U.10                  | U.10-164    | 050209_05  |
| Jvoss4@aol.com       | U.10                  | U.10-525    | 050406_08  |
| Kaloustain           | U.10                  | U.10-444    | 050323_01  |
| Kane                 | U.10                  | U.10-392    | 050317_01  |
| Kaplon               | U.10                  | U.10-354    | 050311_04  |
| Karkowski            | U.10                  | U.10-342    | 050308_07  |
| Kasmer               | U.10                  | U.10-293    | 050302_07  |
| Kazmer               | U.10                  | U.10-500    | 050404_02  |
| Kelly                | U.10                  | U.10-415    | 050321_17  |
| Kelso, Charlotte     | U.10                  | U.10-38     | 031212_04  |
| Kelso, Curtis        | U.10                  | U.10-37     | 031212_03  |
| Kesinger             | U.10                  | U.10-517    | 050405_07  |
| Kewitt               | U.10                  | U.10-88     | 050121_05  |
| Khuri                | U.10                  | U.10-159    | 050208_03  |
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| Klitzke                    | U.10                  | U.10-279    | 050228_07  |
| Koch                       | U.10                  | U.10-207    | 050222_142 |
| Kolodziej                  | U.10                  | U.10-185    | 050217_03  |
| Kopacz                     | U.10                  | U.10-59     | 040218_01  |
| Kranz                      | U.10                  | U.10-167    | 050210_01  |
| Krein                      | U.10                  | U.10-107    | 050126_02  |
| Krepton                    | U.10                  | U.10-477    | 050324_17  |
| Krych                      | U.10                  | U.10-297    | 050302_11  |
| Kuchenbecker               | U.10                  | U.10-243    | 050224_140 |
| Kueking                    | U.10                  | U.10-530    | 050406_15  |
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| Kuffel, Susan              | U.10                  | U.10-402    | 050319_02  |
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| Kveck                      | U.10                  | U.10-282    | 050228_10  |
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| Landmeier, Bertha Harbecke | U.10                  | U.10-519    | 050405_09  |
| Landmeier, Betty           | U.10                  | U.10-201    | 050221_04  |
| Landmeier, J. Brigham      | U.10                  | U.10-535    | 050406_19  |
| Landmeier, James           | U.10                  | U.10-512    | 050405_02  |
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| Landmeier, Lester          | U.10                  | U.10-307    | 050303_06  |
| Landmeier, Lynn            | U.10                  | U.10-421    | 050321_24  |
| Langedorf                  | U.10                  | U.10-32     | 031106_01  |
| Larry                      | U.10                  | U.10-68     | 040829_04  |
| Lawson                     | U.10                  | U.10-410    | 050320_03  |
| Leahy                      | U.10                  | U.10-306    | 050303_05  |
| Lehman                     | U.10                  | U.10-366    | 050314_09  |
| Lestina                    | U.10                  | U.10-362    | 050314_04  |
| Lewers                     | U.10                  | U.10-135    | 050131_08  |
| Lewis                      | U.10                  | U.10-193    | 050218_01  |
| Lichter                    | U.10                  | U.10-41     | 031212_07  |
| Liebling                   | U.10                  | U.10-474    | 050324_01  |
| Lindorfer                  | U.10                  | U.10-40     | 031212_06  |
| Lisec                      | U.10                  | U.10-526    | 050406_09  |
| Liske                      | U.10                  | U.10-143    | 050131_12  |
| Lock                       | U.10                  | U.10-404    | 050320_01  |
| Lopez                      | U.10                  | U.10-336    | 050308_03  |
| Loza                       | U.10                  | U.10-396    | 050318_25  |
| Lueck                      | U.10                  | U.10-182    | 050216_01  |
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| Magadan                    | U.10                  | U.10-61     | 040523_04  |
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| Michalski         | U.10                  | U.10-380    | 050315_05  |
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| Murphy            | U.10                  | U.10-527    | 050406_10  |
| Nagle             | U.10                  | U.10-420    | 050321_22  |
| Nanflwr@aol.com   | U.10                  | U.10-58     | 040109_01  |
| Nayle             | U.10                  | U.10-376    | 050315_01  |
| Nelson            | U.10                  | U.10-52     | 031217_01  |
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| Nicoli            | U.10                  | U.10-413    | 050321_12  |
| Nickelson         | U.10                  | U.10-544    | 050406_33  |
| Nishimoto         | U.10                  | U.10-57     | 040108_01  |
| No Name           | U.10                  | U.10-314    | 050306_01  |
| No Name           | U.10                  | U.10-3      | 000000_02  |
| Norris            | U.10                  | U.10-100    | 050124_01  |
| Nudo              | U.10                  | U.10-250    | 050224_145 |
| O'Brien           | U.10                  | U.10-155    | 050207_03  |
| O'Connor          | U.10                  | U.10-338    | 050308_05  |
| Omari             | U.10                  | U.10-160    | 050209_01  |
| Opferman          | U.10                  | U.10-178    | 050215_01  |
| Opitz             | U.10                  | U.10-411    | 050320_04  |
| Pacheco           | U.10                  | U.10-388    | 050316_08  |
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| Parsons, Richard  | U.10                  | U.10-356    | 050311_06  |
| Partin            | U.10                  | U.10-541    | 050406_26  |
| Patela            | U.10                  | U.10-22     | 030421_06  |
| Pattullo          | U.10                  | U.10-194    | 050218_02  |
| Pavisc            | U.10                  | U.10-281    | 050228_09  |

**TABLE U.10-1 – ALPHABETICAL INDEX OF COMMENTS IN SECTION U.10**

| Commenter Name              | Section of Appendix U | Page Number | Code       |
|-----------------------------|-----------------------|-------------|------------|
| Peironnet                   | U.10                  | U.10-171    | 050211_03  |
| Pellicore                   | U.10                  | U.10-169    | 050211_02  |
| Peralta                     | U.10                  | U.10-422    | 050321_25  |
| Perkins                     | U.10                  | U.10-36     | 031212_02  |
| Pery                        | U.10                  | U.10-213    | 050222_149 |
| Petersen                    | U.10                  | U.10-4      | 000000_03  |
| Peterson                    | U.10                  | U.10-13     | 030402_01  |
| Pfeifer                     | U.10                  | U.10-305    | 050303_04  |
| Poll-Klaessy                | U.10                  | U.10-350    | 050310_03  |
| Poltorak                    | U.10                  | U.10-284    | 050228_12  |
| Preisler                    | U.10                  | U.10-547    | 050407_01  |
| Preys                       | U.10                  | U.10-168    | 050211_01  |
| Riddell                     | U.10                  | U.10-531    | 050406_16  |
| Riddle                      | U.10                  | U.10-45     | 031215_01  |
| Rivera                      | U.10                  | U.10-231    | 050223_129 |
| Roberson                    | U.10                  | U.10-219    | 050222_153 |
| Rogus                       | U.10                  | U.10-315    | 050306_05  |
| Romano, Mary                | U.10                  | U.10-197    | 050220_01  |
| Romano, Mary                | U.10                  | U.10-198    | 050221_01  |
| Rood                        | U.10                  | U.10-503    | 050404_05  |
| Rotseuns                    | U.10                  | U.10-114    | 050128_01  |
| Ruble                       | U.10                  | U.10-273    | 050228_01  |
| Runge                       | U.10                  | U.10-480    | 050326_01  |
| Russell                     | U.10                  | U.10-274    | 050228_02  |
| Ruthenberg, Ross            | U.10                  | U.10-14     | 030419_03  |
| Ruthenberg, Ross            | U.10                  | U.10-203    | 050222_137 |
| Salazar                     | U.10                  | U.10-62     | 040523_06  |
| Saline                      | U.10                  | U.10-79     | 040829_09  |
| Sanchez                     | U.10                  | U.10-473    | 050324_13  |
| Santoyo, Dorothy            | U.10                  | U.10-264    | 050225_08  |
| Sarallo                     | U.10                  | U.10-60     | 040523_03  |
| Sbertoli                    | U.10                  | U.10-53     | 031219_01  |
| Schieble                    | U.10                  | U.10-153    | 050207_01  |
| Schmitt, Alan               | U.10                  | U.10-446    | 050323_03  |
| Schmitt, Alan               | U.10                  | U.10-458    | 050323_07  |
| Schreiber                   | U.10                  | U.10-55     | 040106_01  |
| Schroeder                   | U.10                  | U.10-260    | 050225_04  |
| Schultz                     | U.10                  | U.10-534    | 050406_18  |
| Schulze, Gerald             | U.10                  | U.10-397    | 050318_26  |
| Schulze, Kimberley          | U.10                  | U.10-232    | 050223_130 |
| Schulze, Mr. & Mrs. William | U.10                  | U.10-514    | 050405_04  |
| Schulze, Steven             | U.10                  | U.10-233    | 050223_131 |
| Schulze, Susan J.           | U.10                  | U.10-237    | 050223_134 |
| Schumacher                  | U.10                  | U.10-268    | 050226_03  |
| Scott                       | U.10                  | U.10-423    | 050322_01  |
| Scroggins                   | U.10                  | U.10-524    | 050406_07  |
| Sell                        | U.10                  | U.10-389    | 050316_09  |
| Sieber                      | U.10                  | U.10-501    | 050404_03  |
| Siebert                     | U.10                  | U.10-7      | 030307_01  |
| Sierra Sila                 | U.10                  | U.10-385    | 050316_05  |

**TABLE U.10-1 – ALPHABETICAL INDEX OF COMMENTS IN SECTION U.10**

| Commenter Name    | Section of Appendix U | Page Number | Code       |
|-------------------|-----------------------|-------------|------------|
| Silagi            | U.10                  | U.10-462    | 050324_03  |
| Simmons           | U.10                  | U.10-275    | 050228_03  |
| Sirovy            | U.10                  | U.10-1      | 000000_01  |
| Skosey            | U.10                  | U.10-124    | 050131_02  |
| Smith, Louise     | U.10                  | U.10-148    | 050201_03  |
| Smith, Terrance   | U.10                  | U.10-470    | 050324_10  |
| Snell             | U.10                  | U.10-485    | 050328_03  |
| Sobey             | U.10                  | U.10-309    | 050304_01  |
| Sobieski          | U.10                  | U.10-298    | 050303_01  |
| Soline            | U.10                  | U.10-318    | 050306_09  |
| Solis             | U.10                  | U.10-104    | 050126_01  |
| Sorensen          | U.10                  | U.10-516    | 05045_06   |
| Speciale          | U.10                  | U.10-507    | 050404_09  |
| St. Alexis Church | U.10                  | U.10-71     | 040829_08  |
| Stagg             | U.10                  | U.10-212    | 050222_148 |
| Stegmaier, George | U.10                  | U.10-95     | 050121_11  |
| Stegmaier, George | U.10                  | U.10-90     | 050121_06  |
| Stegmaier, George | U.10                  | U.10-116    | 050128_03  |
| Stegmaier, George | U.10                  | U.10-490    | 050331_01  |
| Stegmaier, George | U.10                  | U.10-491    | 050331_02  |
| Stegmaier, George | U.10                  | U.10-499    | 050404_01  |
| Stegmaier, George | U.10                  | U.10-522    | 050405_12  |
| Stegmaier, George | U.10                  | U.10-523    | 050405_13  |
| Stepp             | U.10                  | U.10-23     | 030421_07  |
| Stoneberg         | U.10                  | U.10-357    | 050311_07  |
| Strand            | U.10                  | U.10-267    | 050226_02  |
| Strohm            | U.10                  | U.10-520    | 050405_10  |
| Sturm             | U.10                  | U.10-347    | 050310_01  |
| Suttor            | U.10                  | U.10-469    | 050324_09  |
| Sylbo             | U.10                  | U.10-133    | 050131_07  |
| Tade              | U.10                  | U.10-271    | 050227_02  |
| Taubken           | U.10                  | U.10-184    | 050217_02  |
| Taylor, Timothy   | U.10                  | U.10-11     | 030319_01  |
| Taylor, Timothy   | U.10                  | U.10-28     | 030507_01  |
| Taylor, Timothy   | U.10                  | U.10-69     | 040829_06  |
| Tekampe           | U.10                  | U.10-98     | 050123_01  |
| Theodore          | U.10                  | U.10-257    | 050225_01  |
| Thomas            | U.10                  | U.10-209    | 050222_146 |
| Thomka            | U.10                  | U.10-33     | 031111_01  |
| Thorson, Greg     | U.10                  | U.10-122    | 050131_01  |
| Tomaskovic        | U.10                  | U.10-358    | 050313_01  |
| Tooman            | U.10                  | U.10-244    | 050224_141 |
| Treesh            | U.10                  | U.10-346    | 050309_03  |
| Ujala33@aol.com   | U.10                  | U.10-254    | 050224_149 |
| Umlauf            | U.10                  | U.10-266    | 050226_01  |
| Vacura            | U.10                  | U.10-174    | 050214_01  |
| Valenti           | U.10                  | U.10-162    | 050209_03  |
| Vander Baan       | U.10                  | U.10-321    | 050307_03  |
| Vasquez           | U.10                  | U.10-333    | 050307_09  |
| Vecchiollo        | U.10                  | U.10-70     | 040829_07  |

**TABLE U.10-1 – ALPHABETICAL INDEX OF COMMENTS IN SECTION U.10**

| Commenter Name     | Section of Appendix U | Page Number | Code       |
|--------------------|-----------------------|-------------|------------|
| Wanamaker          | U.10                  | U.10-215    | 050222_151 |
| Weathers           | U.10                  | U.10-394    | 050317_04  |
| Weinberger-Johnson | U.10                  | U.10-173    | 050213_02  |
| Wells              | U.10                  | U.10-359    | 050314_01  |
| Werneiwski         | U.10                  | U.10-87     | 050121_04  |
| Wiktor             | U.10                  | U.10-492    | 050401_01  |
| Wilson, David      | U.10                  | U.10-471    | 050324_11  |
| Wilson, Eric       | U.10                  | U.10-48     | 031215_03  |
| Winkelhake         | U.10                  | U.10-286    | 050228_14  |
| Wright             | U.10                  | U.10-483    | 050328_02  |
| Wyco               | U.10                  | U.10-154    | 050207_02  |
| Young              | U.10                  | U.10-330    | 050307_02  |
| Zabielski          | U.10                  | U.10-291    | 050302_05  |
| Zak                | U.10                  | U.10-428    | 050322_06  |
| Zalas              | U.10                  | U.10-319    | 050307_01  |
| Zander             | U.10                  | U.10-391    | 050316_12  |
| Zary               | U.10                  | U.10-54     | 040101_01  |
| Zigler             | U.10                  | U.10-290    | 050302_04  |
| Zumer              | U.10                  | U.10-224    | 050223_124 |

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| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-1. |

Chicago O'Hare International Airport

Draft EIS

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**PUBLIC OUTREACH SESSION**




**WRITTEN COMMENT FORM**

Thank you for attending the Public Outreach Session. If you would like to give written comments on the draft Airport Layout Plan, you may use this form. Should your comments exceed the space allotted, you may attach additional pages.

Name: EDWARD ROBERT SIROY      ESROY@CORECOMM.NET

Address: 311 S. WILLIAMS ST. WESTPORT IL 60539-1445

Comment: MAKE NO LITTLE PLANS - DAN BURHAM  
 O'HARE SHOULD BE THE CROSSROADS OF THE CONTINENT - THE BIGGEST AIRPORT ON THE CONTINENT. BUT IT IS LANDLOCKED. EXPANSION IS LIMITED. PLANS FOR O'HARE ARE LITTLE PLANS.  
 REPLACE - DO NOT SUPPLEMENT O'HARE.  
 DON'T SPEND A DIME ON O'HARE.

BUILD A 30,000 TO 40,000 ACRE AIRPORT IN PEOTONE AND CLOSE O'HARE

O'HARE 700 ACRES  
 DETROIT 7000 ACRES  
 KANSAS CITY 10,000 ACRES  
 DULLES 10,000 ACRES  
 DFW 15,000 ACRES  
 DENVER 30,000 ACRES

YOU CAN'T COPY ATLANTA AS ATLANTA DOES NOT HAVE AS VARIABLE A WIND PROFILE AS CHICAGO.  
 NORTHEASTER FROM LAKE MICHIGAN  
 NORTHWEST ALBERTA CLIPPERS - YOUR ENHANCING THESE RUNWAYS

1

\*Written Comments will be considered throughout the planning process for the O'Hare Modernization Program  
 O'Hare Modernization Program  
 P.O. Box 66790  
 Chicago, IL 60666

**OVER**

For more information on the O'Hare Modernization Program, log onto our Web site at [www.ohare.com](http://www.ohare.com).

Chicago O'Hare International Airport

Draft EIS

THAN OTHER STPK

STRONG WINDS FROM THE NORTH

STRONG SW WINDS FROM THE PLAINS CIRCING FROM THE GULF OF MEXICO

ATLANTA IS WIND ZONE A.

CHICAGO IS WIND ZONE B (MUCH STRONGER).

(WIND ZONE C IS THE HURRICANE COASTS)

AIRCRAFT STILL HAVE CROSSWIND LIMITATIONS IN STRONG WINDS. YOU NEED AN AIRPORT WITH MULTIPLE RUNWAYS TO 8 POINTS OF THE COMPASS. ONLY A BIG AIRPORT CAN DO THAT.

O'HARE IS A LITTLE PLAN. CLOSE IT.

MAKE A BIG DANIEL BURMAN PLAN.

BUILD A BIG AIRPORT IN PEOTOWNE,

2

P.S. WHERE IS THE RAILROAD TERMINAL FOR AMTRAK. MILWAUKEE TRAINS SHOULD PASS THRU.

TRAINS FROM CHAMPAIGN/CARBONDALE, SPRINGFIELD/ST. LOUIS, GRAND RAPIDS, QUINCY, PEORIA, QUAD CITIES SHOULD PASS THRU UNION STATION AND TERMINATE AT O'HARE.

3

| Comment | Response                                  |
|---------|---|
| 2       | Please see topical responses B-2 and K-1. |
| 3       | Please see topical responses B-7 and F-2. |

Chicago O'Hare International Airport

Draft EIS

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses M-2 and M-4. |
| 2       | Please see topical response F-2.          |

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**PUBLIC OUTREACH SESSION**

**WRITTEN COMMENT FORM**

Thank you for attending the Public Outreach Session. If you would like to give written comments on the draft Airport Layout Plan, you may use this form. Should your comments exceed the space allotted, you may attach additional pages.

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Comment:** GREAT PLAN FOR KEEPING CHICAGO'S BUSINESS CENTERS GROWING! CONSIDER ADDING MULTI-MODAL TERMINAL CAPABILITY WITH CONCURRENT GATE, CTA, REGIONAL GATE SERVICES IN ONE TERMINAL

1

2

\*Written Comments will be considered throughout the planning process for the O'Hare Modernization Program  
 O'Hare Modernization Program  
 P.O. Box 66790  
 Chicago, IL 60666  
 For more information on the O'Hare Modernization Program, log onto our Web site at [www.ohare.com](http://www.ohare.com).

carin petersen

630-521-1540

p. 1

000000\_03

FAX: 847-294-7046  
 FROM: 630-521-1540 3 PAGES  
 TO: FEDERAL AVIATION ADMIN  
 CHICAGO  
 MR. MICHAEL W. MAC MULLEN  
 AIRPORT DIST. OFFICE,

DEAR MR. MAC MULLEN

PLEASE DO THE RIGHT THING  
 AND NOT LET O'HARE AIRPORT  
 GET ANY BIGGER WITH MORE  
 RUNWAYS. WE BEG OF YOU TO  
 NOT LET THIS AIRPORT EXPAND.  
 THERE IS TOO MUCH NOISE AND  
 POLLUTION AROUND HERE. PLEASE  
 SEE THE ATTACHED. WHO IS GOING  
 TO PAY FOR THIS EXPANSION. THE  
 AIRLINES? THANK YOU  
 RICHARD + CARIN PETERSEN  
 WOOD DALE

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-1, E-1 and M-1. |
| 2       | Please see topical responses B-8 and L-1.      |

| Comment | Response                         |
|---------|----------------------------------|
| 3       | Please see topical response B-8. |

**Daily Herald**  
 Stock listings: 3  
 Obituaries: 8,9  
 Weather: 10  
 dailyherald.com

# Business

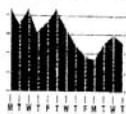
**Earnings**  
 Reports on Baxter, Microsoft, others — Page 2

**Workplace**  
 Bob Rosner shares readers' stories with bullies — Page 2



### The Market

**Dow Jones Industrial Average**  
 Close 10,467.40 -31.19



**NASDAQ** 2,047.15 +1.06  
**S&P 500** 1,174.55 +0.48  
**AMEX** 1,422.47 +1.88  
**NYSE** 7,048.87 +2.57

### Big Picture

**Procter & Gamble buying Gillette**

CINCINNATI — Procter & Gamble Co. is buying Gillette Co. for \$57 billion in stock and cash, the companies have announced. If approved by regulators, the deal would couple Gillette's Duracell batteries, Right Guard deodorant and

# Held down

Rising oil prices and falling airfares are contributing to billions of dollars in losses for the troubled airline industry, which shows few signs of escaping its dilemma anytime soon

**BY MIKE COMERFORD**  
*Daily Herald Business Writer*

United Airlines said Thursday it lost \$1.64 billion last year, just the latest of disastrous results in an airline industry held down by multi-billion dollar losses. All but two of the top 10 airlines in the country, Southwest Airlines and AirTran Group, will post fourth quarter losses, analysts predict.

As a whole, U.S. airlines will lose more than \$9 billion when their 2004 earnings are announced and could lose another \$4 billion to \$5 billion this year, according to Washington D.C.-based trade group Air Transport Association.

**Industry Issues**  
 The industry is racking up billions of dollars of losses as fuel prices rise but fares are close to the 1995 levels.  
 Air fares won't budg...

**SBC mail for**

Associated Press  
 NEW YORK — The nation's largest wireless phone subscribers can't say why losing subscribers seems the best way to remain profitable. AT&T has great power to wireless and to AT&T's 20 phone subscribers. The mail jumped 6.5% to \$15.7 billion reports that rise for most Southwest, the nation's largest air carrier. AT&T's app not material. SBC if the down over moving target rising busi Analysts sp reports in Th

P-3

630-521-1540

carin petersen

**Airline crisis**

Of the top six U.S. airlines, all but Southwest Airlines lost money last year.

|                               | Revenue      | Net income (loss) |
|-------------------------------|--------------|-------------------|
| AMR Corp.'s American Airlines | \$19 billion | (-\$781 million)  |
| UAL Corp.'s United Airlines   | \$16 billion | (-\$1.6 billion)  |
| Delta Air Lines Inc.          | \$15 billion | (-\$5.3 billion)  |
| Northwest Airlines Corp.      | \$11 billion | (-\$848 million)  |
| Continental Airlines Inc.     | \$10 billion | (-\$363 million)  |
| Southwest Airlines Co.        | \$7 billion  | \$313 million     |

Source: Daily Herald reporting

DAILY HERALD

4

Find your dream house  
**NEW HOMES**  
 SATURDAYS

| Comment | Response                         |
|---------|----------------------------------|
| 4       | Please see topical response B-8. |

030307\_01

STATE OF ILLINOIS )  
 ) SS  
COUNTIES OF DU PAGE )

I, SHIRLEY J. SIEBERT, hereby certify that I am duly elected, qualified and acting City Clerk of the City of Wood Dale, DuPage and Cook Counties, Illinois, a municipal corporation, and the keeper of its seal and records.

I HEREBY FURTHER CERTIFY that the attached is a true and correct copy of:  
Resolution #R-02-23 - A Resolution in Support of the Alliance of Residents Concerned about O'Hare (ARCO) Scoping Positions in Regard to the O'Hare Modernization Program Concept Environmental Impact Statement (EIS).

I HEREBY FURTHER CERTIFY that Resolution #R-02-23 passed and was approved by the City Council of the City of Wood Dale on October 17, 2002. The vote was:

Ayes: 8 Nays: 0 Absent: 0

I HEREBY FURTHER CERTIFY that the original of the attached is now on file in the office of the City Clerk, 404 North Wood Dale Road, Wood Dale, Illinois, 60191-1596.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Wood Dale, aforesaid, at said City, in the County and State aforesaid, this 7<sup>th</sup> day of March, 2003.

*Shirley J. Siebert*  
Shirley J. Siebert, City Clerk

(S E A L)

BY: *Deborah R. Rosenbach*  
Deborah R. Rosenbach, Deputy City Clerk

04/23/2003 10:43 060002043 001 010000 PAGE 40/53

**The City of Wood Dale  
Resolution No. R-02-23**

**A RESOLUTION IN SUPPORT OF THE ALLIANCE OF RESIDENTS CONCERNED ABOUT O'HARE (AReCO) SCOPING POSITIONS IN REGARD TO THE O'HARE MODERNIZATION PROGRAM CONCEPT ENVIRONMENTAL IMPACT STATEMENT (EIS)**

WHEREAS, the City of Wood Dale is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq.*; and

WHEREAS, the City of Wood Dale is authorized and empowered, under the Municipal Code and the Code of Ordinances of the City of Wood Dale, to regulate properties located within the municipal boundaries of the City; and

WHEREAS, the O'Hare Modernization Program (OMP), as it has been presented, will consist of a major reconfiguration and new construction of runways, boundary expansions, and property acquisitions; and

WHEREAS, the OMP is projected to almost double the flight operations within the next ten (10) to twenty (20) years and because of this, is required to produce an official Environmental Impact Statement (EIS), to address a wide variety of possible impacts, including air, land, water and noise pollution; and

WHEREAS, the Federal Aviation Authority (FAA), which is the coordinating body, initiated the OMP EIS process via public meetings in late August 2002, for purposes of gathering input from the public as to what the scope of the EIS analysis and evaluations should include; and

WHEREAS, the City of Wood Dale is located less than five (5) miles from O'Hare International Airport; and

WHEREAS, the City of Wood Dale will be affected by an expansion of O'Hare International Airport; and

WHEREAS, the residents of the City of Wood Dale will be affected by an expansion of O'Hare International Airport, and

WHEREAS, the Chicago area has been identified as one of the most polluted areas in the United States; and

| Comment | Response   |
|---------|--|
| 1       | The FAA notes the scoping positions of the City of Wood Dale with regard to the EIS. The FAA notes that the resolution was submitted by the City Clerk and Deputy City Clerk of the City of Wood Dale on March 7, 2003.<br><br>Please see topical responses G-4 and K-1. |
| 2       | Please see topical responses D-1, E-1 and H-2.   |
| 3       | Please see topical response A-3.   |

04/23/2005 10:43 0120002043 011 0110300 PAGE 49/59

| Comment | Response                                  |
|---------|---|
| 4       | Please see topical responses E-1 and M-1. |
| 5       | Please see topical responses A-1 and M-1. |

**WHEREAS**, the United States Environmental Protection Agency (USEPA) list of hazardous and toxic chemicals number greater than one hundred different chemicals, many of which are known to emanate from airport/aircraft operations; and

**WHEREAS**, the operations at O'Hare International Airport constitute one of the most hazardous and toxic emissions pollution in Illinois and the Great Lakes region.

4

**NOW, THEREFORE, BE IT RESOLVED** by the City of Wood Dale, as follows:

1. That the City reaffirms that the FAA scoping proceedings are without proper authority in that no official plan for O'Hare expansion (modernization) exists at this time and that initiation of such scoping activities by the FAA, based on ill-defined and unofficial concepts, is a disservice to the public and municipal government of the City of Wood Dale.
2. The Wood Dale City Council, representing the interests of all the citizens of the City of Wood Dale, hereby sets forth its general support for the positions and questions posed in the ARcCO Environmental Impact Statement (EIS) scoping input documents, which were submitted to the Federal Aviation Administration (FAA) on September 13, 2002, in response to their request for such public input, regarding the O'Hare Modernization Program (OMP), more commonly known as the "O'Hare Expansion Program".

3. The City Clerk is hereby directed to transmit a certified copy of this Ordinance to the following individuals:

5

Henry Hyde, U.S. Representative  
 6<sup>th</sup> Congressional District Office  
 50 East Oak Street, Suite 200  
 Addison, IL 60101

Dick Durbin, Senator  
 230 S. Dearborn, Suite 3892  
 Chicago, IL 60604

James "Pate" Phillip, Senate President  
 District Office  
 50 E. Oak Street, Suite 250  
 Addison, IL 60101

Lee A. Daniels, House Republican Leader  
 611 N. York Road  
 Elmhurst, IL 60126

09/23/2003 10:45 3120002043 001 0110000 PAGE 00/03

Robert J. Schillerstrom, County Board Chairman  
DuPage County  
421 N. County Farm Road  
Wheaton, IL 60187

D. "Dewey" Pierotti Jr., County Board Member District No. 1  
Forest Preserve District of DuPage County  
P.O. Box 5000  
Wheaton, IL 60189-5000

William Maio, County Board Member District No. 1  
P.O. Box 622  
Itasca, IL 60143

Roger Jenisch, County Board Member District No. 1  
189 Manor Lane  
Bloomington, IL 60108

PASSED this 17<sup>th</sup> day of October, 2002.

AYES: 8

NAYS: 0

ABSENT: 0

APPROVED this 17<sup>th</sup> day of October, 2002.

SIGNED:   
Kenneth P. Johnson, Mayor

ATTEST:   
Shirley J. Schert, City Clerk

030319\_01

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

March 19, 2003

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

I wish to thank the FAA representatives for allowing me to offer testimony. I am a resident of Bensenville, Illinois. My home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion.

1

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

2

I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It's a shame that I can't sell to whomever I want. Chicago is under an injunction and is not allowed to negotiate any type of sale for my home. I wonder what would happen if the District Court of Illinois reviewed the case against the City of Chicago and sided with Chicago? Would an injunction be lifted and would all the towns stop sinking more and more taxpayer dollars into the Suburban O'Hare Commission (SOC)? Would the towns get together and work with the DuPage County Board to negotiate with Chicago and work in the best interests of the County, region, state? If that happened, the area economy may be jumpstarted and more people could be working. The SOC dollars could be filtered back to the towns for their own infrastructure use or invested into a local airport expansion.

3

I ask the FAA if there's anything that you can do to expedite the expansion at O'Hare...to please do it.

4

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses G-4 and M-2.           |
| 2       | Please see topical responses C-1, F-3, G-1 and M-4. |
| 3       | Please see topical responses G-4 and M-3.           |
| 4       | Please see topical response A-2.                    |

04/23/2005 10:43 3128002043

GMT CHICAGO

PAGE 87/59

030319\_02

19 MAR 03  
1605 DAKTON  
PARK RIDGE IL 60068 1946

SUBJECT: COMMENTS ON O'HARE EXPANSION

- 1: Why haven't those businesses and municipalities, who said O'Hare expansion was vital to their economic welfare, come forward to financially support United and American Airlines in their effort to help Chicago's O'Hare expansion plans?
- 2: What exceptions and deviations from FAA airport construction rules and regulations (e.g. runway separations, buffer zones for residential areas) are being asked by Chicago to expand O'Hare? How many U.S. airports were granted exceptions and deviations?
- 3: What time frame is being considered for airplane noise reduction and airport and airplane pollution reduction?
- 4: Why is the EPA concerned about lawn-mower, outboard motor and motorcycle pollution when airplanes fill the atmosphere with harmful pollutants as outlined by various studies?
- 5: With all the problems presented in preventing terrorists' activities due to the urban location of O'Hare (e.g. guided missile attacks) it would seem that an open-area Peotone would be ideal.
- 6: Where is Chicago's step-by-step cost analysis for O'Hare expansion? Taxpayers do not want another black hole in their economic universe sucking their dollars into oblivion. Is there a contingency fund for any adverse environmental impacts? The monies for soundproofing homes and schools from airplane noise apparently no longer exists.

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Stan Malinowski

| Comment | Response   |
|---------|--|
| 1       | Please see topical response <b>B-8</b> .<br><br>In addition, normally businesses and/or municipalities (other than airport sponsors) in support of a proposed airport expansion do not provide the airlines direct funding.  |
| 2       | Please see topical response <b>B-6</b> .   |
| 3       | Please see topical responses <b>E-1 and D-1</b> .  |
| 4       | Please see topical response <b>E-1</b> .<br><br>The FAA also refers the commenter to the USEPA's and IEPA's comments on the Draft Environmental Impact Statement, see page U.2-11 and page U.3-5 of this appendix.   |
| 5       | Please see topical responses <b>B-2, C-3, K-2 and M-1</b> .<br><br>The FAA believes that this comment involving potential terrorist attacks presents issues outside of NEPA's environmental focus. The FAA notes that the Transportation Security Administration (TSA) whose mission is the protection of the nation's transportation service, is part of the review of the Airport Layout Plan submitted by the City of Chicago for FAA review. |
| 6       | Please see topical responses <b>D-3 and L-1</b> .  |

030402\_01

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4-2-b3

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses G-3 and G-4.                 |
| 2       | Please see topical responses A-1, C-2, G-3, G-4, and M-2. |
| 3       | Please see topical responses A-1, D-3 and D-4.            |
| 4       | Please see topical response F-3.                          |
| 5       | Please see topical response G-4.                          |

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: LINDA J. PETERSON  
Last First MI

Address: 422 E. WASHINGTON ST - BENSENVILLE, IL  
Street Address Apt. City/Town State Zip 60106

- 1
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- 4
- 5

MY QUESTION IS: THE TAX REVENUE THAT WOULD BE TAKEN AWAY FROM BENSENVILLE, WOULD THE CITY OF CHICAGO MAKE THAT UP? THAT NEW PORTION WOULD THEN BE CHICAGO? I WOULD LIKE EVERYTHING DONE LEGALLY, UP TO CODE & YOU CAN GUARANTEE THE NEW CONSTRUCTION WOULD OPERATE NO MATTER WHAT THE WEATHER. IT WOULD PUT PEOPLE TO WORK. BENSENVILLE STILL HAS TO FUNCTION AS A TOWN, MY SON IS IN FENTON HIGH. I HOPE YOU HAVE PLANNERS TO SELECT THE BEST PLAN AVAILABLE. THE WESTERN ACCESS IS A MUST. MAYBE BUSINESS CAN BE MOVED TO MAKE PEOPLE HAPPY.

030419\_03

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4/19/03

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: Ruttenberg Ross  
Last First MI

Address: 433 N. Ash Wood Dale IL 60191  
Street Address Apt. City/Town State Zip

Government funding is supplied to O'Hare in order to supply and operate a substantial fire & safety operation on airport grounds. It is more probable that aircraft crashes will occur off-airport grounds in the surrounding suburbs, such as in Wood Dale, etc. Airport expansion will greatly increase the danger and probability of crashes.

Government funds should go to all fire and safety operations (e.g. Wood Dale Fire District) to prepare and equip them to handle a massive crash, especially from such as the French A-380 (82,000 gallons of fuel). What provisions along these lines will be made by the FAA and O'Hare?

| Comment | Response   |
|---------|--|
| 1       | At present, off-airport fire protection services are not eligible for AIP funding.<br><br>Please see topical responses C-7, K-2, and L-1.<br><br>The FAA also refers the commenter to the <i>Alliance of Resident's Concerning O'Hare, Inc.'s April 6 letter of comments on the Draft EIS, document number 050406_02, beginning on page U.4-295.</i> |

04/20/2003 10:42 AM 02/03/03 PAGE 02/03

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4/19/03

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: Rottenberg Ross  
Last First MI

Address: 433 N. Ash Wood Dale IL 60191  
Street Address Apt. City/Town State Zip

The City of Chicago/O'Hare/FAA produce maps showing current and projected noise contours for existing and expanded O'Hare configurations, based on noise emissions from aircraft and given aircraft mixes and flight paths.

Similar contours should be provided in the EIS for air pollution emissions from the airport operations and aircraft based on the aircraft mix emissions and flight paths.

The provided contours should include "criteria" and toxic emissions, both averages and maximums, using the summer periods of minimal winds and maximum solarization for the calculations. Contours should go out to at least 25 miles radius.

| Comment | Response   |
|---------|--|
| 2       | <p>Please see topical responses A-3, D-1, D-2 and E-1.</p> <p>With regard to the comments regarding the air quality analysis, the FAA refers the commenter to <b>Appendix J, Air Quality</b> for detailed information on the extensive air quality impact assessment conducted as a part of this EIS. The FAA notes that the air quality protocol for the assessment was developed in concert with both the IEPA and USEPA.</p> <p>The FAA also refers the commenter to the <i>Alliance of Resident's Concerning O'Hare, Inc.'s April 6 letter of comments on the Draft EIS, document number 050406_02, beginning on page U.4-295.</i></p> |

2

04/23/2003 10:43 3120002043

CHI CHICAGO

PAGE 53/59

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4/19/03

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: R. Honberg Ross  
Last First MI

Address: 433 N. Ash Wood Dale IL 60191  
Street Address Apt. City/Town State Zip

The Bush administration has just announced a program to clean up diesel (offroad) emissions (ref. Chicago Tribune, 4/16/03) by sulfur reductions in fuel of up to 99%. This (in the U.S.) would prevent annually 9,600 premature deaths, 8300 hospitalizations, 16,000 heart attacks, 5700 childrens asthma-related hospital emergency room visits, 260,000 respiratory problems in children and nearly 1 million work days lost to illness.

The EIS should calculate the above categories, figures for the O'Hare expansion versus the current base line i.e. How many additional heart attacks, etc etc will be associated with the expansion? It is obvious that the ability to calculate same exists. All aircraft fuel should be required to be 99% sulfur reduced by year 2014.

3

| Comment | Response  |
|---------|---|
| 3       | <p>Please see topical responses E-1 and M-1.</p> <p>The FAA is not required to make the "calculations" that are requested by the commenter. The EIS does, however, include a comprehensive air quality analysis, see <b>Chapter 5, Section 5.6</b> of the EIS.</p> <p>The FAA also refers the commenter to the <i>Alliance of Resident's Concerning O'Hare, Inc.'s April 6 letter of comments on the Draft EIS, document number 050406_02, beginning on page U.4-295.</i></p> |

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4/19/03

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: Ruttenberg Ross  
Last First MI

Address: 433 N. Ash Wood Dale IL 60191  
Street Address Apt. City/Town State Zip

All O'Hare runways should be limited to 10,000 feet max. Longer runways are only required for huge planes carrying huge loads. Plane size/load/range should be limited (regulated?) such as to require only 10,000 feet takeoff (takeoff sets the limit rather than arrival).

In particular, the French A380 should not be allowed at O'Hare. This behemoth is way too large to be flying overhead of an urban area and its huge fuel load (82,000 gallons) represents a safety hazard worse than terrorists. Any comparables such as B-747's should be limited to 10,000 foot runways.

04/23/2003 10:43 3120002043 CMH C:\C:\C:\C\ PAGE 55/59

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

4/19/03

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: Ruttenberg Ross  
Last First MI

Address: 433 N. Ash Wood Dale IL 60191  
Street Address Apt. City/Town State Zip

- ① Existing and new runways should not be lengthened towards the west. Existing western boundary should be maintained. Lengthening will increase noise in Wood Dale (and B.Ville/Itasca) because aircraft altitudes will be reduced over those towns (e.g. arrivals passing over Wood Dale currently at ~1000' will be lowered by ~100').
- ② If runways are lengthened as indicated, 3 degree approach should be increased to maintain current altitude ~~or~~ (probably to about 3.5 degrees... preferably 4°).  
 Planes departing west should have loads decreased and take off angles increased such as to maintain same noise profile over Wood Dale.

| Comment | Response   |
|---------|--|
| 4       | <p>Please see topical responses D-1, D-2, K-1, and K-2.</p> <p>With regard to the Airbus A380 and runway length considerations, the FAA refers the commenter to <b>Chapter 2, Section 2.3.1.2</b> 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 <b>Appendix B</b> of the EIS.</p> <p>With regard to the noise exposure in Wood Dale, Bensenville, and Itasca, the FAA refers the commenter to <b>Chapter 5, Section 5.1</b> of the EIS which includes the noise impact assessment.</p> |

04/23/2003 10:42 AM 030421\_03

UNIT CHICAGO

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030421\_03

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: DOHERTY ROBERT J  
Last First MI

Address: 1406 PARK RIDGE BL. PARK RIDGE IL 60068  
Street Address Apt. City/Town State Zip

THE NAME "O'HARE MODERNIZATION PROGRAM" TENDS TO DISCOURAGE JUDGMENT OF THE PROJECT, WHICH SHOULD BE CALLED "O'HARE EXPANSION PROGRAM." IT IS DIFFICULT TO BE AGAINST MODERNIZATION, IF THEY WANT TO MODERNIZE WITHOUT EXPANDING, FINE. BUT LET'S GIVE IT A CORRECT NAME.

PLEASSED TO MEET THE COURTEOUS FAA PEOPLE AT TONIGHT'S MEETING (3/19/03).

WOULD FAA BE ABLE TO COMMENT ON THE WISDOM OF FORMING AN "O'HARE AIRPORT AUTHORITY" TO OPERATE O'HARE, RATHER THAN CHICAGO CITY HALL. THE AUTHORITY WOULD BE MADE UP OF RESIDENTS FROM THE SUBURBS AND CHICAGO. THE AUTHORITY WOULD BE DESIROUS TO ENCOURAGE AND IMPROVE THIS ECONOMIC ENGINE, BUT WITHOUT ADVERSE EFFECTS ON RESIDENTS.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-4 and M-5. |
| 2       | Please see topical responses M-8 and M-3. |

030421\_04

UNIT CHICAGO

PAGE 01/59

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-4. |

**Comments to the F.A.A.**

After compensating us for our home and hopefully finding us one of comparable value, how much will you compensate us for the loss of our way of life?

We have lived in our home in Bensenville for 40 years. All of the necessities of every day life are located within two blocks of our home. We had not anticipated that our lives would be uprooted; all along we have planned on living the rest of our lives here. Why should we now be forced to give this up so that our neighbors to the east can benefit at our expense? If we are forced out of our homes, we should at least be compensated financially so that we don't become wards of the state of Illinois.

1

Respectfully submitted,

Don Bauer  
202 E. Lincoln  
Bensenville, IL 60106

030421\_05 PAGE 05/59

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

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- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: JEND MARY J.  
Last First MI

Address: 1113 NORDIC ST. BENSENVILLE IL 60106-1430  
Street Address Apt. City/Town State Zip

*I don't know why Mayor Daley wants to demolish over 500 homes in Bensenville, also the business what is that going to do to our village, which we all care for. It is all about Chicago making money, why not expand Gary airport? but of course Chicago won't get the money from Gary. When Mayor Daley won the election, he mentioned affordable homes; so how about Bensenville keeping their homes and business. We love our Village.  
 What about the two cemeteries; no body mentions where the bodies will be going. Will they build the runways on top of the bodies?  
 God Bless you all*

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response G-4.          |
| 2       | Please see topical responses B-2 and G-4. |
| 3       | Please see topical response I-1.          |

030421\_06

PAGE 03/59

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: PATELA      JOHN      T  
Last                      First                      MI

Address: 9531 NICHOLS      FRANKLIN PARK, IL 60131  
Street Address              Apt.      City/Town              State      Zip

GO AHEAD AND BUILD IT. LOOKS GOOD.  
DON'T NEED PEDESTONE, IT TOO FAR FROM  
EVERYONE.

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

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030421\_07

The FAA has formulated a Preliminary Draft Purpose and Need for the EIS which includes the following:

- Increase capacity and reduce delay (including peak periods and in all weather conditions) at O'Hare;
- Provide terminal, landside, and support facilities to efficiently accommodate existing and future passenger and cargo demand and sufficient land for such facilities;
- Provide an efficient surface access system for existing and future airport users.

**COMMENTS:** Please mail your comments on the Draft FAA Purpose and Need by April 21, 2003.

Name: St epp Julia C.  
Last First MI

Address: 1508 S. Prospect Park Ridge Il. 60068  
Street Address Apt. City/Town State Zip

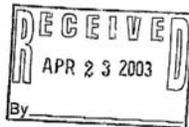
*The purpose of the O'Hare expansion is to increase capacity and eliminate delay. Mayor Daley's own commission determined that the strip plan will do neither one. The air traffic controller says the plan is Congress and the runway are too close together. It is too small an area for so many runways. If Mayor Daley is concerned about terrorism, there is a huge target. The runways will run east and west with large aircraft taking off directly towards and minutes away from the skyscrapers in downtown Chicago. O'Hare is the largest palladium in Illinois. In the last ten years there has been a dramatic increase in the black seat we constantly find and clean off our windows, desks and outdoor furniture. The noise from planes taking off has awakened me at 6:15 am three mornings last week. Who will pay for this plan? Chicago's public works are famous for cost and time overruns. Why spend billions for a plan that Mayor Daley's own studies say will not work. Why not look into some alternative airports -- Peotone or Gary? Thank you!*

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-1 and K-1. |
| 2       | Please see topical response K-2.          |
| 3       | Please see topical responses E-1 and E-3. |
| 4       | Please see topical response D-1.          |
| 5       | Please see topical response L-1.          |
| 6       | Please see topical response B-2.          |

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030423\_01

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**Comments on the Draft FAA Purpose and Need for the O'Hare Airport EIS**

The Chicago O'Hare International Airport planned runway layout - presented earlier this year - does not meet several of the desired criteria. It is basically the same as that previously published (in the enclosed brochure) and has several questionable features including:

1. Two (2) pairs of east-west runways (adjacent the main terminal area) are less than 1700-feet apart; said pairs are each treated as one (1) runway - by the FAA - for IFR operations, decreasing capacity.
2. The longest, recently resurfaced northwest runway 32L-14R is eliminated; said runway (at over 13,000-feet) is the only one suitable for the take-off of fully loaded B747-400 and A380 aircraft (especially with a strong gusting north wind).
3. The southern east-west runway is not only inefficiently located and is not cost effective, it is not needed due to the changing aircraft mix. (The increasing use of smaller sized newer aircraft - at O'Hare - allows twice the take-off rate associated with B747 size aircraft.)
4. The northeast runway 4L-22R now bisects the east-west runways north of the main terminal area, limiting its usefulness and creating a potential safety problem. (The second eliminated northwest runway 32R-14L did not present this problem.)

As such it would appear that the original Chicago runway concept has merit and should be reconsidered. (Diagrams are included to show the differences between the two runway layouts; the use of the minimum 3000-foot parallel runway spacing allowed by the FAA under special circumstances is included.)

*Richard Blomberg*  
Richard Blomberg

OANAC  
POB 1113  
Melrose Park IL 60161-1113

| Comment | Response   |
|---------|--|
| 1       | <p>Please see topical responses B-3, B-5, K-1 and K-2.</p> <p>With regard to item "1," the FAA refers the commenter to <b>Appendix D</b> of the EIS. <b>Appendix D</b> includes the various operating configurations modeled utilizing the pairs of runways referred to by the commenter. <b>Exhibit D-4</b> shows that the inboard runways, Runways 9R-28L and 10L-28R, would function as primary departure runways, while the outboard runways, Runways 9C-27C and 10C-28C, would function as primary arrival runways. This would be the case under both VFR and IFR conditions as show in <b>Exhibit D-4</b>. <b>Appendix D</b> also contains a detailed summary of operational performance of the City's proposal, referred to as Alternative C.</p> <p>With regard to item "2," 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. While Runway 14R-32L would be decommissioned, proposed Runways 9C-27C and 10C-28C are designed to meet ADG VI requirements.</p> <p>With regard to item "3," the FAA notes that the aforementioned Exhibit D-4 includes detail as to how the southernmost runway (Runway 10R-28L) would be used. The FAA notes that an alternative (referred to as Alternative D) to the City's proposal, not including Runway 10R-28L was fully evaluated by the FAA within the EIS. The FAA notes that the current and projected aircraft fleet mix was considered in the FAA's assessment of alternatives. <b>Appendix B</b> includes a summary of the fleet mix utilized in the assessment. Finally, see <b>Chapter 3</b> of the EIS for information regarding Alternatives C and D.</p> <p>With regard to item "4," the FAA notes that each of the build alternatives considered fully in the EIS involve a reconfiguration of the airfield that reduced runway operating dependencies that result from intersecting runways. The runway intersection does limit the use of this runway, but not in a manner different than today. Further, the FAA notes that in the City's proposal Runway 4L-22R is not a "primary" runway and would be used less often. See <b>Appendix D, Exhibit D-4</b>.</p> |

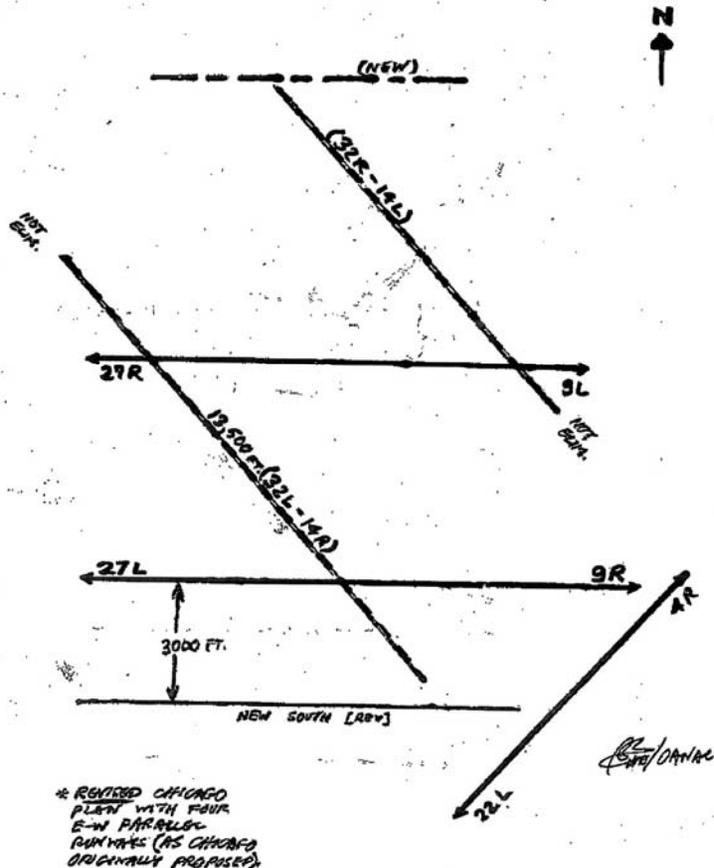


04/29/2003 15:49 3128552543

CMT CHICAGO

PAGE 59/59

CHICAGO PROPOSED O'HARE REWORK\*



\* REVISED CHICAGO  
PLAN WITH FOUR  
E-W PARALLEL  
RUNWAYS (AS CHICAGO  
ORIGINALLY PROPOSED)

12

Chicago O'Hare International Airport

Draft EIS

030506\_01

05/06/03  
 1605 OAKTON  
 PARK RIDGE IL 60068 1946  
 847 825 3006

SUBJECT:  
 O'HARE MODERNIZATION PROGRAM

What does the O'Hare computer simulation model actually model? How well does the computer simulation match to the existing real world conditions that the computer model is simulating? What are the probabilities of failure in the computer simulation for predicting O'Hare future operations? Weather predicting computer models haven't exactly been on target so why should the O'Hare computer model be considered any more reliable?

1

Why doesn't the O'Hare computer model incorporate the effects of noise pollution, chemical pollution and traffic congestion on the residential areas surrounding O'Hare? Recent reports indicate that noise pollution has an adverse effect on the human vascular system and that O'Hare is the largest chemical polluter in Illinois.

2

Statements attesting to noise and chemical improvements in the future do not include a time table for the improvements, who will be responsible for the improvements or what has been accomplished over any period of time.

3

Stan Malinowski

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses C-2 and C-3.      |
| 2       | Please see topical responses D-1, D-2 and E-1. |
| 3       | Please see topical responses E-1 and E-2.      |

Chicago O'Hare International Airport

Draft EIS

030507\_01

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

May 7, 2003

Chicago Dept. of Aviation  
 Public Outreach/Information Session  
 Fountain Blue Restaurant  
 Des Plaines, Illinois

*Comments to Chicago Dept. of Aviation regarding O'Hare expansion:*

I wish to thank the City of Chicago Department of Aviation for allowing me to offer testimony. I am a resident of Bensenville, Illinois. My home is slated by the City of Chicago to be taken for expansion of O'Hare International Airport. I am stating for the record that I am a homeowner who is for O'Hare expansion.

1

If the O'Hare expansion plans were realized, the local economy, as well as the state economy would benefit. The region would experience increased employment for construction workers, more business for transportation companies, more airline and airport employees, area businesses could expand, traffic improvements would be underway, western access to the airport could become a reality.

2

I feel that the City of Chicago would afford me the best possible monetary solution to my housing needs. It is rather burdensome that I am not allowed to sell to whomever I want being that Chicago is still under an injunction and is not allowed to negotiate any type of sale of my home. It is also disheartening to see my local taxpayer dollars being used by my village to purchase the potentially affected homes. It's a shame that the area towns continue to refuse to get together and work with the City of Chicago and the DuPage County Board to negotiate and work in the best interests of the County, region, and state. The Suburban O'Hare Commission (SOC) dollars could be filtered back to the towns for their own infrastructure use.

Again, thank you for the opportunity to offer my comments.

3

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses M-2 and M-5.   |
| 2       | Please see topical responses B-1, F-3, and M-4.   |
| 3       | Please see topical responses G-4 and M-5.<br><br>The FAA is aware that the City of Bensenville has passed an ordinance regarding the potential sale of homes. |

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses A-3 and G-4. |

Chicago O'Hare International Airport

Draft EIS

030719\_01

Leah P. Howard (Tucker)  
636 Taylor Street  
Little Chute, WI 54140



July 19, 2003

**Mr. Michael W. Mac Mullen**  
Federal Aviation Administration  
Chicago Airports District Office  
Great Lakes Region  
2300 E. Devon, Suite 320  
Des Plaines, IL 60018

Dear Mr. Mac Mullen:

I am hoping you can provide information, or advise on whom I may contact to get information, regarding a news release my husband saw on a local Green Bay broadcast Memorial Day week-end.

He did not get all the specific details, only that the intent of the message was to alert current members of the "Tucker" family, those currently living or relation to Tuckers in Illinois, regarding a fund to be claimed/dispersed. He thought the broadcast was related to the airport development currently underway, but was unclear if the intent was to reach current landowners or former landowners.

I apologize for contacting you with so few details. I have tried to search both newsprint and web pages hoping to find the release or story to more clearly understand who they were trying to reach and for what purpose and have been unsuccessful.

I do appreciate your time and response to let me know where to find the release details, or who to contact if your organization is not the correct one.

Sincerely,

Leah P. Howard  
636 Taylor Street  
Little Chute, WI 54140

Phone: 920-687-1241

Email: ltucker636@aol.com

1

Chicago O'Hare International Airport

Draft EIS

031104\_02

11/04/2003 13:57 FAX 847 294 7048

CHI-ADO

@001

To: Bruce Jacobson (294) 294-7048  
312/855-2540 (voice) 312/855-2543 (fax)

From: Michael MacMullen O'HARE ENVIRONMENTAL IMPACT STATEMENT

847/294-7522  
Please mail your comments on or before Monday, November 3, 2000 to:

Federal Aviation Administration  
2300 East Devon, Suite 320  
Des Plaines, Illinois 60018  
Attn: Michael MacMullen

FAA Public Outreach Session - October 17, 2003

Name: BERNARDI JUDITH DUANE MI  
Last First MI

Organization (if applicable):  
VILLAGE OF NORRIDGE

Address: 4809 N. OLCOTT AVENUE NORRIDGE IL 60706-1199  
Street Address Apt. City/Town State Zip

Comments:

There is, first and foremost, the initial concern for safety: It does not seem possible that the proposed spacing of the parallel runways can be safe. Planes that now should be approaching the airport over Agate Avenue are approaching over Lawrence Avenue. How will two more runways fit to the south?

1

On a parochial basis, our concerns are twofold: The change in the use of the airspace and its resulting impact on the quality of life of those residents both east and west of the airport.

2

The Village of Norridge, the area of which is only two square miles, is located due east of the airport. There will be no part of town which will not be directly impacted by the reconfiguration of the airport runways. And, while the City of Chicago can say that these are not "new" runways, while neighborhoods of people

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses K-1 and B-5.      |
| 2       | Please see topical responses C-3, D-1 and D-5. |

Chicago O'Hare International Airport

Draft EIS

11/04/2003 13:55 FAX 847 294 7046 CHI-ADO @002  
 11/03/2003 13:08 VILLAGE OF NORRIDGE + 918472947046 NO.658 D03

who now experience only intermittent air traffic will have no relief from what is expected to be ever-increasing numbers of flights.

3

In relation to all of these concerns, we feel that special consideration should be taken of the southernmost runway. The slight adjustment suggested by the Air Traffic Controllers, whose sole focus is safety, should guide the EIS screening process. (The hybrid plan for this runway does not answer our concerns.)

4

| Comment | Response   |
|---------|--|
| 3       | Please see topical response D-1.   |
| 4       | Please see topical responses B-5 and C-3.<br><br>With regard to the alternative suggested by air Traffic controllers, the FAA notes that the EIS fully evaluated this alternative. In <b>Chapter 3, Alternatives</b> , the FAA presents each of the alternatives considered in response to the City's proposal. Among the alternatives included were: Alternative D which can be defined as the City's proposal without the southernmost runway, and Alternative G which can be defined as the City's proposal with the southernmost runway in a slightly different orientation. Alternative G is the alternative referred to by the commenter as the "slight adjustment suggested by the air traffic controllers. |

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response M-2.               |
| 2       | Please see topical responses B-2, D-1 and E-1. |

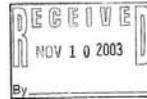
Chicago O'Hare International Airport

Draft EIS

031106\_01

For OMP  
file  
ABH

MARTYL LANGSDORF  
648 SOUTH MEACHAM ROAD  
SCHAUMBURG, ILLINOIS 60193



November 6, 2003

Denis Riewerts, FAA District Office  
2306 E. Devon Ave.  
Des Plaines, IL 60018

I am writing to voice my objections to the objectors of the O'Hare expansion. The idea to promote Peotone for the alternative for the new runways is leading to a political boondoggle. It is an insane idea kept alive by the stubborn Mayor of Elk Grove, who has squandered millions of his taxpayers money for "his cause." It is wicked to destroy productive, beautiful farm land for an impractical airport. If residents of the surrounding areas of O'Hare don't want noise or pollution they shouldn't move near a major airport.

1

Sincerely yours,

Martyl Langsdorf

2

Chicago O'Hare International Airport

Draft EIS

031111\_01

November 11, 2003

Denis Rewerts  
 FAA  
 Chicago Airports District Office  
 2300 E. Devon Ave Room 320  
 Des Plaines, IL 60018

For OMP  
 file  
 ABA  
 By \_\_\_\_\_

Dear Mr. Rewerts,

I am writing you as perhaps the agency of last resort to bring fairness and sensitivity to the O'Hare Airport expansion and Peotone Airport projects.

1

I have lived in the vicinity of O'Hare airport for over 25 years. During this time, flight activity has increase to over 600,000 take offs and landings per year. Our community is impacted by a high level of noise and pollution, but we have little say in the quality of life this forces upon us.

2

The expansion of O'hare is a misnomer since it is more akin to building a new airport in the middle of this populated area. The flight patterns will be completely revised. This will sacrifice the quality of life for those unfortunate to live east or west of the airport. The prevailing logic is that fewer people will be exposed to more noise so it is acceptable. However, keep in mind that "fewer" means tens of thousands and since when is it acceptable to knowingly create a class of "sacrificial lambs"? I'm amused when I read about other communities enacting leaf blower restrictions to preserve their quality of life while my community is powerless to impact the increased noise which will be coming out of O'Hare.

3

Over the years I have observed that the communities surrounding O'Hare have adjusted by gradually changing the mix of buildings in the flight paths. Those areas under flight paths gradually became more industrial while new housing was built between the flight paths and noise zones. The radical plan for O'Hare "expansion" will disregard the accommodations the communities made over the years. Homes that were once in quiet areas will now be under the barrage of over 1.6 million take-offs and landings. This is why I refer to what is going on as building a new airport. Can you honestly say that your agency would ever consider an application for a new airport being built in the middle of one of the most densely populated areas in Illinois? I am reminded of the flap over the bombing range in Puerto Rico. A decision to close the range was made, despite a negative impact on national security, based on the quality of life for those who live in the area. Do we not have such a right? Should not the federal government give substantial weight to finding a solution which will respect what citizens will have to endure?

4

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses A-1 and B-2.      |
| 2       | Please see topical responses D-1 and E-1.      |
| 3       | Please see topical responses B-4 and D-2.      |
| 4       | Please see topical responses A-1, D-5 and K-2. |

| Comment | Response                                       |
|---------|--|
| 5       | Please see topical responses B-2, M-1 and M-5. |

Chicago O'Hare International Airport

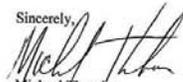
Draft EIS

A further comment on Peotone: Please learn from the mistakes at O'Hare and make sure enough land is procured to keep the most offensive noise within the confines of the airport property. This seems like a reasonable solution and shows sensitivity to what has been learned at O'Hare. In the meantime, please do not approve the expansion of O'Hare airport.

Your consideration of these points and you help in standing up to forces pushing for expanding O'Hare is most appreciated.

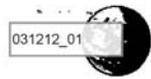
5

Sincerely,



Michael Thomka  
171 Addison Road  
Wood Dale, IL 60191-5080

Cc: Marion Blakey, FAA Administrator



031212\_01

"Laura Donaldson"  
<laurajdonaldson@hotmail.com>  
12/12/03 05:08 PM

To: Philip Smithmeyer/AGU/FAA@FAA  
cc:  
Subject: O'Hare Expansion

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response A-1. |

Please be diligent and extensively research the O'Hare Expansion Project. If the FaAA does it job fully, I am confident Chicago will not be allowed to by-pass the regulatory and legal safeguards.  
Thank you.

1

Sincerely,  
Laura J. Donaldson  
927 Cedar Lane  
Elk Grove Village, IL 60007  
laurajdonaldson@hotmail.com

Wonder if the latest virus has gotten to your computer? Find out. Run the FREE McAfee online computer scan!  
<http://clinic.mcafee.com/clinic/ibuy/campaign.asp?cid=3963>



"W. J. PERKINS"  
<wjperkins@comcast.net>

12/12/03 12:11 PM

To: Philip Smithmeyer/AGL/FAA/FAA  
cc:  
Subject: O'Hare Expansion

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response A-1. |

As a concerned citizen and resident of Elk Grove Village, I urge the FAA to do a thorough job of determining if the O'Hare expansion plan is a truly viable one.

1

Thank you,

Laurie Perkins



"Curtis Kelso"  
 <curtis.kelso@fourseas.com>  
 12/12/03 11:22 AM

To: Philip Smithmeyer/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare Expansion

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-1 and M-6.           |
| 2       | Please see topical responses A-1, L-1, M-1 and M-7. |

Dear Mr. Smithmeyer,

I am a resident of Elk Grove Village and work in downtown Chicago. I am writing to you regarding Chicago's proposed expansion of O'Hare Airport. Chicago must not be allowed to by-pass the regulatory and legal safeguards that protect our community. The FAA should be able to do its job properly and fully without undue influence from Chicago. Please do not let this be another Meigs Field.

1

Chicago's Expansion plan cannot meet the legal standards required of a new or expanded airport. This is NOT the best way to increase aviation capacity in the Chicago area. Chicago, the airlines, passengers and taxpayers cannot afford it. There has to be a better alternative. Please don't let Chicago leave these issues for later, after it has started to bulldoze property. Chicago believes these issues don't have to be addressed.

Please make an informed and intelligent decision about this airport development.

2

Sincerely,  
 Curtis Kelso  
 1534 California Street  
 Elk Grove Village, IL 60007



"Curtis & Charlotte  
Kelso"  
<cwkelso@comcast.net>  
12/12/03 10:23 AM

To: Phillip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare Expansion

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-1 and M-6.           |
| 2       | Please see topical responses A-1, L-1, M-1 and M-7. |

Dear Mr. Smithmeyer,

I am writing to you regarding Chicago's proposed expansion of O'Hare Airport. Chicago must not be allowed to by-pass the regulatory and legal safeguards that protect our community. The FAA should be able to do its job properly and fully without undue influence from Chicago. Please do not let this be another Meigs Field.

1

Chicago's Expansion plan cannot meet the legal standards required of a new or expanded airport. This is NOT the best way to increase aviation capacity in the Chicago area. Chicago, the airlines, passengers and taxpayers can not afford it. There has to be a better alternative. Please don't let Chicago leave these issues for later, after it has started to bulldoze property. Chicago believes these issues don't have to be addressed.

2

Please make an informed and intelligent decision about this airport development.

2

Sincerely,  
Charlotte Kelso  
1534 California Street  
Elk Grove Village, IL 60007



Cindy1239@aol.com  
12/12/03 09:54 AM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: AGAINST O'HARE EXPANSION

DEAR MR. SMITHMEYER,

I AM WRITING TO LET YOU KNOW THAT AS A RESIDENT OF ELK GROVE VILLAGE I AM VERY MUCH AGAINST THE PROPOSED EXPANSION OF O'HARE. NOT ONLY BECAUSE I TRULY BELIEVE IT WILL GREATLY DIMINISH THE QUALITY OF MY LIFE,BUT THE ECONOMIC REASONS THAT CHICAGO HAS FOR IT ARE WRONG. I UNDERSTAND THAT THE DESIGN OF IT IS FLAWED AND THAT WEATHER CONDITIONS CAN AND WOULD DELAY EVEN FURTHER THE FLIGHTS AT O'HARE.ALSO THEIR COST ESTIMATES ARE UNDERSTATED BY BILLIONS OF DOLLARS. I DO NOT MIND LIVING CLOSE TO O'HARE, BUT CHICAGO'S LAND GRABBING WILL REALLY HURT THE ECONOMIC BASE OF ELK GROVE AND IT DOESN'T SEEM RIGHT THAT THEY CAN GRAB A PIECE OF OUR TOWN WITH THE LOSE OF OUR PROPERTY VALUES.

PLEASE DON'T APPROVE THE EXPANSION OF O'HARE. OTHER VIABLE ALTERNATIVES ARE OUT THERE THAT DON'T IMPINGE SO GREATLY ON THE SURROUNDING AREAS.

I HOPE YOUR DEPTMENT MAKES THE RIGHT DECISION.

SINCERELY,  
CYNTHIA HUITINK  
1239 LEEDS LN  
ELK GROVE VILLAGE,IL.  
(847)439-4415

1

2

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses C-1, C-2, G-2 through G-4, M-1 and M-7. |
| 2       | Please see topical responses A-1 and M-1.                            |



LindyDeli@aol.com  
12/12/03 10:49 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc: DLLindy@aol.com  
Subject: O'Hare Modernization Plan

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>A-1</b> and <b>M-7</b> . |

Mr. Smithmeyer:

Please use the authority of your position and your good sense to be sure that Mayor Daley is not allowed to run roughshod over the suburban communities near O'Hare and force his will and plan upon the people of Elk Grove Village and other communities in the area. He was not elected by these suburbs and this is not Meigs Field or Soldiers Field (as Daley pronounces it).



Sincerely,

Brent Lindorfer



"kangel\_1"  
<kangel\_1@msn.com>  
12/12/03 10:16 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: OPPOSING O'HARE EXPANSION

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, D-2 and M-1.      |
| 2       | Please see topical responses A-3, D-1, D-2 and K-2. |

I have lived in Elk Grove Vlg. since 1970. I greatly oppose O'Hare expansion as I feel the noise pollution is already at it's max. I cannot use my telephone in the spring & summer months because when my windows are open I cannot hear the party on the other end.

In the winter months when my storm windows are down it also becomes unbearable because the planes are coming over every two or three minutes apart. I cannot believe anyone thinks we can bear any more noise. Not to mention the probability of a crash. How much more can we be expected to bear. I contemplate moving out of the village if the expansion goes thru. I cannot bear anymore noise or the probability that something will someday destroy my home and my life as I know it now.

Please feel free to contact me if you have any further questions and I will be happy to discuss them with you.

Sincerely,  
Kathleen Lichter  
1246 Hemlock Dr.  
Elk Grove Village, Il 60007  
847-439-9784

1  
2



"Cecelia Muff"  
<jobobginger@msn.com>  
12/13/03 12:04 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: The O'Hare Expansion

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses G-4, M-1 and M-7. |

Dear Mr. Smithmeyer,

We are requesting a few minutes of your time to please read this letter.

My husband and I have been Elk Grove Village, IL residents for 45 years. We have a modest home, have raised 3 children here, and love our Village. We are both senior citizens, and are so very concerned and upset by the possibility of O'Hare Expansion. As proud people of this area and very proud Americans, we cannot believe the city of Chicago (our birth place) wishes to take away our legal safeguards and the right to live here in peace and security. Chicago has broken our hearts by wanting to uproot and jeopardize the good citizens of our community, and take away our given rights as Americans to build our homes and continue to live in the place of our choice. Those who favor the unsafe Expansion should be ashamed of themselves and we feel it is the most Un-American thing to do to their fellow citizens.

Won't you please help us and our neighbors in this cause to protect us and our community. Thank you, and may God Bless You.

Sincerely,  
Mr. and Mrs. Robert R. Muff  
253 Greenbrier St.  
Elk Grove Village, IL 60007  
(847) 437-1049

1



"Miriam Droske"  
 <droskeme@msn.com  
 >  
 12/13/03 02:51 PM

To: Philip Smithmeyer/AGL/FAA/FAA  
 cc:  
 Subject: O'Hare

<?xml:namespace prefix="v" /> <?xml:namespace prefix="o" />  
 Dear Mr. Smithmeyer,

My neighbors and I trust that you will conduct a fair and thorough study of the O'Hare expansion controversy.

From a simple, fair and decent point of view, it seems inconceivable to me that an urban/suburban area heavily populated with homes (and air traffic) would even be considered for a dramatic increase in such air traffic.

1

The screen porch that I added to my home about three years ago is basically useless because it is next to impossible to watch TV or hold a conversation with the planes screaming overhead about every 60 seconds on many nights of the week.

2

I must admit that I am not well informed in the total picture of this O'Hare controversy. So all I am asking is that a fair and complete analysis be done and that ALL parties affected are given reasonable consideration.

3

Finally, I must tell you that recently I took a drive out to the Rock River with my grandson just to spend a day with him. Along the way, I missed a turn and ended up in the Rockford Airport. What an impressive piece of property that is. With western suburban sprawl growing at a furious pace, the Rockford facility seems to me to be, at the least, worth a very serious consideration. I also heard that Gary could be a viable alternative, although I suppose Chicago/Indiana politics would tend to kill that. What ever happened to "the good of all the people"?

4

Thank you, in advance, for what I expect will be your diligence in making the FAA really put this under the microscope and come up with the correct recommendation.

5

Sincerely,

Edward Droske  
 1321 Cumberland Circle East

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses <b>A-1 and K-2.</b>      |
| 2       | Please see topical responses <b>D-1, D-2 and G-2.</b> |
| 3       | Please see topical response <b>A-1.</b>               |
| 4       | Please see topical response <b>B-2.</b>               |
| 5       | Please see topical response <b>A-1 and M-5.</b>       |



Robert A Forster  
<bforster2@juno.com>  
12/13/03 09:45 AM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare Modernization Plan

Mr. Smithmeyer,  
My name is Robert Forster. My family and I have been residents of Elk Grove Village since 1974. There are many reasons we chose this village for our home, not the least of which was the reasonable property taxes afforded by the well planned industrial park. The current O'Hare Modernization Plan as proposed by Mayor Daley of Chicago literally steals a significant portion of our tax base. Furthermore, it does not seem to address surface traffic issues that currently exist and would in fact worsen them. From what I have read, the proposed plan still would not fix the capacity issues faced by O'Hare. In addition to this, I don't believe for a minute that the proposed budget would cover even half of the eventual costs. The FAA has specific procedures for deciding the outcome of plans for new airports or for expanding current airports. I believe that if these rules are adhered to, the proposed O'Hare Modernization Plan would have to be scrapped and new, truly comprehensive plan will be put in its place.  
Please follow the regulatory safeguards in place and do not cave in to the political machine of Chicago. Daley has systematically circumvented long established protocols to further his plan for Chicago with little regard for the municipalities surrounding his kingdom. The time to make sensible long-term decisions is now. Finally, will all the regulatory and legal safeguards be adhered to when the final decision comes down, or will special interests and political clout be the deciding factor?  
Sincerely,  
Robert Forster

- 1
- 2
- 3

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



Gregg Riddle  
<griddle@wscdc.org>  
12/15/03 03:58 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare Expansion Project

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses A-1, B-4 and L-1. |

I am writing today to ask that the O'Hare Expansion Project be given a complete and in-depth review by the FAA. The facts that the City of Chicago has originally presented in favor of their position seem to now be very suspect and do not provide the benefits that they originally touted. These include the number of flights that can be handled by the new runway configuration and the actual costs are much greater (by billions of dollars) than they originally estimated. This project has the potential to have the opposite effect on the regional aviation capacity if the latest information is correct. I hope that the FAA will give this expansion proposal a full and in-depth accounting of all the facts.

1

Sincerely,

*Gregory T. Riddle*

1061 Gloria Drive  
Elk Grove Village, IL 60007

031215\_02  "Baker, Don"  
 <Don.Baker@molex.co  
 m>  
 12/15/03 05:34 PM  
 To: Philip Smithmeyer/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare modernization/ expansion plan

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>A-1 and M-5.</b>   |
| 2       | Please see topical responses <b>M-1 and M-8.</b>   |
| 3       | The commenter has raised many issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically, Please see topical responses <b>A-1, B-1, F-1, F-3, L-1, M-5, and M-7.</b> |

Mr. Smithmeyer,

I am a concerned resident of Elk Grove Village. I appreciate the challenges that the FAA faces in assuring the critical needs of the aviation public are met. I also rely on the FAA assuring the critical needs, such as quality of life issues and safety issues, of those of us who are affected by airport development and expansion are met. My understanding is that that is an important part of the FAA's charter.

1

It is apparent to me that the city of Chicago is proceeding as though the only issues are their economic benefit and that our quality of life and the consequences for those of us residing near the airport (especially west of the airport) are of very little consequence. For years when increasing airport capacity meant developing new airports Mayor Daley emphatically stated that no new airport capacity was needed, prior to the 9/11/2001 tragedy, except when he was pushing for the

Lake Calumet airport. It is apparent that the Chicago administration's goal is to assure no competition with an airport they control. My question is if we had a regional Airport authority would this issue have already been solved by adding increased capacity on a regional level ?

2

The FAA is now in the middle of regional and state politics. What is best for the region, the state, and for the flying public takes a back seat to power grabs, assuring a monopoly on no bid contracts, and promises of economic benefits with no evaluation of alternative plans. Additionally the entire cost including the need for terminal expansion, the cost for a western access road, the cost and additional land needed for a ring road to distribute traffic from the west, and the cost of demolition of additional businesses and homes are being ignored. I have faith in the professionalism of the FAA. I have no faith in the same from the apparent corrupt practices of the Chicago administration. The FAA has an opportunity and a duty to assure that what is best for the flying public and for the neighbors of airports and potential airports all be taken into account before implementing a plan that is forced through our legislature by politicians with little or no recommendations from the technical experts such as the FAA. Even now Chicago is ignoring safety recommendations from the FAA experts.

I appreciate consideration of my concerns and our future is very much dependent on your decisions.

3

Thank you and regards,

Don Baker  
587 Bristol Lane  
Elk Grove Vill, IL 60007  
Home pH 847-437-2519  
Work ph 630-527-2641  
E-mail : Don.Baker@molex.com

031215\_03



Eric Wilson  
 <cantoneric@comcast.net>  
 12/15/03 07:08 AM

To: Philip Smithmeyer/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare Modernization Plan

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

December 15, 2003

Mr. Philip M. Smithmeyer  
 Manager  
 Chicago Airports District Office  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

Via Electronic Mail

Dear Mr. Smithmeyer,

Elk Grove Village Mayor Craig B. Johnson's December 11, 2003 letter to village residents has garnered significant attention in the communities surrounding O'Hare International Airport and the Northwest suburbs. Mayor Johnson's letter raises significant questions in my mind concerning the city of Chicago's expansion plans for the airport and most importantly how the city is attempting to implement its Plan.

Certainly, this subject has become extremely politicized in recent months. But there can be no question that informed and intelligent decisions must be made prior to any approval and subsequent implementation of Chicago's expansion plans.

I have a significant investment in the health and well-being of both O'Hare International Airport and Elk Grove Village. I am writing to urge your office to conduct thorough due diligence on the city of Chicago's Modernization Plan.

I welcome and recommend your office to directly communicate to employers at O'Hare Airport as well as residents in the surrounding communities as decisions are taken.

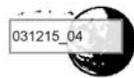
It is clear O'Hare International Airport is a vital economic engine for our area and the Midwest region. Please make sure any expansion is conducted in a thoughtful and lawful manner.

Sincerely,

Eric J. Wilson

1

1053 Carpenter Ct.  
Elk Grove Village  
Illinois 60007



J W  
 <mj\_of\_vending@yahoo.com>  
 12/15/03 09:23 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
 cc:  
 Subject: REGARDING O'HARE FIELD EXPANSION

| Comment | Response   |
|---------|--|
| 1       | The commenter has raised many issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically, Please see topical responses <b>A-1, C-7, D-1, E-1, K-1, K-2, L-1 and M-1.</b> |

Philip:

I would like you to take into consideration the following comments, before a serious situation arises.

SAFETY: overcrowded air space/ congested runways, and taxi ways/excessive air pollutants, (more with added flights)/known fact people living by air ports loose on an average 7 years min. off their lives now put more flights in/our home windows are smeared with an oily substance even after washing them/noise is beyond excessiveness/what about the environment/schools/babies/older people with breathing problems/ WHAT DOES THE EPA SAY ABOUT THIS???? How about the financial states of the state and Chicago??? They can't even take care of themselves now. Unpredicated law suits from affected by problems (all state- federal- governmental - townships etc:

John Ault 1194 Bosworth Ln. Elk Grove village IL. 60007

M. J. of Vending

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1



JEFF HERTZBERG  
 <HRZBRG@CONCENT  
 RIC.NET>  
 12/16/03 07:50 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
 cc:  
 Subject: O'hare Expansion

Dear Mr. Smithmeyer,  
 We are writing to you asking that the FAA fully investigates the O'Hare Modernization plan as we think that the plan as presented by The City of Chicago has many flaws. We are questioning the cost of this plan as well as the capacity of additional flight this plan allows for, we believe that the capacity is overstated substantially. We also have concern for the safety of all of the additional airplanes that will be flying into this area, can 600,000 additional airplanes takeoff, fly and land safely? We don't believe that they can. Please thoroughly investigate the the plan.  
 Thank you,  
 Jeff & Christine Hertzberg

1

| Comment | Response  |
|---------|---|
| 1       | The commenter has raised many issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically, Please see topical responses <b>A-1, B-4, C-7, K-2, L-1 and M-1</b> . |



Judi.Nelson@united.co  
m  
12/17/03 10:13 AM

To: Philip Smithmeyer/AGL/FAA/FAA  
cc:  
Subject: O'Hare Expansion Concerns

Sir,

Doubts have been raised about the safety and feasibility of expanding and reconfiguring Chicago's O'Hare Airport. These concerns include:

- The plan will not diminish capacity in the crowded airspace over O'Hare. 1
- There is little possibility that it will reduce delays and may actually increase delays. 2
- The costs for implementing the proposed changes have been grossly understated by billions of dollars. (Look at Chicago's track record for other non-airport related projects like Millennium Park, for instance.) 3

The mayor of Chicago believes he is above the law. He has taken it upon himself to destroy Meigs Field in the dead of night. He has scoured the archives for any obscure laws that might stand in the way of O'Hare Expansion and had them removed from the books. He has instituted new laws giving him authority to take land from any person or community as he sees fit. He has already begun property demolition as though the O'Hare Expansion is a done deal. He believes he does not need FAA approval before beginning development! 4

I believe a better alternative would be to utilize the existing airport facilities at Rockford. This certainly would be a timelier and more cost effective solution. Perhaps Chicago should turn their efforts toward building a rapid transit between O'Hare and Rockford? 5

Please be very thorough in your analysis on O'Hare Expansion. Do not be swayed by the arrogance of the mayor of Chicago and his political clout. 6

Thanks.

Judi Nelson  
137 Hastings  
Elk Grove, IL 60007

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-4, C-3 and C-7. |
| 2       | Please see topical response C-5.               |
| 3       | Please see topical responses L-1 and L-3.      |
| 4       | Please see topical responses M-6, M-7 and M-9. |
| 5       | Please see topical responses B-2 and L-2.      |
| 6       | Please see topical response A-1.               |



<Sbertoli.Donna@ccsd59.org>  
12/19/03 04:21 PM

cc:  
Subject: O'Hare Expansion

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response A-1. |

Dear Mr. Smithmeyer,

As you know, the O'Hare Expansion is a very controversial issue. I would ask that you please carefully investigate any plan for that expansion and protect our communities surrounding the airport. We are counting on you to protect our legal safeguards.

1

Thank you.

Donna Sbertoli

As of July 1, 2003, my email address will change to Sbertoli.Donna@ccsd59.org



"Mike Zary"  
<zar100@comcast.net>  
01/01/04 09:43 AM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: Against O'Hare expansion

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-1, B-4, L-1 and M-1. |

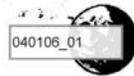
Dear Mr. Smithmeyer,

I want to register my vote against the expansion of O'Hare field. I do not feel that the City of Chicago's proposal will solve the future needs of the airport, and the proposed cost is greatly underestimated. Please look into all the issues before you let The City of Chicago tear up our community.

1

Regards,

Michael L. Zary  
1822 Hawk Ln.  
Elk Grove Village, IL 60007



Doug Schreiber  
<doug\_schreiber@yahoo.com>  
01/06/04 03:20 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc: schreiber-family@comcast.net  
Subject: O'Hare expansion - move it to the South

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses <b>A-1 and A-3.</b>      |
| 2       | Please see topical responses <b>B-2, B-4 and K-2.</b> |

Mr. Smithmeyer,

I am a resident of Elk Grove Village and concerned about the Mayor Daly O'Hare Expansion proposal. Please be sure that the FAA accurately review the Mayor Daly O'Hare Expansion proposal thoroughly and accurately. From the information provided to me, it is evident that information is being withheld and, some of the information being presented is not accurate.

1

I am in favor of directing efforts and focus to a airport in the south rather than try to expand O'hare. I've heard too many reports recently of "near misses" of aircraft from congested airspace over Chicago. We can't afford to take the risk of increasing this. Plus, the proposal itself is questionable based on the info. I've been provided.

2

Thank you for your service.  
Doug Schreiber

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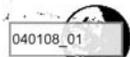
"Julie Malan"  
<jmalan@midlandpaper.com>  
01/06/04 04:37 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare Airport Expansion

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response A-1. |

Dear Mr. Smithmeyer:  
I am contacting you regarding O'Hare expansion. Chicago must not be allowed to by-pass the regulatory and legal safeguards that protect our community. Please make sure that thr FAA does its job properly and fully. Thank you for your consideration in this matter.  
Sincerely,  
Julie Malan

1



Nimoro42@cs.com  
01/08/04 05:30 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare Expansion Plan

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

Dear Sir,

It has come to my attention that the O'Hare expansion plan is flawed in ways that will prevent it from accomplishing all it promises to accomplish.

Apart from the illegal seizing of land in the north suburbs, the plan will not take care of the number of flights that are projected to come into Chicago. Also the cost of the plan is going to cost much more than promised.

I am not that familiar with all the details of the O'Hare situation. I am, however, familiar with Chicago politics. What is good for Chicago is NOT necessarily good for the air travel needs of the rest of the country. I hope you will not give Mayor Daley a blank check to do whatever he wants. Remember Meig's Field? If that is the way Chicago plays ball with the Federal Government I suggest you be very careful about O'Hare expansion plans, as your partner will look out for his own interests, not yours.

Please consider this. You owe it to the nation, not to a bunch of local politicians.

Sincerely Yours,

Robert M.

Nishimoto

1

2



Nanfwr@aol.com  
01/09/04 09:53 PM

To: Philip Smithmeyer/AGL/FAA@FAA  
cc:  
Subject: O'Hare expansion

I live near O'Hare and over the years I have heard that it can barely safely handle the traffic it now gets. I have heard about the weird arrangements for the O'Hare expansion and how bad/unsafe and thoughtless it will be. I also have heard many times about "King Tut" Daley who thinks he can do anything he wants no matter what.

Please think only of the average regular people living around O'Hare and using the airlines and the unsafe conditions for all that expansion will entail, not to mention pollution here and backups all over due to such poor planning. Please don't be swayed by ridiculous politics for once and do the right thing and help put a stop to something that is just plainly wrong. Do not allow the farce of O'Hare expansion to get any further than it already has. There must be some reasonable area of life where crooks will not rule.

1

| Comment | Response   |
|---------|--|
| 1       | The commenter has raised many issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically, Please see topical responses <b>A-1, C-7, E-1, F-5, K-1, M-1, and M-7.</b> |



carol kopacz  
<carolkopacz@yahoo.com>  
02/18/04 03:56 PM

To: Philip Smithmeyer/AGL/FAA/FAA  
CC:  
Subject: OHare Expansion

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses C-1, C-5, D-1, E-1 and F-5. |

Dear Sir: I am a resident of Elk Grove Village and very concerned about the plan to expand O'Hare airport. Not only will it create more noise and pollution, where are all the cars going to go to and from the airport. The roads are already too congested. When traveling on business I use Midway airport and even tho it is a further drive, it is much easier to get in and out of the airport and more pleasant not to have to deal with crowds in and around the airport. Does Chicago want it to be bigger because that sounds good? Thank you for your consideration.  
Carol Kopacz  
643A Burgundy Court  
Elk Grove Village, IL 60007

1

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Chicago O'Hare International Airport

Draft EIS

040523\_03

COMMENTS: Please mail your comments by June 6, 2004.

Name: SARALLO Adelaide E  
Last First MI

Address: 111 GREENLAW H<sup>6</sup> DEERFIELD 601-06-2213  
Street Address Apt. City/Town State Zip

Staying for two and to close to east other  
expansion is dangerous to the people in  
surrounding area.

The expansion will be dangerous  
pollution & noise are bad

1

2

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-2 and K2.       |
| 2       | Please see topical responses D-1, E-1 and K-1. |

Chicago O'Hare International Airport

Draft EIS

040523\_04

COMMENTS: Please mail your comments by June 6, 2004.

Name: Magadan Silvia  
Last First MI

Address: 1212 Medinah St. Pensenville IL 60106  
Street Address Apt. City/Town State Zip

We have heard a lot of questions and concerns about the affected area. But what happens to ~~the~~ the people that live just outside the affected area? We are hearing a lot more noise, I moved in about a year ago and we couldn't hear ~~noise~~ noise coming from the airplanes and now there is a lot of noise.

1

2

~~noise~~  
 In conclusion... Are we going to get some kind of compensation? Maybe new windows and doors, air conditioners?

What is going to happen to our property taxes are they going to go up?

What happens to the value of our homes, are they going to go down?

3

Thank you!  
 e-mail: Sile6303@allstate.com tel: (630)595-5857.

| Comment | Response   |
|---------|--|
| 1       | The analysis in the EIS examined 21 separate impact categories and also considers potential cumulative impacts from off-airport projects. The analysis contained in the EIS is not limited to the areas of potential acquisition, but the all of the affected area. For further information, see <b>Chapter 4</b> and <b>Chapter 5</b> of the EIS.<br><br>Please see topical response M-1. |
| 2       | Please see topical responses D-1, D-3, and M-1.  |
| 3       | Please see topical responses D-3, G-2 and G-3.   |

Chicago O'Hare International Airport

Draft EIS

040523\_06

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | Please see topical response A-3.  |
| 2       | The commenter's opinion is noted. |

COMMENTS: Please mail your comments by June 6, 2004.

Name: Silva Monika E.  
Last First MI

Address: 66 Hamilton St. B'ville IL  
Street Address Apt. City/Town State Zip  
 60106

More meetings - with city of  
 Chicago to discuss our options  
 our rights and get answers to  
 our questions. This is something  
 that needs to be resolved.  
 Get better translators  
 The gentleman you provided was  
 good - But the female  
 translator missed the point  
 on many translations

1

2

040812\_01

**From:** Amy.Hanson@faa.gov  
**Sent:** Monday, August 16, 2004 5:28 PM  
**To:** Isakach@cmtengr.com; bmohr@cmtengr.com; bjacobson@cmtengr.com  
**Subject:** O'Hare plans from a concerned Chicago area citizen  
**Attachments:** Rockford airport to upgrade facilities.doc

For our comments file...

--- Forwarded by Michael W MacMullen/AGL/FAA on 08/13/2004 09:44 AM ---

"Baker, Don" <Don.Baker@molex.com>  
 To: Michael W MacMullen/AGL/FAA/FAA  
 08/12/2004 05:15 PM  
 cc:  
 Subject: O'Hare plans from a concerned Chicago area citizen

Mr. Mac Mullen

On past occasions I appreciated your willingness to discuss with me the massive O'Hare expansion plans. At the time I had some very serious concerns as a neighbor of the airport. I have kept in very close touch with the situation on an ongoing basis. I also appreciate that the FAA is an independent agency who must consider all aspects of airport development and smooth flow of traffic across the country: safely, in an environmentally acceptable fashion, and that passes cost- benefit analysis.

I would appreciate your comments regarding why the City of Chicago aviation department would not appreciate any relief they can get from the Rockford Airport ( see attachment below ). We all know current delays are unacceptable. Mayor Daley has recently expressed concern that flight caps will reduce competition. Even if the FAA approves the plan 12 months from now there will be years of runway building and maintenance which has to increase delays and safety concerns. Is the plan to allow unacceptable delays to continue and increase safety and security problems while O'Hare expands? It would appear to be very obvious the City of Chicago is not at all interested in increasing competition, rather the opposite. It is also obvious delays, safety, the interests of the traveling public, and the areas surrounding O'Hare are of little concern to Chicago compared to monopolizing airports in our region. OR is John Hilkevitch misquoting Chicago?

It is very disconcerting how little substantive information is being released to the public regarding the feasibility of the whole plan after all this time. We keep hearing the same tiresome statistics on costs and benefits with no supporting information. A master plan is submitted to the FAA and then Chicago tells us they don't really mean it:

"trust us the cost is still the same 6.6 billion". Apparently the plan is a "dream along with me" plan., unlike how any dictionary defines the phrase master plan.

I would very much appreciate your comments and advise who specifically I should raise my concerns with at the FAA. I realize your responsibilities are not necessarily the motives of Chicago politicians and bureaucrats and the media but you are an expert on the plan I believe.

<<Rockford airport to upgrade facilities.doc>>

Thank you,  
 Don Baker

5/5/2005

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>A-3 and M-5.</b>   |
| 2       | The commenter has raised many issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically, Please see topical responses <b>B-2, C-1, C-4, C-6, C-7, and M-7.</b>  |
| 3       | Please see topical responses <b>A-3 and L-2.</b><br><br>With regard to the cost of the City's proposal and in response to this comment, as well as others, the FAA has expanded the discussion of the financial feasibility of the OMP to <b>Chapter 1, Section 1.7.</b> |
| 4       | Please see topical response <b>A-1.</b>  |

1  
2  
3  
4

Elk Grove Village  
pH work 630-527-2641  
Home : 847-437-2519

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5/5/2005

Chicago O'Hare International Airport

Draft EIS

040829\_01

COMENTARIOS: Por favor envíe sus comentarios antes de septiembre 5 del 2004.

Nombre: BOVILLA IGNACIO/IRMA  
Apellido Nombre

Dirección: 228 N. ORCHARD BEW, IL 60106  
Calle/Apartamento Ciudad Estado Zona Postal

WHAT IS GOING BEHIND MY HOUSE  
 NOISE & POLLUTION 24 HRS DUST &  
 TRUCK NOISE ALL THE TIME, PLEASE  
 TELL US ON THE NORTHWEST SIDE  
 OF IRVING PARK.

1

| Comment | Response   |
|---------|--|
| 1       | The FAA is unaware of the activity occurring behind the commenter's residence. Please see topical responses A-3, D-1, E-1 and M-9. |

Chicago O'Hare International Airport

Draft EIS

040829\_02

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-1, A-3, G-2 and G-4. |
| 2       | Please see topical responses D-3, G-4 and L-1.      |

COMMENTS: Please mail your comments by September 5, 2004.

Name: Martinez John

Last First MI

Address: 18 ORCHARD Bensenville ILL 60106

Street Address Apt. City/Town State Zip

I still came out of this meeting. Not knowing anything more than I did the last couple of meetings. Can I still build my garage & enjoy it? or built it & worry it will be torn down in the next couple of years.

1

My house had all the noise pollution upgraded by the city of Chicago (New windows/Doors etc.) as well as all my neighbors. Now they want to tear it down? What a waste of money. Money that it think could have went to others, And help what-ever. I'm sure the here less could have used it, or some non-profit organization.

What ever you decide. Please look into other wasted money that's going on.

2

John M.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-4. |

Chicago O'Hare International Airport

Draft EIS

040829\_03

COMENTARIOS: Por favor envíe sus comentarios antes de septiembre 5 del 2004.

Nombre: Escutia Claudia Cdtr of Antonio Escutia  
 Apellido Nombre

Dirección: 418 G Irving Park Rd Bensenville IL 60106  
 Calle/Apartamento Ciudad Estado Zona Postal

Comparable housing in neighborhoods around here much more expensive. Certain districts around Bensenville have less competent school districts. We live in this area because our jobs are in the area.

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-3 and D-5. |

Chicago O'Hare International Airport

Draft EIS

040829\_04

COMMENTS: Please mail your comments by September 5, 2004.

Name: LARRY DAVIS Phone: 630-766-5419  
 Last First MI

Address: 901 W. GLENDALE ST. DEERFIELD IL 60016  
 Street Address Apt. City/Town State Zip

Regarding the soundproofing  
 How could homes directly across  
 the street from us be sound-  
 proofed & not our block  
 The noise & planes affect  
 us all equally. We do not sit  
 on our lovely patios do to  
 the noise & pollution. We  
 were here before O'Hare  
 Airport. Also Mahan School  
 was one of the first schools  
 to be sound proofed located 1  
 block from us in a different  
 direction.

1

Chicago O'Hare International Airport

Draft EIS

040829\_06

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

August 29, 2004

On behalf of my family and myself, I wish to thank the Federal Aviation Administration (FAA) for the opportunity to submit written testimony regarding the Environmental Justice portion of the Environmental Impact Statement (EIS).

1

I have been a homeowner in Bensenville, Illinois for 10½ years. We knew that we were moving near an airport, but we did not imagine that O'Hare airport would need to expand to the point of acquiring homes in our area. The uncertainty of the proposed expansion is just as prevalent today as it was when the City of Chicago formally introduced the expansion plan in 2001. We experience almost daily newspaper articles either for or against the project. The Village of Bensenville has poured millions of dollars to thwart any effort by Chicago to proceed with expansion/acquisition of homes. Having met with neighbors, as a community concerned with each other's welfare if the expansion becomes a certainty, has increased my awareness that I am not alone. It is most disconcerting not knowing what options we are truly afforded.

2

I echo the concerns of my neighbors (as I have signed on to written testimony submitted by many of my neighbors). If the expansion is to occur, I hope that each homeowner, regardless of documented/undocumented status is treated fairly.

Again, thank you for allowing me to offer my input.

3

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response A-1.          |
| 2       | Please see topical responses G-2 and G-4. |
| 3       | Please see topical responses G-2 and G-4. |

Chicago O'Hare International Airport

Draft EIS

040829\_07

Dear Ladies and Gentlemen of the FAA,

I would like to thank you for your time and interest. The reason of this letter is to inform you and the public of the hardship my family is going through caused by the lawsuits filed by the anti expansion people. The problem of not being able to sell my home to the people of my choice has taken a toll not only on my health but my wife's also. My children have also been deeply traumatized by it. Medical problems that have appeared is as follows. High blood pressure to where it needs medication. Severe depression that had to be treated by therapy. Anger at the anti expansion people. These are just the tip of the iceberg that are occurring. The town of Bensenville has in my opinion no right to tell me who I can sell my home to. Bensenville must think that I am not capable of selling my own home. There are many people who have the same dilemma. I feel like my civil rights have been taken away. The city of Chicago has been very nice and helpful unlike the town of Bensenville who has become an enemy. The tax money that has been taken from the people is in the millions to fight the expansion. The expansion will be a economic boom for this area not mention cutting delays. 196'000 jobs created by it is nothing to take lightly. The Suburban Noise Commission feels that this is a bad thing, they feel that to build an airport from the ground up is better, they are badly mistaken. I am not the only person who has incurred medical problems there are many others. There has been many letdowns. I had hoped to be gone from this town by now. I wonder when this will all end. It seems that all the groups involved could care less about the people who are trying to leave and make a better life for themselves and their family. Except the city of Chicago who like I said have been very understanding, but their hands are tied. So I am here today to express my grief and sorrow and show you and the public how this has made my life a living hell so I ask that you approve this plan. Show the affected that you care about their feelings and do the right thing. Thank you for listening and giving people like myself a chance to show you how this has caused undue hardship.

Anthony & Linda Vecchiollo

1

| Comment | Response  |
|---------|---|
| 1       | <p>Please see topical response G-4 and M-3.</p> <p>The FAA is aware that the City of Bensenville has passed an ordinance regarding the potential sale of homes.</p> |

Chicago O'Hare International Airport

Draft EIS

040829\_08

Federal Aviation Administration (FAA) Environmental Justice Outreach Meeting  
 St. Alexis Church Bensenville, Illinois  
 August 29, 2004

On behalf of the residents of the proposed O'Hare International Airport southern runway area, we wish to thank the FAA for the opportunity to voice our opinions and offer our comments for the Environmental Justice portion of the FAA's Environmental Impact Statement (EIS).

Residents of the area have a number of issues/concerns outlined below:

Relocation concerns

- Costs of the new utility hook-ups, water pricing, cable, garbage pick-up, city sticker, etc. would have to be considered.
- How would homeowner be compensated for moving an at-home business: loss of client base, etc.?
- Would current mortgage rates remain the same?
- More than likely, property tax rates would be dramatically increased.
- Reciprocal situations concerning acquiring a similar size home for an affordable price in another suburb, etc. Would the homeowner receive at least 150% of the appraised value of their home?
- When would homeowners know how much of the \$22,500 (or is it \$25,000?) they would/would not receive?
- All homeowners regardless of documented/undocumented status should be granted the same rights concerning actual use of the \$22,500/\$25,000.
- What leverage or bargaining power does a homeowner have if they're one of the last homes to settle?
- Is **Eminent Domain** a factor?

Emotional/Social Impact/Everyday issues

- Children, as well as adults' reaction to moving must be dealt with.
- Leaving comfort of friends/Socializing with friends.
- Leaving your roots...
- Leaving your neighborhood...
- The added stress due to the continued newspaper articles, television news programs, public rallies, pressure from the Village of Bensenville, 'sound berm' construction along Irving Park Road.
- Proximity to stores, trains, expressways, schools, jobs, Church.
- Condition of School District, public library, etc.
- Timing of Relocation with school year.
- Convenience of Park District amenities, ie. Golf Course Resident discounts, Resident waterpark passes, Resident Park District gym/weight room passes, etc.

1

2

3

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

Chicago O'Hare International Airport

Draft EIS

Environmental Justice Session  
Public Comment 8/29/04  
Page 2

Other future concerns

If Chicago is to await the FAA's results of the EIS, what about the proposed Ordinance by the City of Chicago (attached) regarding the execution of Program-related agreements concerning the O'Hare Modernization Program (OMP)? The Ordinance was introduced at the July 21, 2004 City of Chicago City Council Meeting. Has it already passed through the City of Chicago's City Council Committee on Aviation? Will it now be passed at the September 1, 2004 City Council Meeting?

4

Also, the City of Chicago is still under an injunction, the "right to sell your property to whomever you wish" is still being denied to homeowners. If the EIS results direct Chicago to proceed with expansion, will that injunction be lifted?

5

In addition, the residents are concerned about:

- the future actions of the Suburban O'Hare Commission (SOC),
- the lawyers for the SOC and surrounding O'Hare suburbs,
- the various politicians near O'Hare and Peotone,
- the South Suburban Airport Commission's efforts (proposed Abraham Lincoln Airport being funded by Bensenville and Elk Grove Village),
- the Village of Bensenville purchase of homes in the impacted area and potential to purchase land in Peotone,
- the continued fight with Chicago by these entities with our taxpayer dollars.

6

Finally, how long after the Record of Decision (ROD) will Chicago be allowed to act in regard to purchasing homes?

7

It is actions by the above entities and the prospects of these future concerns that perpetuate homeowners being stuck in a sort of *limbo*. (Several recent newspaper articles are attached.)

We appreciate the FAA's efforts in recording our comments and we look forward to a positive resolution of our questions, comments and concerns. Again, thank you for the opportunity for us to offer this written testimony.

8

Encl.

*The homeowners participating with this written testimony are included on the following pages...*

| Comment | Response                         |
|---------|----------------------------------|
| 4       | Please see topical response G-4. |
| 5       | Please see topical response G-4. |
| 6       | Please see topical response G-4. |
| 7       | Please see topical response A-1. |
| 8       | Please see topical response M-5. |

Chicago O'Hare International Airport

Draft EIS

Environmental Justice Session  
Public Comment 8/29/04  
Page 3

The homeowners participating with this written testimony, include:

| <u>HOMEOWNER</u>                   | <u>ADDRESS</u>          |
|------------------------------------|-------------------------|
| Donna Ahlstrand                    | 29 Greenlawn            |
| Jose Cruz                          |                         |
| Juan and Claudia Cuellar           | 29 Orchard              |
| Jesus Diaz                         | 241 N. Orchard          |
| Claudia Escutia                    |                         |
| Jose Pilar Escutia                 | 107 Orchard             |
| Bernardo Flores                    |                         |
| Martha Garcia                      |                         |
| Salvador Garcia                    | 127 Orchard Avenue      |
| Cesaria Jimenez                    |                         |
| Dario Jimenez                      | 44 N. Hamilton          |
| Ed Jimenez                         | 402 E. Irving Park Road |
| Jose and Sera Leon                 | 422 E. Irving Park Road |
| Jesus & Raquel Liera               | 17 Dierks               |
| John Martinez                      | 18 Orchard              |
| Nancy Martinez                     |                         |
| Gisela Medrano                     |                         |
| Byron R. Meza                      | 34 South Orchard        |
| Joel A. Meza                       | 34 South Orchard        |
| Leonardo Ocampo                    |                         |
| Silvia Perez                       |                         |
| Bashir Raza                        | 123 Hamilton Street     |
| Juan & Maria Robles                | 40 N. Hamilton          |
| Jorge Salazar                      | 22 Orchard              |
| Jose Salazar                       | 66 N. Hamilton          |
| Salvador Suarez                    |                         |
| Rich Soline                        | 24 Greenlawn            |
| Timothy and Patricia Taylor        | 128 Orchard Avenue      |
| Anthony and Linda Vecchiollo       | 104 Dierks              |
| Juan Vega                          |                         |
| Lucino Velazque                    | 16 Midway               |
| Ted & Dolores Wojcik               | 245 N. Orchard Avenue   |
| Raquel Zepeda                      |                         |
| <u>OWNER/TENANT</u>                | <u>UNIT ADDRESS</u>     |
| Ramanial Patel                     | 95 Hamilton Street      |
| Mohammed Siddiqui, Artermio Osorio | 9 Hamilton Street       |
| Luis Del Valle, Monica Bailon      | 9 Meigs Court           |
| Habeeb Khan                        | 9 Midway Court          |
| M. Mohiuddin, Rocio Cortez         | 9 O'Hare Court          |
| Vithal & Ranjan Patel              | 9 Roosevelt Court       |
| Harminder Singh Sidhu              | 9 Sunset Court          |

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| <u>OWNER/TENANT</u>                  | <u>UNIT ADDRESS</u> |
|--------------------------------------|---------------------|
| Hetalkumar Sheth, Megha Sheth        | 103 Hamilton Street |
| Jim Siddiqui, Pasquale Siracusa      | 105 Hamilton Street |
| Syed Ali                             | 107 Hamilton Street |
| Sheth Ashok                          | 109 Hamilton Street |
| Kanu Jayswal                         | 10 Meigs Court      |
| Noman Nasira                         | 10 Midway Court     |
| Syed Ahmed                           | 10 O'Hare Court     |
| Jose Casarez                         | 10 Roosevelt Court  |
| Malik Syed Mughni                    | 10 Sunset Court     |
| Dasharath Patel                      | 111 Hamilton Street |
| Parveen Idris                        | 117 Hamilton Street |
| Shanker Patel                        | 119 Hamilton Street |
| Dawood Awan, Exiquio Pulido          | 11 Hamilton Street  |
| Habeeb Khan, Amado Roque             | 11 Meigs Court      |
| Arshad Jaleel, Salvador Flores       | 11 Midway Court     |
| Khadir Latifi                        | 11 O'Hare Court     |
| Naheed Iqbal                         | 11 Roosevelt Court  |
| Jose Arroyo                          | 11 Sunset Court     |
| Jim Siddiqui                         | 121 Hamilton Street |
| Bashir Raza                          | 123 Hamilton Street |
| Mohammed Hassem, Veronica Garcia     | 12 Meigs Court      |
| Afsar Mohiuddin                      | 12 Midway Court     |
| Mohammed Ismail                      | 12 O'Hare Court     |
| John Murphy                          | 12 Roosevelt Court  |
| Aliya Tahir                          | 12 Sunset Court     |
| Mushtaq Ahmed                        | 131 Hamilton Street |
| Adil Mansoor                         | 133 Hamilton Street |
| Jose Aquinga                         | 135 Hamilton Street |
| Parveen Idris, Marcelo Diego         | 137 Hamilton Street |
| Arif Masood                          | 139 Hamilton Street |
| Dhanpat Jayswal, Daniel Flores       | 13 Meigs Court      |
| Syed Qadeer, Jose Luis Guzman        | 13 Midway Court     |
| Abuomer Siddiqui                     | 13 O'Hare Court     |
| Ashraf Siddiqui, Evaristo Enriquez   | 13 Roosevelt Court  |
| Nava Cruz Martinez                   | 13 Sunset Court     |
| Rashda Hameedullah                   | 141 Hamilton Street |
| Bhakti & Madhu Patel, Rasiklal Patel | 14 Meigs Court      |
| Syed Ali                             | 14 Midway Court     |
| Kazi Ismail                          | 14 O'Hare Court     |
| Arvind Patel                         | 14 Roosevelt Court  |
| Mohammed Mashiuddin                  | 14 Sunset Court     |
| Arslan Butt, Samuel Garcia           | 15 Meigs Court      |
| Angel Brito                          | 15 Midway Court     |

Appendix P

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| <u>OWNER/TENANT</u>                   | <u>UNIT ADDRESS</u> |
|---------------------------------------|---------------------|
| Parveen Idris, Wilvert Ibares         | 15 O'Hare Court     |
| Arshad Syed                           | 15 Roosevelt Court  |
| Jay Shah                              | 15 Sunset Court     |
| Ana Rovello                           | 16 Meigs Court      |
| Lucino Velazquez                      | 16 Midway Court     |
| Syed Hussaini                         | 16 O'Hare Court     |
| Raul Robles, Diana Jimenez            | 16 Roosevelt Court  |
| Iqbal Fatima                          | 16 Sunset Court     |
| Felicios Olea                         | 17 Hamilton Street  |
| Rafael Gomez                          | 17 Meigs Court      |
| Afsal Husain                          | 17 Midway Court     |
| Mohd. Mohiuddin                       | 17 O'Hare Court     |
| Ashraf Siddiqui, Moises Noyola        | 17 Roosevelt Court  |
| Ramesh & Kokila Patel                 | 17 Sunset Court     |
| J. Galena                             | 18 Meigs Court      |
| Habib Murtaza                         | 18 Midway Court     |
| Syed Ahmed                            | 18 O'Hare Court     |
| Jafar Lashkariya, Antonio Hernandez   | 18 Roosevelt Court  |
| Smita Shah                            | 18 Sunset Court     |
| Ricardo Flores                        | 19 Hamilton Street  |
| Rogelio & Maria Urrutia               | 19 Meigs Court      |
| Salim Ahmed                           | 19 Midway Court     |
| Aftab Siddiqui                        | 19 O'Hare Court     |
| Ronald & Kathy Loris, Timoteo Matinez | 19 Roosevelt Court  |
| Suryakant Patel, Jose Vega            | 19 Sunset Court     |
| Mohd. Mohiuddin, Julio Rios           | 20 Meigs Court      |
| Ramesh Patel, Odellia Hernandez       | 20 Midway Court     |
| Henry Bilitzki                        | 20 O'Hare Court     |
| Nacem Mizra, Nabor Safelo             | 20 Roosevelt Court  |
| Manuel Gomez                          | 20 Sunset Court     |
| Alam Noor, Roberto Maldonado          | 21 Hamilton Street  |
| Sabu John, Guillermo Castrejon        | 21 Meigs Court      |
| Gunvent Jayswal                       | 21 Midway Court     |
| Mohd. Yousufuddin                     | 21 O'Hare Court     |
| Naveed Khamsi                         | 21 Roosevelt Court  |
| Akhlaq Ahmed, Inez Carmona            | 21 Sunset Court     |
| Luis Rodriguez, Rosario Rodriguez     | 12 Meigs Court      |
| Edel Ruiz                             | 22 Midway Court     |
| Maria Delfino Garcia, Gustavo Barrera | 22 O'Hare Court     |
| Alice & Michael Olivero               | 22 Roosevelt Court  |
| Juan Guzman                           | 22 Sunset Court     |
| Juan Bailon                           | 23 Hamilton Street  |

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OWNER/TENANT

Habeeb Khan  
Shama Mohiuddin-Yousef  
Jesus Lora Guadalupe  
Madhusudan & Neel Sheth  
Dixitkumar Patel  
Tonic Anna Vasquez  
Ramesh Patel, Romeo Cortez  
Teodocio & Julia Garcia  
Allen Lal, Malik Hassan  
Mirza Baig  
Mohammed Haseem, Joel Rosules  
Maria Abu, Dulce Rumbo  
Binu Cheriyan  
Kimberly Barr  
Vishnu Patel  
Habeeb Khan, Agustin Cordero  
Mohd. Mohiuddin, Alfonso Arizmendi  
Mohd. Rahman  
Edward Miller  
Raul Robles, Ivan & Victoria Flores  
Suresh & Ushaben Sheth  
Entisham Mahmood, Benito Flores  
Farooq Mohiuddin  
Mohd. Farooq  
Hitesh & Maluben Patel  
Munawer Hasan  
Jesus Flores Ocampo  
Syed Hussain  
Mohammad Siddiqui  
Harry Berrios  
Somabhai Patel  
Hasmukh & Sharda Jayswal  
Yasmeen Mohiuddin, Jose Tayde Rogue  
Zareema Ahmed  
Juan Mereado  
Crescencio Medina  
Manzoor Ahmed  
Community Housing of DuPage--Regina Dortch  
Shamsul Siddiqui  
Mohammed Bawany  
Police Neighborhood Relations  
Ahmed Shahzad  
Syed Shah, Felipe Sanchez

UNIT ADDRESS

23 Meigs Street  
23 Midway Court  
23 O'Hare Court  
23 Roosevelt Court  
23 Sunset Court  
24 Meigs Court  
24 Midway Court  
24 O'Hare Court  
24 Roosevelt Court  
24 Sunset Court  
25 Hamilton Street  
25 Meigs Court  
25 Midway Court  
25 O'Hare Court  
25 Roosevelt Court  
25 Sunset Court  
26 Meigs Court  
26 Midway Court  
26 O'Hare Court  
26 Roosevelt Court  
26 Sunset Court  
27 Meigs Court  
27 Midway Court  
27 O'Hare Court  
27 Roosevelt Court  
27 Sunset Court  
28 Meigs Court  
28 Midway Court  
28 O'Hare Court  
28 Roosevelt Court  
28 Sunset Court  
29 Meigs Court  
29 Midway Court  
29 O'Hare Court  
29 Roosevelt Court  
29 Sunset Court  
2 Meigs Court  
2 Midway Court  
2 O'Hare Court  
2 Roosevelt Court  
125 Hamilton Street  
2 Sunset Court  
30 Meigs Court

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| <u>OWNER/TENANT</u>                        | <u>UNIT ADDRESS</u>        |
|--|----------------------------|
| Shah Siddiqui, Gaffar Shareef              | 30 Midway Court            |
| Mirza Baig                                 | 30 O'Hare Court            |
| Jesus Martinez                             | 30 Roosevelt Court         |
| Safi Uddin Farooqui, Ameer Unnisa Farooqui | 30 Sunset Court            |
| Syed Zaidi                                 | 31 Hamilton Street         |
| Mary Prior, Vicky Olivarez                 | 31 Meigs Court             |
| <del>Village of Bensenville</del>          | <del>31 Midway Court</del> |
| Syed Hussain                               | 31 O'Hare Court            |
| Nadeem Khan                                | 31 Roosevelt Court         |
| Alamdar Zaibi                              | 31 Sunset Court            |
| Hasmukh Jayswal                            | 32 Meigs Court             |
| Habeeb Khan                                | 32 Midway Court            |
| Charmaine Giblin                           | 32 O'Hare Court            |
| Syed Abbas                                 | 32 Roosevelt Court         |
| Denise Lopez                               | 32 Sunset Court            |
| Ruchikumar Sheth                           | 33 Hamilton Street         |
| Carlos Ocampo                              | 33 Meigs Court             |
| Aamir Khan                                 | 33 Midway Court            |
| Syed Quadri                                | 33 O'Hare Court            |
| Shahid Safvi                               | 33 Roosevelt Court         |
| Hussan Mansoor                             | 33 Sunset Court            |
| Vernando Huertas                           | 34 Sunset Court            |
| Syed Zaidi, Araceli Bailon                 | 35 Hamilton Street         |
| Piyush Patel, Sondra Hobbs                 | 35 Roosevelt Court         |
| Subdir Patel                               | 35 Sunset Court            |
| Malkiat Palaha                             | 36 Sunset Court            |
| Jahan Shareef, Wilma Robertson             | 37 Hamilton Court          |
| Francisco Salgado                          | 37 Roosevelt Court         |
| Mahner Patel, Annahe Leyva                 | 37 Sunset Court            |
| Kalpesh & Kalpana Patel                    | 38 Sunset Court            |
| Muneem Siddiqui, Akhtar Khan               | 39 Hamilton Street         |
| Pedro Cortez                               | 39 Sunset Court            |
| Mark Dean                                  | 3 Hamilton Street          |
| Arlsan Butt, Louis Cardoana                | 3 Meigs Court              |
| Mohd. Siddiqui                             | 3 Midway Court             |
| Amir Iqbal                                 | 3 O'Hare Court             |
| Fidel Castro                               | 3 Roosevelt Court          |
| Jose Avalos                                | 3 Sunset Court             |
| Mahner Patel, Angelita Perez               | 40 Sunset Court            |
| Abdul Mubeen                               | 45 Hamilton Street         |
| Dennis Rosenberger                         | 47 Hamilton Street         |
| Lucio Irra                                 | 49 Hamilton Street         |
| Omar Hernandez                             | 4 Meigs Court              |

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| <u>OWNER/TENANT</u>                           | <u>UNIT ADDRESS</u>       |
|---|---------------------------|
| Community Housing of DuPage                   | 4 Midway Court            |
| Zaki Rangoonwala                              | 4 O'Hare Court            |
| Shahnaz Tai                                   | 4 Roosevelt Court         |
| Mohd. Sattar                                  | 4 Sunset Court            |
| Mohammed Asif                                 | 51 Hamilton Street        |
| Jafar Lashkariya, Irma Dorantes               | 53 Hamilton Street        |
| Syed N. Ali                                   | 59 Hamilton Street        |
| Pablo Merino                                  | 5 Hamilton Street         |
| Rajni Jayswal, Florentino Rentezia            | 5 Meigs Court             |
| Saleem Hussain                                | 5 Midway Court            |
| Raham Siddiqui                                | 5 O'Hare Court            |
| Ashok & Jyoti Shah                            | 5 Roosevelt Court         |
| <del>Village of Bensenville</del>             | <del>5 Sunset Court</del> |
| Shariq Mansoor                                | 61 Hamilton Street        |
| Awad Ahmed, Erika Torres                      | 63 Hamilton Street        |
| Mohammed Siddiqui, Adhar Baig                 | 65 Hamilton Street        |
| Syed Quadri, Sharif Atallah                   | 67 Hamilton Street        |
| Mohd. Haseem, Noel Galena                     | 6 Meigs Court             |
| Community Housing of DuPage                   | 6 Midway Court            |
| Syed Ali                                      | 6 O'Hare Court            |
| Syed Kazmi, Michael Darden                    | 6 Roosevelt Court         |
| Hassan Ali                                    | 6 Sunset Court            |
| Rafi Safvi, Ignacia Reyes                     | 73 Hamilton Street        |
| Hamilton Mgmt. Office                         | 74 Hamilton Street        |
| Inocencio Olea                                | 75 Hamilton Street        |
| Khadir Latifi, Alejandro Nombo                | 77 Hamilton Street        |
| Ghulam Khan                                   | 79 Hamilton Street        |
| Jose Lopez                                    | 7 Hamilton Street         |
| Maria DeJesus Benitez                         | 7 Meigs Court             |
| David Ramirez                                 | 7 Midway Court            |
| Razia Ahmed                                   | 7 O'Hare Court            |
| Syed Hussain                                  | 7 Roosevelt Court         |
| Syed Kazmi, Evelyn Craig                      | 7 Sunset Court            |
| Sanhita Agnihotri                             | 81 Hamilton Street        |
| Yousef Bin Ali                                | 87 Hamilton Street        |
| Joel & Lillian Lemick                         | 89 Hamilton Street        |
| Jayswal Corp., Armando Ruiz                   | 8 Meigs Court             |
| Community Housing of DuPage, Robin Canterbury | 8 Midway Court            |
| Islamic Community of IL                       | 8 O'Hare Court            |
| Rashid Kahn                                   | 8 Roosevelt Court         |
| Rafael Ulloa, Ernestina Palacios              | 8 Sunset Court            |
| Syed Zaidi, Natividad                         | 91 Hamilton Street        |
| Anwar Malkana                                 | 93 Hamilton Street        |

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Chicago O'Hare International Airport

Draft EIS

040829\_09

22nd Annual Seminar  
May 14-17, 1996  
  
National Security  
and  
Collection Association  
Atlanta, Georgia  
Home of the  
1996 Olympics  


My name is Richard N. Line  
I live at 24 Greenlawn Ave  
and live in the proposed  
expansion area.

1

① I am one of 30 homeowners  
who were to have sound  
proofing. We signed on in  
March of 2002 and many  
did thousands of dollars  
to update codes to be  
accepted into the  
program. They estimated  
\$33,000 per average on homes  
in our area. The program  
has been on hold since  
July 2002. When they  
do appraisals, we feel  
that our homes will not  
get as fair an appraisal  
as the homes that had  
sound proofing. We may  
be 5-10 thousand less  
without the sound proofing.

2

Compliments of:  
THE  
LAW OFFICES OF  
Frederick J. Hanna  
& Associates  
2160 KINGSTON COURT  
SUITE 0  
MARIETTA, GA 30067  
(770) 988-9055  
FAX (770) 988-0528

② I am on a short list of  
homeowners in area on  
the hardship list.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-1 and G-4. |
| 2       | Please see topical responses D-3 and G-4. |

Chicago O'Hare International Airport

Draft EIS

| Comment | Response                                  |
|---------|---|
| 3       | Please see topical responses D-3 and G-4. |
| 4       | Please see topical response G-4.          |

22nd Annual Seminar  
May 14-17, 1996



Atlanta, Georgia

Home of the  
1996 Olympics



*I would like to know if the bondship cases have been submitted to the FAA and what is the criteria to qualify for same? I am committed to staying till the end if the OMP goes through. If not I will deal with the final decision by the FAA. Also are our homes appraised at 2005 levels if approved in 2005?*

3

4

Compliments of:  
THE  
LAW OFFICES OF  
**Frederick J. Hanna  
& Associates**

2160 KINGSTON COURT  
SUITE D  
MARIETTA, GA 30067  
(770) 968-9025  
FAX (770) 990-0528

050116\_01

**From:** Amy.Hanson@faa.gov  
**Sent:** Wednesday, January 19, 2005 9:28 AM  
**To:** bmohr@cmtengr.com; lsakach@cmtengr.com; bjacobson@cmtengr.com  
**Subject:** Fw: O'HARE MODERNIZATION PLAN

For the Response to Comments database to be started....

----- Forwarded by Kevin Colbert/AGL/FAA on 01/18/2005 10:43 AM -----

**Donald Bekeleski <dbekeleski@yahoo.com>**  
 To: 9-AGL-800-OMPEIS/AGL/FAA/FAA  
 cc:  
 Subject: O'HARE MODERNIZATION PLAN  
 01/16/2005 12:30 PM

Dear Sirs:

We are writing to tell you we oppose the O'hare Mod. Plan. It has many legal prohibitions, which is fact.

1. Airport and passenger taxes cannot be used for the expansion.
2. It fails to pass constitutional, legal and regulatory prohibitions.
3. It creates massive safety problems especially with runways criss crossing each other.

1

This will also destroy many existing businesses and homes. These businesses are the lifeblood of Elk Grove Village. Noise levels will increase for many homes destroying the family gathering and talking in their back yards. Mayor Daley says the airlines will pay for this. The two major ones American and United are in dire financial straits now! This project is costing millions more than the city has said it would. Daley expects to pay for this by selling more hot dogs at the airport. Legally doesn't he have to prove he can pay for it??

2

Why don't they expand eastward and destroy Chicago homes and businesses? Daley wouldn't stand for that, but it's ok to destroy other towns for his glory without a blink of an eye. Build another airport in Peatone and create more jobs without destroying all the jobs lost in the demolition of businesses in the wake of this hypocritical plan. King Daley runs Chicago, thinks he can run the state from Chicago and now believes he can run the FAA just because he's Daley!

I pray you gentlemen will do what's right and legal. Don't roll over and play dead for this anarchy.

3

Sincerely,

Donald, Nancy, Pamela-Bekeleski

1506 Haise Lane

Elk Grove Village, IL, 60007

Do you Yahoo!?  
 The all-new My Yahoo! – What will yours do?

5/5/2005

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses K-1, K-2 and L-1. |
| 2       | Please see topical responses D-1, G-4 and L-1. |
| 3       | Please see topical responses B-1 and B-2.      |

050117\_01

January 17, 2005

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

Dear Mr. MacMullen:

I received your notice of the upcoming public hearings related to the O'Hare Modernization Plan Draft Environmental Impact Statement. In it, you invited written as well as verbal public commentary.

I have been involved in the OMP at various stages of its development. As former Chairman of the Board of Directors of the Greater O'Hare Association, I testified in support of the OMP at the public hearings in Bensenville hosted by former Governor Ryan. I also participated in a delegation formed by Mayor Daley that flew to Washington to present our views to congressional and senate representatives. To say that the plan is a dynamic, evolving project would be an understatement. Upon a cursory review of the OMP DEIS, one issue remains a concern:

All published plans have identified land set aside on airport property for the creation of a "ring road" or "Western by-pass". However, it is my understanding that the FAA has not evaluated the OMP to see if a road actually built on that property is environmentally, operationally, or economically feasible. Given the importance of traffic management in the communities surrounding the airport, I would request that the FAA make a statement in their final study that a bypass road can or cannot be built on the land reserved in the OMP for that purpose in a manner that complies with FAA standards for safety. The positioning of such a road substantially alters the economic and environmental impact on the communities of Elk Grove and Bensenville.

I am opposed to the approval of a final plan for O'Hare modernization until a definitive answer can be given on this matter. Thank you for your consideration. I would appreciate some form of a response to my inquiry at your earliest convenience.

Sincerely,

Peter R. Gennuso, CFP<sup>™</sup>

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response F-1. |
| 3       | Please see topical response A-1. |

1

2

3

050121\_01

Michael W. Mac Mullen  
Airports Environmental Program Manager



January 21, 2005

Dear Mr. Mac Mullen

I am writing in opposition to the plans to enlarge O Hare field by adding additional runways.

1

This plan does not offer a feasible solution to the O Hare problem. Anyone who has read the comments realizes that this is another fiasco in the making . The plan is just another power grab by the City of Chicago .The FAA allowed the city to destroy Meigs field and now because of political pressure they want to do it with O Hare.

2

I encourage the FAA to consider all the people that are going to be displaced. Much less all the businesses . It is time the FAA listened to the needs of the people that are being affected by this plan .

3

My comment is that the FAA should require the airlines to cut back on flights and improve their scheduling . Don't make this another FAA mistake.

4

Thank you;

O. Brinkmeier

| Comment | Response  |
|---------|---|
| 1       | Please see topical response <b>M-1</b> .          |
| 2       | Please see topical responses <b>B-4 and M-6</b> . |
| 3       | Please see topical response <b>G-4</b> .          |
| 4       | Please see topical responses <b>M-1 and C-4</b> . |

050121\_02

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 12:48 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: how to gain support for O'Hare expansion

This has been entered into the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 12:45 PM -----

Mike Fitzgerald  
 <mikef51@sbcglobe.net>  
**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** how to gain support for O'Hare

expansion

01/21/2005 11:03 AM

I think you could garner considerably more support for O'Hare expansion from the suburbs by granting some reasonable consideration to those of us in the runway paths. Noise could be reduced by 80% by simply changing the glide path into the airport periodically. Instead of a single outer marker per runway, there could be five in a circle every 45 degrees. For example, on the west side, markers could be installed to the south, southwest, west, northwest, and north. Simply turn one off and another on every hour or every day and air traffic is rerouted, and thousands of people can live in peace for a while.

I once read that a computerized system was being developed that would allow planes to approach runways in the direction from which they originated rather than lining the planes up in a straight line. To achieve this straight line, large planes often make low altitude turns over heavily populated areas making extreme noise and shaking walls. So an even better plan might be to require the random glide path system as a condition for O'Hare expansion.

And best for us in the west suburbs would be to land planes from the east side whenever possible. It's hard for me to understand why you don't want to land planes into the prevailing winds, particularly in off-peak hours and at night.

Large jets with the new engines that loudly scream as compared to the older smaller jets with a quiet roar are the biggest problem. If only large jets were restricted by path or hours of operation, airport noise would be considerably more tolerable.

In Roselle, we have double trouble with both O'Hare and Schaumburg airports. Schaumburg has similar problems. Most planes follow a common path, and some planes are considerably louder than others. In addition, this airport thrives on student pilots that recklessly endanger a

1

| Comment | Response  |
|---------|---|
| 1       | <p>The FAA did evaluate several alternatives to the City's proposal including differing runway alignments, see <b>Chapter 3</b> of the EIS for further information.</p> <p>The commenter's opinion is noted. Although turning a marker on/off seems like a simple task, the results of changing arrival runways would ripple throughout the NAS causing further delays. Therefore the FAA did not consider the commenter's proposal reasonable.</p> <p>In addition, the FAA notes that the operating configurations are presented in <b>Appendix D, Exhibits D-1 through D-6</b> of the EIS. The FAA notes that the runways used during variable wind and weather conditions are at the discretion of air traffic controllers.</p> <p>The FAA also directs the commenter to <b>Chapter 5, Section 5.1</b> of the EIS. This section includes noise exposure exhibits that may allow the commenter to compare the projected noise exposure to the existing noise exposure in their area.</p> <p>Please see topical responses <b>M-1, D-1 and D-2</b>.</p> |

densely populated urban area, particularly Lake Park High School. The instructors appear to be teaching new pilots to use the school as a landmark to guide in their planes. Complaints to the mayors and a state senator have been to no avail. The airport only makes empty promises to avoid flying over "sensitive areas" and to use alternate flight routes.

But with no checks for compliance, the most economical and convenient path continues to be the one most traveled, which unfortunately continuously risks the lives of thousands of students daily. It seems particularly selfish of the FAA not to require pilot training and practice flights to be operated out of rural airports. After all, these people have a plane to travel to rural airports in just minutes, and they obviously have the financial means to be considerate of their neighbors.

A little consideration can go a long way to gain my support for O'Hare expansion. Spread the noise, give us western access to the airport, and complete the Elgin-O'Hare Expressway including the outer ring route to I294. Fixing the Schaumburg problem along the way might restore my confidence in the FAA as well.

Mike Fitzgerald  
Roselle



2



3

| Comment | Response                                       |
|---------|--|
| 2       | Please see topical response D-2.               |
| 3       | Please see topical responses F-1, F-4 and M-1. |

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses M-1 and E-1. |

050121\_03

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:12 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: OHARE EXPANSION

This has been entered into the database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:10 PM -----

"Leona Haba"  
<leona@2020communications.com>  
01/21/2005 02:27 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject: O'HARE EXPANSION

PLEASE PLEASE PLEASE PLEASE  
DO NOT DO NOT DO NOT DO NOT  
Expand O'Hare

I have lived and worked in Elk Grove Village for 50 years. I have asthma and I do not want to move.

Sincerely,  
Leona Haba  
45 Martin Lane  
Elk Grove Village, IL 60007

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_04

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:04 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare Expansion

This has been entered into the Database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 12:56 PM -----

"Robert  
Werneiowski"  
<rawerneiowski@msn  
.com>  
To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject: O'Hare Expansion  
01/21/2005 01:04  
PM

I fully support the O'Hare expansion! Proceed ASAP. █

1

Bob Werneiowski  
Oak Creek Associates, Inc.  
(630) 443-7096  
(630) 443-7510 Fax  
(630) 973-9444 Cell

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_05

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 12:08 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'hare Expansion

This has been entered into the Database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 12:06 PM -----

"Thomas Kewitt"  
 <tomkewitt@hotmail.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: O'hare Expansion  
 01/21/2005 09:39 AM

For all the people in the chicagoland area who are bright enough not live near one of the O'hare Airport runways,airport expansion has frustrated us for years. The idea that we are debating in 2005 an airport that should have been expanded 10, 15, 20 years ago is ridiculous. For years the politicians in this state, have mullycuddled the several thousand residents

of Bensenville and Elk Grove Village who don't seem to realize that there are 100 other suburbs in Chicago that don't have a problem with jet noise.

I am a frequent business traveler who lives in the Northwest Suburb of Streamwood. I work near O'hare airport in Des Plaines. I realize that living next to the World's busiest airport might be a little to noisy for me so I chose to live 45 minutes from O'hare. I can not for the life of me

understand the people who live near O'hare and then constantly complain about jet noise. These are the same type of people who buy a home next to a railroad track and then complain every time a train goes by. The airport has been there and has been the worlds bussiest long before most of these complaining residents purchased their homes.

As a frequent business traveler I have spent long hour of wasted time on the ground at O'hare on airplanes waiting in long take off lines. Long hours spent on airplanes in other cities waiting for a clearance into O'hare. Its easy to see how the out of date runway configuration at O'hare leads to considerable delays. I fly into many airports with parallel runway configurations, including: CMH, PIT, EWR, ATL, MCO & TPA. All these airport seem to run safely and efficiently with their parallel runway

configurations. It boggles the mind with the local politicians in the state of illinois, especially US Senator Peter Fitzgerald who believe that the current configuration of crossing runways at O'hare is safer then a parallel runway configuration.

2

I voice my strong support for O'hare expansion which is way over due.

3

| Comment | Response                         |
|---------|----------------------------------|
| 2       | Please see topical response C-1. |
| 3       | Please see topical response M-2. |

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | Please see topical responses A-1. |

050121\_06

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:28 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare

This has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:27 PM -----

"George Stegmaier"  
 <steges@comcast.net>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare  
 01/21/2005 07:58  
 PM

Why are the Meetings so far away from the affected Areas ?  
 Elmhurst and Niles ?

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_07

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 10:27 AM  
**To:** Michael.W.MacMullen@faa.gov; bmohr@cmtengr.com  
**Subject:** Fw: Support O'Hare Expansion

This comments has been printed out and entered into the database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 10:17 AM -----

Mjda777@aol.com  
01/21/2005 09:19 AM  
To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject: Support O'Hare Expansion

Build it! Do it now while you still can.

1

Regards,

Michael J. Donahue, President  
Michael J. Donahue & Associates, Inc.  
328 South Second Street  
Geneva, Illinois 60134  
630-251-3200 (phone)  
630-208-8050 (fax)

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_08

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:13 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov

This has been entered into the database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:12 PM -----

"Jim Chakires"  
<chakires@msn.com>  
>  
01/21/2005 02:37  
PM  
To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject:

Expand the airport. We need the increased capacity. ■ 1  
James N. Chakires, CPA  
President & CEO  
Apex Financial Group, CPA's  
(630)293-4555

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_09

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 12:06 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov

This comment has been entered into the Database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 12:05 PM -----

"Frank Giampoli"  
<Frank@giampolilaw  
office.com> To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject:  
01/21/2005 09:37  
AM

I support the O'Hare expansion as a plan that will allow orderly growth in the Chicago area for many years into the future.

1

Frank Giampoli 2241 Kings Court Geneva, IL 60134

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050121\_10

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:23 PM  
**To:** bmohr@cmtengr.com

This has been entered into the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:22 PM -----

Mike G Geier  
 <mgeier@snyder-asso  
 ciates.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject:  
 01/21/2005 03:59 PM

O'Hare is in desperate need of expansion, upgrades and repairs. Do as much as you can and as soon as you can!



Michael G. Geier  
 Snyder & Associates, Inc.  
 1751 Madison Ave.  
 Council Bluffs, IA 51503  
 (712) 322-3202 phone  
 (712) 322-3209 fax  
 (515) 669-1018 cell

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-2 and M-1. |

050121\_11

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:26 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare

This has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:25 PM -----

"George  
 Stegmaier" To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 <stege@comcast.net> cc:  
 t> Subject: O'Hare

01/21/2005 07:49  
 PM

I did send a Email to the FAA to ask where to make Statments about O'Hare Airport but never got an Answer.  
 I stated that I live 5 Miles west of O'Hare and have over 600 hundred Flights a Day over my House.I had one of the City of Chicago's Noise Recorder's in my Backyard for 2 Weeks and have the Results.Those Results du not corespond with the Noise Maps the Cityof Chicago published.Before the Monitor was placed in my Backyard I had to sign a Paper not to use the Results !  
 I live here since 1966 and it got worse ever since the 70's.  
 Other City's move theyr Airport away from heavy populated Areas.  
 Munich in Germany closed Munich -Riem compleatly and built an other Airport. Build Peatone!

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050122\_01

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:35 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare Expansion

This has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:34 PM -----

USPILOT@aol.com  
 01/22/2005 02:15 PM  
**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** O'Hare Expansion

I support the O'Hare expansion plan. It makes more sense to add on to an existing facility rather than to build another airport from scratch and allow the Chicago politicians an opportunity to line their pockets with more taxpayer dollars.

1

Willard L. Bean  
 Commercial Pilot



| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-2 and M-1. |

050123\_01

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:42 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare expansion

This has been entered into the database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:38 PM -----

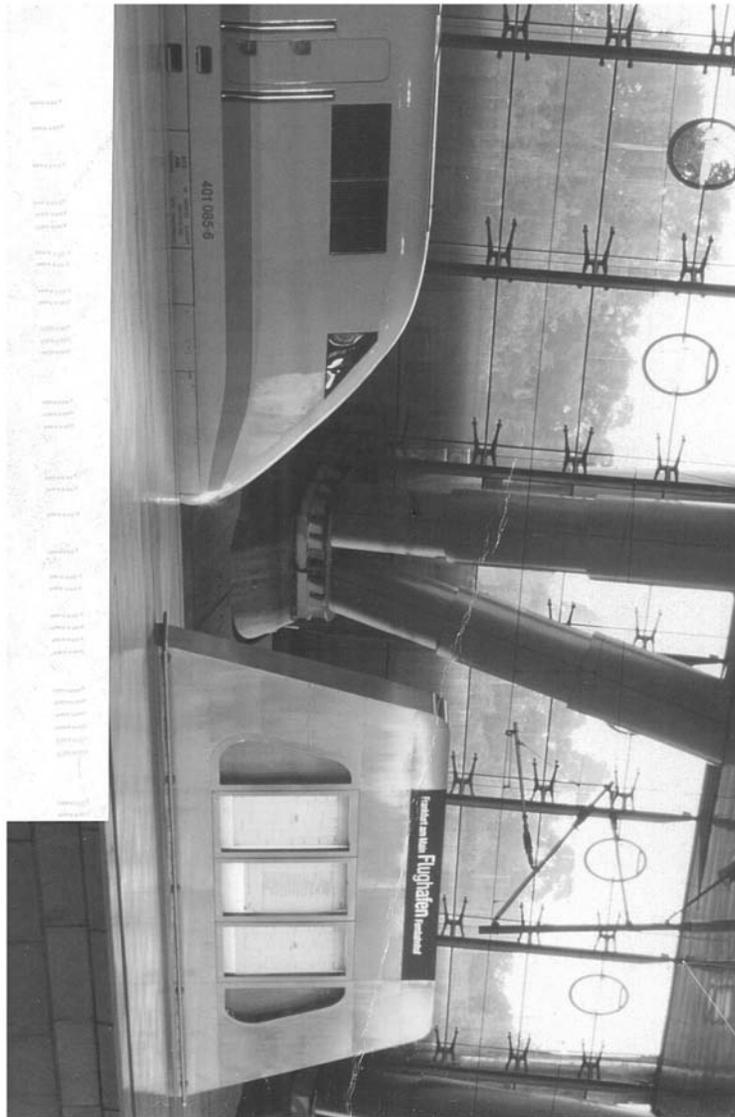
Betsy Tekampe  
<btekampe@sbcbglob  
al.net>  
01/23/2005 04:42  
PM

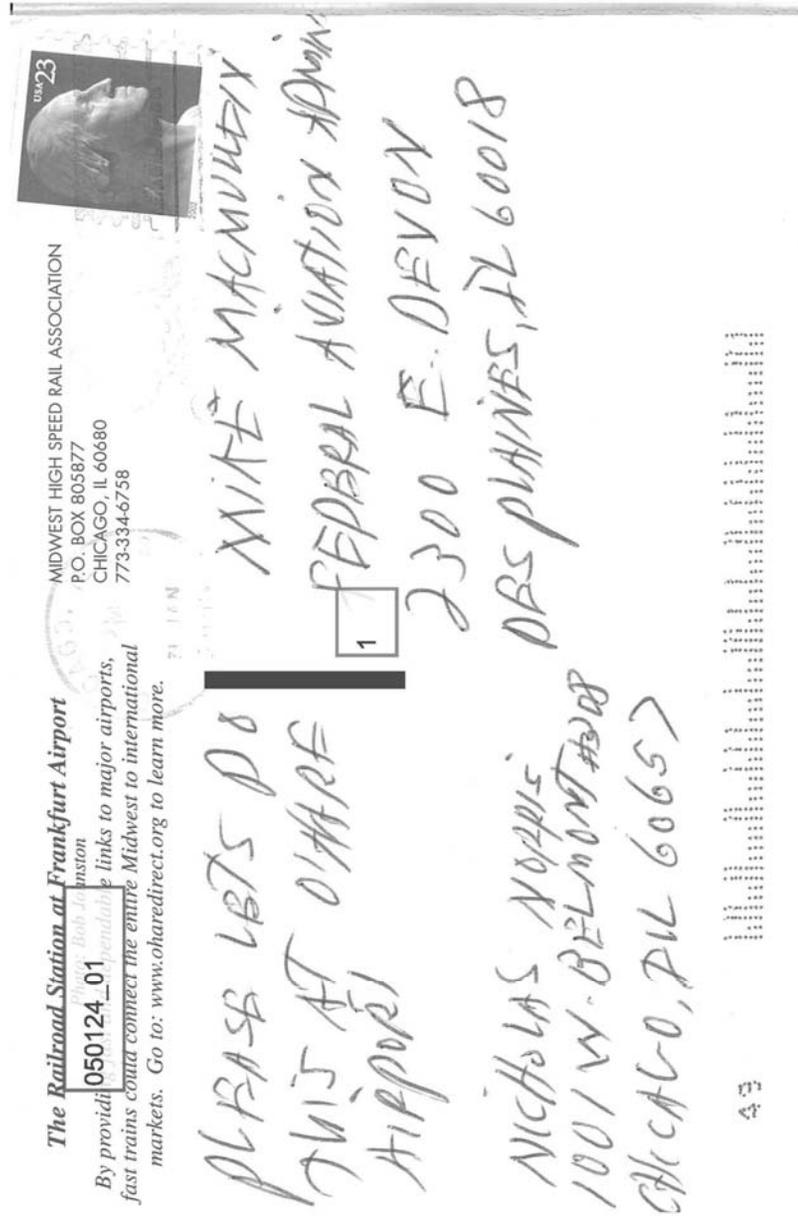
**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** O'Hare expansion

Expand Rockford and Milwaukee WI, Airport's before building Peotone or expanding O'Hare.

Appreciated the opportunity to give an opinion.

1





| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

050124\_02



**EASTERN SHAWNEE TRIBE  
OF OKLAHOMA**

P.O. Box 350 · Seneca, MO 64865 · (918) 666-2435 · FAX (918) 666-2186

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

January 24, 2005

**RE: PUBLIC NOTICE/APPLICATION 200301000  
O'HARE MODERNIZATION**

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

To Whom It May Concern:

Thank you for notice of the referenced project(s). The Eastern Shawnee Tribe of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Eastern Shawnee Tribe request notification and further consultation.

The Eastern Shawnee Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

1

Sincerely,

Jo Ann Beckham  
Administrative Assistant

Charles Enyart, Chief  
Eastern Shawnee Tribe of Oklahoma



050124\_03

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, January 24, 2005 1:49 PM  
**To:** bmohr@cmtengr.com; Michael.W.MacMullen@faa.gov  
**Subject:** Fw: Expand O'Hare Now

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

This has been added to the database (Last one for the day)

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/24/2005 01:47 PM -----

"Carl James"  
 <ckj@kames.com> To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 01/24/2005 10:20 Subject: Expand O'Hare Now  
 AM

My business is not involved with the airport or airline industry. However, I was an O'Hare expansion supporter even when I was a homeowner near the airport for the following reasons:

- \* I knew the airport was nearby when I purchased my south Arlington Heights home 14 years ago;
- \* Air traffic for Chicago and the entire nation is being delayed due to O'Hare's overdue expansion;
- \* The longer O'Hare expansion waits, the more expensive and difficult the expansion process will be;
- \* Chicago's long-term economy depends on transportation and O'Hare's expansion.

Don't be shortsighted, Expand O'Hare Now .

- 1
- 2
- 3
- 4

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses H-2, K-1, L-1 and M-1. |

050124\_04

**From:** Kevin.Colbert@faa.gov  
**Sent:** Wednesday, January 26, 2005 7:27 AM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: WETLAND MITIGATION

This has been added to the database. (PS only one comment today)

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/26/2005 07:25 AM -----

Donald Bekeleski  
 <dbekeleski@yahoo.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: WETLAND MITIGATION  
 01/24/2005 03:26 PM

Dear Mr. Macmullen:

I am writing you to tell you I am opposed to the whole O'Hare plan. Now Daley wants to discharge materials into the Des Plaines River which everyone is hoping we can clean that river up to what it used to be-- CLEAN!  
 THIS WHOLE PLAN IS LUDICROUS! DALEY CANNOT PAY FOR IT. IT IS COSTING MILLIONS more than what he has said. It is also an unsafe plan, as pilots and controllers have stated. Please don't let King Daley get his way. Build an airport in Peatone and create jobs instead of destroying businesses and lives.

Sincerely,  
 Donald,

Nancy, Pamela Bekeleski

Lane

Village, IL. 60007

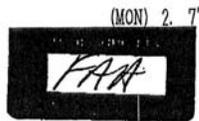
1506 Haise  
 Elk Grove

Do you Yahoo!?  
 Yahoo! Search presents - Jib Jab's 'Second Term'

1

FROM

050126\_01



(MON) 2 7 05 11:59/ST. 11:57/NO. 4860698800 P 2  
ARP-1 1-26-2005

Babak S. Solis  
11 S WILLE ST  
UNIT #511  
MT PROSPECT, IL 60056

HONORABLE NORMAN MINETA,  
US TRANSPORTATION SECRETARY  
US DEPARTMENT OF TRANSPORTATION  
400 7th Street, S.W.  
WASHINGTON, DC 20590

Dear Mr. Mineta,

I oppose RYAN-DALEY EXPANSION Plan for Chicago O'HARE Airport. I have attached US congressman Hyde's letter for you

I oppose planes flying at low altitudes hovering over MtProspect. Planes are either coming from O'HARE or PALWAUKEE Airport. Majority of larger planes are from O'HARE WITH LEFT OVER LEAR JETS from PALWAUKEE. CAN YOU please address these issues so that planes don't DISTURB MT PROSPECT'S General Public?

1

Respectfully,  
Babak S Solis  
Babak S Solis

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses D-1, D-2 and M-1. Senator Hyde's comments are addressed in Section U.2, Federal Comments. |

FROM  
 HENRY J. HYDE  
 9TH DISTRICT, ILLINOIS  
 COMMITTEE:  
 CHAIRMAN  
 INTERNATIONAL RELATIONS  
 JUDICIARY

(MON) 2 7 05 11:59/ST. 11:57/NO. 4860698800 P 3  
 2110 RAYBURN HOUSE OFFICE BUILDING  
 WASHINGTON, DC 20515-1306  
 (202) 225-4661

**Congress of the United States**  
**House of Representatives**  
 Washington, DC 20515-1306  
 January 19, 2005

Mr. Babak S. Solis  
 11 South Wille Street  
 Mt Prospect, Illinois 50056-3111

Dear Mr. Solis:

Thank you for sharing your opinion about the recently proposed Ryan-Daley expansion plan for Chicago O'Hare airport.

As you might know, I have been an outspoken opponent of any expansion at O'Hare and have worked hard to keep the skies over O'Hare safe and restore the quality of life for those living in communities hit with aircraft noise and pollution. In addition, I even filed suit in Illinois District Court with Illinois Senate President James "Pate" Phillip and officials from Bensenville to oppose the Ryan-Daley plan. You can read more about that lawsuit on my Web site: [www.house.gov/hyde](http://www.house.gov/hyde).

Hundreds of constituents have written to me to voice their support for a third airport because they are frustrated by the noise and pollution from the increasing volume of traffic at O'Hare. Many bought dream homes in surrounding communities, but now those dreams are threatened by the proposed expansion. Others are worried about pollution problems at O'Hare, which are bound to get worse if the expansion is approved.

Although I am sensitive to the concerns of all my constituents, I do not support the expansion of O'Hare. I am instead supporting a proposal for a third airport because I believe a new airport would address the long-term overcrowding issues, not just those of the next five to 10 years. Building a new airport would improve safety, stimulate the local economy and contribute to a cleaner environment. Right now, O'Hare uses nearby communities as its "buffer" for receipt of O'Hare's toxic pollutants. Expansion proponents prefer jamming an increasing number of flights into O'Hare, thereby reducing the margin of safety for both passengers and the residents of surrounding communities, as well as destroying up to 1,500 homes of residents who surround the airport.

I fully appreciate the demands of the air traveling public since I too am often stranded on O'Hare's tarmac waiting for a scarce gate to open or for a dozen planes in front of me to take off. However, the benefits of building a third airport are clear:

- **SAFETY:** Putting 1.6 million planes a year into the O'Hare airspace already overcrowded with 900,000 flights doesn't make sense. First of all, it increases the risk of a serious accident. Secondly, O'Hare is completely landlocked by developed urban and suburban regions. The airport itself cannot physically expand which means the additional two runways proposed would have to be squeezed into an already overburdened area. Think about it. By the time the runway project is completed in 20 years, O'Hare would again need more space. Why not think ahead and build a third airport that could handle approximately 1.6 million flight operations annually at a lower cost?

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses D-1, D-2 and M-1. Senator Hyde's comments are addressed in Section U.2, Federal Comments. |

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBER

FROM

(MON) 2. 7' 05 12:00/ST. 11:57/NO. 4860698800 P 4

- **COST:** The total O'Hare expansion program, i.e. the new terminals and the new runway, will cost upwards of \$10 billion, not the estimated \$6 billion reported. In these tight budget years, do we really want to OK an overly bloated expansion plan like O'Hare? Greater capacity would be obtained at a new south suburb airport that could be built in one-third the time and at one-third the cost of an expanded O'Hare.
- **TIMELINE:** Construction of these runways cannot be done without significant disruption at O'Hare, meaning there are going to be longer delays at O'Hare. Although only two runways are actually being added, the construction plan requires the reconfiguration of all of O'Hare's runways. Thus, construction disruptions would only further exacerbate the already over-stretched resources at O'Hare and worsen current delays, including roll-overs that affect the entire nation.
- **FAIR COMPETITION:** Tired of paying too much to fly through O'Hare? Well, a third suburban airport would provide expanded capacity that would open the metro-Chicago market to major new competition with a reduction in fares for all Americans who fly into or out of O'Hare. Right now, United Airlines and American Airlines have a stranglehold on the market, forcing Illinois residents to pay far too much for their tickets — one of the main reasons these airlines continue to support the O'Hare expansion plan. The Government Accounting Office, for example, estimates, this market-lock costs Chicago-area travelers some \$623 million a year in fare overcharges, and they aren't alone.

Therefore, it is clear that building new runways is not the cure-all solution that supporters would like it to be, and that is why I do not support the expansion of O'Hare.

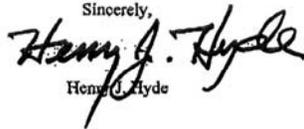
In your letter, you asked me to share my opposition to the O'Hare plan with the U.S. Transportation Secretary. I have already done this --- repeatedly. However, I think it is also important for you to express your concerns directly to the Secretary as well.

Correspondence to U.S. Transportation Secretary Norman Mineta can be sent to:

U.S. Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Again, thank you for writing to me. I am glad we are on the same side of this issue.

Sincerely,



Henry J. Hyde

HJH:jp

050126\_02

**From:** Kevin.Colbert@faa.gov  
**Sent:** Thursday, January 27, 2005 7:47 AM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare expansion

This email has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/27/2005 07:45 AM -----

"Carol / David  
 Krein"  
 <cd1971@earthlink  
 .net>  
**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** O'Hare expansion  
 01/26/2005 12:57  
 PM

As a resident of Schaumburg I am concerned about the proposed additions to O'Hare. There are several reasons that expansion is simply not necessary. First of all, no higher levels of pollution should be considered acceptable. With an asthmatic daughter, I wish the current governments would apply the laws that could lower our levels of pollution. Second, the increase in traffic will impact not just the expressways, but all major roads thru the suburbs surrounding the airport. We don't need more potholes, congestion and grid lock. Third, the city of Chicago and Mayor Daley stand to gain in so called 'prestige' and in taxes. None of this will positively impact the people whose businesses, homes and cemeteries will be razed. Fourth, there are alternative airports available such as Rockford and Milwaukee. Those airports have demonstrated less parking problems as well as more on-time flights. If this plan is bulldozed thru by Daley and his crew, I'll think of him each time I'm trying to have a conversation in my back yard next summer. Sincerley,  
 Carol Krein

- 1
- 2
- 3
- 4

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response E-1.          |
| 2       | Please see topical responses F-2 and F-4. |
| 3       | Please see topical response G-4.          |
| 4       | Please see topical response B-2.          |

050127\_01

## Delaware Nation NAGPRA Office



P.O. Box 825, Anadarko, OK 73005  
 Phone: (405) 247-2448  
 Fax: (405) 247-9898

27 January 2005

ATTN: Barry Cooper  
 U.S. Department of Transportation  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, Illinois 60018

RE: Proposal to discharge materials into wetland for Chicago O'Hare International Airport potential modernization.

Dear Mr. Cooper,

Thank you for contacting the Delaware Nation regarding the above referenced project. The Delaware Nation is committed to protecting archaeological sites that are important to tribal heritage, culture, and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project does not appear to endanger archaeological sites of interest to the Delaware Nation. Therefore, the Delaware Nation will defer to your State Archaeologist and your state's Office of Historical Preservation regarding the need for archaeological surveys or further investigation. Should either of these agencies recommend an archaeological survey of the proposed construction site, we ask that the Delaware Nation be informed of the results of the survey, including copies of site forms and reports.

Should this project inadvertently uncover an archaeological site, even after an archaeological survey, we request that you immediately contact the appropriate state agencies, as well as the Delaware nation. Also, we ask that you halt all construction and ground disturbing activities until the tribe and these state agencies are consulted.

We appreciate your cooperation in contacting the Delaware Nation. Should you have any questions, feel free to contact me.

Sincerely,

Tamara Francis, Director  
 NAGPRA/Cultural Preservation

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

1

050127\_02



**PEORIA TRIBE OF INDIANS OF OKLAHOMA**

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538  
 P.O. Box 1527  
 MIAMI, OKLAHOMA 74355

CHIEF  
 John P. Froman

SECOND CHIEF  
 Joe Goforth



January 27, 2005

U.S. Department of Transportation  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Moines, Illinois 30018

RE: Supplemental Public Notice concerning a proposal to discharge materials into 153 acres of wetland and waters of the United States for potential modernization of Chicago O'Hare International Airport and to provide compensatory wetland mitigation for impacts.

Thank you for notice of the referenced projects. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman  
 Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

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

1

TREASURER  
 John Sharp

SECRETARY  
 Hank Downum

FIRST COUNCILMAN  
 Claude Landers

SECOND COUNCILMAN  
 Jenny Rampey

THIRD COUNCILMAN  
 Jason Dollarhide

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response B-2. |

050127\_03

**From:** Kevin.Colbert@faa.gov  
**Sent:** Friday, January 28, 2005 1:51 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: environmental impact statement

This has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/28/2005 01:49 PM -----

william haase  
 <joanbill1111@sbcc  
 global.net>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: environmental impact statement  
 01/27/2005 03:48  
 PM

Dear Sir or Madam:

While I can't form an intelligent opinion on the merits of expanding runways the O'Hare Airport in Chicago, I do feel that the proposed Peotone Airport should not be built. It would permanently ruin existing farmland and destroy homes of people who are not particularly well-off financially. Further, and more importantly, the number of people willing to disembark at this location will be few enough in number to make this great expenditure not worth the cost--Peotone is so very far away from the downtown Chicago area and from northern suburbs that even the airlines don't want this airport built. In addition, the argument that jobs would be created as a result is not a good one: most of these jobs would end after construction.

1

Thank you for your attention.

Joan Haase  
 11 S. Meyer Ct.  
 Des Plaines, IL 60016

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, D-2, E-1 and M-1. |

050127\_04

**From:** Kevin.Colbert@faa.gov  
**Sent:** Friday, January 28, 2005 1:54 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare expansion

This has been added to the database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 01/28/2005 01:52 PM -----

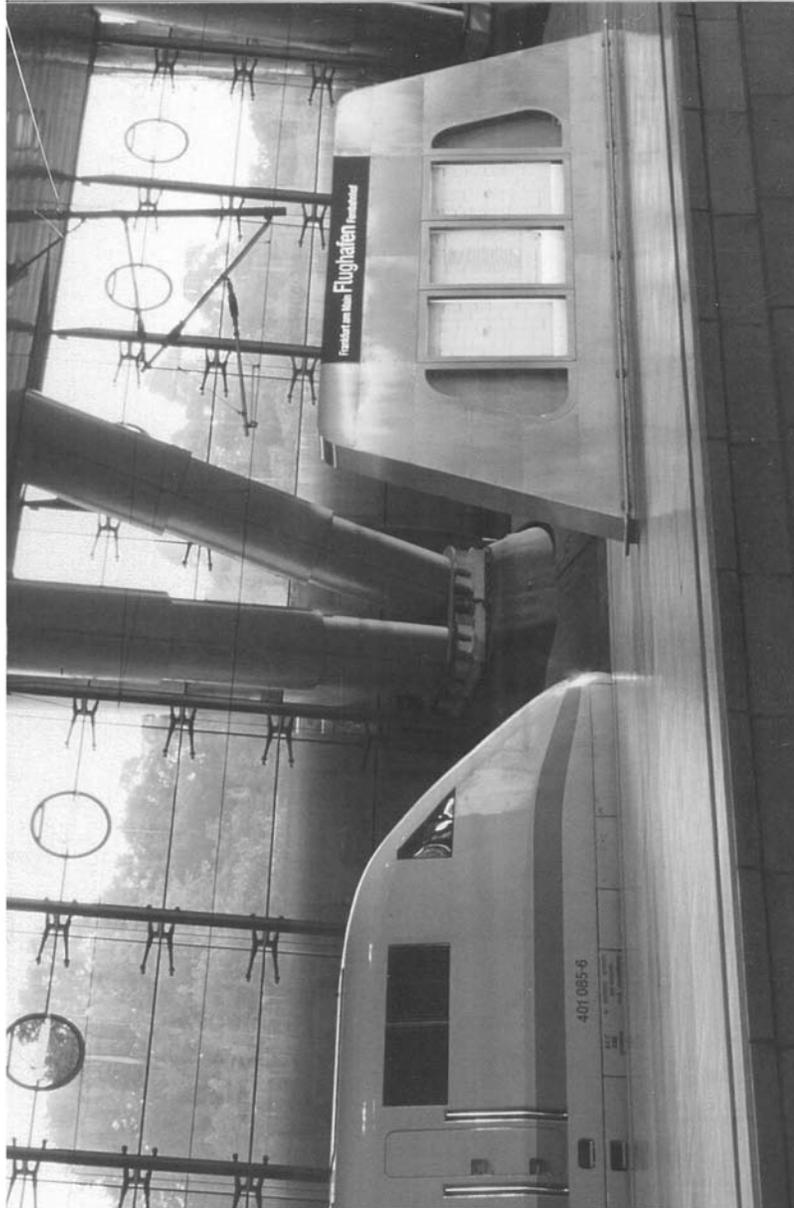
Frank Fiore  
<ffiore441@yahoo.com>  
01/27/2005 05:53 PM  
**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** O'Hare expansion

Hello,

I am a concerned citizen dealing with the expansion of O'Hare. I am against the expansion. I live pretty close to the airport now. I was aware of the noise when I bought my home. I can barely deal with that now. More east/west runways will just add to the noise. Not only is the noise a concern the pollution will be a problem also. Thank you.

1





**The Railroad Station at Frankfurt Airport**  
 Photo: Bob Johnston  
 050128\_01  
 fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
 P.O. BOX 805877  
 CHICAGO, IL 60680  
 773-334-6758

GREENING FROM  
 H METER 708720

JAN 28 2005  
 IN

1/28/05

Dear Mr. Mc Mullen,

This is exactly  
 the type service  
 that's needed today  
 as a feeder system  
 to O'Hare: Midway  
 Airports from outlying  
 areas?

Mr. Mike McMullen  
 FEDERAL RAILROAD ADMIN.  
 2300 E. Devon Ave  
 Des Plaines, IL 60018

REGISTRATION  
 JAN 31 2005

Thygesen  
 Paul Kolman

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

050128\_02

January 28, 2005

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, Illinois



Sir,

I am writing to contest the expansion of O'Hare Airport. It will impact Elk Grove Village in too many ways. I also strongly feel it will not solve O'Hare's problems. 1

I cite the following reasons:

I find when I travel I have no respiratory problems, as soon as I get home they start up again. My son had the same problems. Our Air is polluted without aggravating the problem with more airplanes. I believe there is a report showing a greater ratio of Cancer cases occurring in our area. I feel it's partially caused by airport pollution. Daily our Homes and cars are covered with a greasy dusting, how much more are we expected to put up with. 2

The noise we endure now is bothersome and as I am one of those 8,502 homes affected I do not feel your unconcern about our Air and Noise level is acceptable. I think you'd also find our hearing has been affected from being in such close proximity to the airport. I know you would say we knew the airport was there when we bought our home, but for you to aggravate the problems already existing by bringing the airport practically into my front yard is a travesty. 3

You are also endangering our welfare with increased air traffic. I myself have twice been on airplanes that had close calls while landing at O'Hare. One we had to quickly take off again to avoid a collision. Day and night, there is always a line of planes circling, waiting to land. Traffic controllers have only so much airspace to work with. 4

Another concern is the airplanes dumping things over our community. How many times have we already had to put up with Blue Ice, their chemical waste being dumped. 5

Our taxes will also spiral if you take away parts of our Industrial Park. We've just gotten a big increase, we do not need another. 6

We are one of the few major cities with only one major airport. Most have an open area that they can expand on. Peotone is an ideal area. I know many people in Southern Communities who would be happy to have an airport closer to them. Peotone is also accesible, as Interstate 57 is close by. 7

Expanding an airport who has a bad delay record will not decrease delays, only increase them. I've had to wait for mechanical problems; a pilot; an overbooked plane and weather conditions, how will expansion alleviate these problems. It seems to me it will only increase them. 8

Finally, we will be burdened with higher air fares due to expansion and perhaps mis-judgement of the costs incurred while expanding the airport. Who will pay the additional cost of the ring road and how much more property will they have to acquire to achieve it? 9

*Lillian Mayer*  
 Lillian Mayer, 1132 Bosworth Lane, Elk Grove Village

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response M-1.               |
| 2       | Please see topical response E-1, E-2 and E-3.  |
| 3       | Please see topical responses D-1, D-2 and D-3. |
| 4       | Please see topical responses C-3 and K-2.      |
| 5       | Please see topical response E-3.               |
| 6       | Please see topical response G-3.               |
| 7       | Please see topical response B-2.               |
| 8       | Please see topical responses C-1 and C-3.      |
| 9       | Please see topical responses F-1 and L-1.      |

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-2, D-1 and M-1. |

050128\_03

**From:** Kevin.Colbert@faa.gov  
**Sent:** Tuesday, February 01, 2005 12:04 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: No Response

This has been added to the database at FAA

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 02/01/2005 12:02 PM -----

"George Stegmaier" <stege@comcast.net>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: No Response  
 01/28/2005 09:13 PM

I did not get a response from the FAA  
 Here is a Copy of the Email I sendt.

I did send a Email to the FAA to ask where to make Statments about O'Hare Airport but never got an Answer.  
 I stated that I live 5 Miles west of O'Hare and have over 600 hundred Flights a Day over my House.I had one of the City of Chicago's Noise Recorder's in my Backyard for 2 Weeks and have the Results.Those Results du not corespond with the Noise Maps the Cityof Chicago published.Before the Monitor was placed in my Backyard I had to sign a Paper not to use the Results !  
 I live here since 1966 and it got worse ever since the 70's.  
 Other City's move theyr Airport away from heavy populated Areas.  
 Munich in Germany closed Munich -Riem compleatly and built an other Airport. Build Peatone!

1

050128\_04

**From:** Kevin.Colbert@faa.gov  
**Sent:** Tuesday, February 01, 2005 12:05 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare Comments

This has been added to the database at FAA

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 02/01/2005 12:04 PM -----

TERRY JOHANSON  
 <bswede@sbcglobal.net>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare Comments  
 01/28/2005 03:15 PM

My wife and I have lived approximately 6 miles west of one of the east-west runways for the past 35 years. When planes use this runway for landing one can count on a plane going over our home every 45-60 seconds. When windows are open during the day in nice weather we cannot carry on a conversation due to the noise. Richard Daley wants to build 6 runways going east and west. He says the cost to expand O'Hare is 6.6 billions. The cost could very well be 3-4 times that amount when all the new roads are factored in that are needed around O'Hare. The mayor says the airlines will pay for this expansion. When the five largest airlines are losing money as reported in today's paper, it doesn't seem possible the airlines will be able to bear the expense. I wonder who will have to pay the cost.

A third airport in Peotone or use of airports in Gary, Rockford, or even Milwaukee seem much more logical to me.

Terry and Barbara Johanson  
 592 George St., Wood Dale. 60191 Illinois

1

2

3

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response D-1. |
| 2       | Please see topical response L-1. |
| 3       | Please see topical response B-2. |



050129\_01

The Blacks

107 W. Washington St.  
Itasca, IL 60143



January 29, 2005

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

Dear Mr. MacMullen,

We are very much opposed to adding and reconfiguring runways at O'Hare Airport. What right does the City of Chicago have to take away property from neighboring towns?  1

Expansion to O'Hare would:

- Make our roads more congested;  2
- Increase air pollution from more cars and airplanes;  3
- Increase noise pollution to the residents within ten miles of O'Hare;  4
- Deprive residents and businesses of property developed over a long period of time; and  5
- Decrease property values in the areas surrounding the airport.

We use the airport and are willing to put up with delays in flights and the current traffic congestion.  6

Sincerely,

*Patricia J. Black*  
Patricia J. Black

*William L. Black*  
William L. Black  
630-875-0915

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-4 and M-1. |
| 2       | Please see topical response F-5.          |
| 3       | Please see topical response E-1.          |
| 4       | Please see topical response D-1.          |
| 5       | Please see topical responses G-2 and G-4. |
| 6       | Please see topical response C-1.          |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050130\_01

**From:** Kevin.Colbert@faa.gov  
**Sent:** Tuesday, February 01, 2005 12:07 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare comments

This has been added to the FAA database

Kevin Colbert  
Chicago Airports District Office  
Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 02/01/2005 12:05 PM -----

UP85@aol.com  
01/30/2005 04:09 PM  
To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject: O'Hare comments

Hi, I support the expansion of O'Hare Int. Airport. It would have a positive impact on the whole airline system in the US, It would improve midwest air travel, and have a positive impact on the economy both in Chicago and the US. Sincerely, Urban Billmeier

1



**The Railroad Station at Frankfurt Airport**  
 Photo: Bob Johnston  
 By 050131\_01 and dependable links to major airports  
 fast trains can connect the entire Midwest to international  
 markets. Go to: www.oharedirect.org to learn more.  
 31 JAN 2005

MIDWEST HIGH SPEED RAIL ASSOCIATION  
 P.O. BOX 805877  
 CHICAGO, IL 60680  
 773-334-6758



*I'd like to see  
 a passenger rail  
 station at O'Hare  
 airport! (like  
 Milwaukee)  
 Greg Thorson  
 4207 E 9TH #903  
 CHICAGO, IL 60611*

*Mr. Mike MacMullen  
 Federal Aviation Admin.  
 2300 E-Devon Av  
 Des Plaines, IL  
 60018*

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



The Railroad Station at Frankfurt Airport

By providing high speed rail links to major airports, fast trains can connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 805877  
CHICAGO, IL 60680  
773-334-6758



Your help making O'hare  
airport as rail friendly  
as possible would be  
yose appreciated.

Peter Skosey  
2432 W. Bradley Pl.  
Chicago IL 60618

1

Mr. Mike MacHullen  
Federal Aviation Admin.  
2300 E. Devon Ave.  
Des Plaines, IL 60018



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



*The Railroad Station at Frankfurt Airport*

Photo: Bob Johnston

050131\_03  
fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 805877  
CHICAGO, IL 60680  
773-334-6758



Dear Mr. MacMullen

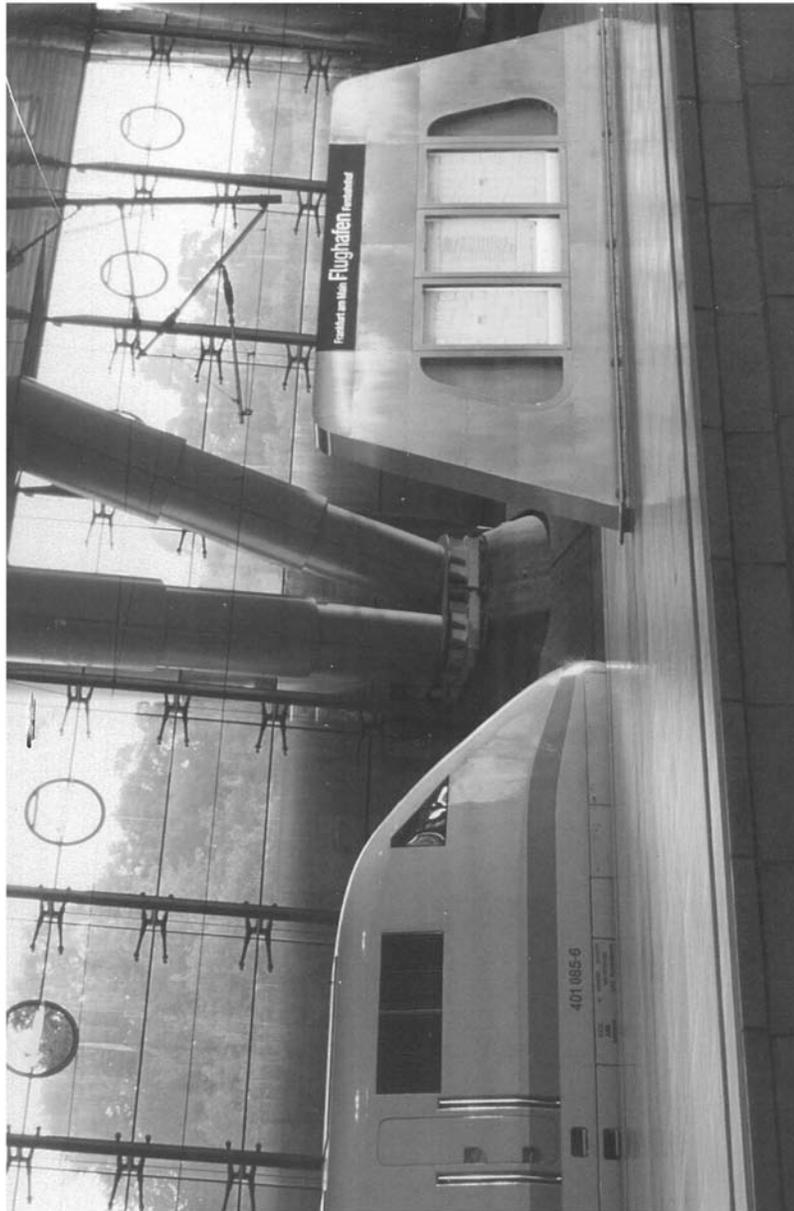
High-Speed Trains  
go to airports in  
Europe. We can do  
it here in the US  
too. Lets start with  
O'Hare. Thank You

Gordon R. McCoy  
60016/1025E - 773/414/9447  
China co. IL 60633.

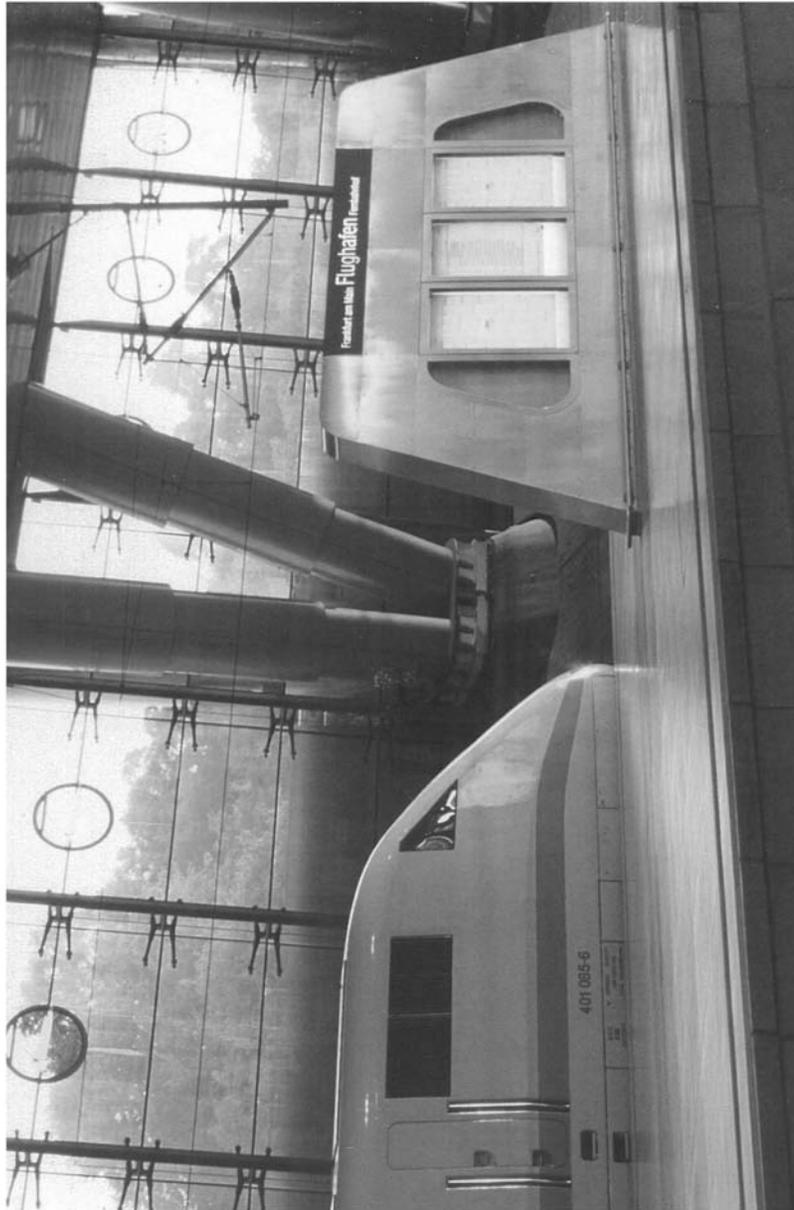
Mr. Mike MacMullen  
F. A. A.  
2300 E. Devon Ave.  
Des Plaines, IL 60018



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |







**The Railroad Station at Frankfurt Airport**

Photo: Bob Johnston

050131\_05

*By providing fast and dependable links to major airports, fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.*

MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 805877  
CHICAGO, IL 60680  
773-334-6758



O'HARE NEEDS A  
GOOD TRAIN STATION.

ANDREW T. FISHER  
1580 SHERMAN AVE. #1108  
EVANSTON, IL 60201

MIKE MACMULLEN  
FAA  
2300 E DEJON  
DES PLAINES IL  
60018



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

050131\_06

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

**The Railroad Station at Frankfurt Airport**  
*Photo: Bob Johnson*  
By providing fast and dependable links to major airports, fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 805877  
CHICAGO, IL 60680  
773-334-6758

Expansion at O'Hare Airport should include a station for intercity (Amtrak) and/or commuter trains at least as convenient as close-in parking and the existing CTA station. Such a station will allow air passengers to easily transfer to trains and vice versa, as they do in Europe and the Northeastern U.S.

1

Mr. Mike MacL...  
Federal Aviation Admin.  
2300 E. Devon Ave.  
Des Plaines, IL 60018

Sincerely,  
John D. Bradin

13 22



**The Railroad Station at Frankfurt Airport**  
 Photo: Bob Johnston  
 050131 07  
 Just and dependable links to major airports,  
 fast trains could connect the entire Midwest to international  
 markets. Go to: www.oharedirect.org to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
 P.O. BOX 805877  
 CHICAGO, IL 60680  
 773-334-6758



Why not balance out  
 transportation system by  
 linking fast, frequent  
 trains to O'Hare?  
 Make it a reality!!

1

Mr. Mike Mac M.M.  
 Federal Aviation Adm.  
 2300 E. Devon Ave.

Des Plaines, Ill.  
 60018

Joe [Signature]

07 07

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |





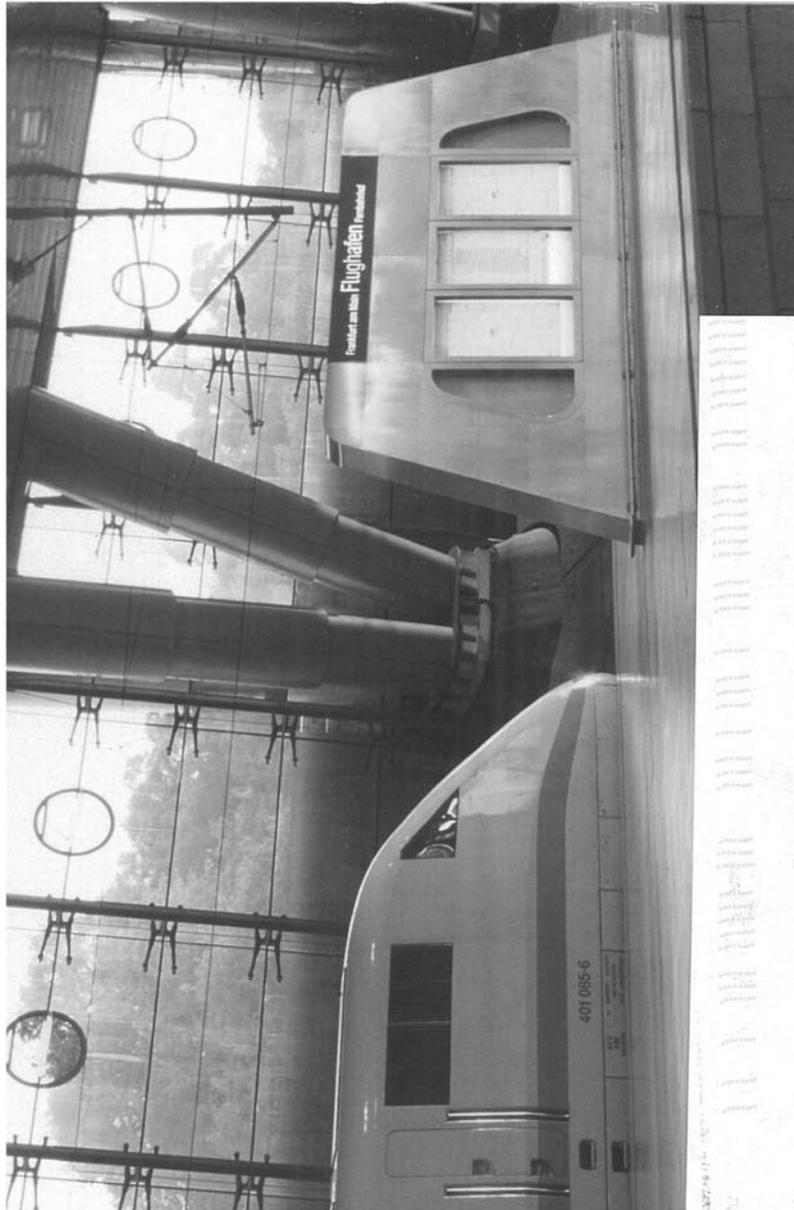
Voting "YES" FOR A  
 RAILROAD STATION AT  
 O'HARE AIRPORT

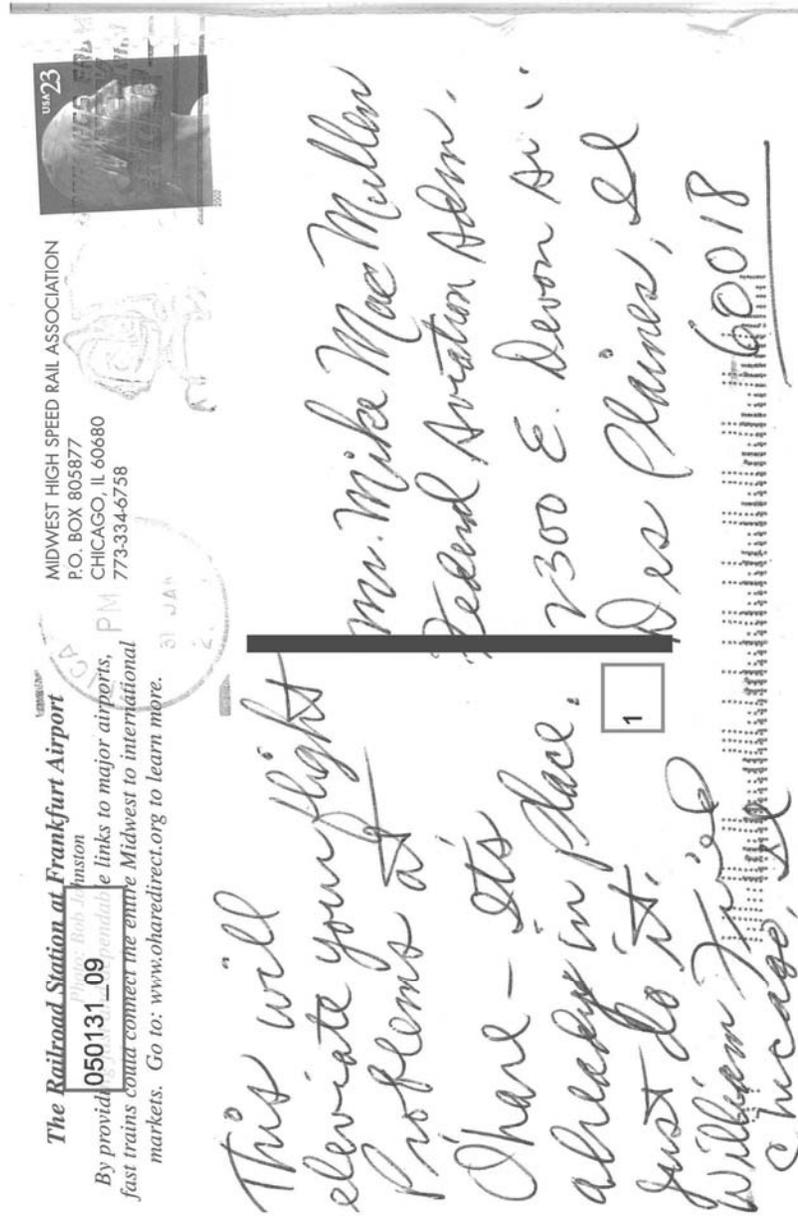
MR. MIKE McMULLEN  
 F.A.A.  
 2300 E. DEVON AVE  
 DES PLAINES, IL 60018

MARK R. LEWERS  
 PO BOX 11574  
 MERRILLVILLE, IN 46541

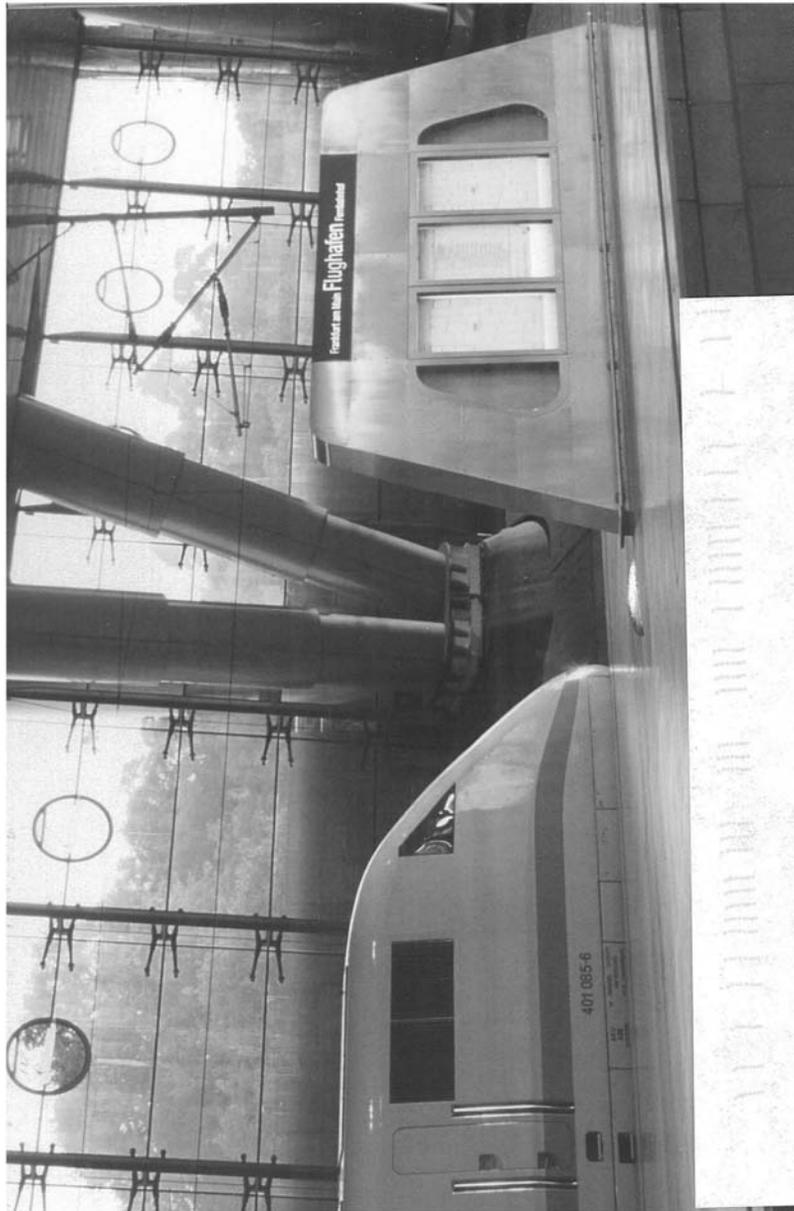
1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |





| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



**The Railroad Station at Frankfurt Airport**

By providing **050131\_10** <sup>Photo: Bob Plinston</sup> ~~dependable~~ links to major airports, fast trains ~~can~~ <sup>connect</sup> the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION

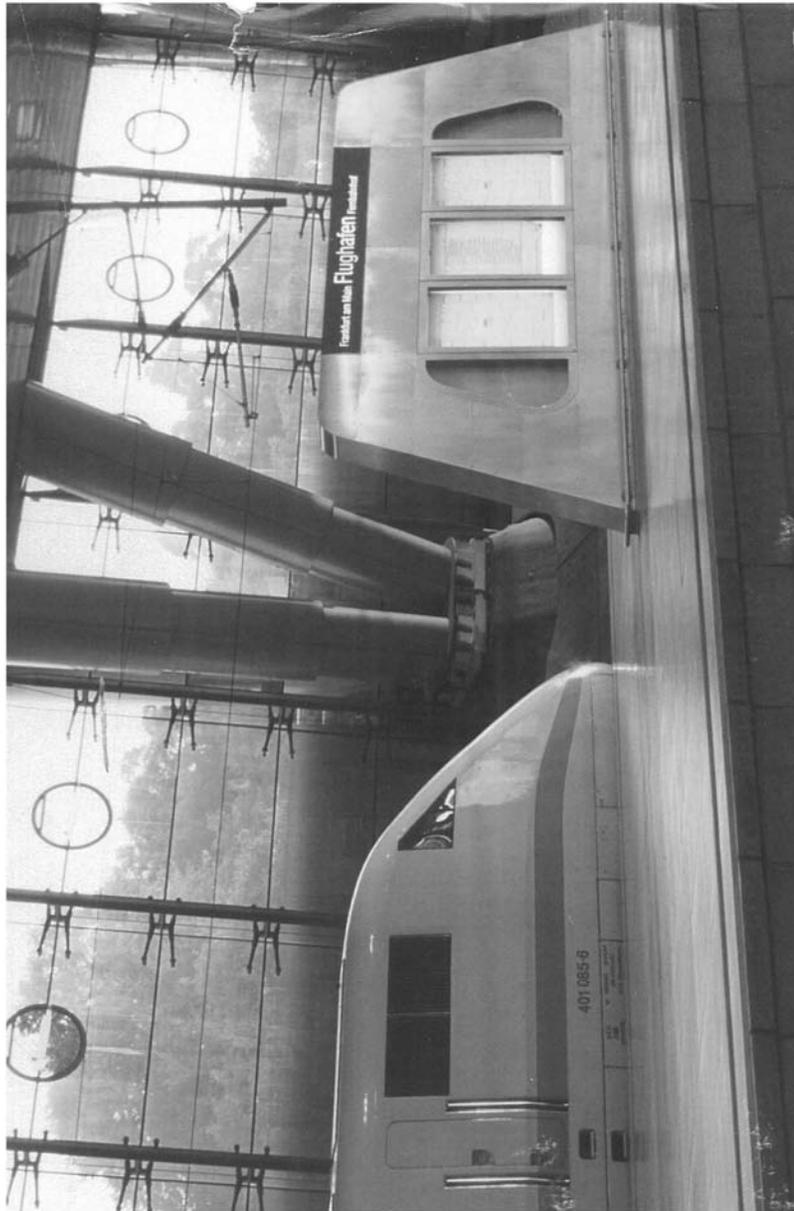
P.O. BOX 805877  
CHICAGO, IL 60680

PM 773-334-6758



Sir  
we need a high  
speed passenger  
train station at  
O'Hare.  
Tom Sudge  
Chicago, IL  
[Redacted]  
1  
2300 E. Devon  
Des Plaines, IL  
60018

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |





MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 805877  
CHICAGO, IL 60680  
773-334-6758

*The Railroad Station at Frankfurt Airport*  
By providing jobs and dependable links to major airports, fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.



ERIC DEAN  
100 Pk I 1.60707

MIKE MAC MULLEN

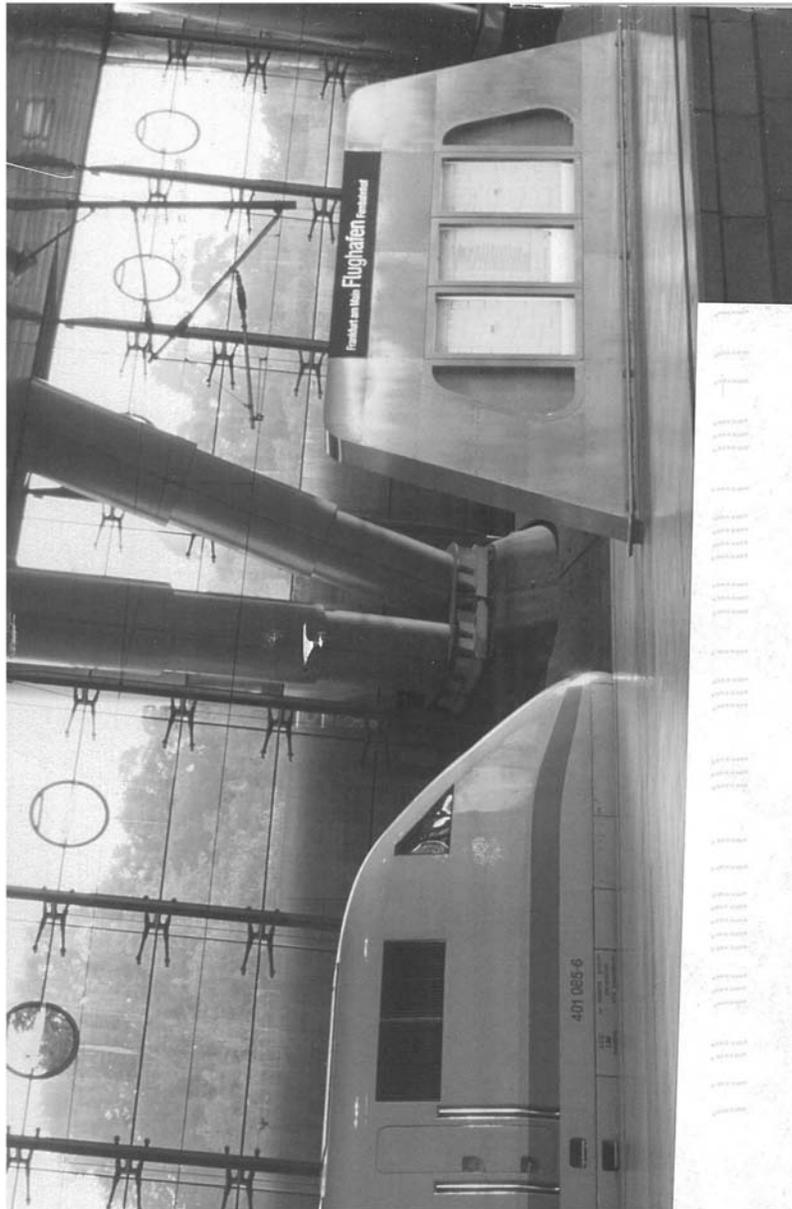
I would like a  
high speed rail  
station @ O'hare  
Airport

FAA  
2300 E DEVON AVE  
DES PLAINES IL  
60018

1



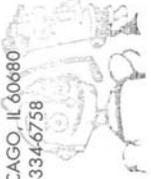
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



**The Railroad Station at Frankfurt Airport**

By providing <sup>photo: Bob Johnston</sup> **050131\_12** dependable links to major airports, fast trains could connect the entire Midwest to international markets. Go to: [www.oharedirect.org](http://www.oharedirect.org) to learn more.

MIDWEST HIGH SPEED RAIL ASSOCIATION  
P.O. BOX 803877  
CHICAGO, IL 60680  
773-334-6758



Dear Sir:

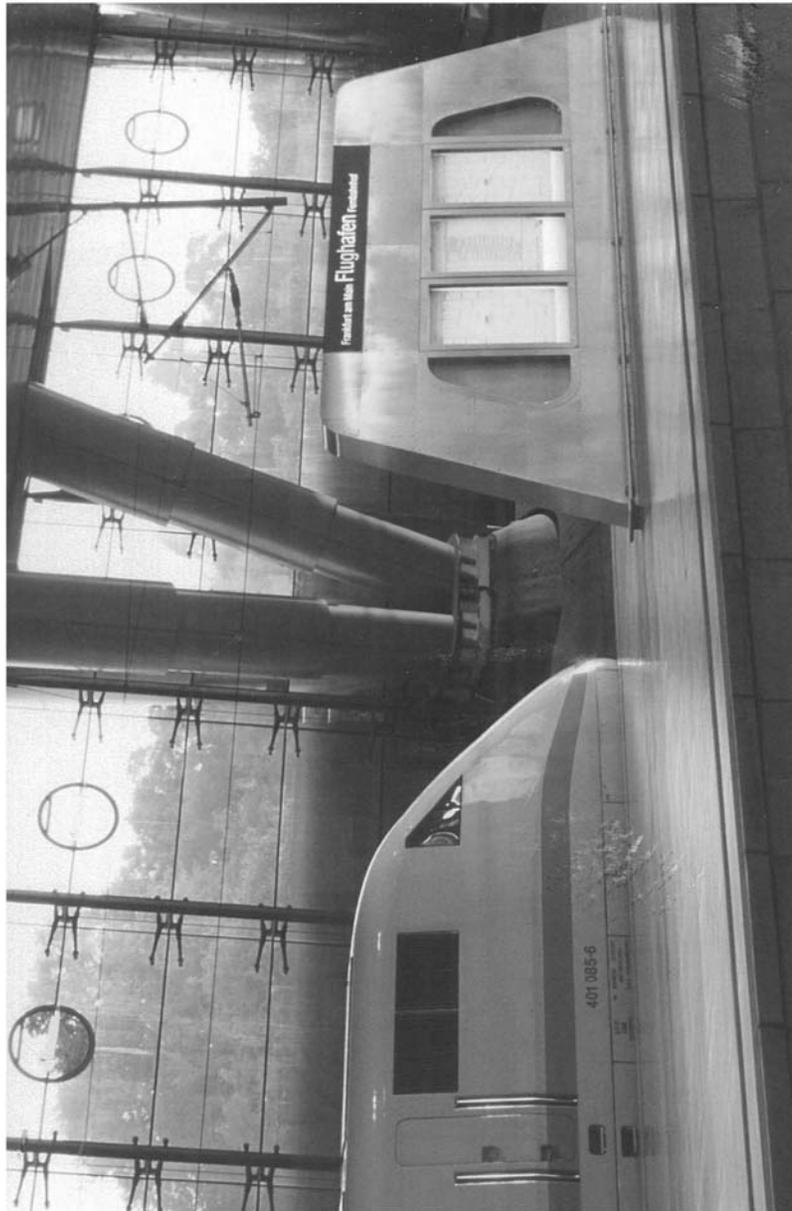
What will increase the air market from towards St Louis, and increase the runway congestion at O'Hare? Being able to connect from a train directly to the plane. Plz. plan for the connections we need, and from  Quadrist Metro

1

Mr. Mike MacMullen  
F.A.A.  
2300 E. Devon Av  
Pes Plaines IL  
60018



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



02/04/05  
 The Railroad Station at Frankfurt Airport  
 By providing independent links to major airports, fast trains can connect the entire Midwest to international markets. Go to: www.oharedirect.org to learn more.

050131\_13  
 By providing independent links to major airports, fast trains can connect the entire Midwest to international markets. Go to: www.oharedirect.org to learn more.

USA 23  
 MIDWEST HIGH SPEED RAIL ASSOCIATION  
 P.O. BOX 803877  
 CHICAGO, IL 60680  
 773-334-6758

31 JAN 2005

Dear Mr. MacMullen,  
 Having just attended a meeting of the Midwest Regional Rail Association, I would like to recommend that frequent TRANSIT SHARE FROM MIDWEST CITIES TO  
 Ronald Peck Boardman, Jr.  
 Inter City Rail  
 1510 North Green Bay Road  
 Lake Forest, IL 60045-1112

Mr. Mike MacMullen  
 FAA  
 200 E. DEVON  
 Des Plaines, IL  
 60018

1

DISTANCE: 6100000

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

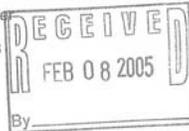
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-2. |

050201\_01

KEWEENAW BAY INDIAN COMMUNITY

2005 TRIBAL COUNCIL  
 SUSAN J. LAFERNIER, President  
 WARREN C. SWARTZ, JR., Vice-President  
 LARRY J. DENOMIE III, Secretary  
 GARY F. LOONSFOT, SR., Asst. Secretary  
 JENNIFER MISEGAN, Treasurer

Keweenaw Bay Tribal Center  
 107 Beartown Road  
 Baraga, Michigan 49908  
 Phone (906) 353-6623  
 Fax (906) 353-7540



DOREEN G. BLAKER  
 FRED DAKOTA  
 WILLIAM E. EMERY  
 MICHAEL F. LAFERNIER, SR.  
 ELIZABETH D. MAYO  
 ANN MISEGAN  
 SHAWANUNG

1 February 2005

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

**Re: Supplement Public Notice Concerning a Proposal to Discharge Materials into 153 Acres of Wetland and Waters of the United States for a Potential Modernization of Chicago O'Hare International Airport and to Provide Compensatory Wetland Mitigation for Impacts**

Dear Mr. MacMullen:

The Keweenaw Bay Indian Community (KBIC) received your requests for comments or interest on proposed project located in Cook and DuPage Counties, Chicago, Illinois. KBIC has no interests documented at this time in the proposed project areas. It is KBIC's belief that many prehistoric sites and Indian historic sites in the area have not yet been identified or documented. KBIC is among the many Tribes initiating the process of assisting in this endeavor.

If the scope of work changes in any way or if artifacts or human remains are discovered, please notify KBIC immediately so we can assist in making an appropriate determination. KBIC urges you to consult other Indian Tribes in your immediate area that may have interests in your project area, if you have not already done so.

Please forward a copy of any request for future opportunities to review and comment to Summer Sky Cohen, Coordinator, Tribal Historic Preservation Office, at the address listed below. The original request should be made to the Tribal Chairman, Susan LaFemier, Keweenaw Bay Indian Community, 107 Beartown Road, Baraga, Michigan 49908. Please keep us informed of future projects as KBIC plans to increase our efforts to identify and document sites in the area.

Thank you for this opportunity to review and comment.

Respectfully,  
  
 Summer Sky Cohen, Coordinator  
 Tribal Historic Preservation Office  
 Keweenaw Bay Indian Community  
 107 Beartown Road  
 Baraga, Michigan 49908  
 906.353.6272  
 906.353.6869 fax

1

LAKE SUPERIOR BAND OF CHIPPEWA INDIANS

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response M-7.               |
| 2       | Please see topical responses E-1, F-1 and F-5. |
| 3       | Please see topical responses M-1.              |

050201\_02

**From:** Kevin.Colbert@faa.gov  
**Sent:** Monday, February 07, 2005 1:03 PM  
**To:** bmohr@cmtengr.com  
**Cc:** Michael.W.MacMullen@faa.gov  
**Subject:** Fw: O'Hare Modernization

This has been added to the database

Kevin Colbert  
 Chicago Airports District Office  
 Phone 847-294-8058

----- Forwarded by Kevin Colbert/AGL/FAA on 02/07/2005 01:02 PM -----

"Brandon, Peggy"  
 <PBrandon@alteria  
 n.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare Modernization  
 02/01/2005 11:54  
 AM

Mr. Michael MacMullen,

I wanted to express my dissatisfaction with what you are allowing Chicago to do to our community.

1

Wood Dale is going to be pretty much torn apart and polluted by O'Hare Modernization. Not only are you re-organizing more runways directly over Wood Dale, you are going to allow them to build a ring road and take over Thorndale Avenue in Wood Dale, Not only will we get pollution from above, we will get all the dirty truck traffic and loads more commuter traffic to O'Hare.

I invite you to take a ride on Thorndale at 5pm and see how long it takes you to get from Wood Dale Road to 290/355. Have a nice sit in your car. How could you any reasonable person say that adding more traffic down this road is Okay?

2

If Chicago wants to expand, let them take "Chicago"/Cook County land and let Dupage the heck alone. I have lived in Wood Dale for 14 years and am happy. Now YOU and OHARE are forcing me to leave so my quality of life and HEALTH is not dramatically reduced. Congratulations ! You should be proud of letting Daley push you and the FAA around.

3

Peggy Brandon  
 Wood Dale, IL  
 630-860-2097

050201\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Monday, February 07, 2005 1:08 PM  
**To:** LeRoxeyDog@aol.com  
**Subject:** Re: Application No. 200301000

Email has been received, Thank-you.

LeRoxeyDog@aol.com  
 m To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 02/01/2005 08:14 Subject: Application No. 200301000  
 PM

February 1, 2005

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

Dear Mr MacMullen:

I am writing to oppose the removal of the wetlands as part of the O'Hare Expansion Plan. The wetlands provide a barrier from the fumes upon airplanes take off from the runways. Without them the air will be polluted even more than it is now. Currently on overcast mornings when I walk my dog the air burns my throat. Removing the barriers and adding more planes and a highway from the Elgin O'Hare highway will only make the air even worse. How much polluted air can a human being stand on a long term daily basis? Isn't there a determined tolerance level? If so how far away from it are we on over cast days when there is a heavy cloud cover? Lung Cancer is on the increase. Is it all because of smoking? I know people that never smoked that are on oxygen. Bensenville will not be the only village affected. Park Ridge, Des Plaines, Franklin Park and Elk Grove will also be affected by the increase in the number of planes taking off and landing. There are thousands and thousands of children living in those villages. Is the expansion worth taking a chance on shortening their lives? Enough is enough. It is time to build another airport in a less populated area.

Sincerely  
 Louise P. Smith  
 4N650 Church Road  
 Bensenville, IL  
 Tel. 630-595-5912

- 1
- 2
- 3

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response H-1. |
| 2       | Please see topical response E-1. |
| 3       | Please see topical response B-2. |

050202\_01

February 3, 2005

Mr. MacMullen,  
 Airports & Environmental Program Manager  
 Federal Aviation Administration  
 Chicago Airports District Office  
 2500 East Devon Ave.  
 Des Plaines, IL 60018



Dear Mr. MacMullen:

Thank you for sending information to me regarding the OHP DEIS seeking 153 acres of Wetland and other Waters of the United States.

I would prefer to respond in person at the Hearing on February 23, 2005, but due to a prior engagement, I will not be able to do so. Therefore, I am submitting a written reply which, I trust, will be given equal consideration.

My vote regarding OHP's request is a resounding NO! We, as citizens of Elk Grove, are very familiar with the various tactics put forward by the OHP. This is nothing new, they just try various approaches.

Acquiring the proposed 153 acres of Wetland and Waters of the United States for OHP would in no way have any effect on delays at O'Hare. The Wetlands, as shown on Exhibits 1 and 2, DO NOT restrict the use of runways at O'Hare. The intention is to have this as an opening (a foot in the door) to acquire additional space in Elk Grove and Bensenville.

Once OHP gets this Wetland space, they will immediately enlarge their scope for additional projects.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-1. |

-2-

The Wetland should be protected and not allowed to be used by O'Hare or anyone else. These precious Wetlands must be protected - once gone, they can never be replaced.

I appreciate the invitation to respond to this reference plan and hope my honest comments will be considered.

Sincerely,

Eric L. Loering  
792 Brantwood Ave.  
Elk Grove Village, IL 60007

| Comment | Response                         |
|---------|----------------------------------|
| 2       | Please see topical response H-1. |

2

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050204\_01

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Monday, February 07, 2005 1:12 PM  
**To:** lmason@ccaltd.com  
**Subject:** Re: OMP

Message Received, Thank-You.

"Lorraine Mason"  
 <lmason@ccaltd.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: OMP  
 02/04/2005 08:44 AM  
 Please respond to  
 lmason

Dear Mr. Mike McMullen:

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

My Name is Lorraine Mason, and I am a resident of Chicago, Illinois. I fully support the O'Hare Modernization Program because:

O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

Thank you.

1

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses B-1, D-1, F-5, K-2 and M-1. |
| 2       | Please see topical response B-2.                         |

050205\_01

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 08, 2005 12:16 PM  
**To:** Kalah Jenkins  
**Subject:** Re: O'Hare Expansion Project

Message Received, Thank-you

"Kalah Jenkins"  
 <kalahj@msn.com> To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 02/05/2005 04:20 Subject: O'Hare Expansion Project  
 PM

I am against the proposed expansion of O'Hare Airport. Making it bigger does not mean you are making it safer or better. Adding more passengers and more traffic in the area is a wrong choice. Adding more flights to an already congested airspace is a safety issue, as well as adding more noise pollution to the surrounding towns. Travel to the airport will become even more congested. Where will the vehicles be travelling? Not on newly constructed roads creating new pathways, but on already crowded roadways to an already crowded airport. I am favor of the creation of a new airport, not demolition of existing businesses and homes.

1  
 2

Kalah Jenkins  
 Geneva, Illinois

Don't just search. Find. Check out the new MSN Search!  
<http://search.msn.click-url.com/go/onm00200636ave/direct/01/>

050207\_01



MSchieble@aol.com  
02/07/2005 09:06 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject: O'Hare Expansion

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

We are fully in favor of O'Hare expansion, even though we live close by. It is essential to our regional economy. At the same time, while Peotone may provide jobs, who will pay for it? Certainly not the airlines with the stress they are under. What's wrong with using the Gary airport, Rockford airport, Milwaukee airports, all within proximity to O'Hare? The airport in western Illinois near St. Louis was built and no one uses it. We fear that's what will happen to Peotone.

1

Thanks for listening.

Schieble Family

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050207\_02

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 08, 2005 12:21 PM  
**To:** m.wyco@comcast.net  
**Subject:** Re:

Message Received, Thank-You

m.wyco@comcast.net  
t  
02/07/2005 02:06 PM  
To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
Subject:

Dear Mr. McMullen:

I would like to submit this e-mail on behalf of the O'Hare Modernization Program. My Name is Mark Wyco and I am a resident of Wheeling, Illinois. I support the OMP because air transportation is a vital link in our nation's economy. Due to its unique location in the heart of the continental U.S., and its strong tie in to the Chicago area infrastructure, O'Hare is the best location to develop a modern 21st century transportation hub. In addition, the OMP will have a such a strong and positive impact on the regional economy that we can not afford to let this opportunity pass.

1

Thank you  
Mark Wyco

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050207\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Monday, February 07, 2005 1:26 PM  
**To:** robrien@caltcd.com  
**Subject:** Re: OMP support

Message Received, Thank-you.

"Richard O'Brien"  
 <robrien@caltcd.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: OMP support  
 02/07/2005 10:24 AM  
 Please respond to  
 robrien

{ SEQ CHAPTER \h \r 1}Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program. My name is Richard O'Brien, and I am a resident of the north part of the City of Chicago.

I fully support the O'Hare Modernization Program because the project will create tens of thousands of jobs and add billions of dollars to our region's economy. It will also save air passengers millions of dollars in reduced delays each year and will ensure that the region maintains its role as the aviation crossroads of North America.

Thank you.

Richard O'Brien  
 Richard O'Brien  
 Environmental Engineer

CCA  
 Carnow, Conibear & Assoc., Ltd.  
 300 W. Adams St., Suite 1200  
 Chicago, IL 60606

Direct Phone: (312) 762-2908  
 Cell Phone: (312) 296-1229  
 Fax: (312) 782-5145

robrien@caltcd.com  
 www.caltcd.com

1

050208\_01



Lorraine H. Morton  
Mayor

2100 Ridge Avenue  
Evanston, Illinois 60201-2716  
T 847.866.2979  
F 847.866.2978  
www.cityofevanston.org

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

**February 8, 2005**

**Mr. Barry Cooper**  
**Manager, Chicago Area Modernization Program Office**  
**U.S. Department of Transportation**  
**2300 E. Devon Avenue**  
**Des Plaines, IL 60018**

**Dear Mr. Cooper:**

Though Evanston is not directly in the proposed expansion area of O'Hare, people who live along the shores of Lake Michigan benefit from services provided by the airport. I support any improvements to O'Hare that provide for upgrades essential to the convenience of citizens of nearby municipalities who find it convenient to use O'Hare airport.

Sincerely,

**Lorraine H. Morton**  
Mayor

LHM/df

1

050208\_02

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 08, 2005 12:42 PM  
**To:** Donald Bekeleski  
**Subject:** Re: OMP

Message Received, Thank-you

Donald Bekeleski  
<dbekeleski@yahoo.com>  
02/08/2005 10:24 AM

**To:** 9-AGL-600-OMPEIS/AGL/FAA@FAA  
**cc:**  
**Subject:** OMP

Editorials

Not the access people had in mind  
If this is what western access to an expanded O'Hare International Airport will look like for many passengers, then there's not much point in western access.

And for many who live relatively close to O'Hare's western edge, quicker and more direct access is the tradeoff that makes acceptable the increased flights and noise that airport expansion would bring.

As the Daily Herald's Eric Krol reported Monday and NBC5 News reported earlier, Chicago officials have included in their modernization master plan a shuttle system of mind-boggling inconvenience.

The plan assumes construction of a western terminal to be occupied by some airlines serving O'Hare, but not by all. If, for instance, United Airlines controlled the terminal, then its passengers would be fine. They could park near the western terminal, check their bags and ride a people-mover to departure gates on the airport's east side.

A much different process would await passengers with bags to check and tickets on airlines that have no space in the western terminal. Those travelers would park their vehicles in a long-term lot and put themselves and their luggage on a shuttle bus destined for O'Hare's east side. No direct route exists, so the bus would go south down York Road, cut east on Irving Park and then head north on Mannheim Road. Timing the route several times, NBC5 found the ride to last anywhere from 45 minutes to an hour and

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-4. |

10 minutes.

Who, knowing what they were getting into, would opt for that? Who would willingly board the shuttle bus only to be stranded in the same traffic that could be battled from the comfort of his or her own car, with, at least, the radio station or CD of their choice? And if enough travelers were to opt out of the shuttle and drive themselves to the east side, then that would defeat the goal of western access cleaning up congestion on existing routes leading to O'Hare's east side.

Rosemary Andolino, who heads up the O'Hare modernization effort, says the shuttle ride would be necessary for only a "handful" of passengers. She expresses confidence that airlines lacking a western-terminal presence would join forces to pay for a west-side baggage check-in system that would eliminate the need for the shuttle trip.

But the city's master plan calls for no such baggage check-in system, and financially struggling airlines are not stepping forward with checks in hand to pay for one.

Andolino's confidence that the details will be worked out to all passengers' benefit may turn out to be well-placed. But this and other not-so-minor details - such as who's going to bear the full cost of expansion and how much new capacity the expansion would provide before lengthy flight delays set in again - are adding up to genuine concerns about whether the modernization plan lives up to its billing.

1

Do you Yahoo!?  
Yahoo! Search presents - Jib Jab's 'Second Term'

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050208\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 09, 2005 11:53 AM  
**To:** rkhuri@calttd.com  
**Subject:** Re: OMP

Message Received, Thank-You.

"Dr. Khuri"  
 <rkhuri@calttd.com>  
 m>  
 02/08/2005 03:06  
 FM  
 Please respond to  
 rkhuri

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: OMP

Monday Februar 8, 2005.

Dear Mr. Mike Ncmullen,

I appreciate the opportunity to testify on behalf of O'hare Modernization Program.

My name is Raja K. Khuri MD, MPH. I have been a resident of Evanston/Chicago for 40 years.I have always been proud of O'hare Airport as the biggest and the best in the world. IT IS STILL THE BIGGEST, BUT NO LONGER THE BEST.

O'HARE IS THE ENGINE THAT DRIVES THE ECONOMY OF THE REAGION. WE NEED , NO, DEMAND, THAT IT BE BROUGHT UP TO DATE AND BE READY FOR THE FUTURE BY ADOPTING THE MODERNIZATION PROGRAM.

It is not simply pride that motivated me to write to you, but necessity.

Tahank you.

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_01

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:17 PM  
**To:** domari@calttd.com  
**Subject:** Re: O'HARE MODERNIZATION PROGRAM

Message Received, Thank-you

"Driss Omari"  
 <domari@calttd.com>  
 To  
 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 cc  
 02/09/2005 02:04  
 PM  
 Subject  
 O'HARE MODERNIZATION PROGRAM  
 Please respond to  
 domari@calttd.com

Dear Mr. Mike McMullen:

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program (OMP).

My name is Driss Omari, and I am a resident of Chicago, Illinois. I support the O'Hare Modernization Program because O'Hare is the economic engine that drives the region's economy. Demands for services at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

1

Thank you.

Dr. Driss Omari  
 Senior Scientific Advisor  
 Senior Environmental Engineer  
 Carnow Conibear & Assoc., Ltd.  
 300 West Adams Street, Suite 1200  
 Chicago, IL 60606  
 312-762-2911 (Direct)  
 312-656-4817 (Cell)  
 312-782-5145 (Fax)  
 E-mail: domari@calttd.com

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_02

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:33 PM  
**To:** kcarlstrom@ccalt.com  
**Subject:** Re: OMP

Message Received, Thank-You

"Kristy Carlstrom"  
 <kcarlstrom@ccalt.com>  
 02/09/2005 04:53 PM  
 Please respond to kcarlstrom@ccalt.com

9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 Subject  
 OMP

Dear Mr. McMullen:

My name is Kristy Carlstrom, and I am a resident of Oak Forest. Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

I fully support the O'Hare Modernization Program because the OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year. The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

Thank You,

Kristy Carlstrom  
 Carnow, Conibear & Assoc., Ltd.  
 300 West Adams Street, Suite 1200  
 Chicago, IL 60606

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:19 PM  
**To:** cvalenti@ccaltd.com  
**Subject:** Re: OMP

Message Received, Thank-you

"Caroline Valenti"  
 <cvalenti@ccaltd.com>  
 02/09/2005 02:48 PM  
 Please respond to cvalenti@ccaltd.com

9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 Subject  
 OMP

Thank you for this opportunity to testify on behalf of O'Hare Modernization Program.

My name is Caroline Valenti, and I am a resident of the City of Chicago.

I fully support the O'Hare Modernization Program because I am a frequent flyer and have experienced the delays and congestion at O'Hare. The goal of teh OMP is to significantly reduce delays and increase capacity into the future.

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

Thank you.  
 Caroline E. Valenti  
 Carnow, Conibear and Associates, Ltd.  
 Work phone 312.762.2949  
 Cell phone 312.907.0640

1

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

050209\_04

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:15 PM  
**To:** mlam@ccaltd.com  
**Subject:** Re: OMP

Message Received, Thank-You

"Mai May Lam"  
 <mlam@ccaltd.com>  
 02/09/2005 02:11 PM To  
 9-AGL-600-OMPEIS/AGL/FAA@FAA cc  
 Please respond to Subject  
 mlam@ccaltd.com OMP

Dear Mr. Mike McMullen:

Thanks for this opportunity to voice my opinion regarding the O'Hare Modernization Program.

I am a frequent traveler and have experienced many delays and congestions at O'Hare. I would encourage the expansion of the airport to reduce delays.

The people of the City of Chicago would also benefit by the increase in jobs created by the OMP. The sooner we begin construction, the sooner the region can realize the great benefits of the OMP.

Thank you.

Mai Lam  
 Mai May Lam  
 Environmental Engineer  
 Carnow, Conibear & Assoc., LTD.  
 ph: (312)762-2910  
 fax: (312)782-5145

1  
 2

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_05

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:09 PM  
**To:** djuneau@ccaltd.com  
**Subject:** Re: OMP

Message Received, Thank-You

"Daniel Juneau"  
 <djuneau@ccaltd.com>  
 02/09/2005 01:39 PM  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc: OMP  
 Subject: Please respond to djuneau@ccaltd.com

Hello, my name is Daniel Juneau and I am a resident of Des Plaines, Illinois. I fully support the O'Hare modernization program because O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

1

Thank You  
 -  
 Daniel Juneau  
 Senior Project Manager/Team Manager  
 Carnow, Conibear & Assoc., Ltd.  
 300 W. Adams Street; Suite 1200  
 Chicago, Illinois 60606  
 312-762-2935 phone  
 312-782-5145 fax.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_06

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:06 PM  
**To:** dbremer@calttd.com  
**Subject:** Re: OMP

Message Received, Thank-You.

"Dave Bremer"  
 <dbremer@calttd.com>  
 02/09/2005 01:33 PM  
 To: 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: OMP  
 Please respond to dbremer@calttd.com

Mr. McMullen.

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program (OMP). I utilize O'Hare Airport as part of my work and travel within the airport region frequently. I fully support the OMP because the delays associated with the current configuration are unsatisfactory and will only continue to get worse.

I believe that the OMP will significantly help O'Hare grow efficiently and benefit the regions economy.

Thank you.

David S. Bremer

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050209\_07

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:13 PM  
**To:** lbongiovanni@ccaltd.com  
**Subject:** Re: O'Hare Modernization Program

Message Received, Thank-You

"Lisa Bongiovanni"  
 <lbongiovanni@ccaltd.com>  
 02/09/2005 01:43 PM  
 Please respond to lbongiovanni@ccaltd.com

9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 Subject  
 O'Hare Modernization Program

Dear Mr. Mike McMullen:

My name is Lisa Bongiovanni, and I am a resident of the City of Chicago. I fully support the O'Hare Modernization Program (OMP). I currently arrange most of my travel through O'Hare due to the convenience of public transportation to and from the airport. I have experienced the delays and congestion that are frequently associated with O'Hare airport. The goal of the OMP is to significantly reduce delays and increase capacity well into the future. The sooner construction begins, the sooner the Chicagoland region will realize the tremendous benefits of the OMP.

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

Sincerely,  
 Lisa Bongiovanni

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

050210\_01

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Tuesday, February 15, 2005 12:45 PM  
**To:** Henry Kranz  
**Subject:** Re: Intermodal at O'Hare

Message Received, Thank-You

Henry Kranz  
 <hjkranz@sync.net>  
 02/10/2005 03:32 PM To  
 9-AGL-600-CMPEIS/AGL/FAA@FAA cc  
 Intermodal at O'Hare Subject

When considering the O'Hare Modernization Project, let's make O'Hare a world-class airport.

We need to have a true intermodal facility on the airport, linking bus, Rapid Transit and Commuter Rail.

Presently, we have a rapid transit station that is easy to find only if you are in the parking structure, one infrequent commuter rail service at the farthest edge of the airport grounds and not properly identified by signage and bus stops that require a guide to locate.

With traffic and parking an ever-increasing problem, and travel times to the airport topping one hour from downtown most mornings, let's make the intermodal facility the preferred way to access the airport!

Henry Kranz  
 Kranz Consulting  
 221 Clinton Avenue  
 Oak Park, Illinois 60302-3113  
 www.hjkranz.com  
 hjkranz@hjkranz.com  
 708-848-5716  
 Cell: 708-302-4231  
 Fax: 630-604-1115

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050211\_01

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 7:20 AM  
**To:** npreys@ccaltd.com  
**Subject:** Re: OMP

Message Received, Thank-You.

"NICK PREYS"  
 <npreys@ccaltd.com>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 02/11/2005 11:29 AM  
 cc  
 AM  
 Subject: OMP  
 Please respond to npreys@ccaltd.com

Dear Mr. Mike McMullen:

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

My name is Nick Preys and I am a resident of Oak Park, Illinois. I fully support the O'Hare Modernization Program because O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently. The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

1

Thank you.

Nick Preys  
 Carnow, Conibear & Assoc., Ltd.  
 300 West Adams Street, Suite 1200  
 Chicago, IL 60606  
 312-762-2930  
 312-782-5145 (fax)

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

050211\_02

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 7:22 AM  
**To:** Tom Pellicore  
**Subject:** Re: O'Hare Modernization Project

Message Received, Thank-You.

"Tom Pellicore"  
 <tmy22@hotmail.com>  
 02/11/2005 02:44 PM  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 Subject: O'Hare Modernization Project

Dear Mr. MacMullen:

Any modernization that takes place at O'Hare Airport should include an intermodal facility. We must do all that we can over the next few years to reduce our dependance on the automobile as our major or sole source of transportation. Train travel, especially high speed rail, has to be supported and promoted.

All we need to do is look beyond our shores. Europe and Japan are showing us the way with their investment in inter-city train travel via high speed rail. I live in Rockford, Illinois, and whenever I have to go to downtown Chicago for business or pleasure, I take METRA. Unfortunately, there is no METRA service from Rockford to Chicago or to anywhere else for that matter.

Instead, I have to drive 25 miles to Harvard to pick up the train. I prefer taking the train as do many of my friends and co-workers. It would be wonderful to board a train in Rockford and go to Chicago, or Springfield or St.Louis. And with four airlines now using the Rockford Airport, it would be great if there was a high speed rail link between that airport and O'Hare and from there to downtown Chicago.

I would implore you to give serious consideration to including high speed rail when considering the O'Hare Modernization Project.

Respectfully,

1

Tom Pellicore  
tmyp22@hotmail.com

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

050211\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 7:23 AM  
**To:** D. Peironnet  
**Subject:** Re: O'Hare Draft Environmental Impact Project

Message Received, Thank-you.

"D. Peironnet"  
 <Peironnet@kcnet.com> To  
 02/11/2005 05:19 9-AGL-600-OMPEIS/AGL/FAA@FAA cc  
 PM Subject  
 O'Hare Draft Environmental Impact Project

It is my understanding that you are collecting comments pertaining to the Draft Environmental Impact Statement for the O'Hare Modernization Project. I would appreciate your including these comments in your files.

I vigorously recommend that intermodal ground transportation be included in any modernization plan. Ground transportation is an absolutely essential element for the public to be able to access air transportation services.

In addition to inclusion of existing Chicago Transit Authority trains and buses at O'Hare, I also recommend adequate facilities for other local transit services, charter, and inter-city bus services.

I would also plan for access by inter-city rail services so as to diminish congestion at O'Hare by short distance commuter flights by replacing them with short haul and medium haul rail passenger services. Replacing commuter flights with a train going to -- for example -- Rockford, Illinois and Janesville, Wisconsin could allow more productive use of O'Hare's facilities, especially during congested peak hour flight times.

David R. Peironnet  
 6204 North Park Avenue  
 Gladstone, Missouri 64118-5047

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

050213\_01

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 7:57 AM  
**To:** Michael Johnson  
**Subject:** Re: O'Hare Expansion Plans

Message Received, Thank-You.

Michael Johnson  
 <mjohnson1973@sbcglobal.net>  
 02/13/2005 03:13 PM  
 To: 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 cc: O'Hare Expansion Plans  
 Subject: O'Hare Expansion Plans

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 E. Devon Ave.  
 Des Plaines, IL 60018

Dear Mr. MacMullen:  
 I write in support of adding an intermodal facility to the expansion plans for O'Hare Airport. Having utilized such an arrangement at the Paris Charles De Gaulle Airport, I can speak with experience as to the common sense advantages for air, rail and bus passengers. My wife and I were able to travel seamlessly from Chicago's O'Hare through Charles DeGaulle in Paris and on to a high speed train for a connection to Lyon. This represents the way travel will occur in Europe in the 21st Century. It is imperative that we in the US, and Chicago in particular, keep pace with these new linkages that make travel efficient and productive.

Sincerely,  
 Michael G. Johnson  
 20115 E. Brightway Drive  
 Mokena, IL 60448  
 708-479-9637  
 mjohnson1973@sbcglobal.net

E-mail:

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

050213\_02

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:00 AM  
**To:** Dan Johnson-Weinberger  
**Subject:** Re: O'Hare Modernization Project comment

Message Received, Thank-You.

Dan  
 Johnson-Weinberge  
 F  
 <midwestdemocracy@yahoo.com>  
 02/13/2005 07:22 PM  
 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 cc  
 Subject  
 O'Hare Modernization Project  
 comment

I am a resident of Chicago.

I am disappointed that the current plan does not include a real intermodal facility.

We should have Metra and Amtrak trains connect directly to the airport, as the CTA does.

Please amend the plan to include a real intermodal facility.

Thank you.

Dan

\*\*\*\*\*  
 Dan Johnson-Weinberger  
 Attorney, Advocate, Lobbyist  
 800 West Evergreen #101  
 Chicago, IL 60622  
 312.867.5377 (o)  
 312.933.4890 (c)  
 dan@djw.info  
 www.djw.info

Do You Yahoo!?  
 Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>

050214\_01

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:03 AM  
**To:** Norene\_Vacura@Toyota.com  
**Subject:** Re: Public Notice - Application No. 200302000 Wetlands endangerment

Message Received, Thank-You.

Norene\_Vacura@Toy  
 ota.com  
 02/14/2005 10:30 AM To  
 9-AGL-600-CMPEIS/AGL/FAA@FAA cc  
 Subject  
 Public Notice - Application No.  
 200302000 Wetlands endangerment

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response B-4.          |
| 2       | Please see topical responses H-1 and H-2. |
| 3       | Please see topical responses L-1 and L-2. |

My name is Norene Vacura and I reside at 825 River Forest Court, Bensenville, Illinois. I have resided at this address for 30 years. For 20 of those years the fight over O'Hare Expansion has been going on with the City of Chicago and the surrounding communities. So let us stop calling it a modernization. If it was only a modernization plan, this battle would not ensued for the past 20 years.

1

The application for endangerment to the wetlands is yet again another reason why this 20 year old battle must end and expansion of O'Hare must stop. While your letter states it will not effect endangered species, water quality, that is based on your knowledge today, not what the long term impact will be.

2

Other reasons O'Hare expansion should not happen:

. Economically it is not cost effective. A second airport would be less expensive and more accessible for the Regional area. Mayor Daley continues to fight the battle for O'Hare to expand but the expansion is only good for Chicago/Cook County not the Region or for commuters. Also, how much money has already been spent fighting this issue! How much more money must be spent. Is any one listening to the message. No more expansion.

3

. Air space remains the same. While we want to increase the ground space for planes to land, the air space remains the same, How much more cluttered does the air space have to get with planes hovering over the area. Again, a second airport would relieve the crowd air space that

further expansion would just make more crowded.

4

. Health issues and air pollution. Three of my four neighbors have died of cancer. There are studies that show that there are higher risks of cancer in the communities surrounding O'Hare. My house was painted last year and the painter had to wash the house because of the residual from the fuel of the planes.

5

. Infringement on constitutional rights. Mayor Daley states that he is exercising his rights for eminent domain. My constitutional rights are being violated. I cannot use my telephone, television, sit on my patio, or sleep at night when air planes are going over my neighborhood at the rate of a plane every 30 secs. on some days. Where is my right to sleep, watch tv or sit outside. Where is my life, liberty and pursuit of happiness? At the control of Mayor Daley who is not even a resident in the community.

6

. Safety for the community. To keep air traffic centralized in the immediate area of O'Hare and Midway is not good sense. In the event of a disaster, weather or otherwise, the entire Nation would shut down if O'Hare Airport was threatened. A third airport, like all other major cities, is a must.

7

| Comment | Response                                       |
|---------|--|
| 4       | Please see topical response C-3.               |
| 5       | Please see topical responses E-1, E-2 and E-3. |
| 6       | Please see topical responses D-1 and M-7.      |
| 7       | Please see topical response B-2.               |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050214\_02

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:20 AM  
**To:** rchapp@ccaltd.com  
**Subject:** Re: O'Hare Modernization Plan

Message Received, Thank-You.

"Rick Chapp"  
 <rchapp@ccaltd.com>  
 02/14/2005 01:28 PM  
 Please respond to rchapp@ccaltd.com

9-AGL-600-OMPEIS/AGL/FAA@FAA  
 wtaubken@ccaltd.com  
 O'Hare Modernization Plan

To  
 cc  
 Subject

Dear Mr. Mike McMullen:

Just wanted to drop you a line to indicate my support for the O'Hare Modernization Plan.

My name is Rick Chapp, and I am a resident of St. Charles, Illinois. I fully support the O'Hare Modernization Plan because it will serve to improve the economy of the Midwest region, as well as Chicago and the suburbs that surround it. Having travelled for over twenty five years, I certainly know that the amount of time I spent being delayed at O'Hare could have spent with my family, instead of fellow travelers.

The plan as proposed meets the needs of today and tomorrow, I urge your support to this much needed plan.

Rick Chapp  
 2007 Cambridge Drive  
 St. Charles, IL 60174

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050214\_03

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:21 AM  
**To:** w chapp  
**Subject:** Re: O'Hare Modernization Program

Message Received, Thank-You.

"w chapp"  
 <funkrc@men.com>  
 02/14/2005 01:47 PM  
 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 To  
 cc  
 Subject  
 O'Hare Modernization Program

Dear Mr. Mike McMullen:

I just wanted to express my opinion on the O'Hare Modernization Plan.

Having a husband who has traveled for the majority of our married life 20+ years, and with two kids in college, and a third in grade school, that the delays in travel have deprived our family of many hours of quality time with my husband and my children's father. I understand the need for travel, but the calls from Denver, Minneapolis, Detroit, etc. that there are delays at O'Hare and not to expect my husband home for dinner or a child's sporting event, is disappointing for everyone.

I urge your support for this program for all the families of men and women who travel, as I am sure that there are many others like myself that feel the same way.

May you consider the personal impact to everyone.

Jill Chapp  
 2007 Cambridge Drive  
 St. Charles, Illinois 60174

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

050215\_01

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:48 AM  
**To:** Dennis Opferman  
**Subject:** Re: O'Hare Airport Modernization

Message Received, Thank-You.

Dennis Opferman  
 <opfermann@mailbl  
 ocks.com> To  
 02/15/2005 03:13 9-AGL-600-OMPEIS/AGL/FAA@FAA cc  
 PM Subject  
 O'Hare Airport Modernization

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 E. Devon Ave.  
 Des Plaines, IL 60018

Dear Mr. MacMullen:

It is absolutely essential that a true intermodal facility be included in the O'Hare Airport expansion proposal that will included an easy, convenient connection to high-speed rail service. If you have ever experienced the convenience of air/rail connections at Frankfurt, Germany or Zurich, Switzerland, as I have, you will be convinced of their value immediately. I cannot emphasize this enough. The Chicagoland area desperately needs such an air/rail interface, not only for the quality of life in the area, but for the economic vitality of the entire state and the surrounding region.

Please, please, PLEASE include this in the O'Hare expansion plan.

Sincerely,

Dennis C. Opferman (former resident of Evanston, Mt. Prospect and Arlington Heights)

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses A-1, D-1 and E-1. |
| 2       | Please see topical responses M-1 and M-7.      |

050215\_02

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:50 AM  
**To:** maureen block  
**Subject:** Re: OHare Draft Environmental Impact Statement

Message Received, Thank-You.

maureen block  
 <moeblock@comcast.net>  
 02/15/2005 06:01 PM  
 9-AGL-600-CMPEIS/AGL/FAA@FAA  
 To  
 cc  
 Subject  
 OHare Draft Environmental Impact Statement

I live within three blocks of the path of the proposed northern runway. I maintain this airport is land locked and to expect communities to surround this airport to digest the cost to our health and quality of life with no direct community benefit is like taxation without representation. We will be "taxed" by the negatives of this project, yet get NO voice, except to plea to you to take our concerns to heart.

1

Plus, there is so much corruption in this state, how can anyone trust King Richie (Daley) and the governor in his pocket!!!

2

I support the Suburban O'Hare Commission and the efforts they are taking to protect the good people of the communities surrounding the airport.

Maureen

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050215\_03

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Wednesday, February 16, 2005 8:28 AM  
**To:** Lauren and Rod Harvey  
**Subject:** Re: OMP

Message Received, Thank-You.

"Lauren and Rod Harvey"  
 <rolaca3@comcast.net>  
 02/15/2005 11:40 AM  
 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 OMP  
 To  
 cc  
 Subject

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

My name is Rod Harvey and I am a resident of Willowbrook, IL. I am a frequent traveler and have experienced delays and congestion at O'Hare. I feel that the O'Hare modernization program will achieve its goal to reduce delays and increase capacity well into the future. In addition, O'Hare is the economic engine that drives the region's economy. The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year. Also, as air travel continues to increase, the airport needs to be modernized to handle the increased capacity.

Again, thanks very much.

Rod Harvey

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050216\_01



"Larry Lueck"  
<lueck@calt.com>  
02/16/2005 01:55 PM  
Please respond to  
lueck@calt.com

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject OMP

Dear Mr. Mike McMullen:

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program (OMP). My name is Larry Lueck and I am a resident of the City of Chicago. I fully support the OMP because it will ensure that the region maintains its role as the aviation crossroads of North America.

1

Thank you.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and M-2. |
| 2       | Please see topical response A-2.          |

050217\_01



Cynthia Job  
 <Cynthia.Job@advocatehealth.com>  
 02/17/2005 04:18 PM  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 bcc:  
 Subject: OMP

I am e-mailing you in support of the O'Hare Modernization Program.

As I understand it, the goals of the project will be to reduce delays and increase capacity at O'Hare. As a traveler having been delayed at O'Hare many times, both on the tarmac and in the air, reducing delays will reduce traveler frustration. To increase capacity and plan for the future seems to me to be a smart move for the regional economy. Demand for service at O'Hare will continue to grow, there's no room for it. The OMP will allow O'Hare to meet that growth efficiently.

1

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP. The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year. It will save air passengers and the airlines a combined \$750 million in reduced delays each year. Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America

2

Thank you.

Cynthia Job  
 847-723-3021

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachments thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message and notify our office at 630-990-5655, and permanently delete the original and any copy of any e-mail and any printout



thereof. Job\_Cynthia.vcf

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

050217\_02



"Wayne Taubken"  
 <wtaubken@caltld.com> To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 02/17/2005 01:39 PM cc  
 Please respond to wtaubken@caltld.com bcc  
 Subject O'Hare Moderization Program

Dear Mr. McMullen,

My name is Wayne Taubken and I am a resident of Naperville. I have been a frequent traveler for over twenty five years and manage an engineering consulting business in downtown Chicago. As everyone who utilizes O'Hare airport, I have experienced delays and congestion problems at O'Hare which has increased my costs and taken very valuable time away from me and my family. The proposed OMP will solve the problems for O'Hare and I enthusiastically support this program. It is the solution for today and well into the future. Additionally, it will bring new jobs and businesses to northern Illinois. Please approve the OMP ASAP!!!!

1

Thank you,

Wayne Taubken  
 --  
 Wayne A. Taubken  
 Executive Vice President  
 Carnow, Conibear & Assoc., Ltd.  
 300 West Adams Street, Suite 1200  
 Chicago, IL 60606  
 312-762-2924  
 FAX # 312-782-5145

050217\_03

### ARP Correspondence Control Information System Control Report

2/22/2005 1:32:52 PM

Page 1 of 1

Control #: 20050271-0

Other Control #:

Division: ARP-1

Old OACIS #:

Subject: Opposes Chicago O'Hare runway expansion

From: Kolodziej, Ron

Date Received: 02/17/2005

Suspense Date: 03/03/2005

Extension Date:

To Division: APP-600

Date of Corresp:

Date To Division: 02/17/2005

Corresp Type: Letter

Signed By: Kate Lang

Signature Level: arp-1

Signed Date: 02/18/2005

Initials: mh



Div Recvd Date:

Specialist:

Status: 2/18 - Per APP-600/1/ARP-2, cancel control and forward to AGL-600 to address in EIS.

Remarks:

| Distribution Detail: | Forwarded By | Forwarded To | Forward Date | Due Date   |
|----------------------|--------------|--------------|--------------|------------|
|                      | mjacob       | app-600      | 02/17/2005   | 03/03/2005 |

Additional Action  
Office:



| Comment | Response                         |
|---------|----------------------------------|
| 7       | Please see topical response A-1. |



Mr Rove:

In the elections of 2000 and 2004 you proved to be an expert in spinning the Democrats in circles and snatching victory away from them.

Yes, being able to sell the program the Fat Cats have dictated for Bush and you is quite an accomplishment.

.....but you guys are slicing the turkey too thin. Translated, the Fat Cats have gotten too GREEDY. In your political theoretics Mr Rove, consider the pendulum swinging in the OTHER direction to the same effect that you're loading the deck on your end... how about a Congress which passes confiscatory taxation (as cutely packaged as the Reaganomics from which your stuff descends) on the Fat Cats and their Yachts..?

Thats all I'll say Mr Rove.. Read my stuff, spot what the Grass Roots Silent Majority COULD do. Whereas you can stop the dumb Democrats cold, there's no way you can stop true Capitalism, the days of the tails wagging the dog have to stop IN A DEMOCRACY. Right? Right..

In the hope that your guys don't screw up the country in re Social Security/entire tax system,

*Ron Kolodziej*  
Ron Kolodziej

7

**CHICAGO SUN-TIMES**  
AN INDEPENDENT NEWSPAPER

John Crivello • Publisher  
Michael Cooke • Editor in Chief  
Steve Hunsley • Editorial Page Editor  
John Barron • Executive Managing Editor  
Dan Hayner • Managing Editor/News

**Something for Bush to chew on after inaugural splurge**

◆ **Social Security.** The president should sunset his plan and give Americans plenty of time to understand it. We libertarians see the danger of people controlling their destiny themselves, as opposed to relying on a government program on a collision course with demographics. That said, we want the extraordinary complex matter laid out plainly, and we want plenty of time to understand and debate it.

The President wants Social Security money going for Wall Street, Chicago City Hall wants the old guys and gals to haul it to the Casino pals of C ty Hall.

The leader of the party trying to be the Party of Immorality was unhappy about the inaugural.

"Personally, I don't feel much like celebrating," said House Democratic leader Nancy Pelosi of California. "So I'm going to mark the occasion by pledging to do everything in my power to fight the extremist Republican's destructive agenda."

This gal is a LOSER, big time... the way to crack the Fat Cats carcasses is to get a Centrist Congress in 2006, sensible Republicans and sensible Democrats, allowing everyone to live (via letting them EARN food money and health care money.)

◆ **Health care.** Something needs to be done to rescue the millions of Americans who live without health insurance and can't afford their monthly pre-

scriptions. This is a dire issue, one that almost did the Clintons in, but it is a pressing matter for the well-being of our country.

Aw c'mon Fellas (Chicago Sun Times editors) how many times do I have to send you the proposed 28th Amendment? Instead you keep printing Jesse Jackson Sr's non positive FIXATION against Bush. Tell me please.. Are you afraid that Jackson Sr will use his wealth to establish, in competition with the Sun Times,, a morning edition Chicago Crying Towel and/or an evening Chicago Jackson Protester



**Don Wyckoff**

Well Nyeliff, I guess no teacher ever informed you that when people get brewed up they cause a whole load of social problems, for which the taxpayers get soaked..

The American public has been told that they can get money for 21st C medical care and thus be able to LIVE. They are not going to be paying taxes senselessly.

◆ **Pope on Thursday.** Jan. 26, under the headline "Jackson Jr scolds Daley on contract," the Tribune reported that Rep. Jesse Jackson Jr. (D-IL), for the second time in two weeks, had taken Chicago Mayor Richard M. Daley to task publicly for failing to properly oversee the city's minority contract set-aside program. By this deadline, the congressman said, Daley was under pressure to initiate affirmative action programs nationwide.

The reason the Black community has a bleak future is because of NO leadership. Look at the school issues and exercise some "affirmative action" in terms of radical changes instead of crying crying...

BY ROSALIND BOSSI  
Education Reporter

Only 54 percent of Chicago public high school students graduate in four years — an alarmingly low rate that has been masked for years by misleading state calculations, a new study contended Wednesday.

Although Chicago's graduation rate has improved over time, it is far lower than the 70.7 percent state-wide figure cited in the study.

— The University of Chicago's Consortium on Chicago School Research issued the sobering new statistics Wednesday, challenging the way the Illinois State Board of Ed-

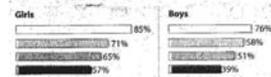
ucation has been reporting its four-year high school graduation rate.

Illinois' method of calculating graduates is so prone to manipulation that "there could be some schools cooking the books," says consortium researcher Elaine Allensworth. Most of the lower-achieving scores from the way the state counts high school transfer students, she said. Transfers who drop out of their new schools are not counted as dropouts anywhere. But transfers who graduate are counted as graduates of their new schools.

**Graduation rate by race or ethnicity**

Students age 18 in 1998 who graduated high school in Chicago by age 19

Asian  White  Latino  Black



Source: "Graduation and Dropout Trends in Chicago" by Elaine Allensworth for the Consortium on Chicago School Research at the University of Chicago. Chicago Public Schools data reported to Illinois Board of Education. Chicago Tribune

**Jackson slams Daley for scandals Aldermen jump on Jackson**

BY FRAN SPELMAN  
City Hall Reporter

Rep. Jesse Jackson Jr. (D-IL) demanded Wednesday that the City Council end its silence and hold hearings to "clean up the mess" surrounding Mayor Daley's "fraudulent and corrupt" minority set-aside program.

"We have a new scandal every day," Jackson said. The potential mayoral challenger stepped up his increasingly strident attacks on Daley as minority contractors rallied around the flag for fear continued revelations about minority fronts could threaten the program's existence.

U.S. Rep. Jesse Jackson Jr. isn't on the wrap-up about minority contract fraud just because he's contemplating running for mayor against Richard M. Daley. He "wants to be king of the world," an influential black alderman charged Thursday. Police Committee Chairman Isaac Carothers

'He wants to be king of the world,' Carothers says

BY FRAN SPELMAN  
City Hall Reporter

(D-IL) came out early on Monday after Jackson demanded that the Chicago City Council end its silence and hold hearings to "clean up the mess" surrounding Daley's "fraudulent and corrupt" minority set-aside program. Carothers said the South Side congressman has a lot of nerve ridiculing aldermen as Daley's rubber stamp.

At the Chicago Council meeting it was other Alderman Carothers of Alderman Smith who created for a City Council RESOLUTION to the UNITED NATIONS in re Africa's problems.

United Nations, "Wow. So Jackson Jr isn't the only one with worldwide dreams. Smith, Chairman of the City Council Health Committee, is a man who can really get things done in re CHICAGO CITIZENS HEALTH..

| Comment | Response                                  |
|---------|---|
| 8       | Please see topical responses A-1 and L-1. |
| 9       | Please see topical response M-1.          |
| 10      | Please see topical response M-1.          |
| 11      | Please see topical response M-1.          |



| Comment | Response                                  |
|---------|---|
| 13      | Please see topical responses L-1 and M-1. |

Mr & Mrs Chicago and all Yachts in the Harbor:  
 Look at that article. Has Karl Marx been reincarnated?

Alderman Moore, a nice guy, needs to review the concepts of Democracy and Free Market Capitalism. I ask Moore and Burke to enter the 21<sup>st</sup> Century with the 20<sup>th</sup> Amendment

Every person shall eat.  
 No person shall be told to go home to die due to lack of medical care/hospitalization insurance.  
 These RIGHTS shall be achieved  
**C A P I T A L I S T I C A L L Y**  
 thru a NATIONAL POLICY of  
**F U L L E M P L O Y M E N T**,  
 full employment to also be national policy..

Congressmen and Aldermen should need no explanation.

**FULL EMPLOYMENT** at a Living Wage.  
 In Chicago greedy restaurateurs feasting on businessmens' expense accounts paid by people (taxpayers instead of Yachtsmen) have the gall to cry about potential rises in the Minimum Wage. To top it off, they pay maybe \$3 per hour and make the worker kiss the businessmen's hands for tips. (I'll get to the Group Millionaire solution later in this letter.)

The "catch" to **FULL EMPLOYMENT** at a Living Wage is that the workers work **PRODUCTIVELY**, not at 83% Clock Milking speed and being protected by a socialist government agency. 83% speed and having the employer pay for hospitalization makes the employer go out of business, \$ 10/hr makes the Cadillac dealers rich, and when nobody really works at baking the bread people go hungry and cry more instead of work? Where does it end?

In my weekend job people go at 83% speed. I fear what executives on this, they'll cure the problem. If not, I invite people to court on Equal Work for Equal Pay (fed law) Equal pay for Equal Work (fed law)

In order to compete with foreign products and remain a top country we don't need Burke's 40% of goods sold must be made in the US. In order to retain LIFE we don't need for the employer to pay our hospitalization. Solution with example:

**GROUP MILLIONAIRE**  
 800 citizens x \$ 1,250 = \$ 1,000,000...  
 Ya form your own corporation, thus tell the boys on yachts to go to hell... we suckers can then buy our own hospitalization and BE our own hospitalization corporation. (This involves the citizens of 4 congressional districts, 4 Congressmen as a private Board of Directors,

In Chicago minority contractors want a quota percentage of jobs. C'mon, instead roll up your sleeves, pool money, Get Organized the right way, make bids,...and such a group will win the bid.  
 Excuse me,

I forgot we're in Chicago, and Chicago IS Ready for Reform. Get into Reform, not trying to get on the Daley Bread Train.

Are we talking **FULL EMPLOYMENT** (at Living Wage) done **C A P I T A L I S T I C A L L Y**  
 How do we achieve Full Employment?  
 By recycling Alan Greenspan's brain and his dedication to making the rich richer by robbing the poor by legalized thievery  
 And it'll get worse.

In writing to Michigan Congressmen (15) all I ask is that they produce a worldwide

## Aldermen, retailers prepare to battle over 'living wage' plans

BY DAVID ROSEN  
 Business Reporter

Including he has sufficient votes in the City Council, a sponsor of a "living wage" ordinance promised to push for its adoption early in 2005 even as business lobbyists accelerated warnings about its consequences.  
 Ald. Edward Burke (14th) said a majority of aldermen support some form of the ordinance, which arose from a backlash by organized labor to Wal-Mart's intention to expand in Chicago. In shortland, the proposal often has been described as a "big box" ordinance, referring to retailers in Wal-Mart's class.  
 But the Illinois Retail Merchants Association said its efforts go deeper. A version co-sponsored by Burke and one submitted by Ald. Joseph Moore (49th) set forth wage requirements and other rules for retailers whose premises total 75,000 square feet or more.

Rob Karr, vice president of the association, said those dimensions would embrace large grocery stores and many drug stores. A well-known business such as the temporarily closed Rock 'n Roll McDonald's at 800 N. LaSalle falls just under the threshold, he said.

Karr said clamping down on large retailers would only disperse them from entering the city. Chicagoans "already ship quite a bit of their own taxes out of the city, and this would only make things worse," he said.

His group and other business lobbyists are upset that the ordinance would require an hourly wage well above the applicable \$5.15 minimum \$10.43 in the Moore plan and \$8.74 in the Burke plan.

But they're also angry about other provisions, including rules in the Burke version requiring a store's goods to be at least 50 percent American-made, and another preventing aggressive price competition.

The Moore ordinance would allow unions and other interest groups to demonstrate on retailers' premises and require the retailer to give 10 percent of their sales going referrals from unions, industry associations. Who's the "It's all bad," Karr complained.

"There is nothing redeeming about these ordinances."  
 Burke said workers need the wage guarantee, and small merchants need protection from the big boys. He is chairman of the council's Finance Committee, which would hold hearings on both versions.

An attorney, Burke said he opposes the ordinance. He said he is in the Moore ordinance. Burke said

### MINDING THE STORE

A comparison of key points in versions of a proposed "living wage" ordinance backed by Aldermen Joseph Moore (49th) and Edward Burke (14th).

| Provision                  | Moore version   | Burke version  |
|----------------------------|---|--|
| Size of affected retailers | A minimum of 75,000 square feet, including parking lot          | A minimum of 75,000 square feet, including parking lot |
| What's a living wage?      | \$10.42/hr.   | \$9.42/hr.   |
| Inflation adjustments?     | Yes   | No   |
| Benefits required          | Must pay benefits or pay \$3 more per hour. No W-2              | None   |
| Protections' rights        | Allows retaliation as workers file grievances                   | No provision   |
| Hiring rule                | 50% of jobs must be filled through commercial referral agencies | No provision   |
| Immigration                | No provision  | Retailers cannot begin to workers' immigration status  |
| Prohibitory pricing        | No provision  | Retailers cannot lower price to drive out competition  |
| Made in USA                | No provision  | 50% of goods sold must be made in USA                  |

SOURCE: The proposals

mitted to doubts about the legality of some of what's in his own ordinance, which he's sponsoring with Aldermen William Beavers (7th) and Henry Sole (20th).

The various regulations suggest a tactic of diverting the business lobby's firepower to the central matter, a "living wage" minimum, says Burke. Asked if that was happening, Burke replied, "You never want to telegraph your strategy."

Several insiders said Mayor Daley has done little for or against the ordinance, preferring to see how the political pressure develops. In July, Daley said he favors setting wage standards for retailers but he criticized the "big American" clause. **FORGET DALEY**

Last week a spokesman for the mayor's office issued a positive update on Daley's view.

SAFETYMOBILE with an Assembly Line from Detroit to the Illinois Indiana border. Don't enter Chicago where City Hall can get their paws on it as a Bonanza.

Ya knock out the O'Hare expansion Bonanza by outlawing trips under 700 miles, thus ending congestion. Trips under 700 miles would be done better by 186 mile per hour TRANS (slow, compared to Japan and Europe) on or Along the medians of our great Interstate Highway System.

Simple eh?  
On ENERGY forget gasoline/oil for cars, ya utilize alternate forms of energy on the Michigan/Indiana border at Lake Michigan..... just a few miles from the summer home of King Richard Hoyah Hoyah.....a Niagara Falls, tidal power, Windmill power (Michigan Dutchmen), Solar Power.

No more wars for oil, no more killing of 1,000 American soldiers as a free security force for the United States of Oil. They want Democracy FOR Iraq?? How about democracy for Chicago? On LORD, free us from the chains of Oligarchy in which Daley is owned by the Fat Cats on Yachtj.

The Fat Cats are 10% of the population The Supplies are 20% , and we are the Bottom 70%.

Now tell me: How, in a Democracy, can 10% own 70%? Why is the tail wagging the dog. Because we're too stupid to Get Organized.. We let the 10% Divide and Conquer by

- letting them flash RACE on TV when the Lat gets on them
- next, the government wants to aid churches. You have not been in a brawl until you get into 1st Amendment brawls like I've been in. So, they'll have us focus on religion instead of mailing them,
- Social Security Privatizat\_ion.

If you invest in Wall Street instead of investing in your own Group Millionaire unit you deserve poverty.

- Bush's revision of taxation. Well, Common Sense sez that if there is Full Employment at a Living Wage and no loafing by City Workers, there is then no tax needed to support bureaucries, the present bureaucrats instead would be doing PRODUCTIVE work
- Casinos. With Soc Sec & tax savings more suckers will go to Casinos. I was at those on the Indiana side of the border. The losers/suckers appearance was pathetic. I regard Casino promoters as the scum of the city. Imagine, Fat Cats preying on the desperate. and dumb. AND we're told its a benefit to the citizenry. Thats GALL.

Solutioonto many problems: Divide the city into its 77 neighborhoods, make them 77 towns, each Alderman can be a Mayor, tell Daley to RETIRE.

Now I will again state the 28th Amendment

Every person shall eat.  
No person shall be told to go home to die due to lack of medical care/hospital ization insurance.

These RIGHTS shall be achieved  
C A P I T A L I S T C A L L Y  
thru a NATIONAL POLICY of  
F U L L E M P L O Y M E N T,  
full employment to also be national policy.

Tell me: Doesn't that jell well with the goals of Alderman Moore and Alderman Burke?

In my original draft of this letter I cited 3 Grave Errors in Living Wage Plan and items related to Moore/Burke.

1. raising the wage to about \$ 10 per hour would have to be tied to Productivity. Ya can't have loafers slide and be paid the same as the guy working his butt off.

In my job, they'll try paying according to merit,, But that won't work because its Subjective evaluation. Ya need an OBJECTIVE piecework standard.

2- Requiring the mercha\_s to fill 90% of their jobs using referrals FROM COMMUNITY ORGANIZATIONS. Ha ha hah har hoho haaaa. So some guy taking NO R I S K can get a kickback from a kickback to someone else.

Look, the job of Garbage Collector paying \$ 25 per hour is gotten for \$200. "But", I, told "you have to know the right people"

This 90% proposal is so goofy the federa court would throw it out and call for an investigation of the City Council, maybe dissolve that Duma.

3- Requiring a store's goods to be at least 40% American made. 'Y'know, I was schooled to be anti Big Business, BUT this is America, we have free enterprise, not state run co operatives.

I offer a 2 step explanation, using WalMart as primary example, , and coming right back to the GROUP MILLIONAIRE concept.

(I saw Burke and Daley SAVE the vote for the second WalMart. These 2 guys moved faster than Tinkers to Evers to Chance WalMart wasn't bottled..)

Instead of letting the 5 WalMart Waltons haul the money OUT of town (all 5 are BILLIONAIRES) ya keep it IN town, and the employees' compensation toward a Living Wage gets enhanced by the fact they own a piece of the store (by WORKING, not by some socialistic stunt)

Ready?  
800 guys times \$ 1,250 = Group Millionaire  
It takes \$ 20 million to open a WalMart  
So 16,000 guys times \$ 1,250 = the \$20 million

Simple eh?  
Don't tell me dat da Shikago CityWall can't organize 16,000 people.  
Don't tell dat da "poor" people can't afford to participate. Show me one who doesn't have a cell phone. How much does that cost per year? And there are plenty of cars on the West Side..

You might say "Nobody can compete with WalMart because" they have such favorable arrangements with suppliers of merchandise.

Answer: In a US economy striving for FULL EMPLOYMENT CAPITALISTICALLY, all we do (its beautifully simple) is form Group Millionaire companies to produce the products in America.

If America does this, the price of articles in China must rise, so we'd get a double Good Effect.

Switch keys to McDonalds. Somehow get exempt from anything uncomfortable to them?

All my commentary on the 28th Amendment and LIFE/Health revolves around L A B O R. McDonalds for a long time was granted the Ok to pay sub-minimum wage.

The way to cure McDonalds is for the schools to teach Chickenology from A to Z, then parents and taxpayers could OWN the restaurant and thus lower their property tax burden.....45 - 48% of the property tax dollar goes for that public school Bonanza. According to the Dec 15 Times, the system is improved, but if I had a kid in it I'd be raging mad and making more noise than anyone else.

| Comment | Response                         |
|---------|----------------------------------|
| 14      | Please see topical response M-7. |



050218\_01

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |



CLewis@conescodoka.com  
02/18/2005 11:44 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Modernization Program

Mr. Mike MacMullen,

I am writing to give my support to the O'Hare Modernization Program. I use O'Hare airport at least once a month and always have delays. I believe it is very important to Chicago and to air travel in the US that this project proceeds.

1

Chris Lewis  
300 North State St  
#2533  
Chicago

050218\_02



"Robert L. Pattullo, Jr."  
 <rpattullo@pattullolaw.com>  
 02/18/2005 06:11 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject O'Hare Airport Expansion and Environmental Impact

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses E-1 and E-2. |
| 2       | Please see topical responses D-1 and D-3. |
| 3       | Please see topical responses A-1 and M-1. |
| 4       | Please see topical response E-2.          |
| 5       | Please see topical responses D-1 and E-2. |

Dear Mr. McMullen:

I am a resident in Park Ridge and was provided you name by one of our Alderman. I am writing to you about my concerns over the environmental impact of O'Hare airport operations and the probable reality of even greater environmental harm caused by its expansion.

It seems to me that through all of the debate on O'Hare what gets lost is the very real and blatant negative environmental impact which O'hare operations have on the surrounding community. The amount of air pollutants dumped within the local community by the operations is well documented. It does not matter whether you are pro or con O'Hare, even a third grader can see that pollutants are dumped into the environment. As troubling as the air pollution is the noise pollution. Again, the facts are obvious as the need to "soundproof" homes, schools and other buildings makes it clear that there is noise pollution of unacceptable levels.

1

(While soundproofing of buildings has some benefit, it is simply a small band-aid on a gaping wound. We cannot ignore the reality that we are condemning people to a life indoors and take away the ability to enjoy peace and quiet outdoors. Seniors cannot take quiet strolls along a stree; kids cannot play and talk at a park without being subject to noise pollution. In addition to the increase in stress levels, we prevent kids from opening windows on a warm spring day and instead have created a situation where we need to use more energy and create more pollution by using air conditioners.)

2

It seems to me that the majority of the players in the O'Hare expansion ignore these issues and focus solely on "convenience", "flight timeliness", and "economic engines". Of course, no where in those descriptions is there the concept of "focus on quality of life" for the citizens of the surrounding community who are day in and day out adversely impacted by O'Hare operations.

3

I would submit that a large part of this problem is that we do not challenge ourselves to solve the air and noise pollution problem and make that a condition precedent to any expansion. How come with all of our intelligence and technology abilities we do not first solve that problem and then expansion is a no brainer.

4

Unfortunately, I suspect the answer is "money" and the lack of courage of people in control to stand up to the airlines and make that demand. We choose in favor of allowing airlines to make more money at the sacrifice of the health of the surrounding community.

I would sincerely hope that the FAA would not only have the courage but would be innovative and "outside the box" thinker and make as a condition precedent that before any expansion is allowed, the operators of O'Hare provide that the air and noise pollution will not only not increase, but will be lowered.

5

Thanks.

Robert L. Pattullo, Jr.  
129 N. Elmore  
Park Ridge, IL. 60068

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

050219\_01



"Roger Clark"  
<rogerclark@kdsi.net>  
02/19/2005 03:43 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject DEIS O'Hare modernization project

Mr Mike MacMullen  
FAA

I think it is important to include passenger rail in an intermodal facility for the O'Hare modernization project.

1

Roger E Clark  
PO Box 189  
Grand Island, NE 68802  
Phone 308 381-0185

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050220\_01



"Mary Romano"  
<palermo114@hotmail.com>  
02/20/2005 09:37 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject My support of the O'hare Expansion Project

Hello my name is Mary Romano and I fully support the O'hare expansion project because I am a frequent traveler and am glad to hear that it will create so many new job opportunities, ect. My family and I live in Dupage county and unfortunately will not be able to attend any of the forums scheduled but would like to be included in the debate over being for the project. Our address is 184 Seneca Trail Bloomingdale, Il. 60108

Also I am responding for my aunt Helen Andoilino who also supports the project. She also is a frequent traveler and is happy how many jobs it will create, etc. Her address is 1444 James Court Elk Grove Village, Il.



1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050221\_01



"Mary Romano"  
 <palermo114@hotmail.com>  
 02/21/2005 03:21 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject My support of the O'hare Modernization Expansion Project

Hello my name is Mary Romano and my family and I fully support the above mentioned. We will not be able to attend the form but would like to be included in the support of the project. Our address is 184 Seneca Trail in Bloomingdale 60108. We are frequent travelers that utilize O'hare @ least 2 or 3 times a year to travel to Italy and to Florida just to name a few locations. Please do not hesitate to contact me @ 1-630-542-0233 on my cell.

Also please accept the support of my aunt Helen Andolino who is currently in Florida. She and her husband Steve support it 100%. They are long time residents of Elk Grove and live @ 1444 James Ct.

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050221\_02



SConibear@aol.com  
02/21/2005 07:45 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'hare expansion

Dear Mike McMullen:

Thank you for the opportunity to submit testimony by e-mail concerning the expansion of O'Hare Airport. My name is Shirley Conibear. I live in Barrington Hills and work in Chicago. I am a frequent user of the airport for both business and pleasure. I am strongly in favor of expanding O'Hare's run ways.

If O'Hare doesn't keep up with the needs of the people who use it, our region will be passed over and the economy here will suffer. In my business, if I don't modernize and grow, my competition will over take me. The same thing is true of O'Hare.

Thank you.

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response A-1. |

050221\_03



Jose Padilla  
<padilla@iit.edu>  
02/21/2005 10:55 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Slot for Testimony on O'Hare Modernization

Mr. MacMullen:

I represent Illinois Institute of Technology and would like to testify at the public hearing on Tuesday, Feb. 22nd in Elk Grove Village. I am seeking a slot between 2:00 and 4:00 p.m.

Please feel free to contact me at (o) 312-567-8821 or (c) 202-255-1156.

Thanks.

1

03/28/2005 22:29 18474645729

L LANDMEIER

PAGE 01

050221\_04

2-21-05  
 42 W 66th Plato Rd.  
 Elgin, IL 60123

Dear Sir:

I am writing to inform you that I am against moving the cemeteries in O'Hare field. They have been there many years and it should have been arranged when they originally bought the land around the area.

My family are all there: Father, Sister, Aunts, Uncles, Cousins, both grandparents, and grandparents and family of my husband. We enjoy visiting the cemetery and bringing our grand children to see the history of their family. The Schulze and Schoppe families lived and farmed the area and this is their chosen resting place. I also believe moving the graves would be disrespectful and also impossible since they are so old.

Very Concerned  
 Betty Landmeier  
 Nee Schulze

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050222\_136 O: FAA  
 RE: O'Hare Expansion

February 22, 2005

I vigorously oppose the proposed O'Hare Airport Expansion for the following reasons:

- 1) Increased noise and air pollution. I live less than 3/4ths of a mile from the end of the proposed Southern Runway. At this time my family experiences little airplane noise, we are situated west of the sw/ne runway and south of the w/e runway. However with the proposed south runway airplanes will be flying directly over my property very low to the ground increasing noise and air pollution.
- 2) Because of the frequency and the closeness of the air path my family will be at risk of crashes and debris dumps.
- 3) Ground traffic will be increased to the point of total gridlock in my neighborhood. Traffic is already horrendous and doubling the traffic around the airport will increase the pollution and reduce the safety of the neighborhood.
- 4) The cost of the expansion projected by the City of Chicago is farcical. The scandal ridden, corruption ridden, and crime ridden city leaders could not build a park (Millennium), an empty space, for less than three times the budget and years behind schedule. How is this same group going to reconstruct an airport that will be operating at full tilt in the time frame and proposed ridiculously low ball budget ?
- 5) There are workable and reasonable regional transportation plans that would alleviate O'Hare delays (except those caused by bad weather which the proposed Daley plan would not alleviate either). These plans which include better use of surrounding airports, improved arrival and departure schedules, and possibly a third airport and high speed rail. The area does not need the Daley "political solution" to a regional transportation problem.
- 6) In this day of terrorism would it not make more sense to spread out the airport capacity so that a single act of terror doesn't take out the entire system.

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I could go on but I am sick and tired of defending the quiet enjoyment of my home, neighborhood, and community against a mayor, who bull dozes airports in the middle of the night, of county board members, who debate garage sizes-radio towers in their neighborhoods but sell-out the Northeastern quadrant of their constituency to a devastating, costly, and unnecessary political sham. And how could I forget those politicians, government hacks, newspaper editorialists, and poor businesspeople (none of whom live anywhere near the airport) who call us obstructionists for opposing the destruction of our communities!

The proposed O'Hare expansion will be too costly; too long in building; too polluting and in the end will not solve the regional transportation needs of the greater Chicago region. We residents of the area will not surrender our lives, homes, property, neighborhoods, and communities to greed, incompetence, and corruption.

7

I thank anyone who reads this plea.

Sincerely,

*Charles F. Drake*  
 Charles F. Drake  
 Bensenville, IL 60106.

802 W Wood  
 630-766-6677

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1 and E-2.           |
| 2       | Please see topical responses E-3 and K-2.           |
| 3       | Please see topical response F-5.                    |
| 4       | Please see topical response L-1.                    |
| 5       | Please see topical responses B-2 and F-2.           |
| 6       | Please see topical response B-2.                    |
| 7       | Please see topical responses B-1, B-4, D-1 and E-2. |

050222\_137

Name/residence: Ross Ruthenberg, 433 N. Ash, Wood Dale, IL 2/22/05

I. O'Hare's expansion proposal will, upon approval, subject Wood Dale residents to unprecedented noise levels, including levels just short of 65dB DNL in large areas, such as those south of Irving Park Rd.

QUESTIONS:

1) Why does the FAA and EPA attempt to deceive Wood Dale residents by publishing noise contours that only go as low as 65dB DNL, when it is well known that levels substantially less than that are extremely noisy?

2) Why will the FAA and EPA not force O'Hare to provide noise-proofing for all these residences, say down to 55 dB DNL?

3) Why do the FAA and EPA allow O'Hare to arbitrarily exclude multi-family residences in their noise-proofing program? Wood Dale has substantial multi-family facilities e.g. Georgetown area?

II. There appears to be large parallels between the current state of affairs of the FAA and EPA, with those of the FDA (VIOXX, etc). The FDA supports their client, the pharmaceutical companies, the EPA supports "big business" and the FAA supports the airline/airport industry, all proclaiming generally that their "hands are tied" when it comes to protecting the public.

QUESTIONS:

1) Why does the EPA, the Environmental Protection Agency, not have the prime responsibility for this Environmental Impact Statement, instead of the air-industry-biased FAA?

2) Will the FAA and EPA protect Wood Dale from Chicago/O'Hare operational expansions beyond those levels used to create the future projected noise contours presented in the DEIS?

3) If the FAA and EPA stipulate that they do not have the authority to so protect us, then how can they have the authority to approve such an unlimited proposal and resulting assault on Wood Dale and other communities?

4) If the authority to approve exists, but not to protect, then why is there no independent Public Protection Oversight Board in place for this proceeding, as will soon be the case for the FDA?

I demand that such Board be officially put into place before any ROD, with membership and powers appropriate to protect Wood Dale and other citizens.  
Thank You

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses D-1, D-2, D-3 and D-5.  |
| 2       | Please see topical responses A-1 and D-3.<br><br>The FAA notes the opinions of the commenter with regard to the responsibilities of the FAA and EPA.<br><br>The FAA also notes that both the USEPA and IEPA served as cooperating agencies on this EIS. The FAA worked with both agencies to ensure that their issues were addressed to their satisfaction in the EIS. The FAA refers the commenter to the USEPA's and IEPA's comments on the Draft Environmental Impact Statement, see page U.2-11 and page U.3-5 of this appendix. |

1

2



February 22, 2005

Re: FAA Hearing O'Hare modernization

As a representative of SCRUB, INC., we strongly support the O'Hare modernization plan.

As a service provider to the City of Chicago and most of the airlines including United Airlines at O'Hare, we by the nature of our services would see a dramatic impact specifically on lower income families living in Chicago and the Chicago metropolitan region.

Custodial as well as aircraft cabin cleaning pay scales are traditionally towards the low end. Most often these positions are more attractive to low skilled and/or non English speaking workers because there is a limited need for both skills and communication in these functions. Skills required to perform these services can be acquired through relatively simple means, much of which is on-the-job training.

1

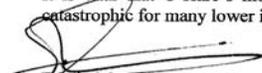
These same families are most often utilizing public transportation instead of cars. This is mainly because:

- public transportation is cheaper
- they can not afford their own car and insurance
- they have not had the ability to learn how to drive

Changes in O'Hare will impact these families the most. Reduced services because of reduced traffic through this airport will cause the job market to shrink. For SCRUB, INC. it would not only impact our presence at O'Hare but also in the hospitality arena, since much of our services are tied to the local hotel industry, as well.

It is vital that O'Hare's modernization plan move forward. Not doing so would be catastrophic for many lower income families in Chicago as well as the entire region.

2

  
 Edwin Marcus  
 Director Business Development & Airport Sales  
 SCRUB, INC. AIRCHECK, INC. SCRUB LAUNDRY SERVICES, INC.  
 773-908-0193

PROFESSIONAL BUILDING SERVICES

hospitals / hotels / motels / banks / airports / office buildings / industrial plants  
 commercial facilities / janitor service / office cleaning / window cleaning

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

050222\_141

**TESTIMONY OF  
JOSE D. PADILLA  
DIRECTOR OF FEDERAL GOVERNMENT RELATIONS  
ILLINOIS INSTITUTE OF TECHNOLOGY  
IN SUPPORT OF O'HARE MODERNIZATION PROGRAM**

February 22, 2005

Dear Mr. Hearing Officer:

I am Jose Padilla and am the Director of Federal Government Relations at Illinois Institute of Technology ("IIT"). I greatly appreciate this opportunity to express IIT's strong support for the O'Hare Modernization Program.

IIT is a private research and Ph.D.-granting university over one-hundred years old. It has five campuses in Chicago-land. Our main campus is located in the Bronzeville area of Chicago, along South State Street. It downtown campus is located in the heart of downtown Chicago and houses our nationally recognized schools of law, business and public administration. IIT offers thirty-eight (38) different undergraduate programs and fifty (50) different graduate programs. IIT has 6,378 students, most of whom are at IIT's main campus.

IIT's mission is to educate people from all countries for complex roles in a changing technological world. And IIT puts "its money where its mouth is," in implementing this mission. Twenty-one percent (21%) of IIT's student body is from outside Illinois. Thirty-one percent (31%) of the student body is from outside the United States. The American students come from all fifty (50) states. The international students are from over one-hundred different countries. More than one-thousand are from India and Pakistan. Almost five hundred are from China, South Korea and Taiwan combined.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and M-2. |
| 2       | Please see topical response M-2.          |

For most of these out-of-state and international students, O'Hare Airport is their first real contact with Chicago or the United States. At O'Hare, the immigration, customs and City of Chicago employees are often the first faces our international students associate with America. The movement of thousands of fliers a day is often their first impression of how advanced and efficient American transportation and commerce can be. And for all of our students from outside Illinois, O'Hare is their gateway home during semester breaks and after they've completed their studies.

1

IIT therefore depends on a modern and efficiently functioning O'Hare Airport to continue its mission of educating students from all over the United States and the world. An airport with delays, congestion and decaying infrastructure would only serve as a disincentive to foreign and out of state students who wish to come to Chicago and attend IIT. And it would only prolong and complicate the arduous journeys many of these students undertake to come to the United States and study at our university.

For that reason, IIT and its community of students, faculty and staff express their strong support for the modernization of O'Hare Airport.

2

Thank you Mr. Hearing Officer. Without objection, I would like to submit my written statement into the record as if given.

Jose D. Padilla  
 Director of Federal Government Relations  
 Illinois Institute of Technology.  
 (O) 312-567-8821  
 (E-mail) padilla@iit.edu

050222\_142

| Comment | Response                                   |
|---------|--|
| 1       | Please see topical response M-1.           |
| 2       | Please see topical responses E-2, and G-4. |
| 3       | Please see topical responses K-1 and K-2.  |
| 4       | Please see topical response B-2.           |

Feb. 22, 2005

Mr. & Mrs. Charles Koch  
121 Melrose Ave.  
Elmhurst, IL 60126

"HE LEADS ME TO QUIET POOLS OF FRESH WATER." Psalm 23:2 (GN7)

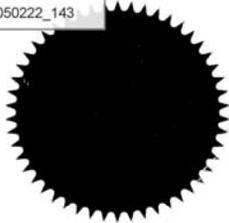
Dear FAA,

Charles, my wife, Virginia, & daughter Linda Koch, are vehemently opposed to any expansion of O'Hare int'l Airport! Someone stole the sign, <sup>on my lawn</sup> build a third airport, Chicago annexed Schiller Park to build, years ago. They've reached the saturation point, with all the dirt and noise in Elmhurst. It is a shame what they want to do in Bensenville and Elk Grove Village. Wreck & demolish all those homes and businesses in the area. It is dangerous for citizens and passengers. We say build a third airport in Peotone, IL, for a third of the price, and make us all happy!

Sincerely, Charles E. Koch

(957601-86 # 03)

050222\_143



**O'Hare Impact Hearing – February 22, 2005**

**Linda Liles Ballantine  
Executive Director  
Rolling Meadows Chamber of Commerce**

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

**1. Close proximity to O'Hare**

- Many businesses choose to relocate to our community located nine miles from O'Hare.
- Having O'Hare so close is a great benefit to our businesses – not only for their customers/clients and employees but for shipping and receiving purposes as well.

**2. Fosters Regional and State Economic Development**

- Through job creations and business attraction, expansion and retention for Illinois and the region.
- Increased world trade opportunities for businesses. Our community is home to the IBC (International Business Center) that promotes expansion of International Trade.

**Summary**

Our concerns remain that O'Hare, in it's current state, continues to experience long delays resulting in flight cancellations, lost work and leisure time, missed connections, late cargo/freight shipments, unexpected out-of-pocket costs/expenses and stressed out passengers (employees, customers and residents alike). O'Hare is no longer conducive to the growing demands of our region.

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>G-1 and M-2.</b> |
| 2       | Please see topical responses <b>C-1 and M-2.</b> |

1

2

050222\_146

RICHARD L. THOMAS  
 SUITE 3950  
 1 BANK ONE PLAZA, MC 0518  
 CHICAGO, ILLINOIS 60670  
 312-732-6480



February 22, 2005

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

Dear Mr. MacMullen:

I am writing in support of the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. As a member and former Chairman of the Civic Committee of The Commercial Club of Chicago, which represents the senior executives of leading corporations, businesses, and professional firms in the Chicago region, we have long advocated expanding and modernizing O'Hare.

1

O'Hare Airport is the world's busiest airport and a crucial hub in the nation's aviation system. The airport is also the economic engine for the Chicago region, generating over \$38 billion in economic activity and over 450,000 jobs. O'Hare's breadth and depth of service and its economic impact are beneficial to businesses and the general public alike. The airport is a major factor in why my former company (Bank One) is located in the Chicago region.

2

However, O'Hare and the people who use it have become increasingly burdened by congestion, and the flight delays are only projected to worsen in the future. The time for action to remedy the problems at O'Hare is long overdue, and the entire national aviation system is suffering the consequences as a result.

3

The O'Hare Modernization Program submitted by the City of Chicago would dramatically reduce congestion and increase safety at the airport. It also would provide needed capacity for additional flights around the country and the world. Given these benefits, O'Hare modernization enjoys overwhelming support from the Illinois business community and the general public throughout the Chicago region. It is supported by Governor Blagojevich, a bi-partisan majority of the Illinois legislature, 130 suburban mayors, and the DuPage County Board -- a former opponent of the project.

4

The FAA has released its Draft Environmental Impact Statement for O'Hare modernization. The review validates O'Hare's importance to the Chicago region and the nation and indicates that there are no major environmental impacts stemming from the modernization project. I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

5

Yours sincerely,

RLT/jh

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response G-1. |
| 3       | Please see topical response C-1. |
| 4       | Please see topical response M-2. |
| 5       | Please see topical response A-2. |



W. James Farrell  
Chairman and  
Chief Executive Officer

Illinois Tool Works Inc.  
3600 West Lake Avenue  
Glenview, Illinois 60026-1215  
Telephone 847.657.4035  
Facsimile 847.657.4392

050222\_147

**CORRECTED VERSION**

February 22, 2005

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



Dear Mr. MacMullen:

On behalf of Illinois Tool Works Inc. (ITW), I am writing in support of the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. Glenview, Illinois is the home of ITW's global headquarters and northern Illinois is home to the largest concentration of our domestic operations. ITW operates over 600 manufacturing facilities in some forty-five countries. During 2004, ITW's North American employees purchased nearly 88,000 airline tickets and traveled nearly 105 million miles. While many Chicago residents may know ITW as the acronym for Illinois Tools Works, our internal acronym is "I Travel Willingly." Nearly all of this travel is impacted directly or indirectly by O'Hare's operations. Hence, we have long advocated the expansion and modernization of O'Hare.

1

O'Hare Airport is the world's busiest airport and a crucial hub in the nation's aviation system. The airport is also the economic engine for the Chicago region, generating over \$38 billion in economic activity and over 450,000 direct and indirect jobs. O'Hare's breadth and depth of service and its economic impact are beneficial to businesses and the general public alike.

2

The airport's expansion will result in property taking, both from local residents and of businesses. While no one wants to leave a home where they have raised a family or a building, including ITW Medalist, where machinery has created a rhythm over the last several decades, change is inevitable. The City's purchase offers appear reasonable and cognizant of the history tied to these buildings.

3

However, O'Hare and the people who use it have become increasingly burdened by congestion, and the flight delays are only projected to worsen in the future. Last year, for example, I can count on one hand the number of times my flights from the east coast were not delayed. The time for action to remedy the problems at O'Hare is long overdue, and the entire national aviation system is suffering the consequences.

4

The O'Hare Modernization Program submitted by the City of Chicago would dramatically reduce congestion and increase safety at the airport. It also would provide needed capacity for additional flights around the country and the world. Given these benefits, O'Hare modernization enjoys overwhelming support from business travelers and the general public who have experienced ground stops and other delays leading to missed connections because of congestion or weather delays at O'Hare.

5

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response G-1. |
| 3       | Please see topical response G-4. |
| 4       | Please see topical response C-1. |
| 5       | Please see topical response M-2. |

Illinois Tool Works Inc.

| Comment | Response                         |
|---------|----------------------------------|
| 6       | Please see topical response A-2. |

Mr. Michael W. MacMullen  
February 22, 2005  
Page two.

The FAA has released its Draft Environmental Impact Statement for O'Hare modernization. The review validates O'Hare's importance to the Chicago region and the nation and indicates that there are no major environmental impacts stemming from the modernization project. I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

6

Sincerely,



050222\_148



1101 S. Webber St.  
 Urbana, IL 61801-5223  
 Feb. 22, 2005

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 E. Devon Ave.  
 Des Plaines, IL 60018

Dear Mr. MacMullen:

I am writing concerning the Draft Environmental Impact Statement for the O'Hare Modernization Project.

This project presents an excellent opportunity to create a true intermodal facility. This would have a positive effect on the environment, while increasing the comfort and efficiency of travelers who use more than one means of transportation for many of their trips. I urge you to take advantage of this opportunity in your planning.

Sincerely,  
 Nancy S. Stagg

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-2. |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050222\_149



tip1314@comcast.net  
02/22/2005 07:57 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Expansion

My family and I support the O'Hare Expansion.

1

T. Pery

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050222\_150



"Del Preto, Joseph"  
<JDelpreto@universalaccess.net>

02/22/2005 09:18 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: O'Hare Modernization Program

I support the O'Hare Modernization Program.

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050222\_151



"Maria Wanamaker"  
<maria.wanamaker@cityofchicago.org>  
02/22/2005 10:42 AM  
To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject I support the O'Hare Modernization Program.

I support the O'Hare Modernization Program. 1

-----  
This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.  
-----

050222\_152

Robert G. Dostal  
326 Douglass St.  
Iowa City, IA 52246



February 22, 2005

Mr. Mike MacMullen  
Federal Aviation Administration  
2300 E. Devon Ave.  
Des Plaines, IL 60018

RE: O'Hare modernization, per enclosed

Dear Mr. MacMullen:

Over the last 40 years, Chicago's O'Hare airport has grown from a traveler friendly aviation facility to an intractable maze. Eight years ago, I said enough is enough of cancelled and delayed flights, uncomfortable planes, sprawling noisy airports, missed flights because of airport size, and screaming metal detectors. I now depend on Amtrak for my long distance travel needs. It would make more sense if O'Hare were reserved for international flights and the billions envisioned for its modernization spent on high speed rail development, which would include an O'Hare connection.

1

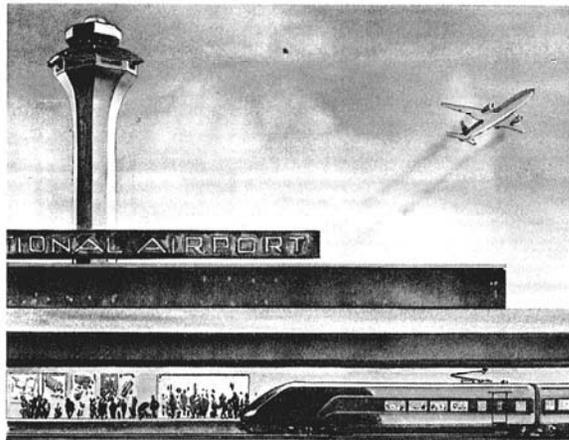
Very truly yours,

*Robert G. Dostal*  
Robert G. Dostal

encl. 1

cc: Sen. Grassley  
Sen. Harkin  
Rep. Leach  
Ia. Assoc. of RR Pass.  
Midwest HSR Assoc.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



**Imagine.**

- Imagine Seamless connections between trains, planes and buses, all under one roof.
- Imagine A strong and vibrant O'Hare, linking the entire Midwest to international markets.
- Now Stop dreaming and help make it a reality.

Chicago is planning a multi-billion dollar upgrade of the runways and terminal facilities at O'Hare airport.

Trains and buses can be used to strengthen O'Hare's role as an international gateway -- If a well-designed intermodal facility is included in the plans.

You can influence the process by commenting on the Draft Environmental Impact Statement.

For more information go to:

[www.oharedirect.org](http://www.oharedirect.org)



050222\_153

**TESTIMONY OF COMMISSIONER JOHN ROBERSON  
CITY OF CHICAGO, DEPARTMENT OF AVIATION  
February 22, 2005**

As the Commissioner of the City of Chicago's Department of Aviation, I have responsibility for the management of O'Hare and Midway International Airports. O'Hare remains the world's busiest airport, and Midway remains one of the fastest growing airports in the country.

Chicago is at the center of our national aviation system, and O'Hare truly serves the nation. The airport handled nearly 76 million passengers and more flights last year than at any other time in its history.

We strive to provide all of our passengers with a smooth and efficient travel experience, but that is not possible when they experience overwhelming frustration with delays. I am sorry to say that in 2004 O'Hare had the worst on-time performance among our nation's major airports. Furthermore, delays cost money—\$370 million each year for the airlines at O'Hare alone and an additional \$380 million for travelers across the nation.

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

The City is working with the airlines, the FAA and the Department of Transportation in coming up with short-term measures to mitigate O'Hare delays. The long-term solution for O'Hare is the O'Hare Modernization Program. Modernizing O'Hare's airfield will dramatically reduce delays and add capacity, making O'Hare a more reliable airport to the benefit of air travelers throughout the national aviation system.

As stewards of O'Hare, it is incumbent upon us to grow and strengthen the airport's role as the primary generator of jobs and economic development in the region. O'Hare currently produces 450,000 jobs and \$38 billion in economic activity for the Chicago region and State of Illinois. Artificially constraining the marketplace has an adverse impact on jobs and the local economy.

And, of course, reduced flights mean reduced revenue at the airport, from concessions to Passenger Facility Charges.

It would be difficult to overstate the impact of O'Hare on other markets, as well. Approximately 58% of the passengers at O'Hare are connecting. Each delayed flight represents a portion of the \$380 million dollars each year that is lost due to delays. And while we may calculate the cost of meetings missed and business

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and M-2. |
| 2       | Please see topical responses C-1 and C-4. |

1

2

opportunities lost, there is no way to measure the impact of arriving late to the wedding of a loved one or a child turning in at night without a parent's kiss.

3

Thus, while the City supports near-term efforts, it is more encouraged by the recognition of Congress, the U.S. DOT and the FAA that adding runway infrastructure at O'Hare is the only way to really solve the delay problem. As Administrator Blakely has noted, "The long-term solution is more capacity at O'Hare—more pavement." The City strongly shares this belief and further believes that Mayor Daley's O'Hare Modernization Program (OMP) is the long-term solution.

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

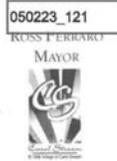
The implementation of the OMP is progressing. In 2003, the FAA concluded that the O'Hare Modernization Program would provide O'Hare and the Chicago region with enough capacity to meet FAA-projected demand well into the future. In addition, the FAA informed the City that it has determined the airspace to be safe and efficient.

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

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

4

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



Village of Carol Stream

OFFICE OF THE MAYOR  
 500 N. GARY AVENUE • CAROL STREAM, ILLINOIS 60188-1899  
 (630) 871-6251 • FAX (630) 665-1064  
 TDD (630) 668-5785  
 EMAIL rferraro@carolstream.org



February 23, 2005

Mr. Michael V. MacMullen  
 Airports Environmental Program Mgr.  
 Federal Aviation Administration  
 Chicago Airports District Office  
 2300 Devon Ave.  
 Des Plaines, IL. 60018

**RE: Support for the O'Hare International Airport Modernization Program**

Dear Mr. MacMullen:

I am the Mayor of Carol Stream, Illinois, a western suburb of Chicago which is located 15 miles southwest of Chicago's O'Hare International Airport. The economic profile of the Carol Stream community is heavily depended on its proximity to O'Hare Airport for the efficient and timely transport of manufactured products. The future success of our businesses and industries in this region is intricately linked to the proposed O'Hare Modernization Program. The completion of the Elgin/O'Hare Expressway almost a decade ago is an important transportation component for our business sector as this highway network links our community as well as our neighboring communities and has served to strengthen the economic viability of the region.

To this end, the Village Board of Trustees and I passed resolution #2062 (attached) in support of the O'Hare Modernization Project. This resolution had the full faith and support of both our citizenry as well as the business and industry leaders who have a large financial stake in the success of this necessary project. The health and growth of the region's economy is contingent on the health and growth of O'Hare International Airport. It is critical that federal officials like yourself and others from the FAA understand the importance of the O'Hare Modernization project as a key component to the health of the region's economic viability.

Please register our community's unwavering support for the O'Hare Airport Modernization program in future agency discussions regarding this necessary project.

Sincerely yours,

Ross Ferraro  
 Mayor

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050223\_122

Christopher B. Begley  
Chief Executive Officer

February 23, 2005

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



Dear Mr. MacMullen:

I am writing in support of the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. The Civic Committee of The Commercial Club of Chicago, which represents the senior executives of leading corporations, businesses, and professional firms in the Chicago region, has long advocated expanding and modernizing O'Hare. As a member company, Hospira, Inc. fully supports this project.

1

O'Hare Airport is the world's busiest airport and a crucial hub in the nation's aviation system. The airport is also an economic engine for the Chicago region. O'Hare's breadth and depth of service and its economic impact are beneficial to businesses and the general public alike. The airport is important to the success of Hospira as a global business in the Chicago region. Our employees, whether they work in the Chicago area or in another part of the country, frequently depend on and benefit from a viable and efficient O'Hare for work and leisure.

2

However, O'Hare and the people who use it have become increasingly burdened by congestion, and the flight delays are only projected to worsen in the future. The time for action to remedy the problems at O'Hare is already overdue, and everyone connected with O'Hare Airport is suffering the consequences as a result.

3

The O'Hare Modernization Program submitted by the City of Chicago would dramatically reduce congestion and increase safety at the airport. It also would provide needed capacity for additional flights around the country and the world. Given these benefits, O'Hare modernization enjoys overwhelming support from the Illinois business community.

I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project. It is vital to the continued success of business in the Chicago area.

4

Sincerely,

Christopher B. Begley  
Chief Executive Officer

Hospira, Inc.  
275 North Field Drive  
Dept. 960  
Lake Forest, IL 60045  
T 224.212.2309 F 224.212.3312  
www.hospira.com

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response G-1. |
| 3       | Please see topical response C-1. |
| 4       | Please see topical response A-2. |



050223\_123

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**BOARD OF DIRECTORS**

- Barbara Gohr  
Allstate Insurance Company
- Thomas F. Leahy  
American Hotel Register
- James Hall  
Baxter Healthcare Corporation
- A. Gail Sturm  
Transwestern Commercial Services
- Mary Pat Resch  
Discover Financial Services
- Michael J. Rolfs  
Hamilton Partners
- Jim Nixon  
Hewitt Associates
- Jon Streich  
HSBC
- Steven R. Lee  
Pactiv Corporation
- Robert R. Worobow  
Trustmark Insurance Company
- Randy A. Danrow  
Underwriters Laboratories
- Charles R. Lamphere  
Van Vliissingen & Company
- Philip A. Lippert  
W.W. Grainger, Inc.
- Edward H. King  
Walgreen Company
- William J. Baltutis  
TMA Executive Director

February 23, 2005

Michael MacMullen  
Federal Aviation Administration  
2300 E. Devon  
Des Plaines, IL 60018

Mr. MacMullen,

This letter is to provide supportive testimony regarding the Environmental Impact Statement recently issued on the O'Hare Airport Expansion and Modernization.

The TMA of Lake-Cook is a business association whose mission is to improve and enhance transportations mobility Cook and Lake Counties. Our membership includes over 60 businesses representing over 30,000 employees.

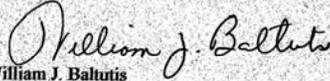
Business such as our members depends upon a viable O'Hare Airport for business travel and goods movement. A viable O'Hare airport is also an important economic component of Northeastern Illinois Region and a critical part of the nation's aviation system.

Flight delays continue to plague operations at O'Hare. Last year O'Hare ranked last of all major US airports in on time performance. If these delays problems continue, customers and businesses would seek alternate markets which would negatively impacts Northeastern Illinois's economy.

A modernized O'Hare airport as proposed in EIS will significantly reduce delays as well provide significant economic development for the region by bringing in 200,000 jobs for the airport and people using the airport.

For all these reasons decreased delays, improved airport efficiently and expanded economic development for the Northeastern Illinois region, the TMA urges the FAA to issue its record of Decision to enable O'Hare to reach it's full operating capacity in the US and international aviation system.

Thank you for your consideration.



**William J. Baltutis**  
Executive Director  
TMA of Lake Cook

A TRANSPORTATION MANAGEMENT ASSOCIATION SERVING NORTHERN COOK AND SOUTHERN LAKE COUNTY

One Baxter Parkway Deerfield, Illinois 60015 (847) 948-4023 FAX: (847) 948-4029 EMAIL: baltutis@tmalakecook@baxter.com

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

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses M-1 and M-6. |

050223\_124

**HOW CAN ANYONE TRUST AND RESPECT DALEY WITH HIS O'HARE PLANS, WHEN HE DESTROYED MEIGS FIELD AT NIGHT???** There can't be any dumber solution than his O'Hare plan.

Check your mail in the next day or two for a new location and design for O'Hare.

#### WHAT DALEY LEGACY?

We're asking the Feds to declare you a Homegrown Terrorist, and send you direct to Guantanamo Bay with the rest of them.

*Oh my, why?*

You had options to prevent airplane-landings at Meigs. You chose the terrorist one, in the middle of the night. Note: when you put plants on a public roof building, you just added soil, not cut X's in the roof.

1. You could have just added 2 feet of soil on the runway, and then when Chicago got an intelligent mayor, he would just remove it - no harm to the airstrip.
2. The cheapest way would be to put removable chains 3 feet high across at 200 feet, with vertical poles at each end. We wouldn't have lost any convention contracts!
3. You personally are responsible for destroying it. Somewhere down the line, the public taxes paid for Meigs Field. You didn't pay a cent!
4. START PAYING FOR IT, as you said to Party-goers. "You must be responsible." But YOU weren't responsible at your job. You were criminally negligent, that killed a dozen party-goers. What are you controlling if not the Building inspectors, the permit department, etc. That is all YOUR responsibility.

THIS IS YOUR TRUE LEGACY.

#### Opinions and Satire by

Author: Andrew J. Zumer, Architect  
Park Ridge, Illinois 847-318-0838

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

050223\_125



Amir Alkahfaji  
<amir@bradley.edu>  
02/23/2005 02:11 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Modernization

**Mr. Michael MacMullen:**

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program. My name is Dr. Amir Al-Khafaji, and I am a resident of Peoria, Illinois. I am the Executive Director of the Center for Emerging Technologies in Infrastructure and Chairman of the Department of Civil Engineering and Construction at Bradley University.

I fully support the O'Hare Modernization Program because:

I am a frequent traveler and have experienced the delays and congestion at O'Hare. Each year, I along with hundreds of Bradley students travel to England, Denmark and Egypt through our study abroad program. Furthermore, we hold an



| Comment | Response                         |
|---------|----------------------------------|
| 2       | Please see topical response C-1. |

International Construction Innovations Conference to which national and international executives are hosted here in Peoria, Illinois. I believe that a world-class city needs a world-class airport and Chicago qualifies on both fronts.

Furthermore, The goal of the O'Hare Modernization Program is to significantly reduce delays and increase capacity well into the future.

O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

The OMP will create tens of thousands of

2

| Comment | Response                         |
|---------|----------------------------------|
| 3       | Please see topical response G-1. |
| 4       | Please see topical response M-2. |

jobs and add billions of dollars in economic activity to our region's economy each year.

It will save air passengers and the airlines a combined \$750 million in reduced delays each year.

Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America. I am convinced that an expanded O'Hare will help me do a better job attracting quality executives and to hold conferences here in Illinois rather than other major cities. Thank you.

--  
 Dr. Amir W. Al-Khafaji  
 Executive Director  
 Center for Emerging Technologies in Infrastructure  
 Chairman, Civil Engineering & Construction  
 Bradley University  
 Peoria, IL 61625

Ph. 309-677-2942  
 Fax: 309-677-2867

<http://cec.bradley.edu>

3

4

050223\_126



CEFull@aol.com  
02/23/2005 07:47 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Modernization Program

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response G-4. |
| 3       | Please see topical response G-1. |

To The Federal Aviation Administration,

The City of Chicago and many of the surrounding O'Hare International Airport communities prosper because of the economic engine generated by O'Hare's aviation transportation. It is critical that the airport serving the metropolitan Chicago area remain competitive with other international airports. It attracts businesses. It attracts tourism. Accessibility to downtown Chicago, and satellite business districts along the adjacent expressways remain convenient for both the work force and the visiting business and vacationing public. This is Mayor Daley's vision and is the appropriate course of action.

1

Those homes and businesses that are affected by the improvements are treated fairly in the purchase process and there are both School and Residential Sound Insulation Programs initiated by the Mayor's Office to substantially reduce the noise level in impacted homes in the area.

My own family was affected by an eminent domain process in Cambridge, Massachusetts – where my Dad's business and property was purchased for an extension of Boston's rapid transit system. The settlement was very good and became one of the best things that ever happened to my family.

2

Those that are affected here must look at the greater economic benefits that these improvements will generate, or the result will be a City with a waning economy and thousands of those same residents complaining now will then be complaining that they do not have jobs.

3

C. Edward Fulton  
545 West Aldine, #5F  
Chicago, Illinois 60657  
773 935-8887

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050223\_127



munawar hasan  
<malih27@sbcglobal.net>  
02/23/2005 10:22 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject OHARE MODERNIZATION PROGRAM

I AM IN FAVOUR OF OHARE EXPANSION .

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050223\_128



PGMUCCI@aol.com  
02/23/2005 07:01 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject AIRPORT

DEAR MICHAEL:

JUST A LINE TO LET YOU KNOW THAT THIS HOUSEHOLD SUPPORTS THE EXPANSION OF THE AIRPORT. WE MOVED TO THIS AREA BECAUSE WE TRAVIL A LOT AND WANTED THE CONVNIENCE OF ACCESS TO IT.

ALSO, IT WILL BE GOOD FOR THE ECONOMY OF THE AREA.

IN MY OPINION, THE AIRPORT WAS HERE FIRST. THOSE WHO MOVED TO THESE SUBURBS AND EXPECTED THE NOISE TO GO AWAY SOME DAY WERE AND STILL ARE DELUDING THEMSELVES.

GEORGE MUCCIANI  
ADDISON, IL.



050223\_129



Angels19611962@aol.com  
02/23/2005 07:31 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Families

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses B-1, B-8, D-1, E-1 and G-1. |

Does not matter if you live in a house or mobil home park we are all in same boat. The polltion is the same.Noise is always there and airlines going bankrupt so why do we need more run ways.Daily want to take all this land but airlines are saying they cannot keep up because of the way they are going broke, so why make extra run ways if they are never going to be used. Mayor Daly need to come our way and see how he would like smog and more noise and to be told oh you have to move you are in the way.Carol Rivera

1

050223\_130

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"Kimberley Schulze"  
 <studio1894@hotmail.com>  
 02/23/2005 05:20 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject FAA / O'Hare Modernization Program / Paving Over Graves of my relatives

Dear FAA:

I am very concerned about implending FAA approval of the OMP that would allow my relatives to be paved over, or moved from their graves, at the St. John's cemetery.

Please consider engineering around the graves that were there. They were there first. This is a holy ground. Our church used to be located there. I know that a design could be completed that leaves the graves there. Would you like it if I dug up your Grandparents and other ancestors? What can be that important?

It is one thing to have lous noises, pollution, etc. that many have endured for decades. That is an unfortunate but understandable trade-off. But it is quite another that the FAA would consider allowing the City of Chicago to desecrate the graves of my relatives at the St. John's cemetery.

Please, I beg of you, consider the desires of us, the families of those laid to rest there, and if nothing else, the decency of leaving those graves undisturbed.

Why does your 5,000 page study ignore these two pieces of property?

Please consider this plight while you are making these decisions.

Thanks in advance for your consideration and decency,

Kim

Resident, Former member, St. John's UCC, blood relative of many at O'Hare / St. John's Cemetery

1

050223\_131



Steven Schulze  
 <stevenjschulze@sbcglobal.net>  
 02/23/2005 01:25 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject Commentary on O'Hare expansion and removal of human remains from St. John's cemetery

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

Dear Michael & the FAA:

I would like to take a moment to register my concerns with the O'Hare expansion / modernization program.

It is one thing to fuel the engine of economic strength in the region by suffering loud noises, pollution, etc. that many have endured for decades. That is an unfortunate but understandable trade-off. But it is quite another that the FAA would consider allowing the City of Chicago to desecrate the graves of my relatives at the St. John's cemetery.

I respect and understand the need for increased operations. I would submit to you, however, that necessity is the mother of invention. With all of the engineering and technical expertise available to the City and the FAA, I am strongly convinced that these two TINY cemeteries can be left where they are. These are not mutually exclusive needs.

I am so tired of hearing people say about how the airport was there before everyone else. That is not true. Relatives of mine owned property around the former Orchard Field long before the jet age. Over time, property is acquired and redeveloped. Our family farm was acquired and displaced far west. Even our family church, St. John's (originally St. Johanne's) was put up on wheels and moved several miles to be out of the way of "progress".

But please, I beg of you, consider the desires of us, the families of those laid to rest there, and if nothing else, the decency of leaving those graves undisturbed.

We do not complain about the noise at the cemetery, we do not complain about jumbo jets being a mere couple of hundred of feet away as they taxi by the cemetery. We just want the cemetery to stay where it is.

Would you not want the same things for your relatives?

Why is it that in 5,000 pages of reports and documentation, these two "critical" pieces of property were not mentioned, or if mentioned, only in passing? Where is the diligence? Where is the consideration, the respect? Respect and posterity demands reconsideration. Please work the runways and buildings around these sacred grounds.

Please consider this plight while you are making these decisions.

Regards,

Steven J. Schulze

Former member, St. John's UCC  
 Former resident, Bensenville IL

1

\*AND\* ...Forever relative of many relatives including my Great Grandparents, Great Uncles and Aunts, etc. Too many to list

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050223\_132



JEM1944@aol.com  
02/23/2005 11:04 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Comments on O'Hare expansion and removal of cemeteries

Dear Michael & the FAA,

My comments will be short and to the point.

My biggest concern is not the expansion of O'Hare, but how they're going to do it. Removing cemeteries?? These are sacred grounds.

When I was young, our church, St. John's was moved on wheels to it's present location so O'Hare could be built. We were told the cemetery would ALWAYS be left there undisturbed.

I have many, many relatives buried there including all 4 of my grandparents, 2 great-grandparents and 2 great-great grandparents. They all were farmers in that area of Bensenville.

How would you feel if it was your family cemetery?

Please consider not letting the City of Chicago remove and destroy these cemeteries. Let them stay where they are.

Thank you,

Joyce Landmeier  
Big Rock, IL

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050223\_133



"Dolores Heinrich"  
 <DAH1932@tampabay.rr.com>  
 02/23/2005 05:52 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject: St John's UCC cemetery

February 23, 2005

Dear Michael & the FAA:

I would like to take a few moments to register my concerns with the O'Hare expansion program.

It seems that in the 5,000 pages of reports and documentation compiled there was no mention of the pieces of property (two burial grounds) that seem to be so critical in your planning.

Our church and cemetery are being unjustly treated with disrespect of our forefathers buried there. This property which you wish to have moved was there long before airplanes came along in the area. People buried there traveled by horse and buggy. I can remember when O'Hare was just built and I saw the first planes take off. THAT was after it had been used by the air force during the war. Then came the idea for Chicago to have it's own airport. Lands of our family were condemned and prices paid for it was mandatory and you could not argue. All rights were removed. Now you want to take our forefathers remains and move them. Where is your respect for sacred grounds? Where is your consideration of our lands that were there before you came along and confiscated them?

Runways and buildings can certainly be placed where they will not bother our gravesites. You have engineers and technicians that can handle this I am sure. I beg you to reconsider your idea of desecrating our cemetery. Please have the decency of allowing our gravesites to be undisturbed.

Yours truly,

Martin E. Heinrich, former resident of Bensenville  
 Still a member of St. John's United Church of Christ  
 10118 Yacht Club Drive  
 Treasure Island FL 33706-3127



050223\_134



Terry Pigs 123@aol.com  
02/23/2005 12:44 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Public Hearings - Proposed OHare Expansion Draft EIS

Dear Mr. MacMullen:

It was very disappointing to learn that the FAA issued a 5,000 page report and refused to comment on the two cemeteries that are surrounded by the airport, and that would be desecrated by this proposal. You are an independent government agency and I would have expected more professional treatment. Fortunately, it is not too late for you to remedy this situation and I urge you to address this matter immediately.

Of course the cemeteries can not be moved, as the government shall not interfere with ones freedom of religion. Once our loved ones are buried and the pastor sanctifies the burial, we would not unbury them as they prepare to be redeemed and ascend to their eternal reward. We bury them with the prayer "Rest in PEACE". I see the burials of my relatives who have passed on, including my father who died in 1965, as our fragile link between earth and heaven. We are their caretakers as many of them were our caretakers on earth.

I believe construction lines can easily be moved prior to start dates and if the Project truly still holds merit, then this issue would be resolved. And the suggestion made at the EGV hearing on planting an additional 1,000 trees would be very welcome, including a buffer zone to help lessen the noise at both cemeteries.

Thank you for the opportunity to make these comments.

Sincerely,  
Susan J. Schulze  
42W770 Plato Road  
Elgin, IL 60123-8202

1  
2

| Comment | Response   |
|---------|--|
| 1       | Please see topical response I-1.   |
| 2       | Please see topical responses D-1 and E-1.<br><br>The FAA notes the suggestion regarding "planting an additional 1,000 trees." The FAA refers the commenter to <b>Chapter 7</b> of the EIS which includes the potential mitigation for the impacts associated with the alternatives evaluated by the FAA. |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050223\_135



"Dolores Heinrich"  
 <DAH1932@tampabay.rr.co  
 m>  
 02/23/2005 03:49 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject Acquisition and removal of human being remains in St John's Cemetery

Date: Wed, February 23, 2005

I wish to register my concerns with the O'Hare expansion/modernization program that would require the exhuming and removal of my ancestors from St. John's Cemetery. I have over 50 family members buried there! Our church, our family farm--all were taken over by O'Hare by condemnation of our properties for the sake of progress. That progress has now going to continue at the cost of removing our cemetery? Too bad some of you don't have family buried in there--it would be a much different story I am sure if the City and FAA members had family buried there. Surely you people have the expertise to leave our cemetery where it is. With all the property in O'Hare's system you certainly ought to be able to engineer around the cemeteries.

Please consider the desires of the families of those buried in St. John's cemetery to allow their remains to be left in the peace of the Lord. I am sure they don't mind the noises of the jets. Allow the cemetery to live in the tranquility it once had.

Oh, yes--how come the 5,000 pages of reports and documentation did not mention our cemeteries? I think WE the people of ancestors in these hallowed grounds should get the respect and consideration given to Indian rights of their hallowed ground. This is also sacred land. Please consider building your buildings and runways AROUND our cemetery.

Dolores A. Heinrich  
 Former Bensenville resident,  
 Still member of St. John's United Church  
 10118 Yacht Club Drive, Treasure Island, FL 33706

1

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses B-1, D-1, E-1 and L-1. |

050223\_136



"Camille Anzelmo"  
<CAnzelmo@randallmetals.com>  
02/23/2005 12:51 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Ohare Expansion

Hello: I am against the expansion of O'Hare. There is enough air & noise pollution in the air right now around Ohare.. I live west of 290 and have had the entire side of my house splashed with a blue liquid which may have been fuel or " something else." It was just recently sided and I was really upset. I got up on a ladder and cleaned it. Next time, I'll call O'hare and let them pay for it. . My next door neighbor had the same thing happen to his house. Don't give Mayor Daley any more power and money for his cronies. Enough is enough. The airlines can't afford it either. Who's going to end up paying for this monstrosity. Us of course. Us taxpayers pay for everything. Respectfully yours, Camille M. Anzelmo, 1146 Grissom Trail, Elk Grove Village, Il. 60007.



Feb-25-2005 12:36pm From: C T B

312 567 8597

T-821 P.001/003 F-887

050224\_139



CHICAGO  
CONVENTION AND TOURISM BUREAU

The mission of the Chicago Convention and Tourism Bureau is to promote Chicago as a premier destination for all types of customers, leveraging the assets of Chicago and generating revenue for its visitor industry.

This is accomplished through the sales and marketing of McCormick Place and Navy Pier as venues for major events.

The CCTB also promotes Chicago as an exceptional destination to the tourist, corporate and meetings markets, serving all Chicago venues.

The CCTB works in partnership with the Metropolitan Pier and Exposition Authority, the Chicago Office of Tourism, the City of Chicago, and the Illinois Department of Commerce and Economic Opportunity's Bureau of Tourism, as well as many other related associations in Chicago.

DATE: 2/24 TIME: \_\_\_\_\_

NUMBER OF PAGES, including cover sheet: 3

IMPORTANT  
F A X

TO: FAA

Company: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: 847-294-7046

e-mail: \_\_\_\_\_

FROM: Meghan Risch

Phone: 312-567-8540

e-mail: mrisch@choosechicago.com Fax: 312-567-8597

Information you requested

For your review

Please respond

Comments:

2301 South Lake Shore Drive - Chicago, IL 60616-1490  
Phone: 312.567.8500 - Fax: 312.567-8533 - www.choosechicago.com



Feb-25-2005 12:36pm From: C T B

312 567 8597

T-821 P.003/003 F-887

| Comment | Response   |
|---------|--|
| 2       | Please see topical responses <b>G-1</b> and <b>M-2</b> . |

Recent and significant infrastructure investments, including the McCormick Place West Building expansion, Millennium Park, and Soldier Field, and future economic development strategies such as the O'Hare Modernization Program, reflect Daniel Burnham's vision -- "make no little plans."

Business AND infrastructure has a real impact on how the world views our city and how people make the decision to come here.

The Chicago Convention & Tourism Bureau urges the FAA to approve the draft Environmental Impact Statement. With such positive, potential results, including strengthening Chicago's local and regional economy, increasing efficiencies, and saving billions of dollars in reduced delays and cancellations -- it's the right thing to do.

Thank You.

Christopher D. Bowers  
CEO, Chicago Convention & Tourism Bureau

2

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050224\_140

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

RECEIVED  
FEB 28 2005  
2/24/05

Name: KUCHENBECKER, LEE A.  
Last(APELLIDO) First(NOMBRE) MI

Address: 794 N. EMOY AVE., ELMHURST, IL 60126  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I OPPOSE THE EXPANSION OF O'HARE, NOT BECAUSE OF NOISE OR TRAFFIC CONGESTION, BUT BECAUSE OF THE RESIDUE LEFT ON MY CARS, DRIVEWAY, CLOTHES ON MY CLOTHESLINE, POOL, HOUSE, ETC. SEVERAL TIMES A MONTH, A CLEAR, OILY SUBSTANCE SHOWS UP AS DROPLETS (WE ARE RIGHT UNDER A FLIGHT PATH), IF THIS A PLANE FUEL BYPRODUCT, I AM CONCERNED ABOUT THE HEALTH RISKS TO MY FAMILY, AND HOW WILL I BE ABLE TO SELL MY HOME WHEN THE TIME COMES? WHO WOULD BUY A HOUSE WITH THOSE FACTORS? WE ARE IN CONTACT WITH THE ELMHURST POLICE AND WILL BE HAVING THIS SUBSTANCE ANALYZED. IF THERE WERE TO BE MORE RUNWAYS AND MORE PLANES, WE WOULD HAVE MORE "DUMPINGS"

*Lee Ann Kuchenbecker*

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses E-3, F-5 and M-1. |

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-1, D-3 and M-1. |

050224\_141

FEBRUARY 24, 2005



MICHAEL W. MACMULLEN  
 AIRPORTS ENVIRONMENTAL PROGRAM MANAGER  
 FEDERAL AVIATION ADMINISTRATION  
 CHICAGO AIRPORTS DISTRICT OFFICE  
 2300 DEVON AVE.  
 DES PLAINES, IL 60018

DEAR MR. MACMULLEN,

I AM WRITING TO YOU AS A LAST RESORT. I LIVE IN ELK GROVE VILLAGE ON DOGWOOD TRAIL. MANY OF MY NEIGHBORS AND I HAVE LIVED HERE FOR OVER 40 YEARS.

IN THE DAILY HERALD, APRIL 1, 1999, OUR STREET WAS LISTED WITH OTHERS TO BE ELIGIBLE FOR SOUNDPROOFING ...SINCE THEN EVERY HOME SURROUNDING OUR NEIGHBORHOOD HAS BEEN SOUNDPROOFED. BY SOME OVERSIGHT OUR BLOCK WAS NEVER DONE.

WE HAVE WRITTEN TO EVERYONE WE CAN THINK OF, THE MAYOR OF CHICAGO, THE MAYOR OF ELK GROVE, SENATORS, REPRESENTATIVES, O'HARE NOISE COMMISSION, ETC. ETC. TO NO AVAIL...THEY NOW TELL US WE ARE IN A LOWER DNL THAN BEFORE...BULL HOCKEY!!! IF THAT IS THE CASE WHY DIDN'T THEY JUST WAIT UNTIL WE WERE ALL IN THE LOWER DNL BEFORE THEY SOUNDPROOFED ALL THE OTHER HOMES.

NOW WITH THE POSSIBILITY OF THE EXPANSION OF THE AIRPORT AND THE INCREASE OF FLIGHTS, WE KNOW WE ARE REALLY GOING TO BE IN FOR AN INCREASE IN THE DISRUPTIVE NOISE AND CONTAMINATION.

PLEASE LOOK AT THE MAP CONCERNING THE RESIDENTIAL SOUND INSULATION PROGRAM FOR ELK GROVE VILLAGE. MY ADDRESS 556 DOGWOOD FALLS DIRECTLY EAST OF THAT DNL LINE...MANY OF THE RESIDENTS OF OUR STREET, THAT IS ONLY ONE BLOCK LONG HAVE ALREADY REPLACED THEIR WINDOWS. THERE ARE ONLY 10 HOMES LEFT TO BE DONE. I MYSELF AND MANY OTHER NEIGHBORS ARE RETIRED AND DO NOT HAVE THE FINANCES TO ACCOMPLISH THIS ON OUR OWN.

I WAS UNABLE TO ATTEND THE MEETING SEVERAL DAYS AGO, DUE TO THE BIRTH OF A GRANDCHILD, OTHERWISE I WOULD HAVE ATTENDED. WHEN I SAW THE ARTICLE WITH YOUR ADDRESS IN THE HERALD I THOUGHT I WOULD TRY AGAIN.

I WOULD APPRECIATE YOUR INPUT AND ANY COMMENTS CONCERNING THIS PROBLEM.

SINCERELY,  
 ANNE MARIE JACKSON  
 556 DOGWOOD TRAIL  
 ELK GROVE VILLAGE, IL. 60007  
 847-437-1785

[AMJ556@AOL.COM](mailto:AMJ556@AOL.COM)

DONALD E. TOOMAN  
 542 DOGWOOD TRAIL  
 ELK GROVE VILLAGE, IL 60007  
 847-439-4176

1

050224\_142

Page 1 of 1

Subj: Support for O'Hare Modernization Program  
 Date: 2/24/2005 7:24:16 AM Central Standard Time  
 From: CEFult  
 To: ompels@faa.gov

To Whom It May Concern,

The City of Chicago and many of the surrounding O'Hare International Airport communities prosper because of the economic engine generated by O'Hare's aviation transportation. It is critical that the airport serving the metropolitan Chicago area remain competitive with other international airports. It attracts businesses. It attracts tourism. Accessibility to downtown Chicago, and satellite business districts along the adjacent expressways remain convenient for both the work force and the visiting business and vacationing public. This is Mayor Daley's vision and is the appropriate course of action.

1

Those homes and businesses that are affected by the improvements are treated fairly in the purchase process and there are both School and Residential Sound Insulation Programs initiated by the Mayor's Office to substantially reduce the noise level in impacted homes in the area.

My own family was affected by an eminent domain process in Cambridge, Massachusetts – where my Dad's business and property was purchased for an extension of Boston's rapid transit system. The settlement was very good and became one of the best things that ever happened to my family.

2

Those that are affected here must look at the greater economic benefits that these improvements will generate, or the result will be a City with a waning economy and thousands of those same residents complaining now will then be complaining that they do not have jobs.

3

C. Edward Fulton  
 545 West Aldine, #5F  
 Chicago, Illinois 60657  
 773 935-8887

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses G-1 and M-2.      |
| 2       | Please see topical responses D-3, D-4 and G-4. |
| 3       | Please see topical response G-1.               |

Thursday, February 24, 2005 America Online: CEFult

| Comment | Response  |
|---------|---|
| 1       | This was submitted for the record at the Public Hearings held in February 2005. |

### Don't Take the OMP for Granted Show Your Support

Anti O'Hare groups are busing people to the Environmental Impact Statement Hearings to assure there is a lot of testimony against the O'Hare Modernization Program. We owe our jobs to O'Hare and the least we can do is support the OMP in some way.

#### Hearings (2:00 P.M. – 9:00 P.M.)

State your support in the following ways:

The second ½ of each hour is for oral testimony on a walk-in basis **or**

There are small meeting rooms with court reporters who will take your statement.

Tuesday, February 22, 2005: Avalon Banquets  
1905 East Higgins Road  
Elk Grove Village, IL

Wednesday, February 23, 2005: Waterford Conference Center  
933 South Riverside Drive  
Elmhurst, IL

Thursday, February 24, 2005: White Eagle Banquet Hall  
6839 N. Milwaukee  
Niles, IL

#### E-mail

[ompeis@faa.gov](mailto:ompeis@faa.gov)

#### Phone:

847-294-8339

**Note:** Any support you give should be on your own time – not time that is billed to the client.

050224\_143



"Andrew Ariens"  
<AndrewA@illinoisrestaurant  
s.org>  
02/24/2005 11:34 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc "Colleen McShane" <ColleenM@illinoisrestaurants.org>,  
"Donovan Pepper" <donoanvp@illinoisrestaurants.org>  
bcc  
Subject Statment Re: OMP

Mr. Mike MacMullen:

Attached below is a statement from the Illinois Restaurant Association's President Colleen McShane supporting the Draft Environmental Impact Statement on the O'Hare Modernization Program. Please accept this as testimony on behalf of the Illinois Restaurant Association. Please call below if you have any other questions or problems. I would also be happy to fax you copy.

Thank you,

Andrew Ariens  
Communications Director  
Illinois Restaurant Association  
200 N. LaSalle Street, Suite 880  
Chicago, IL 60601  
ph: (800) 572-1086, ext. 125  
f: (312) 787-4792



<<Colleen McShane's Written Testimony.doc>> Colleen McShane's Written Testimony.doc



*Written Statement from the Illinois Restaurant Association Supporting the Draft Environmental Impact Statement on O'Hare Modernization Program*  
 Ms. Colleen McShane  
 President, Illinois Restaurant Association  
 February 24, 2005

My name is Colleen McShane and I am President of the Illinois Restaurant Association (IRA)—the largest foodservice trade association in the state of Illinois.

On behalf of the 6,000 members we represent, the IRA supports the O'Hare Modernization Program (OMP) mainly because it will encourage restaurant growth in the Chicagoland area. If more traffic is driven to Illinois' restaurants—through an airport that can handle its capacity—then restaurant owners are able to create more jobs in our restaurants.

We have over 30,000 foodservice establishments in Illinois with 370,000 workers in them. Travelers and tourists rely on meals prepared in these restaurants and these restaurants most assuredly rely on the travelers and tourists that patronize these restaurants.

The goal of the OMP is to significantly reduce airport delays and increase capacity well into the future. We believe the modernization project will increase foot-traffic into our restaurants because of higher gains in efficiency.

Restaurant owners would like to see more traffic driven to their restaurants. However, more importantly, they would like to see this traffic coming through an airport that can handle the multitude of passengers that O'Hare currently sees everyday.

The issue at hand is whether or not O'Hare is meeting its current capacity demands. The IRA believes the airport has reached a critical mass and the OMP will allow O'Hare to meet its growth efficiently.

The sooner we begin modernization, the sooner the region can realize the tremendous economic benefits of the OMP. It will save air passengers and the airlines \$750 million in reduced delays each year; this is money that can be used instead to re-energize the local economy.

This modernization project is a win-win for the business community and those who work in it. On behalf of the Illinois Restaurant Association, we urge the FAA to approve the Draft Environmental Impact Statement and issue a positive record of decision as soon as possible.

Thank you for your time and consideration.

###

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-2.          |
| 2       | Please see topical responses A-2 and C-1. |

1

2

050224\_144



"terse node"  
 <terse\_node@hotmail.com>  
 02/24/2005 02:15 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject Support for O'Hare International's Expansion

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

My name is Richard Inocencio and I am a resident of Chicago.

I fully support the O'Hare Modernization Program because:

I am a frequent traveler and have experienced the delays and congestion at O'Hare. The goal of the O'Hare Modernization Program is to significantly reduce delays and increase capacity well into the future.

1

O'Hare is the economic engine that drives the region's economy.

Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year.

It will save air passengers and the airlines a combined \$750 million in reduced delays each year.

Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America.

2

Sincerely,

- Richard Inocencio  
 2211 W Leland  
 Chicago IL 60625  
 773-271-5059

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

050224\_145



"Michael Nudo"  
 <MichaelN@howardbrown.org>  
 02/24/2005 02:16 PM  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject: O'Hare Expansion - Letter of Support

My name is Michael Nudo and I am a resident of Chicago.

I fully support the O'Hare Modernization Program because:

I am a frequent traveler and have experienced the delays and congestion at O'Hare. The goal of the O'Hare Modernization Program is to significantly reduce delays and increase capacity well into the future.

1

O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year.

It will save air passengers and the airlines a combined \$750 million in reduced delays each year.

Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America.

2

Sincerely,

- Michael Nudo

|   |  |
|---|--|
|   |  |
| <p><b>Michael Nudo</b><br/>                 Database<br/>                 Administrator</p> | <p><b>Howard<br/>                 Brown Health<br/>                 Center</b><br/>                 4025 N</p> |

Sheridan Road  
Chicago IL,  
60613  
773-57  
2-6982  
tel: 773-38  
fax: 8-8887  
MichaelN@howardbro  
wn.org

*Signature powered by Plaxo Want a signature like this?  
Add me to your address book...*

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050224\_146



"Carl Doane"  
<AV07035@cityofchicago.org  
>  
02/24/2005 12:29 PM  
To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Support for OMP

To whom it may concern,

I am in total support of the O'Hare Modernization Program. This program will not only ease the congestion at the O'Hare Airport but will bring many more jobs to the Chicago Area, which we all know will benefit all concerned. Mayor Daley's OMP program must continue.

I totally support the program  
Carl Doane

1

-----  
This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.  
-----

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050224\_148



MICHELLE GIUS  
<michellegius@sbcglobal.net  
>  
02/24/2005 08:32 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: O'Hare Modernization Program

Attention: Mike MacMullen

I support the extension of the O'Hare Modernizational Program.

1

Sincerely,

Gail Anderson  
500 Lake Plumleigh Way  
Algonquin, IL 60102

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050224\_149



Ujala33@aol.com  
02/24/2005 08:05 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: O'hare expansion plan

We are in favor of O'hare expansion ■

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, E-1, E-2 and M-1. |

050224\_150



MaryJ15400@aol.com  
02/24/2005 12:17 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject AIRPORT EXPANSION

Although I travel frequently for business and pleasure, I am totally against any airport expansion. The convenience it may offer is not worth the high price ticket of environmental-both health and noise-pollution.

Please make sure you tally my vote AGAINST the expansion.

1

Mary Insprucker  
262 S. Hale  
Palatine, IL 60067

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, E-1, E-2 and M-1. |

050224\_151



tom.insprucker@us.schneider  
-electric.com  
02/24/2005 02:21 PM  
To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject

I am against airport expansion under any circumstance. I travel frequently, but do not want the trade off of noise and environmental impact.

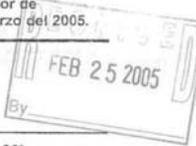
1

Tom Insprucker  
Vice President of Marketing  
Schneider Electric/Square D  
1415 S. Roselle Rd  
Palatine, IL 60067  
(847) 925-3303 (Office)  
(847) 340-9149 (Cell)  
tom.insprucker@us.schneider-electric.com  
www.squared.com

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050225\_01

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: Theodore David L  
T Last(Apellido) First(Nombre) MI

Address: 1123 Sharon Ln Schaumburg IL 60193  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Thank you for this opportunity to testify on behalf of the O'Hare Modernization Program.

My name is Dave and I am a resident of Schaumburg

I fully support the O'Hare Modernization Program because:

I am a frequent traveler and have experienced the delays and congestion at O'Hare. The goal of the O'Hare Modernization Program is to significantly reduce delays and increase capacity well into the future.

1

O'Hare is the economic engine that drives the region's economy. Demand for service at O'Hare will continue to grow, but the Airport has reached critical capacity. The OMP will allow O'Hare to meet that growth efficiently.

The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP.

The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year.

It will save air passengers and the airlines a combined \$750 million in reduced delays each year.

Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America

2

Thank you.

*Dave Theodore*

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses M-2 and M-5. |
| 2       | Please see topical response G-1 and M-2.  |

050225\_02

Michael W. Mac Mullen  
Airports Environmental Program Manager



February 25 2005

Dear Mr. Mac Mullen ;

I am writing in opposition to the City of Chicago plans to add additional runways at O Hare airport.

Why would the FAA even think of allowing the City of Chicago to destroy so many homes and peoples lives.

1

O Hare ranks last in on time performance. Last . So how can they improve on being last by adding more flights .The FAA should consider something besides politics and pleasing the money grabbers.

2

I want you to cease giving the City the approval to destroy our quality of life in the Chicago area.

3

The FAA should take over the scheduling of flights until the City comes up with a plan that is not so destructive to our lives.

Sincerely ,

*Mrs. P. Brinkmeier*  
Mrs. P . Brinkmeier

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>M-1 and M-7.</b> |
| 2       | Please see topical responses <b>B-4 and C-1.</b> |
| 3       | Please see topical response <b>C-7.</b>          |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050225\_03



"Tamera Holmes"  
<flygirl030@hotmail.com>  
02/25/2005 10:54 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: DEIS Testimony

To whom it may concern,

My name is Tamera Holmes and I live at 18270 Anthony Avenue in Country Club Hills, IL, and I am in favor of the O'Hare Modernization Program. I believe that it is a proactive course of action that will allow the worlds busiest airport to remain at the forefront of the aviation industry for years to come. I also believe that it will add numerous employment opportunities as well as contribute to a substantial amount of economic growth in the Chicagoland area. Thank you for your time.

1

Tamera L. Holmes

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

050225\_04



TSchroe730@aol.com  
02/25/2005 09:14 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Intermodal Facility

We must look at transportation in the U.S. as one system, not as three or four separate systems. If this is done, all modes will survive. Studies, experts, have shown that short distances, e.g. less than 300miles, can be more efficiently, effectively handled by rail or auto with tie ins to air. I totally support the intermodal approach to transportation. Tom Schroeder, Anderson, IN

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

050225\_05

242 Ferson Ave.  
Iowa City, Iowa 52246  
Feb. 21, 2005



Mr. Mike Macmullen  
Federal Aviation Admin.  
2300 E Devon Ave.  
Des Plaines, Ill. 60018

Dear Mr. MacMullen:

I am writing to you in regard to the O'Hare Modernization Project. I travel both by air and rail. Going West from O'Hare to Iowa is almost always a boondoggle--no matter when your flight is scheduled after about 4 PM, they seem to just wait and let the passengers collect, taking them out on the last flight.

I know rail is not under your jurisdiction but it should play an important part in allowing elimination of these short regional flights which saturate the skies and slots. I trust that you are aware of the Midwest Regional Rail System proposal which provides regional rail service to outlying cities such as Cedar Rapids, Quad Cities, Des Moines, and dozens more from the Chicago hub.

This is the logical way to go for a myriad of reasons i.e. pollution, cost, efficiency in time, land use. It is just lunacy and bad planning for these reasons and others to renovate O'Hare to accommodate this OUTMODED SYSTEM because when we run out of oil to support this extravagant use and the airlines run out of money it will be.

Sincerely,  
  
Catherine Johnson

1



William J. Brodsky  
 Chairman and  
 Chief Executive Officer  
 Phone: 312-786-7001  
 Fax: 312-786-7407  
 brodsky@cboe.com

February 25, 2005

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

Dear Mr. MacMullen:

I am writing to express my support for the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. The Chicago Board Options Exchange is a member company of the Civic Committee of The Commercial Club of Chicago, which has long advocated expanding and modernizing O'Hare.

CBOE employees frequently depend on and benefit from a viable and efficient O'Hare for both work and leisure. However, travelers have become increasingly burdened by congestion, and flight delays. Given that we are a part of an increasingly global economy, business travel is critical to the bottom line for many industries. We must take action now to eliminate the domino effect the backlog at O'Hare has caused for the entire aviation system.

The O'Hare Modernization Program submitted by the City of Chicago would dramatically reduce congestion and increase safety at the airport. It also would provide needed capacity for additional flights around the country and the world. Given these benefits, O'Hare modernization enjoys overwhelming support from Governor Blagojevich, a bi-partisan majority of the Illinois legislature, 130 suburban mayors, and the DuPage County Board – a former opponent of the project.

As a frequent traveler, and Chairman and CEO of a business dependent on a global economy, I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

Sincerely,

400 South LaSalle Street

Chicago, Illinois 60605

www.cboe.com

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-2.          |
| 2       | Please see topical responses C-1 and G-1. |

1

2

050225\_07

RECEIVED  
FEB 28 2005  
By

I am a member of the Midwest High Speed Rail Assoc. I strongly support the Draft Environmental Impact statement for the proposed intermodal facility at O'Hare airport (in Chicago, Ill.) Chicago's present rail network is a viable asset to the city and surrounding suburbs. To add a well designed intermodal facility to O'Hare would be a necessary move toward the future. Our roadways are on overload, new built airports and this facility would lessen that danger, and be a good addition to the present metro system. It would also help to cut pollution.

Please consider this project in its present draft. We need to seriously address the future of public transportation in the U.S.A. This project helps achieve that.

Feb. 25, 2005

Yours truly  
Judy Haas  
2508 Cross Country Rd.  
Dayton, Ohio 45431-8719

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

050225\_08

February 25<sup>th</sup> 2005

RECEIVED  
FEB 28 2005

Chicago, Cook County government, Illinois government, Federal government, do NOT have enough money To Fund schools, prisons, Veterans pensions, war debt, social security, medicare, health care, et cetera. So, how do they expect To pay For their proposed expansion OF O'HARE. 1

Nobody in Dupage County who lives Near O'Hare wants This expansion. People who live in COOK COUNTY, NO-where Near O'HARE, want This expansion. They won't suffer From The additional air pollution and noise pollution. 2

Where will people Find Low-income housing To replace Their homes, That the proposed O'Hare expansion intends To destroy? 3  
Low-income houses are NOT being built, any where.

SO -- O'Hares intended expansion will "Provide jobs!"  
Jobs For whom? NOT The displaced home-owners. Jobs For people who don't even live near O'HARE. 4

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response L-1.               |
| 2       | Please see topical responses D-1, E-1 and E-2. |
| 3       | Please see topical response G-4.               |
| 4       | Please see topical response G-1.               |

| Comment | Response                                  |
|---------|---|
| 5       | Please see topical responses M-2 and M-7. |
| 6       | Please see topical response M-2.          |

Right now much graft and corruption is being uncovered in Chicago government. The expansion of O'Hare Field is more of the same. 5

People who live near O'Hare should not have their "air rights" taken away. 6

Mrs Dorothy SANTOYO  
119 W. ROZANNE DRIVE  
ADDISON ILLINOIS 60101

**FAA WANTS YOUR VIEWS ON O'HARE EXPANSION**

The Federal Aviation Administration will be taking public comments on the draft Environmental Impact Statement through March 23 via mail, e-mail and fax, and will become part of the final statement, slated to be released in late July.

The statement and other O'Hare-related documents are available at local libraries and [www.aql.faa.gov/omp](http://www.aql.faa.gov/omp).

050226\_01



Karen Umlauf  
<daclassroomqueen@yahoo.com>

02/26/2005 08:39 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Expansion and St. John's cemetery

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses B-2 and B-5. |

I am sure you have heard pleas and arguments ad nauseum on this issue--many of them based on religious grounds (fervently held core doctrinal beliefs--NOT just emotional feelings), and I support them. Furthermore though, what about the issue of the "contract" between the first Mayor Daley and the church? They agreed to move the church; HE agreed to NEVER move the cemetery. Does his word and the power of his office behind it mean nothing upon HIS demise? I wonder how eager "Richy," the current mayor of Chicago, would be to move HIS ancestors and violate a core concept in the Catholic religion? Shame on him for asking of others what he SHOULD NOT be willing to do himself--and undoubtedly isn't.

1

In this on-going David and Goliath-like struggle, perhaps you could show the wisdom of Solomon (think of former Sen. Peter Fitzgerald) and head for the Promised Land of Peotone. WE really don't want more noise and pollution here, and we surely don't want you desecrating hallowed ground and destroying our history and our heritage.

2

Do you Yahoo!?  
Yahoo! Mail - 250MB free storage. [Do more.](#) [Manage less.](#)

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

050226\_02



Jon Strand  
<jstrand@sehinc.com>  
02/26/2005 05:26 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Ohare DEIS

Mr. Mike MacMullin  
Federal Aviation Administration  
Des Plaines, IL

Dear Mr. MacMullin:

I am writing to you out of concern for the up coming Ohare project. I want to voice my concern that the plans need to incorporate an intermodal station that will offer access not only between planes and commuter trains but more importantly between planes and high speed intercity passenger trains.

Trains can provide fast and rapid transportation between cities near the airport, including Milwaukee and Madison. It is important to have a intermodal station that can provide this convenient access.

Sincerely,

Jon Strand  
472 Glenwood Court  
Chippewa Falls, WI 54729

715.723.0796

1

050226\_03



NAME: Schumacher, Mardell B.  
 ADDRESS: 1255 Aspen Lane, Elk Grove Vil., IL 60007

February 26, 2005

I recently attended the hearings and testimony on the proposed expansion of O'Hare Airport. I looked at all your posters and exhibits. Although I learned a few new things, I was disappointed and surprised that the FAA representatives could not answer questions about the proposed ring road. They knew nothing about it or any other highway improvements which will obviously be needed if the airport expands. Irving Park Road is the only road to which they referred because it will need to be moved in order to further expand the airport boundary into Bensenville.

This project is not just an airport expansion. It encompasses proposed changes for surrounding communities effecting roads, highways, businesses, changing traffic patterns, schools, parks, cemeteries, etc. And yet, your FAA reps knew nothing of any of this.

I have lived in Elk Grove Village since 1960. I have learned to live with the noise in exchange for the convenience of a nearby airport, but there were no surprises when I bought my house. The boundaries of the airport were already set. I had no choice but to accept them. But, I do NOT accept the proposed changes to expand the airport and take land away from our village. I grew up in Chicago. I love the city, but I do not appreciate the power the city is wielding over our village. Why not move the eastern boundary of the airport into Rosemont? Now there's an idea that certainly wouldn't fly.

In recent years the city of Chicago has been insulating homes and schools against noise pollution. My house was plotted in the housing DNL pattern for noise proofing. The homes on the two blocks leading up to my street have already been done, but not mine. In fact, the DNL loop has been pulled back leaving me outside the loop. Still, the airplanes continue to fly directly over my house actually casting a shadow over my home. In the summer all phone conversations are delayed while a plane goes over my house. If we are outside visiting with neighbors and a plane goes overhead, we have to stop talking because we can't hear each other. When I was having my roof redone, the roofers were aghast when the planes flew over them.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response F-1.          |
| 2       | Please see topical responses M-1 and M-7. |
| 3       | Please see topical response D-3.          |

1

2

3



Besides the noise there is other pollution with which to deal. I've taken all this into consideration while rejecting the O'Hare Airport expansion. However, the main reason I do not want the airport to double in size is because it would make the area a bigger target for terrorists. I am not paranoid about terrorists and I am not changing my lifestyle significantly because of terrorism. But, I am realistic enough to accept the possibilities, causes, and chances of being a victim, and I won't gamble with that possibility. There has already been a deadly plane crash adjacent to the mobile home park on Touhy Ave. in Des Plaines near the airport. As devastating as that crash was, it is a microcosm of the possibilities of an airport doubled in size.

Life is full of changes. Change is inevitable. However, all changes are not good. Doubling the size of O'Hare Airport brings too many unwanted changes to the lives of the residents in the surrounding communities. This project is not what it is portrayed to be. Please, consider carefully the real costs of O'Hare expansion, not just exorbitant financial costs, but the related costs to human lives.

4

| Comment | Response   |
|---------|--|
| 4       | <p>Please see topical responses C-3, K-2 and M-1.</p> <p>The FAA believes that this comment involving potential terrorist attacks presents issues outside of NEPA's environmental focus. The FAA notes that the Transportation Security Administration (TSA) whose mission is the protection of the nation's transportation service, is part of the review of the Airport Layout Plan submitted by the City of Chicago for FAA review.</p> |

050227\_01



<mark\_drysch@agilent.com> To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 02/27/2005 07:47 PM cc: <mark\_drysch@agilent.com>  
 bcc:  
 Subject: Chare expansion

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response M-1.               |
| 2       | Please see topical responses B-5, B-7 and F-2. |

I am opposed to expansion of O'Hare Airport. I grew up in Des Plaines, have lived the past fourteen years in Elmhurst and have lived in the Chicago area virtually all of my fifty years. This region is not best served by an expanded O'Hare. Nor would the region be best served by a third airport in Peotone. I would not wish the noise, air pollution and urban congestion such an airport would certainly bring on this rural community. But this region does need improvements to its air travel needs. Here is the plan the FAA should be implementing:

Link (Chicago) O'Hare Airport with General Mitchell Airport (Milwaukee,Wi.), Gary Airport (Gary, In.) and Rockford Airport (Rockford, Il.) by high speed rail to create a multi-airport system. High speed rail would link each of these airports to O'Hare by a 30 minute trip or less.

This plan has a number of benefits:

- 1) It would spread the number of flights destined for Chicago over a greater geographic area thereby reducing congestion.
- 2) Airlines could schedule a large number of take-off and landings during prime times without compromising safety or incurring delays.
- 3) Air and noise pollution would not be concentrated or increased at a single airport as with the current O'Hare expansion plan.
- 4) The need for a third airport in Peotone would be eliminated thus sparing that rural community from obliteration.
- 5) The economic boon would be shared over a larger area thus strengthening the region, not just Chicago.
- 6) This approach would be less costly, quicker to implement and better utilize existing airport facilities.
- 7) This would provide the foundation for the option of developing a high speed regional rail system as a supplement to air travel or to meet the increase of future travel demands.

Thank you for the opportunity to provide input on this very important matter. The Multi-Airport Plan (MAP) protects the quality of life in this region, provides for the transportation needs of the region and takes a step towards the future needs of travelers.

Sincerely,

Mark Drysch  
 179 Fellows Ct.  
 Elmhurst, Il. 60126

1  
2

050227\_02

RECEIVED  
MAR 02 2005

2-27-05

I am writing to protest the expansion of O'Hare. I live in Elmhurst, vicinity of York & Lake St. & there are times when I'm sitting in my living room, looking out a window facing south, & see plane lights coming close & close & wondering whether it will clear the top of my house. If the runways would now be closer, I'm sure, there could only be more of this.

In the spring, summer & fall when windows are open, it's frustrating to have to stop talking until the plane's departing finally pass overhead & get far enough away so they can't be heard. I'm sure if the runways are closer,

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response K-1. |

11

2 | it can only get worse.  
 We have already gone through  
 the <sup>take</sup> extension of 270. I can  
 only have compassion for  
 the people who will have  
 to move. Compensation made  
 never covers the costs made  
 because of it.

3 | There is also the safety  
 issue. Having more planes  
 landing at the same time  
 is only inviting a catastrophe  
 to happen, taking many lives.  
 Then it's too late.

4 | As far as employment increasing  
 I'm sure much of it would  
 end when the development  
 would be completed.

5 | Please don't let Chicago  
 with their lies make you  
 think this is a good thing.

6 | Thank you - Lorraine Tadeo

| Comment | Response                                  |
|---------|---|
| 2       | Please see topical response D-1.          |
| 3       | Please see topical response G-4.          |
| 4       | Please see topical response K-2.          |
| 5       | Please see topical response G-1.          |
| 6       | Please see topical responses M-2 and M-7. |

050228\_01

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

28 February 2005

Mike MacMullen  
Federal Aviation Administration  
2300 East Devon Avenue  
Des Plaines, IL 60018



Re: O'Hare Modernization Project

Dear Mr. MacMullen

Please include a true intermodal facility with high speed rail service to downtown Chicago, and northeast Indiana. Just think of the reduction of auto pollution and congestion at the airport, not to mention passenger convenience.

1

Sincerely,

Richard R Ruble

PO Box 11723  
Ft. Wayne, IN 46860-1723

050228\_02

ROBERT W. RUSSELL  
5125 N. EDEN ROAD  
ELMWOOD, ILLINOIS 61529



Feb. 23/2005

Mr. Mike MacMullen  
Federal Aviation Administration  
2300 E. Devone Ave.  
Des Plaines, Ill. 60018

Dear Mr. MacMullen:

In regards to the O'Hare Airport Modernization Project, this is an opportunity to aid the entire country for many years. Done right it will reduce air and noise pollution all across the midwest. It will reduce congestion on highways and speed people and goods to their destination.

1

The thought to use some of the successful European ideas for terminals could be a great help. By making a true intermodal terminal, ie: High Speed passenger rail, inter city bus passenger transfer and long distance air passenger service. By reducing the need for smaller commuter short haul airplanes, it would reduce the air congestion and pollution around the airport. If the terminals were properly set up, they could reduce the security delays. If the trains were electrified, it would further reduce air pollution.

2

By using trains and/or buses, it would reduce the use of scarce petroleum. It would also then reduce "global warming" caused by exhaust from the airplanes. See NASA report on clear air during the 5/11 grounding. On my farm I can see many "clouds" formed by the exhaust of the planes.

You have a major task to help design a system for the future. No doubt-many opinions. May God be with you to find the best one for all the people of the United States.

3

Sincerely;  
*R. W. Russell*  
R.W. Russell

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-2.          |
| 2       | Please see topical responses B-7 and F-2. |
| 3       | Please see topical response M-2.          |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_03

Name: Ammons Dalbi  
 Last(APELLIDO) First(Nombre) MI

Address: 1050 W. Roosevelt Rd. West Chicago, IL 60560  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I fully support the O'hare Modernization Program. I am a frequent traveler and have experienced the delays and congestion at O'Hare. The goal of the O'hare Modernization Program is to significantly reduce delays and increase capacity well into the future. O'hare is the economic engine that drives the region's economy. Demand for service at O'hare will continue to grow, but the airport has reached critical capacity. The OMP will allow O'hare to meet that growth efficiently. The sooner we begin construction, the sooner the region can realize the tremendous benefits of the OMP. The OMP will create tens of thousands of jobs and add billions of dollars in economic activity to our region's economy each year. It will save air passengers and the airlines a combined \$750<sup>00</sup> million in reduced delays each year. Most importantly, it will ensure that the region maintains its role as the aviation crossroads of North America.

\_\_\_\_\_  
 \_\_\_\_\_ Thank you!  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-2.          |
| 2       | Please see topical responses D-1 and G-1. |

1

2

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-1 and K-2. |

050228\_04



"DeMaine, Karen"  
 <kdemaine@wm.com>  
 02/28/2005 03:23 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject: O'Hare Expansion

I was not able to attend the meeting in Elmhurst. I want to express that I live under the Southwest Runway. My address is 351 Shady Lane. Planes go over my backyard every 45 seconds. When that happens we cannot talk, due to the noise. We have to wait for the planes to pass. And then we only have 45 seconds, before another plane is coming. I have no idea if the planes are dropping any fuel at this time. Therefore this may be harmful to our neighborhood.

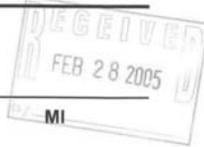
Also the bigger the plane the lower it is overhead. Soon we will be able to wave to the people in the plane. This was never like this when I first moved in 30 years ago.

1

Karen DeMaine  
 351 Shady Lane  
 Elmhurst, IL 60126  
 ighborhood.

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050228\_05  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

**Name:** Palace P.  
 Last(APELLIDO) First(Nombre) MI  
**Address:** 646 Country Club Lane Itasca Il. 60143  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)



| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-1, E-1 and E-3. |
| 2       | Please see topical response M-1.               |

The FAA has the unique opportunity at this time to consider overall the plight of us who have been living and working with the exacerbation of airport noise for all these years. I have worked in an area where planes have a consistent pathway over our plant and offices, and, with the fuel odor emanating from this constant traffic, one can't enjoy a pleasureable lunch in the outside area. This is now! What will it be like if approval is granted for the expansion.

1

Perhaps, all the proponents in Chicago, including the mayor, should have the runways directed Eastwardly over their homes and business districts. IT IS THEIR TURN to enjoy all the amenities that I have listed above that we have had to endure for so long.

2

\_\_\_\_\_  
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 \_\_\_\_\_

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050228\_06



"Nancy Johnson"  
 <njohnson1959@comcast.net  
 >  
 02/28/2005 10:54 PM  
 Please respond to  
 <njohnson1959@comcast.net>  
 To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject: O'Hare Modernization Plan OMP

To whom it may concern:

This is to voice my concern over the following violations of the religious freedoms of St. John's United Church of Christ in Bensenville, to freely practice its religious faith - a First Amendment Right under the United States Constitution; also, the indecent disinterment of our loved ones buried at either St. Johannes Cemetery; the negative impact upon the historical value of these sacred grounds; the permanent loss of information and a place to connect with our ancestors in our genealogical research and pursuits, of which our cemeteries are a most valuable part; and most importantly, the devastating precedence this will set for future public projects in generations to come, and the resulting loss of individual and community freedoms and rights, and our history, as presently guaranteed under law.

Please do not tear up the sacred burial grounds of our ancestors that came here so long ago.

Sincerely,  
 Nancy Johnson  
 Lombard, IL  
 630-889-9023

nancy.johnson@ptk.org



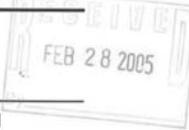
winmail.dat

1

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050228\_07

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: KLITZKE ARLINE M  
 Last(APELLIDO) First(NOMBRE) MI

Address: 994 BORMAN CT ELK GROVE VIL IL 60007  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

"When you tell people you live near O'Hare their answer is 'I hate that airport. It's too damn big and they don't know what they're doing. I avoid it when I can.'"

1

This land does not belong to Daley or Chicago. Daley would not dare destroy Chicago homes and businesses in order to make Midway larger. He wouldn't destroy the cemetery where his son and parents are buried.

In mine and other's opinions Daley is a dictator and a terrorist much like Saddam. He's out to destroy the suburbs because people are moving here for safer better living conditions. Wasn't destroying Meigs field

2

at night after promising to keep it open for five years an act of terrorism? People here are afraid for their homes and businesses

3

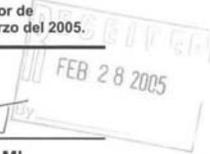
Airlines are in bankruptcy and cutting flights. They want no part of paying this 20 billion dollar destructive plan of Daley's. You know as everyone does that this will bring misery and financial havoc and ruinous damage to Illinois. You have to decide: Are you Daley's puppets or decent honest people who will stop this devastation?

4

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-1. |
| 2       | Please see topical response M-7. |
| 3       | Please see topical response M-6. |
| 4       | Please see topical response M-1. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_08



Name: PARKINSON Mary J  
Last(Apellido) First(Nombre) MI

Address: 365 RIDGELAND ELMHURST, IL 60126  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I have been a homeowner in Elmhurst for over 18 years and I am opposed to any expansion at 'O'Hare.

1

I am opposed to any construction that will cause the removal of cemeteries, or additional surface congestion on local roads.

2

I am opposed to anything that will increase the air traffic or airspace congestion in the Elmhurst area.

3

I am against any construction <sup>which</sup> would increase my tax burden.

4

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses I-1 and M-1. |
| 2       | Please see topical response F-5.          |
| 3       | Please see topical responses K-1 and K-2. |
| 4       | Please see topical response G-3.          |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_09

Name: PAVISIC Donna FEB 28 2005  
 Last(APELLIDO) First(NOMBRE) MI

Address: 723 N Willow Rd, Elmhurst, IL 60126  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

| Comment | Response  |
|---------|---|
| 1       | Please see topical response D-1.  |
| 2       | Please see topical responses B-2 and B-5.   |
| 3       | Please see topical response G-1.  |
| 4       | Please see topical responses G-3 and L-1. Comment about holding a Public Referendum is noted. |

I HAVE LIVED IN Elmhurst for 32 YEARS before that IN Des Plaines + Park Ridge ... all closer to the airport than Elmhurst; however when O'Hare added the cross-over runway, which we were TOLD would go over the industrial park <sup>is</sup> Not <sup>over</sup> our homes, we HAVE more noise from the planes than any of the others. In the summer, you CAN'T TALK on the phone without people asking if you are at the airport. I see NO reason to increase flights to OHARE - Build the 3rd airport at Peotone. At the <sup>Public</sup> hearing I attended - stacked w/pro-expansion Union carpenters, They all think they will guarantee All union carpenters a job - not so - last expansion was ALL contractors in Daley's pocket + if you didn't know someone you couldn't get a job there - (oh - I forget maybe w/a payoff, you could) I believe that due to the legacy carriers "financial" condition - the airport would be forced to RAISE taxes in collar communities + Chicago + charge "more" for "passenger" charges on tickets - insuring that more people will DRIVE to MIDWAY to take lower cost flights w/ low-cost carriers / OR IF the FAA + MAYOR DALEY insist on this going thru there sh<sup>d</sup> A Public Referendum Election.

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COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_10



Name: KVECK GEORGE M.  
Last(APELLIDO) First(NOMBRE) MI

Address: 79 LANCASTER PARK DRIVE VLG IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I have lived in Elk Grove for the past 30 yrs and appreciate the luxury of having an airport at relatively close distance. However I can say, even at the present # of flights, my home gets coated with residue from the planes fuel etc. — In addition it does not make economic sense to spend these billions of \$ when it will be out of capacity shortly after opening. I also do not want to lose any of the tax base of our industrial park by a western access and expanded runways. Based on the demographics of fuel a South Suburban Airport makes much more sense.*

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- 4

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

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_11

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses L-1 and M-1.      |
| 2       | Please see topical responses E-1, E-2 and E-3. |
| 3       | Please see topical response F-5.               |

**Name:** Palace H.  
 Last(Apellido) First(Nombre) MI  
**Address:** 646 Country Club Lane Itasca Il. 60143  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)



With many of the airlines in a tenuous position of not generating substantial monies to keep afloat, and many citing Chapter 11 bankruptcy, it seems there really isn't a growing need for additional runways.

1

Many environmental factors including air pollution contribute to most of our major diseases today, namely, Emphysema, adult asthma, heart disease and cancer. We don't need to contribute substantially by adding more runways that will promote more pollution that will decrease our chances for a cleaner environment and healthier lifestyle.

2

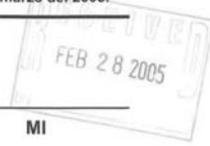
Also, with more runways, will we then need to reconstruct the expressways to accommodate the additional traffic?

WHERE DOES THIS STOP!

3

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050228\_12



**Name:** POLTORAK D.  
 Last(Apellido) First(Nombre) MI  
**Address:** 644 Country Club Lane Itasca Il. 60143  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses G-1, G-3 and M-1.      |
| 2       | Please see topical response B-2.                    |
| 3       | Please see topical response L-1.                    |
| 4       | Please see topical responses E-1, E-2, E-3 and M-6. |

It is truly an unfortunate event when the taxpayer who picks up the cost of all of the politicians numerous spending ventures is being "strong armed" into submission by a mayor who pompously and indignantly states the expansion will happen and the taxpayer must yield - NEVER! As in all of his other endeavors, the mayor has exaggerated the need, underplays the cost and touts jobs - for his cronies, of course. If the airport needs space, let's shift all of the cargo to Midway or the new proposed Peotone airports. Airlines are cutting back on flights, increasing charges and dispensing with "perks", in order to keep afloat - surely they will not pay for this new venture and once again it falls on the taxpayer. Our tolerance with flights, approximately every 3 minutes has been exhausted. We encounter dangerous fumes daily which are emitted with every flight, endangering our health in addition to destroying our residences with unsightly oil blotches from the residue of the exhaust, not mentioning the dumping of their toilet facilities onto our homes. Let's reconfigure and situate flight patterns to the east in order to give everyone in the city an opportunity to experience the daily dilemma we encounter in Bensenville, Wood Dale, Itasca and Elk Grove. Let's route the airlines coming in directly over the residence of the Mayor so that Maggie can appreciate our inconvenience. However, this time the Mayor will not be able to tear up the turf as he did to Meigs. If he wants to expand, let's expand the direction to the city and leave the suburbs alone.

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| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050228\_13



<carol.edwards@hklaw.com> To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
02/28/2005 03:26 PM cc  
bcc  
Subject: St. John's Cemetery and Rest Haven Cemetery

It is the practice of our faith that the burial of our dead in consecrated ground should remain intact. To disturb someone's "final resting place" would be a desecration of holy ground. **Please do not** relocate the two Bensenville cemeteries of St. Johannes and Rest Haven. I have ancestors buried there and the historical loss would be devastating. There must be another way.

1

Carol Edwards  
Holland & Knight  
One Midamerica Plaza  
Oakbrook Terrace, Illinois 60181

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050228\_14



"Erika Winkelhake"  
<emwinkelhake@earthlink.ne

>

02/28/2005 06:29 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA

cc

bcc

Subject O'Hare Modernization Plan

Erika Winkelhake  
1400 Gross Dam Road  
Golden, CO 80403  
28 February, 2005

Gentlemen:

I strongly object to the O'Hare Modernization Plan.

It is wrong to so callously force upon us the indecent disinterment of family member in St. Johannes and Rest Haven cemeteries. What an unnecessary and unwarranted heartbreak to remaining family members.

The permanent loss of these cemeteries also results in the loss of irreplaceable historical and genealogical information. But, even more importantly, it also seems to me to be a direct violation of the right to practice one's religion in peace and safety. The respect of remains of those who have passed has been a part of our religious and ethical heritage for thousands of years. This freedom and right should not be the victim of thoughtless development.

Cordially,

Erika Winkelhake

1

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050302\_01 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

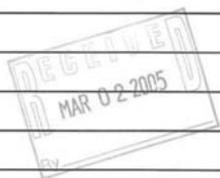
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: MEXCASTORIS NEL R.  
 Last(APELLIDO) First(NOMBRE) MI

Address: 12729 ROSKOPPEK PALOS HEIGHTS IL 60463  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I AM IN FAVOR OF THE O'HARE EXPANSION, IT WILL HELP PASSENGER TRAVEL AND TRANSFER AND IT WILL HELP OUR ECONOMY AND JOBS.  
 I think you  
 Neal R. Hunt

1



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050302\_02

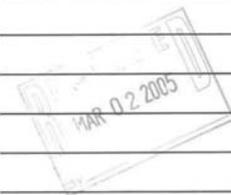
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BRUCKEN DANIEL J  
Last(APELLIDO) First(NOMBRE) MI

Address: 8826 S. TROP AV EV. PK. IL. 60805  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

UPDATING OHARE IS NECESSARY TO CONT-  
INUING KEEPING CHICAGO A HUB OF COMMERCE  
IN THIS GREAT NATION

1



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050302\_03  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: COOPER Jim A  
 Last(APELLIDO) First(NOMBRE) MI  
 Address: 1020 RENTAN Lockport IL 60441  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I support the O'Hare Expansion. It will provide needed work & quality jobs for the construction industry.

1



COMMENTS:

050302\_04

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: Zigler charlie W  
 Last(APELLIDO) First(Nombre) MI

Address: 10653 S. Spaulding Chgo Ill 60655  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

~~The~~ O'Hare Need too  
 Do this, so it can serve  
 the people better service, 1



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050302\_05

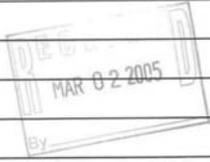
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: ZABIELSKI EDWARD J.  
 Last(Apellido) First(Nombre) MI

Address: 411 EDGEWATER WAUCONDA, IL 60084  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I hope the Renewal  
 will take place because  
 it needs it for the increase  
 in passengers for the flights*

1



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050302\_06  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: HANNEY GARY C  
 Last(APELLIDO) First(Nombre) MI

Address: 935 S. FAIRFIELD AVE LOMPAED IL 60148  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I support the expansion of O'Hare this will open up the construction sector for addue jobs.*

1



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050302\_07

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: KASMER JAMES W  
 Last(Apellido) First(Nombre) MI

Address: 17400 S McVICKER PALOS HEIGHTS, IL 60463  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

AIRPORT STATUS IS VERY IMPORTANT, IT IS REFERRED TOO FREQUENTLY EVERY YEAR. LARGE AIRPORTS, ESPECIALLY IN OR AROUND MAJOR CITIES ARE A HUGE ECONOMIC STIMULANT FOR THE ENTIRE REGION. THROUGHOUT HISTORY TOUGH DECISIONS, HAVE HAD TO BE MADE IN THE NAME OF PROGRESS, SAFETY AND TO BENEFIT A MUCH LARGER POPULATION.

JOBS ARE ANOTHER VERY IMPORTANT ASPECT. NOT ONLY THE JOBS TO CONSTRUCT THE PROJECT, BUT THE PERMANENT JOBS THAT WILL BE CREATED WILL MOST LIKELY GENERATE ALL THE REVENUE BACK THAT WAS INITIALLY SPENT.

I KNOW SOME PEOPLE WILL BE DISPLACED, AND I KNOW LIVES WILL BE UPSET, BUT IF WE DID NOT GET PAST THIS, WE WOULD HAVE NO EXPRESSWAYS, NO RAPID TRANSIT, NO AIRPORTS. ETC.

PLEASE SUPPORT THIS EXPANSION.

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

1

2

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050302\_08 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

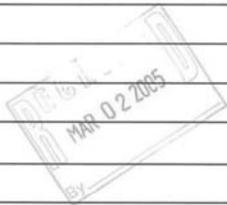
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: BROADBENT RONALD J  
 Last(APELLIDO) First(NOMBRE) MI

Address: P.O. Box 130 LEE IL 60530  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Expansion will help economy with permanent jobs  
HELP CONSTRUCTION @ AIRPORT  
WILL MAKE AIRPORT SAFER  
WILL INCREASE REVENUE FOR COOK COUNTY

1



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050302\_09

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: BROWN GARY D  
Last(APELLIDO) First(NOMBRE) MI

Address: 39481 N. Channelview DR Antioch, IL 60002  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I am in favor of O'Hare expansion. It will create many jobs our economy needs. It will help ease the travel delays and traffic problems. This will help our economy for now and the future.

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050302\_10

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

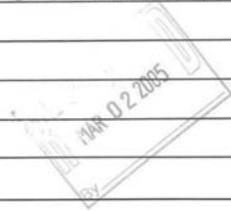
Name: DAVIES DEAN W  
Last(Apellido) First(Nombre) MI

Address: 611 REESE EAST DUNDEE, ILL 60118  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I WORK AT IMPERIAL WOODWORKING AND I HOPE THAT IMPERIAL DOESN'T GET CONTRACTS FOR WOODWORKING ON THE O'HARA EXPANSION BECAUSE THEY WILL PROBABLY HAVE MOST OF THE PRODUCTS MADE IN THEIR SUBSIDIARY IN HONG-KONG, THEY MEN AND THE VENDERS IN THE AREA WILL REGEVE NO REVENUES.

1

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | The commenter's opinion is noted. |



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050302\_11 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses K-1 and K-2. |
| 2       | Please see topical responses B-2 and B-5. |

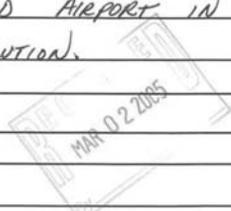
Name: KRYCH, STEVEN L.  
Last(Apellido) First(Nombre) MI

Address: 215 EDGE BROOK RD. WOODDALE, ILL 60191  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

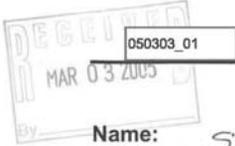
THE MAIN THING I'M CONCERNED ABOUT IS THE INCREASE IN FLIGHTS TAKING OFF USING THE EAST-WEST PARALLEL RUNWAYS. I'M A SALESMAN AND DO A FAIR AMOUNT OF DRIVING AROUND O'HARE FIELD AREA. I'M CONCERNED ABOUT THE NEAR MISSES OR FLY AROUND. I HAVE AND CONTINUE TO SEE PLANES COMING IN FOR A LANDING AND THEN REV UP THE ENGINES AND ABORT THE LANDING BECAUSE EITHER THEY WERE TO CLOSE OR A PLANE WAS STILL ON THE RUNWAY! WHAT WILL HAPPEN WHEN YOU ADD MORE RUNWAYS AND INCREASE THE AIR TRAFFIC. THE AIR TRAFFIC CONTROLLERS ARE ALREADY OVERWORKED. WHAT WILL HAPPEN WHEN WE HAVE A SNOW STORM OR ICE, OR FOG. THAT'S WHY A THIRD AIRPORT IN PEOING, ILL IS THE BEST SOLUTION.

1

2



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.



Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: SABIESKI FRED C  
 Last(APELLIDO) First(NOMBRE) MI

Address: 242 CARTER AVE WOODDALE IL 60191  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

MY WIFE + I HAVE RESIDED AT THIS ADDRESS FOR 16 YRS. AT THE PRESENT TIME - NOISE FROM O'HARE (WITHOUT THE EXPANSION) IS HORRENDOUS. WHEN WE ARE IN THE FLIGHT PATH - WE HAVE TO TURN UP THE VOLUME ON THE TV. SALT CREEK, WHICH IS ON OUR PROPERTY, IS THE FILTHIEST CREEK IN ILLINOIS, THANKS IN PART, TO THE HIGH VOLUME OF AIR TRAFFIC.

NOISE POLLUTION, AIR POLLUTION, CREEK POLLUTION - ENOUGH IS ENOUGH!

WE ARE AGAINST THE EXPANSION PLANS OF MAYOR DALEY. WE, ALONG WITH OUR NEIGHBORS, WILL FIGHT THE EXPANSION.

COUNT ON IT!

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses D-1, E-1, E-2, E-3 and H-2. |
| 2       | Please see topical response M-1.                         |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050303\_02  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

*"Confidentially"*  
**Name:** Johnson Lyte R. (81 yrs old Engineer)  
 Last(Apellido) First(Nombre) MI  
**Address:** 943 S. Fern Ave. Elmhurst, IL 60126

Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)  
 Phone 630-834-5797 E-Mail Address: L-G Johnson @ MSN.COM

Chicago and Recommendations - NOW! Actions  
 Suggest the attached maps covering O'Hare, Midway, Midwest and Peoria, various over-crowded Highway 4 Express/Slow time be given in brief written notes, and give verbal talk to your group along with Maps and 8 subjects to answer your questions.

I Regret having ~~no~~ No Secretary, ~~feared~~ <sup>(Professionally)</sup> I am not organized and ~~headed~~ <sup>successful</sup> 4 referendum over multi millions dollar subjects. Please understand I'm a concerned Veteran's Senior Citizens watching years of Politicians & Citizens slow action, as population increase as over Airports and car Traffic grows to stop and go slow.

Why can't Chicago, Suburban and Government get those <sup>urgent</sup> 8 suggestions on a <sup>final</sup> note, ask Government for money, approval and get ASAP before slow Economy comes!

Please excuse enclosed Maps, writing notes and hopefully verbal Report and Question-Answer Session.  
 Thanking you,  
 Sincerely,  
 Lyte Johnson

P.S. I have been at Elmhurst, Park Ridge and, Ben-Lak Grove. Also 300 Rally at Elmhurst on Elmhurst, IL and asked many questions  
 MR Michael MacMullen Manager - Great Lakes Region  
 2300 E. Devon Ave  
 Des Plaines, IL 60018  
 Phone 847-294-8339

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

To: Concerned Citizens  
 From: Lyle R. Johnson (Age: 81 yrs)  
 Subject: O'Hare, Midwest, Peatone, Overland Express Highway, <sup>Costs</sup> Propagation  
 Over Chicago Area (Chicago & Suburban) Pollution, Sound and many  
 many other problems. I recommend the following items:

**NOW.**

1) O'Hare Airport reduced in further expansion size. No air traffic and  
 freight below jumbo size classification planes to ~~12~~ 12  
 cities in USA, plus those international countries outside  
 their international world. Small Medium class <sup>planes</sup> planes  
 to O'Hare and others.

2) Small size planes to smaller airports.

2) Midway Airport (Expand) to handle "Jumbo Air Planes"  
 "A-Classification" size and Air Load designed to Langue Land  
 with steel reinforced columns from <sup>Mich-Lake</sup> North side toward  
 Chicago Canal, East toward Michigan South of Midway and  
 both North and west like Japan, Tokyo Air Port Area (See Maps)  
 Keep Lake Michigan Clean and clear at all times from Pollution  
 Dredge Remove Pollution 100 feet from Evanston to Indiana line, to Midway, Fill with  
 beach sand.

3) Midwest Air ~~ports~~ <sup>same as same, unless Chicago wants</sup>  
 Peatone expand east direction and central or west. I suggest  
 that Peatone leave "B-Classification" lower size, etc.

4) Peatone Bang Airport (Bang with 40000 planes) be built ASAP  
 smaller than present O'Hare class B and build additional if  
 in future (Note Air Park named by Wm. Milwaukee  
 of Mitchell Air Land, O'Hare of Chicago, Peatone after Bang, etc)

5) Rockford Airport now B classified, but later to  
 classified ~~A~~ in future to aid Chicago, Midway possible

6) Leave classified C as same, unless population expands to  
 classification B etc.

7) Metro Train for 3 Major expressway up to Hwy 294, <sup>now</sup> ~~etc~~  
 Note: Above will reduce O'Hare size sound, pollution, Highway, etc.  
 Overland Express (1000 rail) or additional lanes to 4 Exit below  
<sup>to Loop 4 Midway</sup>  
 1) ~~to 90, 94, 190 O'Hare~~  
 2) ~~to 90, 94, 190~~ with large Garage at 294 in Con Junction  
 3) ~~to 90, 94, 190~~ " " " Intersection Garage  
 4) ~~to 90, 94, 190, 57~~ at 294 - Garage

OVER

| Comment | Response                                  |
|---------|---|
| 2       | Please see topical response M-2.          |
| 3       | Please see topical response B-1.          |
| 4       | Please see topical response M-6.          |
| 5       | Please see topical response F-5.          |
| 6       | Please see topical responses B-2 and B-5. |
| 7       | Please see topical response F-2.          |
| 8       | Please see topical responses L-1 and L-2. |

8) Think Positive Results. Now!

International Airport  
 A) O'Hare can't Meig be large enough "A Classify Jumbo Airplanes" and Run way <sup>to and from</sup> directions <sup>study</sup> west  
 B) Why can't O'Hare ~~be~~ B Classification, and not grow larger than "A Jumbo Airplanes" at Meig with larger Planes.

C) Midwest remain "B Classifications, I doubt Chicago Politicians would expand by extended Cicero St East on Central SE West that change to "A Classification" but costly changes, money wise and citizens Neighbors would scream!

D) Rockford Airport should be processed at once, (nearby as smaller O'Hare size) to "B Classification Planes" and if necessary to "A Classification Size Area" if population Plans increased by taking O'Hare, Meig and other "B Classification" <sup>to</sup> Rockford, Milwaukee Mitchell, ~~and~~ Rockford and others.

E) Highway Express now too slow and take time to and from jobs, home and Chicago Loop on East West Highway expanded 3 exits to Meig Map.

We suggest the following either add another Hwy road to each, Rail ~~and~~ from Meig 3 exits to Map as follows:

A) North Exit from Meig to Hwy #90, #94 and #194 to O'Hare Airport.  
 B) Central Exit from Meig to Loop to Hwy #290 to 294 with Garage intersection  
 C) S.W Hwy #55 to 294 intersection at Garage  
 D) South Hwy #90 to Hwy #94, Hwy #90 to #57 & 94 intersection with Garage up <sup>to</sup> Hwy #94 and another Garage.

E) Above 8 suggestion be done ASAP for banking overcrowded Chicago Land Airports & Hwy's faster with the following advices:

- 1) Reduce Noise, Pollution, Plants, Cars, Trucks
- 2) Meet more increase populations with faster speed and time with expanded highways.
- 3) Make Meig built expanded like New Japan "A Classification Planes Airport"
- 4) Remove Michigan Lake Pollution removed from 100' shore line, and Dredge into Meig Expanded "A Classification" from Evansburg to South Indiana State border. Expanded Meig with volume channels around support.
- 5) Read enclosed Map for all to see done by Tax Citizens Approval and ~~5000000000~~ OK to meet their OK and Washington approval and final amount necessary money etc.

6) Summary:

| Comment | Response  |
|---------|---|
| 9       | Please see topical response B-1.                    |
| 10      | Please see topical responses F-1, F-2, F-3 and F-5. |
| 11      | Please see topical responses L-1 and L-2.           |





**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050303\_03  
 MAR 03 2005  
 By \_\_\_\_\_

Name: McLAN Julie A.  
Last(APELLIDO) First(NOMBRE) MI  
ELK GROVE VILLAGE  
 Address: 720 D BORDEAUX CT IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I am very strongly opposed to expanding O'hare for many reasons.*  
*I am not opposed to modernization without encroaching upon the land around the airport.*  
*The plan that Mayor Daley has proposed is not a good plan. It will not work. It is too expensive and it will not solve the problem of delay at the airport.*  
*The issue of safety has not been addressed the issue of tearing up sacred ground at a cemetery where the founder of Bensenville, Elk Grove, and the surrounding areas.*  
*Also where is the money to pay for this. The State has no money, the Government has no money and the airlines have no money. Bigger is not necessarily better.*  
*This is a bad plan and will not succeed!*

1  
2  
3  
4  
5

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response B-4.          |
| 2       | Please see topical responses B-4 and L-1. |
| 3       | Please see topical responses K-1 and K-2. |
| 4       | Please see topical response I-1.          |
| 5       | Please see topical response L-1.          |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050303\_04

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

MAR 03 2005

Name: Pfeifer Marilyn J.  
 Last(Apellido) First(Nombre) MI

Address: 1701 JoAnn Ln Addison IL 60101  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

There isn't a sound budget for financing the expansion.

1

Neighborhood will be destroyed, as well as many businesses.

2

The additional runways will be a dangerous venture.

3

The proposed Western access is convenient for only one airline & not those airlines at Terminal 2 thru 6.

4

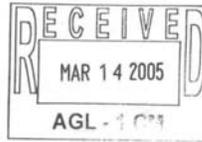
UAL is in bankruptcy; they won't be able to contribute financially, as expected, to the expansion.

5

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response L-1.          |
| 2       | Please see topical response G-4.          |
| 3       | Please see topical responses K-1 and K-2. |
| 4       | Please see topical response F-4.          |
| 5       | Please see topical response L-1.          |



March 3, 2005



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

Dear Mr. MacMullen,

American Hotel Register Company depends upon a viable O'Hare Airport for business travel and goods movement. A viable O'Hare airport is also an important economic component of Northeastern Illinois Region and a critical part of the nation's aviation system.

1

Flight delays continue to plague operations at O'Hare. Last year O'Hare ranked last of all major US airports in on time performance. If these delay problems continue, customers and businesses would seek alternate markets, which would negatively impact Northeastern Illinois's economy.

A modernized O'Hare airport as proposed in EIS will significantly reduce delays as well provide significant economic development for the region by bringing in 200,000 jobs for the airport and people using the airport.

2

For all these reasons, decreased delays, improved airport efficiency and expanded economic development for the Northeastern Illinois region, American Hotel Register urges the FAA to issue its record of Decision to enable O'Hare to reach it's full operating capacity in the US and international aviation system.

3

Thank you for your consideration.

Best regards,

Mr. Thomas F. Leahy  
 Executive Vice President  
 American Hotel Register Co.

100 South Milwaukee Avenue • Vernon Hills, Illinois 60061-4305 • Toll Free: 1-800-323-5686  
 Order online at [www.americanhotels.com](http://www.americanhotels.com)

WE-4000

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response D-1. |
| 3       | Please see topical response A-2. |

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050303\_06

MAR 03 2005

Name: Landmeier Lester M.  
 Last(Apellido) First(Nombre) MI

Address: 47W466 Wheeler Rd Big Rock, IL 60511  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I am opposed to the O'Hare Modernization Plan because of the threat to move and destroy the St. John's Cemetery. I am the 5th generation of Landmeiers to have been members of the St. John's Church. My grandfather Alfred Landmeier was president of the church congregation in 1951 and 1952 when the church had to be moved from the site of the cemetery to the new site on Rte 83. It was a very difficult job and took a long time to finish because the railroad wouldn't let them cross the tracks that were just west of the cemetery location. At that time my grandfather was promised by then City of Chicago Mayor Richard Daley they would never try to move St. John's Cemetery if they would just move the church building, that was just 54 years ago. My wife and I have many ancestors buried in St. John's Cemetery among the other 1400 grave sites. Please do not approve the O'Hare Modernization Plan and please do not disturb our ancestors grave sites. Would you like to have your ancestors grave sites disturbed?

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-1. |

050303\_07



"John Englert"  
<john\_englert@earthlink.net>

To 9-AGL-600-OMPEIS/AGL/FAA@FAA

cc

03/03/2005 09:00 PM

bcc

Subject Comments Regarding O'Hare Expansion

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-1, D-1 and D-3. |
| 2       | Please see topical response L-1.               |
| 3       | Please see topical responses B-7 and F-2.      |
| 4       | Please see topical responses E-1 and E-3.      |
| 5       | Please see topical response M-1.               |

1) Since freight carriers such as UPS, Flying Tigers, etc., are not subject to the same rules as passenger carriers, and since they are louder and hug the ground more, would it be possible to "exile" them to a third airport location? Or ban them from flying 11PM to 6AM? The planes that wake me from a sound sleep tend to be these freight carriers.

2) If a school in downtown Elmhurst has noiseproofing paid for by the city of Chicago, wouldn't it stand to reason that the kids who attend there are affected just as much by nightly noise in their homes? Or is the city saying that daylight planes are always noisier than nighttime planes? So, if it's necessary for soundproofing to allow them to study, wouldn't it be just as necessary for the same (or even better) levels of silence for them to get a good night's sleep? Or is the city of Chicago just paying for a quiet daytime nap place for kids to catch up on the sleep they didn't get the night before?

1

3) We're involved in a costly war with no apparent end, that our great-grandchildren will probably still be paying for. The government is telling alarming stories about Social Security's inability to cover the expenses of retirees. The airlines who are SUPPOSED to be financing the expansion are bailing out of their CURRENT financial obligations; there's absolutely no reason at all to think the burden of paying for all this won't be dumped on taxpayers. Wouldn't the resultant stress levels directly attributable to this be considered an environmental problem?

4) My nephew would like a Ferrari, but I doubt his parents would allow him to commit to a payment schedule, as he's only 19 and has no real financial buffer. Why then will the FAA allow teetering-on-the-verge-of-bankruptcy airlines to decide what's best for the area?

2

5) I suppose you could upgrade a Model T with airbags, ABS, radial tires, tinted windows, etc., but in the end it would still be a Model T, not a competitive means of transportation. You COULD upgrade an '80's computer with new internals (at about 10 times the cost of just getting a new PC), but it would suffer from the fact that none of the replacement parts were actually designed to work WITH each other. Why put ALL our eggs in one basket?

6) It seems a shame that Amtrak, which gets NONE of the hidden subsidies available to airlines, is being allowed to go under. This is despite the fact that trains were the ONLY form of mass transportation running directly after 9/11, and the fact that trains are not only more efficient at distances of 300 miles or less, they also deliver you directly downtown instead of someplace a minimum of 45 minutes away from downtown. It is particularly irksome coming at this time, when Amtrak has just begun delivering Chicago suburbanites DIRECTLY to Mitchell Field in Milwaukee, where lines are shorter, delays are less, and the planes have big leather seats!

3

7) How much weight do you consider for the STRESS of smelling aviation fuel dumped on your neighborhood, knowing you're breathing it in? How about the necessity of parsing your conversation into bits that can fit between a series of overhead landings? How about the corrosive effects of the crud that covers your car if you leave it outside overnight? Why does my car get DIRTIER when it rains, even if it hasn't left the driveway?

4

8) Mayor Daley shut down Meigs Field, the airport in HIS backyard. What does he know about stress? Since O'Hare is officially part of the city of Chicago, can he be made to move his residence to O'Hare, so HE can share the wealth of experiences we have?

5

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050304\_01  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-1. |

Name: SOBEY DOROTHY A  
 Last(Apellido) First(Nombre) MI

Address: 6020 BYRON ST. ROSEMONT IL 60015  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

ATTENTION: MICHAEL W. McMULLEN

Dear Sir:

This letter is in response to the proposed expansion and modernization of O'Hare Airport. As I live in Rosemont and am adjacent to Willow Creek I am deeply concerned how this expansion will affect my property and those about me.

From what I can determine from the proposed future runways map (EXH-1)ES 2, a new runway 9C/27C will be directly in line with the southern end of the residential area of Rosemont which is where my home is located and those of my neighbors. These planes will also fly over Rosemont School.

The land on the other side of the creek, south of me is now a sort of clear zone for the airport, as so we were told and is designated on the map as future surface parking. This also concerns me as I am sure this area will be well lit and very visible on this side of the Creek

My other concerns are:

- 1) Air pollution - Fuel from the planes and other pollutants spewing over homes and yards; this being a definite health hazard.
- 2) Holding tanks or whatever on planes being emptied

please see page 2

PAGE 2.

Sobey, Dorothy A

below (this has happened before and pitted my son's car in my driveway. It also left spots on the blacktop driveway which took a new coating of asphalt to cover.

- 3) Noise pollution - How late will the planes fly? I have heard them taking off and landing at 1:00 AM and later.
- 4) How low will they be flying over homes, also adding to noise pollution? - Just how much noise + pollution are we being forced to endure?

5) Parking in this newly created parking area across the creek - will it be fenced in or contained in any way? How much traffic, noise and pollution will there be from that source?

6) How will this expansion affect my property values, now and in the future?

7) TRAFFIC Congestion - Will it be more of a problem than it already is now in our area?

8) What about discharge of materials into the waterways, especially Willow Creek?

9) And yet another concern - What happens when one of these planes goes down as it did a number of years ago - Whose house will it land on?

In conclusion, I do not like nor am I in favor of expanding O'Hare Airport as it is now proposed. Modernization Yes - Expansion No! You have thought about the comfort and safety of passengers in the air but not about the people on the ground.



Sincerely,  
 (Mrs) Dorothy A. Sobey  
 6020 BYRON ST.  
 Rosemont IL 60018

| Comment | Response                                  |
|---------|---|
| 2       | Please see topical responses E-1 and E-3. |
| 3       | Please see topical response D-1.          |
| 4       | Please see topical response F-5.          |
| 5       | Please see topical response G-2.          |
| 6       | Please see topical response F-5.          |
| 7       | Please see topical response H-2.          |
| 8       | Please see topical response K-2.          |
| 9       | Please see topical responses B-4 and M-1. |



050304\_02



LaSalle Bank Corporation  
 135 South LaSalle Street, Suite 325  
 Chicago, Illinois 60603  
 (312) 904-8400  
 Fax: (312) 904-6559

Norman R. Bobins  
 President and  
 Chief Executive Officer

March 4, 2005

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

Dear Mr. MacMullen:

I am writing in support of the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. As a member company of the Civic Committee of The Commercial Club of Chicago, which represents the senior executives of leading corporations, businesses, and professional firms in the Chicago region, we have long advocated expanding and modernizing O'Hare.

1

O'Hare Airport is the world's busiest airport and a crucial hub in the nation's aviation system. The airport is also the economic engine for the Chicago region, generating over \$38 billion in economic activity and over 450,000 jobs. O'Hare's breadth and depth of service and its economic impact are beneficial to businesses and the general public alike. The airport is a major factor in why our company is located in the Chicago region. Our employees, whether they work in the Chicago area or in another part of the country, frequently depend on and benefit from a viable and efficient O'Hare for work and leisure.

2

However, O'Hare and the people who use it have become increasingly burdened by congestion, and the flight delays are only projected to worsen in the future. The time for action to remedy the problems at O'Hare is long overdue, and the entire national aviation system is suffering the consequences as a result.

The O'Hare Modernization Program submitted by the City of Chicago would dramatically reduce congestion and increase safety at the airport. It also would provide needed capacity for additional flights around the country and the world. Given these benefits, O'Hare modernization enjoys overwhelming support from the Illinois business community and the general public throughout the Chicago region. It is supported by Governor Blagojevich, a bi-partisan majority of the Illinois legislature, 130 suburban mayors, and the DuPage County Board—a former opponent of the project.

3

The FAA has released its Draft Environmental Impact Statement for O'Hare modernization. The review validates O'Hare's importance to the Chicago region and the nation and indicates that there are no major environmental impacts stemming from the modernization project. I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

4

Sincerely,

NRB/lmd

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-2.          |
| 2       | Please see topical response G-1.          |
| 3       | Please see topical responses C-1 and D-1. |
| 4       | Please see topical response A-2.          |

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050304\_03

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

March 4, 2005 - Friday 1:09 PM

Name: Biancardi Van Ness  
Last(Apellido) First(Nombre) MI

Address: 3717 N. Okato, Chgo., IL 60634-3416  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

To whom it may concern;

As we all know, there are too many delays at O'Hare Airport with departures and arrivals being our country's 2nd busiest airport. I sincerely believe we do need a few extra runways. I've opted to use Midway airport as my choice to fly anywhere in our country, etc.

Also, we could use the jobs for our economy in the Chicago-land area, of regional union Carpenters, Plumbers, electricians, etc.

With the modern technologies at hand, I'm sure noise reduction is also possible at O'Hare Airport.

along with positive options regarding the immediate environment surrounding it. Thank you for reading my view.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |
| 2       | Please see topical response G-1. |
| 3       | Please see topical response D-1. |

050305\_01

March 5, 2005

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



Dear Mr. MacMullen:

After reviewing the O'Hare Modernization Draft Environmental Impact Statement packet, Supplemental U.S. Army Corps of Engineers application for permit sent to me, related documents and attending a public hearing on February 22, 2005 of prime concern are the following issues:

- Safety
- Noise Impact
- Emissions
- Land Use Impacts
- Wetlands

As a homeowner and taxpayer in Elk Grove Village, I urge you to please consider the tremendous negative impact O'Hare expansion would have environmentally and financially on surrounding communities.

1

A huge hospital campus, assisted living and rehabilitation facility lies in the path of the new proposed runways.

The OMP will devastate the environment and local communities by creating far more air and noise pollution, destroying homes and businesses, cutting into tax bases and clogging highways.

2

A regional airport concept should be implemented with the third airport built at Peotone.

3

Improve O'Hare? - certainly. Expand O'Hare? - only if the City of Chicago is able to expand the sky to safely accommodate the added air traffic.

Now go do the right thing and sleep well.

4

Sincerely,

Mary Ann Andrews  
 805 Leicester Rd. #314  
 Elk Grove Village, IL 60007

| Comment | Response  |
|---------|---|
| 1       | Please see topical response M-1.                              |
| 2       | Please see topical responses G-1, G-3, G-4, E-1, E-2 and E-3. |
| 3       | Please see topical response B-2.                              |
| 4       | Please see topical responses K-1 and K-2.                     |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050306\_01

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-4. |

**Name:**

\_\_\_\_\_  
 Last(Apellido)                      First(Nombre)                      MI

**Address:**

\_\_\_\_\_  
 Street Address(Calle/Apartamento)      City(Ciudad)      State(Estado)      Zip(Zona)

I live with my parents, I was told as a  
 sort of tenant. I heard of a rumor that if I  
 elect to move out on my own I was under the  
 impression because of this O'hare Expansion I would  
 receive 5000 assistance in Down payment & closing  
 costs. How much of this is true is any.

1

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050306\_05  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response M-1.               |
| 2       | Please see topical responses E-1, E-2 and E-3. |

Name: ROGUS LEONARD  
Last(Apellido) First(Nombre) MI

Address: 1058 S. York Bensenville 60106  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I oppose the O'Hare Expansion project

1

1. <sup>GASEOUS</sup> Pollution effect on future generations health

2. Air quality monitors have not yet been resident in Bensenville area.

I scanned the Draft Environmental Impact statements (6 volumes). I read the Chgo. Tribune, Sunday, Feb. 13, 2005 page A (Section 2) article (with picture) regarding the first ever wintertime alert for dirty (unhealthful air) in our area. I scanned the National (Children's) Study E Update Nov. 2004. I read about the Kyoto Protocol objection to the 6 deadly gases, polluting this area.

2

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-5 and M-1. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050306\_07

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: COVALA R

Address: 213 S. CENTER BENSENVILLE IL 60106  
Last(Apellido) First(Nombre) MI  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

c

NO PLAN CAN GO FORWARD UNCOMPROMISED  
 SO - GO LOOK AT LAX  
 THEIR PARRELL RUNWAYS ARE  
 A MESS - PLANES TAXIING, WAITING  
 , ETC.  
 6 PARRELL RUNWAYS = 6X TAXIING TROUBLE  
 FORGET SOUTH RUNWAY -  
 GET BENSENVILLE OFF YOUR BACK  
 5 PARRELL RUNWAYS = ONCE 5X TAXIING TROUBLE  
 PLUS LESS INVASIVE ON  
 CITIZENS RIGHTS.  
 COMPROMISE!  
 THANK YOU

1

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050306\_08  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: Cuellar Juan & Claudia  
 Last(Apellido) First(Nombre) MI

Address: 29 Orchard Ave. Bensenville IL 60106  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

→ Thank you for taking the time to read this. Please take in consideration the school dates for the children because it will very devastating time for them to cope. Please refer to section Appendix P- P-199

1

→ Another concern is what steps will the FAA take when the property value differ \$80,000-100,000 around Bensenville. We don't expect cash back but a better house in trade. And a fair agreement on behalf of all residents in the affected area.

→ FAA please provide all support necessary to the aquisition residents.

2

Sincerely,  
 Juan & Claudia Cuellar

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050306\_09  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: SOLINE RICHARD JR. F  
Last(Apellido) First(Nombre) MI

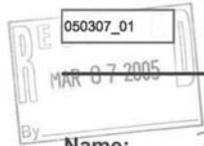
Address: 24 GREENLAWN AVENUE ROSENFIELD IL 60016  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

THE FORMAT AND INFORMATION OF TODAY'S (MARCH 6TH) MEETING IS EXCEPTIONAL. ALL QUESTIONS WERE ANSWERED BY FAA REPRESENTATIVES, PROFESSIONALLY AND HIGHLY PERSONABLY. ANY FUTURE MEETINGS SHOULD BE HELD IN THIS MANNER. THE PUBLIC CAN WALK AWAY WITH PROPER, PROFESSIONAL, INFORMATION, NOT THE RELENTLESS HARANGUING OF RABBLE ROUSING LUNATICS IN RED SHIRTS (AKA SUBURBAN O'HARE COMMISSION). THE EXPANSION MUST HAPPEN, AND WILL HAPPEN. WE ARE BEING HELD CAPTIVE IN THE ACQUISITION AREA BY A TOWN THAT IS "BLEEDING ITSELF WHITE" TO OBSTRUCT PROGRESS FOR THE FUTURE INTERNATIONAL AIR TRAVEL.

1

2

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



**Name:** Zelas Michael A  
Last(Apellido) First(Nombre) MI

**Address:** 846 W. Green St Bensenville IL 60106  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*To whom it may concern:*

*I am appalled at the fact that FAA is even considering the plan submitted by Chicago for O'Hare Modernization.*

*The plan is illogical, underestimates total costs (now & in the future) under estimates flights & weather conditions.*

*This plan is totally UNEXCEPTABLE! It will devastate our town and our quality of life.*

*Air pollution will increase, noise will increase and potential flooding could & will occur by diversion of creeks & rivers!*

*It is sad that our politicians, on the local & Federal level, are only thinking of their pockets & the government's.*

*Mayor Daley should pull this program off the table! It is bad & too costly!*

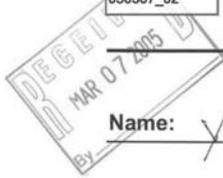
*Please for once in your lives, think! Do the right thing! Build a third airport - out of this Air Space!*

*What happens with O'Hare when the weather is bad where do you put the planes? Even with 20 runways!*

*DO THE RIGHT THING - BUILD A 3RD AIRPORT ELSEWHERE - PEORNE, GARY, MILWAUKEE*

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses E-1 through E-3, H-2 and M-1. |
| 2       | Please see topical response M-7.                           |
| 3       | Please see topical response B-5.                           |

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050307\_02  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: YOUNG DOLORES R  
 Last(Apellido) First(Nombre) MI

Address: 948 CADWELL ELMHURST IL 60126  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

The expansion of O'Hare is not going to take care of the future. What happens when air buses are going to be used — need larger runways & wider.

1

On TV they mention that O'Hare has already a bad record for being on time. What will happen when more runways are built. One runway (N) can be used for in good weather, but in bad will be for incoming only.

2

I went to the hearing at Holiday Express in Elmhurst and who was there were union people from Chicago. They didn't talk about how it would help Du Page. Gary's airport is developed & is ready to relieve the stress at O'Hare. IF they would ADVERTISE IT.

3

Rockford airport could be improved for the North side. CHICAGO wants the money for themselves. They don't care who they DISPLACE. See what it is going to do to the environment. It is all about GREED! Why should they care Chicago is not affected. Nobody talks about traffic conditions. We need BETTER plans for the future.  
NO EXPANSION

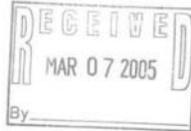
4

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response B-4.          |
| 2       | Please see topical responses C-1 and C-2. |
| 3       | Please see topical response B-5.          |
| 4       | Please see topical response M-7.          |

050307\_03



February 25, 2005



**WASTE MANAGEMENT**  
 1411 Opus Place, Suite 400  
 Downers Grove, Illinois 60515  
 (630) 724-8400  
 (630) 241-1597 Fax

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

**RE: O'Hare International Airport Expansion Hearings**

Dear Mr. MacMullen:

The Federal Aviation Administration recently hosted hearings this week regarding the proposed expansion of the O'Hare International Airport. At this time Waste Management Inc. is submitting our comments on the expansion.

Waste Management Inc. is the leading provider of comprehensive waste and environmental services in North America. Waste Management provides solid waste collection and recycling services to approximately one million residential, commercial and industrial customers through out the City of Chicago and surrounding suburbs.

The Chicago Region is facing many challenges as the FAA reviews the environmental impact of an expansion at O'Hare International Airport. Waste Management recognizes the potential job growth to the region and the positive economic drivers the proposed expansion would result. At the same time, Waste Management understands the surrounding communities concern with potential environmental impacts to their neighborhoods. We believe the FAA will be able to balance the concerns of those impacted entities expressed at the public hearings and reflect its findings in your final report.

We welcome the FAA's public hearings as an opportunity for all interested parties to be able to participate in the discussion and voice their comments.

Sincerely,

Dean H. Vander Baan  
 Area Vice President  
 Waste Management - Illinois

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

1

2

COMMENTS:

050307\_04

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: GENAUSO SALVATORE L.  
Last(APELLIDO) First(NOMBRE) MI

Address: 1209 SOMERSET LN. ELK GROVE VIL IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*Under what or are there any conditions under which the FFA would restrict construction of a by pass expressway on O'Hare property? With the current OMP alternatives a 300 ft wide easement has been reserved that stretches along the entire west edge length of airport property for such an expressway.*

*Are there any guarantels that the western expressway by pass will be constructed within the designated corridor with or without the proposed airport improvements?*

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-1 and F-5. |

1

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050307\_05  
 RECEIVED  
 MAR 27 2005

Name: GENNUSO SALVATORE L.  
 Last(Apellido) First(Nombre) MI  
 Address: 1209 SOMERSET LN. ELK GROVE Vh, IL 60007  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

*During the in depth DEIS analysis the FAA has given the OMP plan, which included a 300 ft. wide corridor along the entire length of the western edge of airport property for construction of a western by pass expressway, and a positive final decision to the OMP plan that still included the by pass corridor, an Illinois State highway sponsor approaches the FAA for clearance to build over a by pass expressway in the total length of the designated corridor as shown in the OMP plan. Could or would the FAA reject or decline the clearance request? Or is it tacitly implied, approved, since the FAA had recognized the potential for it in the overall evaluation of the OMP from the start and still gave a positive final decision?*

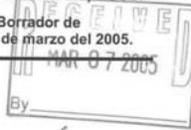
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-1. |

1

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050307\_06

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: GENNUSO SALVATORE L.  
 Last(APELLIDO) First(Nombre) MI

Address: 1209 SOMERSET LV. ELK GROVE VIL, IL 60007  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*What is the number of operational flights the new OMP plan can safely handle under FAA safety standards in the air space above and around O'Hare? In what year would that limit be reached?*

1

*Would a one runway, 5 gate terminal at Reston, if ever approved and built, (taking an estimated ~~24,000~~<sup>4,200</sup> acres of prime, fertile farmland out of production for food use and production of renewable energy source - corn/ethanol - would not be good land management utilization especially when increased flight operation capacity is available at nearby Gary, IN) give any meaningful or in fact any relief in air traffic congestion or delays at O'Hare??*

*P.S. I just learned from IDOT that an additional 15,000 acres of land would be needed to complete full implementation of the 3<sup>rd</sup> airport future plans.*

2

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and C-4. |
| 2       | Please see topical response B-2.          |

050307\_07

Donald June Carone  
442 Evergreen Avenue  
Elmhurst, IL 60126

March 2, 2005



Mike MacMullen  
Federal Aviation Admin.  
2300 E. Devon Avenue  
Des Plaines, IL 60018

Dear Mr MacMullen:

We were unable to attend the "Modernization of O'Hare" meeting on February 23. We have attended many other meetings with regard to O'Hare and would have been there too as we are directly affected by aircraft noise, etc.

We have been residents of Elmhurst for thirty-seven years and raised 4 sons here.

When we moved to our present home we moved in at the peace and quiet of the neighborhood. There was no SW to NE runway.

With the addition of the SW to NE runway our peaceful atmosphere disappeared.

2

We are unable to have our windows open during nice weather as noise from aircraft is unbearable.

We cannot hear television or radio programs due to noise from low flying aircraft. Phone conversations are also interrupted.

We are unable to entertain outdoors as conversation is constantly obliterated by aircraft noise. Even our church sermons are interrupted as well.

There have been times when the noise from screeching reversed jets and the lowered landing gear have actually make us feel as though a crash was imminent.

We have actually found waste dumped on our driveway by aircraft.

The frequency of the low flying aircraft have been clocked at one minute intervals & sometimes even less. We can see the aircraft stacked up as far as we can see looking southwest, especially on weekends. They are waiting for their signal to go into O'Hare for a landing.

We note the meeting was entitled "A Modernization"

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response D-1. |
| 2       | Please see topical response E-3. |
| 3       | Please see topical response C-1. |

U

of O'Hare: (not Expansion)

4

We certainly are not against efficiency with safety as the most important factor.  
We are against Expansion!

We are against more aircraft flying to & from O'Hare.

We are against more noise pollution!

We are against more congestion of our roadways!

We are against more air pollution!

We are against EXPANSION!

5

We are for another airport!

6

It is curious that the site selected for the meeting was on the far southern part of Elmhurst - more convenient location for the residents of Elmhurst who are most disturbed by aircraft noise.

7

| Comment | Response                                  |
|---------|---|
| 4       | Please see topical response B-4.          |
| 5       | Please see topical response M-1.          |
| 6       | Please see topical responses B-2 and B-5. |
| 7       | Please see topical response A-1.          |

4

| Comment | Response                         |
|---------|----------------------------------|
| 8       | Please see topical response B-4. |

Mr. Macmullen, we sincerely hope  
you will take our observations  
and objections into consideration.

Efficiency Yes - EXPANSION - No!

8

Sincerely,

Paul & June Cicone

Page 1 of 4

050307\_08

Personal Comments for: The Final Environmental Impact Statement to be released July, 2005 by the FAA (O'Hare Modernization)

1 I live in the area of Cumberland/Lawrence. At this very time, the airplanes flying over my house "drive me crazy". This is still happening despite my house having new "sound-proof" windows and doors put in with added attic insulation funded by the City of Chicago. I thought that the purpose of The O'Hare Airport Modernization Project was to RELIEVE this noise unbearable, but now I read that this project is to service MORE airplanes!!!! How much more can we people take!!!! I am very suspicious that greed is the real purpose. Why does a city have to have planes coming in every 30 seconds???? When you wait for a bus, or a train, or a Greyhound type of bus, do they have runs every 30 seconds???? To travel inside Chicago, some buses run every hour! Most wait times are 20 minutes WITHIN Chicago! One should have to wait at least the same for a big transportation vehicle as an airplane. In America, too spoiled???? How do the airlines pay for their fuel???? Planes, I believe, are very empty!!!! The human body CAN NOT take in the damage of noise impact every 30" as (the) <sup>ERROR</sup> I times the interval when silence begins to when it ends with the next plane and this is non-stop (except for a while around early afternoon, but then picks up again later). This, I remind the FAA, starts as early as 3 AM during night-time! Yes!!!! Between 3 AM to 4 AM I had counted 5 planes, making it about one plane every 5 minutes! You can't sleep at night to pay the least. Keep in mind that the FAA or the O'Hare Tower apparently has gone back on it's word when planes were suppose to stop at 11 PM; so, between 11 PM+, sometimes later, until 3 AM (when they pick up (OVER, PLEASE)

| Comment | Response   |
|---------|--|
| 1       | Please see topical response M-1.                                     |
| 2       | Please see topical responses C-1, D-1 and K-2.                       |
| 3       | The commenter's opinions are noted. Please see topical response D-1. |

page 2 of 4

again) is a mere 4 hours noise-less, breathers, period of time!  
 What has happened to previous RULES where:  
 a) Planes could not fly over homes BEFORE 7AM.  
 b) Planes could not fly over homes AFTER 11PM?  
 Also, there are other very important RULES that have apparently been broken:  
 a) Planes could NOT fly over a home below a certain amount of feet. Planes are NOW MUCH LOWER than before. Can you believe this after we've caused so much previous suckus about noise. Also, this is a SAFETY matter no less.  
 b) Planes were ONLY supposed to fly over expressways etc. Well, you can forget this rule, too!

4

People say why did you move to the O'Hare area?  
 Well, I'm been here since 1966, 38 years when no such thing existed as it does today; and who could have imagined that things would turn out like this? The quality of life because of excessive airplane noise is bad. You can't have a steady conversation with your neighbor over the fence but have to stop always when the planes come over. They come right over next to my neighbor's house and mine. Sometimes EVEN the purple-green refuse is seen in my yard!!!! Don't step in it! Once I had a sizable glob on my kitchen window. I had to use the garden hose to get it off because I was afraid to touch it because of fecal bacteria!!!! Oh, please help us!!!!

5

6

A number of times, my ill and aged mother (RIP) used to raise and shake her hands up at the planes and yell at them!!!! That's how bad they ARE! I'd tell her not to do that, that they couldn't see her, and that people would think the worse of her. What MORE CAN I say, or DO???? We need relief NOW  
 (Please go to page 3, attached →)

| Comment | Response                                 |
|---------|--|
| 4       | Please see topical response D-1 and D-2. |
| 5       | Please see topical response M-1.         |
| 6       | Please see topical response D-1.         |

Page 3 of 4

J.M.J.

page 3 of 4

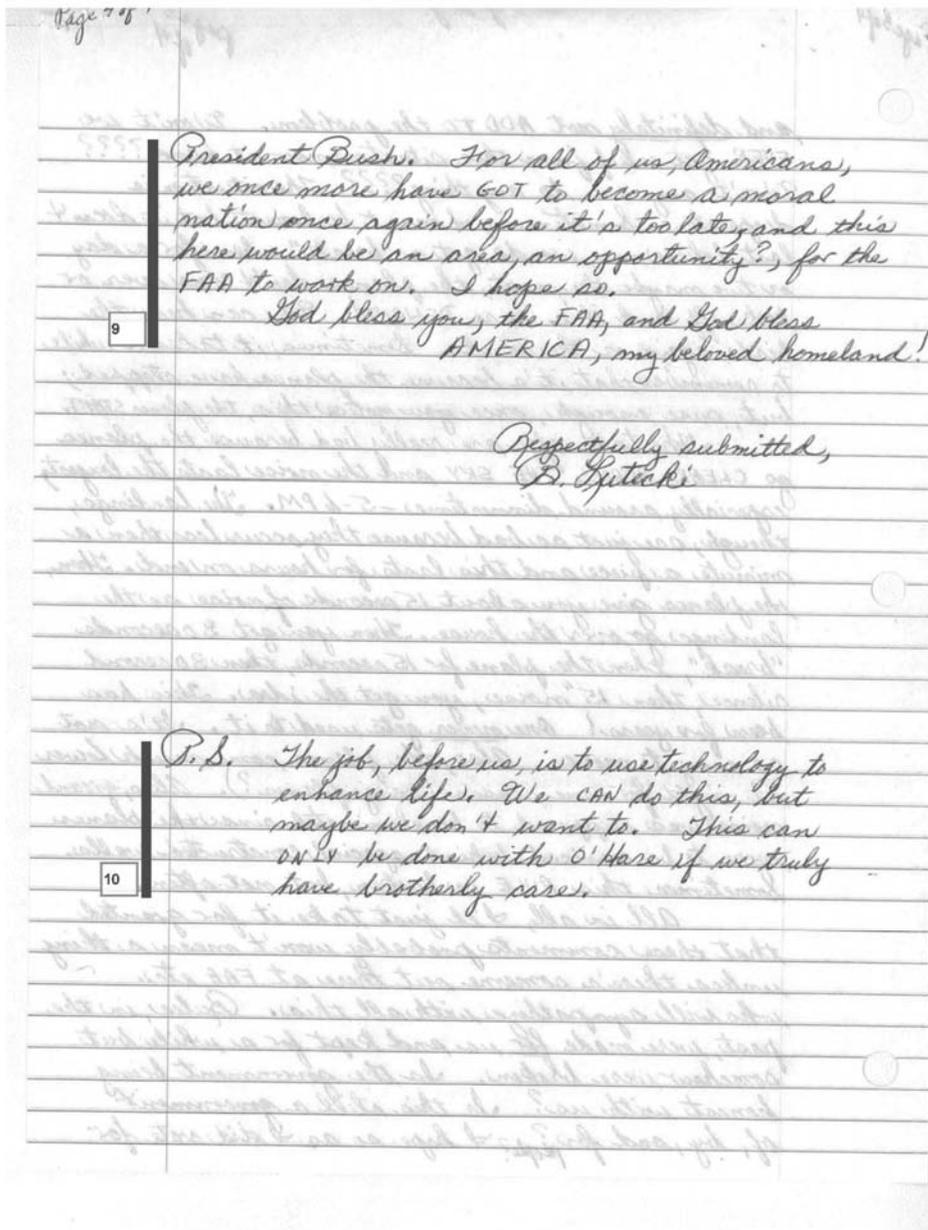
and definitely not ADD TO the problems. Won't we EVER get relief from this situation now at hand???? Won't any one do anything???? The situation is desperate. Sometimes, I must be honest, but it doesn't last, believe me, we do get a "break" when for a day or two maybe the most, the planes don't come over or take off and it's sure DELIGHT! We can hear the birds again or the wind. Sometimes it takes a while to remember that it's because the planes have stopped; but, sure enough, once you notice this, the planes START. The take-offs are really bad because the planes go CLEAR ACROSS THE SKY and the noise lasts the longest, especially around dinnertime - 5-6 PM. The landings, though, are just as bad because they occur less than a minute a piece and this lasts for hours on end. Then, the planes give you about 15 seconds of noise as the landings go over the house. Then you get 30 seconds "break", then the plane for 15 seconds, then 30 second silence, then 15 "noise, you get the idea. This has been for years! One never gets used to it. It's not so easy to move. Also, the planes come much lower at night for some reason (cargo planes?). Also, ground noise was supposed to be eliminated since the planes were to be serviced behind special constructed walls. Sometimes this RULE is broken, but not often.

7

8

All in all, I'll just take it for granted that these comments probably won't mean a thing unless there's someone out there at FAA, etc. who will sympathize with all this. Rules, in the past, were made for us and kept for a while but somehow were broken. Is the government being honest with us? Is this still a government of, by, and for people? I hope so as I did vote for

| Comment | Response                         |
|---------|----------------------------------|
| 7       | Please see topical response K-2. |
| 8       | Please see topical response D-1. |



| Comment | Response                         |
|---------|----------------------------------|
| 9       | Please see topical response M-1. |
| 10      | Please see topical response M-1. |

050307\_09



Tallyvasquez@aol.com  
03/07/2005 07:04 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject regarding O'Hare Expansion

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

To the FAA:

Please put aside the pressures being put on you and consider the safety aspects of expanding the number of flights in and out of O'Hare. Just talk to the pilots and the air traffic controllers. Use your good common sense and vision when making this all-important decision about O'Hare. We have lived in Elk Grove Village for over 40 years and are not stodgy complainers and people who are opposed to change at all costs. The safety of the surrounding suburbs should be paramount in your decision.

We attended one of the local FAA public hearings and I testified at that time regarding the safety of our community and those others which border on O'Hare. Please don't let Mayor Daley's political clout color your vision regarding the decision which will make an environmental impact on O'Hare for years to come.

Sincerely,

Natalie and Albin Vasquez  
212 Clearmont Drive  
Elk Grove Vlg. IL 60007-4006

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses K-1 and K-2. |

1

**COMMENTS:**

050308\_01

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-1.          |
| 2       | Please see topical responses G-3 and L-2  |
| 3       | Please see topical responses C-7 and K-2. |
| 4       | Please see topical responses A-1 and B-2. |

Name: Howorko MICHAEL A  
Last(Apellido) First(Nombre) MI

Address: 5100 CARRIAGE WAY DR ROLLING MEADOWS, IL 60008  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

DEAR MR MACMULLEN,

AS AN AVIATION ENTHUSIAST, LICENSED AIRMAN AND RESIDENT NEAR O'HARE, I AM GREATLY CONCERNED AND STRONGLY OPPOSED TO THE O'HARE MODERNIZATION/EXPANSION.

BASED ON WHAT I HAVE READ, THE ADDITIONAL ECONOMIC BENEFIT WOULD BE RELATIVELY INSIGNIFICANT AND MARGINAL COMPARED TO THE COST OUTLAY AND DEGRADATION OF THE TAX BASE FOR THE MUNICIPALITIES IN THE AREA.

FURTHERMORE, SPEAKING AS AN AIRMAN, I AM MUCH MORE CONCERNED ABOUT INCREASED POTENTIAL FOR HUMAN CATASTROPHE FROM THE INCREASED LOADING OF AN ALREADY DENSELY POPULATED AIRSPACE. TO ME, EVEN WITH GREAT CONFIDENCE IN THE LATEST ADVANCES IN RADIO CONTROL TECHNOLOGY, THE TRADE OFF ~~OF~~ ECONOMIC GAIN AT THE EXPENSE OF POTENTIAL LOSS OF LIFE MAKES NO SENSE. SHOULD THIS PROPOSAL BE IMPLEMENTED, I CAN ONLY FORESEE A LARGE SCALE HUMAN TRAGEDY.

A MORE SANE, EQUITABLE AND ECONOMICALLY DIVERSE SOLUTION WOULD BE TO THROW THE EFFORT INTO DEVELOPING THE PROPOSED AIRPORT TO THE SOUTH OF CHICAGO AND CANCEL THIS EXPANSION. I URGE YOU TO CONSIDER THIS.

THANK YOU FOR YOUR TIME AND CONSIDERATION.  
 Michael Howorko

1

2

3

4

050308\_02

**March 8 2005**

**Dear Mr. Mac Mullen;**

**Why would the FAA even consider allowing Ohare to add more runways ?**

**Isn't it your agency that says Ohare's arrivals and departures are never on time ? Why then would you make the airport bigger. Would that not make the airplanes even later ?**

**What about the impact on the air traffic controllers . Don't you even consider your own employees ?**

**Please stop this expansion project now.**

**Thank you**

*S. Brinkmeier*  
**S. Brinkmeier**

1

2

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

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050308\_03

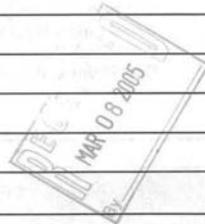
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

Name: Lopez Dario  
Last(Apellido) First(Nombre) MI

Address: 2714 S. Kedzie Chicago, IL 60623  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I'm a Union Carpenter who supports the O'Hare Modernization Draft Environmental Impact Statement and Expansion.

1



MAR. 8. 2005 12:54PM SMITH RESEARCH

NO. 7245 P. 1/1

050308\_04

March 8, 2005

Dear FAA:

As a resident of the far Northwest side of Chicago, I have a concern about the proposed expansion at O'Hare Airport. My two concerns center around noise pollution and air pollution. When the planes are flying in from the east, the noise is very distracting and irritating. Those same planes also spew a lot of pollution into the air. With the proposal for increased traffic at O'Hare the noise and air pollution can only get worse unless action is taken to make the airplanes more fuel and noise efficient. Mandates must be imposed on the airlines to produce aircrafts that are more fuel efficient and more quiet. The airlines can do this. They will probably complain about the cost involved but it will pay off for them long term.

1

Thank you for providing a public forum on this issue. As a lifetime Chicago resident, I have a concern about the environment in which I and my fellow Chicagoans live.

2

Sincerely,

Chris Devine  
Board Member, Foster-Harlem Property Owners  
Association

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-1 and E-1. |
| 2       | Please see topical response M-5.          |

050308\_05



"Paul O'Connor"  
<poconnor@worldbusinesschicago.com>

03/08/2005 04:21 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA

cc

bcc

Subject Approve OMP as per EIS

Please accept for the record the attached written testimony, submitted in Word format.

<<OMP to FAA fm POC WBC 3.8.05.doc>>

Paul O'Connor  
Executive Director  
World Business Chicago  
312-553-0500  
poconnor@worldbusinesschicago.com  
www.worldbusinesschicago.com



OMP to FAA fm POC WBC 3.8.05.doc



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

March 8, 2005

Mike MacMullen  
Federal Aviation Administration  
2300 E. Devon Ave.  
Des Plaines, IL 60018  
Via e-mail

**Re O'Hare Modernization EIS**

Dear Mr. McMullen:

Two weeks ago in Austin, Texas, I met with the CEO of a global technology firm with operations throughout the United States and around the world. O'Hare International Airport is a fundamental part of his business, and he said that weather-related flight delays and cancellations "really hurt us."

In addition to lost time in an ever-accelerating world marketplace -- and the financial losses that goes with lost time -- he said that O'Hare delays and cancellations were impacting his ability to compete worldwide against foreign competitors. And, he said, Dallas was not an adequate alternative, especially internationally. Commercial air travel is a fundamental "tool" in his business. He said even the first new runway detailed in the EIS would make a significant difference for his multi-billion-dollar business.

I can repeat this story with dozens of similar examples, from a \$50-billion-plus company to scrappy entrepreneurial start-ups. World Business Chicago is a public-private economic development not for profit corporation. Our mission is to grow the private sector that provides new jobs, growth, and the tax base for hundreds of municipalities. O'Hare is our biggest asset -- when we attract companies like Boeing, or world headquarters of BP's new \$6-billion petrochemical spin-off, or indeed the Austin technology company.

But O'Hare weather-related delays and cancellations are also our biggest liability. I am not only referring here only to the legitimate concerns of metropolitan Chicago companies -- who lose hundreds of millions annually at O'Hare because of weather. There are at least 66 million other business

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

travelers transiting O'Hare each year for whom Chicago is not a destination but a connecting point. From the birth of commercial aviation to the present, Chicago's geographic centrality and airport infrastructure have made it a leader in air travel for business. Making, in turn, Chicago America's leading convention and business-travel destination. My point here is that just the Chicago-based losses to the US economy warrant the OMP as detailed in the EIS. But I submit that our national economy and its ability to compete effectively in a globalizing economy are increasingly put at risk with every delay in solving the clear and well-documented problems at O'Hare.

1

Indeed, I respectfully submit that the FAA, having exhaustively examined the matter of O'Hare Modernization, has a responsibility to our national interests to proceed with this plan as quickly as practicable. While opposition to OMP has generated its own tiny cottage industry – with precious few benefiting – Chicago's \$366-billion economy (providing jobs for more than 4,000,000 Americans) is held hostage under color of due process.

I write to concur with FAA's finding to-date re O'Hare Modernization, and to urge you to follow the facts of the EIS to a speedy start for relief runway construction as quickly as the FAA can act.

2

Respectfully submitted,

s.

Paul O'Connor  
Executive Director

[www.worldbusinesschicago.com](http://www.worldbusinesschicago.com)

177 NORTH STATE STREET • SUITE 500 • CHICAGO, ILLINOIS 60601 • PHONE 312-553-0500 • FAX 312-553-4355

050308\_06



<mark\_drysch@agilent.com>  
03/08/2005 11:19 PM

To 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc <mark\_drysch@agilent.com>  
bcc  
Subject O'Hare Expansion

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses B-2, B-4, B-7 and M-8. |

The following is an excerpt from a letter titled, "Peotone Is Not Solution To Airport Problems", sent to the "Your Opinion" section of our local paper, Press Publications, for Wednesday, December 15, 2004. I am sharing this with you because I agree with many of the ideas expressed by the author, George Ochsenfeld of Monee, Illinois and President of Shut This Airport Nightmare Down.

"The proposed Peotone airport is about money and power, not transportation. The solution to aviation congestion is as follows: expansion and full utilization of O'Hare and the Gary, Rockford and Milwaukee airports; state-of-the-art air traffic technology; pricing away from peak flying times; increased teleconferencing; fast trains connecting Midwestern cities; and , if all else fails, having some connecting flights take place in other cities."

I want to emphasize that neither adding a third airport in Peotone, nor expanding O'Hare airport will solve the current or future problem(s). A regional approach which better utilizes the existing regional airport capacity and the addition of high speed trains to connect these airports is a more cost effective and longer term solution to the needs of the region.

Sincerely,

Mark Drysch  
179 Fellows Ct.  
Elmhurst, Il. 60126

1

050308\_07

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, March 16, 2005 6:35 AM  
**To:** Jim Karwowski  
**Subject:** Re: Emphatically against the proposed O'Hare expansion

Message Recieved, Thank-You.

"Jim Karwowski"  
 <jkarwowski@stagn  
 ito.com> To  
 03/08/2005 03:37 9-AGL-600-CMPEIS/AGL/FAA@FAA cc  
 PM Subject  
 Emphatically against the proposed  
 O'Hare expansion

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses M-1 and C-7.      |
| 2       | Please see topical responses B-2, L-1 and L-2. |
| 3       | Please see topical response E-1.               |

My family and I are categorically against the proposed O'Hare expansion. We believe that the proposed expansion will negatively and irrevocably change the quality of life for many, if not all inhabitants of the north, west, and northwestern suburbs. The skies above and the roads leading to O'Hare are very congested today and it defies logic that expanding O'Hare will lessen these problems.

1

I understand the politics behind the proposed expansion, but it does not seem that enough research has been conducted investigating the benefits of building a new airport in Peotone nor increasing the capacity at the airport located in Gary. I also do not believe for a minute that the proposed expansion will even come close to the projected budgets, running much higher.

2

The proposed expansion of O'Hare is detrimental to the environment, decreases our near-term quality of life, and threatens future generations and their quality of life. The only groups that will be in a position to benefit from this proposed activity are the mayor of Chicago, his political cronies, and anyone on their dole.

3

Regards,

Jim Karwowski and Family

050309\_01



March 9, 2005

Mr. Mike MacMullen  
 Federal Aviation Administration  
 2300 E. Devon Avenue  
 Des Plaines, IL 60018

[ompeis@faa.gov](mailto:ompeis@faa.gov)

RE: Draft Environmental Impact Statement (DEIS) for O'Hare Modernization Project

It is a shame that our environment is a "small player" in this game of airport "chess" in the Chicago region. Expanding the Gary, Indiana Airport is a viable solution to air traffic congestion, if the will to do it existed. It makes the most sense economically and environmentally, but the jobs, power and money are on the wrong side of the state line.

1

Be that as it may, incorporating a true intermodal facility must be part of the O'Hare expansion plan, if we truly expect to address pressing ground transportation issues in the Northeastern Illinois, Northern Indiana and Southern Wisconsin area as well.

2

Robert O. Burns  
 Public Works Director  
 Roselle, Illinois  
[Rburns@roselle.il.us](mailto:Rburns@roselle.il.us)

C: Senator Durbin  
 Senator Obama  
 Representative Hyde

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-2, E-1 and L-2. |
| 2       | Please see topical response F-2.               |

050309\_02

March 9, 2005



Deane Jankovsky  
 485 E. Elk Grove Blvd.  
 Elk Grove, Ill. 60007

Michael W. MacKuller  
 AEP Manager  
 Aviation Administration  
 Chicago Airports District Office  
 2300 Devon Ave.  
 Des Plaines, Ill. 60018

Dear Mr. MacKuller,

We need to look for a solution other than new runways at O'Hare and a Pentaxe ramp. Lucky for us the FAA has already taken a leadership position. I believe the FAA gave a loud and clear message, when the airlines were forced to reschedule flights and/or give up gates. I commend this action.

The only justifications for new runways and a Pentaxe are "I want it." Well, our wants and a real need should be looked at closely. The airlines themselves have no interest in Pentaxe. They have enough problems surviving with fuel costs, labor cost, and passenger revenue. They also have reverted to the idea of buying and using smaller planes for domestic flights. How will runways solve their woes?

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-2 and M-5. |
| 2       | Please see topical response B-8.          |

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I do have a solution, which makes more sense. A rail system to connect O'Hare, Midway, and Haney. Three existing airports combined making "one of the busiest airports" the advantage of parking at one airport and having access to all three without the night-mare of driving. We've "crossed the bridge" and new ideas must take place or how we spend our money and what is needed.

Sincerely,  
Diane Jankovsky

| Comment | Response                                  |
|---------|---|
| 3       | Please see topical responses B-7 and F-2. |

3

**COMMENTS.**  
 050309\_03  
 Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: TREESH ROBERT  
 Last(Apellido) First(Nombre) MI

Address: 2543 WILLIAM GREENWOOD / L 60025  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

IT WOULD BE BETTER TO BUILD NEW AIR PORT IN SOUTHERN PART BECAUSE OF POLLUTION (I SMELL JET FUEL 2 OR 3 TIMES A MONTH) NOISE, CONGESTION, WHEN IN A PERIOD OF 5, 10, YEARS THEY WILL WANT TO EXPAND AGAIN WHEN PROTONS HAS ALL KINDS OF PROBS. GARY AIRPORT SETS DOING NOTHING. THEY COULD RUN A TRANSYSTEM INTO INDIANA FROM LOOP TO GARY AIRPORT.

I LIVE APPROX 5 MI FROM N.E. TO S.W. RUNWAY. WHEN PLANE GO OVER I COULD SWARE THE POLETS HAND. THE NOISE IS REASONING YOU CAN'T TALK. MY PROPERTY VALUE HAS FALLEN 10,000 TO 15000. BECAUSE OF AIR PORT NOISE.

I HOPE THE EXPANSION OF OHARA FIELD BECOMES DALEY'S WHITE HORSE

| Comment | Response   |
|---------|--|
| 1       | Commenter has raised a number of issues which are addressed in Section U.5, Topical Responses, specifically please see topical responses B-2, B-7, D-1, E-1, E-3, and F-2. |
| 2       | Please see topical responses D-1 and D-2   |
| 3       | Please see topical response G-2.   |
| 4       | The commenter's opinion is noted.  |

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- 3
- 4

050310\_01



9399 West Higgins Road  
Suite 1050  
Rosemont, IL 60018  
Phone: 847.292.1259  
Fax: 847.292.1462  
www.transwestern.net



03/10/2005

Michael MacMullen  
Federal Aviation Administration  
2300 E. Devon  
Des Plaines, IL 60018

Mr. MacMullen,

Transwestern Commercial Services depends upon a viable O'Hare Airport for business travel and goods movement. A viable O'Hare airport is also an important economic component of Northeastern Illinois Region and a critical part of the nation's aviation system.

Flight delays continue to plague operations at O'Hare. Last year O'Hare ranked last of all major US airports in on time performance. If these delays problems continue, customers and businesses would seek alternate markets which would negatively impacts Northeastern Illinois's economy.

A modernized O'Hare airport as proposed in EIS will significantly reduce delays as well provide significant economic development for the region by bringing in 200,000 jobs for the airport and people using the airport.

For all these reasons decreased delays, improved airport efficiently and expanded economic development for the Northeastern Illinois region, Transwestern Commercial Services urges the FAA to issue its record of Decision to enable O'Hare to reach it's full operating capacity in the US and international aviation system.

Thank you for your consideration

Gail Sturm  
Senior Vice President  
Transwestern Commercial Services

- 1
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- 3

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

Your Partner of Choice.

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050310\_02

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: JEND MARY J  
 Last(Apellido) First(Nombre) MI

Address: 1113 NORDIC ST, BENSENVILLE IL. 60106  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I don't know why Mayor Daley wants to demolish over 500 homes in Bensenville, and also the business, what is that going to do to our village which we all care for. It is all about Chicago making money. Why not expand the Gary airport; but of course Chicago won't get the money from Gary. When Mayor Daley was elected, he mention affordable homes, so how about Bensenville keeping their homes + business, we love our village.

1

What about the two cemeteries; no body mentioned where the bodies will be going, or will they build the run-ways on top of the bodies. There are still people that want to be bury next to their loved ones.

2

We do need a third airport, O'Hare airport is large enough.

3

God Bless You all  
 Mary J Jend

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-2 and G-4. |
| 2       | Please see topical response I-1.          |
| 3       | Please see topical response B-2.          |

## Get busy tunneling access to O'Hare

Gov. Rod Blagojevich should do something to improve the problems in Illinois and maybe earn his keep and be a do-something governor instead of the opposite. If the English and the French can tunnel under the English Channel, we can tunnel under the O'Hare Field and connect the Kennedy Expressway with the Elgin-O'Hare Expressway.

That fixes a traffic problem in that area that should have been done years ago. Fix the airport problems by building two long runways at DuPage Airport going south from North Avenue. Who needs a golf course in the area? That would fix the problem of building a new airport. Get busy, governor.

George  
Lo

| Comment | Response  |
|---------|---|
|         | Newspaper clipping submitted with previous comment. |

050310\_03



Susan Poll-Klaessy  
<susan\_poll@yahoo.com>  
03/10/2005 10:01 AM

To 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject O'Hare Modernization Program

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

I support the O'Hare Modernization Program.

Do you Yahoo!?

Yahoo! Small Business - [Try our new resources site!](#)

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050311\_01

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Harvey Conor G  
Last(Apellido) First(Nombre) MI

Address: 2444 W. 183<sup>rd</sup> Homewood IL 60430  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

The construction for the O'Hare extension would be very beneficial in providing jobs for the Chicagoland Carpenters. It will also provide more jobs for Chicagans in general. The overall economic advantages of this airport would be immense. Therefore continuing progress for Chicagoland overall.

1

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



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050311\_02



**Name:** Gardner Lillian H.  
 Last(Apellido) First(Nombre) MI

**Address:** 17W131 Woodland Ave., Bensenville, IL 60106  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I am totally against the expansion of O'Hare airport. I am an 83 yr. old widow who has lived in Bensenville for over 50 years. Even though I won't be around to hear the extra noise which is bad enough now when you can't converse with anyone when you're on the patio, but you also have a hard time having a telephone conversation when you're in the house with the windows open and a plane flies over. The safety and pollution are even more important. The airport will still not be large enough and I'm afraid Mayor Daley will decide he needs more land for the airport and get rid of homes and businesses south to Grand Ave. You saw what he did to Meigs Field. Another thing is the two cemeteries. How could anyone think of removing the graves and headstones of loved ones? It's bad enough to remove the homes and businesses.

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2  
3

The most practical thing would be to build a new airport in Peotone. It's a lot cheaper to build from scratch. Then we can see what has to be done to modernize O'Hare. In this way there will be work in two areas instead of the Mayor being in charge of just one. With all the recent controversy surrounding Chicago's mayor, do we really want "the fox guarding the hen house"? I have heard of no compensation to the surrounding suburbs who are making the only sacrifice, mainly Bensenville and Elk Grove Village. Richard Daley, on the other hand, is being rewarded for mismanaging the current O'Hare land mass by making sure any air freight and related buildings were built under his domain. If he would have allowed the new post office and air freight businesses to be built in Bensenville or Elk Grove Village, there would be plenty of room for a new runway. There would also be plenty of room to park the airplanes which I think is the real problem. Although some O'Hare modernization is necessary, let's not have a \$15,000,000,000 boondoggle. This is just a massive land grab that punishes those of us who already suffer all the fallout from the "world's busiest airport."

4  
5

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, D-2 and M-1.      |
| 2       | Please see topical responses E-1 and K-2.           |
| 3       | Please see topical responses G-4, I-1, M-6 and M-7. |
| 4       | Please see topical responses B-2 and M-8.           |
| 5       | Please see topical responses L-1 and G-3.           |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050311\_03

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Brands Peter C  
 Last(Apellido) First(Nombre) MI  
 Address: 1403 Park St. Crete IL 60417  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

It will help Union Carpenters keep working for many years.

1

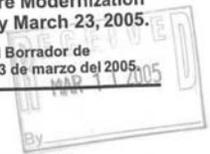


| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050311\_04

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



Name: KAPLON DAN J  
Last(Apellido) First(Nombre) MI

Address: 160 ILLINOIS SHAUMBURG IL 60194  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I'm attending classes at local training center. I'm currently completing my preapprentice cabinet course. I think it would be good to expand the airport because it would create more jobs for union carpenters and cabinet makers. Please note my interest in the construction of a new airport and expansion of O'hare. I think it would also help the local economy and local unions.*

*Sincerely  
 Dan Kaplon*

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

1

2

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050311\_05

Name: CECILLE, Scott A.  
Last(Apellido) First(Nombre) MI

Address: 712 KRAUSE AVE STREAMWOOD, ILL 60107  
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

To The O'HARE EXPANSION committee,  
 My NAME IS Scott A. CECILLE. I live in Streamwood, ILL.  
 Please expand the Airport. WE need these new jobs that  
 it will create. I have children, and the population increase  
 seems to dictate that we need more runways and  
 less traffic in certain areas. O'Hare international needs  
 to expand to keep connected flights and the intervals time  
 to transfer to a minimum. People won't want to fly to Chicago  
 if the wait is too long to go to another city. We need the business.  
 So does the economy in Chicago, so please expand O'Hare.

Sincerely  
 Scott A. Cecille

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-1, M-2 and M-4. |

1

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050311\_06  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

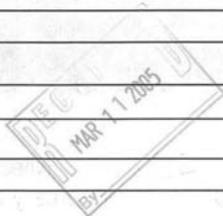
Name: PARSONS Richard Scott  
 Last(Apellido) First(Nombre) MI  
 Address: 2047 Stephen st Aurora IL 60504  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Being A Union Carpenter, I rely on the work at O'hare Int'l Airport to support my family.

Without the O'hare expansion project I see our region losing tens of thousands of jobs in the construction field.

Without the reconfiguration of the now dangerous runways, we stand the chance of losing American Airlines and United Airlines as a major hub, which would result in lost jobs and revenue in the private sector.

I therefore support the O'hare modernization program.



050311\_07

**From:** Kevin.Colbert@faa.gov on behalf of CMPEIS@faa.gov  
**Sent:** Wednesday, March 16, 2005 6:59 AM  
**To:** Daniel J Stoneberg  
**Subject:** Re: O'Hare: Routing of Air Traffic For Departures from New North Runway

Message Received, Thank-You.

Daniel J Stoneberg  
 <Daniel\_J.Stoneberg@notes.ntrs.com>  
 03/11/2005 10:07 AM

9-AGL-600-CMPEIS/AGL/FAA@FAA  
 cc  
 Subject  
 O'Hare: Routing of Air Traffic For Departures from New North Runway

Hi. Departures from the proposed new North runway would cast noise on fewer residences if traffic is routed over Busse Woods. Has this been talked about? When will this topic come up?

Dan Stoneberg  
 Phone: 630 671 0901  
 E-mail: DJS2@NTRS.Com

| Comment | Response  |
|---------|---|
| 1       | <p>Please see topical responses <b>D-1, D-2, D-3 and D-4.</b></p> <p>The proposed new north runway although used primarily as an arrival runway, would have departure operations in both east and west directions. The FAA supports the continuation of the Fly Quiet Program managed by the O'Hare Noise Compatibility Commission in developing departure routes and procedures to route aircraft over compatible land use.</p> <p>The FAA also refers the commenter to the <i>O'Hare Noise Compatibility Commission's April 6, 2005</i> comments on the Draft EIS, beginning on page U.4-353. This letter and its responses deal primarily with noise mitigation and other information that may further inform the commenter.</p> |

1

050313\_01



Lois & Eric Tomaskovic  
 <erlotom@famvid.com>  
 03/13/2005 01:07 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject O'Hare Expansion Project

Our comments about O'Hare expansion:

It's common knowledge that the skies over O'Hare are already overly crowded, and the air traffic control system is already maxed out. How can you safely add even more flights into this limited airspace? A third airport, whether at Peotone, Rockford, or another site, would seem to be the most obvious solution to this problem. All other O'Hare expansion issues pale in comparison, yet no one seems to focus on this safety issue in the press.

1

At your recent public hearings, several union carpenters, electricians, etc. made comments about how the proposed O'Hare expansion would provide jobs. Wouldn't building a third airport provide at least as many jobs (probably more in the long run)? The only difference is, these jobs would not help Mayor Daley politically if not located at O'Hare!

2

We both grew up near major airports (Eric in Chicago near Midway, and Lois in Mt. Prospect near O'Hare) so airplane noise doesn't bother us. We currently live on the south side of Elmhurst, where the noise isn't too bad. We are mainly concerned about the safety question.

PLEASE, when you make your final decision, remember to consider safety first, and all other issues, such as jobs for Mayor Daley's constituents, second.

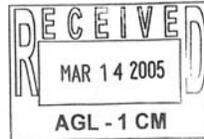
Thanks for this opportunity for us to voice our concerns.

3

Eric J. Tomaskovic  
 Lois Tomaskovic  
 957 Hillside Ave.  
 Elmhurst, IL 60126

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses B-2, C-3, C-7 and K-2. |
| 2       | Please see topical responses B-2 and G-1.           |
| 3       | Please see topical responses A-1, C-7 and K-2.      |

050314\_01



7906 S. 10<sup>th</sup> St.  
Kalamazoo, MI 49009  
March 10, 2005

Federal Aviation Administration  
2300 E. Devon Ave...  
Chicago, IL 60018  
Dear Mr. MacMullen,

The media has been reporting that President Bush's transportation proposals would effectively eliminate Amtrak passenger rail services. We also read that major modernization is proposed for O'Hare airport. Regardless of your support or interest in Amtrak in the past, I would urge you to recognize that rail must be included in any modern transportation system, and continuation and expansion of rail service throughout the country can improve access to O'Hare airport, and also help reduce 'feeder' airlines creating congestion at your already overcrowded facilities.

It is almost impossible to believe any government official would fail to see the urgency of maintaining and expanding rail service at this point in history. Not only is it the most fuel efficient form of transportation at a time when the gasoline age is probably nearing the end, it can help ease overcrowded highways and airports. A perfect example of such an opportunity is right here in southwest Michigan. We have both air and rail service available, but many of our flights just make a 45 minute hop into Detroit or Chicago. But since that 45 minute flight requires almost 2 hours of time checking in and out of the airports and loading and unloading, the trip to the hub airports could be just as conveniently made by rail, except for one thing---

The train does not stop at the airports. Although Amtrak passes within a few miles of Detroit Metro, there is no convenient stop there to make a connection. Likewise, in downtown Chicago, one must transfer to local surface transportation a few blocks away in order to reach O'Hare. Long range government planning should include feeder railroad terminals at every major airport via Amtrak, or other rail service, for a truly integrated transportation system.

Looking at our huge national debt it would appear obvious that we cannot build our way out of airport and highway congestion. It appears we can hardly afford to maintain the infrastructure we have. More and more cities are developing light rail lines to provide economical transportation. As the gasoline era draws to its end, we need more and more mass transit to serve the growing population. This must include both commuter and long distance services to provide energy conservation and travel options.

I hope you will study the long range needs of our transportation network, and work to insure that passenger rail will be an effective part of the future O'Hare airport rather than just more overcrowded flights and congested access highways.

Very truly yours,

Dale K. Wells

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-7 and F-2. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050314\_02

Carpenter L.U.#58 15 year  
 Name: Djoric Donna D.  
Last(Apellido) First(Nombre) MI

Address: 22351 W. Loan Antioch, IL 60002  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I think it's a wonderful idea for the modernization, it will give a lot of unemployed union workers like me (Aug 2004) a chance a steady job for a couple of years. Unfortunately, the EIS process isn't fast enough!!

Thanks for your time in reading my opinion.

Respectfully,  
 Donna D. Djoric  
 Carpenters L.U.#58

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-2, G-1, and M-5. |



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050314\_03

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

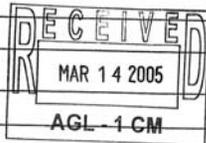
| Comment | Response  |
|---------|---|
| 1       | Please see topical responses C-1, G-1, and M-2. |

Name: Herrera Fernando  
 Last(Apellido) First(Nombre) MI

Address: 3504 W-59<sup>th</sup> PL Chicago IL 60629  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

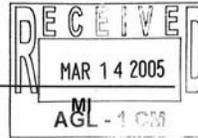
My name is Fernando Herrera. I am a Carpenter out of local 181, I use O'Hare Airport very often, and as a Carpenter my family depends on me. Therefore, if the expansion of the O'Hare airport is going to create more work I totally support the project and the expansion of the airport for the benefit of all the people in the Chicago land area.

1



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 050314\_04  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: LESTINA KEN  
 Last(Apellido) First(Nombre)



Address: 1112 W. NORDIC BENSENVILLE IL 60106  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I HAVE LIVED IN THE AIRPORT AREA FOR 34 YEARS. I AGREE THE CURRENT AIRPORT IS OUTDATED. EXPANSION OF THE AIRPORT MAKES ABSOLUTELY NO SENSE. THE NUMBER ONE REASON IS THE COST WHICH CANT BE FINANCED BY NEITHER THE AIRLINES OR THE FEDERAL GOVERNMENT. I HAVE ATTENDED VARIOUS MEETINGS AND NO AGENCY WILL COMIT THE TRUE FINANCIAL COST OF THIS PROJECT.

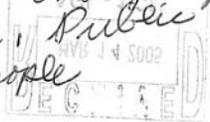
THE FAA SHOULD DETERMINE IF THERE WOULD BE AN ALTERNATE SOLU. TO OHARE EXPANSION, ROCKFORD AND PEOTONE WOULD BE ALTERNATIVES. THE DOWNSIDE TO OHARE EXPANSION IS THE ENVIRONMENTAL AND ECONOMIC COSTS INVOLVED WITH THIS PROJECT. THE CITY OF CHICAGO NEEDS COMPETITION IN ORDER TO REDUCE THE MONOPOLY THEY HAVE NOW ON GATE CHARGES. EVEN WITH NEW RUNWAYS I CANT SEE SERVICE BEING IMPROVED TO COMPETE WITH OTHER AIRPORTS I HAVE USED UNDER THE PROPOSED PLAN.

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-4, B-8 and L-1. |
| 2       | Please see topical response B-2.               |
| 3       | Please see topical responses E-1 and L-1.      |
| 4       | Please see topical responses C-1, C-4 and M-4. |

Mr Michael Mac Mullen Airport Environmental  
Programa Manager

050314\_05

My name is John Garner and I am  
against expansion at O'Hare Airport.  
First of all I am a United airline  
stockholder, this airline is losing  
10 million a day. I want to know  
where is the money to come from to  
finance this airport, they are bankrupt  
How can build western access to airport  
they havent enough money to pay  
employees, United and American are in  
financial stress and lease 80% of gates  
from airport, I am sick of the  
games to get Richard M Daley and  
his friends rich with contract and  
jobs, My cousin was Michael  
Bilandic law partner, I know how  
system work, I spoke at Elk Grove  
Village February 22, this is an  
accident waiting to happen, they  
wont have enough body bags to put  
bodies in, Public Works over the  
common people



Sincerely  
John Garner  
708-457-1935 708-457-0708

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses B-8, F-4, and M-1. |
| 2       | Please see topical response K-2.                |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050314\_06

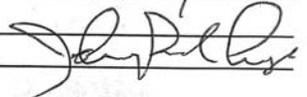
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

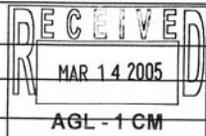
| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and G-1. |

Name: AUGE JOHN PAUL  
Last(Apellido) First(Nombre) MI

Address: 2040 NIMITZ DR. DES PLAINES IL 60018  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

BEING A UNION CARPENTER, OUT OF LOCAL 181, I HAVE BEEN TAKEN CARE OF THROUGH THE INSURANCE AND WORK THAT UNION MEMBERS RECEIVE AND DESERVE. PRESENTLY, I AM A SHOP STEWARD AT O'HARE. THE MODERNIZATION DRAFT WILL CONTINUE TO TAKE CARE ME AND MY FAMILY AND MANY OTHER UNION MEMBERS AND ~~THEIR~~ THEIR FAMILYS. ALSO, MANY LOCATIONS AT THE AIRPORT, REALLY COULD USE MODERNIZATION!

THANK YOU  




**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050314\_07

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-1 and F-5. |
| 2       | Please see topical responses M-1 and B-2. |
| 3       | Please see topical response C-3.          |

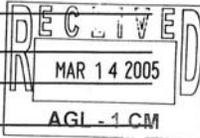
Name: McFadden Mary M.  
Last(APELLIDO) First(NOMBRE) MI

Address: 120 Forest Drive Roselle IL 60172  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

My husband and I moved to the Bloomingdale-Roselle area 22 years ago, to raise our children away from noise (He was originally from the city) (I was from Schiller Park area) We payed our extremely high taxes, water etc over the years to stay away from noise & congestion. Now the city tries to move into suburbia. The pass ten years noise has increased extremely. Our windows rattle and are awakend what sounds like missles coming thru our bedroom.  
The impact on the O'Hare expansion will be too great. All major cities have 3 major airports. As we all know this plan is for Mayor Daily and for the city of Chicago not for the good of all people. There are many small airports what about their airspace.

1  
2  
3

Mrs. Mary McFadden



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050314\_09

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response B-7. |

Name: LEHMAN MIKE A  
 Last(Apellido) First(Nombre) MI

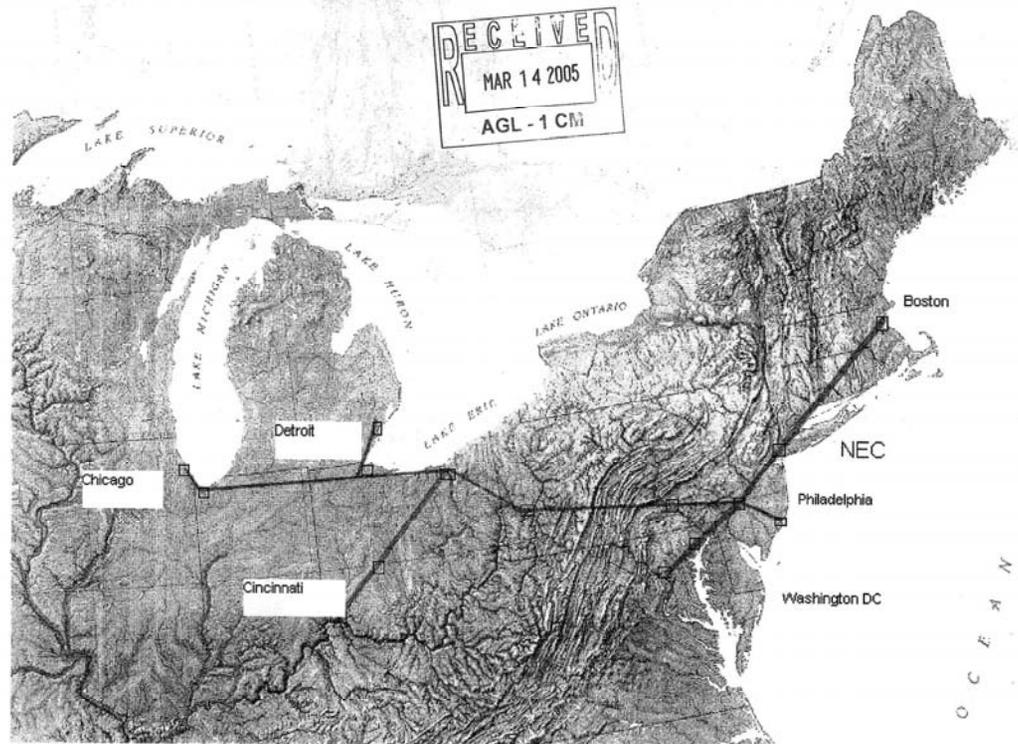
Address: 4600 N. CLARENDON #1211 CHICAGO IL 60640  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

THE GREAT LAKES HIGH SPEED RAIL  
 SYSTEM SHOULD BE BUILT BEFORE ANY  
 AIRPORT EXPANSIONS HAPPEN. PLEASE  
 SEE ATTACHED JUSTIFICATION CONCEPT AND  
 MAP.  
 THANK YOU,  
 MIKE LEHMAN

1

Great Lakes/Northeast HSR

050314\_09



THE 1st TRUE HIGH SPEED RAIL SYSTEM/"BULLET TRAIN" FOR THE USA

Please distribute this concept with attachments to your HSR contacts and transportation legislators, I'm trying to receive feedback and economic and political support, thanks(to: mikelehman@lycos.com). Advanced countries are implementing "true" High Speed Rail/HSR systems and the US is earnestly trying to also; the Great Lakes HSR/GLHSR system should be the **one** of the many HSR concepts proposed. Many millions of people would be able to use the system and even more benefit from it's numerous advantages.

I've received positive reviews relative to this concept from academics, consultants, the rail industry and others. This is **not** the Midwest HSR initiative, rather, another transportation choice/mode, a separate dedicated "true" HSR / "bullet train" system. The Great Lakes to North East US regions=25% of all US inter-city travel by road and air.

The benefits of the outstanding safety records(no deaths on similar decades old Shinkansen or TGV HSR systems), non-reliance on oil(electric powered), less pollution(air and noise), and less road congestion the GLHSR system offers out way the initial startup costs and land expropriations necessary for this new HSR system.

Commercial jets expel thousands of gallons of petroleum exhaust into the atmosphere and create dreadful amounts of noise(HSR uses domestic coal and other alternative electric power and is much quieter). Ohare airport generates thousands of additional traffic congesting and polluting vehicles daily-not a concern with the Great Lakes/GLHSR central business district/CBD or current Northeast HSR corridor/NEC CBD destinations.

Astoundingly!, estimates of life expectancy of humans that live within several miles of a major airport is reduced by 6 or more years due to toxic airplane emissions. In Illinois, it's also reported that the air pollution created by Ohare airport alone is greater than all electric power plants in the state combined! HSR is a good alternative to more airplanes.

The GLHSR system would displace over 2 billion gallons of fuel a year(500,000 flights), relying on alternative energies. In addition, a new airport consumes double the land that the entire GLHSR system concept would, 15,000 vs. 7,000 acres. Lastly, discount airlines with multiple airplane/airport transfers per route have comparable travel times in the Northeast quarter of the US with most GL/NEC HSR route travel times.

The Great Lakes HSR corridor would connect **45 major US city pairs** and hence, many intercity passengers while other proposed HSR systems/concepts connect only about a **dozen** or so major city pairs. In the Northeast and Great Lakes corridors there are about 1-2 billion individual intercity trips annually, consequently, the 40 million trips a year estimated for the GLHSR system seems very attainable. There is existing infrastructure throughout Pennsylvania to facilitate HSR travel amid the mountains there-the major concern in adaptation of this HSR concept. The time is now to build **true** HSR.

Regards,  
Mike Lehman  
[mikelehman@lycos.com](mailto:mikelehman@lycos.com), 773-334-6080

| Comment | Response                                       |
|---------|--|
| 2       | Please see topical responses B-7 and F-2.      |
| 3       | Please see topical responses D-1, E-1 and F-5. |
| 4       | Please see topical responses B-7 and F-2.      |

2

3

4

## Justification of a dedicated TGV High Speed Rail line between Chicago and Philadelphia Great Lakes(GLHSR) on to DC/NYC

This is a concept for an exciting, strategic and practical HSR "bullet train"/TGV type project. The TGV is the HSR design-system in France that uses both "dedicated", and also existing(in major cities) infrastructures and track/ROW. The economic, security, and transportation/health reasons for this **new** dedicated HSR line is partly national in scope but would be mostly for servicing the states of Illinois through to New Jersey(population total of 60 million); connecting the cities of Chicago, Gary, Cleveland, Pittsburgh, Harrisburg, and Philadelphia, however other states and cities would benefit and link/connect to it also. Detroit and Cincinnati(Ohio) are also individual HSR/TGV line termination-start points(all connected US HSR city populations total over 90 million).

The Great Lakes(GLHSR) mode could carry in excess of 40 million passengers a year, drawing travelers from air and bus but mostly automobile modes in addition to acquiring induced new travelers. Over the future hundred year or more life of the GLHSR line the large initial capital investments would prove to be very productive. In contrast, present value costs and subsidies of the above mentioned cities' air transport, interstates and highways were far more expensive than what this new HSR route's cost would be.

40 million GLHSR passengers a year is equivalent to about 1/3 of commercial aviation enplanements in the Great Lakes/Northeast corridor cities of the over 600 million a year domestic enplanements in the US. In Japan(pop. 120 million) HSR usage is over 130 million trips/year; in France(pop. 55 million) HSR usage is over 20 million trips/year.

Extra states and cities would benefit by their link to **Acela/Northeast corridor**(NEC) service or by other modes to the city stations mentioned above, including ones connected radially to Chicago by conventional trains. The overall population reach serviced by both the GL and NEC HSR systems combined is well over 120 million people in 18 states- **3 times the TGV population sum!** Philadelphia would be the logistic hub where Great Lakes HSR corridor trains would meet the Northeast HSR corridor and either terminate there or continue on, alternating either northbound to NYC/Boston or southbound to Baltimore/Washington DC, or, even perhaps east to Atlantic City/the Atlantic Ocean.

This proposal will apt to be very unpopular with air and road transportation related industries/lobbies (9 of the 10 largest companies worldwide either produce autos or petroleum products); nevertheless, it shouldn't be since **additional railroad capacity** alleviates some of their modes' problems also. Hopefully progress and rationale will prevail and this **new** transportation mode can develop and thrive despite other interests.

**ECONOMIC REASONS FOR HSR (also, alternative jet fuels are questionable, TGV/HSR is all electric using domestic coal and other domestic energy sources)**

1. The new GLHSR system linking to the Northeast corridor/NEC interconnects more than 20 culture rich cities; 7 of the 10 largest and most important in the US. The new line would travel from Great Lakes cities through the Alleghany Mountains on to Philadelphia, New York City, Washington DC and the rest of the Northeast HSR(NEC/Acela) cities.

2. There would be new job creation generated by construction and then for continual operation and maintenance of the GLHSR route(also, new jobs in CBDs). Rider ship levels should reach and exceed the levels of the French TGV ultimately. The French TGV has over 20 million trips a year with revenues amounting to over \$2 billion a year.

3. With possible revenues of \$4 billion or more a year, the large investment in this line's infrastructure and trainsets would be paid for realistically within several years time, similar to the French TGV experience with their revenue streams financing and funding.

4. This new HSR route would augment and strengthen AMTRAK abilities and potential elsewhere on complementary routes and that of the Northeast corridor/Acela. Acela/NEC HSR utilization continues to grow and is AMTRAK'S most profitable and busiest route.

5. HSR travel mode would enhance cities' CBDs and integrated rail developments there. Proposed connected cities; Chicago, Cleveland, Pittsburg, and Philadelphia have and are expanding upon their own internal rail transit systems-cities not entirely reliant on autos!

**SECURITY REASONS (HSR trains could evacuate an entire large city in 1-2 days)**

1. The airline transportation mode is more favored for future terrorist attacks(hijackings, bombings, sabotage, poisonings etc.) Assaults are not as likely nor as catastrophic with the HSR transportation mode, insurance companies and the public would welcome this.

2. In the advent of an airspace shutdown again or bad weather the HSR corridors would serve as another travel alternative to air/road travel in the northeast US and Great Lakes.

3. New HSR mode of transport wouldn't call for the necessary extreme expense and problems of security systems and additional equipment like the airline mode requires.

**MOBILITY/HEALTH REASONS (HSR<10% the energy use of like air travel)**

1. Every year in the US, tragically, about 50,000 people die and many thousands more are permanently disabled from roadway related accidents(less driving=less deaths); in France and Japan, HSR hasn't had a fatality in over 60 years total. Hundreds of more people are killed and severely injured yearly in aircraft crashes also. Scores of people and millions of dollars would be saved using alternative HSR in lieu of personal vehicles and airplanes.

2. Most HSR right of way could be built adjacent to existing highways and rail lines for environmental considerations and land use purposes (aircraft and road vehicles create much more **noise** or **air** pollutions); HSR land expropriations will likely be inevitable.

3. Over 1/3 of all Americans don't like to fly, therefore leaving long, congesting, costly and hazardous auto/bus modes or difficult AMTRAK schedules as their only alternatives.

4. Airport traffic creates more pollutions/congestions around large population centers. There are potentially a total of 8 congestion adding auto trips to and from an airport to pickup and drop-off a flyer at both destinations. Combination rail to walking travel modes are always better and healthier to alternative airplane to automobile modes.

5. The new dedicated TGV HSR line would travel the 750 mile Chicago to Philadelphia length in 4-5 hours at the 186+ mph speeds capable (which approaches short jet plane trip speeds), with only 3 stops in between (Cleveland, Pittsburg, and Harrisburg). Continuing on to DC, NYC or Atlantic City would add another 1-2 hours to the total overall length departing the Chicago/Gary station eastbound. Airport **alternative analyses** are needed.

6. This new mode of travel would be especially relaxing and enjoyable. The ability to personally move about, enjoy views (especially in Pennsylvania), complete work, talk, eat and rest in a hassle-free, safe vehicle like HSR is unsurpassed. Indeed, elderly and ADA citizens would probably prefer a HSR option to auto, bus and airplane travel too.

**BENEFITS TO INDIVIDUAL STATES (GLHSR reduces airports' congestions also)**  
(connected cities CBDs will add significant tourist, business, and personal trip activity)

**Illinois**

The western end point of the GLHSR corridor linking downtown Chicago by HSR to over **100 million** people and 13 states. Chicago and Gary are positioned to reach another **30 million** connecting travelers by all modes from adjoining states to the GLHSR system. GLHSR helps solve the problem of airport expansions and eases roadway congestions too!

**Indiana**

Gary, IN; the US geographic/transportation pinch point that filters most traffic east and west. Gary/Chicago airport/region development and increased usage of the South Shore Railroad infrastructure. The suburban Gary/Chicago HSR station would have multi-modal connections; airlines, commuter and HSR rail and major interstate highways.

**Ohio/Michigan** (trains have a **dual purpose** as transit trains in **Cincinnati** and **Detroit**)

The midpoint of the GLHSR corridor between Chicago and Philadelphia with additional connections originating from Detroit, Columbus and Cincinnati into Cleveland.

**Pennsylvania**

Economic development of Pittsburgh and Philadelphia CBDs and the connection to the Pennsylvania capitol of Harrisburg which is also positioned in the state's mountain resort areas along with many other tourist attractions. The advantages of **two** US HSR systems.

\*GLHSR system would be a prudent, comfortable and safe railway of essential mobility that half the US could access, utilize and appreciate-a vital investment. The US should embrace developing and engineering this efficient, alternative transportation technology.

050314\_10

**Standing up for their homes**

Is the Sun-Times editorial board dense, or just blinded by its pro-O'Hare stance? A Feb. 22 editorial states that Elk Grove Village, Elmhurst and Bensenville oppose O'Hare expansion because of noise and cost factors. Hogwash! These towns oppose expansion because thousands of homes and businesses will be bulldozed if the FAA grants Mayor Daley the carte blanche eminent domain powers he so covets. Apart from the suffering that will entail for their residents, the towns stand to lose a huge chunk of their tax bases.

1

Build a new state-of-the-art airport in Peotone — or somewhere beyond the control of the City of Chicago. Link it to O'Hare, Midway and the Gary and Rockford airports with a modern high-speed rail system. It can be done sooner and for a fraction of the cost to expand O'Hare. It will relieve the immediate flight traffic problems and have plenty of room to expand when the need arises.

2

Sometimes "the greater good of all" does not justify the pain inflicted upon a defenseless few.  
Dan McGuire, Bensenville

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-1, G-3, G-4 and L-1. |
| 2       | Please see topical responses B-2 and B-7.           |

**O'Hare plan half-baked**

The fast-tracking of O'Hare modernization that you staunchly support ("Get moving on O'Hare expansion," editorial, Feb. 22) has in the face of the responsible journalism your newspaper has exhibited by exposing the administration's endemic culture of fast-track expansion and hand-over-god government. How can this region, or the Federal Aviation Administration, trust the operational planning of an airport system that now plans to intentionally destroy one-third of its aviation facilities, ignoring the legitimate security needs of the region? Tom Mingo has provided the region with the information that will allow us to make an informed decision on whether to support the plan that is now being proposed. Clearly, spending billions of dollars to increase O'Hare's capacity, only modestly, cannot be in the best interest of the region's growth and well-being of the region if it will cost the region's health and safety in any way. The O'Hare's runway configuration does need information to address chronic delays. But, there is considerable question as to whether the administration's plan to expand the terminal and the control tower have sufficient runway configuration. The cost and completion projections are about as reliable as those of Millennium Park, and the thousands of jobs it will create for construction companies are as the expense of the thousands of jobs that will be eliminated by downsizing Elk Grove Village's thriving industrial park to accommodate a western access route. That access route could be accomplished through more thoughtful and inclusive regional planning that is in the best interest of the entire region. William P. Davis, Hyde Park

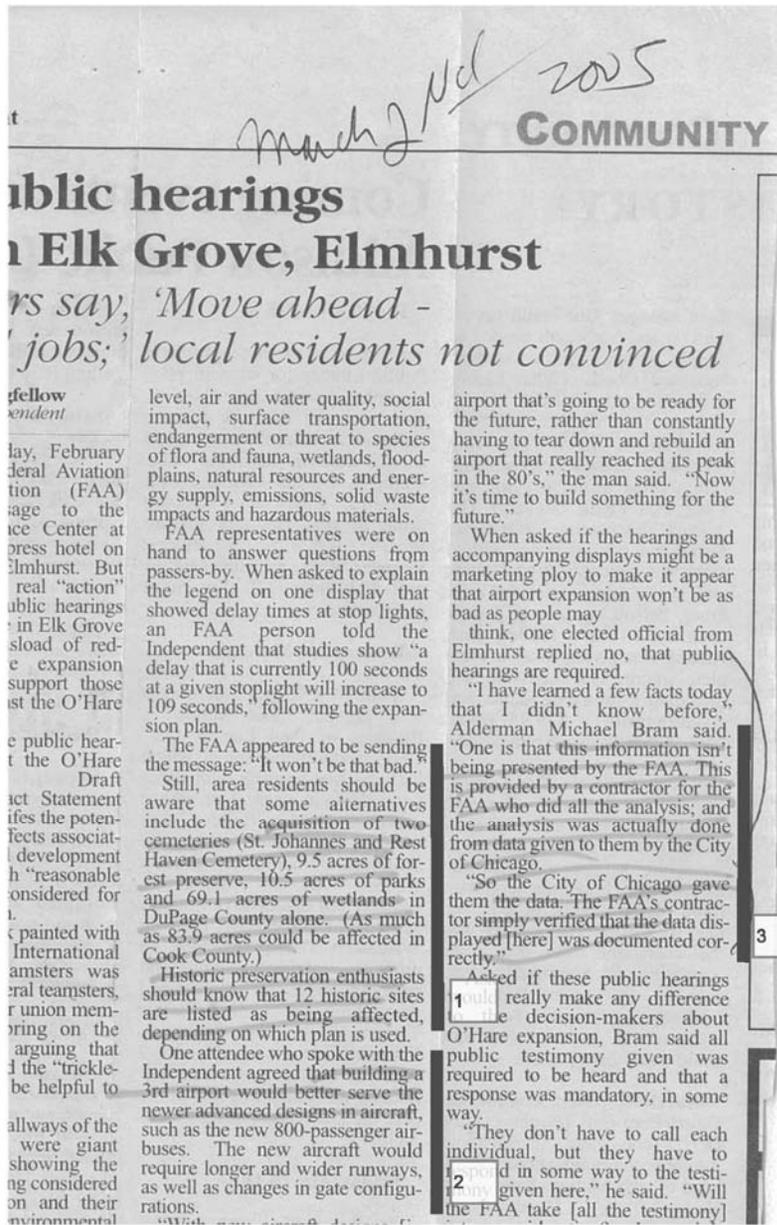
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| Comment | Response   |
|---------|--|
| 1       | Please see topical responses A-1 and M-6.                |
| 2       | Please see topical responses B-4 and L-1.                |
| 3       | Please see topical response C-3.                     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



| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses H-1 and I-1. |
| 2       | Please see topical response B-2.          |
| 3       | Please see topical responses A-1 and A-3. |

050314\_11



TopNav@aol.com  
03/14/2005 01:30 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc: TopNav@aol.com  
bcc:  
Subject: O'Hare Expansion Plans

To Whom It May Concern

Before your Impact Statement proceeds, I ask the following questions, some of which may highlight affects to surrounding airspace:

1. Based upon Airports Division plans for the revised runways, has the restructuring taken into account a FAR Part 77 and/or a Federal Aviation Act review of both proposed and existing obstructions (Woodale Water Tank, building and signage situated along Interstate 294, etc.)?
2. The construction of the remote United Terminal several years ago and the consequent taxiway realignments caused additional taxiway lighting to be installed in the vicinity of United ramps because wingtip-to-obstruction clearance requirements were not met. Has the proposed plan taken these and possible similar problems into account?
3. Have studies been done to assure visibility sight lines from the ATCT are not obscured? Can all movement areas be fully seen by ATC?
4. What internal coordination has taken place to ensure that requests for future off-airport construction do not adversely impact future minimums?
5. Has Airway Facilities determined that the realignment of ILS's and other navigation aids will not have an adverse electromagnetic impact on FAA and other off-airport facilities?

If these questions do not come under the purview of the current study, I respectfully request that they be made part of any other pertinent airspace review.

Sincerely,

Roger Ferguson  
1754 Hillcrest Park  
Sleepy Hollow, IL 60118

- 1
- 2
- 3
- 4
- 5

| Comment | Response   |
|---------|--|
| 1       | As part of FAA's comprehensive review of the proposed Airport Layout Plan (ALP) a Part 77 analysis is being conducted for all proposed and existing runways.   |
| 2       | Also part of the FAA's comprehensive review of the proposed Airport Layout Plan (ALP), the FAA is reviewing all design standards in <i>FAA Advisory Circular 150/5300-13 Change 8 – Airport Design</i> as they apply to the draft ALP. Any modifications to those standards would have to be applied for by the City of Chicago and reviewed and approved by the FAA, consistent with the provisions of its regulations. |
| 3       | The FAA has conducted a line-of-sight study for the proposed North Air Traffic Control Tower. All movement areas requiring two-way radio communication between the proposed Tower and aircraft in movement areas would be visible.   |
| 4       | Through the ongoing ALP review process, an analysis of potential Part 77 impacts has been conducted. All potential impacts for each runway will be identified and a determination will be made as to lighting the obstruction or lowering/removing it. Off-airport proposals are evaluated within the proposed ALP review.   |
| 5       | Airway Facilities, as part of the Airport Layout Plan review is performing a spectrum analysis for the proposed ILS's. Based upon the future locations of the ILS's, new frequencies will be assigned which account for ILS's at satellite airports.   |

050315\_01

March 15, 2005

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



Dear Mr. MacMullen:

After reviewing the O'Hare Modernization Draft Environmental Impact Statements, Supplemental U.S. Army Corps of Engineers application for permit, related documents and attending a public hearing on February 22, 2005 of prime concern are the following issues:

- Safety
- Noise Impact
- Emissions
- Land Use Impacts
- Wetlands

1

A huge hospital campus, assisted living and rehabilitation facility lies in the path of the new proposed runways.

2

The OMP will devastate the environment and local communities by creating far more air and noise pollution, destroying homes and businesses, cutting into tax bases and clogging highways.

A regional airport concept should be implemented with the third airport built at Peotone.

3

Improve O'Hare? - yes - . Expand O'Hare? - not at the expense of it's neighbors.

Sincerely,  
 The Undersigned

| Signature                  | Address                | City, State Zip         |
|----------------------------|------------------------|-------------------------|
| <i>Jacqueline Naffe</i>    | 805 Leicester #103     | Elk Grove Vlg, IL 60007 |
| <i>Mercedes M. Hummel</i>  | 805 LEICESTER #208     | ELK GROVE VLG, IL 60007 |
| <i>Ruth Thardegan</i>      | 805 Leicester Rd, #205 | Elk Grove Vlg, IL 60007 |
| <i>Josephine Ricchetti</i> | 805 Leicester #206     | Elk Grove Vlg, IL 60007 |

| Comment | Response   |
|---------|--|
| 1       | Commenter has raised a number of issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically please see topical responses <b>C-7, D-1, D-5, E-1, H-1, K-1, and K-2.</b> |
| 2       | Please see topical responses <b>D-1, E-1, F-5, G-3 and G-4.</b>  |
| 3       | Please see topical responses <b>B-2 and B-4.</b>   |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050315\_02

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

Name: BRADLEY ALBERT W  
 Last(Apellido) First(Nombre) MI

Address: 3707 W. SUNNYSIDE Chicago Ill 60625  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*As a member of Local 58 of the Carpenters Union. This is needed to keep members working*

1



050315\_03

MAR 16 2005

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-1, L-1 and M-1. |
| 2       | Please see topical responses B-2 and M-4.      |

I DO NOT SUPPORT THE O'HARE MODERNIZATION PROGRAM BECAUSE IT WILL BE AN ENDLESS WASTE OF BILLIONS OF TAXPAYER'S DOLLARS. MAYOR DALEY HAS PROVEN HE CAN WASTE THAT AMOUNT OF MONEY ON MILLENIUM PARK. MAYOR DALEY'S ADMINISTRATION HAS ALLOWED CORRUPTION, BRIBERY, DECEPTION, AND COVERT METHODS OF OPERATION TO RULE HIS ADMINISTRATION. VALUABLE MONEY AND RESOURCES HAVE BEEN THROWN TO HIS POLITICAL SUPPORTERS FOR HIS COSMETIC FIXTURES LIKE THE PLANT BOXES AND IRON GATES INSTEAD OF INFRASTRUCTURE MAINTENANCE. CORRUPTION AND BRIBERY WILL BE THE METHOD OF OPERATION AND SWEETHEART CONTRACTS WILL BE SPENT ON THE O'HARE MODERNIZATION. THE O'HARE MODERIZATION WILL ROB THE SURROUNDING MUNICIPALITIES OF THEIR RIGHT TO LIVE WITH PEACE OF MIND. NOT ONE CENT SHOULD BE SPENT ON THE O'HARE MODERNIZATION. THE TIME, EFFORT, AND RESOURCES MUST BE DEDICATED TO THE PEOTONE AIRPORT. THE CITY OF CHICAGO WILL BE THE GREATEST BENEFICIARY OF THE PEOTONE AIRPORT, YET SAVE A TREMENDOUS AMOUNT OF WASTED SPENDING. THE ONLY DELAY WE HAVE IS THE MAYOR DALEY DELAY OF THE PEOTONE AIRPORT. KEEP IN MIND THAT MILWAUKEE'S MITCHELL AIRPORT IS TAKING ADVANTAGE OF MAYOR DALEY'S STUBBORNESS BY MARKETING ITSELF AS THE EFFICIENT ALTERNATIVE TO O'HARE. BETWEEN KEEPING THE ECONOMY GOING BETWEEN ILLINOIS AND WISCONSIN, THE BEST CHOICE IS TO GIVE THE BUSINESS TO THE PEOTONE AIRPORT WHERE THE PEOPLE OF ILLINOIS AND CHICAGO WILL BENEFIT, OR RISK LOSING ECONOMIC GROWTH TO WISCONSIN AND MILWAUKEE'S MITCHELL AIRPORT BECAUSE OF THE O'HARE MODERNIZATION DEADLOCK.

1

2

GEORGE DEE  
P.E.L.  
123 W. MADISON ST., 20<sup>TH</sup> FLOOR  
CHICAGO, IL 60602

*George Dee*  
3-15-5

050315\_04

COMMENTS:

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses A-1, D-1, E-1 and M-1. |
| 2       | Please see topical response L-1.                    |
| 3       | Please see topical responses B-7 and M-8.           |
| 4       | Please see topical response C-3.                    |

NAME: MULHOLLAND LAWRENCE J.

ADDRESS: 1065 CYPRESS LANE ELK GROVE VILLAGE IL. 60007

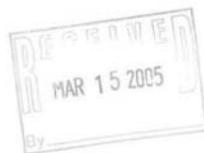
My house that my family and I have lived in for 43 years is located in the approximate center of Elk Grove Village. It is unbelievable to me that an agency of the Federal government established to protect its citizens from pollution would allow the expansion of O'Hara airport. The increase in air and noise pollutants due to the proposed increase in vehicle and air traffic will seriously affect our quality of life.

In addition the plan is seriously flawed financially as shown by unbiased experts.

In my opinion the solution would be to form a regional authority similar to the Port Authority of New York and New Jersey and take this approximately 20 billion dollars to facilitate the building the Lincoln National airport and high speed rail service to destinations within 500 miles of Chicago.

Please do not allow Mayor Daley to get his hands on 20-25 billion dollars and try to cram additional air traffic into an already crowded air space.

- 1
- 2
- 3
- 4



050315\_05

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses C-7, D-1, E-1 and L-1. |



LARRY MICHALSKI  
<biglarr@netscape.com>

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA

03/15/2005 05:59 PM

cc

Please respond to  
biglarr@netscape.com

bcc

Subject

ohare expansion you must be kidding more noise pollution and back up of planes who will pay for  
this not me or my friends let DALEY PAY FOR HIS INFLATED PLANS LARRY MICHALSKI 954  
MISSISSIPPI LN ELK GROVE VILLAGE IL 60007  
LJM

1

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Netscape. Just the Net You Need.

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050316\_01

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Mayer Robert F.  
Last (Apellido) First (Nombre) MI

Address: 1609 Tomahawk Rdg New Lenox IL 60457  
Street Address (Calle/Apartamento) City (Ciudad) State (Estado) Zip (Zona)

We Need The O'hare Expansion for more JOBS  
for The Chicago Area. The Chicago Area Need more  
work

1

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-1 and M-2. |





050316\_03

**COMMENTS:**

40 MICHAEL W. MACMILLAN  
FAA  
DES PLAINES, ILL

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Dear Sir;

Stamp: MAR 10 2005  
By: \_\_\_\_\_

Name: LACIVITA, PHILIP M  
Last(Apellido) First(Nombre) MI

Address: 442 SOUTH MAY ST Bensenville IL 60106  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

PUBLIC HEARING, 2-22-05. AVALON BANQUETS, ELK GROVE, ILL. MOST WHO GAVE TESTIMONY FAVOR FINDING O'HARE AIRPORT EXPANSION, OFFICERS POLITICS, IT'S MAYOR, THE AIRLINES AS CORPORATION, THE FAA, OTHER RELATIVE GOVERNMENT AGENCIES, THE CROWD GAVE THEM AN ENORMOUS OVAATION HAVING HAD IT'S LARGE EGGS FED. THOSE WHOSE TESTIMONY WAS FOR EXPANSION WERE BOOED WITH CAT CALLS.

IT'S SAID, THE PUBLIC DOES NOT REASON IT'S WAY TO A CONCLUSION, IT DEALS WITH SYMPTOMS NOT CAUSES. THOSE FEW WHO GAVE TESTIMONY TO CAUSES AS TO WHY THEY THE CROWD, WERE THERE, LEFT THE CROWD DUMB FOUNDED. DID NOT <sup>KNOW</sup> WHAT TO MAKE OF SAID TESTIMONY.

AT THE TIME SUPREME COURT JUSTICE (LOUIS BRANDIES) FOUGHT AGAINST WHAT HE CALLED, "THE CURSE OF BIGNESS". THE CORPORATION (BIG BIGNESS) REMOVING OUT FOR CONTROL OVER GOVERNMENT ITSELF, A THREAT TO DEMOCRACY. AS COUNTER MEASURE GOVERNMENT WAS TO ENLARGE ITS POWERS SO AS TO RULE/REGULATE BIGNESS WITH IMPORTANT POINT: A U.S. PRESIDENT, THEODORE ROOSEVELT SAID IT ALL, "THE CORPORATION AS WELL AS GOVERNMENT ARE CREATION OF THE PEOPLE, AND MUST NEVER BE ALLOWED TO MASTER THE PEOPLE." THE MORE THINGS CHANGE THE MORE THEY STAY THE SAME. TO DAY THERE SEEMS TO BE AND OCCASIONAL COMPLIANCE OF SORTS BETWEEN GOVERNMENT AND BIGNESS. A REVENUE ENHANCEMENT SCENARIO, "PROFIT/FAA NEXUS, CONSISTENT WITH "ECONOMIC GROWTH." TO CITE PRESIDENT ROOSEVELT ANOTHER WAY OF THAT PRIMARY LAW THAT GOVERNS NATURE - ITS UNIVERSE. THE PRINCIPLE, THAT WHICH IS CREATED CANNOT HAVE MORE POWER THAN ITS CREATOR. OTHERWISE PEOPLE ARE HELD CAPTIVE BY THEIR OWN CREATIVITY. CAUSES ARE GOING TO HAVE TO BE FACED SOONER OR LATER. THEY ARE NOT GOING AWAY UNTIL ATTENDED TO. THERE IS NO SUBSTITUTE FOR INTEGRITY.

1

*Philip Lacivita*

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-1 and M-2. |

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses G-1, M-2 and M-4. |

050316\_04

March 15, 2005

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



Dear Mr. MacMullen:

As a Union Carpenter the work at O'Hare International Airport will help me to support my family.

If the airport does not expand and modernize, the future of O'Hare is shaky at best. It will most assuredly lose many commuter passengers as well as cargo shipments if expansion does not occur to keep up with the demands of business and society as a whole. Thousands of current jobs (or more?) are at stake if area businesses close do to air traffic routing to other airports.

United and American are certainly major airline hubs at O'Hare. Without the O'Hare Modernization Program, including the reconfiguration, expansion, and improvements to the runways, it's easy to see that these major airlines and others might be forced to relocate to safer sites, adding to the loss of jobs and economic activity so vital to the region.

I support the O'Hare Modernization Program.

Sincerely,

John Drozdek  
 Union Carpenter  
 Carpenters Local 1889

OHareSupport

1

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

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050316\_05

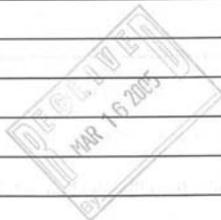
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: SIERRA CARLOS  
Last(Apellido) First(Nombre) MI

Address: 501 Cleveland Ave Chicago IL 60620  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Being unemployed carpenter I rely on the  
work at Hare international Airport to  
support my family

1



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050316\_06

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-4. |

Name: JANOWSKI      Anthony      Adam  
 Last(APELLIDO)      First(NOMBRE)      MI

Address: 9143 CARDINAL      ORLAND HILLS IL      60477  
 Street Address(Calle/Apartamento)      City(Ciudad)      State(Estado)      Zip(Zona)

*This project is needed for jobs  
 growth. Our economy is a priority at a time  
 when jobs are being outsourced. Bring  
 them back! Bring them to Chicago*

1



050316\_07

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

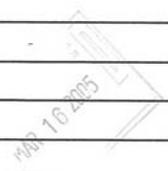
| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-1 and M-2. |

Name: KILBOURN ROBERT A.  
Last(Apellido) First(Nombre) MI

Address: 3217 FAIRVIEW AVE. SE CHGO HTS IL 60411  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

WE NEED O'HARE TO CREATE JOBS FOR  
MY FAMILY & FRIENDS.  
WE NEED O'HARE FOR INTERNATIONAL  
TRAVEL.

1



COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050316\_08

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Pacheco Jose L  
Last(APELLIDO) First(NOMBRE) MI

Address: 10430 S. Green Bay Chgo IL 60617  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Keep the Cargo Comix into  
Our Area keep the Airport  
the # 1 barrier Airport in  
the NATION

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses M-2 and M-4. |

MAR 16 2005

050316\_09

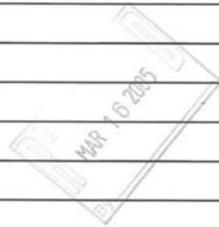
**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-1 and M-2. |

Name: SELL JAMES J.  
 Last(APELLIDO) First(NOMBRE) MI

Address: 13550 E 10500 N RD GRANT POK IL 60940  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

We Need Jobs & O'Hare means Jobs 1



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-2. |

050316\_11



Erich Neumann  
<emn719@yahoo.com>  
03/16/2005 11:24 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Expansion

Hi, my name is Eric and I live in Chicago. I am for the expansion of O'Hare. 1

Do you Yahoo!?

Yahoo! Small Business - [Try our new resources site!](#)

Mar-17-2005 08:26am From-MOTOROLA 18475982045 T-031 P.001/001 F-042



050316\_12

March 16, 2005

**VIA FACSIMILE (847/294-7046)**  
 Mr. Michael W. MacMullen  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

Dear Mr. MacMullen:

Thank you for the opportunity for Motorola, Inc. to provide comments on behalf of the O'Hare Modernization Program. As an Illinois headquartered Company with significant global operations, we must be able to depend on O'Hare Airport as the primary transportation hub to bring goods, services and investment opportunities into Chicago and Illinois. Additionally, we need to rely on O'Hare Airport to get our employees, totaling more than 15,000 in Illinois, where they need to go. We have vendors, suppliers, customers, clients, prospects and employees not only across the United States, but also around the world.

1

To remain competitive in the rapidly changing global marketplace, businesses are required to not only meet, but to exceed the demands of international commerce. International businesses need efficient operations at O'Hare. That means on-time direct flights and connections that we can count on to all international destinations. Delays are costly, causing missed appointments and missed opportunities.

2

Chicago is a world-class city that should have a world-class airport. We want to ensure that this region and the City of Chicago maintain its role as the aviation crossroads of North America to best meet the high demands of the 21<sup>st</sup> century. Consequently, we strongly recommend that the FAA move forward and approve this plan as soon as possible.

Thank you again for the opportunity to provide you with Motorola's comments supporting the O'Hare Modernization Program.

3

Sincerely,

Edward J. Zander  
 Chairman and CEO

Motorola, Inc., Corporate Offices  
 1303 E. Algonquin Road, Schaumburg, IL 60196 U.S.A. Tel: +1 847 576 5000

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

050317\_01

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

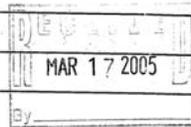
| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses G-1, M-2 and M-4. |

Name: KANE Joseph C.  
Last(Apellido) First(Nombre) MI

Address: 4917 N. Kenmare Chicago Ill. 60646  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*Definitely a much needed addition to Chicago land.  
 Given the call I will work there.  
 Member Local 58. Let's get the membership  
 working. I want to work I need to work I  
 like to work.*

*Local 58 member  
 Joseph C. Kane  
 4917 N Kenmare  
 Chicago Illinois 60646*



050317\_02



"Victor M. Frohne"  
 <vmfrohne@csinet.net>  
 03/17/2005 09:35 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 bcc:  
 Subject: St. John's Cemetery

I am a former pastor of St. John's United Church of Christ, Bensenville, Ill., having retired in 1995. We have been following the efforts of Chicago to acquire our cemetery and Resthaven Cemetery. I believe that the efforts of Mayor Daley and others to acquire the properties are based on political maneuvering that would be considered illegal in any other instance. Cemeteries are to be considered inviolable. It is indeed a cemetery still in use, and with gravesites intended to be used by persons now living. While pastor of St. John's I conducted burials there. Negotiations were entered into for access to the cemetery, the grass was faithfully mowed by a caretaker, and members of the congregation performed a spring clean-up and did other maintenance chores at least annually. It is indeed a place of Illinois history and should not be disturbed.

There are always other options, assuming O'Hare still needs expansion in the light of declining flights and some air carriers being in bankruptcy.

Rev. Victor M. Frohne  
 LaPorte, Indiana

- 1
- 2

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses B-2 and B-8. |

050317\_04

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"Weathers, Craig - CO 6th"  
 <WeatherC@idhw.state.id.us>

03/17/2005 03:35 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA

cc

bcc

Subject Cemetery relocation at O'Hare field in Chicago

Dear Sir/Madam:

I would like to protest the removal and relocation of the graves at O'Hare International Airport. My understanding was that those cemeteries were to remain as part of the original agreement to allow construction of the airport. Many of my relatives (Aunts, Uncles, and Great Grandparents- Bleich family and Rhode family) are buried there, and I request that their graves not be disturbed. In addition, the cemeteries represent a piece of history related to the German settlers of the area, and as such, should be protected.

1

Thank you.

Craig E. Weathers, CPA, CIA  
 Legislative Audit

The information contained in this email may be privileged, confidential or otherwise protected from disclosure. All persons are advised that they may face penalties under state and federal law for sharing this information with unauthorized individuals. If you received this email in error, please reply to the sender that you have received this information in error. Also, please delete this email after replying to the sender.

050318\_14

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

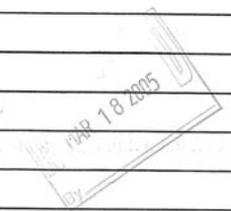
| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-1 and G-4. |

Name: Chavez Horacio  
Last(Apellido) First(Nombre) MI

Address: 14644 Central Park Ave. Midlothian IL 60445  
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I'm aware of O'Hare's Modernization.  
 You can go on right ahead as long as it means  
 more jobs, and that the people who live there get  
 a good offer.

1



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050318\_25

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

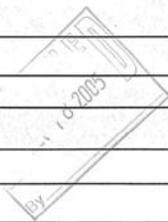
| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses C-1 and M-2. |
| 2       | Please see topical response G-1.          |

Name: LOZA DANIEL  
 Last(Apellido) First(Nombre) MI

Address: 3719 N. NEWLAND CHICAGO IL 60634  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I'm for all modernization to make the airport bigger better than the rest of the airports. I think it needs more runways it is just too crowded at the terminals security the line extend out the door. Plus it will create more jobs to the economy.*

1  
2



050318\_26



JSCHULZE78@aol.com  
03/18/2005 02:46 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Comment on O'Hare Modernization Plan

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

My objection to the O'Hare Modernization Plan and the FAA Study is the plan for St. Johannes Cemetery and Rest Haven Cemetery. I have several relatives who are buried at St. Johannes, including my grandparents, and numerous ancestors before them. I also have several great aunts and great uncles, a cousin and four uncles buried there.

For the people who are buried there, St. Johannes was their home church and the most important facet of their life. The only thing more important to them than their family was God. For most, this was the church they were baptized in, confirmed in, married in, and buried from. And they were comforted that they would be forever at peace in the church's cemetery. This is blessed ground, this is consecrated ground, this is holy ground. They were also comforted in that they were buried with their brothers and sisters, with their parents, and with their children.

I too share the belief that this is sacred ground. This is a place that has been blessed.

And it troubles me that there is so much disregard and disrespect for the people buried here and for their loved ones.

1

I have been fortunate in my life and have been able to travel to several places in our country. These places include Arlington National Cemetery and Gettysburg. I have the same feelings at these places as I do at St. Johannes Cemetery, and that is that these are special, holy places, and the ground has been consecrated. In some of these places, it is consecrated by a Christian act and in others, it has been consecrated in blood. But in all of these cases, it is sacred ground.

I am also troubled that a new precedent is being set that commercial interest outweigh the religious beliefs of people. The next time a Wal-Mart needs a religious cemetery condemned to put in a parking lot, they can look to this project.

2

A very galling aspect of the O'Hare Modernization Plan is my question that this is even a necessary and viable economic alternative. I look at this and see it as a billion dollar jobs program to the political friends and donors to the mayor of Chicago and the leadership of the State of Illinois. Do these individuals respect the rights of the families of the people buried at St. Johannes?

My concern is that the FAA is rubberstamping this project. If there is an O'Hare problem, have alternatives like the airports in Rockford, IL, Gary, IN, and Milwaukee, WI been fully evaluated. Not to mention Peotone.

3

My other galling aspect is that if the O'Hare expansion is necessary, an alternative which does not destroy the cemetery has not been presented. There are enough well-paid minds involved that a solution could be found, if one were sought. But when the people behind this project have the power unchecked, there is no reason for them to respect these rights, other than their own conscience. I had hoped the FAA could provide some check on this power.

4

I know that you have probably already made your decision and that my thoughts and beliefs are meaningless to you, but I hope and pray that I am wrong and that you do care about the rights and religious beliefs of your fellow citizens, and not just about the financial and political interests of certain powerful politicians.

5

Thank You,

Gerald L. Schulze  
27W203 Chartwell Drive  
Winfield, IL 60190

050318\_27



LODELL899@aol.com  
03/18/2005 01:19 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Airport Expansion

Dear FAA Voting Members:

This is to voice my strong objection to the O'Hare Airport Expansion. The cemetery known as St. Johannes has many of my Landmeier family members buried there (brother, grandparents, and more ). My grandparents, parents, myself & husband, and son and daughter-in-law have all been married at St. John's United Church of Christ which is still active and uses this cemetery. The moving of this cemetery in my opinion cannot be justified in anyway. This is sacred ground and now has a very historical value to us as to many others. Permanent information will be lost to future generations which is very valuable. It is a place where one can go to connect with ancestors and remember another time. Other cemeteries have been by passed when expansion has occurred as I think St. Johannes should be.

O'Hare is currently a very busy and working airport. The changes planned will in the long run NOT solve any problem. It will only delay the issue. The public is being served well as it exists today. If there is a need for more air transportation in the future another airport can be built to help this problem in another part of the state. Chicago is not the only city in this great state.

Thank you,  
Lois Malone

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| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses B-2 and B-4. |

050319\_01

March 19, 2005

MAR 22 2005

Mr. Mike McMullen  
Federal Aviation Administration  
2300 East Devon Avenue  
Des Plaines, IL 60018

Dear Mr. McMullen:

I attended the public hearing on February 22, 2005 but did not testify. The following are my comments on the O'Hare Modernization Draft Environmental Impact Statement (DEIS).

One of my primary concerns is the lack of funding for the project. The DEIS states that it is reasonable to assume that based on the impact O'Hare has on the national air space and benefits to the regional economy, sufficient funds will exist to complete the proposal if approved. This appears to be a very poor assumption. United Airlines, one of the two major carriers at O'Hare, remains in bankruptcy. The recent extremely high increase in oil prices will also have an impact on the economic viability of other carriers. The DEIS estimates costs in billions of dollars for the for the 3-year period of years 2002 through 2004 at \$41.8 billion. This cost estimate does not coincide with the 7-year implementation schedule of 2007 through 2013. Clearly the costs will be much higher than the original estimates. As a taxpayer, I strongly oppose the use of federal funds to support this plan.

1

The stated intent of the O'Hare Modernization Plan is to address the historically high delays at O'Hare, given the fact that these delays have a direct impact on the entire national air space. However, the FAA has addressed these delays in the past by limiting operations when the airlines have overscheduled flights during peak periods, and should continue to monitor the situation and limit operations as required.

2

The DEIS also states that the FAA has not rejected the use of other airports as an alternative based on the failure to provide adequate terminal facilities at O'Hare. The FAA should continue to study these alternatives, such as the use of the Gary Chicago Airport, the Rockford Airport, and the proposal for a southwest suburban airport.

3

I am also concerned about the noise impact on schools, residential housing, hospitals, etc. There will be a dramatic increase on these noise sensitive facilities. It is not uncommon to have a difficult time hearing telephone conversations now in the summer months when the windows are open. This problem will only get worse with more planes flying overhead.

4

Traffic congestion is already present in the area and is expected to become worse. Assumptions are made regarding surface transportation improvements that would be in place, however, the actual improvements and their impact are unknown.

5

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-8, L-1 and L-3. |
| 2       | Please see topical responses B-4 and C-4.      |
| 3       | Please see topical response B-2.               |
| 4       | Please see topical responses D-1, D-2 and D-4. |
| 5       | Please see topical response F-5.               |

Air quality is yet another concern. The report states that testing was completed at the intersection of Mannheim and Zemke, and at the intersection of Mannheim and Irving Park Road. However, there is a need for testing on the west side of the airport as well, in the area where people work and live.

The DEIS also states that the influence of proposed airport development on the health of those living in the vicinity cannot currently be quantified in a meaningful way. It is difficult to conclude that the combination of increased aircraft emissions and motor vehicle traffic could possibly have a beneficial effect.

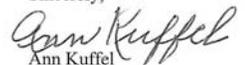
The analysis on social impacts tends to focus on land acquisition and relocation of affected parties. However, there should be further analysis on the impact of those who continue to reside in the area. The loss of tax revenue from the Elk Grove industrial park will severely impact the funds available for education. The expansion will also eliminate recreational sites in the form of two parks in Bensenville and 9.3 acres of Forest Preserve. There appears to be no consideration to the reduced quality of life for the residents who remain in the area. The airport expansion could result in the creation of a blighted area adjacent to the airport instead of the functional area that currently exists.

There will be a disproportionate number of minorities and low income residents affected by the forced relocation due to the airport expansion. Holding meetings is not a sufficient response to taking away these people's homes, people who will undoubtedly have a difficult time finding affordable housing elsewhere.

The airport expansion will also destroy two cemeteries. The City of Chicago should be bound by the contractual obligations to retain this consecrated ground.

The DEIS states that the FAA regards community involvement as an essential element in the development of programs and decisions that affect the public. Given the overwhelming public opposition to the plan, it appears inconceivable that the plan could be approved in its present form. It is unclear, when looking at the City of Chicago webpage, that the City appears to be going ahead, when the final EIS has not been prepared and authorization to proceed has not been granted.

Thank you for your consideration of my objections to the proposed plan.

Sincerely,  
  
 Ann Kuffel  
 15 Essex Road  
 Elk Grove Village, IL 60007

| Comment | Response                                       |
|---------|--|
| 6       | Please see topical response E-1.               |
| 7       | Please see topical responses A-3, G-3 and G-4. |
| 8       | Please see topical response I-1.               |
| 9       | Please see topical responses A-1, M-1 and M-7. |

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050319\_02

March 19, 2005

MAR 21 2005

Mr. Mike McMullen  
 Federal Aviation Administration  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

Dear Mr. McMullen:

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3

I am also concerned about the noise impact on schools, residential housing, hospitals, etc. There will be a dramatic increase on these noise sensitive facilities. It is not uncommon to have a difficult time hearing telephone conversations now in the summer months when the windows are open. This problem will only get worse with more planes flying overhead.

4

Traffic congestion is already present in the area and is expected to become worse. Assumptions are made regarding surface transportation improvements that would be in place, however, the actual improvements and their impact are unknown.

5

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-8 and L-1.      |
| 2       | Please see topical responses B-4 and C-4.      |
| 3       | Please see topical response B-2.               |
| 4       | Please see topical responses D-1, D-2 and D-4. |
| 5       | Please see topical response F-5.               |

Air quality is yet another concern. The report states that testing was completed at the intersection of Mannheim and Zemke, and at the intersection of Mannheim and Irving Park Road. However, there is a need for testing on the west side of the airport as well, in the area where people work and live.

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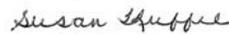
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Thank you for your consideration of my objections to the proposed plan.

Sincerely,



Susan Kuffel  
15 Essex Road  
Elk Grove Village, IL 60007

| Comment | Response                                       |
|---------|--|
| 6       | Please see topical response E-1.               |
| 7       | Please see topical responses A-3, G-3 and G-4. |
| 8       | Please see topical response I-1.               |
| 9       | Please see topical responses A-1, M-1 and M-7. |

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050320\_01

F.A.A. **RECEIVED** MAR 22 2005 March 20-05  
 Gentlemen,  
 This letter is in opposition to the expansion of O'Hare airport. My husband and I have resided in E.O. the past 47 years. "Before jets". Our strongest complaints are, noise and pollution. Has anyone ever checked how much <sup>Pollution</sup> each plane generated into the atmosphere? In the summer we cannot enjoy being outdoors because of the noise. a few years ago we had excrement on our roof! We hope Mayor Daley doesn't have his way again, like Meigs field!  
 Sincerely,  
 Ed & Ethel Leck  
 P.S. We also believe digging up a cemetery is immoral.  
 E. Leck  
 To Woodcrest Ln.  
 Elk Grove Vly. Ill  
 60007

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response M-1.          |
| 2       | Please see topical responses D-1 and E-1. |
| 3       | Please see topical response E-3.          |
| 4       | Please see topical response M-6.          |
| 5       | Please see topical response I-1.          |

Michael W. MacMullen  
 Airports Environmental Program, Mgr.  
 Federal Aviation Administration  
 Chicago Airports Dist. Office  
 2300 Devon Ave.  
 Des Plaines, Ill. 60018

050320\_02

RECEIVED  
MAR 22 2005  
By

03/20/05  
Stan Malinowski  
1605 Oakton  
Park Ridge Il 60068 1946  
847 825 3006

O'Hare Expansion Conundrums

1. Who would invest in a venture that proposes a 15+ billion dollar expansion program managed by a group that could not control a 10 year 100 million dollar scandalized trucking operation and a garbage recycling program? Only investors who are assured there would be backup collateral (AKA bailout taxpayers' dollars).

1

2. How will property values be affected by the expansion from O'Hare's present 4 easterly runways and current 950,000 yearly flights to the proposed 8 easterly runways and contemplated 1.6 million yearly flights? The answer can be gleaned from the O'Hare Noise Compatability Commission estimate that an average of \$30,000 per home has been spent for sound-proofing against overhead flight noise. Home-owners located within the flight patterns of the 8 proposed runways can each expect a loss of \$30,000 (at current construction cost) since potential buyers can view this amount as monies they have to spend for home improvement. Those who gain from the O'Hare expansion must (as a cost of doing business) ante up to the fact that the O'Hare residents impacted by overhead flight noise deserve to be compensated for this \$30,000 loss--similar to other environmental pollution costs imposed on business.

2

Aircraft diesel fuel pollutants have yet to considered as human health hazards even though some O'Hare communities are concerned about school-bus diesel fuel pollutants affecting childrens' health. Environmental and governmental groups should agree on measurement procedures for aircraft pollution to avoid the appearance of biasness. For many years cigarette companies, chemical companies and asbestos companies denied that their products were pollutants by denying and delaying monitored measurement techniques.

3

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses G-3 and L-1.      |
| 2       | Please see topical responses D-1, D-3 and G-2. |
| 3       | Please see topical responses E-1 and E-3.      |

Thursday, September 18, 2003

PIONEER PRESS

## O'Hare Noise Commission lowers floor on insulation

The O'Hare Noise Compatibility Commission has voted to extend its sound insulation program to more homes around the airport. For the first time, homes located in areas with noise levels lower than 70 DNL, as defined by the 2000 Noise Contour Map, will be systematically insulated.

"The fact that we are now able to move the program to other areas means that we have been successful in insulating all the homes inside the 70 DNL in accordance with our 'worst first' policy," said Commission Chair, Arlington Heights Mayor Arlene J. Mulder. "This is the most aggressive residential sound insulation program in the nation thanks to the commitment by the City of Chicago to identify funding for the program, even in the midst of an economic downturn for the airline industry."

The O'Hare Residential Sound Insulation Program is funded by the Passenger Facility Charges, which are paid by airline passengers when they purchase tickets. With fewer people traveling by air, the funding has been reduced. However, in June the City of Chicago announced that it would be able to fund the Residential Sound Insulation Program at the significant level of \$16.6 million.

Under the guidelines approved by the Commission this month, the 2003 O'Hare Residential Sound Insulation Program will operate in three priorities and with some new modifications to extend the funding to more homes.

The first priority will be given to eligible homes in areas covered by the 2000 Noise Contour Map, but not included in the earlier years of the program because the owners at the time declined to participate. New owners of those homes may now request reconsideration for sound insulation work. The next priority will go to remaining homes in the 69 and greater DNL as defined by the 2000 Noise Contour Map. The Commission's goal is to round off the blocks that were only partly covered by previous phases of the program. The final priority for the 2003 O'Hare Residential Sound Insulation Program is to begin sound insulating homes within the 68 DNL as defined by the 2000 Noise Contour Map.

In addition, homeowners will now be given some options for sound insulating their homes. In previous years, many homeowners said they would have preferred replacement of just win-

dows and doors instead of the full sound insulation construction work that was usually required to achieve the desired noise reductions. Others preferred the installation of central air conditioning and wanted to leave their doors and windows in place. The program will now allow homeowners to make those choices. A savings to the program is expected, allowing more homes to be included in the program.

Initial estimates indicate that the 2003 Residential Sound Insulation Program will cover about 600 homes in 10 communities, plus unincorporated Cook and DuPage Counties. With the completion of the 2003 Residential Sound Insulation Program, more than 5,300 homes will have been sound insulated at a total cost of nearly \$173 million.

The O'Hare Noise Compatibility Commission began working in 1996 to bring together the parties that are most able to reduce aircraft noise with representatives of communities affected by aircraft noise in a partnership to address jet noise at its impact and sources. The Commission's current membership includes the villages of Arlington Heights, Bartlett, Bellwood, Franklin Park, Hoffman Estates, Melrose Park, Mount Prospect, Niles, Norridge, Palatine, River Grove, River Forest, Rosemont, Schaumburg, Stone Park and Elmwood Park; the cities of Des Plaines, Northlake, Oak Park, Rolling Meadows and Chicago; unincorporated Cook County; and school districts 59 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect), 63 (Des Plaines, Niles, Morton Grove, Park Ridge and Glenview), 80 (Norridge), 81 (Schiller Park), 84 (Franklin Park), 84 and one-half (River Grove), 86 (Harwood Heights), 87 (Berkeley, Northlake, Bellwood), 89 (Maywood, Melrose Park and Broadview), 214 (Elk Grove Village, Des Plaines, Arlington Heights, Mount Prospect, Rolling Meadows, Prospect Heights, Wheeling, Buffalo Grove), 234 (Norridge, Harwood Heights), 299 (Chicago Public Schools) and 401 (Elmwood Park).

The commission holds a public meeting on the first Friday of every month, except July. Most meetings are held at the Donald E. Stephens Convention Center, 5555 N. River Road in Rosemont.

SUNDAY  
FEBRUARY 8, 2004

Exhibit 7

# City O'Hare tab soars to \$14.8 billion

Cost estimate  
more than doubles

By Jon Hilkevitch,

tribune transportation reporter

Chicago's latest estimates for new runways, terminals and other facilities to expand O'Hare International Airport is \$14.8 billion—more than twice the \$6.6 billion cited by the Daley administration to cut flight delays and congestion.

The new figures were contained in three thick volumes of O'Hare master plans submitted Friday to the Federal Aviation Administration. The FAA will use the new information to decide whether the project merits federal funding.

City officials said they expect to receive FAA approval by year's end to begin construction on the massive airfield project, which they still hope to complete by 2013.

But critics said Chicago's revised numbers confirmed their belief that the plan is unworkable because of escalating costs as well as the number of aircraft and passengers

that an expanded O'Hare could serve.

"The city's \$14.8 billion estimate doesn't include a west-side access road or any of the other \$3.9 billion in road and mass-transit projects near the airport that the city itself said are critical to the success of its modernization plan," said Joseph Del Balzo, a consultant hired by Bensenville and Elk Grove Village. The two suburbs are leading opposition to O'Hare expansion.

"And I still believe the city's figures for the airfield expansion alone are on the low side," Del Balzo said.

City aviation officials and their consultants insisted the cornerstone of the expansion program—new and reconfigured runways geared toward increasing flight capacity and reducing congestion, especially in poor weather—has remained unchanged since Mayor Richard Daley unveiled the \$6.6 billion airfield plan in 2001.

They say the cost of the runways alone is still estimated at \$6.6 billion, based on 2001 dollars, but they acknowledged the runways are linked

## O'HARE: Report lowers Gateway cost by \$1.2 billion

CONTINUED FROM PAGE 1

to two other essential—and expensive—categories.

A project to build two new terminals and modernize an existing terminal will cost an additional \$2.6 billion, based on 1999 dollars, the new city master plan report said, lowering the figure from a former price tag of \$3.8 billion.

Called World Gateway, the terminal project will provide many of the extra aircraft parking gates necessary for O'Hare to accommodate up to 1.6 million flights a year. O'Hare handled 931,422 flights in 2003.

But the city was forced to put World Gateway on hold indefinitely in 2002 after American Airlines and United Airlines pulled out, citing financial troubles.

Ramon Ricoondo, city chief airport consultant, maintained the proposed new runways will solve O'Hare's gridlock and the new World Gateway terminals could wait, if necessary, until economic conditions improve.

Other major pieces related to large capital expenses at O'Hare include \$4.1 billion for repairs over 20 years; \$1 billion

in debt service and \$1 billion in operating and maintenance expenses, bringing the total to \$15.3 billion. Projected non-airline revenues offset costs by \$537 million, resulting in a total expense of \$14.8 billion, according to the city report sent to the FAA.

FAA officials said they are at the beginning stage of developing an environmental impact study on the O'Hare expansion proposal. The study must be completed, and alternatives to the proposed O'Hare expansion analyzed, before the FAA issues a decision.

Chicago Aviation Commissioner Thomas Walker said the airlines and financial markets would ultimately decide the pace of the project. He expressed confidence in the plan because it is flexible to serve O'Hare's short-term needs—the city hopes to open a new runway on the north end of the airfield in 2007—and long-term growth through at least 2030.

Rosemarie Andolino, executive director of the O'Hare expansion project, said capital development costs for the project are "reasonable" compared to other large hub airports undertaking expansion.

But Joseph Karaganis, an attorney representing the Suburban O'Hare Commission, said, "It's clear the Feds and the airlines cannot afford this plan. The dollar figures the city now acknowledges are what we thought they were going to be."

PLEASE SEE O'HARE, PAGE 3

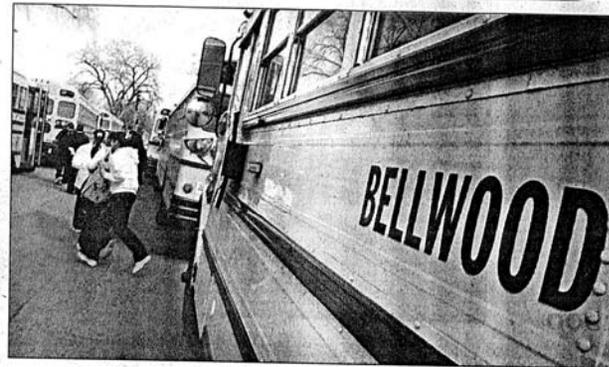
# School bus becomes new filthy air target

By Michael Hawthorne  
Tribune staff reporter

By the time kids burst out of Roosevelt Junior High in Bellwood every weekday afternoon, the air outside reeks of noxious diesel exhaust from the fleet of school buses waiting to take them home.

The fumes are more than an oily nuisance that can leave students feeling light-headed. Diesel exhaust is full of tiny soot particles that can cause cancer, damage the lungs and aggravate maladies such as asthma and bronchitis. It also is a major source of pollution responsible for smog, acid rain and global warming.

Research has found the air



Tribune photo by Antonio Perez

Bellwood School District 88 officials are installing devices on school buses to reduce diesel pollution. Studies have shown that children are especially vulnerable to air pollution.

inside a school bus can contain more diesel exhaust than children breathe outside.

To make matters worse, one study found that soot concentrations inside a bus more than double when windows are closed—a necessity during

long Chicago winters.

Bellwood School District 88, about 15 miles west of the Loop, is one of the first districts in Illinois to do something about its contribution to the problem. With a \$20,800 grant from the U.S. Environ-

mental Protection Agency, school officials are installing devices that will dramatically reduce diesel pollution from all but one of their 15 buses, enabling kids to breathe easier

PLEASE SEE BUSES, PAGE 6

# BUSES: Officials hope Bellwood will set example

CONTINUED FROM PAGE 1

until the aging fleet is replaced with cleaner models.

"It's exciting to be among the pioneers," said Ed Brownlee, the district's transportation director, as he waved to the last bus pulling away during a recent afternoon. "Cleaning up our buses could make a real difference in the lives of our students and our staff."

While school buses account for a small percentage of diesel engines on the road, cleaning them up is a priority because the developing lungs of children are especially vulnerable to air pollution. About 1 million of the 24 million kids nationwide who ride school buses live in Illinois.

Politicians are embracing the kid-friendly efforts. President Bush is asking Congress for \$65 million next year to upgrade

school buses nationwide, up from \$5 million this year. Three Downstate districts have been enlisted so far in Gov. Rod Blagojevich's version of the anti-pollution effort, financed by a legal settlement with Archer Daniels Midland, the Decatur-based grain processor, over the company's alleged violations of clean-air regulations.

Federal and state officials hope the improvements at Bellwood and a handful of other school districts will encourage others to upgrade their school bus fleets. They chose Bellwood for a demonstration project because the district is in a low-income area surrounded by factories, rail lines, highways and other sources of pollution.

Like the rest of the Chicago area, the village of nearly 21,000 violates federal standards for soot and other harmful particles that are so tiny that thousands can fit on the period at the end of a sentence.

Transportation officials stress that the familiar yellow buses still are the safest way for children to travel back and forth to school. But during the last five years, researchers have been trying to gauge how school buses contribute to the nation's

pollution problems.

Children in Connecticut carried devices around their necks that measured air pollutants. In California, school buses were outfitted with elaborate monitors that traced diesel exhaust seeping through floorboards and swirling inside the cabins during daily routes.

One study by the California Air Resources Board found that a childhood's worth of exposure to school-bus exhaust can increase the risk of getting cancer later in life. The study also found that when bus windows are closed, the air inside can be dirtier than the air outside, even when the bus is moving through heavy traffic.

Concentrations of fine particles on buses tested by Yale University researchers were between five and 15 times higher than the average levels detected at monitoring sites in Connecticut, another state with chronic air pollution.

## *'It's a no-brainer: You turn off the engine and kids breathe cleaner air.'*

—Rochelle Tafolla, American Lung Association of Metropolitan Chicago

"We started out thinking kids might be exposed to dirty air while at school," said John Wargo, lead author of the study. "It turned out the dirtiest time of their day was on their way to and from school on the bus."

Links between diesel exhaust and health problems have been well-known by scientists for years, but government regulations are just now catching up.

Refiners will be required to reduce the sulfur content of diesel fuel by 97 percent between 2006 and 2009. Starting with the 2007 model year, soot from diesel truck and bus engines will be reduced by 95 percent. Emissions of smog-producing nitrogen oxides will drop 95 percent by the 2010 model year.

Low-sulfur diesel fuel already is being pumped into Chicago Transit Authority buses, opening the market for other bus fleets in the region. But many school districts don't have enough money to replace their buses with cleaner models.

Filters known as oxidation catalysts will be installed on Bellwood's buses. The devices act as a sort of catalytic converter for diesel exhaust, reducing harmful soot by 20 percent and hydrocarbons by 60 percent.

Buses that run on low-sulfur diesel can be upgraded with more effective soot filters. Some school districts also are switching to a cleaner-burning mix of

diesel fuel and soybean oil called biodiesel.

Persuading school districts to turn off buses while waiting to drop off or pick up children is proving to be a tougher sell.

Reducing the amount of time a bus idles is another way to limit the amount of diesel exhaust children breathe. But Bellwood's school buses were running for more than 20 minutes before the final bell rang on a recent afternoon. "We need to work on that," Brownlee said.

Manufacturers say there is a common misconception among bus drivers—reinforced by the rumble of semi trucks at rest stops—that diesel engines need to idle to avoid stalling. Most only need three to five minutes to warm up in the morning, said Allen Schaeffer, executive director of the Diesel Technology Forum, an industry trade group.

California, New York and New Jersey are among a handful of states that prohibit school buses from idling for more than 5 minutes while parked, with exceptions for extreme cold weather. Similar legislation was introduced this year in the Illinois House, but the measure was shelved last month after school lobbyists argued that idling policies should be decided by local officials.

"It's a no-brainer: You turn off the engine and kids breathe cleaner air," said Rochelle Tafolla, director of the clean bus campaign at the American Lung Association of Metropolitan Chicago. "Schools are supposed to be a healthy and safe place for kids to learn and play. Cleaning up school buses is another way to achieve that."

050320\_03



ORION195@aol.com  
03/20/2005 07:31 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Fwd: cemeteries

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | Please see topical responses I-1. |

----- Message from ORION195@aol.com on Sun, 20 Mar 2005 20:29:50 EST -----

**To:** ompeis@faa.gov<mailto:ompeis@faa.gov>

**Subject:** cemeteries

To whom it may concern,

The removal of the two cemeteries near O'Hare would have a negative impact on not only my own personal family history but the history of the community. This is very important, please think about this. Lately I have come to realize how the foundations of the communities of the area are mostly a result of courageous, hard working German immigrants. They were buried there believing that this place was their final resting place. Are we all so ungrateful to these people, that we show our respect by digging up their remains?

I have been lucky enough to find many ancestors in the cemeteries. I have seen their original graves and headstones. I was able to maybe experience a little of what my great, great, great grandmother was experiencing when she buried her father, her husband, her grandchildren, her daughters in those cemeteries. But what about family members who are researching their roots 50 years from now? They will not be able to see the spot where their ancestors buried their loved ones. They may not even be able to find them if they are moved. I have been unsuccessful trying to find two ancestors that were moved for an access road for O'Hare years ago.

Please do not dig up these historical cemeteries! Sincerely, Jill Biermann Lawson

1655 W. Honeysuckle Ln.  
Chandler, AZ 85248-3683

1



Albert F. Opitz, P.E.  
 3446 N. Rutherford  
 Chicago, IL 60634-3726  
 Ph 773-283-5401  
 March 20, 2005

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

Mr. MacMullen:

Re: O'Hare Modernization Statement.

I believe that Chicago does need greater airport capacity. I do, however, question that the expansion of O'Hare will satisfy the problem due to the:

- 1) General mismanagement of the airport:
- 2) The destruction of Meigs Airport. This reduced the capabilities of Chicago traffic. This destruction is unjustified and brings into question the expansion of O'Hare.
- 3) Although runway capacity will(?) be increased, aircraft handling does not seem to be addressed.
- 4) "Rush hour" traffic will still present a problem. Efforts are being made, but won't this also relieve the general situation?

1

I am wondering if high-speed rail would not be a satisfactory solution for "commuter" service. Rail is more efficient, economical, less polluting and, in some cases quicker. I guess the greatest problem with this idea is the anti-rail lobby: Government (Local, State and Federal), Unions (internal and external) Management and competition (airlines).

2

Alternative sights: Mitchell Field and Gary Airport, as compared to the proposed Peotone Airport appear to be the same distance, time wise, would appear to relieve some of these problems. I think alternate sights should be explored. Yes, I know, Chicago may not get taxes from these places.

3

Increased pollution would be another concern:

- 1) Air! The tragedy of 9-11 showed that pollution of the O'Hare area was reduced considerably during the aircraft stand-down. Although considerable efforts have been made to reduce pollution, air pollution will increase and be blamed on ground transportation.
- 2) Noise! Although the City, the airlines and the airport have made efforts to reduce noise, the situation has not satisfied many people on the outskirts of the airport.

4

5

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-4, F-5 and M-6. |
| 2       | Please see topical response B-7.               |
| 3       | Please see topical response B-2.               |
| 4       | Please see topical response E-1.               |
| 5       | Please see topical response D-1.               |

| Comment | Response  |
|---------|---|
| 6       | Please see topical response F-2.                                    |
| 7       | Please see topical responses C-1 and C-2.                           |
| 8       | The commenter's opinion is noted. Also, see Section 5.5 of the EIS. |
| 9       | Please see topical responses B-8, G-3 and L-1.                      |
| 10      | Please see topical response I-1.                                    |
| 11      | Please see topical response A-1.                                    |

The success of the airport will depend on traffic ingress and egress of the airport. Presently, the Kennedy and Blue Line Train are really the only means of transport. Frank (Gloom and Doom) Kruesi is correct that some sort of rail transport to O'Hare from the western suburbs is a necessity, probably and perhaps, necessarily the extension of the Blue Line. This expense should be included with the cost of O'Hare expansion. People are already using the various C.T.A. parking lots at Cumberland and River Road as cheap alternative to O'Hare parking.

Frank Kruesi has indicated that unless money is forthcoming, the Blue Line will curtail services. This will hamper flight crews, ground personnel and passengers doing business at O'Hare. This is both a near and long term problem, i.e. the parking lots ain't big enough nor can the passenger ramps handle the traffic, both public and private.

6

Are the terminals big enough to handle the influx of the increased load? The new and larger aircraft (the A-380?) will cause the reconfiguration of the gates, much as the 747 did years ago. How about weather problems? How will the terminals handle stranded passengers?

7

Although the expansion may generate more business, much of it will go to the suburbs. They, in general, are more business friendly. The eastern side of O'Hare is fairly limited as far as business expansion is concerned. The panic in building may create problems. All plans should be reviewed.

8

How will the expansion be financed? The two major airlines that are to contribute large amounts of funds are in bankruptcy and may be years before they are solvent. Will the local taxpayers be stuck with the bill? Passenger taxes can only do so much before alternative routes are used.

9

There are two old Family Cemeteries within the scope of this project. Although I'm not a great believer, I do empathize with the people experiencing this major disruption in their lives. I don't think enough has been done about this problem.

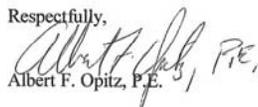
10

Lastly, although I believe that expansion of O'Hare appears a forgone conclusion, full accountability must be done. With all the scandals reported in the last few months, this project MUST be open and have the Public Trust.

I apologize for the "jerky" letter, but I wanted to limit the letter to two pages.

11

Respectfully,

  
Albert F. Opitz, P.E.

050321\_12

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

MAR 21 2005

Name: NICIOLI CAROLE J.  
 Last(Apellido) First(Nombre) MI

Address: 291 E. MONTROSE WOOD DALE, IL 60191  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

WHY SPEND 20 BILLION DOLLARS TO EXPAND O'HARE AIRPORT WHEN YOU CAN BUILD A WHOLE NEW AIRPORT FOR BILLIONS (\$) LESS. WHY DESTROY ELK GROVE, BENSenville & WOODDALE, WE ALREADY HAVE GREAT ECONOMIES. EVERYONE KNOWS THE AIRSPACE OVER O'HARE IS ALREADY CONGESTED. THERE IS NO MORE AIRSPACE AVAILABLE FOR MORE FLIGHTS. WEATHER SITUATIONS ARE THE MAIN REASON FOR O'HARE DELAYS. THAT WILL NEVER CHANGE.

1

GET SMART - SPREAD THE WEALTH. MODERNIZE O'HARE - DO NOT EXPAND - BUILD A NEW SOUTHWEST AIRPORT. SEND THE CARPENTERS UNION & ELECTRICAL UNIONS TO WORK AT THE NEW SOUTH SIDE AIRPORT (PIETONE) - DALEY MAY NOT CONTROL IT - HE WILL STILL HAVE O'HARE! DON'T STEP INTO A NIGHTMARE OF EXPENSE THAT WILL NEVER END - O'HARE WOULD TAKE 20 YEARS TO COMPLETE + THEN IT WILL BE OUTDATED. TELL DALEY NO. EXPANDING O'HARE MAKES NO SENSE.

2

3

4

5

6

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-2 and L-2. |
| 2       | Please see topical response G-4.          |
| 3       | Please see topical responses C-2 and C-3. |
| 4       | Please see topical response B-4.          |
| 5       | Please see topical response B-2.          |
| 6       | Please see topical responses L-1 and M-1. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050321\_15

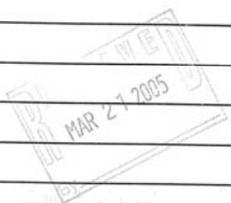
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |

Name: BIAS PAUL C.  
Last(Apellido) First(Nombre) MI

Address: 1237 S. PROSPECT PARK RIDGE IL. 60668.  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

O'HARE MODERNIZATION MEANS A POSSIBLE  
UNION JOB. FOR ME OR ANOTHER UNION  
 MEMBER WHO IS TRYING TO RAISE  
 A FAMILY. IN TODAY'S ECONOMY.

1



050321\_17

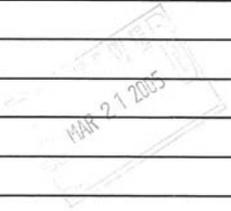
**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: Kelly Brett A  
 Last(Apellido) First(Nombre) MI

Address: 213 St. James St. Mokena IL 60454  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

We are in need of  
the O'Hare expansion for  
more jobs.



050321\_18

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

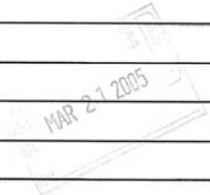
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |

Name: Barrón Nicole \_\_\_\_\_  
 Last(Apellido) First(Nombre) MI

Address: 8703 S. Burr IL 60617  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Change is necessary for the workforce.  
We need more jobs, projects  
will help economy.

1



050321\_19

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: McCluskey Robyn  
Last(Apellido) First(Nombre) MI

Address: 290 Amherst Ave. Des Plaines, IL 60016  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I OPPOSE THE ENLARGEMENT OF O'HARE AIRPORT FOR SEVERAL REASONS:

① FIRST, I FEEL IT IS WRONG FOR MAYOR DALEY TO CLOSE BUSINESSES AND DISPLACE PEOPLE AND HOMES TO INCREASE HIS TAX REVENUE. THE IMPACTED SUBURBS DO NOT GET ANY REVENUE! <sup>WITH THIS PLAN</sup> THE AIRPORT SHOULD BE REGIONALIZED. MORE ON THIS SUBJECT LATER. 1

② SECOND, I AM AMAZED THAT ALL OF A SUDDEN THE FAA IS OK. WITH THE NEW RUNWAY CONFIGURATIONS PROPOSED. WHEN I ATTENDED AN INFORMATION MEETING ON THIS SUBJECT A COUPLE YEARS I HEARD THAT THE PROPOSED RUNWAY CONFIGURATION WAS UNSAFE BECAUSE ~~THEY~~ THEY ARE TOO CLOSE DUE TO THE MINIMUM REQUIRED DISTANCE. ALSO HAVING THE PROPOSED EAST-WEST CONFIGURATION ~~IS~~ IS NOT OPTIMAL GIVEN THE CHICAGO WEATHER PATTERNS. THERE WILL EITHER BE UNSAFE CROSSWIND CONDITIONS OR THE INABILITY TO USE THE RUNWAYS RESULTING IN MORE DELAYS. DON'T COMPROMISE ON SAFETY ISSUES!! 2

③ LASTLY, THE ~~ESTIMATED~~ <sup>PROPOSED</sup> BUDGET IS HIGH / UNDER-ESTIMATED AND CAN'T BE DONE AT THE ~~PROPOSED~~ <sup>PROPOSED</sup> LEVELS WITHOUT COMPROMISING SAFETY!! (P) PLEASE FOCUS <sup>ON</sup> ~~DEFENSE~~. 3

| Comment | Response                                      |
|---------|---|
| 1       | Please see topical responses G4, M-1 and M-4. |
| 2       | Please see topical response K-1.              |
| 3       | Please see topical response L-1.              |
| 4       | Please see topical response B-2.              |

050321\_20

**COMMENTS:**

Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: CHAVARRIE EDWARD  
 Last(APELLIDO) First(NOMBRE) MI

Address: 4108 N. GRACE ST. SCHILLER PARK, IL 60176  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I AM AGAINST ENLARGING O'HARE AIRPORT FOR SEVERAL REASONS:

IT IS WRONG FOR MAYOR DALEY TO TAKE PEOPLE OUT OF THEIR HOMES AND TO TAKE BUSINESSES OUT OF SOME COMMUNITIES TO MAKE CHICAGO LARGER AND MAKE MORE PROFIT FOR CHICAGO.

MAYOR DALEY MADE A DEAL WITH A CORRUPT EX-GOVERNOR TO EXPAND O'HARE FIELD. THE NEW RUNWAYS UNDER THE DALEY PLAN ARE UNSAFE DUE TO THE MINIMUM DISTANCE BETWEEN THEM. ALSO THE WEATHER PATTERN IN CHICAGO WOULD BE HARMFUL TO EAST/WEST TAKEOFFS AND LANDINGS.

DALEY'S REPUTATION ON GIVING ESTIMATES FOR HIS PLANS - SUCH AS: MCCORMICK PLACE (EXPANSION), GRANT PARK PARKING GARAGE AND HIS LATEST, MILLENNIUM PARK PROJECT.

WE HOPE THE FAA MAKES THEIR JUDGMENT ON PEOPLE'S SAFETY AND AIRLINE "ON TIME/RELIABILITY" PEOTONE IS THE WAY TO GO - TO HELP A DEPRESSED AREA AND FOR SAFETY OPERATIONS.

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses G-4 and M-2. |
| 2       | Please see topical response K-1.          |
| 3       | Please see topical response L-1.          |
| 4       | Please see topical response A-1.          |
| 5       | Please see topical response B-2.          |

050321\_21

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |
| 2       | Please see topical response C-1. |
| 3       | Please see topical response M-4. |
| 4       | Please see topical response C-1. |
| 5       | Please see topical response M-4. |

Name: Bloniarz Thomas J  
 Last(Apellido) First(Nombre) MI

Address: 603 Noah Mt. Prospect IL 60056  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

MAR 21 2005  
 PM 1:00  
 P3

- Jobs - Jobs - Jobs  
Construction
- Jobs - Jobs - Jobs  
Permanent
- Ease Air Traffic Congestion
- Economic Boom to towns near O'Hare
- Economic Hub
- Less Delays
- More Foreign Air Lines  
More Money
- Jobs - Jobs - Jobs

050321\_22

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

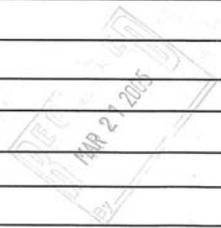
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |
| 2       | Please see topical response C-1. |

Name: NABLE MICHAEL T.  
 Last(Apellido) First(Nombre) MI

Address: 1603 E CENTRAL RD APT 306 ARLINGTON HTS. 60005  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

The O'Hare Expansion, is needed to help the employment of local people for employment to many aspects from, construction to employment after construction which is maintenance, air help, & to improve delays & safety of our airport.

1  
2



03/28/2005 22:29 18474645729

L LANDMEIER

PAGE 02

050321\_24

3-21-05  
 42w665 Plots RD.  
 Elgin IL 60123

Dear Sir,

St John's Cemetery in O'Hare field should not be moved. Many of my family are there; my Brother, Grandparents, (both sides) Aunts, Uncles, Cousins and Great Grandparents also.

Visiting the cemetery and bringing my children and grandchildren to see is important to me. We talk about how our family helped turn the wilderness of early America into a great country with hard work and love of this land. When they came they were immigrants and when they died they were Americans and proud of it.

Please don't move the cemetery, let them rest in peace. There must be a way to work out expansion of the airport and leave this cemetery alone, preserved and not treating our ancestors disrespectfully.

Thank You,  
 Lynn Sandherr

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | Please see topical responses I-1. |

050321\_25

Andrew Peralta  
5120 East Michigan Street  
Indianapolis, IN 46219

MAR 23 2005  
By

Mr. Mike MacMullen  
Federal Aviation Administration  
2300 East Devon Avenue  
Des Plaines, IL 60018  
March 21, 2005

Dear Mr. MacMullen:

Some exciting planning efforts for O'Hare International Airport (O'Hare) are being suggested to address the airport's ongoing capacity issues. Airspace over O'Hare is now congested with a mixed-bag of long distance air routes (Tokyo, JP / Caracas, VZ / Paris, FR) and short feeder air routes (Moline, IL / Madison, WI / Ft. Wayne, IN). O'Hare's main access road, I-90, is also above capacity. Proposing new runways and additional highway lanes is an obvious solution. However, these will not sustain as long-range fixes to the problem. As a member of the Midwest High Speed Rail Association, I strongly encourage your planning team to include an inter-modal transportation facility in those discussions.

A growing trend in using this important airport is that air carriers flying to smaller Midwestern destinations are being forced to eliminate service to O'Hare because of restrictions on take-offs and landings (these passengers no longer generate revenue for the airport). Including an inter-modal transportation facility in O'Hare's upgrade would allow the airport to regain – even increase – its customer base, by offering other forms of transportation that “feed” in and out of these small cities. The airspace is then freed-up to service more destinations outside the feeder-network radius.

FRAPORT; Frankfort, Germany's airport and train station operator has implemented a successful use of this inter-modal feeder-network idea to resolve their air traffic problem. Please consider trains and busses in a well designed inter-modal facility as critical components helping to strengthen O'hare's role as a vibrant portal linking the entire Midwest to international markets. Thank you for your considerations.

Sincerely,

Andrew Peralta

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |

1

050322\_01



GScott113@aol.com  
03/22/2005 10:43 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Airport

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses <b>I-1 and M-1</b> .           |
| 2       | Please see topical response <b>B-4</b> .                    |
| 3       | Please see topical responses <b>D-1, E-1, G-4 and K-1</b> . |

Since the first announcement that Chicago wanted to expand O'Hare Airport, I have followed the story with horror, incredulity and puzzlement. It seems absolutely impossible that the idea has even been considered in the first place. As someone who is related to almost every person buried in both of the threatened cemeteries, I am compelled to make comments on two specific points.

The first point is that St. Johannes and Rest Haven cemeteries are sacred ground, and have been so for over 150 years. To allow Chicago to run roughshod over the religious beliefs of the persons buried there, and those of their families who hold the land so dear is simply unconscionable. When O'Hare Airport was built it was understood that the cemeteries would remain inviolate in perpetuity. That agreement should not be broken. Not now. Not ever.

Interred in the cemeteries are people who are the backbone of this country. Farmers, clergy, businessmen, laborers, veterans of our nation's conflicts from the Civil War onwards and descendants of a member of the First Continental Congress. To even think of moving them from their final resting place is sacrilegious, indecent and completely disrespectful.

1

The second point is that the expansion itself makes no sense. Chicago says that the reason behind it is to reduce delays, then they follow that with a statement that more flights will be added. This flies in the face of logic. If there are delays now, adding more flights after an expansion will do nothing to reduce delays and would most likely cause even more of them.

2

The plan is seriously flawed in many ways. It tramples on the rights of homeowners, businesses and municipalities. The proposed layout of new runways has been called unsafe by the air traffic controllers. The increased noise would adversely affect everyone living and working in the area. Increased flights would mean increased pollution and the health problems associated with it. The list goes on.

It is my sincerest hope that you take into consideration the extremely detrimental effect of the expansion plan and rule against it.

3

Thank you for your time.  
Gloria Scott  
Ludlow, Illinois

050322\_02



pat\_johnsen@baxter.com  
03/22/2005 02:55 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Letter regarding O'Hare Modernization Project

(See attached file: OHare Modernization Letter 3-22-05.doc)

Pat Johnsen  
Baxter International  
Office of the CEO  
Robert L. Parkinson, Jr.  
847-948-4319  
Fax: 847-948-4305  
pat\_johnsen@baxter.com

-----  
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For Translation:

[http://www.baxter.com/email\\_disclaimer](http://www.baxter.com/email_disclaimer)



OHare Modernization Letter 3-22-05.doc

Robert L. Parkinson, Jr.  
Chairman and  
Chief Executive Officer

Baxter International Inc.  
One Baxter Parkway  
Deerfield, IL 60015

Tel: 847-948-4320  
Fax: 847-948-4305  
bob\_parkinson@baxter.com  
www.baxter.com

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

**Baxter**

March 22, 2005

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

Dear Mr. MacMullen:

I am writing this letter to express Baxter's support of the O'Hare Modernization Program, which is being reviewed by the Federal Aviation Administration. Baxter Healthcare is an integral part of the community and is an advocate for this modernization program.

As a global healthcare company, operating in more than 100 countries worldwide, our headquarters location in suburban Chicago is key to effectively meeting the needs of our customers and patients who rely on our products. In addition to our 4,500 employees based in Northern Illinois, several hundred more from other Baxter facilities throughout the world fly in and out of O'Hare in the course of conducting business. Because O'Hare is such a major transportation center, offering direct flights to virtually all parts of the globe, it offers us tremendous competitive advantage and productivity over companies based in other parts of the country. Accordingly, we are very interested in ensuring that O'Hare airport remains both a viable and efficient transportation hub.

1

It is our anticipation that the O'Hare Modernization Program would reduce congestion, increase capacity and increase safety at the airport. Given these benefits, we believe that O'Hare modernization would be an added asset to Baxter and its employees.

I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

2

Sincerely,

Robert L. Parkinson, Jr.  
Chairman & CEO

050322\_03



Robert L. Parkinson, Jr.  
Chairman and  
Chief Executive Officer

Baxter International Inc.  
One Baxter Parkway  
Deerfield, Illinois 60015-4633

847.948.4320  
Fax: 847.948.4305  
bob\_parkinson@baxter.com  
www.baxter.com

March 22, 2005



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

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As a global healthcare company, operating in more than 100 countries worldwide, our headquarters location in suburban Chicago is key to effectively meeting the needs of our customers and patients who rely on our products. In addition to our 4,500 employees based in Northern Illinois, several hundred more from other Baxter facilities throughout the world fly in and out of O'Hare in the course of conducting business. Because O'Hare is such a major transportation center, offering direct flights to virtually all parts of the globe, it offers us tremendous competitive advantage and productivity over companies based in other parts of the country. Accordingly, we are very interested in ensuring that O'Hare airport remains both a viable and efficient transportation hub.

1

It is our anticipation that the O'Hare Modernization Program would reduce congestion, increase capacity and increase safety at the airport. Given these benefits, we believe that O'Hare modernization would be an added asset to Baxter and its employees.

I respectfully request that the FAA approve the O'Hare Modernization Program as quickly as possible so that construction can begin on this critical project.

2

Sincerely,

Robert L. Parkinson, Jr.  
Chairman and Chief Executive Officer

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

Tuesday, March 22, 2005 01:47:44 AM

Page 1 of 1

050322\_04

Jack Becque  
930 Carswell Court  
Elk Grove Village, Illinois 60007  
847-956-0294

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-1 and E-1. |
| 2       | Please see topical response K-2.          |
| 3       | Please see topical response M-1.          |

March 22, 2005

Mr. Michael W. MacMullen  
Airports Environmental Program Manager  
Federal Aviation Administration  
Chicago Airports District Office  
2300 East Devon Avenue  
Des Plaines, Illinois 60016

Dear Mr. MacMullen:

According to an article in the Daily Herald you admitted in your O'Hare Modernization Environmental Impact Statement that O'Hare expansion will increase air pollution and noise pollution. My neighbors and I do not need and do not want an increase in pollution. We cherish our quality of life and do not want it destroyed.

1

Also, an increase in air traffic at O'Hare will increase the danger of air mishaps. Mr. MacMullen, this will impact even those who do not live in the contiguous area surrounding O'Hare.

2

Please revert to logic. Do not approve the O'Hare Modernization Plan. Do not approve any part of the O'Hare Modernization Plan.

3

Thank you.

Sincerely,

*Jack Becque*  
Jack Becque

050322\_06

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Dr. David F. Zak  
660 Fairfield Circle  
Elk Grove Village  
Illinois 60007-3317

Name: ZAK DAVID F.  
Last(Apellido) First(Nombre) MI

Address: 660 FAIRFIELD CIRCLE BLK GROVE VILLAGE, IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

MAR 22 2005

- O'HARE EXPANSION - BAD IDEA - LIMITED AIRSPACE !
- O'HARE MODERNIZATION ESPECIALLY COMPUTERS AND RADAR TO PREVENT GLITCHES THAT DESTROY SCHEDULES - GOOD IDEA !!
- 6 EAST-WEST RUNWAYS POINTING AT ST. ALEXIUS HOSPITAL EAST OF RT #53 AT BIESTERFIELD RD - BAD IDEA !!
- 6 EAST-WEST RUNWAYS VERY DANGEROUS IN CROSSWIND CONDITIONS & LOW VISIBILITY !! - BAD IDEA 1
- ALLOWING MAYOR DALEY OF CHICAGO TO CLOSE MEIGGS FIELD & DESTROY THE RUNWAY IN THE MIDDLE OF THE NIGHT - BAD IDEA !! IS THE F.A.A. AFRAID OF MAYOR DALEY ?? 2
- A THIRD AIRPORT IN PIAZONE (LINCOLN NATL.) - A GOOD IDEA FOR EVERYONE! IT WILL SAVE LIVES RATHER THAN OVERCONGESTING THE O'HARE AIRSPACE. ECONOMIC DEVELOPMENT OF THE SOUTH SUBURBS WILL BE AIDED 3
- DO NOT DESTROY THE ELK GROVE INDUSTRIAL PARK WITH SUCH AN ECONOMICAL UNFEASIBLE PLAN !! 4

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses B-3, C-3, and K-1. |
| 2       | Please see topical response M-6.                |
| 3       | Please see topical response B-2.                |
| 4       | Please see topical responses G-4 and L-1.       |

050322\_08

Rec'd 03/22/05  
RM

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | The commenter's opinion is noted. |

Reginald Arkell  
12846 S. 82<sup>nd</sup> Court  
Palos Park, IL 60464  
(708) 361-5895  
[jarkell28@msn.com](mailto:jarkell28@msn.com)  
March 18, 2005

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

Re: Comments on the O'Hare Modernization Draft Environmental Impact Statement.

Dear Mr. MacMullen:

I am in receipt of your correspondence, dated January 14, 2005, seeking input for the O'Hare Modernization Draft Environmental Impact Statement (DEIS). My comments are in the attached paper. Please feel free to contact me if you have any questions or would like to discuss this matter further. Thank you for your consideration.

1

Sincerely,

  
Reginald Arkell

Rational Alternatives to Meeting Demand for Air Transport at O'Hare

INTRODUCTION

The United States, including the Chicago region, face a crisis with mounting congestion in our skyways and on our roadways due to the escalating demand for transportation. The primary cause of this dilemma has been overinvestment in the airway and highway systems for more than 50 years through government subsidies and undercharged "user fees." Such investments appeared to be logical methods of enhancing and modernizing the transportation system while creating economic growth and development. While they have provided some benefits for Chicago, hindsight shows that they have increased congestion, air pollution, and inefficient urban sprawl while diminishing quality of life. Any attempt to meet expected transport demand puts too much emphasis on unsustainable transportation projects in the regional economy given these externalities and the diminishing availability of fossil fuels. The proposed expansion for O'Hare International Airport (O'Hare) is ill-advised given more rational and efficient alternatives such as: aviation transportation demand management (TDM); redistribution of traffic to other hubs and regional airports; and a Midwestern high-speed rail (HSR) system for trips of up to 500 miles.

SUSTAINABLE TRANSPORTATION

As outlined in the DEIS for the proposed expansion at O'Hare, the National Environmental Protection Act (NEPA) requires that development proposals "shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action." The DEIS states the purpose and need as follows: *"To address the projected needs of the Chicago region by reducing delays at O'Hare, thereby enhancing capacity of the NAS, and ensuring that future terminal facilities and supporting infrastructure can efficiently accommodate users."*<sup>1</sup> The fundamental flaw in the DEIS analysis is the assumption that projected purpose and need is synonymous to meeting air transport demand and that such demand must be met in Chicago. These suppositions are false and do not meet standards for sustainability.

"A sustainable transportation system is one that: allows the basic access needs of individuals and societies to be met safely and in a matter consistent with human and ecosystem health, and with equity within and between generations; is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, reuses and recycles its components, and minimizes the use of land and production of noise."<sup>2</sup> Despite more rational and efficient alternatives, the quest for regional economic growth and development has

<sup>1</sup> Federal Aviation Administration (FAA). "O'Hare Modernization Draft Environmental Impact Statement." Viewed via the Internet Web Site <http://www.aql.faa.gov/OMP/DEIS.htm>, on March 8, 2005.

<sup>2</sup> Centre for Sustainable Transportation. September 1997. "Definition and Vision of Sustainable Transportation." Viewed on March 31, 2004, via Internet Web Site, <http://www.cstctd.org/CSTHomepage.htm>.

| Comment | Response   |
|---------|--|
| 2       | The EIS considers a range of alternatives. The FAA examined a number of alternatives to meet the EIS purpose and need, including congestion management, the use of other airports, and high-speed rail. These alternatives were determined to not meet the purpose and need on their own. See <b>Chapter 3</b> of the EIS for further information. |

2

clouded the vision of the powerful political and business interests behind the movement for O'Hare expansion.

2

3

TRANSPORTATION DEMAND MANAGEMENT

The population is traveling by air more now than ever before. The desire for air transport has been induced by many years of subsidies for airport construction/infrastructure and excessive fuel price controls in addition to the more recent bailouts for airlines. O'Hare expansion will induce further demand and actually contribute to congestion. The DEIS does not consider the benefits of aviation TDM in reducing demand. TDM can promote efficiency of the air transport system and limit excessive air travel through the following: congestion pricing and other price reforms; increased tax rates on airports and fuels; development of HSR for medium distance trips; and implementation of sustainability objectives. Estimated air transport levels are not sustainable over the long-term and do not take into account the projected oil peak which will eventually cause higher fuel prices, reduced travel, and a decrease in market size.<sup>3</sup>

4

HISTORY OF GOVERNMENT SUBSIDIES

By the 1930's, it was evident that transporting passengers in the American economy without financial loss was not possible without public funding. This generalization includes the modes of water, highway and air, which continually have been heavily subsidized by federal, state and municipal governments through construction of canals, locks, roads, and airports.<sup>4</sup> Unsubsidized passenger rail service was profitable through 1935 and during most of the World War II years.<sup>5</sup> Profitability stopped soon after when auto and air interests began extracting billions of dollars from the public sector in the post World War II period.<sup>6</sup> These excessive subsidies have created an unbalanced transportation system that is difficult, if not impossible, to maintain due to its enormous size. The synopsis below shows how over-subsidization of

<sup>3</sup> Joan Lowy. April 7, 2004. Scripps Howard News Service. "The end of the age of oil? opinions vary." Received by e-mail from [http://www.shns.com/shns/g\\_index2.cfm?action=detail&pk=NOMOREOIL-04-07-04](http://www.shns.com/shns/g_index2.cfm?action=detail&pk=NOMOREOIL-04-07-04) via the Midwest High-Speed Rail Coalition on April 14, 2004. Analysis by the U.S. Department of Energy has shown that petroleum demand will exceed supply by the year 2037. The International Energy Agency estimates that the oil production peak will occur between 2010 and 2020. Most analysts and experts agree that this peak will occur when about the halfway point is reached in extracting oil from known reserves. More than 40 studies have shown that total world oil production is about 1.8 to 2.4 trillion barrels. Almost 1 trillion barrels of this amount has been recovered to date with about 28 billion barrels consumed per year. The demand for oil has been increasing by about 3 percent annually while the amount of new oil reserve discoveries has been decreasing consistently over about the past 25 years. The oil peak will result when oil production cannot keep up with demand. Prices will then increase continually until demand decreases.

<sup>4</sup> Carl W. Condit. "Chicago, 1930-1970." University of Chicago Press, Chicago, 1974. 245.

<sup>5</sup> Donald M. Itzkoff. "Off the Track, The Decline of the Intercity Passenger Train in the United States." Greenwood Press, Westport, Conn., 1985, 14-15. Original source: Interstate Commerce Commission, "Statistics of Railways in the United States;" "Transport Statistics in the United States;" James C. Nelson, "Railroad Transportation and Public Policy" (Washington, D.C.: Brookings Institution, 1959).

<sup>6</sup> Ibid. 58, 126-127.

| Comment | Response  |
|---------|---|
| 3       | The commenter offers several criteria for evaluating a sustainable transportation system. These are generally consistent with the criteria utilized by FAA in the EIS, including: operational efficiency, feasibility, and environmental impact. <b>Chapter 3</b> of the EIS presents the evaluation criteria and the analysis of alternatives. |
| 4       | The FAA has considered the use of congestion management (or, as the commenter refers to, transportation demand management) in evaluating alternatives in the EIS. This analysis is presented in <b>Chapter 3</b> of the EIS.  |

highways and air transport has led to the present day dilemma of transport demand and the irrational pressure to increase capacity at O'Hare.

#### Highways

From 1921 to 1976, federal funding for road construction totaled more than \$100 billion, with more than \$10 billion per year during the peak of the intercity highway program. The National System of Interstate and Defense Highways were constructed pursuant to the Federal-Aid Highway Act of 1956. The result was 41,000 highway miles, of which 90 percent was funded by the federal government.<sup>7</sup> Some urban planners believed that urban renewal, including highway construction through cities, could relieve blight and congestion. Many believed that a large part of the answer was more parking lots. Rail and road-related businesses had a traditional rivalry for years but the latter had prevailed through the powerful highway lobby.<sup>8</sup> The result was that highways accelerated inner-city decline and segregation with "white-flight" and the migration of businesses to outlying areas.

Improved roads encouraged Americans to purchase more vehicles which reduced mass transit patronage, profitability and availability. More than 170 transit companies went out of business in the U.S. between the late 1950's and early 1970's. In the 1940's, the percentage of people within the region traveling to inner Chicago dropped below 50 percent. Chicago eventually implemented a plan conceived in 1940 of a radial system of five expressways that would meet in downtown. The idea was to stop the movement of people and investments from downtown while accommodating the increasing use of the automobile. A total of 250 buildings were destroyed in the Loop and 6,000 Chicago families lost their homes from 1948 to 1956 for the construction of the Congress Street Expressway at a cost of \$6.2 million dollars a mile.<sup>9</sup> Chicago's massive expressway system was built over a period of 18 years at a cost of about \$1.1 billion. The result was rush-hour traffic that was slower on the expressways than traffic had been on the boulevards.<sup>10</sup> Clearly, public subsidies for road building increased the demand for travel by automobiles and decreased passenger rail demand. The government essentially replaced a more efficient mode of travel with the convenience and luxury of automobile transport while increasing congestion.

#### Airports and Airlines

From the early 1920's to the mid 1970's, about \$20 billion in federal government expenditures supported the construction, operation and maintenance of a nationwide airport network and air traffic control system. In addition, from 1938 to 1954, the airline industry was the recipient of \$440 million in direct subsidies. Consequently, it was unnecessary for the

<sup>7</sup> Janet F. Davidson and Michael F. Sweeney, "On the Move, Transportation and the American Story," National Geographic, Washington, D.C., 2002. 264-265.

<sup>8</sup> Ibid. 246-252.

<sup>9</sup> Ibid.

<sup>10</sup> Condit. 235.

airlines to invest in fixed plant capital items.<sup>11</sup> Air passenger travel demand skyrocketed after World War II. In 1940, about 1.2 billion U.S. domestic and international passenger route miles were flown. That number increased to 10.6 billion miles by 1950 and one-half trillion miles by 1990. By the 21<sup>st</sup> century, 80 percent of all passenger flights utilized only 50 of the country's thousands of airports. O'Hare accommodated 185,000 passengers daily and employed 50,000 people by this time. The OPEC oil embargo of 1973 to 1974 against the U.S. severely hurt the airlines and the automobile industry but they eventually recovered.<sup>12</sup> Spikes in the price of oil and gas reduced the demand for travel resulting in long-term recession, thereby exposing the precarious nature of an economy so heavily dependent upon them.

#### Intercity Railroads

Railroads accommodated 47.8 billion passenger miles in 1920, which was 80 percent of total travel. Overall travel increased to 269.3 billion miles by 1940, however, railroads accounted for only about 30 billion of these miles or about 11 percent. Intercity buses transported 10 billion while the remainder was accounted for by the automobile. Irrefutably, the increased demand for travel occurred due to the convenience and affordability of personal vehicles. Passenger train travel experienced a significant rebirth during World War II with rationing curtailing both auto and air travel. In 1944, passenger miles by train reached almost 100 billion.<sup>13</sup> This demonstrated that passenger trains are far more efficient and sustainable, especially in times of crisis. U.S. railroads transported 913 million intercity rail passengers in 1944. This number would drop to 352 million passengers by 1960.<sup>14</sup>

After the government land grant program during the nineteenth century, railroads received zero subsidies until the advent of Amtrak and Conrail in the 1970's. For decades, railroads had to invest in their own terminals, tracks, stations, and yards while paying billions of dollars in federal, state, and local taxes. As an example, in 1958, \$700 million in federal, state and local funding was spent on the aviation industry; \$10.3 billion was spent on highways; and \$561 million was spent on waterway and canal projects. Alternately, the railroad industry did not receive any federal subsidies; it allocated about \$1 billion for maintenance and \$232 million for new construction; and paid federal, state and local taxes totaling \$180 million.<sup>15</sup> The combination of long-term governmental capital expenditures for aviation and highways with the lack of public investments in railroads led to the demise of intercity rail.

Intercity passenger rail proliferated in other industrial countries in the post-World War II period as their systems were nationalized for the public benefit. The lack of transport alternatives in those nations made spending for an intercity rail network a priority. Many foreign

<sup>11</sup> Itzkoff. 126-127.

<sup>12</sup> Davidson and Sweeney. 278-284.

<sup>13</sup> Itzkoff, 22-28.

<sup>14</sup> Davidson and Sweeney. 264-265.

<sup>15</sup> Itzkoff. 117-127.

economies had been decimated by war, therefore rebuilding of industry was a priority.<sup>16</sup> Quite simply, most of the developed world could not afford the extravagances of investing in highway and air transport at levels similar to the U.S.

#### Summation of Subsidies

In summary, railroads were forced to pay for purchases and upkeep of their right of way while other modes used brand-new facilities almost for free.<sup>17</sup> In 1966, one estimate of the funding necessary to overhaul the nation's rail infrastructure with continuous welded rail, grade crossing reduction, and curve easements was pegged at \$15 billion.<sup>18</sup> Instead, the government chose to squander its original investment in the rail system by allowing it to decay to the point where it could no longer compete effectively. A more balanced federal funding transportation program with allocations for rail and reduced financing for competing modes would have been more cost effective and beneficial to the public. The influence of the powerful highway and air transport lobbies on politicians promoted economic development that has been centered on inefficient exploitation of finite fossil fuels both nationally and in the Chicago region. The challenge is whether the region has the courage to promote rationality over power by using O'Hare as an example to put a stop to the perpetual cycle of attempting to meet the artificial demand for aviation and highway travel.

Defenders of these subsidies argue that, at least a portion, are actually "user fees" that are paid through taxes by the traveling public. Further, they cite present day statistics showing that, from 1990 to 2002, commercial aviation received only \$6 in federal subsidies per thousand passenger miles and highway users did not receive any, while Amtrak averaged \$186.<sup>19</sup> However, this does not include the untold quantities in state and local subsidies that support aviation and other roadways from general revenues. More importantly, this argument neglects to take into account that "user fees" are essentially under-priced luxury taxes. These taxes do not cover the *resource consumption external costs* incurred by those who choose not to use the most efficient mode of travel. The external costs not paid for by users of highway and air transportation systems include the following:<sup>20</sup>

<sup>16</sup> Ibid. 117.

<sup>17</sup> Ibid. 49-50.

<sup>18</sup> Ibid. 129. From A.O. Mobray, *Road to Ruin* (New York: J.B. Lippincott, 1969), 197.

<sup>19</sup> Chicago Tribune. "Editorials: Last stop for Amtrak?" February 16, 2005. Referencing Bureau of Transportation Statistics reports.

<sup>20</sup> Victoria Transport Policy Institute. "Transportation Cost and Benefit Analysis." June 2003. Ch. 5.12. Viewed on March 12, 2005, via Internet Web Site, <http://www.vtpi.org/tca/tca0512.pdf>. Includes reference: Bureau of Transportation Statistics, *1997 National Transportation Statistics*, USDOT ([www.bts.gov](http://www.bts.gov)), 167-179; *Transportation Statistics Annual Report 1997* USDOT ([www.bts.gov](http://www.bts.gov)), 86.

6

- Expenditures on oil imports, estimated to be \$16 per barrel above competitive market price, are an economic cost that transfers wealth out of the U.S. to oil producing regions while providing minimal employment per dollar spent on gasoline purchases.<sup>21</sup>
- The estimated costs for energy security associated with the Middle East are between \$6 and \$60 billion annually.<sup>22</sup>
- The U.S. is economically vulnerable to oil price shocks and the looming oil supply peak. It is estimated that oil market disruptions during about 1970 to 2000 cost the U.S. economy \$7 trillion (net present value) in decreased output.<sup>23</sup>
- It is estimated that annual subsidies to U.S. oil include \$4.1 billion in petroleum product undertaxing, \$1.8-4.6 billion in industry undertaxing, and \$1.4-2.0 in various production subsidies.<sup>24</sup>
- There are hidden costs such as those paid through higher property taxes to compensate for the thousands upon thousands of acres that have been taken off local tax rolls by the highway system.

It can be concluded that the various external costs imposed from resource consumption and not covered by "user fees" range from \$25 to \$150 billion per annum with an average of 0.5-3 cents per mile. To ensure coverage of all external costs, middle to higher range is justified resulting in an estimated average of 2.5 cents per passenger mile that is not charged to users.

According to a 2001 *Monthly Oil Market Report* by the International Energy Agency, vehicle fuel retail prices in most European countries and Japan range from two to three times that of the U.S. In addition, fuel taxes in these other countries range from four times to more than eight times that of the U.S. "Educating policy makers, planners, and the public about problems created by underpricing is a key challenge to developing an efficient and equitable transportation system."<sup>25</sup> The disparity in tax rates is a prime reason that the U.S. consumption of fossil fuels

<sup>21</sup> Ibid. Reference to: Joseph Romm and Charles Curtis, "Mideast Oil Forever?" *Atlantic Monthly*, April 1996, 57-74.

<sup>22</sup> Ibid. Reference to: Harold Hubbard, "The Real Cost of Energy," *Scientific American*, Vol. 264, No. 4, April 1991; David Greene and N.I. Tishchishyna, *The Costs of Oil Dependence: A 2000 Update*, ORNL/TM-200/152, Oak Ridge National Laboratory, U.S. Department of Energy ([www.cta.ornl.gov/publications](http://www.cta.ornl.gov/publications)), 2001.

<sup>23</sup> Ibid. Reference to: David Greene and K.G. Duleep, "Costs and Benefits of Automotive Fuel Economy Improvement: A Partial Analysis," *Transportation Research A*, Vol. 27A, No. 3, 217-235, 1993.

<sup>24</sup> Ibid. Reference to Roland Hwang, *Money Down the Pipeline: Uncovering the Hidden Subsidies to the Oil Industry*, Union of Concerned Scientists (Berkeley: [www.ucs.org](http://www.ucs.org)), 1995.

<sup>25</sup> Ibid. 5.12.

accounts for more than 25 percent of world usage despite the fact that only about 4.5 percent of the population resides here.<sup>7</sup>

Beneficial tax, regulatory, and industrial policies for aviation related development is contradictory to market principles and can often be economically harmful due to the limitations on transportation choice.<sup>26</sup> An equitable and efficient transport network maximizes travel choices and incentives by allowing each mode to excel at what it does best. It is essential that prices for automobile and aviation transport be increased to both fully reflect the costs incurred and to reduce wasteful and unnecessary travel. Due to economies of scale, this approach will reduce the need for subsidies to transit and intercity rail over the long term. However, it may be necessary to increase rail subsidies to overcome decades of under investment.<sup>27</sup>

**CHICAGO'S GLUTTONY OF AIR TRANSPORT**  
Disproportionate Air Traffic

The population of the six-county Chicago metropolitan area (Cook, DuPage, Will, Kane, McHenry, and Lake) in the year 2000 was about 8.1 million people or 2.88 percent of the entire U.S. population of about 281.4 million.<sup>28</sup> During the same year, O'Hare accommodated 382,631 enplanements or departures, which was 4.83 percent of all aircraft departures in the U.S. The Chicago metropolitan area as a whole handled 471,571 enplanements, which accounted for 5.93 percent of all aircraft departures in the U.S.<sup>29</sup> Therefore, O'Hare accommodated roughly 67 percent more departures and the Chicago region handled more than twice as many departures than its share in population as compared to the entire country.

By the 1970's, any delays at O'Hare had significant impacts on the efficiency of the U.S. commercial air system. For example, on June 30, 1977, severe thunderstorms at O'Hare were responsible for grounding 300 aircraft which was about one-quarter of the nation's commercial air fleet. In fact, Atlanta's Hartsfield International Airport surpassed O'Hare as the nation's busiest airport in 1999 and 2000 due to Chicago area thunderstorms. A \$1 billion expansion and modernization of O'Hare was initiated in 1982.<sup>30</sup> O'Hare has reached its limit in rational capacity. Further expansion will only foster more delays and inefficient operations of the National Airspace System (NAS) when problems occur in the Chicago area. The region must

<sup>26</sup> Victoria Transport Policy Institute. "Aviation TDM, Air Transportation Demand Management." Ch. 2-5. December 17, 2003. Viewed on March 31, 2004, via Internet Web Site, <http://www.vtpi.org/tdm/tdm77.htm>.

<sup>27</sup> Ibid. Ch. 11.

<sup>28</sup> U.S. Census Bureau. Statistics obtained via Internet Web Site [www.census.gov](http://www.census.gov) on February 23, 2005.

<sup>29</sup> U.S. Department of Transportation, Bureau of Transportation Statistics. Statistics obtained via Internet Web Site [www.bts.gov/publications/airport\\_activity\\_statistics\\_of\\_certificated\\_air\\_carriers/2000/tables/table03](http://www.bts.gov/publications/airport_activity_statistics_of_certificated_air_carriers/2000/tables/table03), on February 23, 2005.

<sup>30</sup> David M. Young. "Chicago Aviation, An Illustrated History." Northern Illinois University Press, DeKalb, IL, 2003, 191-194.

| Comment | Response  |
|---------|---|
| 5       | The commenter offers opinions regarding historical national priorities for transportation system development. For purposes of this EIS, FAA cannot validate or refute the historical evidence offered by the commenter. However, FAA does not believe that the comment is relevant to evaluating the specific sponsor's request for improvements at O'Hare. |

5

face the reality that it cannot continue to accommodate demand and a disproportionate share of the nation's air traffic.

8

6

Unfavorable Cost/Benefit Ratio

As of February 2005, the FAA has still been unable to receive a response from the City of Chicago that includes a listing of the financial and economic data showing how the O'Hare modernization project (OMP) and the World Gateway Project (WGP) would create a more beneficial and efficient airport. Rather, the City of Chicago submitted its final airport development plan before even the most basic information was provided: whether the proposed expansion is justified, rational and cost effective. Projected costs for the OMP are \$6.6 billion to reconstruct the airfield with new runways and taxiways in addition to other facilities. The WGP will expand O'Hare's terminals at a cost of \$3.6 billion, although, funding is questionable as the airlines profess that they cannot afford to build it.

The City of Chicago has attempted to present these two projects separately as development phases in order to obtain easier approval. However, by adding other costs for related projects such as a bypass road and western access, the total bill for O'Hare "improvements" could exceed \$15 billion.<sup>31</sup> The FAA confounds all rationality by also promoting construction of a third airport in the southern suburb of Peotone in addition to O'Hare expansion. Clearly, the FAA has succumbed to the parochial and egocentric political interests of both the City of Chicago and the State of Illinois in their attempts to increase employment for the region.

According to an independent analysis of the FAA's DEIS by Campbell-Hill in 2005, it is impossible to fund the costs for O'Hare expansion at a low-ball estimate of \$14.1 billion. True costs are likely greater than \$23 billion without funding for surface access roadways. The analysis also points out that the FAA assumes this funding will be made available if the project is approved due to the impact it will have on the NAS and regional economy. This assumption is made without any realistic discussion of where the funding will come from. Perhaps most telling of the irrationality of the project is the finding that, once the proposed upgrades have been completed, delays at O'Hare will immediately exceed delays that occurred during 2001-2003 at the airport.<sup>32</sup>

The Campbell-Hill report also states that the FAA has not given adequate consideration to a blend of alternatives that can effectively reduce delays. These include aviation TDM; moving non-local transfer passengers to other connecting hubs; and utilizing other regional airports such as Gary-Chicago International Airport, Greater Rockford Airport, and Milwaukee's Mitchell International Airport. Analysis of other hubs comparable to O'Hare, in terms of feed

| Comment | Response   |
|---------|--|
| 6       | Chicago O'Hare and the other airports serving the Chicago region accommodate a share of national passenger traffic that is larger than the Chicago region's share of national population because O'Hare serves as a national connecting hub and international gateway. |

<sup>31</sup> Suburban O'Hare Commission. "FAA to Chicago: Tell us why O'Hare expansion is worth the cost." February 12, 2004. Viewed February 23, 2005, on Internet Web Site [www.suburban-ohare.org/detail.asp?OBJECT\\_ID=815](http://www.suburban-ohare.org/detail.asp?OBJECT_ID=815).

<sup>32</sup> Brian Hill, Campbell-Hill. "Preliminary Conclusions As To Flaws in FAA's Draft EIS on Chicago's OMP proposal," February 14, 2005. Viewed via Internet Web Site [www.suburban-ohare.org](http://www.suburban-ohare.org) on February 23, 2005.

potential, shows that they have adequate capacity to accommodate a substantial amount of connecting flights, as shown in *Table 1* below.<sup>33</sup>

Table 1 – Unused Capacity at Other Hub Airports

| Airport           | Avg. Annual Capacity | Actual Operations | Capacity Utilization |
|-------------------|----------------------|-------------------|----------------------|
| Charlotte         | 700,691              | 467,676           | 67%                  |
| Cincinnati        | 663,433              | 515,851           | 78%                  |
| Denver            | 1,153,856            | 566,525           | 49%                  |
| Dallas/Fort Worth | 1,451,477            | 813,542           | 56%                  |
| Detroit           | 981,887              | 522,641           | 53%                  |
| Washington Dulles | 715,473              | 502,519           | 70%                  |
| Pittsburgh        | 840,905              | 336,346           | 40%                  |
| Salt Lake City    | 700,608              | 413,246           | 59%                  |
| St. Louis         | 564,171              | 289,707           | 51%                  |

The DEIS readily acknowledges that Gary/Chicago International Airport and Greater Rockford Airport will have unused capacities totaling almost 338,000 aircraft operations to accommodate demand through 2018. These represent about one-third the numbers predicted for O'Hare. The DEIS abandons this rationality and basically concludes that regional demand cannot be accommodated because the airlines prefer to focus a disproportionate amount of their operations at O'Hare.<sup>34</sup> This skewed analysis insures that expansion at O'Hare will occur. The FAA by law is empowered to regulate the safe and efficient use of navigable airspace through traffic management and controls.<sup>35</sup> Therefore, the agency can easily limit the amount of air traffic at O'Hare.

Environmental Degradation and Health Consequences

The entire domestic and international facilities at O'Hare were completed in 1963 at a total cost of \$155 million to the City of Chicago. The growing vehicular traffic generated by the airport produces intolerable levels of psychological damage and physical hardship from the concentration of noise, congestion, air pollution, and surface dirt for those living in close proximity. The Northeastern Illinois Planning Commission (NIPC) stated that the entire area within a five-mile radius of the airport or an area of 130 square miles would not be fit for residential uses.<sup>36</sup> Despite this proclamation, this is precisely where tens of thousands of people have made their homes for decades.

<sup>33</sup> Ibid.

<sup>34</sup> FAA. EIS, C-6 – C-24.

<sup>35</sup> FAA. "What we do, Summary of Activities." Viewed on March 12, 2005, via the Internet Web Site, <http://www.faa.gov/about/mission/activities/>.

<sup>36</sup> Condit. 260.

| Comment | Response   |
|---------|--|
| 7       | <p>The commenter offers several of the same assertions contained in <i>Campbell-Hill's April 6, 2005</i> comments on the Draft EIS, document number 050406_36, which has separately been responded to. The FAA responses to the <i>Campbell-Hill's April 6, 2005</i> comments on the Draft EIS can be found beginning on page U.4-500 of this appendix.</p> <p>Contrary to the commenter's assertions, FAA did consider the potential use of other airports and demand management in the EIS, as presented in <b>Chapter 3</b> of the EIS.</p> |

| Comment | Response  |
|---------|---|
| 8       | The FAA has considered the environmental impacts of the proposed alternatives, see <b>Chapter 5</b> of the EIS. |

O'Hare is by far the leading source of hazardous air pollutants or recognized carcinogens in the state of Illinois according to data reported to the U.S. EPA.<sup>37</sup> In the year 2000, Mostardi-Platt collected air quality data along the fenceline of O'Hare which was then analyzed by Environ International Corporation for the City of Park Ridge, Illinois. Preliminary conclusions of the analysis found that the theoretical lifetime incremental risk of cancer with levels gauged at O'Hare is about five times higher than that compared to "background" levels in Naperville, Illinois. Chemicals commonly found in aircraft emissions (i.e., benzene, aldehydes, naphthalene) and documented in the data accumulated at the O'Hare fenceline pose a significant health risk according to U.S. EPA. The noncancer Hazard Index (HI) values computed for residential situations range up to about a level of 23 based on measurements at the O'Hare fenceline. Any HI level calculated to be more than 1 is potential health concern.<sup>38</sup>

There is a one-to-one relationship between the amount of energy used by a particular mode of transportation and the level of emissions. According to the Union of Concerned Scientists, intercity rail/HSR uses about one-seventh the energy and emits one-seventh the air pollution than the automobile per passenger mile. Intercity rail/HSR uses about one-quarter the energy and produces one-quarter the air pollution than aviation per passenger mile.<sup>39</sup>

**HIGH SPEED RAIL ALTERNATIVE**

Appendix E, Alternatives, of the DEIS provides an inadequate analysis of the potential that HSR has to accommodate a significant portion of passenger trips. Table E-1 in that section, Air and Rail Passenger Service to Cities Within 4 Hours Rail Travel Time of Chicago, presents the potential of present Amtrak trains to divert O'Hare traffic in 12 short-haul markets for distances up to 212 miles in length. The DEIS concludes that, since rail accounted for only 124,530 passengers between Chicago and these cities, which is representative of only 0.8 percent of total originating traffic at O'Hare, intercity rail is not a feasible alternative.<sup>40</sup> However, this analysis neglects to consider the potential of HSR to provide comparable travel times for trips up to 500 miles and capture major travel markets between Chicago and cities such as Minneapolis-St. Paul; St. Louis; Cincinnati; Cleveland; and Detroit. About 16 percent of O'Hare passengers are traveling to these cities and could be transported in comparable times by a Midwestern HSR

<sup>37</sup> Environmental Defense Scorecard Pollution Ranking Database. "Comparison of Hazardous Air Pollutants from O'Hare International Airport with Largest Reported Sources of Recognized Carcinogens to Air in Illinois." Levels are as reported by entities in their annual Toxic Release Inventory (TRI) reports, as required by Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA), 42 U.S.C. § 11023, and retained in the U.S. EPA TRI database. Viewed on the Internet Web Site [www.scorecard.org](http://www.scorecard.org) on February 23, 2005.

<sup>38</sup> Environ International Corporation. "Preliminary Risk Evaluation of Mostardi-Platt Park Ridge Project Data Monitoring Adjacent to O'Hare Airport," Project No. 02-8733A. August 2000. Viewed via the Internet Web Site, [www.suburban-ohare.org](http://www.suburban-ohare.org) on February 23, 2005.

<sup>39</sup> Ohio Passenger Rail News. "Clearing the air on rail's benefits," Ohio Hub Issue, Issue 154, 2004.

<sup>40</sup> FAA. EIS, E-6 – E8.

system according to a 1995 study by L.A. Scott & Company.<sup>41</sup> This represents 6.4 million of the 40 million passengers predicted for O'Hare in 2010.

Appendix E, Alternatives, of the DEIS also erroneously concludes that HSR is not a legitimate alternative because there are currently no plans to implement such a system in the Chicago area that would reduce total passenger demand at O'Hare. "In the absence of such plans, it is not reasonable to assume that high-speed rail development would satisfy purpose and need."<sup>42</sup> On the contrary, there are extensive plans and substantial headway has been made in implementing HSR in several areas of the country. One of these corridors is the Midwest Regional Rail Initiative (MWRI) created by the Federal Railroad Administration (FRA), Amtrak, and nine Midwestern states. The goal of the MWRI is to improve the existing passenger rail transportation in accordance with the Midwest Regional Rail System (MWRRS) plan. The purpose of the MWRRS is to accommodate future regional intercity travel demand by: using existing rights-of-way shared by other rail services; operating trains at up to 110 mph; and increasing multimodal connections. Pursuant to a 2002 study by the Wallace Floyd Design Group, forecasts have predicted annual ridership of 9.6 million passengers by 2010 over the MWRRS. This would be at least four times that predicted if present service continued unchanged and would account for almost 25 percent of the 40 million forecasted enplanements at O'Hare in that year.<sup>43</sup> The MWRRS will consist of a hub and spoke system between Chicago and major cities with several daily trains to each destination.

The proposed MWRRS could provide fast and efficient service and economic benefits to nine Midwestern States with Chicago as the hub at much lower cost than O'Hare expansion. The proposal for O'Hare focuses economic development only on the Chicago region. The MWRRS would create an estimated 2,000 new rail service jobs and 4,000 temporary construction jobs throughout a nine-state region. This project would further stimulate \$2.6 billion in public and private investment and will be self-supporting when fully implemented.<sup>44</sup> Updated cost estimates are now \$7.7 billion with projected revenues of \$632 million, well above expected maintenance and operating costs of \$466 million for the year 2025.<sup>45</sup> Investments in downtown

<sup>41</sup> L.A. Scott and Company. June 1995. Environmental Law & Policy Center. "High Speed Rail Financial Alternatives Analysis." Viewed April 1, 2004, on Internet Web Site, <http://www.elpc.org/trans/rail/financingstudy.htm>.

<sup>42</sup> FAA. EIS, E-6 – E-8.

<sup>43</sup> Wallace Floyd Design Group. "Normal Multimodal Transportation Center Siting and Feasibility Study," September 2002. Viewed on Internet Web Site, <http://www.normal.org/formsandpdffiles/reportlayoutall.pdf> on April 1, 2004.

<sup>44</sup> American Passenger Rail Coalition. "A Strong Amtrak For A Strong America." Accessed via the Internet Web Site [www.aprc.org](http://www.aprc.org) on February 15, 2005.

<sup>45</sup> Mike Ramsey, Copley News Service. "Consultant: High-speed rail wouldn't drain taxes." January 27, 2005. Presentation by Alexander Metcalf, Transportation Economics & Management Systems, Inc. Received by e-mail from the Midwest High-Speed Rail Association on January 27, 2005, from [http://www.pjstar.com/stories/012705/REG\\_B5DP1GAA.050.shtml](http://www.pjstar.com/stories/012705/REG_B5DP1GAA.050.shtml).  
O'Hare Modernization DEIS Comments by Reginald Arkell

March 18, 2005

12  
 railroad stations will create more efficient transit-oriented development (TOD) and bolster economic activity in decaying urban centers for numerous Midwestern cities on these routes.

CONCLUSION

The FAA DEIS is fundamentally flawed due to two incorrect presumptions: 1) that the country's demand for air transport must be met and; 2) that capacity must be increased specifically at O'Hare. This statement of purpose and need is contradictory to the spirit of NEPA which requires a thorough analysis of the alternatives and their impacts so that the most rational, cost-effective and least environmentally harmful option is selected. Increasing capacity will only exacerbate congestion at the airport and in the region's airways, resulting in additional ecological degradation and diminished quality of life for those residing near O'Hare. Further, increased dependency on passenger aviation in general and O'Hare in particular, will only hurt the reliability and efficiency of the overall transportation system and the NAS when problems are incurred locally. TDM is an important component that must be implemented to overcome the artificial demand for both air and highway transport that was created through excessive government support for these modes. Direct and indirect government subsidies, even if termed "user fees", do not reflect the true costs that these modes incur and have only encouraged exorbitant and wasteful travel patterns. The FAA's demand projections are based upon extrapolated passenger enplanements and aircraft operations that cannot realistically continue given the pending oil supply peak. Consequently, the proposed O'Hare expansion does not meet standards for sustainable transportation that would justify approval.

There are several alternatives to O'Hare expansion that, either individually or through coordinated efforts, can provide more favorable cost to benefit ratios. By 2010, O'Hare is projected to enplane about 40 million passengers and accommodate more than 1 million aircraft operations per year at a total estimated cost ranging from \$15 billion to \$23 billion for airport expansion. A Midwest HSR network could transport a significant portion of these passengers for a cost of about \$7.7 billion and numerous benefits to the entire Midwestern economy. The predicted number of O'Hare enplanements that could be diverted to HSR range from up to 16 percent or 6.4 million passengers to 25 percent or as many as 9.6 million passengers. Projected unused capacities at Gary/Chicago International Airport and Greater Rockford Airport total almost 338,000 aircraft operations or about one-third the numbers predicted for O'Hare. Unused capacities of selected hubs outside of the region total more than 3.3 million aircraft operations per year, well above that predicted for O'Hare. Amazingly, the FAA denies its mandated responsibility to regulate the safe and efficient operation of the airways by reasoning that the airlines prefer to use O'Hare, therefore, they must be accommodated. Rationality dictates that a balanced transportation system with maximum travel alternatives, including a Midwestern HSR system, is most efficient in terms of cost effectiveness, widespread economic development, environmental protection, and reduction of reliance on fossil fuels.

| Comment | Response  |
|---------|---|
| 9       | Please see response to comment 2 on page U.10-429.  |
| 10      | <p>The FAA disagrees with the commenter's characterization of the DEIS. The FAA refers the commenter to the EIS's extensive evaluation of alternatives to the City's proposal contained in <b>Chapter 3</b> and <b>Appendix E</b> of the EIS.</p> <p>In addition, the FAA refers the commenter to the new <b>Section 3.6</b> of the EIS. This new section evaluates derivatives of alternatives considered in the DEIS that have been suggested by commenters involving the use of congestion management, use of other airports and limited airfield development.</p> |

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| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050323\_01



Edward Kaloustian  
<fastedd@juno.com>  
03/23/2005 06:24 PM

To 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject Relocation of St. Johannes Cemetery

As a Granddaughter and Great Granddaughter of the Bleich and Rhode family members interred in St. Johannes, I strongly object to the City of Chicago's plan to disinter and relocate our cherished heritage on moral and religious grounds. Our family reluctantly witnessed the relocation of the St. John's church in 1951 but was given a pledge that the cemeteries would not be affected until at least 100 years had elapsed after the last interment. St. Johannes is an active cemetery and the date of the last interment is undetermined. I strongly feel that the disinterment and relocation of St. Johannes cemetery is a violation our First Amendment Rights under the United States Constitution.

1

Respectfully Submitted,

ELLEN V. (HEYWARD) KALOUSTIAN  
225 SOUTH CEDAR STREET  
WOOD DALE, ILLINOIS 60191

050323\_02



SHieber@aol.com  
03/23/2005 03:27 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject: St. Johannes Cemetery

I am writing to ask you to NOT move St. Johannes Cemetery and the other cemetery that is currently on O'Hare Airport Property. I enjoy seeing the cemeteries when I make a landing from the north.

My sister's in laws have ancestors buried in that cemetery. They were pioneers in the area. I am aware that relatives and their children have gone back to the cemetery to lay flowers on their graves for years. When their children grow up, they will remember coming to THIS SPOT for their ancestors. Moving the graves (if that is REALLY POSSIBLE BASE ON THE AGES) will not mean anything to these people when they are older. They will only remember coming to the cemetery and hearing the airplanes.

1

O'Hare is busy enough. What needs to be done is enlarge a southern airport so people can get there easily. Shuttle buses could bring people to the different airports. For those in the southern part of the Chicago area, those people need that service. NOT A BIGGER O'HARE.

2

Thank you for listening.

Susanne Hieber  
[shieber@aol.com](mailto:shieber@aol.com)

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses B-2 and B-4. |

050323\_03



ajsre@aol.com  
03/23/2005 11:13 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: O'Hare Modernization

3-23-05

Dear Mr. MacMullen,

I know there is a good plan for the continued improvement of O'Hare. I am writing to recommend that a well designed intermodal facility be included in the plans so we can have an integrated transportation center like those that are working so well in Europe. Locally, it will make sure that we keep pace with Milwaukee where there is now a direct connection between intercity rail service and air travel. It certainly makes sense for buses to be accommodated in this type of facility as well.

Thank you for all the time and effort that you and your staff put toward improving our transportation facilities.

Sincerely,

Alan J. Schmitt

5217 W. Berteau Av.  
Chgo, IL 60641

1

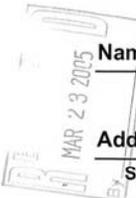
| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-5. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050323\_04

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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



Name: Grundeis DAVID A  
Last(Apellido) First(Nombre) MI

Address: 894 CASS LN EM GROVE, IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

The solution to this problem I believe is very simple. The dividing line for street addresses is state street in the city of Chicago so build the "south" airport so that passengers & trucking from that point south go to the "south" airport & vice versa - passengers & trucking from center point go north to O'hare. Then O'hare does not need to be expanded. Yes I believe a western access road does need to be built. Give control of the "south" airport to Daley & the city of Chicago, because that's really what this is all about, they want total control.

*David A Grundeis*

1  
2  
3

050323\_05

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: Flood Warren T  
Last(Apellido) First(Nombre) MI

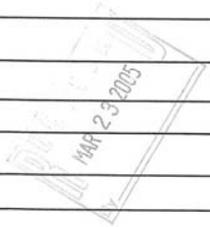
Address: 3130 Elm Ave Brookfield IL 60513  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Dear Sir,

I would like to see the work at O'hare airport done by union labor. Besides earning my living from the Union. The Scope of this project is far to big and requires people to be treated fairly, to be completed by non-union firms.

Also the quality of labor is better Union.

1



050323\_06

Kurt Prinz  
 P.O. Box 671  
 Park Ridge, IL 60068  
 847-650-8407



March 23, 2005

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

Sent: Via Federal Express

RE: O'Hare Modernization Plan

Dear Mr. MacMullen,

I am against the magnitude of the proposed O'Hare expansion plan by the city of Chicago. I agree improvements and modernization of the airport are necessary, and appropriate, but only to the extent they can be accomplished within the confines of the existing boundaries of the airport. I am vehemently opposed to acquiring land from neighboring communities that is developed with businesses, homes and cemeteries – the precedent alone is very alarming. The damage to these communities is certain and the overall project benefits are not.

If I understand correctly, the environmental impact study recently completed by the FAA pertaining to the above-listed, noted increased air pollution, noise pollution, but did not raise any major concerns.

I have attached a study completed by R.E. Ruthenberg in 2002. While I do not know the authenticity, nor validity of the attached, it certainly raises questions as to the health consequences of the airport's operations. What objectively based scientific studies have been performed or commissioned by the FAA to evaluate and analyze the short and long term health risks to those living/working in the communities surrounding O'Hare (assume a 10+ mile radius) based on current operations? And then to the proposed improvements? If none? Why? I do not accept the argument that you can't measure same due to complicating factors such as the pollution generated from the vehicular traffic of adjoining expressways – undoubtedly, there are ways to account for those factors. And if in the end you can't measure the health risks, how is it possible to conclude there is none?

I find it impossible to believe that emissions from the existing 1 million and the proposed 1.5 million (as noted by FAA likely to be 1.2 million) aircraft in and out of O'Hare do not pose a health risk (arguably significant) to those individuals living/working around O'Hare.

As a mitigant to the concentration of flights arriving/departing in the proposed parallel east-west fashion, has the FAA considered altering the flight paths and/or altitudes of arriving and departing aircraft – ie., the flight path for the proposed new north runway could be along 294 (to the north) and the flight path for the proposed new south runway could be along 294 (to the south). These approaches could diffuse the concentration of emissions and noise over a broader area. Also, could a higher altitude approach for take-offs and landings result in diffusing these

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2

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4

| Comment | Response  |
|---------|---|
| 1       | The commenter's opposition to the acquisition of land is noted. The FAA did examine alternatives that would not require land acquisition, however, none of these alternatives satisfied the FAA's statement of purpose and need. An evaluation of the alternatives is presented in <b>Chapter 3</b> . The impacts associated with the land acquisition are disclosed in <b>Chapter 5, Section 5.4, Social Impacts</b> .<br><br>Also, please see topical response <b>G-2 and G-4</b> . |
| 2       | The FAA's assessment of noise and air quality impacts can be found in <b>Section 5.1, Noise</b> and <b>Section 5.6, Air Quality</b> , respectively. No significant air quality impacts are anticipated. However, significant noise impacts are disclosed and the mitigation for those impacts is presented in <b>Chapter 7, Mitigation</b> .<br><br>Also, please see topical response <b>M-1</b> .  |
| 3       | FAA regulations do not require the preparation of a health human risk assessment. A review of literature available on the health impacts to the surrounding communities is presented in <b>Appendix K</b> . The FAA has conducted this EIS to disclose significant impacts associated with the project. The FAA did take into account surface traffic effects on air quality in <b>Section 5.6, Air Quality</b> .<br><br>Also, please see topical response <b>E-1 and E-3</b> .       |
| 4       | Please see topical response <b>E-1</b> .  |

emissions? Certainly, a higher altitude would help the noise levels. If such alterations could prove beneficial to the health and well-being of the hundreds of thousands of people living/working around O'Hare they must be given paramount consideration even at the cost of efficiency (delays).

5

Neither the convenience of air travelers, nor the financial prospects (economy, jobs) should prime the overarching duty of the government to protect the health and well-being of those living around O'Hare. You have an obligation to protect us, it is one of your fundamental charters.

6

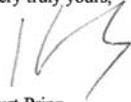
Separately, how does the FAA account for the lack of efficiency of the airlines operating out of O'Hare? For example, Hartsfield had fewer flights but flew more passengers than O'Hare in 2004 (and prior years). Isn't passenger volume the end game for the airport? How do you know the airlines aren't simply "fattening up the calf" at O'Hare to synthetically exacerbate delay problems, pushing the cry for expansion? Don't put it past the major airlines for doing something illogical – the majors have proven for decades they don't know how to run their businesses successfully. In the airline business, bigger has yet to be proven better.

7

In closing, I have no doubt the proposed expansion will reduce delays for existing number of flights, but are we conclusively getting any more benefit beyond that? The taxpayers and flying public will be paying \$16+ billion for this project which might result in 200,000+ more flights (and not clear delays won't return), 50,000 jobs (how many are permanent?), and more noise and air pollution (guaranteed!) over a heavily populated area. To suggest this project has merits based upon the broad support from the business community, labor leaders and communities through out the state is a hollow pillar – none of these supporters bears any cost of the expansion, yet all have something to gain, so it's easy for them to support. Which of them is an expert in aviation? Where's their credibility? The public is being sold a bill of goods by the city of Chicago, and I simply don't see how the magnitude of this project adds up. Wouldn't we get more bang for our buck by improvements to Gary, Rockford, and/or Milwaukee airports; building a south suburban airport; combined with a much tempered expansion of O'Hare? Use incentives to motivate the airlines to maintain gates at the various airports? How about establishing/requiring a regional transportation authority in connection with any airport improvements to give the communities neighboring the airports a say in how they are operated?

8

Very truly yours,



Kurt Prinz

Cc: Mr. Tony Molinaro

| Comment | Response  |
|---------|---|
| 5       | <p>The FAA supports the continuation of the Fly Quiet Program managed by the O'Hare Noise Compatibility Commission in developing departure routes and procedures to route aircraft over compatible land use.</p> <p>The FAA also refers the commenter to the <i>O'Hare Noise Compatibility Commission's April 6, 2005</i> comments on the Draft EIS, beginning on page U.4-353. This letter and its responses deal primarily with noise mitigation and other information that may further inform the commenter.</p> <p>Also, please see topical response E-1 and E-3.</p>   |
| 6       | <p>The EIS purpose and need is:</p> <p>To address the projected needs of the Chicago region by reducing delays at O'Hare, thereby enhancing capacity of the National Airspace System, and ensuring that future terminal facilities and supporting infrastructure can efficiently accommodate airport users.</p> <p>The economic benefits and job creation were not a consideration in the development of the EIS purpose and need. Also, please see topical response M-1 and M-4.</p>   |
| 7       | <p>The FAA has outlined the problems facing O'Hare, including delays, in <b>Chapter 2</b> of the EIS. The FAA has examined the scheduling activities of the airlines serving O'Hare very closely. The FAA has, as an interim measure, placed a limit on the hourly scheduled operations to reduce delays. For more information on the FAA initiatives at O'Hare, including the Order Limiting Scheduled Operations, see <b>Chapter 2, Section 2.2.4</b>.</p> <p>The fleet mix of aircraft utilizing Atlanta's airport can account for the fact that Atlanta had fewer operations, while serving more passengers. The FAA did consider the use of congestion management as an alternative to the City's proposal, but this alternative was found to not meet the purpose and need. The use of congestion management did include an assessment of potential aircraft "up-gauging" or using larger aircraft.</p> |
| 8       | <p>Please see the response to this comment on the following page.</p>   |

| Comment | Response   |
|---------|--|
| 8       | Commenter has raised a number of issues which are addressed in <b>Section U.5, Topical Responses</b> , specifically please see topical responses <b>B-2, G-1, L-1, L-2, M-1, and M-8</b> . |



INVESTIGATION OF THE CANCER INCIDENCE RATES IN THE VICINITY OF  
O'HARE AIRPORT  
R. E. RUTHENBERG, B.S.E.E. 3/13/02  
Principal Staff Engineer (ret.), Motorola, Inc.

Illinois cancer incidence statistics from the Illinois State Cancer Registry were examined for all zip code areas within a 10 mile radius of O'Hare airport, to attempt to determine whether there appear to be any zip code based "hot spots" with significantly higher than average area incidence rates, that might be related to O'Hare emissions. Source data can be obtained at:  
<http://www.idph.state.il.us/about/epi/cancer.htm>

Zip code area identification resulted in 69 areas, after deleting zero-population areas (e.g. major corporate sites). Year 2000 population for each area was obtained and combined with the sorted cancer incidence statistics to create the final comparison figures.

All figures in this report summarize the 5-year period 1994-1998. The state overall rates for this period were: LCI=1.981%, Mean: 1.998%, UCI: 2.015%. That is, a mean 1.998% of the state population experienced cancer incidence during this period, with a 95% confidence level range of 1.981-2.015%. ["LCI/UCI"=Lower/Upper Confidence Interval, here for 95% probability.]

A word on statistical methods is in order here. A "Normal Distribution" is often experienced in nature or in statistics involving large quantities that are randomly distributed around some mean level. The data set for the entire state is large enough (some 280,000 incidences) that a normally distributed result would be expected. However, a normal distribution cannot be assumed for the results of this analysis because (a) the number of zip code areas (69) is small and (b) the actual variation across the zip code set is presumed to have a high probability of a decidedly non-random variation.

Thus, median levels are used here instead (half of the points greater than and half less than) and "standard deviations" and confidence intervals based on a "normal" distribution assumption are not established.

The median cancer incidence rate for the 69 zip codes within 10 miles of O'Hare is determined to be 2.57% for the 5-year period [see Appendix for specific data]. This is about 29% greater than the 2% Illinois state average and as such would already be considered high. Further, since these large population areas make up a part of the state average, it would be expected that areas outside of the Chicagoland urban pollution influence might be experiencing substantially lower rates than that average (perhaps around 1.5%).

Though this (high) median incidence level and its relativity to the state average is of interest, the primary objective here is to look for geographical variation patterns within the 10 mile radius area and to determine if there appears to be any O'Hare proximity correlation.

The first examination is characterized in figure 1, which plots the overall incidence rate (again, the reader is reminded that this is a 5 year rate) for each of the 69 zip code areas, generally comprising a 1-4% range. The Harwood Heights 60706 zip code area shows an extreme incidence of 7.43%, well beyond the range of the other areas and, after rechecking source data, the reason for this anomaly remains unknown. Figure 1 generally demonstrates a middle range of incidence rate data points between 2-3%, a low range of <2% and a high range of >3%.

Another broad scale data examination for potential O'Hare correlation is shown in figure 2, where cancer incidence rates are plotted versus the zip code area's distance from the airport. No clear correlation appears. This might be expected, as distance by itself is not the only key variable to pollutant travel; direction relative to prevailing winds as well as pollutant distribution in and near the airport confines will affect results. Thus two areas of equal distance but on opposite sides of the airport could experience significantly different pollution levels with correspondingly different pollution-caused cancer rates. Any such trends are hidden in figure 2 by the congestion of all the data points.

The figure 3 area map brings direction as well as distance into the data examination. Zip code based incidence rates (rounded to one decimal place) were classified into the three previous categories i.e. Middle=2-3% (median=2.57%), Low=<2% and High=>3%. Though somewhat arbitrary, it is felt that reasonable people would consider a range of 33% - 50% (4%/3% range upper limits and 3%/4% lower limits) increase in incidence rates versus the middle range to be very "high" relative to that range and rates less than the state average of 2% to be "low". *[As compared to the 2% state average level, the "High" rates would be considered "Very High" (50-100% greater).]*

The 12 High incidence rate areas are plotted on the map, as these are the areas of interest. The 9 Low and 47 Middle range areas are not plotted, as they can generally be visualized as "everything else".

The mapped results clearly show a preponderance of cancer incidence "hotspots" to the northeast of the airport. This airport correlation may not be surprising considering that the prevailing winds here, especially in the summer when people are outdoors more, tend to blow toward the northeast. Also, inversion layers occurring over the lake or breezes off the lake (land/water temperature difference) may tend to create "walls" that trap pollutants in the area between the airport and the lakefront.

There also are some hotspot areas directly south of the airport and these would tend to correlate with the relatively heavy flight traffic to the south. A good way to see where the average airport traffic flows are is to look at the figure 4 noise contour map, as the contours tend to follow the flight pattern intensity. Further, the contours inherently factor in aircraft altitudes, as higher aircraft create less noise and considering that ground level pollution is the primary concern, higher altitude aircraft will result in longer "drift" distances before their emission by-products reach the ground (with correspondingly greater dispersion). It would be expected that the greatest emission concentrations would be at or near "ground zero" i.e. the airport confines and perhaps a few mile radius (departing aircraft will generate greater net emissions, including from ground idling/run-up, but will reach greater altitudes at a given distance than arriving aircraft).

#### CONCLUSIONS

Mapping of the cancer incidence data for the 5-year period of 1994-1998 appears to show a clear tendency for the incidence rates to be significantly higher in and correlated to the O'Hare airport "downwind" areas to the northeast. Those living in the northeast areas are experiencing between 50-100% greater cancer incidence rates than the state average and 33-50% greater than the local area median.

There seems on the surface to be no other logical reason for this incidence concentration; automobile traffic distributions are fairly even throughout the general area and the "hotspot" areas are relatively dispersed such as to mitigate any extreme local conditions e.g. a nearby manufacturing facility.

Though not studied, age and life style distributions would seem to be fairly uniform throughout these similar neighborhoods.

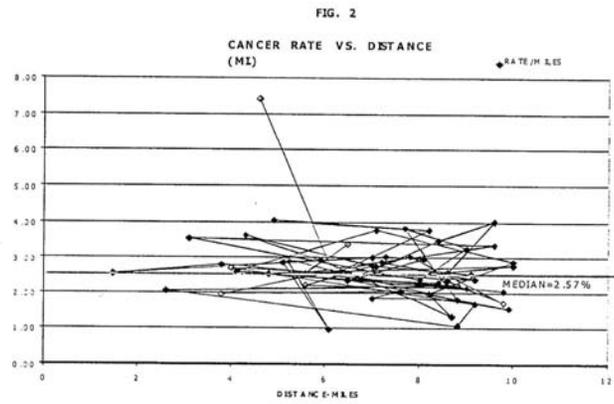
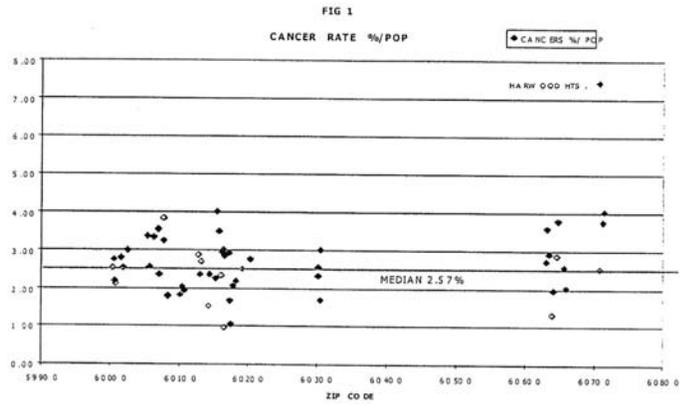
The cancer incidence rates studied here are reported from the 1994-1998 period, which is about 6 years ago already. Cancer due to pollution exposure is generally not an instantaneous function. That is, there is some latency exposure period, with the time frame generally measured in years and latency an inverse function of the pollution concentration. Thus, the cancer incidences of 1994-1998 were a result of pollution exposure years or even decades prior to that time. It can be safely stated that the levels of airport pollution are much higher today than decades ago and if airport traffic continues to expand, will be substantially higher in the future.

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

The odds are not good, remembering that the incidence rates here are not cumulative i.e. they are for one 5-year "window". Thus if the High rate is nominally 3.5% per 5 years, today's 5 year old child can look forward to a cancer probability of 14% at age 25, 28% by age 45 and 42% upon retirement at age 65! But the situation is actually worse, because the pollution levels are already much higher than during the exposure period related to the 3.5% rate.

It seems clear that O'Hare airport pollution generation must be substantially reduced (50:1?) in the near future in order to avoid future medical crises.

\*\*\*



Basemap courtesy of Mapquest, Inc.

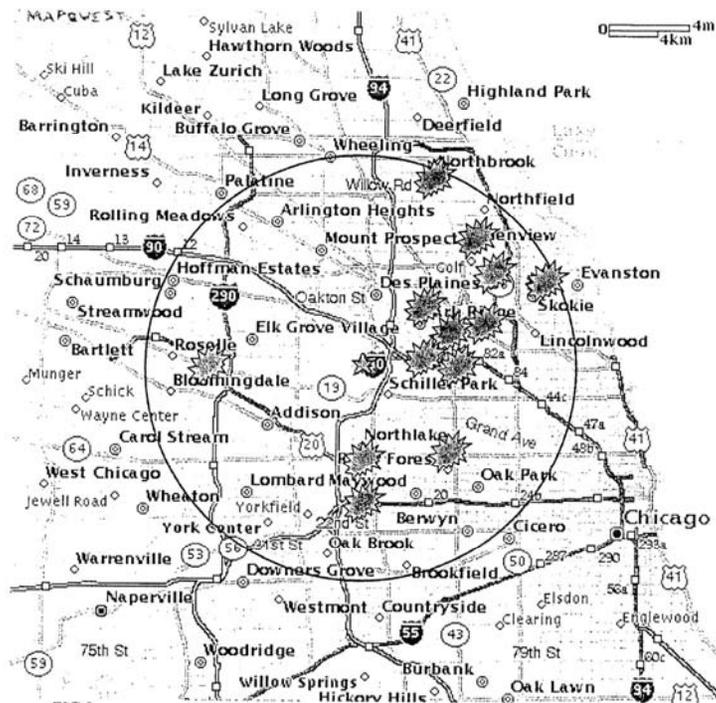
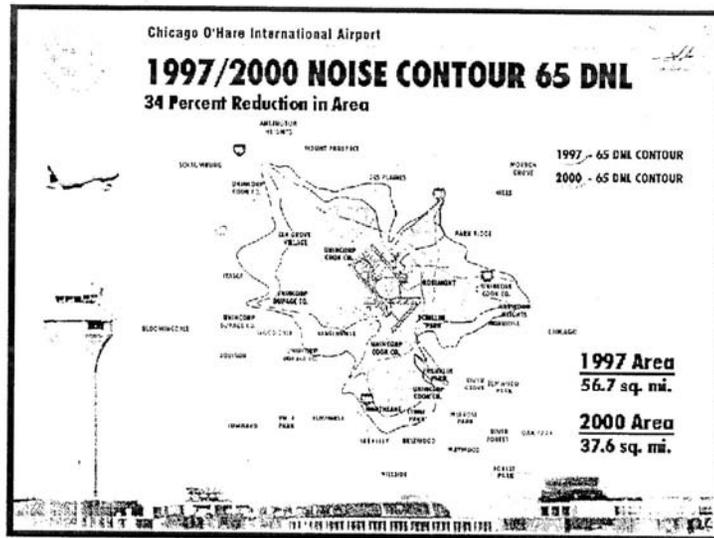


FIG 3  
 "High" cancer incidence zip code areas (rates of 3-4%) are marked as red "explosions".  
 All other areas (rates <3%) within the 10-mile O'Hare radius circle are unmarked.

FIGURE 4



APPENDIX

Statistics Summary by Zip Code Area

| ZIP   | CITY              | MILES | POP    | TOTAL # CANCERS | % TOTAL CANCERS/POP |
|-------|-------------------|-------|--------|-----------------|---------------------|
| 60004 | Arlington Heights | 9.1   | 52,962 | 1343            | 2.54                |
| 60005 | Arlington Heights | 7     | 31,504 | 872             | 2.77                |
| 60007 | Elk Grove Village | 5.6   | 36,390 | 800             | 2.20                |
| 60008 | Rolling Meadows   | 9     | 22,859 | 486             | 2.13                |
| 60016 | Des Plaines       | 3.8   | 59,046 | 1654            | 2.80                |
| 60018 | Des Plaines       | 1.5   | 28,814 | 729             | 2.53                |
| 60025 | Glenview          | 7     | 48,580 | 1453            | 2.99                |
| 60026 | Glenview Nas      | 7.8   | 1,476  | 0               | [0]                 |
| 60029 | Golf              | 7     | 70     | 12              | [17.14]             |
| 60053 | Morton Grove      | 6.5   | 23,032 | 779             | 3.38                |
| 60056 | Mount Prospect    | 5.6   | 55,508 | 1420            | 2.56                |
| 60062 | Northbrook        | 9.6   | 41,363 | 1383            | 3.34                |
| 60068 | Park Ridge        | 3.1   | 37,274 | 1319            | 3.54                |

|       |                  |     |           |       |      |
|-------|------------------|-----|-----------|-------|------|
| 60070 | Prospect Heights | 8   | 16,156    | 383   | 2.37 |
| 60076 | Skokie           | 9   | 33,874    | 1104  | 3.26 |
| 60077 | Skokie           | 7.7 | 24,507    | 941   | 3.84 |
| 60082 | Techny           | 8.8 | 1,385     | 25    | 1.81 |
| 60101 | Addison          | 7   | 37,583    | 685   | 1.82 |
| 60104 | Bellwood         | 7.6 | 20,492    | 421   | 2.05 |
| 60106 | Bensenville      | 3.8 | 22,614    | 437   | 1.93 |
| 60126 | Elmhurst         | 7.2 | 44,761    | 1289  | 2.88 |
| 60130 | Forest Park      | 9.2 | 15,446    | 366   | 2.37 |
| 60131 | Franklin Park    | 4   | 19,874    | 536   | 2.70 |
| 60141 | Hines            | 9.9 | 976       | 15    | 1.54 |
| 60143 | Itasca           | 6.5 | 10,248    | 243   | 2.37 |
| 60153 | Maywood          | 8.4 | 27,413    | 624   | 2.28 |
| 60154 | Westchester      | 9.6 | 16,656    | 670   | 4.02 |
| 60157 | Medinah          | 8.4 | 2,321     | 81    | 3.49 |
| 60160 | Melrose Park     | 6.5 | 22,823    | 536   | 2.35 |
| 60162 | Hillside         | 8.1 | 7,971     | 236   | 2.96 |
| 60163 | Berkeley         | 7.3 | 5,195     | 157   | 3.02 |
| 60164 | Melrose Park     | 5.1 | 21,545    | 613   | 2.85 |
| 60165 | Stone Park       | 6.1 | 4,927     | 47    | 0.95 |
| 60171 | River Grove      | 5.2 | 10,896    | 320   | 2.94 |
| 60172 | Roselle          | 9.2 | 25,849    | 433   | 1.68 |
| 60173 | Schaumburg       | 8.8 | 11,479    | 122   | 1.06 |
| 60176 | Schiller Park    | 2.6 | 11,701    | 241   | 2.06 |
| 60181 | Villa Park       | 8.8 | 31,046    | 683   | 2.20 |
| 60191 | Wood Dale        | 4.8 | 14,394    | 363   | 2.52 |
| 60203 | Evanston         | 10  | 4,540     | 126   | 2.78 |
| 60301 | Oak Park         | 8.6 | 1,944     | 50    | 2.57 |
| 60302 | Oak Park         | 8.6 | 33,021    | 776   | 2.35 |
| 60304 | Oak Park         | 9.8 | 17,541    | 300   | 1.71 |
| 60305 | River Forest     | 7.8 | 11,665    | 353   | 3.03 |
| 60630 | Chicago          | 7.1 | 53,732    | 1468  | 2.73 |
| 60631 | Chicago          | 4.3 | 29,179    | 1051  | 3.60 |
| 60634 | Chicago          | 5.9 | 74,513    | 2186  | 2.93 |
| 60639 | Chicago          | 8.7 | 96,666    | 1282  | 1.33 |
| 60641 | Chicago          | 8.2 | 74,270    | 1459  | 1.96 |
| 60645 | Chicago          | 10  | 45,174    | 1301  | 2.88 |
| 60646 | Chicago          | 7.1 | 27,019    | 1022  | 3.78 |
| 60656 | Chicago          | 4.1 | 35,744    | 920   | 2.57 |
| 60659 | Chicago          | 9.8 | 41,504    | 844   | 2.03 |
| 60666 | Amf Ohare        | 0   | 1,739     | 0     | [0]  |
| 60706 | Harwood Heights  | 4.6 | 12,277    | 912   | 7.43 |
| 60707 | Elmwood Park     | 6.2 | 44,733    | 1132  | 2.53 |
| 60712 | Lincolnwood      | 8.2 | 12,321    | 465   | 3.77 |
| 60714 | Niles            | 4.9 | 30,935    | 1252  | 4.05 |
|       | TOTALS           |     | 1,549,529 | 40720 |      |

MEDIAN= 2.57%

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses F-2 and M-5. |

050323\_07

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Thursday, March 24, 2005 1:24 PM  
**To:** ajsre@aol.com  
**Subject:** Re: O'Hare Modernization

Message Received, Thank-You.

ajsre@aol.com  
 03/23/2005 11:13 PM  
 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 O'Hare Modernization

To  
 cc  
 Subject

3-23-05

Dear Mr. MacMullen,

I know there is a good plan for the continued improvement of O'Hare. I am writing to recommend that a well designed intermodal facility be included in the plans so we can have an integrated transportation center like those that are working so well in Europe. Locally, it will make sure that we keep pace with Milwaukee where there is now a direct connection between intercity rail service and air travel. It certainly makes sense for buses to be accommodated in this type of facility as well.

Thank you for all the time and effort that you and your staff put toward improving our transportation facilities.

Sincerely,

Alan J. Schmitt

5217 W. Berteau Av.  
 Chgo, IL 60641

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050324\_01



2bretired@comcast.net  
03/24/2005 05:24 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject: Moving Cemetary

Recently our relatives from Bensenville/Wood Dale area contacted our family and informed us that there is a proposal to move the remains of all our family ancestors so that O'Hare Modernization Plan OMP could proceed as desired.

How can this be accomplished without destorying a part of our nations history and for that matter my family history. I have always been proud of the fact that my family helped in the development and advancement of the Chicago area. Their hard work and sweat helped create an amazing part of America's foundation.

The proposal to move their graves is nothing more then a travisity. Descrecarting these graves by even attempting to move the older wooden caskets amounts to downright vandalism. Years ago an agreement was reached with the elected Mayor at the time that these graves would not be moved until the youngest grave had been interned 100 years. What happend to this agreement? Why is it not being honored? Does big business and the desire for a \$\$\$ over rule the rights of the interned and their ancestors.

1

Respectfully Yours,  
Anne-M Becker (great grand daughter of Rhode and Bleich)

050324\_02



"Melissa A Hahn"  
 <melissa.a.hahn@us.hsbc.co  
 m>  
 03/24/2005 03:55 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject: Say No to O'Hare Expansion!

Hello!  
 I believe in growth of the community but I strongly feel that O'Hare should not be expanded. The reasons I believe so are as follows:

Pros:

More airplanes, more selections.  
 (If the airlines are still in business)

1

Cons:

Let's keep up with the times.

Other cities have more than 2 airports. Ie. Los Angeles has 4 airports - John Wayne, Ontario, LAX, and Burbank.

2

Traffic/Accidents

What will this do to the traffic and congestion on 294? The ramps are terrible to begin with. There is accidents constantly at the exit off of 294 to get on I-90.

3

Jobs Expansion

The expansion will displace people currently that have jobs in that area. There are many businesses that will not rebuild. Why would they bother? They state that it will bring more jobs? How? Most people do not want to go to O'Hare now unless they have to go through. O'Hare is not very well perceived by business travelers.

4

Air collision's

Is there enough air space to even have more planes? They fly over my house constantly and I can't even imagine a 35% increase to the airspace. Is that not dangerous to be in such a large metropolitan area?

5

Bankruptcy

All of the airlines are struggling with the exception on Southwest. So what happens if they all go out? Will the FAA pay for that too?

6

Administration

Richard Daley will again have more control. Next thing you know the FAA will be reporting to Daley.

7

Thank you for your time!

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses <b>G-1 and M-1.</b>      |
| 2       | Please see topical response <b>B-2.</b>               |
| 3       | Please see topical response <b>F-5.</b>               |
| 4       | Please see topical responses <b>C-1, G-1 and G-4.</b> |
| 5       | Please see topical responses <b>C-3, D-2 and K-2.</b> |
| 6       | Please see topical responses <b>B-8 and L-1.</b>      |
| 7       | The commenter's opinion is noted.                     |

Melissa Hahn  
HSBC  
Phone. 847.564.7947

-----  
\*\*\*\*\*  
This E-mail is confidential. It may also be legally privileged. If you  
are not the addressee you may not copy, forward, disclose or use any part  
of it. If you have received this message in error, please delete it and  
all copies from your system and notify the sender immediately by return  
E-mail. Internet communications cannot be guaranteed to be timely,  
secure, error or virus-free. The sender does not accept liability for any  
errors or omissions.  
\*\*\*\*\*

050324\_03

MAR 24 2005  
Hello:

My name is Bill Silagi and live 400 Yarmouth Rd. Elk Grove Villag IL. I attended the Feb. 12/05 public hearing in Elk Grove Village and I would like to make my comments pertaining to the technical aspect of this modernization plan (since I am an engineer). I have pictures of O'Hare present an the proposed expansion plan and an outlay of "Airport Characteristics" by Prof. A.R. Odoni from MIT (2004). I would like to refer to these literatures plus what I gathered mostly from the Internet. First of all I would like to say that the present layout of the airport is excelent considering the land size and weather conditions the only problem is noise specially in Bensenville which will not be solved in short time because the air lines are broke and will be more so in the future because the rising fuel cost. Before going into details how bad is it to destroy a working well thought out airport and the surroundig communities by an ignorant mayor I would like to talk about Prof Odonis layouts. Airports around the world have different number of runways and directions. Let us look what makes one airport more efficient then other. Atlanta was the busyest airport in the world in 2003 and has two pair (closely spaced) of runways facing east to west and the terminal is in between the two pair of ranways. Chicago comes second with three pair (widely spaced so you can land and take off on the same pare of runways simultaneouly the differnt pairs pointing northwest, northeast and west) runways (one short strait north) and the terminal is located centrally to avoid long taxi ways. The third is London Heathrow with two long (yes only two) paralell runways with the terminal between them and a small one at an angle and the capacity just a little below of Chicago. Looks like more concrete on the ground to elliminate congestion just does not hold up. So what is the problem ? He has a chart showing how the everage seats per departure going down since 2001 and on international flights the number start out almost double. This indicates to me that lot of departures with half empty planes and the rapid decline since 2001 related to the terrorist threats (and we still overloaded with half full planes in the sky). In 2002 I was talking to a lady who worked 30 years for Delta about the airpot expansion and her first reaction was change the flight schedules so planes take off with full capacity. The international flights are more full so maybe that explaines why London is so close to Chicago with only two runways and Atlanta is ahead of Chicago with only two pair of runways compared to Chicagos three pairs (plus considering milder weather conditions). Now I would like to talk about runway directions. On the northern part of the country the runways point northwest, northeast and west and at each airpor at least two directions ( Minneapolis, Chicago, Detroit..).This is due to varying wind directions and strength ,rain , poor visibility, fog and other weather related problems which is cosiderable milder in the southern states therfore in Atlanta runways can point in east/west direction and in Huston in north/south one. Now I would like to talk about Mr. Daleys "brilliant" plan. It could cost \$30 billion easily instead of the projected \$15 billion with all the hidden not mentioned works but this is not your concern but your job is to keep the airport at full capacity and safe during the construction. How will it effect the pilots, traffic controllers and other personell during complet rebuilding of the airport and it has to be oprational all the times?. Other airport are expanding also by adding facilities and not by completly rebuilding all their runways. In the first phase they supposed to build an east/west runway on the far noth side of the airport grabing land from Elk Grove and Des Plaines blasting specially Elk Grove tax base. Now my first question is how the planes get up there since the terminal is south of the center of the airport and and the gates are pointing south and south east (yes long taxi way wasting time and fuel) ?. No problem we just have to rebuild the terminal (one not mentioned hidden cost and the terminal is still to far) people just have to be patient because we are building Richard Daley Chicago International airport (hell with that O'Hare name). In the next phase they supposed to add three parallel east/west runways south of the terminal (which is more

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| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses B-8, D-1 and G-4. |
| 2       | Please see topical responses B-3 and B-4.      |
| 3       | The commenter's opinion is noted.              |
| 4       | Please see topical response K-1.               |

close to the gates) blasting Bensenville by moving the ends of runways closer to the city. Now we do not have northwest runways any more. Next they supposed to put down two east/west runways north of the terminal blasting Elk Grove village. Looks like every square foot of the airport have to be reworked moving buildings lights and other things all this during the full operation of the world second busiest airport. Now this plan tells me the mayor thinks he has better idea then the original designer of the airport which I do not buy. Since every thing have to be rebuilt (the Daley way)even the terminal eventually so why not leave alone this "bad " airport and he can start a brand new one some place in the city and put his name on it. First of all putting every runways in east/west direction is a hair brain idea considering the weather conditions here and the shape of the airport. They could build north/south runways on both side of the terminal ( the tollway maybe in the way one side) still have runway to the west and grab less land and serve better given mostly northern wind conditions. The closely placed dual runways are not dual for simutanious take of and landing. Looks to me we will have maybe four operational runways at a given time if we have them at all and two of them far far away north and south from the terminal (fuel and taxi time waste and just makes controllers job "easier") What I do not uderstand how can you have only east/west runways in this area. I lived 32 years straint north of the airport in Des Plaines (Lee street) and know about those winter blasts strait from the north. You know planes supposed to take off and land into the wind if am I right. To me considering an alternatives to this costly and dangerous plan to go but you have to decide. The preset airport serves well and the problems can be solved by far safer way by rescheduling flights and building an other airport which our governor is supporting also. Yes he signed the modernisation plan but not complet rebuilding of the airport (reconfiguring every runways). He supports it because it is in the state interest not only mayor Daleys. Now we have to consider who will pay for this since the air lines are broke and will be even more since the fuel prices will not come down even will increase because the world wide demand. Who are the main customers ? I think the business people keep the air lines mostly in business but what happens in the near future when flying is costly and takes lot of time ?. Those big flat screens what you see in the stores (and they will be even bigger if demand is there) will be in companies board rooms with internet connection ( you know those connections can be absolutely secure without anybody breaking in) and meeting will be from "home" base without flying, renting cars or motel rooms and wasting hours on trelvel (and this will be world wide). Those picture phones did not take off because the cost and limited use but the internet is a different ball game it is fast, safe and inexpensive. So you have to consider the future technological and economical changes also very much. Naturally I do want to stress the need for an other (south side) airport since lot of people have to go through four (maybe five) toll gates and trelvel one and a half hour to get to O'Hare one way (I know this because I worked on the south side in the eighties ). I hope you consider all what I said before give go ahead to destroy a perfectly working airport and its surroundig communities.

*Bill Silagi*  
 Bill Silagi  
 billdevlp@aol.com

5

6

7

8

| Comment | Response  |
|---------|---|
| 5       | Please see topical responses <b>B-8, C-6, C-7, D-1 and L-1.</b>   |
| 6       | Please see topical responses <b>B-3 and K-1.</b>  |
| 7       | The FAA did consider the use of other modes of travel and telecommunication as an alternative to the City's proposal. However, the alternative was found to not meet the purpose and need.<br><br>Also, please see topical responses <b>B-4, B-8 and L-1.</b> |
| 8       | Please see topical responses <b>A-1 and B-2.</b>  |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Silagi Bill  
Last(Apellido) First(Nombre) MI

Address: 400 Yarmouth Rd Elk Grove IL 60007  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Because of space constraint  
attach these two pages

Bill Silagi

050324\_04  
 COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.  
 MAR 24 2005

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

Name: FANDREI CLINT .L  
 Last(Apellido) First(Nombre) MI

Address: 1605 43RD ST KENOSHA WI 53140  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

AS A UNION CARPENTER, AVAILABILITY OF WORK IS A MAJOR FACTOR IN THE ABILITY FOR ME TO PROVIDE FOR MY FAMILY.

MODERNIZING O'HARE AIRPORT WILL CREATE THOUSANDS OF JOBS AND INSURE WORK FOR ME AND MY CO-WORKER FOR SOMETIME TO COME. NOT TO MENTION, WE NEED MORE AIR TRAFFIC AND POLLUTION.

LOSING MAJOR AIRLINES WILL RESULT IN LOSS OF JOBS AND CREATE MUCH DIFFICULTY FINDING EMPLOYMENT IN THE FUTER.

I SUPPORT O'HARE MODERNIZATION PROJECT AND THE INCREASE IN AIR POLLUTION, BECAUSE MY FAMILY DEPENDS ON ME.

050324\_05

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
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| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses A-1 and G-1. |

Name: MEECHAN BRIAN T  
 Last(Apellido) First(Nombre) MI

Address: 11155 S. MAPLEWOOD Chicago IL 60655  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

BEING A UNEMPLOYED UNION CARPENTER,  
 I RELY ON THE WORK AT O'HARE AIRPORT  
 TO SUPPORT MY UNION FAMILY AND INTERMEDIATE  
 FAMILY. UNFORTUNATELY, THINGS THEY ARE THE  
 WAY THEY ARE AND ECONOMY SLOW, WITHOUT  
 THIS WORK MANY PEOPLE (MEN & WOMEN) UNION  
 WORKERS WILL BE OUT OF WORK. THE FLIP  
 SIDE TO THE WORK BEING DONE, THERE WILL  
 ALSO BE MORE JOBS CREATED AND OUR  
 SOCIETY WOULD BE BETTER OFF WITH LESS UN-  
 EMPLOYED PEOPLE ON THE STREETS.

I UNDERSTAND THAT IT IS A HUGE  
 DECISION BUT PLEASE THINK IT OVER AND  
 OVER AND HOPEFULLY THE ORGANIZATION WILL  
 DO THE RIGHT THING.

SINCERELY,  
 Brian Meechan,  
 Carpenters Local 13  
 Chicago Illinois



050324\_06

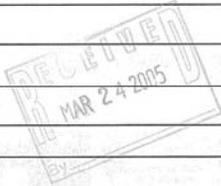
**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: Delt Ryan A  
 Last(Apellido) First(Nombre) MI  
 Address: 1526 Lakewood Dr. Apt 4320 Down IL 60561  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

As a Union Carpenter I fully support the O'Hare Modernization Program. This program would generate thousands of jobs for our brother & sister members & other Unions as well. This would also help to influence American Airlines & United Airlines to keep O'Hare International Airport as a major hub in their operations. I believe that supporting our local economy is the most important pillar of community & beneficial to all; Big & Small.

*[Handwritten Signature]*



050324\_07

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
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APR 24 2005

**Name:** Buckettt William E  
 Last(Apellido) First(Nombre) MI

**Address:** 6N124 BIRCH AV. Wood Dale IL 60191  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Being a Union Carpenter I understand  
 The Amount of work that would  
 Support thousands of my fellow brothers.  
 But, also being a past resident  
 of wood Dale IL, I dont think  
 the residents of the surrounding  
 Areas deserve more Air and Noise  
 Pollution. So I do not support  
 the Ohare Modernization program.  
 Though I do support the building  
 of a bigger Air port down  
 South, where the Population is smaller.  
 Isn't Ohare big enough, there is  
 just not enough room.

thanks Bill

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response G-1.          |
| 2       | Please see topical responses D-1 and E-1. |
| 3       | Please see topical response B-2.          |

1

2

3

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050324\_09

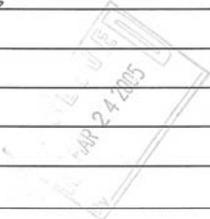
| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response G-1. |

Name: Sutter John J  
 Last(Apellido) First(Nombre) MI

Address: 11005 S. LLOYD DR Apt 25 Worth IL 60182  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

We as Carpenters need all the work we can get. I personally am out of work with a new mortgage, and need to get back to work for me and my family. The reconstruction of the Airport runways would help the lives of thousands of people. Work has come to a drastic yield since 9/11, and projects like this is one is what we need to keep America on top!

1



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

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050324\_10

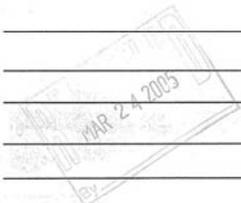
Name: Smith Terrance J  
 Last(Apellido) First(Nombre) MI

Address: 854 E 65th Chicago IL 60637  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I am a 4th year Apprentice out of carpenters union local # 181. I work for FCJ Real Estate and we do the windows, doors and exterior and interior trim at the homes by ohare airport and midway airport. I rely on the work at O'hare International Airport to support my family. Without it there will be 100's of carpenters out of work. And that will destroy the fabric of life and well being for these carpenters families. I therefore support the O'hare Modernization Program.

Sincerely Yours,  
 Terrance J. Smith

1



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

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050324\_11

Name: Wilson David B  
 Last(Apellido) First(Nombre) MI

Address: 6914 W. Cornhill 2W North IL 60482  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

As a unemployed Union Carpenter I need the O'Hare Modernization program to feed my three kids. A lot of guys will be out of work. The modernization program will keep union workers working and make it safer for everyone. Thank you for hearing out the little guy.

1



**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050324\_12

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: KARL E. BELL

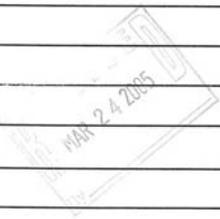
Last(Apellido)      First(Nombre)      MI

Address: 7022 W NEWPORT AVE CHICAGO IL 60634

Street Address(Calle/Apartamento)      City(Ciudad)      State(Estado)      Zip(Zona)

I AM A Union Carpenter and would very much like for the O'Hare Modernization to start soon As many of my fellow carpenters & other trades will benefit from the work.

1



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

050324\_13

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Sanchez Gabriel I  
 Last(Apellido) First(Nombre) MI

Address: 1520 S. 58<sup>TH</sup> AVE CICERO IL 60804  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I'm a unemployed Union Carpenter and I really depend on the O'Hare International Airport expansion. I have 3 kids that depend on my also that I can't say no to without this expansion a lot of my Brother Carpenters and my self will be in unemployment and nobody wants that, I hope you reconsidare the fact that we need this job. I as a Union Carpenter Support 100% O'Hare International Arper Expansion thank you.

1



Sincerely  
 Gabriel Sanchez

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050324\_14

Name: Liebling, Alvin  
 Last(Apellido) First(Nombre) MI  
 Address: 200 E. Delaware Pl, 30E Chicago, IL 60611  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

City of Des Plaines v. Metropolitan Sanitary Dist., 592 F.2d 736, 738, 739 (1977), USA 7, has applica-  
 tion to the instant O'Hare Modernization development. I believe, therefore, it would be helpful and vital for a "conservative approach" for mitigation or "suppression" of hazardous air pollutants (HAPs) where, here as there, "no definitive answer could be made to... asserted health hazards" from emissions into the air, that a reasonable effort be made to definitize the degree or extent of miti-  
 gative reduction reasonably anticipatable from the development - say, for example, by reduced idling from avoidance of takeoff delays because of the improved parallel-rampway design, also reduced diversionary/holding delays by inbound aircraft for the same reason. Respectfully sub-  
 mitted, March 23, 2005.

Indy Liebling  
 Environmental & Public Policy Counsel  
 U.S.E.P.A., Reg. V.

MAR 24 2005

| Comment | Response  |
|---------|---|
| 1       | The FAA refers the commenter to Chapter 5, Section 5.6 of the EIS, as well as Appendix I, Hazardous Air Pollutant Discussion.<br><br>Also, please see topical response E-1. |

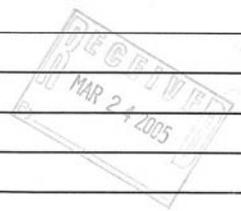
050324\_15

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: GARCIA CESAR E.  
 Last(Apellido) First(Nombre) MI  
 Address: 216 N. Austin Blvd. Oak Park IL 60502  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I have been a union carpenter for over 20 years. I have also worked at O'Hare many times on many projects. My Carpenters Local 181 and I look forward to the start of the O'Hare Modernization; for the many jobs it will provide the area. Thank you  
 Cesar Garcia



| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses A-1, G-1 and M-4. |

050324\_16  
**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Martinez Juan  
Last(Apellido) First(Nombre) MI

Address: 7404 W 62nd St Summit IL 60501  
Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

I am a Union Carpenter who is depending on the work at O'hare International Airport to support my family. If Ohare loses out on the Ohare Modernization Program we will be losing out on thousands of jobs. That means their will be many carpenters without jobs and many families in desperate need. Ohare needs this program because it has dangerous runways and we need to fix this problem. If we don't we might lose American Airlines and United Airlines as a major hub. Then it will affect other families and more people will be out of jobs. That's why I support the Ohare Modernization Program and hope you can do something about it.

MAR 24 2005

1

050324\_17

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: Krepton Eric A  
 Last(Apellido) First(Nombre) MI

Address: 26926 S. State Line Rd Crete IL 60417  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I am unemployed Union Carpenter and I support O'hare Modernization. You will put a lot of guys out of work if you don't do the Modernization Unions I need the work at O'hare to feed my family.

1

RECEIVED  
 MAR 24 2005  
 By \_\_\_\_\_

050324\_18



2bretired@comcast.net  
03/24/2005 04:55 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Moval of Cemetary

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

MAR-25-2005 09:57 From:

To: 847 294 7046

P. 1 / 1

| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses D-1, E-1 and E-2. |

050324\_19

FAA

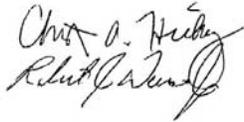
3-24-05

RE: O'Hare Expansion

As people who have lived in the northwest suburbs our entire lives, we are **AGAINST** the proposed O'Hare expansion. We lived in Des Plaines for 5 years before moving further west to Schaumburg. During the time we lived in Des Plaines, when we would have a summer cook out we could hardly hear each other due to the tremendous noise from the airplanes. The air quality was also terrible especially on a typical summer day. We don't want that environment in Schaumburg. We moved this far away to improve our quality of life.

We can already tell that since 9-11, the flight paths have changed & now circle over our home. They are lower to the ground now & are creating more noise than ever before. We've also noticed the low flying cargo planes that awaken us at 4:00 am on a regular basis. Do we have to move to Marengo now to get away from O'Hare? O'Hare is part of the city of Chicago, & it's time the people that live in Chicago are impacted by the airport rather than the people in the suburbs.

Christine Hickey  
 Robert Weiss  
 Schaumburg, IL



1

MAR-26-2005 10:27 AM ST JOHNS UCC

6307663961

P.01

11/11/05 2 P, 2 11 11

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050326\_01

Michael W. MacMallon,  
 Airports Environmental Program  
 Manager, Federal Aviation  
 Administration, Chicago Airports  
 District Office, 2300 Devon Ave  
 Des Plaines, IL 60018

I am against the removal of St. Johns  
 Cemetery in Bensenville. My husband  
 and son are buried there and many  
 members of my family. I am also  
 planning to be ~~buried~~ buried there.  
 We have a family headstone at St. Johns.

Helen Rungo  
 159 So. Mason St.  
 Bensenville, IL  
 60106

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses L-1 and L-2. |
| 2       | Please see topical responses D-1 and K-2. |

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050326\_02

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: FLAHERTY GEORGE E. 3-26-2005  
Last(Apellido) First(Nombre) MI

Address: P.O. BOX 4574 MT. PROSPECT ILL. 60056  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

O'HARE EXPANSION PLAN  
 AERONAUTY OUTRAGEOUS A.E.T.

The expansion plans for O'Hare Field by the City of Chicago are absolutely unreal on any kind of cost to benefit ratio. Building new runways on top of old runways is an expensive proposition, even at the 15% estimate of both finally of the FAA + Chicago history, going back 70 years shows the final cost, because it involves the City of Chicago will be at least 20 MM. In addition, there will be heavy toxic waste pollution added to a wide area of heavy residential & business areas, and the tightness of the flight corridors will guarantee serious accidents and deaths, not only in the air but on the ground.

Any one in the FAA, who favors this expansion plan is mentally challenged or is a completely AMORAL person. (SEE WEBSTER'S DICTIONARY) & deserves to rot in hell. (And so many of the Chicago politicians over the past 70 years). The writer has followed the expansion of O'Hare for 50 YEARS and very closely and has exceptional recall of the facts. This expansion plan is entirely due to selfishness, greed and avarice by CHICAGO politicians and businessmen who no longer know right from wrong. (AMORAL)

*Flaherty*

READ YOUR HISTORY ON CHICAGO POLITICS

| Comment | Response                          |
|---------|-----------------------------------|
| 3       | The commenter's opinion is noted. |

MR. FLAHERTY IS PAST CHAIRMAN OF ECONOMIC DEVELOPMENT COMMISSION, PAST CHAIRMAN OF ZONING BOARD, PAST PRESIDENT OF THE HOMEOWNERS ORGANIZATIONS ETC. ETC. ACTIVE MEMBER OF FAARECO, NTASSCO  
 February 24, 2005 Niles, IL  
 February 23, 2005 Elmhurst, IL  
 February 22, 2005 Elk Grove Village, IL

*1.5, If you have not studied Chicago Political History over the past 70 years, please start with "AMERICAN PHAROS" authored by professional writers, with no ax to grind. Very little has changed in 70 years (as shown by scandals after scandals) (over 70 years and to this date)!!*

*THIS O'HARE EXPANSION IS COMPLETELY UNJUSTIFIED ON ANY COST TO BENEFIT CALCULATION BY ANY HONEST ENGINEER. DOES FAA HAVE ANY?*

*PHOTO COPIES MADE RECOMMEND A.E.F.*

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

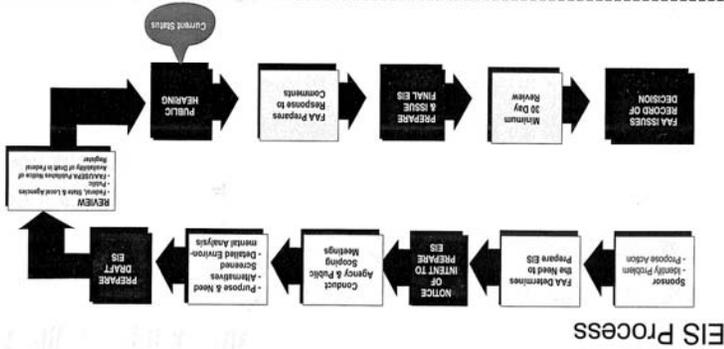
6016+4656 01

Mr. George E. Flaherty  
 P.O. Box 454  
 Mt Prospect, IL 60056-0454

RECEIVED  
 3600  
 29 11/17  
 PM  
 PALATINE P3DC 5600

3600 TIMES FROM

Fold Here



050328\_02



Sir

The plan for O'Hare isn't that bright its so spread out that people will have trouble getting around, the flights may get off or land on time but will the people get there in time to get on. But your plan has everyone coming their way around the airport, that airport transit system running 100% all the time <sup>1</sup>

Terrorist have a thing for United Airlines and American so O'Hare would be a target. On 9/11 they hit things with planes and boom, it also works the other way, what would happen if you hit a jumbo jet just before push off with small private planes or mortar rounds?

What you might get is a chain reaction of exploding planes and O'Hare becomes a smoking hole in the ground. I bet that would effect air travel in the U.S. <sup>2</sup>

The money would be better spent Building Peotone <sup>3</sup>

Richard Wright

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses B-4 and F-5. |
| 2       | Please see topical response K-2.          |
| 3       | Please see topical response B-2.          |

050328\_03

S. A. Snell  
5 Douglas Ave.  
Tillamook, OR 97141

March 28, 2005

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

Dear Mr. MacMullen:

Re: Cemetery Removal

Please be advised that I am protesting the removal of my Grandparents, Aunt, Uncle, and Cousins' graves from the cemetery in the corner of O'Hare Field. These graves are the remains of my ancestors and are of the German people who settled and developed the area of Chicago, Bensenville and Wood Dale. They

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |
| 2       | Please see topical response M-1. |
| 3       | Please see topical response I-1. |

Years ago it was agreed, by the mayor and council that these graves would not be moved. This agreement occurred at the time the St. John's church was moved. How can this agreement be now broken? Of course, the answer is money. If some developer can make a profit why should they be concerned about an area's history?

To desecrate these great settlers <sup>remains</sup> who are an important part of the area's history is truly unthinkable on the part of the people involved in this project! Please reconsider this idea!

Sincerely,

J. D. Sull

cc: St. John's Church Granddaughter of Black-Robbs Family

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050328\_05

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

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

Name: MAIN IAN  
 Last(Apellido) First(Nombre)



Address: 2830 W. BERWYN CHGO 60625  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

To Whom It May Concerns

Please consider the positive effect that O'Hare modernization will have on the local economy. The airport must function as a conduit to the Midwest United States as well as provide efficient transportation for our locally manufactured goods. Every time I am annoyed by the sound of jet engines over my home I remind myself that this benefits many of my neighbors and their families providing jobs + transportation and building our businesses in the community.

Thank You I. Mar

050329\_01



"Pat Fortier"  
<pkfortier49@hotmail.com>  
03/29/2005 03:32 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: O'Hare Expansion Objection

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

Dear Sirs;

The impact on my family is devastating. Each and every one of my ancestors is part of me and I owe it to them to do my very best to prevent the violation of their resting place. I have not been able to bury my Father(Harold Runge) or my mother(Florence Siegrist/Runge) with their ancestors because I do not want to have to disturb their final rest. My Aunt is upset since it will involve moving her husband and baby son. I would always use the cemetery as history lesson for my children-a chance to connect with those who loved and built the area before them. Now it is just a battle ground for a frightening precedence. My great grandparents, my grandparents, my Uncles, my Aunts, my many cousins that are buried there thank you for listening and beg that you do not do this.

Sincerely, Patricia Fortier

1

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**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050329\_02

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.



JOSEPH B. DROZASK

(to) First(Nombre)

By ME

NEW LENOX IL 60451

City(Ciudad) State(Estado) Zip(Zona)

PLEASE IS TO VOICE MY  
 IMPACT OF THE O'HARE  
 PROJECT ON UNION CARPENTERS  
 THEIR FAMILIES.  
 UNION CARPENTERS RELY ON O'HARE AIRPORT TO  
 SUPPORT THOUSANDS OF THEIR MEMBERS BY PROVIDING  
 EMPLOYMENT. A CONTINUATION OF THIS PROGRAM  
 WOULD KEEP THIS LINE OF SUPPORT INTACT. IT WILL  
 ALSO PROVIDE NEW JOBS FOR MANY OTHER CARPENTERS  
 WE NEED THE O'HARE MODERNIZATION PROGRAM TO  
 KEEP STRENGTH AND RELIABILITY WITHIN OUR  
 UNION.  
 I SUPPORT THE O'HARE MODERNIZATION PROGRAM.

1

| Comment | Response   |
|---------|--|
| 1       | The FAA notes that the comment form was torn prior to the FAA's receipt.<br><br>Please see topical response G-1. |

# WE CARE

US Postal Service

**DEAR VALUED POSTAL CUSTOMER:**

I want to extend my sincere apology as your Plant Manager for the enclosed document that was inadvertently damaged in handling by your Postal Service.

We are aware how important your mail is to you. With that in mind, we are forwarding it to you in an expeditious fashion.

The United States Postal Service handles over 202 billion pieces of mail each year. While each employee makes a concerted effort to process, without damage each piece of mail, an occasional mishap does happen.

We are constantly working to improve our processing methods so that these incidents will be eliminated. You can help us greatly in our efforts if you will continue to properly prepare and address each letter or parcel that you enter into mail-stream.

We appreciate your cooperation and understanding and sincerely regret any inconvenience that you have experienced.

PLANT MANAGER

050331\_01



"George Stegmaier"  
<stega@comcast.net>  
03/31/2005 10:11 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>D-1 and M-1.</b> |

I would be exposed to increased noise as

result of FAA's order approving construction at O,Hare Airport, also by using the Airport I must pay to Chicago extra Fees approved by FAA.This is an extra Burden on me, since my only Income is Social Security.

1

050331\_02



"George Stegmaier"  
<stega@comcast.net>  
03/31/2005 10:24 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject

There should be no expansion at O,Here.  
A new Airport away from the heavily populated Areas would make more sense.  
The Air is bad now and would be worse if O,Hare is enlarged.Chicago claims the Noise is down, I live here  
for 43 years and can tell you it is getting worse every year. What Chicago claims is bunck. The Noise  
Recorders are placed to favor Chicago to make things look god.

1

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses B-2, D-1, E-1 and M-1 . |

APR-1-2005 10:56 FROM: GRAHAM ELEMENTARY SC 630-428-6901 TO: #918472947046 P. 1

050401\_01

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

Michael W. MacMullen  
Airports Environmental Program Manger  
Federal Aviation Administration,  
Chicago Airports District Office  
2300 Devon Ave. Des Plaines, Ill 60018

Dear Sir:

This is a note in reference to the movement of St. Johannes and Rest Haven Cemeteries in Bensenville, Illinois. Simply said, I object to the O'Hare Modernization Plan. St. Johannes Cemetery is the sight where my family rests. My grandparents, father, brother are laid to rest at St. John's, as well as most of my ancestors, and sadly the history of the early Illinois settlers.

Back in 1954 when my family moved from the farm, which is now a north south runway, it was said the cemetery would not be touched. It appears that was a lie. What happened to the respect of ones religious faith? Or is that held only for certain faiths? Respect and responsibility should be top priority.

1

Donna Runge Wiktor  
21362 W. Basswood  
Plainfield, Illinois 60544

050402\_01

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response F-2. |



"Doyle, Bill"  
<bill.doyle@ppmamerica.com>

04/02/2005 07:31 AM

To 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject Please include an intermodal facility in all future plans for O'hare

1

Bill Doyle  
1829 Maple  
Northbrook, IL  
60062

-----  
This message is for the named person(s) use only. It may contain confidential proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any mistransmission. If you receive this message in error, please immediately delete it and all copies of it from your system, destroy any hard copies of it and notify the sender. You must not, directly or indirectly use, disclose, distribute, print, or copy any part of this message if you are not the intended recipient. PPM America, Inc. and its subsidiaries and affiliates each reserve the right to monitor all e-mail communications through its networks. Any views expressed in this message are those of the individual sender, except where the message states otherwise and the sender is authorized to state them to be the views of any such entity.  
-----

050402\_02

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Judy Hesterman  
<jhesterman@yahoo.com>  
04/02/2005 02:53 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare

I would like to express my concerns on the removal of the St. Johanna's Cemetery. I attend the church when it is located next to the cemetery, where we visited most of my for fathers. We now enjoy taking our grandchildren to visit so many of their ancestors in one spot. As far as I am concerned, the dead have not say in this matter, but it is important for the families to fight for their rights to rest in peace.

1

Thank you,  
Judy Landmeier Hesterman

Yahoo! Messenger  
Show us what our next emoticon should look like. Join the fun.  
<http://www.advision.webevents.yahoo.com/emoticoncontest>

050402\_03

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"Shirley Ackley"  
<sjamdb@pld.com>  
04/02/2005 03:36 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Re St Johannes Church Cemetery

I have never seen this cemetery except through pictures and it is a beautiful cemetery. Please leave the cemetery alone. Let my ancestral family lay in peace!

1

Shirley Ackley  
Dodge City, KS

050403\_01



"PAUL BROOKS"  
<PRBKSB@msn.com>  
04/03/2005 08:25 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject St. Johannes Cemetery (Bensenville, IL) versus O'Hare  
Airport

Hello -

We would strongly like to see St. Johannes Cemetery in Bensenville, IL remain as it is. We lived across the street from it and the church until 1950 when O'Hare purchased the farm and we had to move. Many many of our ancestors and friends our buried there including our great-grandparents and it has so much meaning to us to be left as is. Please help in saving this precious ground.

1

Thank you,

Paul & Karen (Schoppe) Brooks  
Ron & Darlene (Schoppe) Schmidt  
Florence (Landmeier) Schoppe

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

04/03/2005 09:22 8478247583

DML HARDWOOD

PAGE 01

050403\_02

DEAR SIRs

THIS IS MY VIEW OF THE PROPOSED O'HARE  
PROJECT. 101% AGAINST IT !

MY BACKROUND.

- ① HAVE LIVED AT AND IN 1476 WHITE ST.  
FOR "50" YEARS NOW, AND I FEEL I  
HAVE RIGHTS TO LIVE IN SOME PEACE  
AND QUIET, AND HAVE EARNED IT. 1
- ② HOW COME NO-ONE INCLUDING YOU HAVE  
NOT ACKNOWLEDGED THAT O'HARE HAS  
BEEN ALLOWED TO GROW BEYOND ITS  
LIMIT AND IMPACT UPON US (HOMEOWNERS). 2
- ③ I AND OTHERS STARTED TO COMPLAIND  
IN THE EARLY 80'S OVER 20 YEARS  
YOU COULD HAVE BUILT THE NEW AIRPORT  
BY NOW!  
SO NOW YOU GUYS SAY WE HAVE TO  
EXPAND "NOW" CANT DELAY. THAT IS  
REALLY LAME SINCE WE TOLD YOU OVER  
20 YEARS AGO WHAT TO DO.
- ④ ALL I CAN SAY IS YOU PEOPLE BETTER  
DO THE MORALY RIGHT THING ! 3

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses D-1 and M-1. |
| 2       | Please see topical responses A-1 and G-4. |
| 3       | Please see topical responses A-1 and B-2. |

04/03/2005 09:22 8478247503

OHL HARDWOOD

PAGE 02

(2)

5. YOUR FEED BACK WOULD BE WELCOME.

ENOUGH IS ENOUGH WITH THIS OHARE,  
DO YOU KNOW WHAT IT IS LIKE WHEN YOU  
DONT FEEL GOOD AND YOU WANT TO SLEEP  
BUT YOU CAN'T BECAUSE OF ALL THOSE JETS.

4

Thank you

STEPHEN A. FAJOUR  
1476 WHITE ST.  
DES PLAINES IL 60018  
847-824-3317.

P.S. DONT IGNORE THE VALEY CORUPTION  
IN THIS PROJECT. THE WHOLE THING STINKS  
AND ALL THEY CARE ABOUT IS MONEY,  
NOT US.

5

| Comment | Response                                  |
|---------|---|
| 4       | Please see topical responses A-1 and D-1. |
| 5       | The commenter's opinion is noted.         |

050404\_01



"George Stegmaier"  
<stega@comcast.net>  
04/04/2005 09:36 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: AGL Inernet (OMP Page)

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>A-1 and A-3.</b> |
| 2       | Please see topical response <b>I-1.</b>          |

O'Hare Modernization Environmental Impact Statement  
is not working , can not see or download !

1

Would like to see "Seperation of Church and State" if the City of Chicago can destroy religios Cemeteraries and if it is constitutional. Other sites say it is unconstitutional. Congressman Henry Hayde , a constitutional Lawyer thinks so too.

2

050404\_02

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Nhkazmer@aol.com  
04/04/2005 12:29 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: O'Hare Expansion

I was informed that I could write to this e-mail address to let someone know how afraid I am that O'Hare will be expanded through St. Johannes Cemetary where many of my ancestors are buried. No, I did not personally know these people, they lived over 100 years ago, but we do visit with my grandmother and my children. We talk about our family history and when they came over from Germany, how they were hard working farmers and where they lived in the area.

Please do not disturb their resting place. Please do not move them. They worked hard their whole lives - harder than many of us ever could imagine. This is their home. This is where they lived, died and were buried. Please leave them be.

If it were your family - would you dig them up and move them?

Thank you for your consideration.

Sincerely,

Nancy Kazmer  
(my mother was a Landmeier)

1

050404\_03

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"Fred & Sherry Sieber"  
<fred@specent.com>  
04/04/2005 04:52 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc: <JGeils@bensenville.il.us>, <michael.kirchoff@sbcglobal.net>  
bcc:  
Subject: O'Hare Modernization Plan-OMP

I am writing this note to tell you of my personal objection of the OMP to disturb the cemeteries of St.Johannes and RestHaven. My Grandparents, Uncle, Cousin, as well as other relatives have been buried at St.Johannes Cemetary. St. John's church had been moved to make way for O'Hare and at that time we were told that the cemetary would not be touched. I have photos and an article documenting the move. I wish to have my family members "Rest in Peace" and undisturbed.



Respectfully submitted,  
Sharolyn (Runge) Sieber  
Rogers, Arkansas

050404\_04

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



FJHarbecke@aol.com  
04/04/2005 11:24 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc: jhesterman@yahoo.com, michael.kirchoff@sbcglobal.net  
bcc:  
Subject: St. Johannes Church Cemetery

I understand that the FAA is requesting contact from persons that have concerns regarding the removal of the St. Johannes Cemetery graves.

My name is Frederick Joss Harbecke, date of birth May 2, 1922. I am hearing impaired but can receive FAX at 630-837-1736. My mailing address is 29W660 Army Trail Road, Bartlett, Illinois 60103. My e-mail address is [fjharbecke@aol.com](mailto:fjharbecke@aol.com).

The following are my relatives that are buried in St. Johannes Cemetery:  
Catharina Bernhardine (nee Eifring) Harbecke, my paternal grandmother.  
Sophia (nee Harbecke) Bollman, my paternal aunt.  
Henry D, Harbecke, my paternal grandfather.  
Mary A. Harbecke, my paternal step-grandmother.

I am of course totally opposed to the removal of the cemetery. However, if and when it is to be removed I would use all possible means -- subject to my other relatives desires -- to ensure that my relatives reburials would be at nearby Eden Cemetery, 9851 West Irving Park Road, Schiller Park, Illinois 60176. My parents and my maternal grandparents are buried there and there are three unused sites on my parents six grave Lot 323 in Section 3 that I control and other sites are also available.

I expect the FAA to keep me informed as to if and when certain actions are anticipated so I may act accordingly to ensure my relatives are properly reburied.

Thank you for your attention to this matter.

1

COMMENTS: Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

050404\_05

Name: ROOD VIRGINIA W.  
 Last(APELLIDO) First(NOMBRE) MI

Address: 141 HASTINGS AVE. ELK GROVE VLG. IL 60007  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

Please do NOT approve expansion of O'Hare Airport, on behalf of Mayor Daley and Chicago, at the expense of the most desirable place to live, Elk Grove Village, or Bensenville and Wood Dale. I am a retiree of United Airlines seeking out a living on my paternity pension, which United now claims it cannot afford to pay me but - can build a new terminal on the west end of O'Hare! This is an insult to my intelligence and should be to yours. I am able to live decently because of my low Elk Grove taxes which are generated mostly by the industrial district that Daley and Chicago want to steal by eminent domain. Please, also, respect the dead, and their families who still visit them in the sacred cemeteries Daley wants to also steal and destroy - is nothing "sacred" anymore? Nothing about the Chicago plan makes sense and I do not understand how you can ever consider it, much less approve it. There are just too many alternatives which make MORE sense for less taxpayer money. This plan will increase our taxes, air pollution, traffic congestion, noise pollution, danger to our lives and/or health and destroy our much loved standard of living here. If you approve this, you could be creating a huge citizen backlash regarding eminent domain. Please Remember, you are supposed to represent US not Chicago's money. Thank you.

| Comment | Response  |
|---------|---|
| 1       | Please see topical response M-2.  |
| 2       | Please see topical response B-8.  |
| 3       | Please see topical response G-3.  |
| 4       | Please see topical response I-1.  |
| 5       | The commenter has raised a number of issues which are addressed in Section U.5, Topical Responses, specifically please see topical responses A-1, E-1, F-5, G-3, K-2, L-2, and M-1. |

050404\_06



COMMENTS:

Name: HOREJS, SCOTT J.  
 Address: 209 E. MURRAY DRIVE; WOOD DALE, IL 60191

Page 1

12 years ago, I made a choice to live in the town of Wood Dale. My property is located in a peaceful, quiet section of town – South of Irving Park Road, East of Wood Dale Road. This location is close to the Wood Dale Metra Train Station, O'hare International Airport, and easy access to the City of Chicago – straight down Irving Park Road.

1

My property will be in the direct flight path of Runway 10R/28L. It is one of the 2000 additional homes the EIS states will be impacted by more pollution. What the EIS omits from this statement is that my property will be forced to be exposed to a higher than average risk to my family's health, safety and well being that was once enjoyed.

I agree with FAA Administrator, Marion Blakey's statement that we have the safest Air Transportation system in the world – there is no disputing this fact. But, with that being said, my house will be in the direct path of a runway. With regular aircraft flights overhead, my family will be exposed to a higher level of noise pollution on a regular basis, at or just below the 65 db noise level as defined in the EIS. Additionally, there will be the risk of an aircraft fuel dump, when an aircraft is in emergency condition. Any decrease in my family's safety levels and increased health risks are unacceptable.

2

The City of Chicago, FAA, Dupage County Board, IDOT, Illinois State Governor, Illinois Senators and Illinois Congressmen want to deny my family the freedom of choice granted to me by the United State Constitution and force upon my family an unacceptable risk. The EIS would like me to believe these are acceptable risks. The FAA defines acceptable risk as "an identified risk, a risk that has been identified through various analysis techniques, that is allowed to persist without further action. The decision to accept a risk is made with full knowledge of who is exposed to this risk." I choose not to accept this risk.

I never intended to live in a home that will be exposed to these risks – that was my freedom of choice not to live in a flight path. Why should I be forced to accept these risks – added health and safety concerns.

3

In addition to the health and safety concerns:

Sound Proofing Mitigation:

The City of Chicago states that residential sound proofing can mitigate the noise pollution but, will not pay for sound proofing homes below the 65db noise levels. If the City of Chicago wants the O'hare International Airport expansion, they should pay for all homes at the 60db noise level and above prior to the expansion.

4

| Comment | Response   |
|---------|--|
| 1       | The commenter's opinion is noted.                        |
| 2       | Please see topical responses B-3, D-1, D-2, E-1 and E-3. |
| 3       | Please see topical responses K-2 and M-1.                |
| 4       | Please see topical response D-3.                         |

COMMENTS:

Name: HOREJS, SCOTT J.  
 Address: 209 E. MURRAY DRIVE; WOOD DALE, IL 60191

Continued Page 2

Property Value Protection:

The Governor of Illinois, Illinois Congressmen and Senators, have not stated any opinion on what protection will be provided to the home owners property values. Once my home is forced to tolerate a decrease in safety levels and increased health risks, (noise pollution, air pollution, regular aircraft flights overhead), who will guarantee that my property value will not fall or rise at a slower rate, thus causing me a financial hardship.

5

Use of other regional airports:

There are other airports that can be utilized to supplement O'hare International Airport without the 10R/28L runway. Gary / Chicago International Airport were granted FAA approval for airport expansion. Rockford Airport is under utilized and could be better served with addition of rail service linked to the Metra Train system. Midway Airport should be used for more connecting flights as is O'hare International Airport.

6

Ring Road:

Where will the proposed O'hare Ring Road connect I-90 to I-294 ? The IDOT map for Evacuation Plan for O'hare International Airport indicates this road will cut through the River Forest Country Club. What is the plan? The Ring Road should be located on airport property only.

7

Conclusion:

O'hare International Airport needs to be modernized.  
 This must be accomplished without the Southern Runway 10R/28L.  
 All home at the 60db noise level and above must be sound proofed prior to O'hare expansion.  
 The O'hare Ring Road must be kept on Airport Property.

8

**I am Against the Southern Runway 10R/28L.**

| Comment | Response  |
|---------|---|
| 5       | Please see topical response G-2.                    |
| 6       | Please see topical response B-2.                    |
| 7       | Please see topical response F-1.                    |
| 8       | Please see topical responses B-4, B-5, D-3 and F-1. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050404\_08

Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-4. |
| 2       | Please see topical response G-1. |

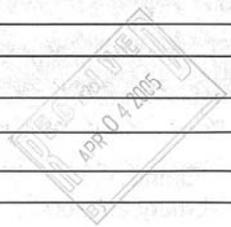
Name: Kuykendall Robert D  
 Last(Apellido) First(Nombre) MI

Address: 3818 N Drake Chicago IL 60622  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estato) Zip(Zona)

The O'Hare Modernization is a must for Illinois. It will bring in more jobs for everyone. Allow more flights and planes to flood Illinois. When modernization like this happens they attract corporate headquarters and major air line carriers. My wife works for United Airlines and this modernization will hopefully secure Chicago as a major hub. It will allow more flight and secure her a job for as long as she wishes to work in the airlines industry. I'm original from Colorado and when DIA went in there was alot of problems but now it's built the business in that area and obviously has jump threw the roof. With change there will always be issues and problems but in the end job security for me and my wife is what matters most.

1

2



| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050404\_09

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, April 05, 2005 12:29 PM  
**To:** Sue Speciale  
**Subject:** Re: O'Hare International Airport Expansion  
**Attachments:** specialejr@elknet.net.vcf



Message Received, Thank-You

"Sue Speciale"  
 <specialejr@elknet.net>  
 04/04/2005 10:16 PM  
 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 O'Hare International Airport Expansion

To  
 cc  
 Subject

Many of my family are buried at the St Johanna's Church Cemetery that is in jeopardy due to the proposed expansion. My Grandmother's land (Lida Runge nee Landmeier) was condemned and a small payment made to her when O'Hare built their airport. She was screwed then and now when she is dead you want to screw her again by taking the small burial plot of land. What is wrong with you people. Both my Grandparents are buried there. My Grandma Clara Kueking died just 4 years ago was buried there. This is a cemetery that still has many living relatives that care about their family though at present we can't be with them.

DO NOT ALLOW THIS PROPOSAL TO GO THROUGH. (See attached file: specialejr@elknet.net.vcf)

1

APR-05-05 05:55 PM SAVANNA PUBLIC LIBRARY 815 273 4634 P.01

16E  
1-4

faxed to 847 294 7096 April 4 05 to be part of the E.I.S.  
MERRY CHRISTMAS for Chas. Pastore  
expansion - note  
more coming!

050406\_01

THIS SOLUTION IS GOD'S DREAM. I WOULD LIKE YOU TO HELP ME BRING THIS DREAM INTO REALITY FOR CHRISTMAS

GLOBAL WARMING IS SLOW MURDER IN THE FIRST DEGREE. HERE IS YOUR SOLUTION

A LITTLE BACKGROUND ON ECONOMIC DEVELOPMENT THRU ENVIRONMENTAL DESIGN

I graduated with 1705 hours of aviation training before I was eighteen. I began flying the tail draggers and started with the Cessna 150, and was truly amazed when the Cessna 172 came out powered by the Lycoming O435 and it had tricycle landing gear. A greater excitement was when Cessna put out the 310 powered by twin O435 Lycoming and all this occurred by the time I was 20. Then I entered the Air Force and became a professional in radar training on the F84 fighter plane. After leaving the Air Force, I began working for Martin Marietta building the titan missile. I was given a gold citation for excellence as a result of elevating the titan missile to lift off status. I worked in Martin Marietta for 3 1/2 years while attending Cornell College. While at Cornell, it became obvious to me that designs of the past were not going to create a real future in US aviation. My father was a straight four point out of Drake University. He was a teacher, who taught me from the age of 12, to think as well as how to design prototypes.

At this point, I would like to step across the line and bring up House Bill - AR 2107 - which can be checked out in great detail on [www.areco.org](http://www.areco.org). If you scan for solutions - you will find a 13 page article named: "Airports and Cities: Can they Co-exist?", written by The World Watch Institute, [www.worldwatch.org](http://www.worldwatch.org), July-August 2001 issue. It will demonstrate many years of investigating the FAA and EPA. The FAA recently built a 2 billion dollar airport in Denver with a final cost of 8 billion dollars; it also doubled the city air quality problems. Dr Jerold Rappe at (303)466-0887 (Aspen Environmental Services) will add credibility to the statement, in reference to the city air quality, and how measurements were manipulated and falsified by using the PM10 system, which by the way, only measured five percent of the total pollution. For example, Denver is the fifth dirtiest city in the nation, and was not supposed to receive any federal funds for the expansion of transportation until they cleaned up their air. Federico Pena used the PM10 system to measure Denver's air pollution and won an award for cleaning up Denver's air by measuring only five percent of the total air pollution. Then, the federal government assisted Denver International with their start up by releasing 500 million dollars based on Federico Pena's PM10 system. Stapleton, which was the original airport for Denver, was profitable for United Airlines and had one of the best on time arrival statistics in the nation. Stapleton airport was replaced by Denver International, 32 miles away from downtown Denver, consuming 34,000 acres of wheat land, which accomplished three things:

- 1) It created 30 million miles of additional driving distance per day in the Denver area and increased the cab fare to an 80-dollars per cab ride.
- 2) The new airport was featured on the front page of the Denver Post with the fewest on time flights of any airport in the nation.
- 3) 1.4 million Denver passengers drove to Colorado Springs to avoid using Denver International Airport.

The government's response to these flaws was to divert planes from Colorado Springs, stopping them in Denver to make it appear that Denver International was doing more business. The extra stop could cost customers \$22.50 per inplanement while the old cost at Stapleton was only \$7.50. The point I am attempting to make here is that Fredric Isaac, Director of the Federal Aviation Administration, stated on a video that Denver International would lead aviation in the United States. He makes this statement even though the new airport was four times over budget, had no appropriate ground transportation, only one road access through 53 square miles of airport, and is capable of the fewest on time flights of any airport in the nation. That does not even include the fact that the 419 million dollar baggage handling system did not work properly for nearly three years.

| Comment | Response   |
|---------|--|
| 1       | The commenter's opinion is noted.  |
| 2       | These comments are in reference to the Denver airport and are outside the scope of the EIS. The FAA notes that the air quality analysis is contained within Section 5.6 of the FEIS.<br><br>Additionally, the USEPA was a cooperating agency on this EIS. The FAA has responded to USEPA's April 6, 2005 comments on the DEIS, document 050406_01, beginning on page U.4-11. |

2-4

**WHAT DENVER INTERNATIONAL AIRPORT COULD HAVE BEEN HAD IT USED THE STARRPORT DESIGN**

- It could have been an airport that saved three hundred million gallons of diesel fuel per year, while cutting the existing Denver air pollution problems in half.
- It would have decreased the asthma level in children under three years of age by 40%.
- It could have eliminated the four hundred nineteen million dollar baggage handling system.
- It could have put the passengers on and off the plane in four to eight minutes, utilizing a far advanced security system.
- It could have been built on one-third the land at half the cost while creating four times the commercial income.
- It could have eliminated 88% of the current 70,000 miles per day walked by passengers to reach their gate.

**THIS COULD HAVE KEPT UNITED AIRLINES OUT OF CHAPTER 11**

Be with me for a moment on an approach in an eight hundred and fifty thousand pound 747 traveling at 130 knots. The Starrport runway is concave at a 1.5 percent incline, a thousand foot wide runway, utilizing a preexisting FAA approved 1 1/2 percent incline, (FAA regulation states 1.58 percent incline for any aircraft exceeding 12,500 lbs.). Your plane makes a flat level approach and the runway rises to meet the aircraft, which makes landing much easier for pilots, and simplifies I.F.R. approaches. Have you noticed that there are no flat runways in the US or anywhere else in the world? Stapleton had many rises and dips in the runways, Aspen has a 112 ft. dip, St. Louis has a 6 percent incline, and Nepal has a greater incline than that. The FAA is inclined to not notice their own regulations, and makes statements about my design, including a statement that you cannot have converging runways! This indicates that they have not looked at their own FAA maps of US airports that show the incline, decline and obvious converging runway patterns. "One regional FAA official, (who claims to have heard from me at least 7 million times) gropes deep in his bag of government approved adjectives before saying, "the runways-on-a-hill plan is not practical". He continues, "The main problem: Picture, if you haven't already, 200 tons of steel carrying human cargo converging at hundreds of miles an hour on another 200 tons of steel landing from the other side. It brings new significance to the words 'missed approach'"

- No. 1: The plane does not weigh 200 tons. It weighs over 400 tons.
- No. 2: There has never been a steel airplane manufactured anywhere in the world.
- No. 3: There is nothing in my design indicating converging runways.
- No. 4: Stall speed is just over 100 miles per hour, and never "hundreds of miles per hour."

The Starrport has two parallel terminals separated by a commuter aircraft runway that exceeds all of the FAA regulations for runway separations and divides large commercial airlines from small commuter landings. The arched terminal has two continuous non-converging runways that exceed current separation requirements.

Jim Bort and Jack Gram, director of LA X stated: "This is the only new airport design that we have seen in 30 years that would dramatically increase safety."

2

| Comment | Response   |
|---------|--|
| 2       | See response on previous page.   |
| 3       | The FAA notes the comments regarding the "Starrport" design. The FAA evaluated numerous airfield and non-airfield alternatives within the EIS, as documented in <b>Chapter 3</b> of the EIS. The FAA identified four alternatives for full environmental consequence consideration, Alternatives C, D and G, as well as Alternative A (No Action). The FAA believes that Alternatives C, D and G include airfield configurations that are appropriate. |

3-4

**THE STARRPORT DESIGN CONCISELY DEMONSTRATES A FACILITY THAT ACCOMPLISHES 4 THINGS:**

- 1) It builds on 1/3 the land, 2) at half the cost, 3) creates four times the commercial income,
- 4) while saving a thousand gallons of fuel per flight. That adds up to a yearly saving of 300,000,000 gallons of fuel per year.

Recently I spent a year demonstrating prototypes for the Port Authority in Oakland, CA. They currently taxi 2.2 miles, 178,000 times per year, to reach the runway. When they are taxiing, they are dumping 51,200,000 gallons of diesel fuel in a partially burned manner, making the asthma in young people the highest in the nation. The Starrport design eliminates taxi fuel waste. In addition, they plan to double the number of Oakland flights in the near future with a 1.5 billion dollar expansion. This design dysfunction will be replicated under House Bill AR2107 in 2000 U.S. locations. The result will be the doubling of U.S. oil dependency, while at the same time doubling U.S. Air pollution. My statement to you: "Global warming and economics in the U.S. will be totally dysfunctional by current FAA officials connected to a non-responsive EPA". The following quote: "FAA indicates a 900% increase in aviation by 2050, and the EPA response is (no particular concern for the increase in air pollution caused by aviation).

I coined a term to cover the above. It is called "unconscious denial". The FAA and EPA are in unconscious denial about what they are creating for the economic and environmental future of aviation by their design. They are denying their unconsciousness and they are unconscious about their denial. These people are impossible to reach with a perfect solution. They are under the impression that aircrafts are made out of steel; don't even know the weight of a 747, nor understand the conservation of the momentum, nor the effects of parasitic fuselage drag. The STARRPORT design saves 153 million Joules of energy from landings and take offs, which is enough fuel to drive your car around the world. If we do this at 2000 airports with 1000 flights a day, it will save approximately 2 billion gallons in daily fuel, which will dramatically reduce the current U.S. air pollution, and would show U.S. Aviation as a world leader again. - Or, we can build another Denver International on 28 thousand acres of corn land in Peotone, Illinois to replace O'Hare. It is important to understand the magnitude of this - 34 thousand acres of wheat land in Denver and 28 thousand acres in Illinois! If this is done 2000 times, we will take a billion acres of farm land and turn them into pollution factories. Jack Shapiro demonstrates at [www.Areco.org](http://www.Areco.org), "O'Hare puts out more air pollution than all 75-100 power generation plants in the State of Illinois".

The STARRPORT design is a time distance fuel equation multiplied by the number of passengers using the airport. You save 300 gallons of thrust reversal, four hundred gallons of taxi fuel, and approximately 300 of reacceleration fuel per flight. This reduces air pollution, noise and fuel waste by 56 percent for a thousand mile flight.

**THIS IS A DESIGN THAT WILL FUNCTION IF THE EPA AND THE FAA ARE MADE ACCOUNTABLE**

In my early education, one of my instructors was an FAA official, Mr. Wiles. He deserved great respect. I have not found this capability or understanding in the current 25,000 United States FAA personnel. This is a request in writing for a clear and full hearing before the FAA and EPA. Left to their own devices they will destroy U.S. economics by doubling our dependency on foreign oil while doubling U.S. air pollution, and increasing the current 64 thousand yearly deaths that are currently related to air pollution, as shown on the front page of a recent issue of U.S.A. Today.

3)

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| Comment | Response   |
|---------|--|
| 3       | Please see the response to comment 3 on the previous page. |
| 4       | The commenter's opinion is noted.                          |
| 5       | The commenter's opinion is noted.                          |
| 6       | The commenter's opinion is noted.                          |

APR-05-05 05:57 PM SAVANNA PUBLIC LIBRARY 815 273 4634

P. 04

4-4

Current Federal Law states that you can not transport toxic waste across state line. Denver is currently releasing 640,000 tons. What if 2000 airport expansions do as well for you. There will be no environment! The separation between state to state and individual is what is allowing this to happen. The pollution will connect us all worldwide.

Sincerely,

Jim Stary,  
ECONOMIC DEVELOPMENT thru ENVIRONMENTAL DESIGN

PO Box 41 Savana Ill 61071

-Time has real ultimatums! 5518 Kilburn Ave., Rockford, IL 61101  
Tel: ~~815-962-7076~~ E-M: [Starrport2live@aol.com](mailto:Starrport2live@aol.com)  
8159991267

| Comment | Response                          |
|---------|-----------------------------------|
| 7       | The commenter's opinion is noted. |

7

4)

050405\_02

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"James Landmeier"  
<jimlandmeier@msn.com>  
04/05/2005 10:57 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare expansion

I would like to express my concerns regarding any effects to the St. John's Cemetery. My name is James Landmeier. Landmeier being probably the most common name found on headstones in this cemetery. These ancestors of mine certainly never intended to be in the way of progress, in fact, they were the progressives of their time.

I only ask for their respect.

If it is at all possible, I would hope that the cemetery could remain even if access were limited.

I personally have four great grand parents, two great great grandparents and my father's two stillborn brothers buried there.  
This is of course a very small list of my relatives interred there.

The original building of the airport disrupted an entire family and community almost all of whom came from Schale Germany. Now again we will disrupt this family, this time the voices from beyond have been muted by death.

Thank you for your consideration,  
James W. Landmeier

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050405\_03

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"padges7"  
<padges7@comcast.net>  
04/05/2005 09:29 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: St. Johannes and Rest Haven Cemetery

Please reconsider the destruction of the cemeteries. There is no way that they can all be relocated. At the time those cemeteries were built not everyone use funeral homes. There are not records of each burial. Please do not destroy the history of our ancestors.

1

S. Brown  
Plainfield, IL

050405\_04



bhschulze@aol.com  
04/05/2005 10:02 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare Expansion Plan

To Members of the FAA:

I'm writing this to provide my input on the expansion of O'Hare International Airport, which in my opinion is the least desirable alternative when considering the safety issues raised, the effect on the neighboring villages, and the **negative impact on the cemeteries of St. Johannes and Rest Haven** which would be desecrated when souls buried in these sacred grounds are disinterred.

Many of my ancestors, from both my mother's and father's families, are buried in St. Johannes. My family routinely visit St. Johannes to pay respect to my paternal grandparents, as well as uncles, aunts, and cousins on both sides of the family, and many friends. I feel a sense of history in these visits as the "openness" of the area enables me to, in a small way, spiritually relive the past when our church was also on these hallowed grounds and many of my uncles farmed the land which is now O'Hare Field. So, in a sense, this area still reflects the spirit of the agricultural history which was so important to the development of this geographic area. The desecration of these cemeteries will have a negative impact on me, family, and friends who return here to pay our respects. A very real source of history would also be lost if these cemeteries were destroyed.

I believe the proposed airport in Peotone or expansion of the Rockford Airport are more cost effective and safer alternatives than the O'Hare expansion.

Thank you for your consideration of my thoughts and concerns.

Mr. and Mrs. William H. Schulze

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| Comment | Response                                       |
|---------|--|
| 1       | Please see topical responses I-1, K-1 and K-2. |
| 2       | Please see topical response I-1.               |
| 3       | Please see topical responses B-2 and L-2.      |

050405\_05



Matt Hucke  
<hucke@cynico.net>  
04/05/2005 10:20 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc:  
bcc:  
Subject: O'Hare Airport Expansion Project - endangered cemeteries -  
public comment

The proposed expansion of Chicago O'Hare Airport will destroy two irreplaceable historical resources - St. Johannes and Rest Haven Cemeteries. Please reject this proposal and preserve the integrity of these historic and hallowed sites.

Matt Hucke  
Photographer and Co-Author, "Graveyards of Chicago".  
7446 N Damen #2S, Chicago IL 60645

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050405\_06



Terry pigs123@aol.com  
04/05/2005 10:23 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc Terry pigs123@aol.com  
bcc  
Subject Re: St. Johannes cemeteries

This is in reply to the my concerns of the disrespect of the St. Johannes and the Rest Haven Cemeteries. The violation of our religious freedom -- a First Amendment Right under the United States Constitution to me is unheard of. It is an indecent disinterment of the loved ones of my family and others! My father, sister, Grandparents on both my family sides, Aunts, Uncles, and cousins are all buried at the St. Johannes's Cemetery. Our church was moved under the understanding our cemetery would not be disturbed. This is hallowed ground just as the burial grounds of the Indians are and the are not to be UPROOTED or trespassed on by anyone! I feel the FAA has NO concern for the historical value or the sacred ground that they looking into for the O'Hare Modernization Plan. My family gave up their farm ground to the airport and now the airport wants to take away the resting place of that same family and all the rest of the church families -- they knew the church cemeteries were there when they started to develop and now have NO concern for them now, except for their own concern of modern expansion -- when they were laid to rest it was to be REST IN PEACE!

Sherilyn (Schulze) Sorensen  
47W725 Scott Rd.  
Big Rock, IL. 60511

Related to the Schulze, Schoppe, Runge, Siegrist, Finke, Nagel just to mention a few.

1

050405\_07



"Jean"  
 <shadow0@bellsouth.net>  
 04/05/2005 10:43 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 bcc:  
 Subject: Respect

Dear FAA,

I realize that a vast majority of people are behind modernization and improvement, and I have a problem with that when it shows a complete and utter lack of concern or disrespect for others - alive or dead. Disrupting portions or whole cemeteries, graves, headstones, "the peaceful dead" if you will, is nothing more than government acting through power (the "because we can" mentality). It is a disgrace to you who are in favor of this type of solution to the problem. You will die as we all will. Perhaps you will have another means of "disposal" of your body - which would never come under a disrespectful attack on your resting place. If so, you should not be a voting member as you would not have a vested interest. But, if you should choose to have your body honored with a grave and headstone in your final resting place - then you need to consider what it would be like to have your casket and headstone moved to a different location in the name of progress or "something else done with your coffin and headstone" like dig a big hole, put everyone in it and erect a memorial..... It all sounds very close to Hitler and his mass graves... doesn't it? Consider it carefully. Your decision is being watched by all young people, who will grow up with a conscience of what is respectful, and what is disrespectful. The young learn by example. Your actions will teach them what to care about, when to have compassion, when to be respectful - or when to just do what ever they want - regardless of the cost, or more importantly, other peoples feelings and beliefs. I do not believe that any American has given that much power to one group of people in any section of government willingly. The government is not here to "take from the living and the dead" whatever they want or feel they need. That is a perception on the part of government - which gives every person a bad taste in their mouth.

I am a person who often will give in to the "majority rule", but not when the majority is dead wrong. However, consider this for a moment if you will - a mob is a majority of people moving in a way so as to cause harm. Folks, you look like a "mob" to the general public. It may not be your intention to have yourself addressed in this manner, and it does not make me feel good to address you as such - but it is your actions that bring about this undoing on yourselves.

No one has thought about this hard enough to come up with a more amiable solution. Think about it. There are alternatives to disrupting cemeteries and the families who still care about the ones buried there. They contain not just John Q. Public, but decorated military personnel from across the wars. Where is your honor? How grateful are you for your freedom? Great minds find ways to solve problems by not disrespecting others. Put your collective minds together and come up with a different solution. There is one - you need only work together to find it.

May your souls rest in peace when it is your turn.

Sincerely,  
 Jean Stenzel Kesinger

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

050405\_08

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"June Gengler"  
 <junegengler@earthlink.net>  
 04/05/2005 12:12 PM  
 Please respond to  
 junegengler@earthlink.net

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
 cc:  
 bcc:  
 Subject: O'Hare Expansion

Att: Michael W. MacMullen

I would like to express my opposition to the O'Hare Airport expansion. My specific concern is moving the bodies buried in St. Johannes Cemetery. My father, brother, all four of my grandparents, and a goodly number of other relatives and ancestors are buried there. I believe it would be a desecration to move the bodies, and contrary to the religious beliefs of the deceased. The sad fact is that several of my relatives including a grandmother and grandfather were forced to leave their homesteads with the construction of the airport in the 1950s. I would not want to see them now driven from their graves.

Besides being sacred ground, the cemetery is an historic site, having been there for over 150 years. Many of those buried there were among the early settlers in the Bensenville/Addison township Area. I believe it is important to preserve such a place.

Thank you for your consideration.

June Runge Gengler  
 4309 Shore Acres Rd.  
 Monona, WI 53716  
 608-221-8304

June Gengler  
 junegengler@earthlink.net  
 Why Wait? Move to EarthLink.

1

050405\_09

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Bhlandmeier@aol.com  
04/05/2005 02:49 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: St. Johannes Kirche

To whom it may concern,

When my grandparents, aunts, uncle and my late husbands grandparents, great grandparents, and brothers and more very close relatives were buried at the mentioned cemetery they took for granted it was their last resting place where their other friends were buried. I feel it should stay where it is and always a road to go to visit.

They are not forgotten myself, children, grandchildren, and great grandchildren do go to the cemetery to pay respect to our forebearers and I would not like to see them disturbed.

1

Sincerely, Bertha Harbecke Landmeier

050405\_10

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"tpstrohm@juno.com"  
<tpstrohm@juno.com>  
04/05/2005 06:05 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: St. Johannes Cemetary

Please let our ancestors rest in peace. It is a sad thought that this sacred land could be disturbed. Especially since we have had a recent burial of a family member there.

1

Ed Runge  
Peggy Strohm (Runge)

050405\_11

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Thomas DeVito  
<tomdcarson@sbcglobal.net>

04/05/2005 08:53 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Save the cemeteries

My grandparents are buried at St. Johannes cemetery.

When O'Hare was first being built, my grandmother was forced to move from the farm she had lived on for forty years. (Eminent Domain) Now I find it quite ironic and pathetic that the plans to modernize the airport are threatening to evict her from her final resting place. Or, at least we thought it was her final resting place.

I urge you to please find another solution in your plans to modernize O'Hare, rather than to destroy our cemeteries and displace our deceased families.

Carol DeVito  
Carson City, Nevada

1

050405\_12

| Comment | Response                          |
|---------|-----------------------------------|
| 1       | The commenter's opinion is noted. |



"George Stegmaier"  
<steges@comcast.net>  
04/05/2005 08:00 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject:

chicago sun times has an article about the spin and cheating about o'hare by the mayor of chicago.the  
feds will look into this!  
faa should pay attention to this article.

1

050405\_13



"George Stegmaier"  
<stega@comcast.net>  
04/05/2005 07:55 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc:  
bcc:  
Subject: direct overflights

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response D-2. |
| 2       | Please see topical response E-3. |

i am not in the noise conture map but have contiouse flights over my house and i mean straight up over my house.  
the conture maps chicago publishes are not real.i invaite anybody from the faa to stay at my house to experiance the same thing i experiance every day.  
what chicago puts out is fabrication !  
i hope the the faa is not politicly motivated.

1

please replay.

PS. i talked to someone at faa ( he said he was a former pilot) about an incident i witnessed several years ago here in wood dale,il.,a landing plane dumped fuel over wood dale,it made headlines in the newspapers but the faa person said it is impossible ! leaning in favor of chicago ???

2

050406\_07

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



"Patti Scroggins"  
<patti@foxvalleyucc.org>  
04/06/2005 08:43 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc:  
bcc:  
Subject: Re: OMP

I would like to state my personal objections to the proposed desecration of the St Johannes and Rest Haven cemeteries as part of the O'Hare expansion project. Even though I do not have an ancestor buried there, I cannot imagine the pain that the families who do have loved ones there will experience having them disinterred.

The historical aspect is another reason for my objection. Please do not do this.

Sincerely,

Patricia Scroggins

1

050406\_08

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Jvoss4@aol.com  
04/06/2005 08:10 AM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject: St Johns Cemetery

My great grand parents and many aunts and uncles are at rest in St Johns Cemetery. It is inconcievably that you would condone the destruction of this sacred ground.

1

050406\_09



<klisec@rcn.com>  
04/06/2005 07:54 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Johannes Cemetery

My name is Katherine Lisec, I am an ancestor of the Korthauers who are buried at Johannes Cemetery located inside O'Hare Airport. My great grandfather and grandmother and his father and mother are buried there and were charter members of St. Johannes Church, my great great grandfather built the organ for the church that used to sit next to the cemetery. These people in this cemetery were instrumental in creating Bensenville out of nothing, their names are commemorated on roads and buildings in the area. They and countless others in countless other cemeteries across this country came from foreign countries in the early 1800's and built this country for us and all who come after us. They were pioneers in the true sense. To desecrate the place where they lie would be unthinkable. We give too little thought to who we are, where we come from and what went on before us. I feel we need to start somewhere and take a stand, this is the most appropriate time to do that. I am opposed to the expansion of O'Hare Airport that includes the obliteration of these two cemeteries.

Sincerely,  
Katherine A. Lisec  
1322 Wellington Ave.  
Chicago, Illinois 60657

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050406\_10

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



AJ  
<ancestorseeker@comcast.net>  
04/06/2005 03:53 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Destruction of Cemeteries - St. Johannes and Rest Haven

FAA Personnel:

I am against the destruction of the above named cemeteries. After loved ones have been interred, it is against my belief that they may be disturbed. If land is to be saved, it must be before anyone is buried at the location OR only with the express written permission of ALL descendants of those already buried at the location. As this is an impossible task, leave them alone!

Regards,  
Susan Murphy

1

050406\_11

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



d.berna@mchsi.com  
04/06/2005 12:46 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Rest Haven Cemetery - O'Hare Airport

Gentlemen:  
I am writing to voice my objection to the expansion of O'Hare Airport and the taking of land whereupon my ancestors are buried. This will also have a negative impact upon the historical value of these sacred grounds and the permanent loss of information and/or a place to connect with our ancestors in our genealogical research and pursuits, of which our cemeteries are a most valuable part.  
I appreciate your kind consideration.  
Sincerely,  
Judith B. Berna  
Big Rock, IL. 60511

1

050406\_14



CHeck2543@aol.com  
04/06/2005 09:33 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Cemeteries

To Whom It May Concern:

It was with great dismay and disappointment that I learned of the possible destruction of St. Johannes Cemetery and Rest Haven Cemetery. St. Johannes Cemetery is the resting place of several of my relatives: the Schulze, Landmeier, Runge, and Schoppe families to name a few, and countless other old friends. My grandparents and uncles were buried there because the church was a very big and important part of their lives, and they wished to rest in its hallowed ground until Judgment Day. To have them uprooted and moved would be heart-breaking to many of us, since we would feel that somehow we were not able to honor their wishes and protect their remains. To move those buried over a century ago, before vaults were used, seems even more disturbing.

1

I grew up on a farm only two to three miles west of the western edge of the airport property. Living there from 1947 until I was married in 1969, I felt that I somewhat "grew up" right along with O'Hare Airport. When new neighbors would move into the area and then complain about the noise of the airplanes, we would always defend the airport because "it was there first," and they should have thought about the noise before they moved there. Now I sometimes feel betrayed--our cemetery was there before O'Hare Airport moved into the neighborhood, but the current powers-that-be won't defend the fact that "it was there first."

2

We now avoid flying out of O'Hare Airport as much as possible--it is already too congested. Adding more runways, planes, and traffic would not make me feel any safer. Living near DeKalb, Illinois, I would much rather fly out of Rockford, when possible. Our neighbors fly more frequently than we do, and they find the airport in Milwaukee more inviting and convenient because there is less congestion, and it is easier to get to. I realize that Chicago has more influence than the western part of the state, but considering that the population in the north central part of the state is now growing so quickly, wouldn't expanding an airport further west (say in Rockford) make better sense than adding to the congestion we now have near O'Hare?

3

St. Johannes Cemetery has always been a place of solitude to me, a chance to reconnect with my roots and feel the peace of God. Even hearing the roar of the planes and watching with excitement their lift off or landing on the other side of the fence, I have not lost that sense of peace there. Perhaps it is the excitement of the future and the holy, solitude of the past existing in such close proximity that makes the feeling even more intense and special.

Please consider those buried in St. Johannes Cemetery and Rest Haven Cemetery who can no longer speak for themselves and also consider those of us still living who request that the cemeteries of our ancestors remain on these sacred grounds.

Thank you for taking the time to hear our concerns.

4

Carol Heck  
321 Erickson Gate  
Lee, IL 60530

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical response D-1.          |
| 3       | Please see topical responses B-2 and B-4. |
| 4       | Please see topical response I-1.          |

050406\_15

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



Rdk413@aol.com  
04/06/2005 09:19 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject: O'hare Airport

Do not touch the cemeterys at the airport. Let my Grandparents and everyone else there rest in peace.  1  
Rich Kueking - rdk413@aol.com

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

050406\_16



Amy and Jeff Riddell  
<riddellaj@yahoo.com>  
04/06/2005 08:39 PM

To 9-AGL-600-OMPEIS/AGL/FAA/FAA  
cc  
bcc  
Subject O'Hare International Airport expansion

This is in regards to the O'Hare International Airport expansion, where our St. Johannas Church Cemetery is in the path of new runways. I have many of my ancestors buried there; Landmeier, Runge, Schoppe, and Schulze just to name a few.

Please let our ancestors rest in peace.

Amy Riddell

1

Do you Yahoo!?  
Yahoo! Personals - Better first dates. More second dates.  
<http://personals.yahoo.com>

050406\_17



"Baker, Don"  
<Don.Baker@molex.com>  
04/06/2005 04:54 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Comments regarding FAA preliminary report on O'Hare  
Expansion - Environmental Impact

To whom it may concern ,

Thank you for your consideration.

<<FAA-testimony.doc>>

Don Baker  
Resident, Elk Grove Village  
pH 847-437-2519 home  
630-527-2641 work

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Chinese Japanese



[www.molex.com/confidentiality.html](http://www.molex.com/confidentiality.html) FAA-testimony.doc

To: The FAA  
 Subject: Comments regarding FAA preliminary report regarding the O'Hare Modernization

I am writing to testify before the FAA my feelings about the O'Hare Modernization program and The preliminary review (environmental impact) offered to the public

First I would like to point out this plan is years in the making. The Illinois congress passed legislation to grant Chicago quick take authority over property of towns outside Chicago boundaries with no repayment other than "fair market value". O'Hare modernization takes precedence over all other state statutes as legislation is written and signed by our governor. Questions regarding cost, air space feasibility, and safety have been asked and left largely unanswered by Chicago. The suburbs affected by this plan only have two defenses:

(1) An honest review by the FAA to determine that this is a feasible, affordable, and the best plan to increase air traffic capacity in the Chicagoland region

(2) The courts

It seems apparent the FAA plans to approve a fragmented, fiscally irresponsible, and incomplete plan. The Master Plan calls for 15 billion dollars for runway "improvements" and the necessary support infrastructure and yet the FAA is considering approval for only the 6.6 billion dollar portion, which is largely funded by airlines who cannot afford it. Additionally the constraints on capacity are acknowledged by the FAA report and this additional capacity is to be allocated to airlines who compete with United and American. In other words, United and American fund additional capacity to be allocated to their competitors. I'm sure that will work!!

Let me ask some questions about what a "Master Plan" is. Is it defined as a "Maybe We Don't Need It All" Plan, or a "Pie in the Sky" Plan or a "Dream Along With Me" Plan? I don't think so. According to the American Heritage Dictionary of the English Language 3d edition, the phrase "Master Plan" means: "A plan giving comprehensive guidance or instruction." The word "master" in this context also means "principal", "predominant" or "controlling."

Chicago and the FAA brag about the benefits of expansion but fail to justify or detail the costs in any meaningful way. If you cannot understand the costs, as a purchasing professional I can tell you there is no way you can determine the future benefits. The result will be that the village I reside in and surrounding communities will bear the brunt of property tax reduction, constrained traffic flow, and additional property "quick take" to allow for traffic flow (which no one is revealing to the public except experts WE have to pay for). All this for a bandaid capacity increase.

The FAA review consists of 5000 pages. Two pages mention alternative capacity solutions and how the expansion will be funded. This is unacceptable and violates what the FAA website states is the responsibility!! I certainly hope the FAA plans in their next release to be open and honest about all costs, and repercussions of putting this plan forward, the real benefits, and a real assessment of alternatives. At this point I do not expect it.

I appreciate your consideration of my comments.

Thank you and Regards,

Don Baker  
 Elk Grove Village  
 PH : 847-437-2519, work : 630-527-2641

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| Comment | Response   |
|---------|--|
| 1       | Please see topical response M-7.                         |
| 2       | Please see topical responses A-1, B-8, L-1 and M-1.      |
| 3       | Please see topical responses B-4, F-5, G-3, G-4 and L-3. |
| 4       | Please see topical responses A-3, B-2, B-5 and L-1.      |

050406\_18



"Ronald E. Schultz"  
 <leutsch@earthlink.net>  
 04/06/2005 08:12 PM

To: 9-AGL-600-OMPEIS/AGL/FAA/FAA  
 cc:  
 bcc:  
 Subject: Cemeteries

Dear Sirs:

I am writing in behalf of St. Johannes Cemetery under review for Airport extension at O'Hare Airport or OMP.

I was born and raised in California over 60 years ago. I have family still in the Bensenville area. From there they have settled in Wisconsin, North Dakota, Washington State, Oregon, and California as well as other states. We are well over 100 decedents of our first decedents who travel to the US from Pommerania. They settled there because previous family members had arrived starting in the 1860s. My grandfather with his parents arrived in 1883 along with 6 other siblings – 7 more were born and baptized at St. Johannes. Over the years the Low-German Church of St. Johannes was the center of German life for my family. At their deaths, my Great-Grandparents, Johan & Fredericka Schultz, along with children Luisa Dohé with her husband, and Meta Gedeke who died in childbirth with her child, were all buried there. Johan & Fredericka lost three children in infancy, one – George – died three days after arriving in the US, they are all buried there.

Johan had one brother, and six sisters who all came to the US – Schmidt, Stade, Kolwitz, two Kloth. Bensenville was their first stop. They too have family buried at St. Johannes. Fredericka, nee Schmuggerow, siblings also came. Many still live in the area.

Many of us look at St. Johannes Cemetery as the one location in the US that makes our family one – our roots begin here. This one piece of grounds gives us the sense that our family has celebrated many happy and sad events in their lives at this one location. I have visited the Cemetery on three different occasions. Every time I have deep emotional feelings about where my family came from and who we are today. Moving this entire community would be a complete abomination of what it means to be family, my family in particular.

Keep the Cemetery where it is located now please.

Ronald E. Schultz  
 3970 Joy Road  
 Occidental, CA 95465

707-874-3914  
 leutsch@earthlink.net

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

1

050406\_19



brig808@aol.com  
04/06/2005 06:55 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: St. Johannes Church Cemetary

Dear Federal Aviation Administration,

Concerning the St. Johannes Cemetary, I would like to share my opinion of the unfortunate situation that we are dealing with. I am an engineer at heart and understand the rapid flux in transportation needs and demands. However during the time that my relatives were laid to rest in that sacred cemetary they lived life away from the fast paced transportation of today and deserve to reside in their comfort. This world thrives on less sleep and relaxation for everyone and depends on more work, and faster paced demands of living. If we recieved more satisfaction from a faster lifestyle it would be considered worthwhile, but our life spans stay the same and our stress levels continually grow. O'hare International Airport may be in need of expanding, but where are your limits? I think there should be more research done in other central North American states that could be more condusive to the needs of transportation and fit appropriately with areas to grow. Small towns get smaller and big cities get bigger, you could inflate an area such as Grand Island Nebraska with jobs in the flight industry. Land values could raise, new markets could be discovered and more corporations could be formed in a new more rural atmosphere if a completely new airport were built elsewhere. Airport designs could be exceeding expectations of travelers and uncomfortable traffic for international flights could be deleted. I wish this country could operate more as a country with larger goals in sight than a state or city with deep pockets. Remember when life was here for us to live and benefit the future? Now its all to live the plushest lifestyle in a lifetime, which gets everyone else nowhere. My ancestors worked hard day in and day out, satisfied with their lifestyle and content with yours, it is unfair to be the dictator of where they resided first. I pose no threat on your decision but I hope my support can! be unit ed with yours in a worthy cause elsewhere. You have the posibility to effect my life or posetively effect others in the near future. Thankyou and may the lord be with you and your decision.

Sincerely,  
J. Brigham Landmeier

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| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses B-2 and B-4. |

050406\_20

| Comment | Response   |
|---------|--|
| 1       | Please see topical responses <b>A-1</b> and <b>A-4</b> . |



"Brian Gilligan"  
 <[bgilligan@cityofchicago.org](mailto:bgilligan@cityofchicago.org)>  
 >  
 04/06/2005 06:28 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc "Jeanette Camacho" <[jcamacho@cityofchicago.org](mailto:jcamacho@cityofchicago.org)>, Richard Kula/AGL/FAA@FAA  
 bcc  
 Subject O'Hare Noise Compatibility Commission Comments Regarding OMP DEIS

Mike:

For your information, someone from our office will be dropping off the Comments and attachments from the O'Hare Noise Compatibility Commission (ONCC) for the OMP DEIS by tomorrow morning, April 7, 2005.

Under separate cover, on Mayor Mulder's behalf, we will also forward you the Comments from the Village of Arlington Heights.

If you have any questions once you receive our paperwork, please let me know.

1

Thank you.

Regards,

Brian Gilligan  
 Executive Director  
 O'Hare Noise Compatibility Commission  
 P.O. Box 1126  
 Des Plaines, IL 60017-1126  
 Work Phone: (773) 686-3198  
 Cell Phone: (773) 732-9322  
 Fax: (773) 527-2757  
 E-mail: [bgilligan@ohare.com](mailto:bgilligan@ohare.com)  
 ONCC Website: [www.oharenoise.org](http://www.oharenoise.org)  
 Chicago Department of Aviation Website: [www.flychicago.com](http://www.flychicago.com)  
 O'Hare Property Locator: [www.flychicago.com](http://www.flychicago.com)

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050406\_21

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses I-1 and M-1. |



"Michael Kirchhoff"  
 <michael.kirchhoff@sbcglobal.net>

04/06/2005 06:00 PM

Please respond to  
 <michael.kirchhoff@sbcglobal.net>

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc:  
 bcc:  
 Subject: St. Johannes and Rest Haven Cemeteries - Objection to OMP

In this FAA open comment period I am writing to express by extreme disapproval to the O'Hare Modernization Plan (OMP), which includes plans to desecrate St. Johannes and Rest Haven Cemeteries. These 150+ year old cemeteries are the religious resting places for countless Illinois pioneers who immigrated here and established the family communities and industries that this ill-thought-out plan is set to destroy. Furthermore, as consecrated, holy ground, the forced removal of either cemetery would also be a direct violation of our First Amendment rights to freely worship as a faith community, which includes the burial of our faithful members. Unless I have misunderstood the principles of our nation's founding fathers, this is the foundation upon which this country was established.

Be it recorded as public comment, that I am against any expansion efforts that would destroy either cemetery, or deny access to either one; an access that has been maintained for well over 150 years.

Thank you for your time in reviewing my personal objection to this destructive project.

Rev. Michael M. Kirchhoff, Sr.  
 Bensenville, Illinois

--

All outgoing e-mails from michael.kirchhoff@sbcglobal.net are scanned for viruses.  
 No virus was detected in this outgoing e-mail message.  
 Checked by AVG Anti-Virus.  
 Version: 7.0.308 / Virus Database: 266.9.3 - Release Date: 4/5/2005

1

050406\_24



Debiprn@aol.com  
04/06/2005 03:20 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject O'Hare expansion

My name is Debi (Behrens) Kurcab. I am a descendant of several families who are buried at St. Johannes including the Behrens, Winkelmann's, Kolze's and Finke's. I have been to the cemetery countless times and find it not only a place to reflect on the lives that my ancestors had in order to make my life better, but as a great source of history as well. I have been working on my family tree and have gotten a lot of information from the headstones at St. Johannes.

My ancestors emigrated to the United States from Germany in order to better their lives and that of their children. They came here and had to learn a new language, find a job, food, shelter, and just try to survive. They not only survived, they thrived! They acquired land (where O'Hare now stands), built homes, had families, and farmed for a living. They truly realized the American dream.

I feel that when someone dies and is buried, that should be their final resting ground and they should rest in peace in the spot that their family chose for them. To move these people to a new cemetery goes against not only my beliefs but that of the bible as well.

I am asking you to consider all of this when you make your decision to expand the runways at O'Hare and to leave St. Johannes just as it is - sacred and hallowed.

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| Comment | Response                                  |
|---------|---|
| 1       | Please see topical response I-1.          |
| 2       | Please see topical responses A-1 and I-1. |

050406\_25



Alice Fluegge  
 <alicerinzy@yahoo.com>  
 04/06/2005 04:36 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
 cc  
 bcc  
 Subject O'Hare Modernization Plan

To whom it May Concern,

Please do not approve the expansion of O'Hare Modernization Plan. By doing this you will be destroying our family's histories and religious beliefs. This country was built on religious freedom and I truly believe in separation of Church and State, but at a time when the President himself says that the Church must play a role in the American way of life I find it incredible that you would violate St. Johannes Cemetery a religious burial site for an expansion that is unnecessary. Both Airlines that were to contribute to this expansion have filed for Bankruptcy and you have already provided O'Hare with a solution to the traffic congestion by having less flights take off from there.

The other very serious consideration is that the graves are over 150 years old. Our great-great-great-grandmother Anna Schmidt was buried there June 26, 1853. There was no modern technology, just simple wooden boxes so they simply cannot just be moved intact for as it says in the Bible they have been returned to the soil. The ground itself has become consecrated ground and for that reason alone it should not be violated.

And last but not least the history of that whole area will be wiped clean by one swipe of a pen. That area was where people yearning for freedom from oppression came to live the American Dream and they succeeded. They farmed the land and raised their families and made America and most certainly Chicago what it is today. This cemetery is written history the tombstones say so much about the people and their struggles to erase that is take away something that cannot be replaced.

So I am imploring you do vote against the O'Hare expansion in this form and use another alternative if you must such as a third airport in the south suburbs that desperately need the economic growth and not destroy an area already ripe with and economic growth that you in turn will destroy that thriving area by changing it's landscape forever.

I hope you will listen to the people crying out to you for help in saving our cemetery and the area that these pioneers built around it.

Sincerely,  
 Alice and Robert Fluegge, 6336 Arlington Ave., Las Vegas, NV 89107.

I am sending a copy to President Bush, Vice President Cheney and both Senators from Illinois I hope someone will listen.

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| Comment | Response                                       |
|---------|--|
| 1       | Please see topical response I-1.               |
| 2       | Please see topical responses B-4, B-8 and C-4. |
| 3       | Please see topical response I-1.               |
| 4       | The commenter's opinion is noted.              |
| 5       | Please see topical responses A-1 and B-2.      |

050406\_26



stormseeker419@aol.com  
04/06/2005 03:06 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject OHare expansion

| Comment | Response  |
|---------|---|
| 1       | Please see topical responses D-2, G-4, L-1 and M-1. |
| 2       | Please see topical response I-1.                    |
| 3       | The commenter's opinion is noted.                   |
| 4       | Please see topical responses A-1 and I-1.           |

I would like to express my viewpoint on the O'Hare expansion, which I am very much opposed to. I have MANY reasons for opposing the expansion of O'Hare . . . increased air traffic over my home (where it is already difficult to have a conversation outdoors in the summer!), the hundreds of homes and businesses that are being forced out to make way for the new runways. The cost "guess-timates" continue to grow as more information is released. One of the main reasons I am against the expansion is because of the inevitable loss of the cemeteries that have occupied those grounds LONG before O'Hare was built. I am speaking of the Ravenswood and St. Johannes cemeteries which currently "stand in the way" of the O'Hare expansion.

1

My parents took me to visit those cemeteries when I was a child. My dad worked as a mechanic for United Airlines and many of the airport employees knew of them. I have many fond memories of walking around St. Johannes with my parents, hearing about the history of our suburbs, learning about the German families who settled in this area, lived and died here, thinking they would "rest in peace". I have taken my own children to St. Johannes where I have repeated those stories and shared the history of our community with them. It saddens me to think that they will not be able to share this special place with their own children.

2

While many of the tombstones are (by today's standards) "ancient", there are are newer ones as well, which tells us that this cemetery is still very much in use and respected by the communities and churches affiliated with it. O'Hare has NOT had to care for or upkeep these cemeteries in any way; they are under the watchful eye of a local church community who see to it that the grounds are kept neat and clean. There is even work being done to replace some of the older, worn headstones. If anything, this area should be made a historical landmark because of the Landmeier, Biesterfeld, Rohlwing, Busse (and many more) families who are buried there.

3

It is a crime how these two cemeteries had their protection "stripped away". These are the only two cemeteries in Illinois that no longer fall under the protection of the law. With a ballpoint pen and no regard for the families with loved ones buried there, the mayor and governor have done their best to attempt to bulldoze these cemeteries, hoping for the least amount of resistance. Their stand is that the bodies can be moved elsewhere. It is a matter of principal, however, that the voices of the citizens of this community are not being heard. This is more than a fight over cemeteries; it is a fight for the rights of the community to care for their own private property without the fear of it being taken away.

Please allow our ancestors to rest in peace; TAKE a stand AGAINST the O'Hare expansion and MAKE a stand FOR the people of the surrounding towns who are going to lose so much in this battle over two small plots of land.

Thank you for your consideration,

4

Tracey Partin  
stormseeker419@sbcglobal.net  
stormseeker419@aol.com

050406\_27



We335@aol.com  
04/06/2005 01:08 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject St.Johannes Resthaven Cemeteries

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

I am writing to express my objection to the proposed moving of the two cemeteries mentioned above.

I have several generations of ancestors buried at St.Johannes. Considering that burial vaults were not used when many of them were interred, how can we realistically state that they will be "relocated" intact? It seems much more likely that their remains, instead of being forever in peace in Holy ground, would simply be paved over by roadways/runways.

1

My beloved father was killed in a car accident on September 14, 2003. His wish was to be buried with his parents at St. Johannes. His cremains have been in my home since his death as I cannot psychologically nor morally fathom the idea of a "temporary" committal. Furthermore, my maiden 83 year old Aunt, his sister, has also lived her entire life knowing that she would be buried with her parents at the cemetery. Her health is extremely fragile -- her ability to survive the year is doubtful. How would you suggest I tell her that she will cannot be at Eternal rest with our ancestors?

My mother's second youngest sibling has been resting in the cemetery since his passing as an infant. How can anyone seriously contend that his "final resting place" will be relocated to another sacred location?

Please, allow my relatives the dignity of remaining at Peace with God in their consecrated resting places. And allow myself and my remaining family to bury my father, and my Aunt when her time comes, in the location that has been our legacy for generations.

Thanks you for your time. I will pray that you will never have to contend with a similar situation with your loved ones. Sincerely, Janice Horn

2

050406\_32

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.  
 Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Melesio Faustino S.  
Last(Apellido) First(Nombre) MI

Address: 207 Kings Way McHenry IL 60051  
Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

*I'm a Union Carpenter I rely on the work at O'Hare International Airport to support my family.  
 I'm for the O'Hare Modernization*



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

050406\_33

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |



earlytorise@juno.com  
04/06/2005 10:27 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: St. Johannes & Rest Haven

Dear Sirs:

Even though modernization of O'Hare is important to Illinois 's economy , I think all who have relatives buried , of which I am one, at these cemeteries should know that the city and the governmental bodies involoved will treat those remains with proper dignity as they would have their loved ones treated. Transferring them to another location is appropriate , but to do nothing is not .

Earl Nickelson  
Rockville , IN 47872

Related directly to the Biermanns

1

050406\_34



"Faith Bugel"  
<FBugel@ELPC.org>  
04/06/2005 10:03 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Extension to OMP DEIS Comment period

Please let me know if it is possible to get an extension or approval to submit a comment late after the April 6 deadline. Thank you.

1

Faith E. Bugel  
Staff Attorney  
Environmental Law & Policy Center  
35 E. Wacker Drive, Suite 1300  
Chicago, IL 60601  
Ph: (312) 795-3708  
Fax: (312) 795-3730

| Comment | Response  |
|---------|---|
| 1       | The ELPC's comments on the DEIS, document number 050426_01, has been responded to by FAA, beginning on page U.4-821 of this appendix.<br><br>Also, please see topical response <b>A-4</b> . |

050406\_35

| Comment | Response                                  |
|---------|---|
| 1       | Please see topical responses A-1 and A-4. |



grace w gathman  
<wallace26@juno.com>  
04/06/2005 09:26 AM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject: Resthaven Cemetery

I would like to add our names to the list of people who would like to save Resthaven from destruction. My husband has at least 15 relatives who are buried there. His grand parents, and great grand parents who were some of the early settlers in Schaumburg. Heinrich and Mary Biermann spent there whole lives in the area, gave a piece of land to build a church on, and have lain in consecrated ground for over 100 years. Is there really a bonafide reason to raze that cemetery--or is just greed and corruption?

When his grand parents and aunts and uncles were buried there the families thought that this was a place that would forever be a "rest haven" for them. Will their remains be bulldozed during the night, and bits and pieces be given to the families? Where will they be reburied?  
Thank you for reading this. Richard O Gathman and Grce W. Gathman

1

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response M-4. |

**COMMENTS:** Please mail your comments on the O'Hare Modernization Draft Environmental Impact Statement by March 23, 2005.

050407\_01

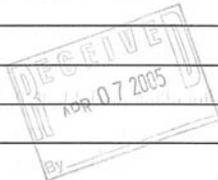
Por favor envíe por correo sus comentarios para el Borrador de Estudio de Impacto al Medio Ambiente, antes del 23 de marzo del 2005.

Name: Preisler Alexander R  
 Last(Apellido) First(Nombre) MI

Address: 82 Abberwood dr. Romeoville IL 60446  
 Street Address(Calle/Apartamento) City(Ciudad) State(Estado) Zip(Zona)

I agree with the expansion, More  
 Jobs will be made. And the growth  
 for the city can make it a better  
 place to be.

1



050407\_02



MFGardner@aol.com  
04/07/2005 09:35 AM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA  
cc  
bcc  
Subject Cemeteries should not be displaced by O'Hare expansion

The destruction of St. Johannes and Rest Haven Cemeteries by the plan proposed for modernization of O'Hare Field in Chicago is a violation of religious freedom for those with relatives buried there (such as me). Some of the graves (including those of my ancestors) were made when coffins were made of wood and these will have deteriorated and cannot be respectfully moved. Therefore they should be left in place.

In addition, the cemeteries, still in use today for burials, by the way, have an historic value as well as a religious significance.

Allowing the desecration of these cemeteries will set a terrible environmental precedent and will add to the disrespect of our time for anything older or religious.

PLEASE DO NOT ALLOW THE GRAVES TO BE MOVED.

*Marilyn Gardner*

Marilyn Gardner  
1630 Madison Street  
Evanston IL 60202-2036  
847-866-9159

| Comment | Response                         |
|---------|----------------------------------|
| 1       | Please see topical response I-1. |

1

050408\_01

**From:** Kevin.Colbert@faa.gov on behalf of OMPEIS@faa.gov  
**Sent:** Tuesday, April 12, 2005 6:40 AM  
**To:** geokline@comcast.net  
**Subject:** Re: O'Hare Modernization Project

Message Received, Thank-You

geokline@comcast.  
 net  
 04/08/2005 09:21 AM To: 9-AGL-600-OMPEIS/AGL/FAA@FAA cc: Subject: O'Hare Modernization Project

To: Mr. Mike MacMullen or Designate

I realize that the date has passed for written comments concerning your O'Hare Modernization Draft Environmental Impact Statement. Unfortunately, I was out of town in late March and was unable to send you my comments. Hopefully, you will still take time to read and consider this input.

1

My comments, at this point, are simple. I wonder if you and the FAA are aware that the Medinah and surrounding area is a flight path for certain migratory birds, such as Cranes? Every Spring and Fall I'm able to stand in my yard and watch them fly overhead and listen to them. We currently have planes from O'Hare overhead as well, but that is for just one runway. Not eight as is currently planned for East / West direction. These planes have come since we lived here. And, in many ways, have destroyed the beauty of our surroundings and disrupt alot of the peace that comes from living in an area such as Medinah. Medinah is unincorporated, we have no industry or businesses located here. We connect with forest preserves and Medinah Country Club so we do have alot of wildlife and quite a bit of water fowl due to Spring Valley Lake located right here. The O'Hare planes are out of place here and make an impact that is not at all natural. It is very unfortunate when people need to close their windows on a beautiful summer evening in order to be able to have a conversation or listen to TV or sleep. The planes we currently have, when the flight pattern is over our house and neighborhood, come

2

| Comment | Response   |
|---------|--|
| 1       | Please see topical response A-4.   |
| 2       | Please see <b>Chapter 5, Sections 5.10 and 5.11</b> of the EIS for FAA's assessment of impacts to biotic communities, as well as threatened and endangered species.<br><br>In addition, detailed information on the species studied by the FAA can be found in <b>Appendix N</b> of the EIS. |

about every 30 seconds, one right after another, much lower than they use to be 5 years ago (for some reason) and you feel like you are under seige! We've got a wonderful deck and I invite you and any other government figure to come try to sit and enjoy that when we are in the flight pattern. I realize that there is nothing we can do about the planes we currently have overhead, but at least with the current O'Hare configuration, we do get some relief at times! The planes take advantage, I assume, of the different runway directions that exist at O'Hare today. Simply stated, for as much air traffic O'Hare takes on, runways going in all different directions so that each surrounding community gets planes some of the time, seems to be the only FAIR approach. Unfortunately, Mayor Daley and most of the executive directors from the Chicago Chamber of Commerce who are pushing this project do not live anywhere near the communities that are impacted by all of the O'Hare air traffic. The most "un-American" thing about this is Mayor Daley and all of the politicians around the country pushing for this O'Hare modernization are not my elected officials and I have no way of making my vote count. Mayor Daley is not my mayor -- he's mayor of Chicago only! And yet, with his plans for O'Hare, he impacts so many people for whom he is not Mayor. It's like taxation without representation! And trust me, he does not have planes flying low and ! constant

3

over his house!!

I realize that all your draft reports so far indicate that environmental impact from this proposed project is minimal. That's easy for those not directly impacted to say that. Did you really come study an area such as Medinah, did you sleep in someone's home for a while to experience being awakened at 2 am or 4 am by low-flying, very loud planes? Did you observe the migratory birds? Did you talk with people about how it impacts them personally? Just curious. I simply can't foresee what it will be like if all O'Hare runways are directed right at us (West of O'Hare). It will be horrible!

4

Thank you for your time.

Sincerely,  
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| Comment | Response                                  |
|---------|---|
| 3       | Please see topical responses D-1 and D-2. |
| 4       | Please see topical responses A-1 and M-1. |