

050203_01

FAA-050218-005



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

Don Young
Chairman

James L. Oberstar
Ranking Democratic Member

Lloyd A. Jones, Chief of Staff
Elizabeth Moxham, Chief Counsel

David Reynolds, Democratic Chief of Staff

February 3, 2005

Honorable Marion Blakey
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

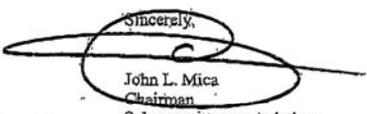
Dear Administrator Blakey:

Attached is information provided to me that outlines concerns with respect to Chicago's O'Hare Modernization Plan. I would appreciate your views and comments on these issues.

Obviously, we need to develop more airport and runway capacity across the Nation, but we need to ensure that the benefits of any expansion project will be realized once it has been completed.

Thank you for looking into this matter.

Sincerely,


John L. Mica
Chairman
Subcommittee on Aviation

Comment	Response
1	Comment noted. The FAA provided an interim response to Congressman Mica's letter on March 29, 2005 indicating that responses would be forthcoming in the Final Environmental Impact Statement (EIS) and Record of Decision. Although the Congressman's letter was not included in the Final EIS, the concerns raised in the letter were addressed in the Final EIS.

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O'Hare Modernization Program (OMP) Fact Sheet

Cost

- At least \$15 billion (not \$6.6 billion as City initially claimed). City refuses to release detailed quantity and unit cost estimate (cost likely higher). City claims \$billions in project elements are "optional" (e.g., terminals) but without these components, O'Hare cannot handle City's projected passenger growth.
- No detailed cost analysis-FAA does not have detailed cost analysis of the O'Hare project, despite statutory requirement that project must pass cost-benefit test for FAA funding (49 U.S.C. § 47115(d)(2)).

OMP Cannot be Financed

- FAA has no comprehensive financial plan to pay for OMP.
- Chicago cannot meet statutory requirement that City must demonstrate that "enough money is available to pay the project costs" from non-federal sources (49 U.S.C § 47106).
- OMP will require \$60-100 million per year in AIP discretionary funds—The City has already applied for an LOI for \$300 million in AIP discretionary grants just for Phase 1.
- AIP discretionary pool cannot afford OMP.
- City's Master Plan says funding requires increase in PFCs from \$4.50 to \$6.00-legislation required for this increase.
- O'Hare airlines cannot afford OMP.
 - o UAL in bankruptcy, struggling to survive and is cutting costs and cannot support special facility bonds.
 - o AA just escaped bankruptcy and is cutting costs.
 - o O'Hare cost per passenger will triple to nearly \$30 per enplaned passenger—one of the highest in the nation.
- "Majority In Interest" airlines have already vetoed the major terminal component of the O'Hare expansion plan (the so-called "World Gateway" terminal project).

After OMP Delays Will Be Worse With Very Little Additional Capacity

- According to FAA an airport is at practical capacity when average annual delays reach 4-6 minutes per operation, beyond that delays increase exponentially (according to FAA's most recent NPIAS Report to Congress).
- After \$15 billion, O'Hare will reach its practical capacity and become gridlocked at less than 1.2 million annual operations (current level 950,000).
- After \$15 billion, within three years of completion (2016)
 - o 11 minutes average all weather delays- (compared to 9 minutes current delays*)
 - o 43 minutes IFR delays- (compared to 39 minutes current delays*) (*City's January 2003 delay analysis.)
- Phase 1 of OMP (two new runways) will produce worse results
 - o At only 1.1 million operations, according to FAA/City's own analysis, delays will be
 - 11 minutes average all weather
 - 52 minutes IFR

Comment	Response
2	The FAA responded to this comment in Chapter 1, Section 1.7 of the Final EIS and the topical response L-1 on page U.5-44 of Appendix U of the Final EIS. FAA funding decisions regarding the project will be made after issuance of this Record of Decision. This ROD provides eligibility for Federal grant-in-aid funds and/or PFC (see Section 13 of the ROD). In a separate process, the FAA is currently reviewing the City's submittal for an Airport Improvement Program (AIP) Letter of Intent application including a benefit-cost analysis.
3	<p>The FAA respectfully disagrees with this comment. Each of the issues raised by this comment that "OMP cannot be financed" was raised in great detail in comments made on the Draft EIS and responded to by FAA one-by-one in the Final EIS. The FAA directs the commenter to Appendix U, Section U.4 of the Final EIS, pages U.4-558 through U.4-580 for the FAA responses to these issues.</p> <p>With regard to bullet 1, the FAA notes that the City of Chicago does have a financing plan within their Master Plan, and the FAA has reviewed the plan, see Section 1.7 of the Final EIS.</p> <p>With regard to bullet 2, the FAA responded to each of these comments in addressing comments filed by Karaganis-Cohn on September 6, 2005. See response to comment 4, beginning on page A.2-78 of this Appendix A of the ROD.</p> <p>With regard to bullets 3-7, the FAA responded to each of these comments in addressing comments filed by Campbell-Hill on April 6, 2005. See response to comments 101 - 109, beginning on page U.4-565 of Appendix U of the Final EIS.</p>
4	The FAA respectfully disagrees with the comment that "[a]fter OMP Delays Will be Worse With Very Little Additional Capacity." The FAA responded to each of these comments in addressing comments filed by Campbell-Hill on April 6, 2005. See comments 43-87, beginning on page U.4-525 of Appendix U of the Final EIS.

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- o City already rejected Phase I as a viable alternative because it "reaches excessive delays and gridlocks." City Master Plan Section 5.1.4, page V-42.
 - Airlines have only agreed to Phase I (i.e. City received "Majority in Interest" approval only for Phase I).
 - Full OMP impossible to finance (American has already vetoed terminal portion).
 - Both Phase I and or/OMP leaves Chicago region far short of the needed capacity — OMP cannot accommodate projected O'Hare traffic, let alone the regional shortfall that will result with Midway being soon over-capacity.
 - Ten years of construction chaos and disruption.
- Destruction Before Decision**
- City and FAA Using Piecemeal Process Leading To Approval of Airport Layout Plan
 - o Before FAA evaluates full costs of project.
 - o Before FAA determines if plan can be financed
 - o Before FAA determines if benefits outweigh costs
 - FAA plans to issue a tentative decision in February (a Draft Environmental Impact Statement) before it has evaluated the merits of the project.
 - DEIS will create a fait accompli.
 - Once ALP approved the City will acquire and demolish homes, businesses and religious cemeteries.
 - Once ALP approved and properties/cemeteries demolished, Government will be committed to completing the project.
- Impact on Religious Cemeteries**
- Two 150 year old religious cemeteries will be destroyed by OMP.
 - The cemeteries remain active religious institutions' for worshippers who believe that the cemeteries are sacred ground and the remains must be undisturbed until Judgment Day.
 - Religious Cemeteries are protected by the Federal Religious Freedom Restoration Act and First Amendment of U.S. Constitution
 - RFRA requires FAA to demonstrate
 - o Compelling governmental need for destruction of religious cemeteries
 - o No alternative that would avoid destruction.
 - FAA cannot meet RFRA requirements
 - o OMP will cost too much, can't be financed and will increase not reduce delays.
 - o There are a number of on-airport and off-airport alternatives
 - Implementation of FAA Delay Task Force Recommendations
 - Other on-airport configurations
 - Reliance on other airports, including the proposed South Suburban Airport
 - Demand management
 - O'Hare currently has demand management hourly flight cap
 - LaGuardia has flight cap/lottery and high-density rule slot limits
 - DCA has high-density rule slot limits

Comment	Response
4	See the previous page for the response to this comment.
5	<p>The comment was written prior to the publication of the Final EIS. In response to similar comments received on the Draft EIS, the FAA presented further information on its review of the cost estimate and the financial feasibility of the proposal in the Final EIS in Chapter 1, Section 1.7. FAA has concluded that it is reasonable to assume that, based upon the impact O'Hare has on the Chicago region, as well as the NAS, and the benefits to the regional economy, there will be sufficient funds to complete the City's proposal. Further, in response to comments on the Draft EIS, FAA reviewed additional cost-related information applicable to the project. For purposes of this review under the National Environmental Policy Act (NEPA), the FAA has concluded that the estimated costs of the project are reasonable. In addition, FAA believes that with a project of this magnitude and importance, the availability of projected funding sources is sufficiently reasonable and capable of being obtained. This determination is made without prejudice to evaluation of the City's pending Letter of Intent request, which is a separate process from this environmental analysis.</p> <p>Additionally, FAA responded to similar comments filed by Karaganis-Cohn on September 6, 2005. See response to comment 2, beginning on page A.2-78 of this Appendix A of the ROD.</p>
6	<p>The FAA has considered the impacts to both Rest Haven and St. Johannes cemeteries. Since the publication of the Final EIS, the FAA has determined that Rest Haven can be left in place. In response to comments received on the Draft EIS, the FAA evaluated alternatives and derivatives of alternatives that would avoid the acquisition of the cemeteries; this evaluation is contained in Section 3.6 of the Final EIS. In addition, the Final EIS at Section 5.22 presented the FAA's proposed findings with respect to issues arising under the First Amendment and RFRA. The Agency invited public comment on those tentative findings. After careful consideration of those comments, the FAA has made its final determinations under the religious liberty issues at Section 12 of this ROD. These determinations are fully responsive to the comments presented here.</p>

"Western Access" To O'Hare Is A Myth

- "Western access" requires that the best two runways (14/32s) be destroyed.
- "Western access" assumes that either United or American will finance a "western terminal" far from their core terminals — American won't do it and United cannot afford it (United already in default on the terminal 1 bonds.)
- "Western access" requires passengers with unchecked baggage using the existing terminals to park their cars in a western lot — take bus to the western terminal — and then take 1 hour off-airport bus ride to the eastern entrance to the airport.
- For a cost exceeding \$15 billion, "western access" gives passengers a one hour bus ride.

FAA Should Defer ALP and DEIS Until It Fully Evaluates the Merits of OMP

Document #: 1454598 v.1

Comment	Response
7	<p>The FAA respectfully disagrees with the comment that "'Western Access' To O'Hare Is A Myth."</p> <p>With regard to bullet 1, while it is true that Runways 14R/32L and 14L/32R are phased out with the selected alternative, it is only 14R/32L that is decommissioned due to the development of western access including a western terminal. More importantly, the runways are planned to be decommissioned to reconfigure the airfield resulting into a more modern runway configuration, (i.e. DFW). The future airfield would result in 6 parallel runways with two-crosswind runways.</p> <p>With regard to bullet 2, The FAA responded to each of these comments in addressing comments filed by Campbell-Hill on April 6, 2005. See comment 103, beginning on page U.4-568 of Appendix U of the Final EIS.</p> <p>With regard to bullets 3-4, the FAA responded to this comment in the topical response F-4 on page U.5-30 of Appendix U of the Final EIS.</p>
8	<p>The FAA has responded to this issue in Section 10.1.1 of this Record of Decision.</p>

050405_01

Comment	Response
1	Thank you for your comments regarding the Environmental Impact Statement (EIS).

April 5, 2005

Federal Aviation Administration
Great Lakes Region Headquarters
2300 E. Devon Avenue
Des Plaines IL 60018



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ODI
BC

C. L. Hunziker, Regional Administrator

Due to a 2-month bout with the flu, the following statements and opinions - modifying my original comments regarding the proposed O'Hare airport expansion previously submitted in 2004 - were delayed. However I believe you will find the enclosed material of interest. Since I'm now semi-retired, any enhancement of the said material would be possible in person if it is so desirable.



Sincerely yours,

Richard Blomberg

R. Blomberg
P. O. Box 292
Elmhurst IL 60126-0292

*NOTE: The following (4 pages)
was submitted in written
form (originally) and
mailed on April 6th 2005
- Tom*

2005 Great Lakes Region Airport Upgrades

The total number of runways proposed in Chicago's O'Hare International Airport plan is both excessive and unnecessary now and in the foreseeable future. While the number of aircraft operations is increasing, the increasing percent of smaller aircraft - which create less turbulence - require less time between takeoffs. This results in increased aircraft takeoff operations for a given runway. As an example, T-tail B818 (i.e. MD design series) aircraft can takeoff at a rate of 2 to 3 per 2-minute interval while B747-400 aircraft takeoff at a rate of 1 per 2-minute interval.

However this increasing range of aircraft sizes create both potential and actual operational problems in air traffic control. A relatively small regional jet released too soon behind a B747-400 can encounter control problems due to air turbulence. And the same regional jet should follow 2 to 2.5 minutes (not 30 seconds) behind a B747-400 (for the same reason) in the landing pattern. Due to shorter average takeoff intervals, the existing O'Hare runways might be adequate for takeoff operations depending on the aircraft mix. However for aircraft safety and airport performance, two (2) additional east-west runways are needed for aircraft size separation. The relatively short proposed east-west runway at the north end of O'Hare would serve regional jets and like sized smaller aircraft. In contrast, the longest O'Hare runway (i.e. northwest L32-14) would primarily be used for the largest aircraft including the B747-400 and the even larger A380. This would maximize aircraft safety and airport performance while decreasing air traffic controller operational stress and potential operational errors provided the present TRACON equipment is upgraded. At this time there is no proven need for any additional runways south of the present passenger terminal area that could create undesirable operational problems.

The following prudent steps need to be taken to safely improve the Chicago area (i.e. Great Lakes Region) aircraft operations:

1. The marginally operating TRACON equipment needs to be replaced prior to the implementation of any airport runway upgrades. With increasing aircraft densities, even a short shut down of aircraft movement control in this region could be disastrous particularly during bad weather. [Refer to attached TRACON equipment article.]
2. The number of O'Hare aircraft gates needs to be increased at the undeveloped east end of the present passenger terminal complex (previously vacated by an air cargo company). And a new large aircraft passenger terminal needs to be constructed separate from and west of the current terminal complex. (The current terminals cannot process 535 intercontinental passengers exiting together from a single aircraft like the A380. And the increasing range of aircraft size presents safety problems in aircraft ground movement; the 262-foot wingspan of the A380 is 50 feet greater than the B747-400.)
3. The 2 new parallel O'Hare east-west runways north of east-west runway R27-9 and the present passenger terminal complex should be the extent of the O'Hare airport runway upgrade. (These 2 runways are cost effective and will significantly increase both airport safety and operational performance. Additional

Comment	Response
2	<p>The comments regarding the number of runways needed at O'Hare are noted. Primarily, the comments made are in relation to the dynamic fleet mix used by airlines at O'Hare. The FAA carefully considered the items mentioned in the commenter's remarks in the analysis conducted for the EIS. In fact, the FAA did take into account the changing O'Hare fleet mix used by the airlines serving O'Hare. The commenter correctly notes that the fleet mix has much to do with the capacity of the airfield, as well as runway length and aircraft in-trail separation requirements. In a very detailed, thorough, and carefully conducted airfield and airspace simulation modeling analysis, the FAA evaluated the existing airport, as well as other airfield alternatives taking into account the fleet mix and associated in-trail separations. This simulation modeling analysis projects the levels of delay associated with the various alternatives considered including alternatives with less runways than the City of Chicago proposed. In addition, the FAA notes that an Air Traffic Working Group, consisting of air traffic controllers from the Chicago O'Hare Airport Traffic Control Tower, the Chicago O'Hare Terminal Radar Approach Facility, and the Chicago Air Route Traffic Control Center, and other experts reviewed and concurred with the simulation modeling analysis. Through this intensive review, the FAA has found that the levels of delay associated with alternatives involving less airfield development (i.e. less runways) demonstrate the need for each of the runways proposed by the City of Chicago.</p> <p>For further information, the FAA directs the commenter to Appendix B of the Final EIS, where there is a presentation of the fleet mix utilized for each year of analysis for both the unconstrained flight schedule in Table B-10, page B-20 (assuming improvements at O'Hare) and the constrained flight schedule in Table B-12, page B-28 (assuming the existing airfield at O'Hare). In addition, details regarding the simulation modeling is presented in Appendix D of the Final EIS.</p>
3	<p>FAA continually monitors its equipment needs and updates and upgrades the equipment as needed.</p>
4	<p>Alternative C, the selected alternative, includes a new western terminal as well as two new terminals in the existing terminal area to accommodate the projected level of passengers. Alternative C also includes improvements to the airfield to accommodate New Large Aircraft (NLA) such as the forthcoming Airbus A380. With regard to the purpose and need and alternatives considered, the FAA directs the commenter to Chapters 2 and 3 of the Final EIS.</p>

excessive costly runway expansion would result in the same problems presently facing the St. Louis area.)

4. A southern runway should be built, but at Chicago's Midway Airport. (Parallel to the present single northwest runway – with the same east and west boundaries – it would provide the same operational latitude being sought for the O'Hare airport.)

-rcb

Comment	Response
5	As noted in response to comment 1 above, the FAA has found that the levels of delay associated with alternatives involving less airfield development (i.e. less runways) demonstrate the need for each of the runways proposed by the City of Chicago. In addition, the FAA notes that the existing airfield currently has 6 runways (2 east-west, 2 northwest-southeast, 2 northeast-southwest). Alternative C, the approved alternative, would include a total of 8 runways (4 east-west and 2 northeast-southwest). Finally, in a process separate from this EIS the FAA is reviewing, the benefit-cost analysis as a part of the Agency's review of the City of Chicago's Letter of Intent (LOI) application for airport improvement grant funding. A decision has not been reached on this request.
6	In accordance with the National Environmental Policy Act of 1969 (NEPA), the FAA is required to evaluate the City's proposal and alternatives to it from an environmental standpoint. Currently, the City is not proposing the addition of a runway at Midway, and it is unlikely they would consider it given the constraints surrounding the airfield. For further information on Midway, see Appendix C of the Final EIS.



NATCA's take on FAA staffing report: A "Wal-Mart solution in a Tiffany box"

January/February 2005
Vol. 19, Issue 1

Recent report criticizes agency for slowing down STARS timetable

The Department of Transportation inspector general's office recently released a report spotlighting the Federal Aviation Administration's troubled record on terminal modernization and implementing Standard Terminal Automation Replacement System (STARS).

"Faced with additional cost growth in the STARS program, FAA is rethinking its terminal modernization approach - a long overdue step that should have been taken several years ago," the report stated. And a number of large TRACONS - Chicago, Denver, Minneapolis and St. Louis - are still functioning on 1970s-era displays.

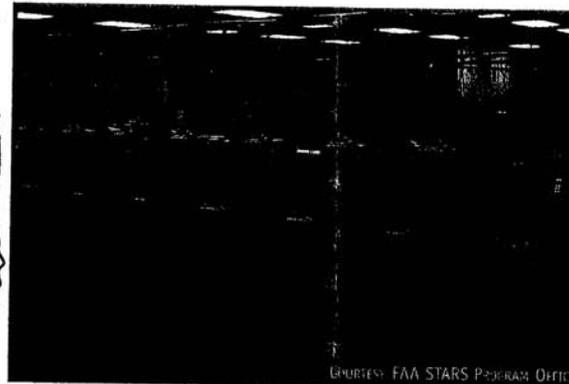
While the FAA initially planned to completely upgrade to STARS by this year, it has extended its timeframe to 2008 at key facilities where the need for updated software is most urgent.

At Denver TRACON, the out-

moded displays lock up sometimes as often as once a week; Chicago controllers also experience similar problems. Ray Gibbons, the facility representative at Chicago TRACON, remarked in the *Chicago Tribune* "the antiquated system we are working with today is pushed to the limit every day. The radar scopes frequently lock up, and the locations of aircraft do not update on the screen. Sooner or later, the dam is going to burst."

Doug Fralick, NATCA's director of safety and technology, agreed with the report and noted that its findings echo the union's position on the FAA's slow implementation of STARS. "We agree with the findings of the report. These facilities simply cannot afford to wait until 2008 for updated displays," he remarked.

NATCA President John Carr and Fralick met with the inspec-



COURTESY: FAA STARS PROGRAM OFFICE

A recent report criticized the FAA for its slow implementation of Standard Terminal Automation Replacement System (STARS) at various facilities.

tor general's office several months before the report came out and voiced NATCA's concerns about the agency's timetable for deploying STARS.

According to the report, the FAA's budget estimate was \$2.1 billion in 2004, which was over \$300 million more than the previous year. The report noted:

"FAA is now operating in a constrained budget environment and has very little ability to absorb further cost growth in any of its acquisition programs."

Yet, the need for upgrade at some of the nation's largest terminal facilities will remain dire for the foreseeable future.

W.D.P.C. CLIP X => PMA (CURRENT LACKS) 7/6

050523_01



Donald Bekeleski
 <dbekeski@yahoo.com>
 05/23/2005 12:30 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA
 cc
 bcc
 Subject OMP SEC 303/4F & AIR QUALITY

Dear Sir:

I tried and can't seem to get the document to open on your web site. Irregardless, right from the beginning this plan stinks! It is going to cost way over what Daley is saying. The airlines that are picking up the tab are in deep financial trouble. The runway design (criss cross) in certain areas is totally unsafe. It will destroy the tax basis of Elk Grove. It will put thousands of people out of work if their employer is torn down. There is only so much air space up there and you can't clog it up with more planes. It creates more noise nuisances and air pollution.

Lastly please don't approve this in the name of politics!

You are bigger than that--you are the Federal Government!

I pray you see this plan for what it is ---FLAWED.

Sincerely,
 Donald, Nancy, Pamela Bekeleski
 1506 Haise Lane
 Elk Grove Village, IL 60007

A GUN IN THE HAND IS BETTER THAN A COP ON THE PHONE!
 THOSE WHO TRADE LIBERTY FOR SECURITY HAVE NEITHER!

Do You Yahoo!?
 Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Comment	Response
1	<p>Thank you for your comments regarding the Environmental Impact Statement (EIS). Each of the issues raised by the commenter were taken into account in the EIS. The FAA refers the commenter to the following sections of the Final EIS: the cost estimates for the project (see Section 1.7 of the Final EIS), the need for improvements (see Chapter 2 of the Final EIS), the safety of the proposed airfield layout (See Appendix U, Section U.5, response to comments K-1, K-2), the potential tax loss to surrounding communities (Section 5.4 of the Final EIS), the impact on employment (Section 5.4 of the Final EIS), the implications to the surrounding airspace (Chapter 3 of the Final EIS), as well as noise (Section 5.1) and air quality impacts (Section 5.6).</p> <p>The FAA also directs the commenter to Appendix U, Section U.5 of the Final EIS, where the FAA responded to the very same issues raised by the commenter. Section U.5 can be found in the beginning of Volume 9 of the Final EIS. In addition, the FAA notes that the commenter's previous comments and FAA's respective references to responses on the Draft EIS, can be found in Section U.10 on pages U.10-81, U.10-103, and U.10-157.</p>

1

050728_01



Kinthu@aol.com
07/28/2005 04:55 PM

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

I would like to go on record as opposing Mayor Daley's proposed airport configuration as "approved" by the FAA today. To suggest that an airport redesigned to handle many more flights will have no impact on the quality of life around the airport is ludicrous. One need only look at the clear skies following the flight restrictions of September 11, 2001, to prove that our air is already adversely impacted and will continue to suffer worsening if this ill-conceived plan is allowed to be built.

1

Are you aware that NOBODY believes this project can be brought in anywhere near the proposed budget? Conflicting figures of \$6.8 billion, \$12B, \$15B and a hair over \$20B have been cited by reputable authorities. Which figure do you imagine will come closest to the final cost? And where are the bankrupt major airlines supposed to get all this money?

2

Please do not approve this project. Instead, build us the much-needed third airport near Peotone.

3

Thank you,
Deborah J. Kinnard
Taxpayer, flier and registered Voter

Comment	Response
1	The FAA notes the commenter's opposition to Agency approval of the City's proposed O'Hare Modernization Program (Alternative C). The FAA also notes that the air quality assessment of the proposal can be found in Section 5.6 of the Final EIS. Finally, the FAA directs the commenter to response E-1 beginning on page U.5-25 of Appendix U of the Final EIS.
2	<p>In the Final EIS, in responses to similar comments received on the Draft EIS, the FAA presented further information on its review of the financial feasibility of the proposal in the Final EIS in Chapter 1, Section 1.7. The FAA's presentation of the cost estimate is contained in Table 1-11 of the Final EIS.</p> <p>With regard to the effect of the bankruptcy of airlines, the FAA notes that the Agency has conducted a sensitivity assessment of the financing plan for the OMP, including a what-if scenario involving the loss of a hubbing carrier at O'Hare. This sensitivity assessment examined a number of mechanisms the City could employ should part of the funding for the project not be implemented as planned. These mechanisms include deferral of improvements, use of contingency, increased debt issuance, and short-term borrowing. The sensitivity assessment demonstrated that changes in cost per enplaned passenger resulting from the use of these mechanisms would not be substantial and in some instances could be offset by cost benefits from the project's implementation.</p>
3	The FAA has selected Alternative C (the City of Chicago's alternative) in this Record of Decision. In the EIS, the FAA did evaluate the proposed South Suburban Airport as an alternative to improvements at O'Hare, however this alternative did not meet the purpose and need, (See Chapter 3 of the EIS). Further, the FAA notes that the Agency is currently conducting an Environmental Impact Statement for the proposed South Suburban Airport. Finally, the FAA directs the commenter to response B-2 beginning on page U.5-7 of Appendix U of the Final EIS.

050729_01



Chuck Ellenbaum
<ellenbaumbridge@mac.com>

07/29/2005 05:56 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA
 cc Herald Letters <foxletters@dailyherald.com>, Trib Letters <ctc-TribLetter@tribune.com>
 bcc
 Subject O'Hare Airport Expansion Public Comment

Dear Sirs:

I believe that O'Hare Airport is too important to be left in the hands of Chicago alone. I believe O'Hare, Midway, DuPage, and Palwaukee Airports need to be governed by a regional airport authority. This will ensure greater cooperation among our airports.

Given the corruption being exposed constantly within the Mayor Daly administration, I do not think the state or the country can afford to trust Chicago with this resource. I would suggest the regional airport authority could be modeled on the Regional Transportation Authority. This gives the entire metro-Chicago area a governing say in the airports in our region. As it is, I find it un-American that the brunt of the seized homes, businesses, and cemeteries are being taken by people who cannot vote in Chicago.

I strongly urge the formation of a regional airport authority.

Charles O. Ellenbaum
 707 Shady Avenue
 Geneva, IL 60134 USA
 Cell: 630-404-1261
 Home: 630-262-1281
 >ellenbaumbridge@mac.com<

"The sea never changes, and its works, for all the talk of man, are wrapped in mystery." Joseph Conrad

"When beholding the beauty of the ocean skin, one forgets the tiger heart that pants beneath it." Herman Melville

Comment	Response
1	The FAA received similar comments on the Draft EIS regarding the suggestion that a regional airport authority be formed to govern the area's airports. In the Final EIS on page U.5-50, the FAA responded as follows: "[t]his comment is beyond the scope of the EIS proposal, which involves environmental review of the City's proposal and alternatives to the proposal. The City of Chicago owns O'Hare International Airport and Midway International Airport. The FAA does not have the authority to require that a regional authority manage the region's airports. These decisions are left to the state and local government officials."

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050730_01

Federal Aviation
Administration

Mr. Barry Cooper
Manager

Dear Mr. Cooper:

This information apparently was sent to me in error. Note the mailing and salutation name and address. My city address is ELMWOOD, ILL. 61529, not ELMWOOD PARK. How they got my name and street address correct is a mystery. I have received similar mis-addressed mail before.

This information should be of value to some one in ELMWOOD PARK. Please forward to them.

My personal opinion of the airport expansion is that it should be done, with a full AMTRACK PASSENGER terminal for long distance travelers. The trains could be utilized for 250 to 300 mile high speed passengers. By eliminating the "commuter" airplanes, it would relieve air congestion and large/small plane conflicts. All of the above would eliminate the need for destroying homes and good farm land for a third airport at Petone. That is just a politicians "ear mark" boondogel.

Incidentally much of the CO2 "cloud cover that supposedly contributes to global warming may be due to contrails from planes. I am a farmer and have seen the sky clouded over by these. Check with NASA. Other countries have noticed this.

You have my best wishes in your work for all the people of the U.S.A.

sincerely,

R. W. Russell
R. W. Russell

7/30/05



Comment	Response
1	The FAA has provided the information sent to this commenter in error to appropriate parties in Elmwood Park, Illinois. The FAA appreciates the clarification from the commenter.
2	<p>The comment is noted. The FAA notes that use other modes of transportation, including both conventional and high-speed rail was evaluated as an alternative to O'Hare improvements. However, this alternative did not meet the purpose and need of the Environmental Impact Statement (EIS).</p> <p>Alternatives C, the selected alternative, include an extension of the Airport Transit System (ATS), which links with the Metra Transfer Station. This station is on Metra's North Central line, which provides the ability to travel to O'Hare from Union Station in Chicago. The O'Hare Transfer Station is located east of the intersection of Mannheim Road and Zemke Road. Currently, a shuttle bus service takes passengers between the Metra station and the ATS station at Lot E for transfer to the Airport. In addition, the Chicago Transit Authority Blue Line currently links downtown Chicago to O'Hare with the terminus in the lower level of the Main Parking Garage at O'Hare.</p> <p>In accordance with the National Environmental Policy Act of 1969 (NEPA), the FAA is required to evaluate the City's proposal and alternatives to it from an environmental standpoint. Where appropriate, the FAA encourages airport sponsors to provide for intermodal facilities, however, it is the airport sponsor's prerogative to plan for such facilities.</p> <p>With regard to commuter airplanes, the FAA does not have the authority to determine the equipment or fleet mix of aircraft employed by air carriers.</p>
3	<p>In 2000, the United States Environmental Protection Agency (USEPA) issued a fact sheet that identified the state of the science considering the understanding and possible effects of "condensation trails" or "contrails." In general contrails are long, linear clouds sometimes produced by aircraft flight at aircraft cruise altitudes several miles above the Earth's surface. As noted in the Fact Sheet: "The combination of water vapor in aircraft engine exhaust and the low ambient temperatures that often exists at these high altitudes allows the formation of contrails. Contrails are composed primarily of water (in the form of ice crystals) and do not pose health risks to humans. They do affect the cloudiness of the Earth's atmosphere, however, and therefore might affect atmospheric temperature and climate."</p> <p>The FAA notes the commenter's concern regarding air quality. The FAA did assess potential air quality impacts of the proposed project in Section 5.6 of the EIS. Finally, the FAA directs the commenter to responses E-1 and E-3 beginning on page U.5-25 of Appendix U of the Final EIS.</p>

050730_02

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



July 30, 2005

Mr. Michael MacMullen
 Federal Aviation Administration
 2300 East Devon Avenue
 Des Plaines, Illinois 60018

Dear Mr. MacMullen:

On behalf of myself and my family, I wish to thank the Federal Aviation Administration (FAA) for allowing me to offer this written testimony in regard to the FAA's recently released O'Hare Modernization Final Environmental Impact Statement (FEIS).

Having briefly viewing the FEIS on-line, I wish to comment regarding the Environmental Justice (EJ) portion. When considering the EJ issues, I am compelled to comment regarding the impact of the Bensenville government on its citizens concerning O'Hare expansion. As background for my comments, I have attached testimonies from a Village Board Meeting and a Park District Board Meeting.

As indicated, attached is a copy of written testimony that I read at a May 16, 2005 Bensenville Village Board Meeting. I asked four questions, one of which concerned a park called, Schuster Park. The Village's response to the park question was that it was the Park District's problem and that I should call the Park District to fix the park. I do not believe that the Village included my comments in the actual Minutes of their meeting; however, I do believe the meeting was taped and then broadcast on COMCAST a week or so later. Also, attached is testimony that I read at a Bensenville Park District Board Meeting on July 27, 2005, as well as the Park District's response to my questions.

As stated in the testimonies in regard to the Village of Bensenville's July 5, 2005 letter to the FAA, I am disappointed with the Village of Bensenville's mischaracterization of Schuster Park. I would hope the FAA could respond to the Village's blatant misrepresentation of Schuster Park. It is a shame that this type of behavior exhibited by the Village has been consistent throughout their years of fighting O'Hare expansion.

As a resident in the proposed southern runway area, I truly hope the FAA moves forward and will accept the full expansion option in its Record of Decision. This would give the area, the state and the nation the needed boost for economic development in and around the airport, as well as ease air-traffic flow across the United States. This would also give my family the opportunity to move to an area not dictated by the whims of the Bensenville Village Board.

1

2

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Comment	Response
1	Comment noted.
2	<p>FAA notes the comments offered in your letter of July 30, 2005. Concerning Schuster Park, the FAA is coordinating with the National Park Service and Illinois Department of Natural Resources regarding this property and is confident that mitigation of the impacts to this park will be accomplished in compliance with all appropriate laws and regulations. The attached correspondence related to Schuster Park to and from the Bensenville Park District is included in the record.</p> <p>For further information on Schuster Park, please see Section 9.7 of the Record of Decision.</p>
3	The FAA notes the commenter's support for the full-build proposal. The FAA has, in this Record of Decision, selected Alternative C, the City of Chicago's proposal.

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

July 27, 2005

I wish to thank the Bensenville Park District Board for allowing me the opportunity to offer testimony this evening. I was going to ask the Village this question, but when I attended the July 18, 2005 Board Meeting, it was immediately cancelled and switched to a Thursday evening session that I could not attend. So, I have come here this evening to inquire about the Bretman-Schuster Complex.

I visited a Village of Bensenville Board Meeting on May 16, 2005 and inquired as to what all the fuss was about a park called Schuster Park that was mentioned during a Bensenville Intergovernmental Group (BIG) Meeting just prior to the May 16th session. I mentioned that as an 11 year resident of Bensenville, I didn't even know that the playlot down the street from me even had a name. To be honest, it's a rather dumpy park with outdated park equipment that maybe my kids and I have gone to at most five times. I asked since the Village was so set on keeping the park out of the hands of the City of Chicago, why don't they update the park? The response I received was that it was the Bensenville Park District's responsibility to fix the park; I should go the Park District and ask them to fix the park.

I recently went on-line to the Village's website and downloaded material that was sent to the FAA on July 5, 2005. The letter to the FAA states the the FAA has mischaracterized Schuster Park in its Draft Environmental Impact Statement. The Draft Evaluation describes Schuster Park as follows: "Based on the location of this park, its assets, and size, this park appears to be a neighborhood park. The residences in close proximity to the park, whose occupants are likely the primary users of this park, would be acquired under any of the Build Alternatives. Therefore, the location of the replacement property would not necessarily need to be located in close proximity to the current park location."

The Village implores that this is incorrect...the Village states that the park is a "significant recreational resource currently used by citizens residing throughout the Village of Bensenville, not just those that would be displaced..." The document also states that Bretman Park (owned by the Village) - that's behind the townhomes is also a significant recreational resource.

Finally, the Village of Bensenville states that it "...has plans to upgrade Bretman Park with additional recreational facilities to make Bretman Park even more of a

recreational resource for residents from throughout Bensenville. It is the Village's hope that under a cooperative relationship with the Bensenville Park District, the Bretman-Schuster complex will – even more than it is today – be one of the major recreational resources in Bensenville."

So, my inquiry leads to this:

- Has the Village of Bensenville approached the Bensenville Park District in regard to creating a Bretman-Schuster Complex?
- If so, at what cost?
- Would the Park District agree with the Village in its characterizations of Schuster and Bretman Parks?
- Does the Park District agree with the FAA's characterization of Schuster Park?
- Anyone know why the Village after not even two months after my original inquiry, has embraced the idea of improving not only Schuster Park, but Bretman Park, as well?

The portion regarding Schuster Park from the Village's letter to the FAA is attached.

Again, I thank you for your time this evening.

Encl.

Timothy A. Taylor
128 Orchard Avenue
Bensenville, Illinois 60106

Special Village Board Meeting
Testimony of Tim Taylor, 128 Orchard Ave.
May 16, 2005
Page 2 of 2

May 16, 2005

Village President and Village Trustees
Special Village Board Meeting
12 S. Center Street
Bensenville, Illinois 60106

My name is Tim Taylor and I reside at 128 Orchard Avenue, Bensenville, Illinois. I have four questions. I thank you for the opportunity to speak this evening.

The first question concerns the enforcement of the Village of Bensenville's Ethics Ordinance. I only come to this body now because there seems to be no effort by the Village Board to enforce its own Ordinance.

The Ethics Ordinance states: "The public has a right to expect that every public official and employee will conduct themselves in a manner that will tend to preserve public confidence in and respect for the government represented."

It also states: "No official or employee shall request, use or permit use of any publicly owned or publicly supported property, vehicle, equipment, labor or service for the personal convenience or the private advantage of the official or employee or any other person."

It further states: "The best interests of the public require that any public official or employee found to be in violation of this ethics policy shall be subject to reprimand or other vote of no confidence, suspension, or discharge."

My question is: Is the Village Board of Bensenville going to examine the alleged activities of Bensenville Village Board Trustee, Hank Mandziara in regard to the violation of the Bensenville Village Board Ethics Ordinance concerning his alleged use of a state police database to run license plates of people working for the campaign of John Wassinger?

I am not a judge. If Mr. Mandziara is innocent of the alleged activities, then by all means move on; however, if Mr. Mandziara has made a mistake, then he has not preserved the public's confidence and the Village Board should follow its own Ethics Ordinance.

The second question is: What's the status of the lawsuit against the Village in regard to the fire fighter's pension fund?

The third: I had the opportunity to sit in on a Special Bensenville Intergovernmental Group (BIG) Meeting and the topic of contention was a small park called, Schuster Park. It seems the park was created through a number of funding vehicles, one of which was a federal grant. If the City of Chicago were to acquire this park for O'Hare expansion, it would have to relocate it somewhere else. I won't speak to that item as I see that a BIG Meeting topic is scheduled for later in this meeting. However, being a resident of Bensenville for over 11 years, now I have to be honest... I didn't know the piece of land they were arguing about actually had a name. It's actually a dumpy little park with park equipment that wouldn't be up to the standards of a 1950's Drive-In... If the Village is so worried about a little park at the end of Orchard Street near the townhouses, then here's **question three:** "Why doesn't the Village invest some money into the acquisition area to make it a more enjoyable place to live like a safe park then just buying homes?"

The fourth question is: In regard to Item #9 on the Agenda, what is the Legal Defense Trust Fund and why does Elk Grove need money for it and how much money is the payment for?

Again, thank you for your time.

if a project is expected to exceed the NAAQS for any criteria air pollutant, then it must conduct more analysis, not less.³⁵

None of the FAA's assertions about PM_{2.5} in the Draft Evaluation justify its failure to further evaluate this pollutant in either its NEPA, NHPA Section 106, or Section 4(f)/6(f) evaluations.

C. FAA Mischaracterizes Schuster Park.

The Draft Evaluation identifies Schuster Park as both a 4(f) and 6(f) property. Section 6(f) of the Land and Water Conservation Fund Act, 16 U.S.C. § 4601-8(f)(3) establishes additional requirements with respect to 6(f) properties. Specifically, 6(f) property may not be converted from public outdoor recreational use without the approval of the Regional Directors of the National Park Service (NPS) (pursuant to delegation from the Secretary of Interior). This approval shall only be provided where the NPS provides that the conversion is "in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreational properties of at least equal fair market value and of reasonably equivalent usefulness and location."

In order to evaluate the equivalency of the usefulness and location of potential replacement properties for Schuster, it is critical to properly characterize

³⁵ See FAA Order 1050.1E, Appendix A, Section 2.2d ("If . . . there is potential for the proposed action to cause the area to exceed the NAAQS, then further consultation, analysis, and documentation will be required in an EA or EIS . . .").

the purpose and use of the existing resource. The Draft Evaluation describes Schuster Park as follows:

Based on the location of this park, its assets, and size, this park appears to be a neighborhood park. The residences in close proximity to the park, whose occupants are likely the primary users of this park, would be acquired under any of the Build Alternatives. Therefore, the location of the replacement property would not necessarily need to be located in close proximity to the current park location.³⁶

The characterization of this park and the related legal conclusions with respect to the acceptable location of any replacement are incorrect. Schuster Park (and the adjacent parkland – Bretman Park – owned by the Village of Bensenville) is a significant recreational resource currently used by citizens residing throughout the Village of Bensenville, not just those that would be displaced by Build Alternatives. The Village of Bensenville has plans to upgrade Bretman Park with additional recreational facilities to make Bretman Park even more of a recreational resource for residents from throughout Bensenville. It is the Village's hope that under a cooperative relationship with the Bensenville Park District, the Bretman-Schuster complex will – even more than it is today – be one of the major recreational resources in Bensenville."

Accordingly, pursuant to 36 C.F.R. § 59.3(b)(3), any replacement for Schuster Park must meet the similar recreational needs (basketball, soccer, picnicking, playground, biking and significant open space), be located in at least a "reasonably equivalent location," be accessible by the same "user community," and also be

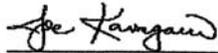
³⁶ Draft Evaluation at 3-4 and 4-3 to 4-4.

administered by the "same political jurisdiction as the converted property" (presumably either the Bensenville Park District or the Village of Bensenville itself).³⁷

IV. Conclusion.

For the reasons presented above, the FAA's Draft Evaluation of 4(f) and 6(f) properties is fatally flawed and the FAA may not approve or permit the project to go forward.

Respectfully submitted,



Joseph V. Karaganis
KARAGANIS WHITE & MAGEL
LTD
414 North Orleans Street
Chicago, Illinois 60610
(312) 836-1177

Counsel for St. John's United
Church of Christ, Helen Runge,
Shirley Steele, Rest Haven
Cemetery Association, Robert
Placek and Leroy Heinrich and
Roxanne Mitchell



Robert E. Cohn
Latane Montague
Alexander Vander Bellen
Hogan & Hartson LLP
555 Thirteenth Street, NW
Washington, D.C. 20004
(202) 637-4999

Counsel for The Village of
Bensenville and The Village of Elk
Grove Village



July 29, 2005

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

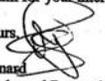
Dear Mr. Taylor,

Thank you for your attendance at our recent Board meeting. Below I have provided the answers to the questions you provided in writing.

- Has the Village of Bensenville approached the Bensenville Park District in regard to creating a Bretman-Schuster Complex?
 - A: No
- If so, at what cost?
 - A: See above.
- Would the Park District agree with the Village in its characterizations of Schuster and Bretman Parks?
 - A: No
- Does the Park District agree with the FAA's characterization of Schuster Park?
 - A: Yes
- Anyone know why the Village after not even two months after my original inquiry, has embraced the idea of improving not only Schuster Park, but Bretman Park, as well?
 - A: As you know, this question answers itself.

Thank you again for your interest. Please feel free to contact me should you require further information.

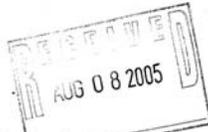
Very truly yours,



Michael J. Benard
Director of Parks and Recreation

³⁷ 36 C.F.R. § 59.3(b)(3)(iii). Although exceptions to the rule of locating replacement property close by the converted property are discussed in NPS regulations, Schuster Park, accurately described, would not fall within one of these exceptions.

050731_01



BENSENVILLE IL.
JULY 31, 2005

TO: MICHAEL MACMULLEN A.E.P. MGR.
FROM: TONY PULCIANI, 904 BRENTWOOD DR.
RESPONSE TO THE OHARE MODERNIZATION
ENVIRONMENTAL IMPACT STATEMENT.

I AM A RESIDENT OF A HOME IN
BENSENVILLE, SINCE 1974.
ALL THIS COMMOTION THAT IS BEING
THRASHED OUT BETWEEN THE SURROUNDING
SUBURBS OF THE AIRPORT IS A WASTE
OF MONEY + TIME CONCERNING THE EX-
PANSION IDEA THAT MAYOR DALEY HAS
ORCHESTRATED.

THE NOISE OF AIRCRAFT FLYING OVER
MY HOME DOES NOT UPSET ME AS MUCH
AS THE QUALITY OF AIR THAT THE PUBLIC
IS BREATHING. EACH PLANE ARRIVING OR
DEPARTING ALONG WITH THOSE THAT ARE AIR
BORNE ARE SPEWING OUT EXHAUST AT AN
ALARMING RATE.

THE PROOF OF THIS: MY AUTO WHEN
PARKED IN MY DRIVEWAY OVER NITE
ACCUMULATES A BLACK FILM THAT IS
A RESIDUE OF THEIR EXHAUSTS.

WE HAVE EMISSION TESTS FOR AUTOS
TO HELP CLEAN THE ENVIRONMENT BUT THERE
ISN'T ONE THING THAT'S BEEN DONE TO
CLEAN OR STOP THE FLOW OF POISON THAT
IS BEING DROPPED FROM THE SKY, AND THE
IDEA OF EXPANSION, ADDING MORE AIRCRAFT
TO THE EXISTING AIRPORT WILL. NO DOUBT

Comment	Response
1	Commenter's opinion is noted.

Comment	Response
2	The FAA notes the commenter's concern regarding air quality. The FAA did assess potential air quality impacts of the proposed project in Section 5.6 of the Final Environmental Impact Statement (Final EIS). Finally, the FAA directs the commenter to responses E-1 and E-3 beginning on page U.5-25 of Appendix U of the Final EIS.

PUT AN ENORMOUS AMOUNT OF POLLUT
INTO THE ATMOSPHERE.

ALL I'VE HEARD FOR THE LAST FEW
YEARS SINCE THE EXPANSION IDEA WAS
MENTIONED - MORE NOISE - TRAFFIC
CONGESTION - AND ALL THE REASONS
FOR A STOP TO EXPAND. NOT ONE iota
OF CLEAN AIR.

I HOPE THIS LETTER WILL OPEN
THE EYES OF THOSE WHO HAVE BEEN
LED TO BELIEVE THAT THE PROPOSED
EXPANSION IS A MIRACLE.

THANK YOU
Tony Pulciani

050801_01



jean public
 <jeanpublic@yahoo.com>
 08/01/2005 01:42 PM

To 9-AGL-600-OMPEIS/AGL/FAA@FAA
 cc rodney.freilinghuysen@mail.house.gov
 bcc
 Subject public comment on noa of ohare modernization feis final section 4(f) and section 6(f) evaluation

i received a copy of this notice on 8/1/05.

attention mike macmullen - 2300 east devon avenue
 desplaines il 60018 847 294 7046

after reading the information submitted to me, i object to the air pollution that will be caused by this use of ohare land. I object to the noise, danger and pollution of this project totally.

the folks at FAA seem to not understand that this world is finite. they seem to think they can keep loading our air with endless numbers of planes. this is against fact and is "pie in the sky".

faa is out of control. these are my comments on this noa that will be published in the federal register on or about july 29, 2005 per barry cooper, manager of the chicago area modernization program office.

faa unfortunately is in the grip of the aviation industry and pilots' associations and has no understanding of the negative impact on this world from aviation. we re all being poisoned by this industry
 b. sachau
 15 elm st
 florham park nj 07932

1

Do You Yahoo!?
 Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Comment	Response
1	The commenter's opinions regarding the FAA are noted. The FAA also directs the commenter to Appendix U, Section U.5 of the Final EIS, which can be found in the beginning of Volume 9 of the Final Environmental Impact Statement (EIS). Specifically, the FAA directs the commenter to responses A-1 (page U.5-2), C-7 (page U.5-20), D-1 (page U.5-21), E-1 (page U.5-25), and M-1 (page U.5-46). In addition, the FAA notes that the commenter's previous emails and FAA's respective references to responses can be found in Appendix L on page L-92 and Appendix J on page J-353.

050801_02

Dear Michael W MacMullan,
 My name is John F. Harris
 I live on Runway 27L in Norridge
 Ill this is busiest arrival runway
 at night, I have retired from Post
 office since Dec of 2001, have
 had dry eyes which could be
 attributed to quality of air around
 here. I have been to eye doctors
 at University of Illinois Chicago they
 said could environment were I
 live. you better explain to
 me how United and American
 can pay for airport if losing
 money. I am a stock holder
 in UAC, security is very
 low at perimeter of airports.

RECEIVED
 AUG 01 2005
 By

Sincerely you
 John F. Harris
 708-457-1935
 708-457-0708

Comment	Response
1	The FAA notes the commenter's concern regarding air quality. The FAA did assess potential air quality impacts of the proposed project in Section 5.6 and Appendix J of the Final Environmental Impact Statement (Final EIS). Finally, the FAA directs the commenter to responses E-1 and E-3 beginning on page U.5-25 of Appendix U of the Final EIS.
2	<p>The FAA notes the commenter's concern regarding the funding of the project given the financial state of both American Airlines and United Airlines. In response to similar comments received on the Draft EIS, the FAA presented further information on its review of the cost estimate and the financial feasibility of the proposal in the Final EIS in Chapter 1, Section 1.7. FAA has concluded that it is reasonable to assume that, based upon the impact O'Hare has on the Chicago region, as well as the NAS, and the benefits to the regional economy, there will be sufficient funds to complete the City's proposal.</p> <p>With regard to the effect of the bankruptcy of airlines, the FAA notes that the Agency has conducted a sensitivity assessment of the financing plan for the OMP, including a what-if scenario involving the loss of a hubbing carrier at O'Hare. This sensitivity assessment examined a number of mechanisms the City could employ should part of the funding for the project not be implemented as planned. These mechanisms include deferral of improvements, use of contingency, increased debt issuance, and short-term borrowing. The sensitivity assessment demonstrated that changes in cost per enplaned passenger resulting from the use of these mechanisms would not be substantial and in some instances could be offset by cost benefits from the project's implementation.</p>
3	The FAA notes the commenter's opinion regarding perimeter airport security. 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. The TSA, along with the City of Chicago, are responsible for the airport's perimeter security.

050801_03



Jim Paganis
 <jpaganis@nmlp.com>
 08/01/2005 02:38 PM

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

Mr. Michael W. MacMullen

Our company owns four industrial properties surrounding O'Hare. I have a future airport layout plan which was issued in October 2003. I do not know if this 2003 plan is still valid. Does your agency have such a plan which shows what Chicago will be purchasing or which properties will not be included in the expansion plan? Or do you have any idea where I may obtain such a layout?

Thank you,

James Paganis
 National Material L.P.
 1965 Pratt Blvd.
 Elk Grove Village, Illinois 60007
 jpaganis@nmlp.com

1

Comment	Response
1	<p>The FAA did respond to this commenter by phone to address Mr. Paganis' concerns.</p> <p>The property acquisition lines have not changed from their delineation in the October 2003 Airport Layout Plan (ALP). The FAA directs the commenter to aerial exhibits of the land acquisition area in Section 5.4 of the Final Environmental Impact Statement (Final EIS), specifically Exhibits 5.4-4 (Elk Grove and Des Plaines) and 5.4-5 (Bensenville). In addition, the FAA strongly recommends that the commenter contact the City of Chicago's Land Acquisition Program office at 773-686-4600.</p> <p>The ALP submitted by the City of Chicago in October 2003 has undergone a comprehensive aeronautical study by all FAA lines of business plus the Transportation Security Administration. Each office contributed to this review focusing on compliance with FAA Advisory Circulars, Regulations, Orders and Policy Guidance. Since October 2003 the FAA has worked with the City of Chicago in an iterative process to resolve minor technical issues associated with the ALP. This coordination resulted in the City resubmitting a revised ALP in September 2005. The modifications made to the ALP between October 2003 and September 2005 were minor in nature and did not impact how the airfield would be operated or the operational efficiency. In addition, changes on the Final ALP would not result in any differences in the environmental consequences portion of the EIS. The City of Chicago's ALP drawings are available on the FAA's web site at the following address: http://www.agl.faa.gov/OMP/Planning/ALP/ALP.htm</p>

050801_04

Comment	Response
1	Comment noted.



Walter McElligott
 <wmcauth07@juno.com> To: 9-AGL-600-OMPEIS/AGL/FAA@FAA
 08/01/2005 06:29 PM cc
 bcc
 Subject: Environmental Program Manager

Michael W. MacMullen, Airports Environmental Program Manager,
 Federal Aviation Administration, Chicago Airports District Office,
 2300 East Devon Avenue, Des Plaines, IL 60018.
 Telephone: 847-294-8339, FAX: 847-294-7046,
 e-mail address: ompeis@faa.gov.

Dear Mr. MacMullen:

Congratulations to your office for the hard work done in reaching a position to Issue the "Federal Register Notice of the Availability for the O'Hare Modernization Final Environmental Impact Statement... Evaluation, and Final General Conformity Determination, Chicago O'Hare International Airport, Chicago, IL," on July 20, 2005.

My wife & i re just two of many concerned residents of Eastern Will County (EWC), Illinois who have spent the last 21 years (1984-2005) hiding in fear from the Illinois Dept. of Transportation (IDOT) & its hired help. Secretary Martin EWC has told our farmers how by the state & its cronies, who have spent more than \$100 million on landbanking property plan to proceed. Feeling their oats from the 5-4 US. Supreme Ct. decision KELO V. CT. IDOT will bring landowners to court & "take" all of the remaining 4200 acres they require for an airport (yet to be approved by your office) of more than the size of O'Hare after its modernization. In the meantime, they offer a pittance for some of the last, best farmland in the midwest as compared to what is being paid for neighboring property.

Over two decades, Illinois has well-learned how to threaten EWC citizens, young & old & fool authorities with falsified reports that make this region appear to be the best place for construction of a "third" regional airport that is actually a sixth airport in the Great Lakes region. The negative aspects of a South Suburban Airport (SSA) in EWC, Illinois, which seem to have been completely ignored by three Illinois governors (Edgar, Ryan, Blagojevich), 5 US. Senators (Durbin, Dixon & Fitzgerald, both retired, Obama, McCain (R-Ariz.)), five Congressman (Hastert, Hyde, Jackson, Weller), & numerous members of the state assembly. Hopefully, this Federal Register Notice on O'Hare, shows that the FAA has not allowed itself to be hoodwinked by IDOT.

In January 16, 2005, FAA officials, reviewing the "necessity" for Chicago's third regional airport generally referred to as the South Suburban Airport near Peotone further distorted the picture by returning the Greater Milwaukee Mitchell International Airport (GMIA) to the fray by introducing seven daily Amtrak trains between Chicago and Milwaukee, Wisconsin.

Although Edgar left office without an airport deal, he did receive correspondence from the CEOs of sixteen major airlines that concluded that they would not utilize an SSA, even if it was built by the state. Edgar's desk was barely clean before his successor, George Ryan had proposed his Illinois FIRST infrastructure program, a major portion of which was a \$75 million set-aside for a real estate and landbanking

scheme for 24,000 acres of farmland between Beecher, Monee and Peotone. Ryan would pursue the hapless SSA throughout all four years of the only term he would serve as governor. Not until Ryan decided to not seek a second tenure did the "lame duck" executive capitulate to Chicago's Mayor Richard M. Daley in an effort to secure the regional airport that never would be linked to his political legacy. Eventually, Daley and Ryan reached agreement with regard to the present six billion dollar expansion of Chicago's O'Hare International Airport, which incorporated a reduced SSA proposal. Concerning the Daley/Ryan accord, even former governor Edgar said, "Daley definitely got much more..."

If the FAA determines that the Peotone region should need charter flights, I'm sure you know Gary/Chicago airport is only thirty five miles away. Additionally, passenger service is once again off the ground in Rockford, a mere 60 miles from O'Hare, where locals say there is no need to spend federal dollars to build a new airport. Furthermore, for the FAA to develop another expensive airport of questionable value after giving your tacit approval to O'Hare expansion would, IMHO, be fiscally irresponsible.

Regardless of whether the SSA near Peotone move forward with a private-public partnership that would not require tax dollars, as Rep. Jackson proposes, the FAA's recent comments make such continuing efforts meaningless & frustrating to all.

Walt
 May God Bless You & Yours
 Walter (Joan) McElligott P. O. Box 452, Beecher, IL 60401
 Official writer of "Sarcasm,"gulf between author of sarcastic wit & person who doesn't get it."[from 2005 Washington Post Mensa Invitational]
 Editor of Chicago Writers' Assoc. (CWA) CLARION monthly Newsletter, next issue due 8/1/2005=====

Comment	Response
2	The FAA notes the commenter's opposition to the proposed South Suburban Airport and appreciates the input. Currently, the FAA is conducting an Environmental Impact Statement (EIS) for the proposed South Suburban Airport. Comments regarding the South Suburban EIS can be submitted to the FAA at: http://environmental.southsuburbanairport.com/

2

050802_01



Happywife9@aol.com
08/02/2005 01:29 PM

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

TO WHOM IT MAY CONCERN:

WE ARE IN RECEIPT OF YOUR MEMO DATE JULY 27, 2005, REGARDING THE O'HARE EXPANSION, WHICH OUR FAMILY IS TOTALLY AGAINST.

WE LIVE IN THE WOOD DALE AREA & HAVE BEEN TO ALL THE FORUMS, ETC. AND HAVE HEARD THE PROS & CONS AND WE STILL WILL FIGHT NOT TO HAVE THIS EXPANSION TAKE PLACE.

THE MEMO WE RECEIVED NEEDS A PHILADELPHIA LAWYER TO INTERPRET WHAT THE WRITER IS TRYING TO TELL US.....HOW ABOUT SENDING SOMETHING IN "PLAIN ENGLISH"?

THANK YOU..... SINCERELY, sobieski7@aol.com

Comment	Response
1	The FAA notes the commenter's opposition to the project.

1

050802_02
 DEAR MR. MacMullen,
 I am writing in response to the Chicago Tribune Feb. 10... (see article at right, below)
 1) Where is the money for the expansion project at O'Hare?
 Before the expansion starts, the bulk of the money (90-95%) should already be in a special interest-bearing account & PACE REVENUE. It won't fly!!
 Why would anyone be so foolish to begin a project w/o the funds; and, not just a stipend amount to start & when that gets used up... then, well, as they'll push the emergency button (5-6-7-8) and panic, cause there's no money, but, this project is already on & supposedly it's the point of no return.
 2) Does O'Hare really need to be renovated/renovated? Actually, it should have been built the right way (i.e. runways) why long ago (is) this, suburban-runway character that is being used at present? My opinion.
 So, yes, the new runways are definitely a good idea given the high fuel costs, as well as labor cost, etc.

Stefos

How FAA sees O'Hare expansion

The FAA's final Environmental Impact Statement compares Chicago's expansion plan to O'Hare's current configuration. Here are some key differences.

	Existing runways	Proposed
65+ DNL noise impacts*		
• Housing units affected	5,199	6,754
• Population affected	14,512	19,577
Average annual delay (Minutes per operation, in 2018)	17.1	5.8
Annual flights (in 2018)	974,000	1,194,000
Delay cost to the airlines (millions) in 2018, based on \$25 per minute of delay	\$416.4	\$173.1

* 65 DNL is a federal measurement of yearly average day-night levels of noise near airports. If you live in an area that would be above the 65 DNL threshold after O'Hare were expanded, then Chicago would have to pay for noise mitigation at your house or neighborhood schools.
 Source: Federal Aviation Administration

Mayors promise a court fight

BY SUE TER MAAT
 Daily Herald Staff Writer

Suburban leaders vowed Thursday to stop Chicago from taking suburban land after the Federal Aviation Administration issued an environmental report that moves Chicago closer to expanding O'Hare International Airport.

In a news conference at the Elk Grove Village municipal hall, Elk Grove Village Mayor Craig Johnson and Bensenville Village President John Gells said the suburbs would initiate legal action if Chicago tries to take that land.

Suburban attorneys declined to comment on exactly when or what legal action would be taken. But leaders were very clear that no land would be acquired by Chicago without their day in court.

"They will not bulldoze Elk Grove Village and Bensenville," Johnson said. "We have the law on our side, and we will act at the appropriate time."

Johnson and Gells pointed to a recently released federal review that questioned the funding availability of the expansion project as proof O'Hare will be a multibillion-dollar failure.

"We know Mayor Daley will use this report (the FAA's justification to bring in bulldozers, just as he did at Meigs Field, and start destroying homes, businesses and communities," said Johnson in a statement. "He would do this without being able to say how much the expansion will cost and where they'll find the money. Indeed, based on the evidence we have seen, the money will not be there."

Bensenville cemeteries will be another obstacle for Chicago, said Joe Karaganis, attorney for the Suburban O'Hare Commission. Karaganis said the federal law protects both cemeteries.

"They are ignoring religious rights," Karaganis said. "They are in direct violation (of the First Amendment)."

To submit comments

The FAA is accepting public comments on the final Environmental Impact Statement's actions on air quality, alternatives, environmental justice and mitigation, and the Religious Freedom Restoration Act until 5 p.m. Sept. 6. Send comments:

By fax to (847) 294-7046.
 By e-mail to OMPES@faa.gov.
 By mail to Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, 2300 Devon Ave., Des Plaines, IL 60018.
 Source: Federal Aviation Administration

Comment	Response
1	The FAA notes the commenter's concern regarding the funding of the project. In response to similar comments received on the Draft EIS, the FAA presented further information on its review of the financial feasibility of the proposal in the Final EIS in Chapter 1, Section 1.7. FAA has concluded that it is reasonable to assume that, based upon the impact O'Hare has on the Chicago region, as well as the National Airspace System, and the benefits to the regional economy, there will be sufficient funds to complete the City's proposal. The FAA further notes that it is not unusual for the funding to not be earmarked in its entirety prior to the outset of construction. For large airport improvement projects, it is common for the project to be built and financed in phases as is the case with this project.
2	Comment noted.

4) I strongly recommend that the Air Traffic Controllers be asked for their input on the taxiway layout, location, etc... along with other important key airports ground movements for a smooth landing, is going on an ongoing regular basis!! I think, way too often, those who are building the airports are left out of ideas + planning... why? I don't know. Maybe because the politicians, big business jet costs, etc... want all the control (a) cause they supposedly know best?!! I say, look at all the previous + current messes... given poor O'Hare ^{expansions}, etc... and not just aviation-related.

3) Environmentally: Noise, Air Pollution, etc... it's a great cause for concern + involvement, but the damage is already done when it comes to pollution of our air + the noise level. As far as noise, the jet engine manufacturers must do a better job of noise from their jet engines... especially the existing ones currently used on older aged jets (all makes + models). Junk or stop in the past, these jets are noisy that make (and always will, no matter what if not revamped) say too much noise!
 → There should have been a factor in factoring + revamping of same, decades ago knowing the noise + pollution + health + respiratory coming in + pollution!
 Also, the smaller jets (i.e.: CRJs, etc... smaller than MD80s + 727s + 737s) should be not be at O'Hare. These jets service smaller cities, anyway. They might be better used or located at airports like DuPage or Palwaukee.
 → There is way too many at O'Hare, my opinion. O'Hare should be for the big jets + jumbos (like Airbus, etc...)
 Second is extend the Elgin-Chase expressway to the DuPage Airport... for transit protection ease + convenience and to board/fly on CRJs, etc... DuPage is a decent size airport (w/ land + lands remaining), and is strategically located among lots of people + populations (commerce, etc).
 DuPage is a better idea than a Postone. The Chase Expansion is a better plan than Postone. The bulk of the populations in Chicago + suburbs are more strategically + conveniently located to O'Hare, Midway, DuPage, Palwaukee + even Gary airport.
 Lastly, talk about pollution of the environment (and noise) and a note of high-priced gasoline (and will be going higher: I predict oil (barrels) price will be \$100+ per barrel). Forgettable? Well see. So, what about consumption? Why build further, longer + endure more traffic jams (in + to Postone) when we have airports already built, located + operating?!! Just make it more efficient + do it w/ a stop-go-pencil (etc...)

9) The O'Hare Convention Center... the impact for the deal will always be there, & a cemetery is the right place for that & to be at + in to remain lost / found ones.

Comment	Response
3	See topical responses K-1 and K-2 in Appendix U of the Final EIS, beginning on page U.5-42.
4	The FAA notes the commenter's concern regarding air pollution and noise impact. Both the potential noise and air quality impacts were assessed as part of the Environmental Impact Statement (EIS). The assessment of noise can be found in Section 5.1 of the EIS; the assessment of potential air quality impacts of the proposed project can be found in Section 5.6 of the EIS.
5	The FAA notes the comments regarding the fleet mix utilized at O'Hare. However, the FAA does not have the authority to dictate which airplanes air carriers utilize at O'Hare.
6	The commenter's suggestion for the extension of the Elgin-O'Hare Expressway to DuPage Airport is noted. However, the extension of the Elgin O'Hare Expressway was not part of any of the Build Alternatives considered within the EIS. The Elgin-O'Hare Expressway project is part of the Chicago Area Transportation Study 2030 Regional Transportation Plan, but has yet to be programmed by IDOT. It would extend the Elgin-O'Hare Expressway from its existing east terminus at I-290 to the proposed west access to O'Hare, by converting existing Thorndale Avenue from a DuPage County arterial route to a limited access freeway. This project has the potential to lessen some of the potential impacts of the alternatives occurring along York Road, Irving Park Road, and Thorndale Avenue. The FAA considered this projects in the cumulative impacts assessment which can be found in Chapter 6 of the EIS. FAA also notes the commenter's preference for O'Hare expansion or the use of the DuPage airport over the proposed South Suburban airport.
7	Comment noted.

4) — So, I suggest that those cemeteries of there to be relocated to available lands west of York Road somewhere in the road areas of Thorndale or Devon & Cook, make these cemeteries beautiful, landscape wise & layout wise. Honor the dead w/ respect (100%) as well as those families who visit them in future. Make the new cemeteries ~~and~~ consolidate the two, into one? But design it the right way!... Afterthought; relocate them to another existing cemetery, but, these relocated graves have a very special area suitable for them & w/ landscaping (w/ recognition), etc. Cook, Chicago, find the bill for ongoing maintenance/landscaping/ upkeep, etc.

Michael, everyone either wants no expansion or full speed ahead expansion. These days in court will come, but, reality is: O'Hare is destined to and will expand... better planning as well as better (cautious) spending plans (funds + maybe even construction), and, next move that: watch the waste & watch who gets those big \$ renovations - contracts @ O'Hare, etc... divided out by Chicago (or, Wayne Delby & company; respectfully stated & submitted!).
 > given the recent accusations in events, etc... when the Wayne Admin - Officers + Officers, etc... and it sounds like there's more to come; see + hear.

If Wayne Johnson + Village President Bails are waving the red flag regarding "THE MONEY THE MONEY, THE MONEY" — where is it + where is it coming from, etc... it's very valid & is being the O'Hare renovation + expansion w/ \$ in front of an account is very very foolish & dollar crazy. Of course, there's always the taxpayers — who will once again have to ante up given the politicians' + pit-out-a' greed in planning as well as spend... spend... spending! And, I for one am not interested in permitting or continuing: "BIZ - BUSINESS, AS USUAL" !!!, OK!

"BIZ - BUSINESS, AS USUAL" !!!
 Let's all try to get this done w/ a lot of lawsuits in court costs most of which will be paid by (again →) The Taxpayer! But, nothing is started until the money/funds is secured (guaranteed; no "BS-promises", etc...)

Respectfully Submitted + Stated,
 For SUNITAS
 RICHARD RACE
 7 APR 98
 ELGIN, ILL 60120

Comment	Response
8	FAA notes the commenter's suggestion that the two cemeteries be relocated to a new cemetery in the vicinity of Thorndale and Devon or that they be relocated to an existing cemetery. The FAA notes that decisions related to the location of reinterment and payment of expenses are identified in the Memorandum of Agreement included as Appendix B of this Record of Decision.
9	Comment noted.
10	The FAA notes the commenter's concern regarding the funding of the project. The FAA directs the commenter to Section 1.7 of the Final EIS.
11	Comment noted.

TS) - continued
 -4- *** (a profit, maybe let alone on a regular basis (quarterly quarters!))

For what it's worth, as an afterthought to the previous pages...
 I would think + feel that concern (worry) over limited airlines' survival and continual (in business) flying as well as making money would it should be a very critical piece to the Chase renovation plan + purple + All the airlines pay + fee or pay fees for Chase's upkeep in position, etc... even if these fees are on imposed higher on funds (worthwhile; for sure!!), funded by the government.

So, I ask this question: why so much renovation all at once? Why not make clear this plan, yet definitely leave room for appropriate strategic expansion when it's called for... for if limited goes under, there will be a huge void of payment to as well as planes as well as need for extra runway... unless these smaller startup airlines (i.e. Jet Blue, etc...) can come in and pick up where U.A. leaves off. Or, even a Southwest Airlines, although, the space will be a major drawback of Chase vs. Midway & Chase is really big... especially its terminals + layout + baggage systems / ports, etc... (I at least know that in part as I worked at + for Limited Airlines in 2000-2001 as a ramp agent & know from some limited experience how huge as well as complicated Chase + its terminals can be). For what it's worth.

Current Expense at the Money sources & its availability & spending - Wichy (vs) FOOLISHLY !!!!!
 R.

FSS: Does the F.A.A. have any job openings available or job training (internships) sessions planned for the future. (new positions, or replacement) where, when, what...?

Thanks again, Mr. MacMillan.


ENTER THE STAMPS ON YOUR ENVELOPE, TOO.

Comment	Response
12	Comment noted.
13	The commenter's suggestion that the project should be implemented in phases is noted. In fact, the project is planned to be implemented in two main phases. For further information on the phasing of the project, please see Section 5.20 of the EIS.
14	Regarding job openings at the FAA, please see the following website: http://www.faa.gov/jobs/

050805_01

Comment	Response
1	The commenter's opposition to the project is noted.

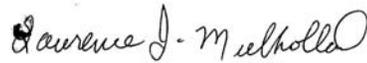
August 5, 2005

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

Sir:

The O'hara Modernization Final Environmental Impact Statement is meaningless. The expansion of this airport is financially unsound and accomplishes nothing. Why the FAA would make this study wasting Taxpayer's money is beyond my comprehension. This is just another example of Government bureaucracy out of control by making decisions without considering all the pertinent facts. I know you are apparently so committed to this worthless project that you will not have the courage to make the right decisions. Thank God we have the courts to overturn this stupidity.

1


Lawrence J. Mulholland
1065 Cypress Lane
Elk Grove Village IL. 60007



050806_01



"Lehman, Mike Anthony"
<mlehma1@uic.edu>
08/06/2005 02:02 PM

To: 9-AGL-600-OMPEIS/AGL/FAA@FAA
cc: kbrubaker@elpc.org, high-speed-rail@lists.elpc.org,
rick.harnish@midwesthsr.org
bcc:
Subject: Bullet train concept alternative for FAA

Mr MacMullen and Mr Cooper,

Please see attachments concerning an alternative transport mode to airport expansions that would utilize Chicago/Gary Airport.
Thanks, Mike

mike lehman
4600 n clarendon, #1211
chicago, il 60640
tel. 773-334-6080

 Bullet Train, Bullet Points.doc
  GL HSR letter.doc
  GREAT LAKES HSR Cities.JPG
  HSR chicago to philadelphia.doc


 TRIP TIME FROM CHICAGO TO MAJOR EAST COAST CITIES BY AIR.doc TRANSPORTATION TO CHICAGO AIRPORTS.doc

Comment	Response
1	The FAA appreciates the commenter's information regarding high-speed rail as an alternative to airport improvement projects. The FAA carefully evaluated the use of other modes of transportation, including high-speed rail, as an alternative to O'Hare improvements. However, this alternative did not meet the purpose and need. For further information, please see Chapter 3, Section 3.2.2.2 of the Final Environmental Impact Statement (Final EIS).

1

"Bullet Train" "bullet points" in favor of the technology

- Use of **cleaner** more **manageable** and **efficient, potentially renewable** electric power
- Reduces demand for **foreign oil**, uses domestic energy sources
- Safest mode** of transportation, evidenced by French and Japanese HSR systems/models
- Reduces road congestions** compared to the airline transport mode auto dependency
- Encourages use of city rail transit systems in "**reverse commutes**"
- Most logistically logical/efficient mode of inter-city travel for **NE quarter of US**
- Steel wheel/rail** operation equals less road/rail infrastructure breakdown/maintenance
- Use of underutilized existing **ROW/rail infrastructure**
- Similar **travel times** to airplanes for NE quarter of US
- Helps to bring **Amtrak** to be profitable, interconnected, and useful to other routes
- Stops need to build even more **airport capacity** in several cities along bullet train route
- Most passenger pleasant and **city/transit friendly** mode of transportation
- CBD bullet train destinations and virtually no congestion, or pollution creation
- City rail lines/branches/ROW etc. are **grade separated** well already for bullet train use
- There is **abundant air and road** infrastructures in the US, now rail needs to **progress**
- Electrified rail systems have similar fixed costs to other modes regarding vehicles and infrastructure but **variable costs** are much less-fuel, service, maintenance etc...

***The private sector has shown a lot of interest in operating a bullet train system in the USA in a public/private partnership.**

****Federal matching funds for infrastructure projects count the worth of existing infrastructure/ ROW(which bullet trains use) toward a local community's contribution to a proposed project as the local funding match.**

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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: mikelhman@lycos.com). Advanced countries are implementing "true" High Speed Rail/HSR systems and the US is earnestly trying to also; of the many concepts proposed, the Great Lakes HSR/GLHSR system should be the **one built**. 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 outweigh 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 people 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 longer travel times in the Northeast quarter of the US than 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
mikelhman@lycos.com, 773-334-6080



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 origin-destination points (total US HSR city populations are 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 expected 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 aren't available, 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 transit rail 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** and **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 intricate 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 airports to pickup and drop-off a flyer at both destinations. Combination rail to walking travel modes are always superior 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), work, talk, eat and rest in a hassle-free, safe vehicle like a bullet train is unsurpassed. Indeed, elderly and ADA citizens would probably prefer this 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 (GLHSR trains, **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 and also 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. *Transportation is the leading cause of accidental/preventable deaths in the US.

**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.

**TRIP TIME FROM CHICAGO TO MAJOR EAST COAST CITIES BY AIR or potential HSR, "bullet trains"
New York, Philadelphia, Baltimore, Washington**

Fixed times: Round trip

Flight time, 4 hours
Walk time, from parking, through terminal, 2 hours
Check-in time, 2 hours
Security check time, 2 hours
Baggage claim time, 2 hours

Variable times: Round trip

Flight connection time, 2-4 hours
Delay time, 1-2 hours
Car rental processing time, 2 hours
Commute/Transit/Congestion time, 2-4 hours

Total roundtrip times in transport:

Low estimate: 10 hours
High estimate: 24 hours

TGV/GLHSR to NECHSR Travel Times from Chicago(bullet trains): Round trip

Total roundtrip times in transport: Assumes 5 hour trip to Philadelphia/NYC CBDs from Chicago and use of 30 minute rail transit travel to CBD's HSR/bullet train terminals, not street vehicles transit. Intermediate cities; Detroit, Cleveland and Pittsburgh, would have only about 3 hour travel times to the extreme cities both eastbound and westbound.

Low estimate: 10 hours
High estimate: 18-20 hours to other NEC cities

Changes for overall commercial airplane travel times/service since 9/11:

- Fuel price increases, financial problems for air carriers, bankrupt airlines, restructuring airlines/routes, poorer level of service
- Longer waits, more security issues, more hassles, access problems, difficult parking, auto congestion/waiting/parking
- Terrorism fears, real or imagined

Observations:

Airplane flights are relatively short but the commuting and management of the pre and post flight matters/preparations are becoming longer time-wise and are expensive(no matter what the discount airlines advertise-there are several hidden costs) . "Reverse commutes" could be employed by CTA/Metra rail to the Chicago CBD for connections to the GLHSR system to make inter-city travel connections quicker and easier.

With 5 minute headways and 500 passenger "bullet trains", the GLHSR system could carry over 60 million passengers a year in all directions combined(1000 passenger trains-the size of three 747s could carry double the amount). The GLHSR system would be a bona fide "land cruiser" or, depending upon how you look at it; the fastest, longest year-round roller coaster in the country-and a journey through great American history!

To prove just how important the GLHSR corridor really is, the longest continuous interstate toll roads in the US are along the exact same corridor. US transportation and Amtrak need and deserve a second Acela-type system-the GLHSR "bullet train".

Over 200,000,000 vehicles arrive and leave Chicago from Interstates 90, 94, 294 and Rt. 41 a year of over 1 billion trips a year total in the Chicago area(all Interstates). The origination and direction of that travel is from northern Indiana and points east.

The total traffic from personal vehicles, buses, trains and airplanes from points east arriving to/leaving Chicago is about 300,000,000/year, of that amount, probably 40 million or more could use the GRHSR bullet train as a transport choice. Rail transport infrastructure as a substitute for increasingly more personal vehicle traffic is a suitable and wise investment of the public's money.

Unfortunately it's said that one shared ROW HSR train traveling on existing freight railroad track/ROW, consumes 5 times the spacing/blockage of a standard freight train. This fact alone could be the main stumbling point of going forward with this type of HSR plan and consequently the problem of moving forward with the Midwest HSR Initiative.

Conclusion:

The whole Great Lakes region would improve as an area in livability, access and businesses establishment and Chicago and other cities; Detroit, Pittsburgh, Cleveland etc. would add to the ranks of "world class" cities with HSR connections. The Amish love trains and much of the ROW necessary for this concept covers Amish area, so they would need access and would welcome the system.

Gary/Chicago Airport-"bullet train" station has easy connections to 4 different modes of passenger and freight transport; 2 Interstate highways, the South Shore commuter railway, Amtrak and freight railways, Lake Michigan water transport and the airport itself.

TRANSPORTATION/TRANSIT TO AND FROM CHICAGO AIRPORTS

Ohare: 33 million enplanements a year, 50% connecting-no transit
(17 million Chicago arrivals and 17 million Chicago departures a year)

Midway: 9 million enplanements a year, 25% connecting-no transit
(7 million Chicago arrivals and 7 million Chicago departures a year)

-www.bts.gov

Potential and Estimated Airport Transport/Transit by All Modes**POTENTIAL PERSONAL VEHICLE TRANSIT/PARKING**

-2 transit trips per flight, 13.5/Midway, 33/Ohare million potential air passenger trips.

18 MILLION air passenger/**12 MILLION** vehicle ESTIMATED TRIPS A YEAR
-4 million/Ohare and 2 million/Midway parked cars a year(1.5 per car)
-Standard Parking Inc., 2005
(11% of transit traffic)

POTENTIAL PERSONAL VEHICLE TRANSIT/PASSENGER(pick-up/drop-off)
-4 transit trips per flight, 27/Midway, 66/Ohare million potential air passenger trips.

13 MILLION air passenger/**52 MILLION** vehicle ESTIMATED TRIPS A YEAR
(45% of transit traffic)

POTENTIAL TAXI/LIMO TRANSIT

-1 transit trip per flight, 6.75/Midway, 16.5/Ohare million potential air passenger trips.

5 MILLION air passenger/**3.5 MILLION** vehicle ESTIMATED TRIPS A YEAR
-10,000 a cars a day/2 direction=5 million taxi/limo trips a year-both airports(1.5 per car).
-Ground Transportation Dept., Ohare Airport, 2005
(3% of transit traffic)

POTENTIAL RENTAL CAR TRANSIT

-2 transit trips per flight, 13.5/Midway, 33/Ohare million potential air passenger trips.

8 MILLION air passenger/**5 MILLION** vehicle ESTIMATED TRIPS A YEAR
-50,000 cars a week, 2.5 million cars/4 million air passengers a year(1.5 per car)
-Avis Corporation, 2005
(4% of transit traffic)

CTA RAIL TRANSIT/Entrances to Airports at CTA rail stations

-No road transit trips per flight, 10% of CTA riders are air passengers

Blue Line/Ohare-3 million passengers/entrants a year to CTA rail station

Orange Line/Midway-2.5 million passengers/entrants a year to CTA rail station

1 MILLION ESTIMATED TRIPS/BY AIRLINE PASSENGERS, 2 AIRPORTS

-CTA 2004 Rail Ridership
(1% of transit traffic)

REGIONAL BUS-METRA SERVICE TRANSIT

- Less than 1 transit trip per flight, totals much less than 1 trip per flight

1 MILLION ESTIMATED TRIPS/BY AIRLINE PASSENGERS, 2 AIRPORTS

-Ground Transportation Dept., Ohare Airport, 2005

HOTEL/LOCAL BUS TRANSIT

-2 transit trips per flight, totals less than 2 trips per flight

2 MILLION ESTIMATED TRIPS/BY AIRLINE PASSENGERS, 2 AIRPORTS

-Chicago Hotel and Convention Bureau, 2005
(2% of transit traffic)

TOTAL AIRPORT ROAD TRANSIT TRIPS ANNUALLY/BOTH AIRPORTS

Personal/other vehicles: 71/75 million

Airplane passengers: 48 million arriving and leaving

Airport employees/services vehicles: 40 million arriving and leaving

(Airports employee traffic equals 100,000/daily-both airports/both directions-equals
-33% of transit traffic, 2% arrive and leave by CTA orange and blue lines)

100% Total %

GRAND TOTAL VEHICLE TRIPS ANNUALLY/BOTH AIRPORTS

115 million arriving and leaving airports

Daily Interstate Highway Traffic to Chicago Airports/Both directions combined**Ohare**I-90

From NW 134,300 vehicles

From SE 171,100 vehicles

I-294

From South 159,400

From North 106,900

Midway

I-55

From SW 121,400

From NE 166,800

-www.gis.dot.il.gov

Annual Average Daily Traffic, IDOT

Observations

The total vehicle trips to and from both airports by airline passengers from all modes of transport besides CTA rail and all buses is about 75 million vehicles per year or about 200,000 per day (assumes 1.5 passenger per vehicle). Transit with personal vehicle, taxi, limo, and rental car may have more than one airplane passenger per trip to/from airports.

There are about 50,000 employees at Ohare and 15,000 at Midway. 50 million annual and 100,000 daily total vehicle trips for airport employees and other services trips are estimates to be added to both the airports' road transit totals. CTA rail; blue and orange lines, equal 11 million transit trips a year to and from the airports, mostly non-airplane passenger transit customers but probably airport employees (90%).

Ohare and Midway airports would be responsible for more than ¼ of all highway traffic on I-90, I-294 and I-55; 250,000 (est.) of 850,000 daily vehicle trips in close proximity to the airports (91,000,000 of 310,000,000 yearly).

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080
050808_01

Aug. 08 2005 10:31AM P1

AIRPORT EXPANSIONS ALTERNATIVE



mike lehman
mlehman1@uic.edu

1

Comment	Response
1	The FAA appreciates the commenter's information regarding high-speed rail as an alternative to airport improvement projects. The FAA carefully evaluated the use of other modes of transportation, including high-speed rail, as an alternative to O'Hare improvements. However, this alternative did not meet the purpose and need. For further information, please see Chapter 3, Section 3.2.2.2 of the Final Environmental Impact Statement (Final EIS).

Regards,
Mike Lehman
mikelehman@lvcos.com, 773-334-6080

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:36AM P1

"Bullet Train" "bullet points" in favor of the technology

- Use of **cleaner** more **manageable** and **efficient, potentially renewable** electric power
- Reduces demand for **foreign oil**, uses domestic energy sources
- Safest mode** of transportation, evidenced by French and Japanese HSR systems/models
- Reduces road congestions** compared to the airline transport mode auto dependency
- Encourages use of city rail transit systems in "**reverse commutes**"
- Most logistically logical/efficient mode of inter-city travel for **NE quarter of US**
- Steel wheel/rail** operation equals less road/rail infrastructure breakdown/maintenance
- Use of underutilized existing **ROW/rail infrastructure**
- Similar **travel times** to airplanes for NE quarter of US
- Helps to bring **Amtrak** to be profitable, interconnected, and useful to other routes
- Stops need to build even more **airport capacity** in several cities along bullet train route
- Most passenger pleasant and **city/transit friendly** mode of transportation
- CBD bullet train destinations and virtually no congestion, or pollution creation
- City rail lines/branches/ROW etc. are **grade separated** well already for bullet train use
- There is **abundant air and road** infrastructures in the US, now rail needs to **progress**
 - - Electrified rail systems have similar fixed costs to other modes regarding vehicles and infrastructure but marginal costs are much less-fuel, service etc...

*Curiously, two rail agencies in the US that rely on electric rather than oil based energy for transportation are on the brink of bankruptcy, **AMTRAK** and the **CTA**.

****Federal match funds for infrastructure projects counts the worth of existing infrastructure/ ROW(which bullet trains use) toward a local community's contribution to a proposed project as the local funding match.**

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FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:36AM P2

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; of the many concepts proposed, the Great Lakes HSR/GLHSR system should be the **one built**. 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 weigh 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 people 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 longer travel times in the Northeast quarter of the US than 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, 773-334-6080

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:37AM P3

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 origin-destination points(total US HSR city populations are 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.

1

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:48AM P1

ECONOMIC REASONS FOR HSR (also, alternative jet fuels aren't available, 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 transit rail 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

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:48AM P2

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 and 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 intricate 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 airports to pickup and drop-off a flyer at both destinations. Combination rail to walking travel modes are always superior 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), work, talk, eat and rest in a hassle-free, safe vehicle like a bullet train is unsurpassed. Indeed, elderly and ADA citizens would probably prefer this 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 (GLHSR trains, 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 and also 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.

*Transportation is the leading cause of accidental/preventable deaths in the US.

**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.

3

FROM : MIKE LEHMAN PHONE 773-334-6080 FAX NO. : 773 334 6080

Aug. 08 2005 10:38AM P4

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 and 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 intricate 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 airports to pickup and drop-off a flyer at both destinations. Combination rail to walking travel modes are always superior and healthier to alternative airplane to automobile modes.
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BENEFITS TO INDIVIDUAL STATES (GLHSR reduces airports' congestions also)
(connected cities CBDs will add significant tourist, business, and personal trip activity)

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**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.

3

050811_02

U S G P
By AUG 16 2005

Mike MacMullen
Federal Aviation Administration
2300 E Devon Ave
Desplaines, ILL 60018

Dear Sir or Madam:

Reg: Notice of Availability of O'Hare Modernization Final Environmental Impact Statement, Final Section 4(f) and section 6(f) Evaluation, And Final General Conformity Determination

In reference to the above my comments are as follow:

- 1) Whenever, there is community developments, there is always hindrances in Developments from the public, because thoughts are not matched with each other. If government stops working, listening their emotional, sympathetic comments government will not be successful in projects developments. But at the same time Government body should definitely take care of the public, whether they are getting the right compensation back, for what they are going to loose. If they get the right compensation, public will keep quiet and development is quite possibly straight.
- 2) Bensenville town homes price value could not go up due to Airport Expansion program since many years' people are hearing an airport expansion. Now the town homes of three bedrooms set in other nearby area is more than \$200,000.00(two hundred thousands dollars). If owners of the town homes do not get matching prices, they will cry definitely. If they get the matching prices no body will hold a sign "Stop O'Hare Air Port Expansion" in his hands. Therefore, pay them right amount of compensations.
- 3) Bensenville Town homes are the same units pay to everybody equal amount of price after matching the prices with the nearby area plus moving expenses instead of wasting the time in appraisals etc. For example price of nearby town homes is \$240,000.00 Plus \$6000.00 moving expenses. You can set this one Flat price.

Thanking you,

Yours truly,

Malkiat S. Palaha

Malkiat S. Palaha
36 Sun Set Court
Bensenville, IL 60106

Phone # 630-422-1092

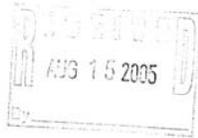
Dated: August 11, 2005

Comment	Response
1	Comment noted.
2	<p>The FAA takes seriously the potential impacts related to homeowners and businesses in the proposed land acquisition areas and areas adjacent thereto.</p> <p>Any acquisition by the City of Chicago requires full compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act is a Federal statute that regulates the acquisition and relocation process and protects the interests of residents and business owners affected by the potential acquisitions. Owners, tenants, and businesses in the proposed acquisition areas would be relocated pursuant to both the Uniform Act and FAA's <i>Advisory Circular AC150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects</i>. In addition, the FAA is aware of the resident's concerns that the sale price established for their existing property (fair market value) would be insufficient to provide for purchase of comparable property in a new location. The Just Compensation clause of the Fifth Amendment to the United States Constitution along with provisions within the Uniform Act provide mechanisms to address these concerns.</p> <p>Also see topical response G-4 on page U.5-34 of Appendix U of the Final Environmental Impact Statement (Final EIS).</p>
3	The Uniform Act ensures the homeowners both fair market value for their homes, relocation assistance up to \$22,000.

050812_01

Aug. 12, 2005

Mr. Michael MacMullen,
 Airports Environmental Program Mgr.
 FAA Chicago Airports District Office
 200 East Devon Ave.
 Des Plaines, IL 60018



Dear Mr. MacMullen
 Thank you for the invitation of July 20, 2005 to respond to the Notice of Availability for the O'Hare Modernization Final Environmental Impact Statement. I received the invitation on July 30th and the note stated you had to receive our reply by July 29th to be published in the Federal Register. Why the delay in making them out?

First of all, the modernization program of O'Hare will NOT alleviate existing and future capacity and delay problems - only the weather can do that - and I don't think you can control that. Just last week we had no flight delays - because of the good weather.

The eight runway configuration is an accident waiting to happen - even the air controllers have tried to advise the FAA about this to no avail.

It is unreasonable to even think about disturbing an historic cemetery for a runway that is not needed.

In your July 20, 2005 letter, you state "The FAA will accept comments on updated and/or refined information in ... sections of the FEIS and the associated appendices."

Re: The Wetlands

The ribbon cuttings always have something to do with the destruction of nature. The big army is especially fond of projects being paid for by

Comment	Response
1	The commenter misinterpreted the FAA's letter. In point of fact, the letter states that the Notice of Availability of the Final Environmental Impact Statement (Final EIS) in the Federal Register would be published July 29, 2005 and further stated that comments were due by September 6, 2005. The FAA notes that the commenter's previous comments on the Draft EIS and FAA's respective responses can be found in Sections U.7 and U.10 beginning on pages U.7-19 and U.10-149 of the Final EIS.
2	The FAA respectfully disagrees regarding the effect of the project on delays at O'Hare. While delays are often weather-related, poor weather is not the sole contributor to delays at O'Hare. Other factors that contribute to delays include activity levels, airline scheduling patterns, aircraft fleet mix, and airfield configuration. The FAA responded to this same comment in the Final EIS, please see response C-2 on page U.5-15 of Appendix U of the Final EIS.
3	The FAA responded to this same comment in the Final EIS, please see responses K-1 and K-2 beginning on page U.5-42 of Appendix U of the Final EIS.
4	The FAA notes the commenter's opinion regarding the relocation of a cemetery at O'Hare. The FAA addresses issues regarding cemeteries in Section 11 of the Record of Decision.

Mr. MacMullen

2-

to pay for other than themselves and seem to do a great amount of damage to nature. They are using the word "progress" though they also call it "economic development."

They do this as a surprise to conceal a project to stop anyone having the nerve to raise questions about the merits of their particular enterprise.

The OMP idea to handle opposition of any kind is an episode called a public hearing. After everything has already been decided (by OMP & FAA), a public hearing is called (Feb.) for what is labeled "getting citizen input." But they really don't want input from opponents. The hearing is just a slick way of getting people to think they've had their say, but their input has nothing to do with the final output since the decision has already been made.

The OMP knows this, so they have conned people into thinking they've had a voice in the matter - which they haven't - and that's why the local people sit in the audience at these hearings (and most leave before the opposition gets their chance to express their views - as they did at the Feb. 05 hearing) to watch for any real troublemakers, so they can identify them and report them to the FAA - out of town.

This whole OMP has been intricately choreographed because there's too much profit riding on this to leave it to chance.

Comment	Response
5	Comment noted.
6	Comment noted.
7	The commenter's opinion is noted. The FAA respectfully disagrees and considers public input as a vital component of how the Agency conducts its NEPA process and reaches decisions. The FAA notes that only after providing an extensive public involvement process and thereafter giving careful consideration to all comments received on the Draft Environmental Impact Statement (EIS) and Final EIS did the Agency reach its decision in this Record of Decision. For further information on the FAA's public involvement process see topical responses A-1 and A-3 on pages U.5-2 and U.5-4 of Appendix U, respectively. In addition, see Section 8 of the Record of Decision.

Mr. Mac Mullew

-3-

However, the FAA should take a hard look at Deby and his cohorts and all their reform schemes. He has more scandals (and more forthcoming) tied to his administration than any other mayor and I shudder to think what he and his cohorts would do with their fingers in the cash register of the O'Hare expansion.

I would not let the fat guard the chicken house.

One of the best examples is the selection of Parsons Brinckerhoff Construction Serv. to manage the first stages of runway expansion after their Enron fiasco.

I ask that you at least be courteous enough to listen to the controllers who are responsible for getting aircraft safely off and on the ground. The FAA has continually ignored their expertise.

I sincerely hope this letter is not in vain and that the deed has already been done.

Sincerely,

Eric L. Overing
 775 Brantwood Ave.
 Elk Grove Village, IL 60007

Comment	Response
8	The commenter's opinion is noted.
9	The FAA respectfully disagrees with the comment that air traffic controller's concerns have been ignored. As noted in response to comment 3, the FAA responded to this comment in the Final EIS, please see responses K-1 and K-2 beginning on page U.5-42 of Appendix U of the Final EIS.

"John Schalliol"
050812_02 <johns@sbair.com>
>
To
9-AGL-600-OMPEIS/AGL/FAA@FAA
08/12/2005 04:36 PM cc
Subject
Comments, OMD EIS
Please respond to
<johns@sbair.com>
>

Comment	Response
1	The FAA notes the commenter's support for the project.

Dear Mr. MacMullen,

On behalf of the St. Joseph County Airport Authority, South Bend, IN, I want to state our strong support for the modernization program and for all aspects of the plan and of the FEIS. If you have any questions, or need any further information, please do not hesitate to contact me at 574-233-2185 x224.

1

Sincerely yours,

John C. Schalliol, AAE
Executive Director
South Bend Regional Airport
4477 Progress Drive
South Bend, IN 46628

I choose Poesoft Lockspam to fight spam, and you?
<http://www.poesoft.com/refer.html>

C/o Michael W. Mac Mullen
 Airports Environmental Program Manager
 Federal Aviation Administration
 050812_03

Aug. 12, 05
 Mrs Rosemary Engelking

In Writing or should say protesting the expansion of O'HARE. We've done alot of it in 20 years, and this letter will probably go in garbage to but I'll feel a little better maybe.

We don't need any more air planes here plus since they put the fee up for trucks on the toll road we are bombarded with alot more trucks, we live on my farm of Irving Park Rd and Rt. 83. More James - We don't see the Environmental people helping us with that. The trucks on Rt. 83 go so fast can't stop go thru Red lights your car shakes if your stopped at a light. I wrote to Jesse White about that never heard from him either there's going to be a horrible accident there one of these days.

Bensemville, and Elk Grove are old towns we like our towns the Indians were here first, then an old Railroad town. Mayor Daley wants to Bulldoze all the history like he did Meigs field I think he should have been made to put it back, and been fixed. He's not a Compassionate person, some of the people in Bensemville have had to give up there homes when O'Hare was built. We've lived in our home since 1950 and like it. As a teen ager I worked in Cafeteria at Douglas where they built the air planes was Considered Des Plaines? No one can tell me how that all he came Chicago. Sincerely
 Mrs Ralph Engelking 225 N. Spruce ave. Bensemville, IL 60106

Comment	Response
1	<p>FAA appreciates all the public comments and encourages public participation in the Environmental Impact Statement (EIS) process. The FAA takes seriously its responsibility to consider all comments on the EIS. This responsibility includes careful consideration of the comments, whether submitted as recorded testimony, letters, postcards, voice messages, emails, and faxes. The comments are considered equally without regard to the format. The commenter's opposition to the project is noted.</p> <p>For further information on the FAA's public involvement process see topical responses A-1 and A-3 on pages U.5-2 and U.5-4 of Appendix U of the Final EIS, respectively. In addition, see Section 8 of the Record of Decision.</p>
2	<p>The FAA notes the commenter's concern regarding air pollution. The potential air quality impacts were assessed as part of the EIS. The assessment of potential air quality impacts of the proposed project can be found in Section 5.6 of the EIS.</p> <p>The FAA conducted a detailed surface transportation analysis for the area surrounding O'Hare, which included an analysis of existing and future traffic near the Irving Park Road/Route 83 intersection. This analysis took into consideration any planned roadway improvement in the surrounding area for each future year of analysis. It was determined that surface traffic congestion is already present in the area, and would worsen from current conditions, whether or not O'Hare is expanded. However, in the cases where intersections and/or roadway segments were determined to be significantly impacted, the City of Chicago has committed to participate in cooperative planning with the entities having jurisdictional responsibilities for the impacted facilities to evaluate potential mitigation measures. The FAA as a condition of approval of this Record of Decision (ROD) is requiring Chicago to contribute a prorated share of the project-related mitigation costs, including for any environmental studies, if required (see Section 9.3 of the ROD). Additionally, the air quality analysis completed for the EIS accounted for existing and future motor vehicle emissions. Based on the results of the analysis, it was determined that the proposed projects would not cause or contribute to a violation of the National Ambient Air Quality Standards (NAAQS). More information with regard to air quality is provided in Section 9.4 of the ROD.</p>
3	<p>The closure of Meigs Field is beyond the scope of this EIS. However, the FAA did take legal action against the City of Chicago over the 2003 closure of Meigs Field. The FAA is citing as part of its basis for action the agency's regulatory responsibility to preserve the national airspace system and ensure the traveling public with reasonable access to airports as the basis for its action. On August 31, 2005, the FAA issued a final notice of proposed civil penalty for \$33,000. An FAA investigation into possible violations by the City of its federal grant assurances and its airport sponsor obligations is currently underway.</p>

050814_01

8/14/05

MR ~~ROBERT~~ MACMULLEN
AUG 1 2005

I LIVE APPROX 5MI FROM
RUNWAY THAT RUNS N.E. TO S.W.
AND THE NOISE FROM PLANS WHEN
GOING OVER MY HOME IS DEAFEN-
INGLY. AT TIMES MY WINDOWS
VIBRATE, AND THE HOUSE RUMBLES
FROM THE NOISE. MY HOME IS
A BRICK AND BUILT IN 1960 SO
IT IS A SOLID HOME. THERE ALSO
AT TIMES YOU CAN SMELL THE
JET FUEL FROM THESE PLANES.

I'M WONDERING IF THERE
WAS A STUDY OF HEALTH, SLEEPING
PROBLEMS OF AREAS AROUND THE
AIRPORT BECAUSE OF THE NOISE.

ROBERT TREES II
2543 WILLIAM ST
GLENVIEW IL. 60025

Comment	Response
1	The FAA notes the commenter's concern regarding air pollution and noise impact. Both the potential noise and air quality impacts were assessed as part of the Environmental Impact Statement (EIS). The assessment of noise can be found in Section 5.1 of the Final EIS; the assessment of potential air quality impacts of the proposed project can be found in Section 5.6 of the Final EIS.

050815_01

To :-- FAA Administrator Pres. , George W. Bush August 15, 2005
 Senator , Peter Fitzgerald Rep. Henry Hyde
 Bensenville Pres., John Gellis Elk Grove Pres., Craig Johnson

THE FAA TELLS US O'HARE NEEDS MORE RUNWAYS SO MORE PLANES CAN TAKEOFF IN A GIVEN HOUR. WHAT DO ALL THE AIRPORTS THAT ARE SCHEDULED TO RECEIVE THESE ADDED INCOMING FLIGHTS FROM O'HARE DO FOR RUNWAY AVAILABILITY TO ACCEPT MORE INCOMING FLIGHTS FROM O'HARE. IT SEEMS THAT THE O'HARE EXPANSION PLAN COST WILL NOW HAVE TO INCLUDE RUNWAY CONSTRUCTION FOR EACH OF THOSE AIRPORTS. WE CAN DELAY TAKEOFFS AT O'HARE LIKE WE HAVE BEEN DOING OR LET THOSE PLANES FLY AROUND AND KEEP BURNING FUEL UNTIL THE DESIGNATED AIRPORT FOR ONE OR MORE OF THESE PLANES TO LAND FEELS SAFE TO HAVE THEM LAND.

HAS ANYONE LOOKED INTO HOW MANY PLANES WERE KEPT FROM TAKING-OFF PRIOR TO JULY 2005, BECAUSE A DESIGNATED FIRST STOP FOR THOSE PLANES WAS AN AIRPORT THAT COULD NOT ACCEPT AN INCOMING FLIGHT FOR UP TO AN HOUR OR MORE AFTER IT WAS SCHEDULED TO TAKE OFF FROM O'HARE.

I THINK THESE FAA PEOPLE WILL HAVE TO CONSIDER THE COST FOR THE RUNWAY CONSTRUCTION OF ALL AIRPORTS TO PREVENT HAVING THE SAME DELAYS IN SCHEDULED TAKE OFF AT O'HARE

WHAT IS GOING TO HAPPEN IF WE HAVE MORE PLANES TAKE-OF IN AN HOUR. ONE THING FOR SURE PUTTING MORE MOVEMENT IN THE SAME GIVEN TIME FRAME INCREASES THE CHANCE OF AN ACCIDENT.

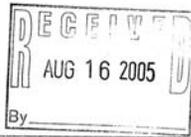
Thank You Very Much

Mario A. Valente
 410 East Green Street
 Bensenville Illinois 60106
 630 - 766 - 0525

AUG 18 2005

Comment	Response
1	Independent of this project, other airports may have the need for capacity improvements. However this would not be as a result of improvements to O'Hare as the commenter suggests. In many cases, airports owners and sponsors have either begun planning capacity improvement or begun to construct improvements. Improvements at O'Hare would not worsen congestion in the National Airspace System, rather it would lessen it. The proposed project removes airfield constraints at O'Hare by both reconfiguring and adding new runways thereby providing additional arrival capacity. With this additional arrival capacity, the proposed project helps reduce the need for air traffic controllers to slow air traffic en route to O'Hare thus reducing en route airspace congestion. The proposed project is not expected to result in the need for additional capacity at other airports.
2	Runway construction at other airports and its associated cost is independent of this project and therefore outside the scope of the Environmental Impact Statement (EIS).
3	The FAA addressed this comment in topical response K-2 beginning on page U.5-43 in Appendix U, Section U.5 of the Final EIS.

050816_01



① IT is said That this "project" of expanding O'Hare air port will "create jobs." Jobs for whom? For the people whose homes are destroyed? For people who live in the area of the airport? NO - For people who don't live here and will leave when the work is finished.

② IF homes are destroyed To expand O'Hare air port, where will these people go? NO one today can afford to pay today's price for the house they moved INTO 40, 30, 20 or 10 years ago. There are NO homes being built today for low-income people.

③ Franklin Park WANTS O'HARE AIRPORT To be made larger. LET the New RUNWAYS go over Franklin Park. LET the new RUNWAYS go over Chicago. IT is Chicago's airport.

④ Modern Technology might soon make airports obsolete. BUSINESS TRIPS will NOT be Necessary.

Comment	Response
1	<p>The economic impact of potential O'Hare improvements was not a consideration in development of the purpose and need for this Environmental Impact Statement (EIS). However, Section 5.5 of the Final EIS identifies the potential socioeconomic impacts associated with the evaluated Alternatives.</p> <p>Additionally, the FAA did not utilize the City of Chicago job creation numbers (e.g. 195,000 jobs) cited by commenters in this analysis. For the purpose of evaluating indirect economic impacts on the Chicago region, the FAA utilized a series of economic studies that were prepared by Hamilton Rabinovitz & Alschuler, Inc. (CCT). These economic studies compared estimates of regional employment growth with Northeastern Illinois Planning Commission (NIPC) forecasts. The FAA reviewed the studies and concurred with the general findings. Each of the Build Alternatives would result in an increase in the economic activity associated with the Airport compared to the No Action alternative. The Build Alternatives under consideration (Alternatives C, D, and G) are estimated to result in an increase of 89,240 jobs, approximately 49,390 more than Alternative A. This does not include temporary jobs related to construction. For more information please refer to Section 5.5 of the Final EIS.</p>
2	<p>Any land acquisition by the City of Chicago related to O'Hare modernization requires full compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act is a Federal statute that regulates the acquisition and relocation process and protects the interests of residents and business owners affected by the potential acquisitions. Owners, tenants, and businesses in the proposed acquisition areas would be relocated pursuant to both the Uniform Act and FAA's Advisory Circular AC150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects.</p> <p>The Uniform Act will be implemented by the City of Chicago's O'Hare Land Acquisition Program with compliance assured by FAA. These procedures are designed to ensure that relocated people and businesses will be treated fairly. If necessary, the Uniform Act requires provision of funds in excess of the fair market value of the acquisition property if and as necessary to acquire decent, safe, sanitary, and comparable replacement housing (including housing of last resort).</p> <p>In addition, the FAA is aware of the resident's concerns that the sale price established for their existing property (fair market value) may be insufficient to provide for purchase of comparable property in a new location. Provisions within the Uniform Act provide a mechanism to address these concern.</p>
3	Comment noted.
4	<p>The FAA evaluated the use of other modes of travel or communication, including telecommunications, as an alternative to O'Hare development. However, this alternative did not meet the purpose and need. For further information, please see Section 3.2.2.2 of the Final EIS.</p>

5 Fuel costs for airplanes are causing airlines to lose money. How can airlines pay their share for the cost of expanding O'Hare airport?

The U.S. Government is deep in debt, and so is the Government of Illinois.

There are more important things that this money needs to be used for: Homeland security, education, health-care, Veterans pensions, shelter and food for the homeless and the "working poor"; et cetera.

6 Nobody should have the authority to move bodies from a cemetery, or destroy historic buildings, just for the sake of more half-empty planes to be flying. There's too many planes now polluting the air we breathe.

Mrs Dorothy Santoro
119 W. Roganne Avenue
Addison

Comment	Response
5	<p>In response to comments on the Draft Environmental Impact Statement (EIS), FAA has reviewed additional cost-related information applicable to the project. For purposes of this review under the National Environmental Policy Act (NEPA), the FAA has concluded that the estimated costs of the project are reasonable. FAA has also concluded that it is reasonable to assume that, based upon the impact O'Hare has on the Chicago region, as well as the National Airspace System (NAS), and the benefits to the regional economy, there will be sufficient funds to complete the proposal. In addition, FAA believes that with a project of this magnitude and importance, the availability of projected funding sources is sufficiently reasonable and capable of being obtained. Accordingly, the FAA has decided it is both appropriate and necessary under NEPA to subject the Sponsor's full build proposal and alternatives thereto to this environmental analysis because the entirety of the proposed action is reasonably foreseeable. This determination is made without prejudice to evaluation of the City's pending Letter of Intent request, which is a separate process from this environmental analysis.</p> <p>For more detail in regard to FAA's careful consideration of this issue, please see Chapter 1, Section 1.7 of the Final EIS.</p>
6	<p>The commenter's position related to US government debt, State of Illinois debt and prioritization of government spending is noted. For more detail in regard to FAA's careful consideration of this issue, please see Chapter 1, Section 1.7 of the Final EIS.</p>
7	<p>The commenter's opinion is noted. The FAA notes that impacts to the cemeteries, air quality, and historic buildings are of concern to the Agency. These impacts were evaluated in detail in the Environmental Impact Statement (EIS). For further information regarding FAA's careful consideration of these issues see: Sections 5.6 and 5.9 of the Final EIS. For further information regarding St. Johannes and Rest Haven Cemeteries see Section 11 of this Record of Decision.</p>

DAY AUGUST 9, 2005

American dream gets too costly

Study: Housing prices rising too fast for many

By Jennifer C. Kerr
Associated Press

WASHINGTON — Housing prices are far outstripping salary increases for low- and moderate-income jobs, putting the American dream of owning a home beyond the reach of teachers, firefighters and other community workers in many cities, a study being released Tuesday reports.

Delta's stock slide deepens as bankruptcy talk mounts

By Robert Manor
Tribune staff reporter

Is Delta Air Lines about to follow United Airlines and US Airways into Chapter 11 bankruptcy?

Delta's stock fell more than 12 percent Tuesday after Merrill Lynch's airline analyst warned that bankruptcy is increasingly likely for the nation's third-largest carrier.

"We think the recent surge in fuel prices greatly increases the likelihood of a bankruptcy filing within the next two months," Linenberg said. He said high fuel prices could wipe out the \$1 billion in concessions that Delta obtained last year from its pilots.

United

The airline had reached an agreement in principle with

the planes' lessors last summer but subsequently backed out of the deal, citing rising fuel prices and the need for further cost reductions because of difficult conditions in the airline industry.

United has lost more than \$2.5 billion this year and more than \$7 billion since entering bankruptcy.

050816_02

Comment	Response
1	The commenter's support for the project is noted.

Dear Mr. MacMullen: ENOUGH POSTURING ALREADY,
I support the O'Hare Modernization Program because...
O'HARE IS SO IMPORTANT TO THE NATION'S
SYSTEM - AND THE FIX IS SO COMMON
SENSICAL THAT WHY HASN'T IT ALREADY BEEN
done...?
NAME: DOUGLAS BERMUDEZ
ADDRESS: 5008 W. STRONG #3
CHICAGO, IL. 60630
EMAIL: ~~N/A~~ PLEASE ALLOW THE FIX TO
GO THROUGH. THANKS

1

050817_01

CIVIC COMMITTEE
of The Commercial Club of Chicago

21 South Clark Street
Suite 3120
Chicago, Illinois 60609-2006
312.859.1200
312.859.1209 (FAX)
www.civiccouncil.org

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Chairman

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Vice Chairman

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President

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T. Joseph White

Malin D. White

William Winkler, Jr.

Frederic J. Zantner

*Honorary Members

August 17, 2005

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

Re: Comments on Updated Financial Feasibility Information and Analyses in the O'Hare Modernization Final Environmental Impact Statement

Dear Mr. MacMullen:

On July 27, 2005, the Federal Aviation Administration (FAA) released its O'Hare Modernization Final Environmental Impact Statement (FEIS), which contains, among other things, an analysis and discussion of the financial feasibility of the O'Hare Modernization Program (OMP). The FAA concluded in its report that the cost estimates and financial plan for O'Hare modernization are reasonable. The Civic Committee of The Commercial Club of Chicago believes the FAA and its independent consultants have conducted a thorough and professional analysis of the financial feasibility of O'Hare modernization. We support the FAA's finding in its FEIS that the City of Chicago's O'Hare Modernization Program is the preferred alternative for reducing delays and increasing capacity in Chicago and throughout the entire national aviation system.

We respectfully submit the following comments for the record.

R. Eden Martin
R. Eden Martin

* The Commercial Club of Chicago is a non-profit membership organization comprised of senior business, professional, educational and cultural leaders who seek to address social and economic issues of importance to the Chicago region. The Civic Committee of The Commercial Club of Chicago is comprised of about 75 senior executives from the Chicago region's leading corporations, professional firms and universities. The Civic Committee works on a variety of projects and initiatives to stimulate and encourage the growth of the region's economy and its ability to provide for its people.



THE COMMERCIAL CLUB
OF CHICAGO

Comment	Response
1	The FAA acknowledges the Civic Committee of the Commercial Club of Chicago's (Civic Committee) comments regarding the financial feasibility information presented within the Final Environmental Impact Statement (EIS) as well as their overall support for O'Hare modernization. The FAA also notes the Civic Committee's statement that, "the FAA and its independent consultants have conducted a thorough and professional analysis of the financial feasibility of O'Hare modernization."

1

I.

On January 13, 2005, the FAA released its Draft Environmental Impact Statement (DEIS) for O'Hare Modernization. In its DEIS, the FAA discussed the cost estimates and financing plan that the City of Chicago submitted as part of its overall O'Hare International Airport Master Plan, which includes the modernization program. During the ensuing public comment phase, the FAA was criticized by the opponents of O'Hare expansion, the Suburban O'Hare Commission (SOC), which represents a few communities adjacent to the airport, and their hired consultants.

On April 6, 2005, SOC submitted a "critical assessment" of the O'Hare plan. The critique was prepared by the Campbell-Hill group in Alexandria, VA. The critique asserted that the costs of the modernization plan far exceed what the City of Chicago and the FAA have estimated, and that neither Chicago nor the airlines at O'Hare can finance the project. In particular, SOC and Campbell-Hill argued that "the FAA did not evaluate the details of the City's vague and generalized costs and simply inflated the City's Master Plan costs from 1999/2001 dollars to 2004 dollars." (at 12.) The critique also argued that "the DEIS failed to analyze the availability of funds for the OMP, even for the FAA's highly understated costs." (at 56.)

On July 21, 2005, the U.S. Department of Transportation's Inspector General released his report examining the FAA's process for reviewing and approving Chicago's OMP. The Inspector General's examination was conducted in response to a request from Representative Henry J. Hyde and former Senator Peter G. Fitzgerald, and it focused on the FAA's (1) process for reviewing the financial viability of the OMP, and (2) actions to redesign the airspace to accommodate the OMP. Although the Inspector General's review was not an assessment of the FAA's Environmental Impact Statement, it helped inform the work of the FAA on its FEIS and the administrative process related to the City's Request for a Letter of Intent (LOI) for federal funding for the project.

The Inspector General's report recommended that the FAA focus greater attention on verifying that the OMP's costs, schedule, and sources of funding are realistic, reasonable, and credible. (at 3.) In particular, the report states that "the FAA, in its review of the LOI, must ensure that the statement of costs is credible and includes escalations for any anticipated schedule delays and rising labor or materials costs." (at 3 and 4.)

II.

The criticisms of SOC and the comments of the U.S. DOT Inspector General, and others, prompted the FAA to undertake a broader, more in-depth review of the financial feasibility of O'Hare modernization as part of its EIS. The FAA's enhanced financial review and its finding – that the cost estimates and financing plan put forth by the City of Chicago are reasonable – further support the agency's conclusion that O'Hare modernization is the preferred alternative for reducing delays and expanding capacity in the region and throughout the entire national aviation system.

In response to the public comments it received on its DEIS, the FAA "broadened the discussion in this Final EIS of the financial feasibility, which includes an analysis of the City's estimated costs for this proposal." (FEIS 1-52) In its response to the Inspector General's report, the FAA stated that it "agrees that the OMP deserves additional scrutiny and is applying that higher level of diligence to the OMP proposal and its associated LOI request." As part of this higher level of due diligence on the financial feasibility of O'Hare modernization, the FAA conducted several important inquiries.

First, the FAA adjusted its cost estimate escalation by using more detailed construction-related inflation factors. In the DEIS, the FAA used a uniform cost escalator of 2.4% to update Chicago's cost estimates. In the FEIS, the FAA used more specific escalation indicators – escalators which are appropriate for the specific types of construction work involved in the project, i.e. RS Means Square Foot Cost from 1999, 2001, and 2004 and Heavy Construction Cost Data from 1999, 2001 and 2004 for historical cost indexes for the City of Chicago. This analysis updated the cost estimate for OMP from \$6.6 billion in 2001 dollars to \$7.5 billion in 2004 dollars.

Second, the FAA contracted independent airport engineering and planning consulting firm, Crawford, Murphy & Tilly, Inc., to assess the reasonableness of Chicago's cost estimates in the Master Plan for O'Hare, which includes O'Hare modernization, the Capital Improvement Program, and the World Gateway Program. The FAA's consultants conducted the following analyses as part of their review:

- analyzed the completeness and comprehensiveness of the listed program components and project work items;
- analyzed individual projects for reasonableness of cost by order of magnitude cost estimate calculations, including a side by side review of nearly 50 key components of the proposed construction; and
- conducted a broad scale evaluation of the project costs for construction of the four new runways under the OMP and compared the costs to new runways at five other large airports, Boston Logan, George Bush (Houston), Sea-Tac (Seattle), Hartsfield (Atlanta), and St. Louis Lambert.

The FAA's consultants concluded: (1) "In general, the cost breakdowns provided by the City appear to be reasonable and somewhat conservative in consideration of the magnitude of scale and relatively high production rates potentially achievable with large work areas and volume." (2) the "costs for the runway components of the O'Hare OMP prepared by the City of Chicago appear to fall in the middle of the range of costs for large runway programs" and "the dollar estimates for OMP runways... would indicate that they are comparable to other programs" and (3) "Overall, the City of Chicago OMP estimated costs for the base year 2001 appear to be reasonable and representative of the probable cost of the OMP in that year. For the purposes of this review under NEPA, [Crawford, Murphy, Tilly] has concluded that the estimated costs considered within this sample analysis are reasonable." (at 5.)

Third, the FAA contracted an independent airport management consulting firm, Leigh Fisher Associates, to assess the feasibility of the City's financial plan for OMP and compare

certain feasibility metrics for O'Hare to other large hub airports. The FAA's consultants conducted the following analyses as part of their review:

- reviewed the sources of funding identified by the City;
- analyzed the reasonableness of required future airline user charges at O'Hare; and
- gauged the financial community's acceptance of the OMP financing plan.

Based on their analysis, the FAA's consultants concluded: (1) "the funding sources [identified by the City] are appropriate for this type of airport development program, and reasonably consistent with the sources of funds that are used for large hub airport capital programs at other U.S. airports." (at 3.) (2) "It is reasonable to expect that, over the time horizon of the OMP (that is, through 2018), the average cost per enplanement at O'Hare..., while relatively high by current standards, will be within the range that is experienced at large hub airports nationwide," (at 8.); (3) "bond rating agencies have chosen to assign investment-grade ratings to the bonds issued by the City of Chicago." These ratings, "are an indication that the financial community has accepted the City's financial plan as reasonable, in relation to the benefits of such investment." (at 9.) and (4) there is "no reason to believe that the resulting costs to airport users (most significantly, major airlines serving ORD) will significantly adversely affect the ability to finance the capital projects and realize the projected aviation demand, particularly in the context of future investments that will be required at other large hub airports in the United States." (at 10.)

III.

The FAA and its outside experts have exercised reasonable due diligence in analyzing the project costs and financial plan for O'Hare modernization. The Civic Committee, which is composed of the heads of major corporations and business firms in the Chicago region, has supported expansion of O'Hare for well over a decade – and it supports the present modernization plan. It does so – not because every cost detail and every element of future demand can be predicted with certainty – but because, in an uncertain world, business investments must often be made in circumstances where all important facts cannot be known, and the future is not perfectly foreseeable. Business leaders regularly face such situations in their own businesses. They know that to make no decision because of uncertainty is to make a decision – a decision to do nothing.

In the case of O'Hare modernization, we believe the FAA and its outside experts have now validated the financial feasibility of the project. The City, the airlines, and the FAA know enough to go forward, and we support that decision. We know it will cost a lot of money to expand the airport – billions of dollars. We know that the costs of expanding O'Hare – one way or the other – must be met, in the final instance, through government support and increases in charges to customers. We know that O'Hare is central to the future of the Chicago region, and is also critical to the nation's air transport system. We know from recent experience that people continue to fly, even in times of terrorist threat and uncertainty. They fly regardless of which corporate name or logo appears on the tail of the aircraft. We believe that they will continue to fly in the future.

The objections of SOC ignore the national need for an expanded O'Hare and the costs of failing to meet that need. Put to one side the plain fact that SOC's objections to O'Hare have

Comment	Response
1	See response to this comment on page A.2-54.

nothing to do with solicitude for Chicago's ability to provide for its people or its financial health. Also, put to one side the fact that their arguments are based on factual assertions which are contrary to the FAA's own findings, or which are inherently speculative. The larger problem is that O'Hare opponents totally disregard the national interest in expanding airport capacity in Chicago.

O'Hare's west suburban opponents analyze O'Hare expansion as if it were isolated from the rest of the national aviation system. They ignore the delays caused in New York and Washington, the disruptions caused to passengers in Atlanta, the delay costs incurred in Los Angeles and Houston – when O'Hare is shut down or delayed because of inadequate runway capacity. They also ignore the fact that ramping up Gary, or starting a new airport in the fields 45 miles south of the Chicago Loop, will not in the foreseeable future significantly alleviate those delays or mitigate those costs.

The operational capacity of O'Hare Airport is of crucial importance to the nation's air transportation system – both civilian, and (potentially) military. O'Hare is important to the lives of families, business travelers, and public and private-sector employees all over the country.

If the west suburban opponents of O'Hare had been around at the time, they would have opposed the development of the inland waterway system in Illinois because the financing was uncertain. They would have opposed construction of the transcontinental railroads because the costs could not be predicted. They would have opposed building and expanding O'Hare after World War II because it was not clear that the costs would be borne by the passengers.

Chicago was built on transportation. Its present position in the economy and commerce is founded on its position at the cross-roads of the continent, and upon its transportation facilities. Its future depends on maintaining its central position as the principal mid-American aviation hub for both domestic and international travel.

The one thing which the FAA may be sure of is that if the modernization of O'Hare is approved, the financing will get done. The City of Chicago, the airlines, the FAA, the U.S. Department of Transportation, and Congress will work out the remaining details and make it happen.

1

050825_01



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

Arlene J. Mulder

Mayor

August 25, 2005

Mr. Michael MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Avenue
DesPlaines, IL 60018

Dear Mr. MacMullen *Mike*

This letter pertains to the Final Environmental Impact Statement, Section 4(f) and Section 6(f) Evaluation and General Conformity Determination of July 2005 regarding O'Hare modernization.

The Village of Arlington Heights has historically voiced its concern regarding new runways and increased capacity at O'Hare International Airport. We understand that the proposed O'Hare Modernization Plan could result in a significant increase in the number of flights per day and as a result, the Village has concerns about possible impact.

Sound insulation for homes and schools in areas that would be impacted would be essential should the proposed modernization move forward.

The Village expects that the previous commitment of adhering to a contour no bigger than the year 2000 standard will continue in place. In addition, we expect that there will continue to be strict adherence to the Fly Quiet hours of 10:00 p.m. – 7:00 a.m. and will remain in effect during the transition to the new configuration.

We are concerned that the Mitigation Summary on Page 48 does not mention increased funding for the development of quieter airplane engines. In addition, there is no mention of flight track adherence programs and funding for same.

Please give the comments herein your full consideration. The Village of Arlington Heights thanks you.

Sincerely,

Arlene J. Mulder
Mayor

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Comment	Response
1	The Village's concern about possible impacts that would result from the increase in flights with the proposed O'Hare Modernization Program (OMP) is noted.
2	Mitigation for potential noise impacts is discussed in Section 9.1 of the Record of Decision (ROD).
3	The Village's comments regarding noise are noted. See Section 5.1 of the Final Environmental Impact Statement (Final EIS) for the noise contours and Section 9.1 of the ROD for the noise related mitigation commitments. The City of Chicago has committed to continue the existing Fly Quiet Program, which is in effect during nighttime hours (10:00 PM to 7:00 AM), throughout the duration of the OMP, except as affected by runway decommissioning. If modification to the Fly Quiet Program is needed in the future, it will be completed by the O'Hare Noise Compatibility Commission (ONCC), of which the Village of Arlington Heights is a member, in consultation with the FAA and the City of Chicago.
4	The Village's concern that the Final EIS did not mention increased funding for the development of quieter airplane engines is acknowledged. It should be noted that the International Civil Aviation Organization (ICAO) adopted a Stage 4 noise standard, which goes into effect in 2006, which requires newly manufactured aircraft to be at least 10 decibels quieter than Stage 3 aircraft. Additionally, the FAA will continue to support ONCC efforts to work further with the airlines in an effort to continually develop improved noise standards. The Village's concern that the Final EIS did not mention funding/development of flight track adherence programs is noted. The FAA supports the use of noise abatement technologies, such as Global Positioning System (GPS) technologies, to better adhere to noise abatement flight tracks. The FAA will continue to support airline's decisions to develop these measures, and work with the ONCC to oversee noise mitigation efforts around O'Hare.
5	The FAA appreciates the Village of Arlington Heights comments on the Final EIS, Section 4(f)/6(f) Evaluation, and the General Conformity Determination.

Monday, August 29, 2005 11:30:13 AM

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Page 1 of 1

Jack Becque
930 Carswell Court
Elk Grove Village, Illinois 60007
847-956-0294

August 29, 2005

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

Dear Mr. MacMullen:

In your letter dated July 27, 2005 you requested comments from me for various sections in the O'Hare Modernization Final Environmental Impact Statement (FEIS). I have reviewed those sections. My comments follow.

Noise Pollution

Presently, airplanes that turn west after they depart on runway 32L fly over my home. Some of these airplanes cause the house to vibrate. These affect my quality of life.

The new 9L/27R runway will be in line with my home. When runway 9L/27R becomes operational my home will be subjected to noise not only from airplanes departing on runway 27R but also from those landing on 9L. And, according to FEIS Exhibit E-19 my home will be subjected to noise at all times from airplanes landing on runway 9L and runway 9C or from those departing on runway 27L.

Air Pollution

I wonder how people who have never smoked and who have never been exposed to second hand smoke get lung cancer. Alas, they must be getting it from AIR POLLUTION. And now, according to the information presented in FEIS Exhibits 5.6-1 and 5.6-2 O'Hare will be tripling and doubling its contributions to air pollution.

Safety

FEIS Table 1-3 shows 223,299 additional operations from FY2005 to FY2020. More increases in air traffic will increase the danger of air mishaps over, and ground mishaps at O'Hare. When is the FAA going to stop putting 10 pounds into the 5 pound O'Hare bag?

St. Johannes Cemetery

Mr. MacMullen, go to St. Johannes Cemetery and walk through it. While you are there ask yourself this question, "How would I feel if my ancestors' graves were going to be DESTROYED?"

The O'Hare Modernization Plan benefits only ONE person.

Mr. MacMullen, my neighbors and I do not want apprehension, poor health, and more disruptions to our quality of life. Please be considerate and logical. Do not issue the Record of Decision.

Sincerely,

Jack Becque
Jack Becque

Comment	Response
1	Comment noted. The commenter's home is located outside of the 65 (Day Night Sound Level) DNL contour currently and is projected to remain outside the 65 DNL contour in the build out +5 year. Please see Section 5.1 of the Final Environmental Impact Statement (Final EIS) for further information on the noise assessment, including presentation of the contours for each year of analysis. Also, see Section 9.1 of the Record of Decision. Finally, the FAA has presented the flight tracks in Appendix F, Attachment F-2 of the Final EIS.
2	The data illustrated in Exhibits 5.6-1 and 5.6-2 are representative of the Illinois Environmental Protection Agency's (IEPA) 1990 base year and 2007 projected year estimates of volatile organic compounds and nitrogen oxides emissions for aircraft and ground service equipment at all airports within the Chicago non-attainment area (Cook, DuPage, Grundy (Aux Sable and Gooselake Townships), Kane, Kendall (Oswego Township), Lake, McHenry, and Will counties). These airports include O'Hare International, Chicago Midway, Lansing Municipal, and Palwaukee Municipal in Cook County, the Schaumburg Regional and DuPage airports in DuPage County, and the Clow International, Joliet Regional, and Sanger airports in Will County. Notably, when the IEPA prepares their projected source estimates, they use rather conservative methods to do so. As shown in Table 5.6-8 (Emissions Inventory (2002)) and Table 5.6-20 (Emission Inventories – Build Out + 5), emissions of carbon monoxide, volatile organic compounds, and particulate matter resulting from O'Hare International-related activities are estimated to be less in 2018/2019 than existing levels with the improvements at the Airport while emissions of nitrogen oxides and sulfur oxides are estimated to increase (at the most approximately 2 and 0.4 tons per day). Additionally, as shown in Table I-61 (Summary of HAP Emissions – Delayed Schedule) future levels of HAPs (hazardous air pollutants) are predicted to be less with the improvements (at a minimum 36 percent less) than existing levels. HAPs are gaseous organic and inorganic chemicals and particulate matter that are either known or suspected to cause cancer (to be carcinogenic) or known or suspected to cause other serious health effects (non-carcinogenic). Finally, FAA notes that there will be no exceedances of the National Ambient Air Quality Standards for any of the pollutants evaluated.
3	The commenter is referred to topical responses K-1 and K-2 beginning on page U.5-42 of Appendix U of the Final EIS.
4	For information regarding St. Johannes and Rest Haven cemeteries see Section 11 of this Record of Decision.