Aug. 12, 2005

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

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By

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 this 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 mailing them out? 1

First of all, the Modernization Program of O'Hare will NOT alleviate flight 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. 2

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. 3

It is unconscionable to even think about disturbing an historic cemetery for a runway that is not needed. 4

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 blue army is especially fond of projects being paid for by

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

They do this as a surprise to cannonball 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 exercise called a public hearing. After everything has already been decided (by OMP & FAA), a public hearing is called (Feb.) for what's 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 pushers 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.

However, the FAA should take a hard look at Daley 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 fox 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 Bastra fiasco. 8

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. 9
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,

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