MOTHERS AGAINST AIRPORT POLLUTION

POB 1702 * Arlington Heights., IL * 60006-1702 * Fax: (847) 506-0202 * Phone: (630) 415-3370

June 29, 2005

VIA FACSIMILE and email

Mr. Mike MacMullen
Federal Aviation Administration
2300 E. Devon Ave.
Des Plaines, IL 60018
Fax (847) 294-7046 ompeis@faa.gov

Re. ENVIRONMENTAL SHORTCUTTING DETRIMENTAL EFFECTS

As the only organization taking a pro- active interest in the O'Hare OMP significant environmental and public health effects, we are unable to protect the health, safety and general welfare of the millions of people who will be affected due to the shortening and shortcutting of the environmental protection process.

As you may know, the reason for the shortcutting of the protecting environmental protection review process was a result of the lobbying by the airport and airlines executives.

What we need is the time, money, and expertise to compete with the air transportation industry interests.

For example: You, the Federal Aviation Administration recently threw the O'Hare 5,000 page OMP DEIS at us and we expect the FEIS in July, with a probable 30 day comment period; there is a General Conformity document due by June 20, producing a final version in 30 days; we have a major wetland document with comment date due July 5th; National Airspace Redesign, cost/benefit analysis, and other numerous additional FAA and EPA interactions, etc.

All of this has been dumped on us in less than 6 months…<u>you are just burying us with unrealistic deadlines designed specifically to prevent a full and open review process!</u>

Add to this our inability to access FAA documents on your website, etc. Clearly the FAA's intent is to create a bureaucratic nightmare for those in the private sector wishing to comment by the deadline.

While this may benefit the industry with its desired results, it is dangerous to the American public, considering all of the significant potential harmful results, including an increase in climate warming effects, (jet aircraft are a proven cause of climate change). Massive airport expansion is being rammed through in the face of increasing evidence of significant PM2.5 harmful effects, while the EPA struggles to complete

PM2.5 research (e.g., speciation) in a timely manner and works against air transportation industry resistance to get valid aircraft engine PM2.5 information and to get engines certified for PM2.5.

While NASA is working on new technology, more time is needed to study the effects and develop the new technology and equip the fleet. More time is needed overall, not less, and these shortcutting results could be devastating. USDOT is on record of wanting to triple flights by 2015 and we have documents that state flights will double every 8-10 until 2050. (We are also concerned with the almost impossible technological hurdles and the unrealistic timeline that Congress has demanded of NASA in the development of climate warming technology.)

While there is an answer to all of the problems that would benefit all of the stakeholders (see attachment), the industry refuses to comply and instead pressures public officials to continue with the status quo. This both harms the public and the industry itself, and is also unsustainable, due to rising fuel costs, climate warming, etc. Thus, we need adequate resources as mentioned above.

Because of this and other numerous issues, we request that the FAA produce an OMP Supplemental Draft EIS (SDEIS). Also, we request an extension of 90 days for Draft O'Hare Modernization Section 300/4(f) and Section 6(f) Evaluation comment period.

Furthermore, we are requesting from you, the federal government, to help us obtain the badly needed extension in time, money, and expertise in order to compete with one of the worst polluters in the world and protect the American public and our planet.

Thank you.

Sincerely,

Jack Saporito
MAAP Board Member
Executive Director, Alliance of Residents Concerning O'Hare

c: B. Cooper, FAA Project Manager
T. Pastika
D. Pino