To :-- FAA Administrator **August 15, 2005**

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 WHERE 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

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