Walter McElligott
<wmcauth07@juno.com>
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To 9-AGL-600-OMPEIS/AGL/FAA@FAA
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. 1

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 shold 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.

2

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