8/2/05

DEAR MR. MACMULLEN,

I am writing in response to this Chicago Tribune 8/2/05 ... (see article at right, below)

1) Where is the money for this expansion project at O'hare?
Before this expansion starts, the bulk of the money (90-95%) should already be in a special interest-bearing account! PIECE MEAL $'s 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 or they'll push the emergency button (so-to-speak) and panic, cause there's no MORE money, but, this project is already on & supposedly it's the point of no return.

1

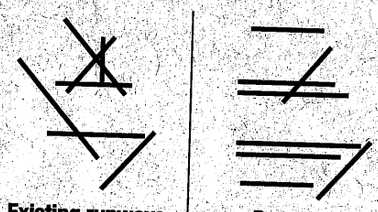
2) Does O'hare really need to be renovated/revamped? Actually, it should have been built the right ways (ie: runways) way long ago (vs) this 4 YEARS OLD scribbled-runway-disaster that is being used at present! My opinion.
So, yes, the new runways ARE definitely a good idea given the high fuel costs, as well as, labor costs, etc...

2

OVER

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

DAILY HERALD

ment of Transportation's inspector general for underestimating the project's costs.

FAA spokesman Tony Molinaro said the inspector general's report looked only at the city's basic financial plan and found it adequate. A separate analysis of

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 Geils said the suburbs would initiate legal action if Chicago tries to take their towns' 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 Geils 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 try to use this report (the FAA's) as 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 sections 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 OMPEIS@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

4) I strongly recommend that the Air Traffic Controllers be asked for their inputs on the taxi-way layouts & locations, etc... along with other important + key air traffic ground movements for a smooth coming & going, on an ongoing/regular basis!! I think, way too often, those who are working-the-job(s) are left out of ideas + planning... why? I don't know). Maybe because the politicians, big business fat cats, etc... want all the control (*) cause they supposedly know best ?!?! I say, look at all the previous & current messes... given poor Q+A + past inputings, etc... and, not just aviation-related.

3) Environmentally: Noise, Air Pollutions, etc... it's a great cause for concern + implement, but, the damage(s) are already done when it comes to pollutions of our air + the ozone layer. (*) As far as noise, the jet engine manufactures must do a better job w/ noise from those jet engines... especially the existing ones currently used on older aged jets (all makes & models). Junk or store in the desert those jets & engines that make (and always will, no matter what; if not revamped) way too much noise!

(*) → There should have been stricter & faster revamping of same, decades ago knowing the growth + expansion coming in future!!

Also, the smaller jets (i.e.: CRJ's, etc... smaller than MD80's + 727's + 737's) should not be at Ohare. (**) These jets service smaller cities, anyway. They might be better used or located at airports like DuPage or Milwaukee.

(**) → there's way too many at Ohare; my opinion. Ohare should be for the big jets & jumbos (a'la Airbus, etc...).

Expand & extend the Eisen Ohare expressway to the DuPage Airport... for transportation ease & conveniences and to board/fly on CRJ's, etc... DuPage is a decent size airport (w/ land + lands-surrounding), and, is strategically located among lots of people-populations (convenience, too).

DuPage is a better idea than a Peotone. The Ohare Expansion is a better plan than Peotone. The bulk of the populations in Chicago & suburbs are more strategically & conveniently located to Ohare, Midway, DuPage, Milwaukee & even Gary airports...

Lastly, talk about "pollutions of the environment" (and, noises) and waste of high-priced gasoline (and, will be going higher: I predict oil (barrels) price-wise will be $100+ per barrel). Far fetched? Well see. So, what about conservation?? Why travel farther, longer + endure more traffic jams (in + to Peotone) when we have airports already built, located + operating?! Just make 'em more efficient + do it w/ a sharper-pencil (so to speak)

4) The Ohare Cemeteries... the respect for the dead will always be there, & a cemetery is the right place for that & to be at + in to mourn lost/loved-ones.

over

4) — So, I suggest that those cemetaries at Ohare be relocated to available lands west of York Road somewhere in the road areas of Thorndale or Devon. And, make these cemeta[illegible] beautiful, landscape wise & layout wise! Honor the dead w/ respect (100%) as well as those families who ~~are~~ will visit them, in future. Make the new ~~cemetary or~~ cemetaries ~~[illegible]~~ consolidate the two, into one? But design it the right way(s)... [illegible] Afterthought; relocate them to another existing-cemetary, but, these relocated graves have a very special area strickly for them & w/ boundary(ies) & recognition(s), etc. And, Chicago foots the bill for ongoing maintenance/landscaping/upkeeps, etc... 8

— END —

Michael, everyone either wants "no expansion or full speed ahead expansion". Those days in court will come, but, reality is: Ohare is destined to and will expand... better planning as well as better (cautious) spending plans [frugal + maybe even conservative], AND, most important: watch the waste & watch who gets those big $ renovation(s)-contracts @ Ohare, etc... dished out by Chicago (or, Mayor Daley & company; respectfully stated & submitted!).

→ given the recent accusations & arrests, etc... w/in the Mayors Admin - offices + officers, etc... and, it sounds like there's more to come; 9 [illegible] see + hear.

If Mayor Johnson + Village President Geils are waving the red flag(s) regarding "THE MONEY THE MONEY, THE MONEY" — where is it + where's it coming from, etc... "THIS is very valid! To begin this Ohare renovation + expansion w/o $'s in hand or on 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' + fat-cat $' greed in planning as well as spend... spend... spending! And, I for one am not interested in permitting or continuing: "BIG-BUSINESS, AS USUAL"!!!!, AND, 10

"BIG-WASTE & MISSPENDING/MANAGEMENT, AS USUAL"!!!

Let's all try to get this done w/o a lot of lawsuits & court costs most of which will be footed by (again →), The Taxpayer! But, nothing is started until the money/funds is secured (guaranteed; NO "BS-promises", etc....) 11

Respectfully Submitted + Stated,

RAY SONNTAG
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PO BOX 981
ELGIN, IL 60120

BS-OVER

 (***) (a profit, maybe let alone on a regular basis (quarter after quarter!))

PS) - continued

For what it's worth, as an afterthought to the previous 3 pages....
I would think + feel that concern (major) over United Airlines' survival and continued (in business) flying as well as making money (***) would & should be a very critical piece to this Ohare renovation plan + purge. All the airlines pay a fee or pay fees for Ohare's upkeep & operations, etc.... even if these fees are on borrowed taxpayer funds (eventually; for sure!!) loaned by the government. 12

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

!!! !!!
Caveat Emptor w/ the Money Sources & its availability & spending - wisely (vs) FOOLISHLY!!!! 13

R.

PSS: Does the F.A.A. have any job openings available or job training (internships) sessions planned for the future (new positions, or, replacement)? 14
Where, when, what....?

Thanks Again, Ms. MacMullen.

ENJOY THE STAMPS ON YOUR ENVELOPE, TOO!