

## **Daley & FAA environmental claims are false...**

While it is understandable that some reporters do not understand the environmental protection process when it comes to O'Hare airport expansion, it was shocking to learn that Crain's Chicago Business reported (implied) that the FAA decided the Daley and Chicago Commercial Club expansion plan is a "done deal".

As a result, the Alliance of Residents Concerning O'Hare (AReCO) is calling on U.S. Congressman Henry J. Hyde to investigate and hold Congressional hearings if necessary, to see what laws and regulations may have been broken, since the protection process has just begun and not all the facts are in.

"Surely, the public's environmental protection process has been compromised, if the Crain's article is correct and we are asking Congressman Hyde to get to the bottom of it. The protection process might already be tainted," states Jack Saporito, a spokesperson for several aviation watchdog organizations.

If Daley and the FAA already claim that the plan is a "done deal" then it should state in the Draft Environmental Impact Statement how they are going to compensate and protect all those people who will get cancers as a result of the expansion and it apparently does not. "Therefore, the annual costs (*medical only*) of the additional cancer cases is approximately \$7,505,000,000..." (Cutler, Deshmukh, Mowen, Toh, Dec. 2002, p. 20).

Note: Cancer is a relatively minor problem and this does not include all the other public health, environmental and socio-economic costs.

AReCO believes that an initial review will show that the DEIS is flawed.

Daley's claim that it is "environmentally friendly" is patently false. Just in Chicago alone there are many areas that are and will be heavily affected by the new O'Hare residential cancers. Some of the heaviest concentrations of cancer can already be seen in the following Chicago zip codes: 60630, 60631, 60634, 60639, 60641, 60645, 60646, 60656, 60659 and 60666.

There are many questions that need to be answered by the whole of the process such as, "Is Daley's plan the best plan for the people?" If the FAA has already made an under-the-table determination, the protection process has been compromised.

Saporito states further, "The Daley-Chicago Commercial Club plan offers no innovation and it is not sustainable environmentally, financially and also, in light of the future shortage of cheap oil. There are better plans out there but they do not put the money in the right people's pocket," claims Saporito.

The people, -- residents -- taxpayer -- traveling public -- need to be protected and this environmental procedure is part of the protection process.

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Editor's Note: An independent government study states not to expand O'Hare and other major airports: "Another factor is the expansion potential over the longer term. Even if many airports like Atlanta Hartsfield, Chicago O'Hare, and St. Louis-Lambert Field are able to add another runway or reconfigure existing ones, continued growth in air traffic would mean that the airports would need to expand once again (*around 2012*). At some point, these locations will have to consider other alternatives because the cost of adding another runway will be too expensive and environmentally unacceptable. For those locations where capacity is constrained and options to add runways are limited or nonexistent, that time has already come." (United States General Accounting Office, GAO-02-185, p. 19.)