Contact: Jack Saporito, (630) 415-3370

THE CHAMBER IS WRONG!

<u>THE CHAMBER OF COMMERCE SHOULD NOT SUPPORT USING 55% OF O'HARE'S LIMITED CAPACITY FOR AIRLINE PASSENGER-CARGO-MAIL CONNECTIONS</u>

Over half (55%) of O'Hare's 65 million annual passengers connect or transfer to other flights. This means <u>almost 35 million passengers rarely leave the airport and remain in the gate area</u> because of the long lines and delays associated with security and reentering checkpoints. Large amounts of cargo and U.S. mail also connect at O'Hare.

1. Connecting passengers spend little money off the airport site and contribute little to the area's economy because they are in Chicago **only to connect or transfer to other flights**. A reasonable amount of these excessive connections can be off loaded to EXISTING underutilized OR NEW airports, making O'Hare a more safe, efficient and convenient facility for those who want to travel to and from Chicago.

2. Connecting passengers **do not spend money** on rental cars, taxis, limousines, buses or other forms of surface transportation, which is a major revenue generator for the airport and the City.

3. Connecting passengers **do not spend money** at local hotels or use overnight accommodations because they do not generally leave the airport.

4. Connecting passengers **do not visit or spend money** at restaurants, movies and other entertainment establishments away from the airport.

5. Connecting passengers **do not attend conventions or spend money** to visit area attractions and historical sites.

6. Connecting passengers **spend very little time and money** at airport restaurants, concessions and newsstands, if connecting flight banks are on time. These passengers stay in the gate area and do not spend money at terminal concessions to avoid having to clear security checkpoints again.

7. Connecting passengers generate more flights. Which increases noise, pollution and congestion. Using larger aircraft that carry more passengers reduces the number of flights and yet provides as many or more seats in high-density markets.
   - FAA has stated using larger aircraft will significantly reduce the nationwide capacity problem. High levels of connecting passengers generate a higher frequency of flights to other cities and in markets like Chicago to Dallas or New York; there are numerous flights by multiple airlines. How many flights a day do you need to these cities and at what frequency? **A study should be made of this issue before the decision is made to expand the runways.** (A comparison to LAX may be helpful.) **Chicago or Illinois planners have not studied this. Flight frequencies can be reduced and demand can still be met by using larger aircraft in these markets.**

8. Connecting passengers occupy seats OTHERWISE ASSIGNABLE TO Chicago-area residents, business people and tourists who want to come to or leave Chicago but can't because flights are full.

9. Connecting passengers create over half of the baggage processed at O'Hare. At this time, connecting baggage is not re-screened and there is no requirement for passenger bag match. In the event this is required, it will shut down the baggage processing system at O'Hare and other airline hubs with high percentages of connections. Connecting baggage impacts the processing of originating passengers baggage because all of it is headed for an aircraft parked at a gate.

10. WASHINGTON D.C. POLITICIANS ALWAYS COMPLAIN ABOUT O'HARE DELAYS…BUT THEY ARE JUST CONNECTING PASSENGERS, TOO. ***Please ask those politicians who voted for the Expansion Act to not book non-stop flights out of Washington but to be sure and connect through O'Hare because this is extremely important to the nation's economy.*** *(You see the irony of it).*

11. Extra billions of $$$ dollars in debt service are required to construct new runways and terminal expansions to handle all of the connecting flights and millions more to operate and maintain the airport. These costs INCREASE TICKET PRICES and charges FOR NON-CONNECTING PASSENGERS.

WHAT SHOULD BE DONE?

THE UNITED AND AMERICAN AIRLINE DUOPOLY HAS APPROXIMATELY 74% OF THE BUSINESS AT O'HARE AND CONTROL 76% OF THE GATES. THIS LEAVES LITTLE ROOM FOR COMPETITION THAT CAN PROVIDE IMPROVED SERVICE, REDUCED TICKET PRICES AND MORE NON-STOP FLIGHTS TO MORE DESTINATIONS.

THE DUOPOLY BECOMES ALMOST MONOPOLISTIC FOR CONNECTIONS AND ESPECIALLY SO FOR CONNECTIONS TO THE 25% OF "OTHER" CARRIERS THAT USE O'HARE, DUE TO BOTH TICKETING AND PURPOSEFUL PHYSICAL DESIGN BARRIERS.

THE ISSUE OF THE WAY CONNECTING TRAFFIC IS HANDLED IN THE USA AND WHO IS THE GREAT BENEFICIARY NEEDS TO BE STUDIED BEFORE AIRPORTS LIKE O'HARE, HARTSFIELD, LAMBERT, ETC., ARE EXPANDED AND DESTROY THOUSANDS OF HOMES & BUSINESSES IMPACTING THE LIVES OF THOUSANDS OF FAMILIES.

THE AIRLINES USE O'HARE'S CAPACITY FOR CONNECTIONS TO CREATE LOAD FACTORS AND SELFISH REASONS. THEY, AND NOT CHICAGO, ARE THE GREAT BENEFICIARIES. (An independent firm with no relationship to the airlines needs to make a study.)

FREIGHT AND MAIL "CONNECTIONS" MUST ALSO BE RE-ROUTED WHERE POSSIBLE. THERE'S NO DIFFERENCE TO A BOX WHETHER IT CONNECTS THROUGH O'HARE OR PEOTONE. AT A MINIMUM, CONNECTING FREIGHT ADDS WEIGHT TO A PLANE. AT

A MAXIMUM, EXTRA PLANE SPACE AT O'HARE OPENED UP BY ELIMINATION OF "CONNECTING FREIGHT" COULD BE CONVERTED TO PASSENGER SPACE, FURTHER INCREASING SEAT "SUPPLY". JUST LIKE THE DIRECTION THAT RAILROADS TOOK, FREIGHT SPACE DISPLACES PEOPLE SPACE TO THE DETRIMENT OF THE PEOPLE.