

292941

FAA-04-16944-53

8/4/04

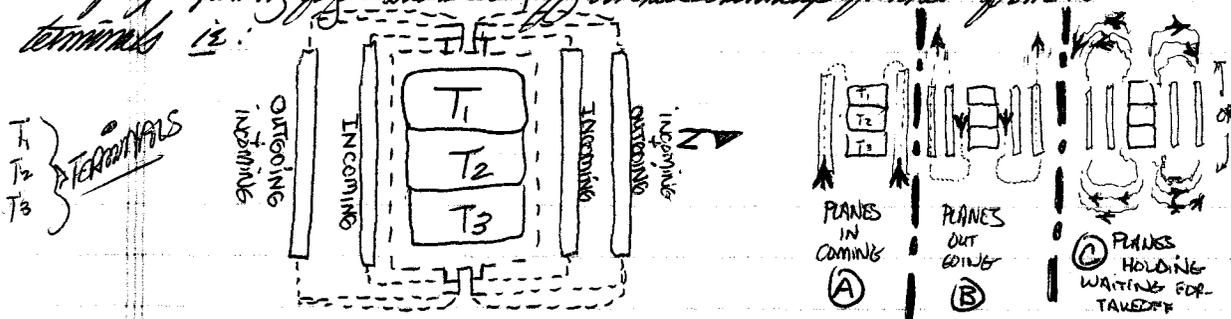
DEPT OF TRANSPORTATION
04 AUG 17 PM 1:13

Dear FAA (to Whom It Concerns),

I am writing to submit comments & suggestions regarding flight reductions at Chicago O'Hare Airport:

- the runway & taxiway situation is all mixed up; the runways especially. Way too much cross-crossing?
- all the runways seem to surround the airport terminals --- the airport is essentially in the middle of it all. Why aren't the terminal design modeled, at least in hope of remodeling - part --- like Atlanta's Airport terminals & runways?
- if 4 parallel runways are built at O'Hare, running E to W & W to E directions, then incoming flights should land on those runways closest to the terminals & arrivals

incoming/departing flights should takeoff on those runways furthest from the terminals i.e.:



the furthest runways should have long areas for waiting for, or, to takeoff --- but, the sooner these planes get to their runway and off that taxiway... the better!

- there's way too many ~~small~~ Regional Jets (or the small size business or small prop or turbine engine jets) in the skies or on the ground @ O'Hare. It's nice to service the small cities it think is outlying- neighboring states w/ smaller seat planes to get people to O'Hare so these same people can connect & continue on. But, what's more important: convenience or plane overcrowding(s) in the air or on the ground?

- There's way too many airplanes traveling to the same city & returning the same day! Every hour on the hour or thereabouts (and, that happens at 2)

the other major airports too)

- Maybe the terminals at O'Hare are designed improperly, too?!
- Whoever's been involved in past planning, designing & working/building constructions must have been on drugs. The left hand really wasn't listening to the right hand, so to speak. Short + long term... hence, the mess O'Hare is in.
- Pastore is a major mistake - don't build more problems & waste qts of \$!
- The unions had better start doing more to cooperate, coordinate & consolidate too (including the monies they collect from members). We (they) all have to make sacrifices eventually... so should the unions. (airline (union) members)
- If it were new runways are built at O'Hare, I suggest that workers in construction work round the clock but not be slackards in doing their works? Building the new runways as well as busting up the old ones? Get Pepper Construction's input for this project, too... they're to the west of O'Hare in western suburbs of Chicago. They're a good company in quality builders... they plan really well & get the job done w/ quality & cost time... (they build buildings, primarily (but they might input some good ideas for you, too)). So, hire the right construction companies.
- The airlines won't police themselves good enough... either in cutbacks, or, getting greedy and taking over more gate spaces (either vacated or left temporarily vacant - unused; regularly or permanently).
- If some of these major airlines are ~~not~~ doing well financially, & going to keep attempting to bail out by hand a sinking ocean-liner (cruise ship)... forget it. It's sad that these majors can't get their fundamentals back in order (stabilized & profitable), but, the price of oil is great and the new cheap-janes airlines are out for blood & they are going in for the kill. The majors are attempting to save face in PR & paint a good strong business picture... but, they are operating too (way) much stuffs!!!! Planes, flights, peoples & pay checks (especially management & higher)!!

→ If O'Hare is the true problem nationwide among all the airports ... then, the FAA must step in + take action. And, the sooner the better.

My guess is you'll have to wait 'til after this election is past; 'cause if you have to take (and, you will have to!) drastic actions in major spending cuts and implement major saving/and-getting plans... there's going to be a huge upheaval??

→ There will have to have a long runway (one of the plans, proposed already) for the up in coming mega or super-size jets (i.e. Airbus' A380?, I think it's called). Bigger planes w/ more (lots) passengers & bus jets (even some medium to large jets). It's coming.

→ No more ^{new} airlines ^{both}... no more airplanes in the sky... until, some major reduction(s) changes start occurring!

flights each hour... each day.

That's if people want to leave today? Sorry, no vacancy... ^{or, so late night!} go next day!

And, plan ahead. Or, take a bus, train or rent a car (or take your own!!). That's a fact - Jack is that's the way it'll have to be due to all the Hell on Skelter that's going on right now.

→ Get O'Hare operationally-functional vs dysfunctional, ASAP!

Enough time has lapsed. Enough money in time is wordage:

wasted! There will be noise in flights due to 4 parallel runways whether the planes are flying West or East... but, that's the way it's going to have to be to unplug the drain-plug(s) @ (and due to, per news reports) O'Hare! So, it's got to get fixed + remedial & fast!!!?

The surrounding towns will just have to adjust, ETS,

Go TEAR DOWN O'HARE AIRPORT & IT JUST ~~IS~~ DISAPPEARS...

THEN THERE'S NO MORE PROBLEMS, RIGHT?!?!?

→ Expand O'Hare + start eminent domain ⁱⁿ surrounding lands North, South, West + East of O'Hare... miles worth, if necessary. Widen O'Hare's boundaries (property-wise). It really has to be done. The sooner the better, too.

By J

That's all I have for tonight. It's 10:00 PM.

This (these inputs + ideas) is enough!

Am sure most will not win much (if any) merit.

You folks at the FARA have your own ideas (reconstructions of submissions) & plans & devices.

I just hope you at FARA take control (better, this time around) & do a really good (better) job this time w/ this Chare mess.

NDIS

Don't be easily swayed or detained and don't accept all the F&S these so-called aviation & big-business & major players + movers will try to double-talk you or fool you with or lock you into a corner.

Free what it's worth.

Oh, one more thing... I suggest you really listen to at least some of the honest & legit Air Traffic Control workers. The ones who will give you quality ideas too, but, who won't have to worry about any kind of recourse or "troubles" (if you know what I mean). Some of these folks (especially in Chicago Air System) really do have brains - for changes. So, ask 'em, but, don't jam 'em for helping trying to help you in this Omer situation. They have a pretty good ideas, too.

One more thing, the airline pilots are real smart & carry a lot of weight & pull... CAUTION. They are good at flying planes as well as flying negotiations & discussions or discussions. Respectfully stated & Submitted, too.

Everyone in this airline system (all people inclusive on a payroll) have got to get on board & become a team-player in corporate. Sacrifice as well (hopefully not forced in: loss of job). Either they're going to become a part of the solution or they'll continue to be a temporary part of the problems. It's a tough stance, but, now everyone's backs are up against the walls, and speaks. Jim finished (hopefully not killed :-)

Sincerely, Roy Sonntag

over

PO Box 981-12 WALKER PLACE ELGIN ILL 60120

