

Controversial Aviation Bill Passes Out of Senate Commerce Committee

Arizona Senator John McCain passed his aviation bill through the Senate Commerce Committee that will not only drop the high density rule at certain busy airports, including O'Hare, but will also finance the major expansion of airports, nationwide.

Currently, the high density rule limits the amount of flights at certain busy airports. This bill would eliminate the perimeter rule at Washington's Reagan National Airport, permitting flights beyond the 250 mile rule.

The bill is part of the 106th Congress, which is billed as "The Congress of Aviation" for its effort to massively expand aviation, possibly more than double the amount of flights nationally, in just the next 10-12 years.

ReCO is gravely concerned about the effects of this bill to the citizens of the United States, their health, their environment and their quality of life. Airport and aircraft air pollution appear to affect over one-hundred million people alone.

Many questions arise: Who is going to be responsible for the harm that adding more flights will cause? Who will be responsible for the predictable increases in airline disasters? Who will be responsible for the many people that become ill or die each year from airport and aircraft air, water, ground and noise pollution? Who will be responsible for the loss of residential property values and tax base that the increases in air traffic bring? Who will be responsible for these potentially disastrous conditions?

Why are these serious issues not being addressed? The public must know the answers to these and many other important questions...so far, concerned citizens have not had any of their critical questions answered.

Dr. is the answer the same as the recent answer from the business community? The Chicagoland Chamber of Commerce when presenting their highly touted Booze-Allen report that supports the expansion of Chicago's O'Hare Airport stated, "We cannot allow...noise, pollution and other quality of life issues for O'Hare neighbors...[to] dominate the public debate."

ReCO believes there should be a moratorium on all airport expansion, more flights, until there is permanent, meaningful relief to a large percentage of citizens affected by aviation, some of whom live many miles from airports (an airport). To bring about such relief, objective and comprehensive studies must assess the serious deleterious public health and

environmental affects. Debi Wagner, vice-president of US-Citizen's Aviation Watch, pointed out "That right now, there is no real protection, only window dressing." No real protection exists for this very serious threat that even the US-EPA acknowledges. Ms. Wagner went on to say, "People are under the misconception that they are being protected. They are not!"

CLIMATE CHANGE: Aircraft have Global Warming Potential

Aircraft emissions have "more than half the global warming potential of emissions from road transport", according to a draft of a new study by the UN's Intergovernmental Panel on Climate Change.

The report found that aircraft, which emit carbon dioxide and nitrogen oxides that are converted to ozone in the upper troposphere, may be responsible for 5% to 6% of the warming caused by greenhouse gases.

But some of the study's authors say the report's estimates are based on outdated models of atmospheric chemistry, and the true figure could be 10% or more.

Aircraft are currently not covered under international agreements limiting CO2 emissions and other gases, and the Kyoto Protocol signed in 12/98 "excludes" them because treaty negotiators could not agree how to allocate responsibility for international flight emissions. But the report's findings could "force governments to take aircraft emissions more seriously" (Fred Pearce, *New Scientist/Tacoma News Tribune*, 4/13/98).

DATA SHOWS CANCER LINK TO AIRPORTS: Life expectancy decreases the closer you live to an airport

Seattle data indicates that cases of glioblastoma (brain cancer) and other cancers, get progressively worse the CLOSER you are to the airport. New information seems to establish that, as the State of Washington Department of Health states "...we conclude that the number of (cancer) cases is higher than expected." (e.g., Glioblastomas 75% higher @ 1 mile distance from airport, 40% @ 3 miles.)

The Department of Health acknowledges, "To understand why all cancer is elevated around the area around SeaTac airport requires additional analysis."

Other data from the Seattle-King County Department of Health, around another airport, Boeing Field, shows: 48% higher death rate, 57% higher heart disease, 36% higher cancer, 83% higher pregnancy complication rate, 26% higher respiratory disease rate, 50% higher infant mortality rate, with an average life expectancy of six years less than those in the city of Seattle.

Aircraft Deicing Fluids Toxic

The FAA certifies the use of commercial de-icing formulas for use in connection with the removal of ice from aircraft or preventing its formation. This certification only means that the product is effective in melting ice, nothing else. It's not a certification of non-toxicity or environmental "friendliness" or safety in use under any and all circumstances. In fact, commercial deicing formulations are notoriously toxic. In addition to their effective ingredients, glycol compounds, that have long been associated with inducing organ damage, birth defects, blindness, and death in mammals (including humans), there is a whole host of chemical additives that are even more dangerous, comprising up to 10%-20 % of the mixtures by volume. These include triazoles (lately cited in academic research as being highly toxic), ethylene oxide (an industrial disinfectant more than 100 times as toxic than ethylene glycol), acetaldehyde and dioxane (both highly toxic carcinogens tightly controlled under the Superfund Law). All told, commercial deicing formulas are over 100 times more toxic than pure ethylene glycol. This information is published in a May 1993 government report:

Toxicity of Aircraft De-Icer and Anti-Icer Solutions to Aquatic Organisms by S. Ian Hartwell, David M. Jordahl, and Eric B. May, published by the Maryland Department of Natural Resources, Tidewater Administration, Chesapeake Bay Research and Monitoring Division, Fisheries Division, Annapolis, MD 21401 The document reference number is: CBRM-TX-93-1

All airports do use these chemicals, and they are not safe. No airport effectively controls their release into the environment, and most airports continue to be sources of serious water pollution in their surrounding areas due to their indiscriminate release of these toxins in massive quantities. It is revealing that instructions for the use of the deicing chemicals advise against disposing them in surface water or even pouring them down the drain. Yet the airport operators spray hundreds of thousands of gallons of this stuff all over airport property and allow it to simply run off with rain and snow melt.

Fish and wildlife have been poisoned, people have been sickened, children have suffered chemical blistering from contact with contaminated creek water, and entire communities have had their drinking water contaminated. FEW airports, however, have been prosecuted for breaking the law. That's because state agencies have primary enforcement authority for the Clean Water Act, instead of U.S. EPA, and practically all state authorities have deliberately left

Illinois State Assembly

There is a bill concerned with the environmental effects of O'Hare Airport currently in the Illinois Senate.

HB 918 with companion Senate Bill 981 - O'Hare Toxic Air Pollution and the Community Right to Know Act, calls for the study to be reported to the General Assembly, so that we know what these chemicals do to us and our families' health. It is conceivable that O'Hare air pollution alone affects the health of three million people; 1/4 of the population of the state.

Across the Nation and the World

Recently, Debi DesMaris-Wagner from CASE in Seattle and ARCO's Executive Director Jack Saporito started a national organization called US-Citizens Aviation Watch. The national organization was formed with the realization that the battle to maintain health and safety of individuals must be fought on both the national and global fronts.

US-CAW is an organization of municipalities and groups from around the country and internationally that are concerned with the noise, public health and environmental impacts of airports. ARCO was one of the first groups to join US-CAW. This national organization includes individual members from many states that represent over one million members. US-CAW officers are quite literally from across the nation, from New York to Seattle.

US-CAW and ARCO have presented testimony to the US House Sub-Committee on Science, US-Environmental Protection Agency and the Federal Aviation Administration. US-CAW members have introduced legislation in Washington, including the Quiet Communities Act.

ARCO and US-CAW were also two of the airport noise-environment groups that have joined with 100 cities from 17 European countries, Australia, Canada, Japan and the USA to protest airport-aircraft pollution at the Kyoto Climate Conference in Japan.

VISIT US-CAW'S WEB SITE at:

<http://www.nonoise.org/groups/us-caw/uscaw.htm>

AVIATION WATCH: A news and discussion forum regarding airport and aircraft issues.

There is a great new opportunity available for all ARCO members. AviationWatch is an e-mail news and discussion forum for professionals, activists and individuals concerned with noise, environment, public health and other quality of life issues related to aviation.

There is no cost. Just email JSaporito@aol.com and state that you want to be included in AviationWatch.

New Name, Same Goal

The Alliance of Residents has a new acronym, ARCO. The Alliance changed its acronym from ARCO to ARCO because it was in conflict with Atlantic Richfield (ARCO). It is still pronounced the same.

Other changes are a new Board of Directors: Counselor Jennifer Clark from Elk Grove Village; William Harder, John Kieca and Executive director Jack Saporito from Arlington Heights; John Cermak from Park Ridge, Charles Miller and Katy Moran from Mt. Prospect; and Allan Martin, treasurer from Glen Ellen.

Jack Saporito stated that "These are very dedicated individuals that have worked hard in their individual communities to promote ARCO goals. Their knowledge and insight has added another dimension to achieving our goals."

Keep in mind that ARCO is staffed by all volunteers. If you are interested in becoming a volunteer in your community, please email us at: jsaporito@aol.com or call us at (630)415-3370.

Thank you and good luck to all!

Upcoming Events

June 3 – ARCO Meeting
7:30pm – *Heritage Park House*

July 1 – ARCO Meeting
7:30pm – *Heritage Park House*

Officer Elections

Officer elections will be held at the next meeting. Candidates will be nominated from the floor. All ARCO members in good standing are welcome to vote.

ARCO Flight Tracks

This newsletter is published by the Alliance of Residents Concerning O'Hare, Inc. If you would like to become a member, or receive our newsletter, call, or write to the address below. Annual membership is only \$20.00 per household. Comments and questions should be sent to:

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