

CHICAGO AIRPORT SYSTEM

**NEWS CLIPPINGS FOR DEPARTMENT
OF AVIATION**

FRIDAY, JULY 28, 2006

Chicago Sun-Time
Friday 07/28/06

Commentary

O'Hare contracts call for fairness

Before stringent security rules became the modus operandi at O'Hare Airport, travelers could take their time and get to the airport just an hour or so before their flight. Now the lineups before the security gates are often so long that arriving at O'Hare at least two hours early is mandatory. But then the question arises: What does one do during that extended time at the airport? Some of us work on our laptops, others read; some do Sudoku puzzles, others chat. But, except for the occasional book store and souvenir shop there is little else to pass the time. And there are few places to eat or drink. But O'Hare was never designed as a place to linger.

It is welcome news, then, that newly appointed Aviation Commissioner Nuria Fernandez is seeking to change that by expanding O'Hare concessions. Six new contracts will be awarded, the first in the past two years. Fernandez says she would even like to have an upscale gourmet supermarket, healthier food choices and a spa. So you could get a pedicure while waiting for that connection to Philly. Sign us up.

Our concern is that the contracts be awarded fairly and with transparency. O'Hare concessions have been linked to patronage and some have even been operating on expired contracts. Change is good as long as it flies above the ethical radar.

MKE airline paves Illinois jet stream

BY MARY WISNIEWSKI
Business Reporter

Midwest Airlines has a message for travelers who live north of Chicago and don't like to drive to O'Hare — you don't need a passport to cross the Wisconsin border.

"We're slowly convincing people that it's worth it to come to Milwaukee," said Scott R. Dickson, chief marketing officer for Midwest, which flies out of Milwaukee's Mitchell International.

Midwest, which saw its operating revenue grow 34 percent in the second quarter, has been targeting markets in northern Illinois counties to encourage passengers to fly out of Mitchell instead of O'Hare.

"There's a psychological barrier to cross to another state," Dickson said. "Even though it's an easier drive, cheaper parking and an ungested airport."

Known for serving warm chocolate chip cookies on flights and assigned seating, Midwest focuses on both business and leisure travelers. Two-thirds of the planes have two-by-two seating, so no

one's stuck in the middle.

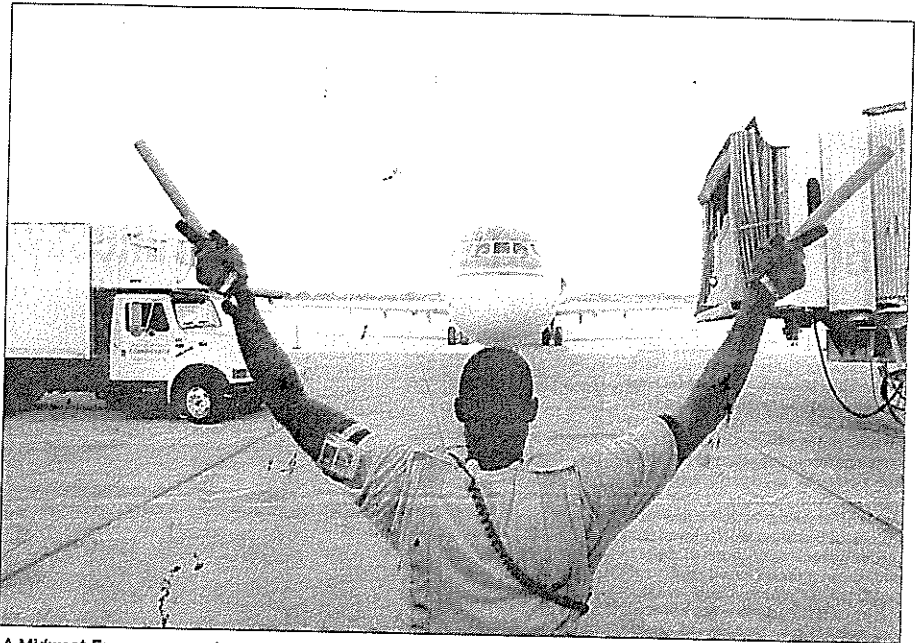
Midwest serves 50 cities, including New York; Washington, D.C.; Boston; Los Angeles; San Francisco, and Denver.

The head of a business travel agency in Northbrook said he hasn't noticed any resistance from customers to fly from Wisconsin.

"People in the northern suburbs say they have no problem going to Milwaukee," said Glen Stewart, president of Gray's Travel Management. "They ask me to look at both options."

Midwest has been intensively marketing in northern Illinois since last year, using mailers and cable TV ads. Dickson couldn't say exactly how much Illinois-specific revenue is up, but he said the airline is getting its money's worth from the campaign.

Wherever the passengers are coming from, Midwest got more of them in the second quarter. Midwest reported a 29 percent increase in passenger traffic, which the airline attributed to competitive pricing as well as schedule and service enhancements.



A Midwest Express ground crew employee directs a plane last week in Milwaukee. —PETER ZUZGA/FOR THE SUN-TIMES

Midwest reported second quarter earnings of \$8.8 million, or 39 cents a share, compared with an \$8.2 million loss in the second quarter of 2005.

Operating revenue for the airline rose 34 percent to \$176.9 million while revenue per available seat mile — one paying passenger

flown per mile — increased 15.2 percent to 13.05 cents.

Starting in the fourth quarter, Midwest will add additional non-stop service to Florida cities.

The airline industry overall has had a strong second quarter, with demand and ticket prices up. United Airlines, for example, showed its

first quarterly profit in six years.

"The continuing improvement in the industry environment and the positive revenue and cost trends we've been experiencing are beginning to pay off," said Timothy Hoeksema, Midwest Air Group chairman and CEO.

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FRIDAY, JULY 28, 2006

Airlines explore ways to ensure jet fuel supplies

Associated Press

WASHINGTON — After narrowly avoiding jet-fuel shortages at several big airports last summer, some U.S. airlines are stepping up investments in fuel storage and pipelines, though executives say the industry is still highly vulnerable to supply disruptions.

Because of regional fuel-distribution bottlenecks, airports in California, Florida, Hawaii, Nevada, Utah and the Washington, D.C., area remain the top trouble spots, according to industry officials, who said carriers routinely fly into these markets with extra gallons onboard or schedule expensive last-minute deliveries by truck.

Nevertheless, airlines appear to be getting better at coping with the problem, executives said, noting there have been far fewer severe fuel crunches this summer — so far.

"It's either very encouraging or very lucky. I don't know which," said Bob Sturtz, managing director for fuel at UAL Corp.'s United Airlines.

Executives said spending on storage, pipelines and other energy infrastructure has lagged in recent years because airlines have been more focused on limiting losses and staying out of bankruptcy at a time of soaring jet-fuel prices. But now, with a financial recovery under way as

passenger traffic and airfares rise — the industry is on pace in July to report its first quarterly profit since 2000 — carriers have more flexibility to address the problem.

At the same time, the upswing in air travel means any supply interruptions that occur this summer are likely to be harder to manage than last year. One complicating factor is that, with more passengers onboard, airlines are unable to ferry as much extra fuel from one city to another as they could a year ago.

"Nothing has changed in terms of the fundamental tightness of the market," said John Heimlich, chief economist at the Air Transport Association, a Washington-based trade group.

Heimlich said a major reason there are fewer flare-ups these days is that carriers have been in better communication with each other and fuel suppliers ever since last summer, when a handful of airports came within days and, at times hours, of running out of fuel.

"We're sort of old pro at dealing with this," he said.

Still, plans are underway to chip away at the underlying problem.

One of the biggest projects on the drawing board is the construction of a 50,000 barrel-a-day pipeline to carry jet



ASSOCIATED PRESS

Two jet fuelers service jetliner at Baltimore/Washington International Airport in Linthicum, Md., last week. An underground fuel pipeline will eventually eliminate the fuel truck from having to transport the fuel.

fuel from a port in Long Beach, Calif., to the airport in Los Angeles, which consumes some 100,000 barrels a day. The proposed pipeline, which would be paid for by a consortium of more than 50 airlines, could cost as much as \$30 million to build.

What the industry would get in return — a pipeline dedicated to its needs without competi-

tion from gasoline or diesel customers — is perhaps far more valuable.

Similarly, a consortium of airlines has worked out a major fuel-storage and delivery project with officials at Washington's Dulles International Airport and the Colonial Pipeline Co., which transports gasoline, heating oil and jet fuel from the Southeast to the Northeast.

Daily Herald
Friday
07/28/06

New lightweight jet class receives approval from FAA

Associated Press

OSHKOSH, Wis. — A new fleet of very light jets that could redefine the way Americans travel received preliminary certification Thursday from the Federal Aviation Administration.

It's the first step in getting 2,500 of the planes skyward to help reduce congestion at major airports, Acting Transportation Secretary Maria Cino said.

The FAA granted Eclipse Avia-

tion of Albuquerque, N.M., the certification for the Eclipse 500, a cheaper and faster type of flying SUV, during a ceremony at the Experimental Aircraft Association's 54th annual AirVenture fly-in in Oshkosh.

The federal approval — meaning most of the aircraft's technical performance and safety issues have been resolved — allows the company to begin training pilots

and continue building the planes, pending final approval, called type certification, Cino said.

"Thousands of new jets like this are going to redefine the way Americans travel, help cut airport congestion and drive economic growth in cities and towns across the country that today only dream of commercial air service," Cino said.

The new light jets, costing

less to buy and operate, will be able to affordably fly travelers from thousands of small airports across the country because they need less room to land and take off, giving travelers new options, Cino said.

Very light jets weigh 10,000 pounds or less, feature twin engines and automated cockpits and have room for five or six passengers, aviation experts said.

Hasselhoff drinking story might not fly

Chicago Sun-Times
Friday 07/29/06

LONDON — A representative of David Hasselhoff denied a report Thursday that the former "Baywatch" and "Knight Rider" star had been turned away from a British Airways flight because he was drunk.

Judy Katz, the actor's publicist, called the story by the tabloid Sun "totally untrue."

Katz said Hasselhoff had not been drinking, but felt unwell after taking some medication for a recent arm injury and

wasn't able to get on a flight Wednesday from Heathrow Airport to Los Angeles.

The Sun reported the actor had been told he could not board the flight because he was drunk. Witnesses told the newspaper Hasselhoff appeared to have trouble standing and told staff he was upset about his divorce from Pamela Bach. The divorce was finalized Wednesday in a Los Angeles court.

Hasselhoff, 54, was allowed to get on a later flight, the newspaper said.

"They gave him some strong antibiotics and he got sick at the airport," Katz said. "He couldn't get on the plane. It was his choice."

Last month, the "America's Got Talent" judge sliced four tendons and an artery in an accident at his London hotel.

Earlier this month, there were press reports that an intoxicated Hasselhoff had to be removed from the All England Club, which presents the Wimbledon tennis championships. He denied the claim.

Hasselhoff filed for divorce from Bach, 42, on Jan. 12 after 16 years of marriage.

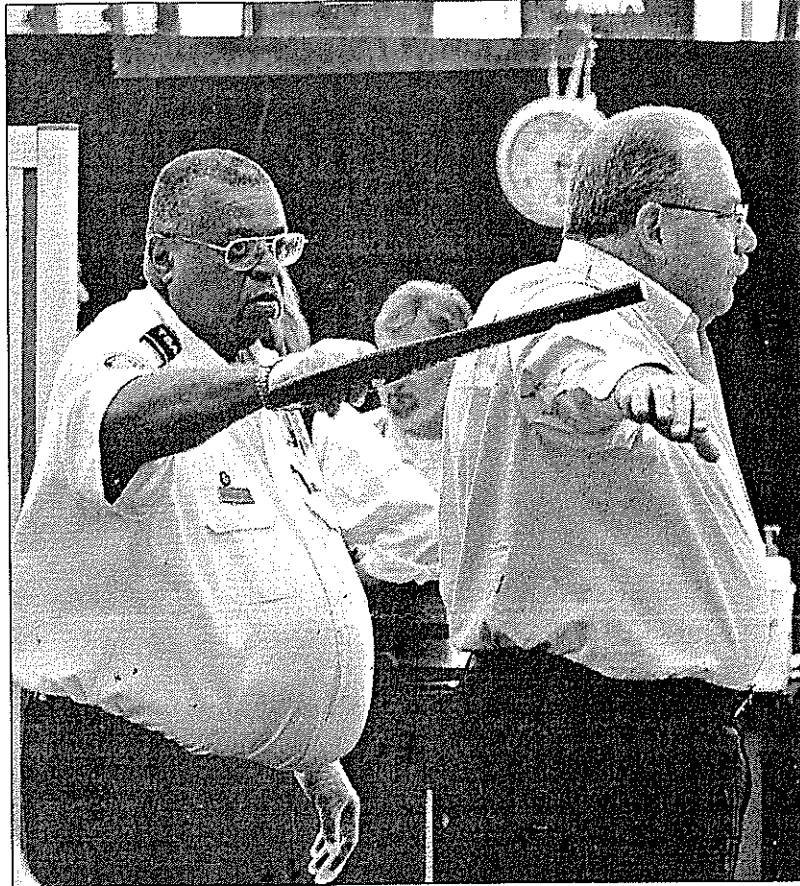
AP

PAUL MCCONNELL/
GETTY IMAGES



David Hasselhoff (with ex-wife Pamela Bach, inset) was on antibiotics — not alcohol — when he couldn't board a flight Wednesday, his publicist says.

USA
TODAY
Friday
07/28/06



By John Zich for USA TODAY

Airport security: "We strongly recommend people take their shoes off. It saves time," says Army Von Walter of the Transportation Security Administration.

Exercising rights at checkpoints might yield change in policy

As a 20-year-plus airline pilot, I read USA TODAY's recent article "Fliers bare their soles on checkpoint woes" with interest (Life, July 21).

Allow me to offer some pointers:

► Do not expect consistency. The Transportation Security Administration is but another large bureaucracy — and government-run, at that. Add to that the fact that screeners are nothing but clerks, and you get the idea.

► Passengers are asked to take their shoes off for the benefit of the screeners, not the passengers (customers). Refusal to take off shoes results in a greater manpower requirement, and they are already understaffed.

► Refusal to take off your shoes does not automatically mandate a pat-down type search. If you do not set off the alert when going through the detector, you take a seat while your shoes are swabbed. The swab goes through a

machine, and once cleared, you are on your way.

► Should you set off the alert for any reason, you may ask for a private screening. You will be escorted to an area out of view of your fellow passengers while undergoing the rigors of the pat-down. This, at least, spares you the indignity of a public search.

Passengers are given the idea that failure to cooperate with their friendly TSA representative will create a significant delay. That is not necessarily the case. Should large numbers of passengers start exercising their rights, you can bet that the policies will swiftly change.

The bottom line in all of this is: "Are we safer by taking our shoes off?" I'd say the answer to that question is obvious to anyone paying attention.

Captain G. Bruce Hedlund
San Andreas, Calif.

Tollway board says it missed some big signs

By Jon Hilkevitch
Tribune transportation reporter

Nobody in an oversight position at the Illinois tollway or the governor's office knew about plans to spend nearly a half-million dollars on the big blue signs that advertise Gov. Rod Blagojevich's name to thousands of motorists a day on Chicago-area toll roads, the toll authority's chairman says.

But that's OK, chairman John Mitola insisted at Thursday's tollway board meeting, after a citizen showed up complaining that it was "outrageous and irresponsible" to use taxpayer money for seemingly political purposes.

"I am proud to have the governor's name on those signs," said Mitola, who was appointed by Blagojevich. He added he is "sick and tired" of hearing

about the issue, first raised in a Tribune story June 19.

The signs carry out the Illinois State Toll Highway Authority's "branding strategy" to educate the public about open-road tolling and the benefits of I-PASS, Mitola said.

The signs, the first of which were erected last year, cost the tollway \$15,000 apiece, \$480,000 for the total order of 32 signs. They do not provide directions,

information about how open-road tolling works or how motorists can subscribe to I-PASS. The signs say in large letters: "Open Road Tolling. Rod R. Blagojevich, Governor."

A spokeswoman for Blagojevich said open-road tolling has been a major initiative of the governor. The decision to put up the signs, said Abby Ottenhoff, was made by the tollway, "and we were fine with the decision."

Once or twice a year, on average, a member of the public attends tollway board meetings to participate in the public-comment session.

Burr Ridge resident Dennis Twohig, 71, showed up Thursday and said he would return to the board meeting each month until the Blagojevich signs are removed.

PLEASE SEE TOLLWAY, PAGE 9

TOLLWAY: Governor's appointee OK'd signs

CONTINUED FROM PAGE 1

"I consider it outrageous. Somebody is responsible for this," said Twohig, standing at a speaker's lectern while two of his granddaughters sat quietly reading books.

"I support open-road tolling. You people have done a good job with it. But why don't you put my name up there? Might as well."

Although the tollway board was not consulted about the Blagojevich signs, former tollway executive director Jack Hartman worked with tollway staff on the idea, which Hartman adopted as his own, tollway officials said.

Hartman, appointed by Blagojevich to his \$127,440-a-year tollway job in 2003, did not return a call Thursday seeking comment.

Hartman approved the Blagojevich signs as part of a larger open-road tolling sign contract given to a suburban firm, said tollway spokeswoman Joelle McGinnis. The tollway board

approved the overall contract without being informed about the particulars.

Hartman quit the tollway in February to join The Rise Group, a Chicago-based construction consulting firm that made more than a quarter-million dollars last year on a tollway contract. The company's president, Leif Selkregg, has been a contributor to Blagojevich's campaign fund since 2001.

In addition to the 32 blue signs posted on I-PASS toll-collection monotonubes, 25 other new signs, at \$5,000 each, also display the governor's name under an artist's rendering of completed open-road tolling plazas. Twenty mainline toll plazas are being converted to open-road tolling.

Although signs honoring elected officials in the Chicago-area adorn airports to forest preserves to downtown buildings, the public is showing signs of growing weary with the practice. Earlier this month, the Cook County Forest Preserve District voted to omit the name of the next County Board president from signs in parks.

Twohig, the Burr Ridge resident, said the tollway signs touting the governor "either indicate to me that members of this board don't have control of some of the costs that are being spent, or the governor has political influence into things like this that should not happen."

Members of the tollway board sat silently after Twohig spoke,

except for Ronald Materick, who said he agreed completely with Twohig.

"This was not brought before the board, and to my knowledge the board did not vote on this expenditure," Materick said. "Nor was it ever to my knowledge, and I have been on the board almost three years, that this signage would result from doing open-road tolling. So I am as surprised and dismayed as you are, sir."

More than 90 percent of tollway signs are made in-house by the authority's sign shop. But the open-road tolling signs were contracted to Western Remac Inc. of Woodridge. The company contributed \$1,200 to Blagojevich's 2002 bid for governor.

Mitola, the tollway chairman, said that although new signs were a key part of the plan to introduce open-road tolling, there "probably were hundreds of specifics in the plan that may not have come" to the attention of the tollway board.

That is the way it should be, Mitola said.

"The board focuses on the forest and not the trees," he said. "The forest in this case is the expenditure of \$5 billion to reconstruct a major economic artery for the region and the benefits it provides millions of people."

"It never dawned on anybody that people wouldn't view [the Blagojevich signs] as customary and appropriate."

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NBC5.com

Disabled Cable Leads To O'Hare Delays

There were major delays reported Thursday evening at O'Hare Airport after Federal Aviation Administration officials said cable lines were knocked out, NBC5 reported.

Normally, three runways are operating to handle both arriving and departing air traffic. The FAA said cable lines connect the airport to the communications facility in Elgin.

The Air Traffic Controllers Union said a "localizer," which controls instrument landings on one of the runways at O'Hare, was knocked out. That has since been repaired, but it still needs to be flight-tested before the runway can reopen.

The FAA said it would begin working on the cable problem after midnight, when air traffic slows down.

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Flights to Midway delayed by lack of fleet

Thursday, July 27, 2006

By Doug Wilson

Herald-Whig Senior Writer

In May, it looked like state funding would open the door for daily commercial flights between Quincy and Chicago's Midway Airport within 60 days.

While those flights are still anticipated for Quincy, Marion and Decatur, nobody knows for sure which airline will operate the routes or when they might start.

Great Lakes Airlines had hoped to start flights this summer, but has been unable to get enough planes to expand its service. Planes should be available in time to offer flights by next February or March, but airport administrators are looking at other options.

"We're not at a point where we've got anything to announce," said Mark Hanna, manager of Quincy Regional Airport.

Hanna had hoped to get information Wednesday on airlines that want to operate the flights between Quincy and Chicago. One airline has responded so far and another is expected to respond soon. In addition, Great Lakes is still interested in operating the route.

Hanna said the airline industry has been hit hard by fuel and insurance costs. He said small airlines, the type that offer commuter flights from small airports, are the first to suffer. In addition, there's a national shortage of planes and the aircraft that are available often can only be secured through long-term leases.

"People that own those aircraft are wanting five- to seven-year leases," Hanna said.

Long-term leases aren't popular with airlines because federal subsidies or state funds for serving small communities usually are guaranteed for no more than two years. Airline administrators don't like to commit their finances beyond the point where they have some assurance about cash flow.

Sen. John Sullivan, D-Rushville, was one of several downstate senators who pushed through a \$1.65 million line item in the state budget to cover air service to the three airports.

"I've talked with the director of aeronautics ... and I know the airports are talking to different airlines," Sullivan said.

Officials with the Illinois

Department of Transportation also will be involved in any deal with air carriers. IDOT had tentatively signed off on the plans for Great Lakes to operate the flights, shortly before the airline found it difficult to obtain aircraft.

Chuck Howell, CEO of Great Lakes, did not return phone calls for comment. Earlier, Howell had said the state funding would make it possible to add two daily round-trip flights between Quincy and Midway.

Quincy lost daily flights to Chicago in 2002 as airlines struggled in the aftermath of the Sept. 11, 2001, terrorist hijackings and attacks. Flights at that time were to O'Hare International Airport in Chicago.

The switch to Midway Airport was seen as positive because the airport is closer to downtown Chicago, yet has a broad range of flights within the continental United States. In addition, Midway rental is much more-affordable than O'Hare's rates.

Hanna said the airport should have a construction project under way next week, when the north-south runway gets an asphalt overlay. The work is expected to take about two months.

Another runway will be restored to its full length of 5,400 feet later this year.

Contact Senior Writer Doug Wilson at dwilson@whig.com or (217) 221-3372

Chicago Tribune

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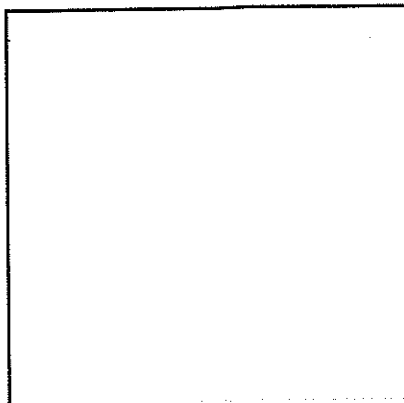
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Weather brings airport delays, power outages

By Gerry Doyle and Jeremy Gorner
Tribune staff reporter

July 27, 2006, 9:37 PM CDT

Severe weather in the Chicago area this evening caused delays at the city's airports and damage to city property, and left thousands of Commonwealth Edison customers without power.



CLTV video

At the height of the storms early this evening, O'Hare International Airport was experiencing average delays of between 2 and 3 hours, said Wendy Abrams, a spokeswoman for the city's Department of Aviation. But the airport's flight schedule also had been interrupted by technical problems at a Federal Aviation Administration facility in Elgin, she said. More than 20 O'Hare flights were diverted.

At Midway Airport, "poor weather

conditions" and thunderstorms gave rise to average delays of between 90 minutes and 2 hours for inbound and outbound flights, Abrams said.

The high winds caused a utility pole to catch fire, downing some power lines at 116th Street and Torrence Avenue on the city's Far Southeast Side, Chicago Fire Department spokesman Larry Langford told CLTV.

Because of the storms, crews from the city's department of Streets and Sanitation were working to repair seven downed wires around the city tonight. ComEd told CLTV that at one time 13,500 Chicago-area customers were without power.

Streets and Sanitation have also responded to calls of damage to 92 trees, six light poles, and outages to 56 traffic lights, according to the department.

The National Weather Service in Romeoville had issued a Severe Thunderstorm Watch for northeastern Illinois and northwest Indiana while the band of storms passed through the area.

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Funnel clouds were spotted in southern Cook County and Will County, but none of them touched down, according to the weather service. There were no sightings of funnel clouds in Chicago.

Illinois State Police reported several weather-related traffic crashes on Chicago-area expressways earlier this evening, but none of them caused lengthy delays or serious injuries.

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Hundreds Stranded At O'Hare After Storms

Cots In High Demand Overnight

POSTED: 6:05 am CDT July 28, 2006
 UPDATED: 7:42 am CDT July 28, 2006

CHICAGO -- More than 500 people were spending the night on cots at O'Hare Airport Thursday because of weather-related flight cancellations, an O'Hare Chicago Police watch commander said.

The airport's "passenger-assist program is in effect right now," the watch commander said about 4 a.m. Friday, adding that cots had been set up for would-be fliers who are stranded at O'Hare until later Friday morning, at least.

He added that there were more than 500 people spending the night at the airport, as of 4 a.m.

Previous Stories:

- July 27, 2006: Disabled Cable Leads To O'Hare Delays

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Heat warning for area

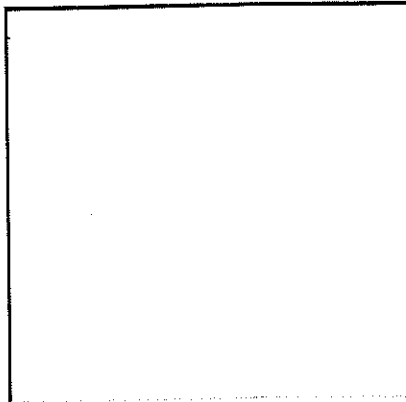
Storm brings airport delays, power outages

By Dan P. Blake
Tribune staff reporter

July 28, 2006, 8:57 AM CDT

After severe storms rolled across the area last night, knocking out power to thousands and stranding nearly 1,000 travelers at O'Hare International Airport, area residents now have a new worry: searing heat expected over the next several days.

The thunderstorms began lashing out Thursday afternoon, producing several funnel clouds (none that touched down) and heavy rain, including 5 1/2 inches reported in Joliet, National Weather Service meteorologist Rob Handel said.



CLTV video

The deluge substantially slowed operations and caused numerous flight cancellations at both O'Hare International and Midway Airports.

At O'Hare, about 1,000 airline passengers spent the night on cots and floors, the city's Department of Aviation said. As of 6:30 a.m., both airports were seeing normal operations, and stranded passengers were hoping to get booked on other flights.

Passengers experienced delays of up to 3 hours during the heights of Thursday's storms, spokeswoman Wendy Abrams said.

The storms also caused power outage problems, with nearly 16,500 Commonwealth Edison customers left in the dark across the region, utility spokesman Jeff Burdick said. With crews working around the clock, power remained out for only about 256 customers this morning, he said.

Winds helped contribute to the damage, causing a utility pole to catch fire at 116th Street and Torrence Avenue and sending Streets and Sanitation crews out on calls of damage to 92 trees, six light poles, and outages to 56 traffic lights.

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Now that the storms have moved out the area, the National Weather Service has issued an excessive heat warning starting Saturday afternoon.

"Yesterday everyone was worrying about the thunderstorms, today we're transitioning into starting to think about the heat coming up over the weekend," Handel said.

Today, the temperature is expected to reach the lower 90s, before spiking to the mid-90s on Saturday with a heat index around 100 degrees, he said. "It's going to be pretty dry through the upcoming week, the main concern definitely becomes the heat."

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From YubaNet.com

US

Persistent Homeland Security Problems at Agriculture

Author: Public Employees for Environmental Responsibility

Published on Jul 27, 2006, 08:35

The U.S. Department of Agriculture (USDA) has failed two straight audits over its unsafe handling of highly toxic agents at the same time the agency is distributing a detailed Homeland Security "checklist" to farmers, ranchers and dairy operators, according to agency documents released today by Sinapu and Public Employees for Environmental Responsibility (PEER).

The audits, conducted by the Department of Agriculture Office of Inspector General in 2005 and 2006, concern a branch of the agency, ironically named Wildlife Services, which exterminates wildlife at the request of farmers and ranchers. In 2004, the last year for which figures are available, Wildlife Services killed 2.7 million animals, principally birds, using an array of lethal chemical agents ranging from sodium cyanide to aluminum phosphate, deployed across the country as bait, in fumigants, sprays and gases.

The Inspector General repeatedly found the agency in violation of the Bioterrorism Preparedness and Response Act for failing to secure "dangerous biological agents and toxins," including not keeping accurate inventories whereby theft, unauthorized sale or other losses of these toxins could be detected. Other violations included regular access to toxins by unauthorized persons, distribution of chemical agents to untrained individuals and inadequate security plans. All ten of the Wildlife Services sites audited by the Inspector General were found to be out of compliance with bioterrorism regulations.

"The larger question is why the federal government is scattering highly dangerous toxicants all across the county as a wildlife control strategy," said Wendy Keefover-Ring of Sinapu, pointing, as an example, to Compound 1080 (sodium monofluoroacetate), an odorless, colorless, water-soluble agent used to poison coyotes in some states that has raised concerns as a potential chemical warfare threat to water supplies. "For reasons of public safety, as well as environmental integrity, the Department of Agriculture needs to move away from its 'poison first' mentality for wildlife management."

Despite the performance by its Wildlife Services arm, USDA is dispensing advice to farmers in a 20-page "Pre-Harvest Security Guidelines and Checklist 2006" covering a wide range of topics, from storage of agricultural chemicals to trimming trees and shrubs so that "people [cannot] easily hide around the farm" to conducting security checks on pasture lands. Other Homeland Security awareness advice includes installing alarms and motion detectors, as well as issuing "visitor badges."

"The Department of Agriculture itself poses a bigger homeland security threat than any possible infiltration of Iowa by Al Qaeda," stated PEER Executive Director Jeff Ruch, noting that the USDA has not acted to follow many of the Inspector General's recommendations or to punish the responsible Wildlife Services managers. "USDA ought to stop giving out homeland security advice until it starts following the most basic bio-security precautions."

In addition to the lack of toxic controls, the groups have raised concerns about aviation accidents stemming from the Wildlife Services aerial gunning program as well as dangers to people, pets and "non-target" wildlife due to the agency's indiscriminate use of traps, poisoned bait and other eradication techniques.

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Article published Jul 27, 2006

Airline customers paying highest prices in five years

By KATHLEEN MCLAUGHLIN

Airline ticket prices nationwide hit a five-year high this winter.

Prices rose 10 percent in the first quarter, the biggest year-over-year increase since the government started keeping data in 1995, the Department of Transportation said.

At 114.6, the Air Travel Price Index was at its highest level since the first quarter of 2001, when it hit 116.9.

The index, kept by the Bureau of Transportation Statistics, is based on a large sample of actual ticket prices over identical routes and classes of service.

The increases were relatively low for Florida-based passengers, who may see lower fares in general during the winter months.

The average fare out of Tampa International Airport was \$332.83, up 11.9 percent from \$297.55 a year ago.

The average fare out of Southwest Florida International Airport in Fort Myers was \$323.17, up 6.1 percent from \$304.69 a year ago.

First-quarter numbers were not available for Sarasota-Bradenton International Airport, where passenger traffic is too low to figure into the government's analysis.

Instead, the airport's director of development, Michael Walley, was looking at the latest 12-month average yield, which reflects one-way fares and does not include taxes.

The average at the end of the first quarter was \$129.82, up 3 percent from \$125.73 a year ago.

The one-way fares out of Sarasota-Bradenton are about \$15 higher than from Tampa and about \$9 higher than from Southwest Florida International in Fort Myers.

Walley said he's more interested in how prices are doing on Sarasota-Bradenton's non-stop routes. Competition is holding down fares to places like Newark and Baltimore-Washington International.

Fares on flights to Chicago's Midway, Cincinnati and Indianapolis were all up. Cincinnati, a Delta Air Lines hub hit hard by the airline's capacity cuts, saw the highest one-year fare increase of the 85 markets in the government index.

The average fare rose 34.3 percent to \$463.52.



STAFF PHOTO / CHIP LITTLERLAND
Susan Pehlivanian, left, cleans the mouth of her grandson Charley Shaw, 1, as they wait for their Continental flight home to Wisconsin at the Sarasota-Bradenton International Airport in December.

COMMUNITY

Aviation Commissioner saluted at gala celebration

More than 500 admirers and supporters were in attendance when Nuria I. Fernandez, the newly appointed Commission for the Department of Aviation — and a native of Panama — was recently saluted at a reception held at the DuSable Museum of African-American History.

The tribute was co-hosted by the Friends of Panama and the DuSable Museum of African American History. In the celebratory program, she was hailed for “personifying the strong tradition of excellence and devotion to achieve-

ment that symbolizes the values of her mother country of Panama.”

Among those in attendance from the Friends of Panama Committee were native Panamanians Cirilo A. McSween, Ambassador Extraordinary and Plenipotentiary on Special Mission of the Republic of Panama, Attorney Eric Graham, Marivel Aleman-Jones, Rossana Weathersby, Rolando Duncan and Ernesto Mendoza. Others on the Committee in attendance were Alderman William Beavers, Deven Rand and Nikki Zollar. DuSable Museum officials at the gala salute

were Antoinette Wright, president, Mark Watson, chairman of the board and Don Jackson, past chairman, who also served as Master of Ceremonies.

The Friends of Panama Committee pointed to Fernandez’s impressive background in engineering, construction, transportation and management as a reason why she will make an excellent commissioner and why Mayor Richard M. Daley made an excellent appointment in naming her to this important position.



CIRILO MCSWEEN AND NURIA FERNANDEZ are pictured at the Reception with an artistically-created airplane that was designed and presented to her by the DuSable Museum of African-American History.

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Chicago Crusader

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Harvey Star

Harvey, IL

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JULY 16, 2006

Ignoring airport truths

I see that The Star continues to provide U.S. Rep. Jesse Jackson Jr., D-Chicago, with space as a guest columnist — apparently monthly or biweekly — for his complaining. Don't taxpayers also pay for this 2nd District's congressman's free franking privilege, thus providing Jackson liberal access to Illinoisans, whether or not they reside in his voting district?

Why does The Star refuse to admit the following truths about Jackson's ever-so lonely plea for an airport in Eastern Will County?

■ Eastern Will County is represented in the United States Congress by Jerry Weller, not by Jackson.

■ The south suburban airport near Peotone plan is no longer Jackson's "pro-

posed" airport plan. By his own words is Jackson's "postponed" airport plan.

■ If Jackson is concerned or "confused" about leases to Boeing, perhaps the more alert newspaper editors could point out to Jackson that Illinois and Chicago apparently thought it was necessary, at a time of raised security concerns, to permit Boeing's company fleet of planes to be kept at a fully operational (and being expanded) Gary/Chicago Airport rather than at O'Hare or Midway Airports.

■ Perhaps these same editors might remind Jackson that Indiana, regardless of what it's going to do with its toll road, has also received funds and approval from the FAA. Those are two important factors still lacking for the airport at Peotone.

■ Please refresh Jackson as to Attorney General Madigan's opinion that under Illinois law, IDOT needs legislative approval to convey state-owned land for less than fair market value, a conclusion that does not prevent IDOT and Jackson from pursuing plans to develop the airport in Peotone. Madigan's opinion is no more a "mandate" for Jackson to break ground than there exists a consensus to build a south suburban airport among the states affected.

Walter McElligott, Beecher

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Seeking constructive information

ALNAC sent my "family or current resident" a copy of the Daily Southtown's June 16 editorial titled "Jamall" incident reveals Einhorn as obstructionist." What a stretch.

T28
Rep. Jesse Jackson has much work on the economy that needs to be tackled in his own district. So why he spending so much time out of his district? If he want to "district hop," why not skip over to the Gary airport? It's already built and "dying" to serve his district and more. For the thousands of his constituents who are looking for jobs it would be just a few minutes to Gary.

Then there's the risk in convincing the many airlines on the verge of bankruptcy to spread their financial woes to another big risk airport.

If anyone has constructive information, let us all know. We're between a corn field and a hard economy.

Anthony F. Compagnoni, Crete

NEWSCLIP

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JULY 20, 2006

Frankfort joins Manhattan and Crete in opposition of airport group

By Christina Biggerstaff, The Star

Like the villages of Manhattan and Crete, Frankfort is on record officially opposing the Abraham Lincoln National Airport Commission.

The ALNAC organization, led by U.S. Rep. Jesse Jackson Jr., D-Chicago, sent letters to villages in Will County in February asking for support.

Since then, Will County Executive Larry Walsh requested that all Will County municipalities adopt a resolution opposing the commission, Frankfort Mayor Jim Holland said.

"The village of Frankfort is on record supporting a third regional airport in the Chicago area," Holland said. "But, in addition, we said that the right

way to go is to have Will County build and manage the airport."

An intergovernmental agreement affords Bensenville and Elk Grove Village the opportunity to sue ALNAC to force expansion at the airport for 25 years.

"It puts the primary control of the airport to two small communities near O'Hare airport," Holland said.

The airport's footprint is entirely in unincorporated Will County.

Will County has a proposal to build, manage and operate the airport "to the benefit not only to the Chicagoland region, but also with the local communities in mind," Holland said.

The Will County plan addresses issues of infrastruc-

ture such as roads, sewer and water, he added.

Frankfort trustees unanimously approved the resolution to oppose ALNAC.

"This sends the right message to our residents," Trustee Jake Parillo said. "I'm proud the village of Frankfort is going to support the Will County proposal."

The entire board echoed Parillo's comments.

"Really, we need the third airport," Holland said. "But it needs to be managed by an organization like Will County that is capable of managing it and will represent the people who live in the area."

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