

Deborah Lewark  
718 NW 8th Ave.

Dania, Fl. 33004

(954) 920-4475

Public comments on FEIS-FLL South Runway Extension

To whom it concerns,

I have been a home owner in Melaleuca Gardens for 20 years. I have great concerns on your report that we are not going to be GREATLY impacted with the airport extension. I live one house south of 8th St. Is the sound just going to disappear at that point? The level of noise will be unacceptable for outdoor activity. I love the great outdoors, not having endless flights interrupt every conversation. Sound proofing is not an option.

This issue has been hanging over our heads for 19 of the 20 years we've lived here. All the money spent on restoring meetings, studies, lawyers, etc. could have been used to give the homeowners fair and decent compensation for being ousted of their homes and totally disrupting their lives. Life is tough enough without these added pressures. MY taxes are under \$1,000. I can't go anywhere for that. (\$3,000 - \$10,000 is the going rates) I'm 49 years old. My income is not capable of meeting that for the next 16 years. (\$48,000 - \$160,000)

Why is their a need to expand the airport? The airlines are pulling out. They are leaving because it is no longer profitable. They don't have enough customers. Raising ticket prices is not the way to encourage more customers.... Has that been taken into consideration? Doesn't the new impact study use some of the old information?? The timing of flights could be managed more effectively. Pilots have repeated their concerns with the new runway. None of them want the purposed ramp runway. In their words "We are the ones with the responsibility for the safety of our customers. Those runways are dangerous." Why is this continuing again and now?

The cost of this expansion is unbelievable. Who is this suppose to benefit? I'm sure the airport, cruise ships, hotels, restaurants will all prosper and pay taxes. I am a tax payer. I'm NOT INTERESTED in USING OUR TAXES to INCREASE the few business' bottom lines. There are plenty of improvements the county could do to promote our cities AND everyone could benefit. As far as the impact on the beach, we only have so much beach area left. The impact on the park is already enough. Anyone noise and that park is history. I can't find a place to park at the beach now. If you eliminate an area the size of J. Lloyd park where are all the people (tourists and tax payers) going to go? Another state or country I would guess.

I consider my property very valuable. All of this has lowered our home values. People who need to move are stuck. Those of us who want to stay are tired of the constant battles for our homes. Each time its the same thing (WE need your property, here is half, or less, of what it is REALLY worth). This community is a developer's dream. We are 20 minutes to Miami, minutes from the beach, int. 95 and 595. Oh, we're also on the water and close to the airport. Please tell me where I can go and find all of that for what we're being offered? (if I could even afford the taxes!) The latest I here is our only way to recover is a class action suit. More \$\$ spent on a already costly mistake.

I also have concerns about the people west of the airport. Their impact, after the fact is going to be devastating to those who aren't in the know. Even if all goes according to plan, these people won't just roll over and live in earplugs. This expansion is GOING TO GREATLY EFFECT MANY MANY PEOPLE WHO ARE NOT IN THE IMPACT ZONES. We won't just disappear. These noise impact tests don't prove a thing to me. I KNOW this WILL GREATLY impact my life in a very negative, unacceptable way. This has gone on for so long because it is not right. For every response you receive their are many more who don't take the time to write.

Deborah Lewark  
(Homeowner)

F-LC012

P 30,310

P 18,12,528, 8,80

P 13.19

P 22,63,852, 4,55

All comments must be postmarked or faxed no later than midnight, Monday, July 28, 2008.  
Comments can only be accepted with the full name and address of the individual commenting.

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I am writing to you as a home owner, concerned citizen and taxpayer. We live in one of the most beautiful areas of the country. We have John U. Lloyd State Park a mile from our home. It has been proclaimed a "National Treasure" but yet we plan to destroy it by extending a runway that is unnecessary by these economic times. The airlines are in trouble and I have

P 1868

1 of 3

F-LC013

All comments must be postmarked or faxed no later than midnight, Monday, July 28, 2008.  
Comments can only be accepted with the full name and address of the individual commenting.

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

not heard of one pilot who  
does not have a problem  
with a "ramp" runway.  
The estimate to extend  
the runway is 1.5-2 billion  
dollars, which means it  
will probably cost more.  
This is not just about a  
couple neighborhoods, it  
affects the whole country.  
With cutbacks at schools,  
fire and police, I do not  
feel (at this time) that the

2063

F-LC013

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Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

runway expansion is a  
priority.

Robert and Linda Ruceri  
910 Nautilus Isle  
Dania Beach, FL 33004  
954-925-4027

CC: I Lieberman  
K Jacobs  
S Ritter  
K Koch  
L Wexler  
S Gunzburger  
D Wagner  
I Menrubin  
I Lindstrom

3063

F-LC013

RECEIVED JUL 28 2008

From: Raven Cohan  
314 Oak St.  
Hollywood, 33014  
Signed: Raven Cohan  
July 22-08

To: Ms Virginia Lane  
FAA Orlando Airports Dist. Off  
5950 Hazeltine Na. Dr. #400  
ORLANDO, FL 32822

On runway 9R/27L; I have read through the report's proposal; "2.0 Airport's sponsor's proposal project". Not being anyone "important" and only a resident of N. Hollywood Bch at above address since '92, I continue to be concerned that developmental growth requires residents such as those of us who write against this project, will lose all the peace that we moved to Florida to find.

There really is no way for continued efforts to find compromise. Please abandon all moves for growth in this county. People are just leaving town and Broward County is 10th on the list of cities with the largest population that have abandoned their homes due to the greedy developers.

I can't demand anything, but PLEASE STOP THIS ridiculous quest to destroy a serene & beautiful place.

F-LC014

RECEIVED JUL 28 2008 7/22/08

Attn: Ms. Virginia Lane  
FAA Orlando Airports District Office

We are in the midst of an energy crisis and an oncoming recession. The cost of expanding the airport has risen dramatically since the inception some 20 yrs ago. Is it really worth it, why hasn't the FAA restricted the operations on the proposed south runway? Will it now be 24 hrs of noise?

What about the environmental impact, not only on John & Lloyd Beach State Park, but all the surrounding areas with mangroves which protect the baby fishes and birds? Enclosed are some other areas affecting the quality of life for humans too.

Also enclosed is an article in today's Sun Sentinel about airport traffic slowing down. Shall we compare this action with other airport expansions in the United States? Please review the pros & cons.

Sincerely,  
Virginia Jahany  
684 NE 1st  
DANIA BEACH FL 33004

P.S.  
Employed with Broward County Commissioners 24 yr!

F-LC015

**MELALEUCA GARDENS HOMEOWNERS ASSOCIATION**  
[www.mymgtha.net](http://www.mymgtha.net)

**SPECIAL MEETING REGARDING THE FEIS**

**WHERE: DANIA BEACH CITY HALL**  
**TIME: 7:00 P.M.**  
**DATE: JULY 23, 2008**  
**GUEST: Commission John Rodstrom**

We are holding a special meeting to discuss the current events plus share talking points.

The FAA has issued a Final Environmental Impact Statement (FEIS) with the extension of the south runway as the preferred alternative. The FAA received over 1,000 comments on the last EIS. Because of the overwhelming response to it they have opened up a comment period for this FEIS which closes on July 28, 2008. It is of utmost importance to submit your comments as soon as possible.

The public comment period for the FEIS starts June 27, 2008 and ends July 28, 2008. All comments must be mailed or faxed to:

Ms. Virginia Lane  
 FAA Orlando Airports District Office  
 5950 Hazeltine National Drive  
 Suite 400  
 Orlando, FL 32822-5024

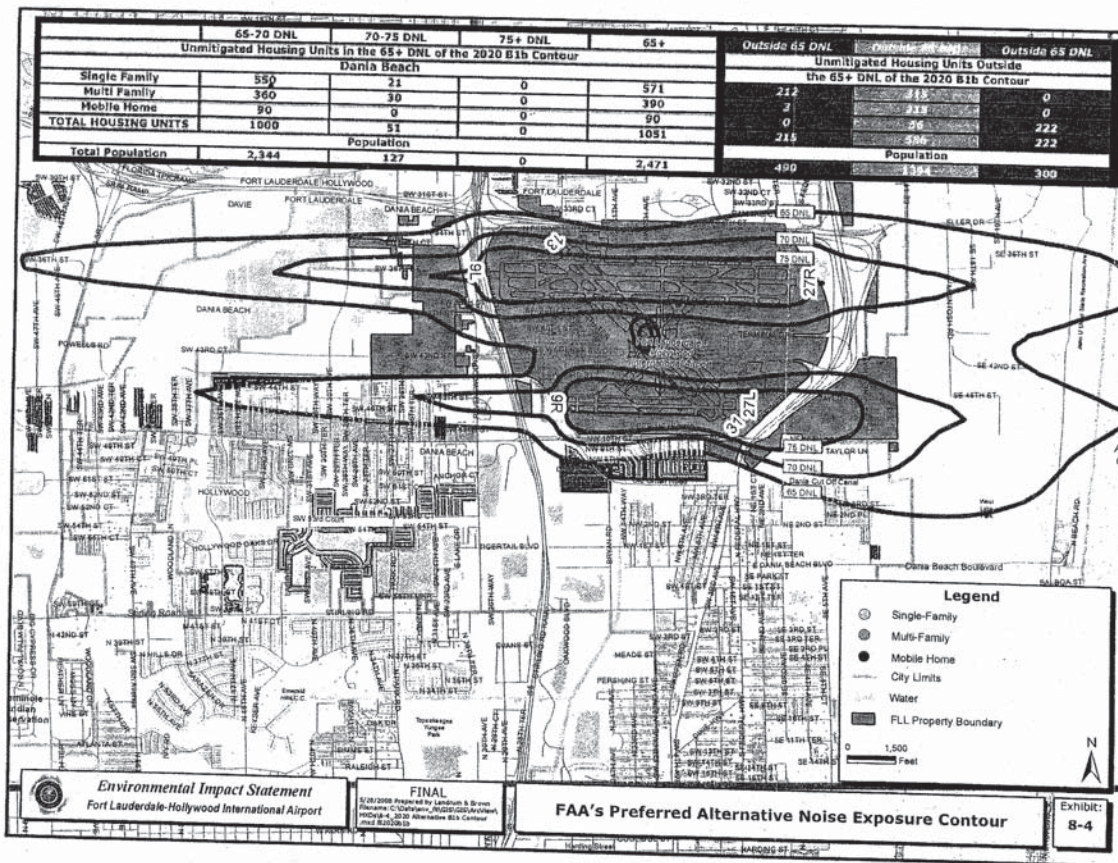
Fax: 407-812-6978

Please include your full name and address and refer to FEIS - FLL South Runway Extension

The FEIS can be found at: [fl.net](http://fl.net)  
 Recognize this is an incredibly lengthy document.

Things to do: **ATTEND OUR MEETING**

1. Review parts of the FEIS on your own and submit comments



# YOUR MONEY



DOW: 11,467.34 (-29.25) ▼ S&P 500: 1,260.00 (-0.68) ▼ NASDAQ: 2,279.53 (-3.25) ▲ OIL: \$131.04/bbl (+\$2.16) ▼ 10-YR NOTE: 6.82% (-0.05%)  
ON EDITOR ANNE VASQUEZ, 954-356-4670, avasquez@sun-sentinel.com DIVIDENDS 3 • BUSINESS TOPICS 3 • MARKETS 4 • COMICS

## Royal Caribbean lays off 400

### Cruise operator cites fuel prices as earnings tumble

BY CLYN GIOVIS  
WRITER

Royal Caribbean Cruises Ltd., the world's second-largest cruise operator, Monday laid off about 400 employees — most from Broward and Miami-Dade counties — and blamed high fuel prices for reducing earnings and forcing cuts to operations.

The Miami-based cruise line Monday evening said second-quarter profits slid 34 percent to \$84.7 million compared with \$128.7 million in the same period last year. Company officials scheduled a conference call today on the financial results.

"It was a very difficult process we've gone through with many wrenching decisions that had to be made," company spokesman Michael Sheehan said. "The objective is to position us to continue to succeed as the company moves forward."  
In 2009, Royal Caribbean will de-

but the largest cruise ship in the world — the \$1 billion *Oasis of the Seas*. The ship will sail from Port Everglades and carry 5,400 passengers.  
Despite record fuel prices, consumer demand for cruises and onboard spending "continues to be resilient," Royal Caribbean said in a statement.  
Sheehan said the bulk of the 400

job cuts were shore-line positions from executives to clerical personnel in South Florida, where until Monday the company employed about 3,360 employees at offices in Miramar and Miami.  
Employees were notified Monday that it was their last day of work, he said, noting the action prompted the

■ LAYOFFS CONTINUES ON 2B

F-10077

2. Get the word out to as many people as you can that you need their help. Invite them to our meeting. If the 1200 people that were at the convention center on June 5, 2007 were to get just five people to echo their concerns about the FLL expansion, that's 6000 emails we could flood upon decision makers. If possible, get their email addresses and forward them along to Rae Sandler at [www.mymingha.com](http://www.mymingha.com), or phone: 954-649-0396.

3. Here are some helpful talking points to get you going but please make your own comments as well.

1. Now that there is an energy crisis and United, American and Spirit have drastically cut back on operations at FLL, should the FEIS analysis be updated based on these reduced operation levels, and doesn't it impact the baseline as well as projections used in the analysis? Is there still a 6 minute delay forecasted in 20202 with these reductions?

RUD | 3,0,3,10

2. Why isn't the real cost of the runway presented? Why are we spending over \$2 billion dollars to reduce the number of runways at FLL from 3 to 2, and with the reduction of the major carriers do we still need a second "long" runway?

P | 16-2-15-15  
RUD | 15-15  
15,16

3. ABC's Good Morning America (on Sunday, July 13<sup>th</sup>) highlighted John U Lloyd Beach State Park as one of the four finalists in their search for the best national parks this month. The expansion of the South Runway will obliterate this park. Make sense?

P | 8,58

Every comment is desperately needed! Please do your part to help us save our homes and our quality of life!

Make no mistake about this proposed runway project. The FAA has not included any operational restrictions on an expanded south runway. This means that from day one, the runway will be in operation 24 hours a day. The airplane noise contours in the FEIS are computer generated lines based on hundreds of thousands of operations per year. The true noise impacts are much, much worse. Even those living outside the yearly contour lines will have their quality of life shattered and their property valued affected from each airplane.

The FAA mitigates to the 65 DNL.

F-10015

# More airlines to cut service in S. Florida

BY JACLYN GIOVIS  
STAFF WRITER

Midwest Airlines will bow out of South Florida next month, becoming the latest airline to cut service to the region amid record fuel costs.

And low-cost carrier Allegiant Air quietly announced late Friday plans to trim service between Fort Lauderdale and Allentown, Pa., Chattanooga, Tenn., Greensboro, N.C., Huntington, W. Va. and Tri-Cities, Tenn. All of those routes will be shut by Sept. 6, though flight schedules up to that date vary, said Tyri Squires, spokeswoman for Allegiant.

The reason is "pretty simple," the spokeswoman said. "Fuel costs."

Midwest, which offers a daily, nonstop flight from Fort Lauderdale-Hollywood International Airport to Milwaukee, said

## SCALING BACK

Midwest Airlines' last flight between Fort Lauderdale and Milwaukee will be Aug. 2.

United Airlines plans to pull out of Fort Lauderdale and West Palm Beach in September.

Frontier Airlines has chopped service between West Palm Beach and Denver.

IN MIDWEST CONTINUES ON 4B

F-LCO15

# Midwest, Allegiant latest airlines to trim Fort Lauderdale service

## MIDWEST

CONTINUED FROM PAGE 1D

the last day of service on that route will be Aug. 2. Customers who receive written notice of the change can request a refund online (www.midwestairlines.com) or through the company's reservation line (800-867-2922).  
"Oil is escalating at a rate we

can't keep up with," said Randy Smith, Midwest's vice president of sales and distribution. As a result, he said, Milwaukee-based Midwest is reducing capacity to leisure destinations such as Fort Lauderdale to concentrate on serving higher-paying business travelers to places such as New York.

That unfortunate rationale is starting to sound familiar in Broward and Palm Beach counties.

United Airlines, the nation's second-largest carrier, said last month it would pull out of Fort Lauderdale and West Palm Beach in September.

Other major legacy carriers, including US Airways and American Airlines, are whittling down flights to local airports.

Even low-cost carriers that cater to leisure passengers are tightening operations in the region. Frontier Airlines dropped service from West Palm Beach to Denver earlier this year.

Allegiant began offering service to Fort Lauderdale airport last November. The Las Vegas-based airline will continue to offer nonstop flights between Fort Lauderdale and Greenville-Spartanburg, S.C.,


Knoxville, Tenn., and Plattsburgh, N.Y.

Allegiant will contact customers with reservations for Sept. 7 and beyond to make new arrangements, Squires said. Many customers travel from smaller U.S. cities to vacation in South Florida, and may be rerouted through Orlando or St. Petersburg. Passengers also can receive a full refund, she said.

"The whole airline industry is experiencing the same problem," said Greg Meyer, spokesman for the Fort Lauderdale airport.

Jaclyn Giovis can be reached at jmgiovis@sun-sentinel.com or 954-356-4668.

F-LCO15

	<p><b>A facsimile from</b></p> <p><b>Gloria Vagi</b>  <b>4451 SW 34<sup>th</sup> Drive</b>  <b>Ft. Lauderdale, FL 33312</b>  <b>954-472-7653</b></p>
<p>To: Ms. Virginia Lane  Fax number: 407-812-6978</p>	<p>Date: 7/28/2008</p>
<p>Regarding: FEIS - FLL South Runway Extension</p>	
<p>Comments: 3 pages including fax cover</p>	

July 27, 2008  
RE: FEIS - FLL South Runway Extension  
Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazleline National Drive  
Orlando, Florida 32822-5024

Dear Ms. Lane:

I am strongly opposed to the expansion of the south runway at FLL for many reasons. There are serious flaws in the FEIS. P 20.0

Why has the FAA chosen the worst choice when there are other alternatives that would be safer, less offensive and disprove to the quality of life of its citizens as well as much less costly. At a time when our economy is struggling, shouldn't we spend our money wisely? Shouldn't the safety of the passengers and crew be of utmost importance when building a new runway. The proposed runway will be elevated to the extent that pilots have stated that they will not land on that runway because of serious, life-threatening situations. Paramedics and firefighters have stated that the elevated runway will have the potential for a greater loss of life in case of any emergency because they will not be able to reach the passengers and crew quickly because there is only one way to reach them and they will have to fight the debris and fuel, probably on fire, before they could ever reach a passenger to try to save their lives. P 13, 37

Why has the FAA indicated that it does not intend to comply with operational restrictions at the airport which is already written in the Interlocal Agreement between Broward County and the City of Davis Beach? Does this in fact insinuate that county and city governments have no say as to what will happen to the lives and families impacted by any situation that a Federal agency has a say so far? If that's the case, why have city and local governments at all? Why don't we call ourselves a dictatorship and have the "Feds" run the whole thing? P 2-6

Why is the FAA basing its expansion decision on benefits from the project through 2030 (i.e. reduction in operational delays) while at the same time only disclosing environmental impacts caused by the project through 2020? P 6.0

Why won't the FAA mention how much greater the noise level will be to citizens if the south runway is chosen as opposed to the north runway. P 6.5

Based on the "facts" airport traffic is decreasing rapidly and there are airlines who service Ft. Lauderdale who have now gone out of business and have declared bankruptcy. Other major airlines such as Delta have expressed concerns of declining bankruptcy as well. Is it necessary to expand the runway to accommodate more and larger planes to handle more traffic which is plainly not happening and is not going to happen in the foreseeable future? ROD 3.0, 3.10

With all of the financial concerns of the airlines, what makes the FAA think that the airlines will be able to uphold their end of the deal and provide financial support for this expansion? Could it be that it was never intended to be that way anyway and that the financial burden of this project was going to be "dumped" on the citizens anyway? ROD 3.10

Why are the FAA's estimates of increased air traffic based on the "pre-economy decline" with a total disregard for the current status of the economy or the direction in which it is heading and has been heading for over the past 2 years? ROD 13.7

July 28, 2008

Why won't the FAA look at the "results" of the massive expansion project done at MIA and the fact that passenger usage and increased air traffic has not happened and that Miami is now stuck with the "huge" burden of this "ill-planned and ill-timed" non-functional white elephant? This is to say nothing of the fact that should air travel increase in the future that passenger could fly into MIA and be in Broward County in 45 minutes or less.

3.16  
P 3.25

Why is it that the FAA does not even mention in the final EIS the recent reduction in operations of the airport "announced" by American Airlines, United Airlines, and Spirit Airlines? Even they indicate that the expansion may not be necessary because of decreased demand. Could these airlines and the people that run them not know what they are talking about?

ROD 3.10

Operations at the airport declined by 5.3% for air carrier enplanements and 10.7% for commuter enplanements in 2006, but the FAA still predicts that operations of the airport will increase through 2020. Even if operations increased dramatically tomorrow, it would take several years to make up the losses already realized by the airlines. We are going into 2009 which means that almost 1/2 of the projection period is already over. If the remaining 10 years of your projection were showing an increase - as you predicted - (which is highly unlikely) it still would not be enough to gain back the already suffered losses and justify this expansion project!

ROD 3.10

Why did the FAA eliminate various alternatives because they will encroach on I-95 and the CSX Railroad but did not eliminate alternatives that encroach on US 1 or the FEC Railroad? Could it be that those entities "don't count"?

P 4.4

Why have you not used a more recent impact study for your research? Using one from 2002 does not make any sense.

Has the FAA intentionally not factored in the project cost of the acquisition of the homes in the flight path. The majority of the homes are on the water with ocean access. Could it be that their intention with the help of the condemnation process is to pay 10 cents on the dollar for these homes - soundproof them and then resell them at market value to help finance this project?

ROD 15.0

Has anyone from the FAA not seen or heard that John U. Lloyd State Park has been cited as one of the top 4 most unique and scenic parks in our entire country and featured on Good Morning America? On July 17, 2008 Congressman Ron Klein boasted on the floor of Congress about the park noting it as a "National Treasure". Is there no concern for the effect and devastation that this expansion would cost that park?

P 18.58

It is the opinion of this citizen/voter that this expansion project be at the least postponed and at best cancelled. At least get all the current facts and analysis before plunging forward with a billion dollar project that would devastate the South Florida area and is clearly favored by the minority and not the majority.

ROD 20.0

Sincerely,

*Gloria Vagi*

Gloria Vagi  
4451 SW 34th Drive  
Ft. Lauderdale, FL 33312

July 28, 2008

To:  
Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelhine National Drive, Suite 400  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

From:  
Connie Perry  
4920 S.W. 34th Terrace  
Fort Lauderdale, FL 33312  
954-964-5628

FEIS - South Runway Extension

I oppose the extension of the Fort Lauderdale airport runway. The noise and pollution added to our residential properties in Oakridge and surrounding neighborhoods, like Melaleuca Gardens, would diminish our quality of life.

ROD 20.0

It would also decrease our property values. Other options need to be further explored, such as better timing of flight arrival and departures.

P 13.19

P 3.49



Jul. 28. 2008 6:53PM

No. 1972 P. 1

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelbline National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/26

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Florida resident I find this very exciting. John U Lloyd State Park has coral reefs just 100 yards off shore. To what affect will the vibration from the planes shock waves have on the well being to the coral? Also what about the oil spillage from the planes? The marine life must deal with the fuel spillage as planes use this approach to the airport. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems? It is my concern as a tourist that the South Runway Alternatives will have huge impacts on all these questions that the FAA FEIS has not yet fully addressed.

The South Runway Alternatives will also increase the noise in the area and will negatively impact the quality of life to residents. If tourists in the hotel, with all of the soundproofing put in, still complain about the noise from airplanes I can't imagine how bad it will be for residents in the area if South Runway Alternative is done. There is no way that you will be able to hide the ugly image of the runway or stop noise. I hear that South Floridians spend a lot of time outdoors year round because of their gorgeous weather. How will you soundproof when people are outside of their homes? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much further than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own

F-LC018

Jul. 28. 2008 6:53PM

No. 1972 P. 4

environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. I heard from a friend that the roads are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income needed to pay for the cost of new runways, gates, roads, buildings and whatever else needs to be built, it will ultimately fall on people like me through tax dollars to bail Broward County out. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Mark Michum  
1102 Green Pine Cr., Orange Park, FL 32065

F-LC018

Jul. 28. 2008 6:53PM

No. 1975 P. 3

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelturne National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach, which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/206

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Northern FL resident & student I found this very exciting for Southern FL. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems like my grandmother, her neighbors & what will it do to me when I visit? It is my concern as a tourist & visitor that the South Runway Alternatives could & will have huge impacts on our current health. In my Grandparents home my Grandmother is constantly wiping up a residue of oily, black dirt left behind on her furniture & countertops created from the power plant & the present planes flying over/near them. How much worse will this get with the South Runway Alternatives, what risks will this bring to our health & what risks are you willing to bring to your potential visitors

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. My grandparents live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes flying now wake me up &/ or keep me awake at night. With the South Runway Alternative this will only get worse. Who wants to take a vacation & have sleepless nights? I don't. Many times my Grandparents & I have to stop talking because we cannot hear each other. Even worse when we vacation with my Grandparents we LOVE to sit down & watch movies together as a whole FAMILY. We simply can not enjoy a whole movie, a TV show or even music without the noise of an interrupting plane. The noise from a raised South Runway will be deafening and far worse than the contour charts show because it is already bad. There is no way that you will be able to

F-LC019

Jul. 28. 2008 6:54PM

No. 1975 P. 4

hide the ugly image of the runway or stop noise. FAA has not addressed how I can enjoy South Florida's gorgeous weather at my Grandparents House playing or swimming outside with my Grandparents, family & friends. How will you soundproof the outside? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said. The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads here are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on people like my Grandparents of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Barrett Gill

1314A West College, Murfreesboro, TN 37130

F-LC019

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives.

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-system being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure we stand to attract more tourists to our area because of our own "national treasure". Why would we want to go ahead with the South Runway Alternatives creating even more deafening noise throughout more of the park for visiting tourists while destroying wildlife & the environment with more pollution than need be when the North Runway C1 Alternative would have a far less impact? Tourists mean a stronger economy for Broward but if we destroy the very thing they come for we will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems like me and some of our neighbors? In my home I constantly wipe up oily black dirt from furniture and countertops created from the power plant and the present airplanes flying over/near us. How much worse will this be with the South Runway Alternatives and at what health risk?

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. I live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. As I looked at the contour lines for projected noise for the proposed South Runway Alternatives it shows the noise level far worse than we presently have and the EIS does not even address the greater noise level of a raised runway. The noise from a raised South Runway will be deafening and far worse than the contour charts show. The Greenbelt buffer will provide no relief to noise for us and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous weather being severely impacted by the South Runway Expansion. We live out-of-doors all year around here in South Florida and the question of "how do you soundproof it" has not been answered. The fact is, that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

F-7C020

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes/property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

With the present economy in a downward spiral and fuel prices spiraling upward projections of demand overestimate growth at the airport. The Final EIS does not address the cost increase of jet fuel and how this will impact aircraft flying in & out of the airport nor the recent, or future, reduction in operations at the airport by airline companies. Operations at the Airport declined by 16% overall in 2006. Considering all this, it means that expansion may not be necessary as indicated by the Final EIS.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Our roads are congested already and we have water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on "we the people" of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Dorothy Hennigan  
4381 SW 34 Lane, Ft. Lauderdale 33312

F-7C020

Jul. 28. 2008 6:54PM

NO. 1917 P. 1

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelton National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its' expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives.

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-system being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure we stand to attract more tourists to our area because of our own "national treasure". Why would we want to go ahead with the South Runway Alternatives creating even more deafening noise throughout more of the park for visiting tourists while destroying wildlife & the environment with more pollution than need be when the North Runway C1 Alternative would have a far less impact? Tourists mean a stronger economy for Broward but if we destroy the very thing they come for we will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems like me and some of our neighbors? In my home I constantly wipe up oily black dirt from furniture and countertops created from the power plant and the present airplanes flying over/near us. How much worse will this be with the South Runway Alternatives and at what health risk?

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. I live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. As I looked at the contour lines for projected noise for the proposed South Runway Alternatives it shows the noise level far worse than we presently have and the EIS does not even address the greater noise level of a raised runway. The noise from a raised South Runway will be deafening and far worse than the contour charts show. The Greenbelt buffer will provide no relief to noise for us and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous weather being severely impacted by the South Runway Expansion. We live out-of-doors all year around here in South Florida and the question of "how do you soundproof it" has not been answered. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

F-1207-1

JUL. 28. 2008 0:24PM

NO. 1917 P. 0

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes/property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

With the present economy in a downward spiral and fuel prices spiraling upward projections of demand overestimate growth at the airport. The Final EIS does not address the cost increase of jet fuel and how this will impact aircraft flying in & out of the airport nor the recent, or future, reduction in operations at the airport by airline companies. Operations at the Airport declined by 16% overall in 2006. Considering all this, it means that expansion may not be necessary as indicated by the Final EIS.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Our roads are congested already and we have water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on "we the people" of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Gerald David  
4381 SW 34 Lane, Ft. Lauderdale 33312

F-1207-1

P/ 8.35

P/ 12.47  
R/D  
3.10  
3.0

P/ 4.4,  
1.02

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/2.6

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Florida resident I find this very exciting. John U Lloyd State Park has coral reefs just 100 yards off shore. In what affect will the vibration from the planes shock waves have on the well being to the coral? Also what about the oil spillage from the planes? The marine life must deal with the fuel spillage as planes use this approach to the airport. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems? It is my concern as a tourist that the South Runway Alternatives will have huge impacts on all these questions that the FAA FEIS has not yet fully addressed.

The South Runway Alternatives will also increase the noise in the area and will negatively impact the quality of life to residents. If tourists in the hotel, with all of the soundproofing put in, still complain about the noise from airplanes I can't imagine how bad it will be for residents in the area if South Runway Alternative is done. There is no way that you will be able to hide the ugly image of the runway or stop noise. I hear that South Floridians spend a lot of time outdoors year round because of their gorgeous weather. How will you soundproof when people are outside of their homes? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own

F-10022

environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. I heard from a friend that the roads are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income needed to pay for the cost of new runways, gates, roads, buildings and whatever else needs to be built, it will ultimately fall on people like me through tax dollars to bail Broward County out. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Jimmy Edmonds  
2606 Sandelwood Circle, Orange Park, FL 32065

F-10022

Jul. 28. 2008 6:55PM

No. 19/75 P. 11

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltime National Drive  
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its expansion decisions on benefits through 2036. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives.

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-system being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure we stand to attract more tourists to our area because of our own "national treasure". Why would we want to go ahead with the South Runway Alternatives creating even more deafening noise throughout more of the park for visiting tourists while destroying wildlife & the environment with more pollution than need be when the North Runway C1 Alternative would have a far less impact? Tourists mean a stronger economy for Broward but if we destroy the very thing they come for we will hurt all of Broward County! Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems like me and some of our neighbors? In my home I constantly wipe up oily black dirt from furniture and countertops created from the power plant and the present airplanes flying over/near us. How much worse will this be with the South Runway Alternatives and at what health risk?

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. I live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. As I looked at the contour lines for projected noise for the proposed South Runway Alternatives it shows the noise level far worse than we presently have and the EIS does not even address the greater noise level of a raised runway. The noise from a raised South Runway will be deafening and far worse than the contour charts show. The Greenbelt buffer will provide no relief to noise for us and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous weather being severely impacted by the South Runway Expansion. We live out-of-doors all year around here in South Florida and the question of "how do you soundproof it" has not been answered. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

F-L-0023

Jul. 28. 2008 6:53PM

No. 19/75 P. 12

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes/property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

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Sincerely,  
Kathy David  
4381 SW 34 Lane, Ft. Lauderdale 33312

F-L-0023

Jul. 28. 2008 6:55PM

No. 1975 P. 13

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltime National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives.

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-system being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? [The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure Broward will attract more tourists. It has coral reefs just 100 yards off shore. To what affect will the vibration from the planes shock waves have on the well being to the coral? Also what about the oil spillage from the planes? The marine life must deal with the fuel spillage as planes use this approach to the airport. Why would we want to go ahead with South Runway Alternatives creating even more deafening noise throughout more of the park while destroying wildlife & the environment? Tourists mean a stronger economy for Broward but if you destroy the very thing they come for you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems in the area and those visiting? The home of my niece constantly has oily black dirt on furniture and countertops created from the power plant and the present airplanes flying over/near them. How much worse will this be with the South Runway Alternatives and at what health risk and damage to houses and other belongings?

The South Runway Alternatives will also increase the noise in the area and will negatively impact the quality of life to residents. My niece lives in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning when I visit. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. FAA plans to have the same types planes take off and land on the new south runway as is presently using the North runway but the contour lines for the projected noise for the proposed South Runway Alternatives shows the noise level as being much smaller than the present North runway. How can that be? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous

F-LC024

Jul. 28. 2008 0:20PM

No. 1975 P. 14

weather being severely impacted by the South Runway Expansion. They live out-of-doors all year around in South Florida and the question of "how do you soundproof it" has not been answered. The fact is, is that the North Parallel Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes and property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway? FAA has also not addressed the devaluation of homes in the area and the cost to the homeowners.

With the present economy in a downward spiral and fuel prices spiraling upward projections of demand overestimate growth at the airport. The Final EIS does not address the cost increase of jet fuel and how this will impact aircraft flying in & out of the airport nor the recent, or future, reduction in operations at the airport by airline companies. Operations at the Airport declined by 16% overall in 2006. Considering all this, it means that expansion may not be necessary as indicated by the Final EIS.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads are already congested in the area and there are water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself after construction of new runways, gates, roads, buildings and whatever else needs to be done it will fail "we the Taxpayers" paying the ultimate price for it as Broward County goes bankrupt. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Kay Beers  
215 North Canal Rd. #20, Lansing, MI 48917

F-LC024

R.O.D  
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R.O.D  
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R.O.D  
138

Jul. 28. 2008 6:56PM

No. 1917 P. 12

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltime National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the expansion than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P12.6

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands, where the wetlands being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? P16.4 6.5

Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Northern FL resident & student I found this very exciting for Southern FL. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems like my grandmother, her neighbors & myself when I visit? It is my concern as a tourist & visitor the South Runway Alternatives could & will have huge impacts on our current health. In my Grandparents home, my Grandmother is constantly wiping up a residue of oily, black dirt left behind on her furniture & countertops created from the power plant & the present planes flying over/near them. How much worse will this get with the South Runway Alternatives, what risks will this bring to our health & what risks are you willing to bring to your potential visitors? My mother says "The South Runway Alternatives & the health risks it will bring may be the very reason my vacations to Ft. Lauderdale will be no more". P16.4 6.5 14.1 14.1

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. My grandparents live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes flying now wake me up & / or keep me awake at night. With the South Runway Alternative this will only get worse. Who wants to take a vacation & have sleepless nights? I don't. Many times my Grandparents & I have to stop talking because we cannot hear each other. Even worse when we vacation with my Grandparents we LOVE to sit down & watch movies together as a whole FAMILY. We simply can not enjoy a whole movie, a TV show or even music without the noise of an interrupting plane. The noise from a raised South Runway will be deafening P16.1 22.6

F-LC025

Jul. 28. 2008 6:56PM

No. 1917 P. 10

and far worse than the contour charts show because it is already bad. There is no way that you will be able to hide the ugly image of the runway or stop noise. FAA has not addressed how I can enjoy South Florida's gorgeous weather at my Grandparents House playing or swimming outside with my Grandparents, family & friends. How will you soundproof the outside? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances. P 8.35

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said. P13.47

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads here are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on people like my Grandparents of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative? P14.4 16.2

Sincerely,  
Maria Harris  
2672 Shannon Street, Orange Park, FL 32065

F-LC025



Jul. 28. 2008 6:56PM

No. 1975 P. 11

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/26

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Northern FL resident & student I found this very exciting for Southern FL. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems like my grandmother, her neighbors & what will it do to me when I visit? It is my concern as a tourist & visitor that the South Runway Alternatives could & will have huge impacts on our current health. In my Grandparents home my Grandmother is constantly wiping up a residue of oily, black dirt left behind on her furniture & countertops created from the power plant & the present planes flying over/near them. How much worse will this get with the South Runway Alternatives, what risks will this bring to our health & what risks are you willing to bring to your potential visitors

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. My grandparents live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes flying now wake me up & / or keep me awake at night. With the South Runway Alternative this will only get worse. Who wants to take a vacation & have sleepless nights? I don't. Many times my Grandparents & I have to stop talking because we cannot hear each other. Even worse when we vacation with my Grandparents we LOVE to sit down & watch movies together as a whole FAMILY. We simply can not enjoy a whole movie, a TV show or even music without the noise of an interrupting plane. The noise from a raised South Runway will be deafening and far worse than the contour charts show because it is already bad. There is no way that you will be able to

F-LC020

Jul. 28. 2008 6:56PM

No. 1975 P. 10

hide the ugly image of the runway or stop noise. FAA has not addressed how I can enjoy South Florida's gorgeous weather at my Grandparents House playing or swimming outside with my Grandparents, family & friends. How will you soundproof the outside? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads here are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on people like my Grandparents of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Anna Gill

1314A West College, Murfreesboro, TN 37130

F-LC020

Jul. 28. 2008 6:57PM

No. 1917 P. 19

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P12.16

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Northern FL resident & student I found this very exciting for Southern FL. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems like my grandmother, her neighbors & even me when I visit? It is my concern as a tourist & visitor the South Runway Alternatives could & will have huge impacts on our current health. In my Grandparents home my Grandmother is constantly wiping up a residue of oily, black dirt left behind on her furniture & countertops created from the power plant & the present planes flying over/near them. How much worse will this get with the South Runway Alternatives, what risks will this bring to our health & what risks are you willing to bring to your potential visitors? My mother says "The South Runway Alternatives & the health risks it will bring may be the very reason my vacations to Ft. Lauderdale will be no more". P16.4-6.5, 14.14, 14.17, 14.1

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. My grandparents live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes flying now wake me up &/ or keep me awake at night. With the South Runway Alternative this will only get worse. Who wants to take a vacation & have sleepless nights? I don't. Many times my Grandparents & I have to stop talking because we cannot hear each other. Even worse when we vacation with my Grandparents we LOVE to sit down & watch movies together as a whole FAMILY. We simply can not enjoy a whole movie, a TV show or even music without the noise of an interrupting plane. The noise from a raised South Runway will be deafening P16.1, 22.16

F-LC027

Jul. 28. 2008 6:57PM

No. 1917 P. 20

and far worse than the contour charts show because it is already bad. There is no way that you will be able to hide the ugly image of the runway or stop noise. FAA has not addressed how I can enjoy South Florida's gorgeous weather at my Grandparents House playing or swimming outside with my Grandparents, family & friends. How will you soundproof the outside? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances. R04, 13.8

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway? P1, 8.35

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said. P1, 3.47, R04, 3.10

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads here are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on people like my Grandparents of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative? P14.4, 16.2

Sincerely,  
Mitchell Harris  
2672 Shannon Street, Orange Park, FL 32065

F-LC027

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltime National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/2.6

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The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. My grandparents live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes flying now wake me up & / or keep me awake at night. With the South Runway Alternative this will only get worse. Who wants to take a vacation & have sleepless nights? I don't. Many times my Grandparents & I have to stop talking because we cannot hear each other. Even worse when we vacation with my Grandparents we LOVE to sit down & watch movies together as a whole FAMILY. We simply can not enjoy a whole movie, a TV show or even music without the noise of an interrupting plane. The noise from a raised South Runway will be deafening

F-LCO28

and far worse than the contour charts show because it is already bad. There is no way that you will be able to hide the ugly image of the runway or stop noise. FAA has not addressed how I can enjoy South Florida's gorgeous weather at my Grandparents House playing or swimming outside with my Grandparents, family & friends. How will you soundproof the outside? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much farther than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA-seid.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads here are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on people like my Grandparents of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Nathaniel Harris  
2672 Shannon Street, Orange Park, FL 32065

F-LCO28

Jul. 28. 2008 6:58PM

NO. 13172 P. 43

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Fax: 407-312-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives.

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-systems being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure Broward will attract more tourists. Why would we want to go ahead with South Runway Alternatives creating even more deafening noise throughout more of the park while destroying wildlife & the environment with more pollution than need be when the North Runway C1 Alternative would have a far less impact? Tourists mean a stronger economy for Broward but if you destroy the very thing they come for you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems in the area and those visiting? My daughters home constantly has oily black dirt on furniture and countertops created from the power plant and the present airplanes flying over/near them. How much worse will this be with the South Runway Alternatives and at what health risk and damage to houses and other belongings?

The South Runway Alternatives will also increase the noise in the area and will negatively impact the quality of life to residents. My daughter lives in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning when I visit. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. FAA plans to have the same types planes take off and land on the new south runway as is presently using the North runway but the contour lines for the projected noise for the proposed South Runway Alternatives shows the noise level as being much smaller than the present North runway. How can that be? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much further than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous weather being severely impacted by the South Runway Expansion. They live out-of-doors all year around in South Florida and the question of "how do you soundproof it?" has not been answered. The fact is, is that the North Parallel Runway Alternative would have less impact in all of the above areas. Add to all of this

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads are already congested in the area and there are water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself after construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall "we the Taxpayers" paying the ultimate price for it as Broward County goes bankrupt. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Roberta Slee

215 North Canal Rd. #219, Lansing, MI 48917

F-10029

Jul. 28. 2008 6:58PM

NO. 13172 P. 44

the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes and property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway? FAA has also not addressed the devaluation of homes in the area and the cost to the homeowners.

With the present economy in a downward spiral and fuel prices spiraling upward projections of demand overestimate growth at the airport. The Final EIS does not address the cost increase of jet fuel and how this will impact aircraft flying in & out of the airport nor the recent, or future, reduction in operations at the airport by airline companies. Operations at the Airport declined by 16% overall in 2006. Considering all this, it means that expansion may not be necessary as indicated by the Final EIS.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Roads are already congested in the area and there are water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself after construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall "we the Taxpayers" paying the ultimate price for it as Broward County goes bankrupt. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

F-10029

Jul. 28. 2008 6:58PM

No. 1917 F. 22

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. J P12.6

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are high quality wetlands, where the wetlands on the North are low quality wetlands which would have less impact on these wetlands. With our Eco-system being destroyed as fast as it is why wouldn't we choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected if the South runway is built. Shouldn't we be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. Because of this "national treasure", with this type of national exposure, South Florida stands to attract more tourists to this area. As a Florida resident I find this very exciting. John U Lloyd State Park has coral reefs just 100 yards off shore. To what affect will the vibration from the planes shock waves have on the well being to the coral? Also what about the oil spillage from the planes? The marine life must deal with the fuel spillage as planes use this approach to the airport. With that said, why would you want to go ahead with the South Runway Alternatives creating even more deafening noise throughout the park for your visiting tourists while destroying wildlife & the environment with more pollution than need be, when the North Runway C1 Alternative would have a far less impact? More tourists would mean a stronger economy for Broward County, but if you destroy the very thing they come for, you will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect the many people with breathing problems? It is my concern as a tourist that the South Runway Alternatives will have huge impacts on all these questions that the FAA FEIS has not yet fully addressed.

The South Runway Alternatives will also increase the noise in the area and will negatively impact the quality of life to residents. If tourists in the hotel, with all of the soundproofing put in, still complain about the noise from airplanes I can't imagine how bad it will be for residents in the area if South Runway Alternative is done. There is no way that you will be able to hide the ugly image of the runway or stop noise. I hear that South Floridians spend a lot of time outdoors year round because of their gorgeous weather. How will you soundproof when people are outside of their homes? Added to that, the Final EIS does not even address the greater noise level of a 40 foot high (plus or minus) raised runway. The noise from a Raised South Runway will be deafening and travel much further than the contour charts show. The Greenbelt buffer will provide no relief for and will in no way shield the ugly image of the runway. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own

F-LC030

Jul. 28. 2008 6:58PM

No. 1917 F. 20

environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances.

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs, it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway?

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said.

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. I heard from a friend that the roads are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income needed to pay for the cost of new runways, gates, roads, buildings and whatever else needs to be built, it will ultimately fall on people like me through tax dollars to bail Broward County out. Taking everything into consideration how can FAA justify the Raised South Runway Alternative?

Sincerely,  
Stephanie Mithcum  
1102 Green Pine Cr., Orange Park, FL 32065

F-LC030

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

Dear Government Officials,

I live under the flight path of both the Municipal and FLL airports, ( 5360 SW 34<sup>th</sup> Way).  
On any given day I can clean the glass top table in my back yard and by evening it is layered  
in aircraft fuel soot.

The most dirty soot you can imagine. If we use our yard we are breathing this continually.  
So forget the noise impact, I can live with that, what I can't live with is the thought a visit to  
my house by my family and grandkids means their ingesting carcinogenic soot from over  
flying aircraft.

Grant Campbell's "The Fallacy in Airport Expansion" is right on target, I have physical  
proof of it.

If the Homestead Air Force Base conversion was stopped over the possible environmental  
damage to two nearby national parks, when environmental groups concerned about noise,  
and air and water pollution in two national parks voiced strenuous objections in the name  
of protecting wildlife and fauna; THEN WHAT ABOUT US HUMANS?

Let's do what is right for our families and neighbors. Need reasons? Take some time to  
study the facts below.

  
David Pool

560 SW 34<sup>th</sup> Way  
Fort Lauderdale, Fl.

1. Some facts generated from The Clean Air Task Force as relates to Broward County:  
<http://www.caaf.us/publications/view/25>
  - In Florida, Broward County is 4<sup>th</sup> highest of 67 counties; nationally, 200 of 3,109 counties, placing it at the 94<sup>th</sup> percentile.
  - The lifetime cancer risk from diesel soot in Broward County exceeds the risk of all other air toxics tracked by EPA combined.
  - The average lifetime diesel soot cancer risk for a resident of Broward County is 1 in 3,142. This risk is 318 times greater than EPA's acceptable cancer level of 1 in a million.
  - In 2004, deaths from firearm homicide were 11,829; from HIV, 14,095; from workplace accidents, 5,307; while the deaths from toxic emissions were 23,600, only 7,631 less than the other causes combined.

2. Below is a summary of the health effects of emissions from air pollution as the EPA sees it <http://www.epa.gov/otaq/trgs/nonroad/aviation/r99013.pdf>

#### Pollutant Representative Health Effects

Ozone:

- Lung function impairment, effects on exercise performance.
- Increased airway responsiveness, increased susceptibility to respiratory infection, increased hospital admissions and emergency room visits, and pulmonary inflammation, lung structure damage.

Carbon Monoxide:

- Cardiovascular effects, especially in those persons with heart conditions (e.g, decreased time to onset of exercise-induced angina).

Nitrogen Oxides:

- Lung irritation and lower resistance to respiratory infections.

Particulate Matter:

- Premature mortality,
- Aggravation of respiratory and cardiovascular disease,
- Changes in lung function and
- increased respiratory symptoms,
- Changes to lung tissues and
- structure, and altered respiratory defense mechanisms.

Volatile Organic Compounds:

- Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment

Pollutant Representative Environmental Effects

Ozone:

- Crop damage,
- Damage to trees
- Decreased resistance to disease for both crops and other plants.

Carbon Monoxide:

- Similar health effects on animals as on humans.

Nitrogen Oxides:

- Acid rain,
- Visibility degradation, particle formation, contribution towards ozone formation.

Particulate Matter:

- Visibility degradation and monument and building soiling.

407 812 6528  
July 28, 2008

All comments must be postmarked or faxed no later than midnight, Monday, July 28, 2008.  
Comments can only be accepted with the full name and address of the individual commenting.

To:

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024

From: CHRIS HARRIS  
2331/2341 SW. 44TH ST  
DANIEL BEACH, FL  
33112

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I AM A HOMEOWNER @ 2331 S.W. 44TH ST.  
THE CLAUD THAT IS THE AIRPORT EXPANIN  
HAS COST ITS SHARE NOW FOR OVER  
20 YEARS UPON ME AND MY FAMILY.

I HAVE TRIED TO SELL BUT  
CANNOT GET TO THE INDECISIVE NATURE.

I CAN'T SPEND MONEY ON MY  
HOME ALSO AS TO THIS.

AIRPORT USE IS DOWN DRAMATICALLY

GET REAL, AND DO THE RIGHT

THING. THERE IS NO CURRENT STUDY

TO JUSTIFY THIS GROSS MISMANAGEMENT.

LEAVE MY FAMILY ALONE, LEAVE  
MY HOUSE ALONE.

*Chris Harris*

CHRIS HARRIS  
954-701-2070

P 341

ROD 2010

safety effects for aircraft from reduced visibility.

Volatile Organic Compounds:

- Contribution towards ozone formation,
- Odors and some direct effect on buildings and plants.

Via Facsimile: Total number of pages faxed including this one = 5

July 28, 2008

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelton National Drive  
Orlando, FL 32822-5024

RE: Comments regarding the Federal Aviation Administration (FAA) Final Environmental Impact Statement (FEIS) Proposed Development and Extension of Runway 9R/27L and Other Associated Airport Projects at the Fort Lauderdale-Hollywood International Airport (FLL)

Dear Ms. Lane:  
Greetings.

First, thank you and your staff for your response to my last comment letter submitted May 21, 2007. In specific response to your responses let me note:

1. I indicated I was incorporating by reference comments submitted to the FAA dated April 20, 2001, April 29, 2002 and July 23, 2002. The comments were made to a previous DEIS and SDEIS on the exact same subject matter as the restated EIS process in 2005 resulting in the DEIS and now the FEIS. The comments, questions, concerns, etc. raised in previously submitted comment letters are as valid to the current FEIS as they were to the former DEIS and SDEIS. Once again, I incorporate by reference the comments referenced above (which include the 3,000 petitions against Broward County's preferred runway alternative (and as such FAA's preferred alternative)).

PLEASE NOTE: IN MY COMMENT LETTER DATED MAY 21, 2007, I NOTED IF NECESSARY I WOULD FORWARD THESE DOCUMENTS TO YOU ALTHOUGH I PRESUME YOUR OFFICE HAS THESE DOCUMENTS READILY AVAILABLE. PLEASE ADVISE IF YOU NEED ME TO SEND ALONG THE COPIES ONCE AGAIN. OTHERWISE I WILL ASSUME THAT THEY WILL BE INCLUDED IN

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THE ADMINISTRATIVE RECORD.

2. I noted that costs reflected in the DEIS were artificially low as mitigation costs are not included. You indicated that the analysis provided was not intended to be a "benefit/cost analysis" and the costs for mitigation are included in Chapter Eight. The costs presented are woefully inadequate given the "guiding principles" for mitigation. I indicated that all we have asked for since the beginning is an open, full disclosure, scientific, fact based, reality, total cost accounting for the proposed expansion of FLL. Unfortunately, we didn't get this with the DEIS, and we still don't have it in the FEIS.

PLEASE NOTE: WHEN WILL WE SEE A BENEFIT/COST ANALYSIS THAT PROVIDES US WITH A FULL AND TOTAL COST ACCOUNTING OF THE PROPOSED PROJECT? OVERALL, HOW MUCH WILL EVERYTHING COST AND WHO WILL PAY?

Second, as it relates to the FEIS, thank you for the minimum of 30 days for public review prior to the FAA issuing the Record of Decision. However, as was the case with the time allowed for public comment on the DEIS, the time allowed for comment on the FEIS (a \$10 million dollar voluminous document designed to push through a project) is totally inappropriate -- especially since we have had to spend time to locate documents that were referenced in the FEIS but not included. For example, the December 7, 2007 letter from Kent George, Director of Aviation at BCAD to the FAA regarding the D2 Alternative (hereinafter referred to as the Kent George letter). We know there are other documents missing (from both the information on the FLL website and the hard copies placed in the libraries), and are trying to track those down as well. There are many people who do not have these documents (some may not even notice that they are missing). However, the materials that are missing are so critical to our ability to provide you with comments that something must be done to ensure that you have met the letter, spirit and intent of public review and comment required by NEPA.

For example, the Kent George letter signs the death warrant on the D2 Alternative. Unfortunately, we are learning that the letter is not substantiated by factual data. In fact, I am currently in the process of reviewing public records at BCAD to be able to show you that the D2 Alternative is possible, and the FAA should have evaluated this alternative -- regardless of the alleged "reluctance of the Local Sponsor." But for the inaccurate Kent George letter, which was formalized without input by the Local Sponsor (i.e., Broward County

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Commission), we believe an analysis and evaluation of D2 may have led the FAA to prefer the D2 Alternative over the B1b Alternative -- especially since it makes more sense, is safer, is better received by pilots and ATC staff, calls for less negative impacts, less mitigation costs, less environmental degradation, less overall costs, etc. I wonder if the FAA can really claim that they have done their own due diligence on the EIS (meeting the letter, spirit and intent of NEPA) when they summarily and blindly accepted a letter as fact by a staffer of the Local Sponsor (not the decisionmaking body, the Board of County Commissioners).

I am also reviewing public records at BCAD along with minutes of the Broward County Board of County Commissioners to prove to you that it appears that the FAA has been bamboozled by Broward County once again. Since you restarted the EIS process in 2005 and since D2 was suggested as an Alternative, BCAD and Broward County have been taking actions to clearly box you into not choosing D2 but rather choosing the Broward County Boondoggle Escalated South Runway. For example, leases on land on the north and west sides of FLL have been improved and extended. Basically, with these changes in leases, Broward County has increased tenant acreages and improved their facilities in order to make it look like they don't have enough acreage to relocate tenants, and even if they had the acreage the costs have increased substantially given improved facilities and extended lease dates. Broward County has systematically planned and implemented strategies to make their self-fulfilling prophecy to build an escalated south runway a reality -- so they can basically grab the land that will eventually become uninhabitable (because we all know the soundproofing/avagation easement concepts will fail/will not fly). I wonder if the FAA can really claim that they have done their own due diligence on the EIS (meeting the letter, spirit and intent of NEPA) when summarily and blindly accepting all these moves made by Broward County. Granted, the decisionmaking body, the Board of County Commissioners, approved these changes in leases; however, they did so with the advice and counsel of staff (aviation director) who said none of this would affect the analysis, review and/or selection of any Alternative (including D2). However, according to the FEIS, the FAA stop looking at Alternative D2, for example, given costs of relocation, shortages of acreage, etc.

Bottom line: Based on the FAA summarily and blindly accepting the Kent George letter alone, we think you have failed to meet the letter, spirit and intent of NEPA. We believe a bit of due diligence which we are doing now, the FAA would have learned that the Kent George letter cannot be substantiated. With a bit of due diligence, the FAA would have realized that they were being bamboozled by Broward County when they recently changed leases (the Embraer and Shellair

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Leases are two good examples). It doesn't take \$10 million and a cadre of consultants to figure this out but somehow the FAA missed these items -- or did they?

Anyway, I will continue with my review of the FEIS and public records to substantiate additional comments. I will forward this information as soon as I can -- some of the timing depends on getting response to public records requests and making the time to review the records -- which is something I would have thought the FAA would have done.

There are other issues we are looking into as well to include (1) the woefully inadequate mitigation plan for the homes that will basically become uninhabitable (what about the loss of tax base for all those that collect taxes in Broward County?); (2) the lack of mitigation for the obliteration of John U Lloyd Beach State Park (which recently received national attention as it was featured on Good Morning America Show as one of the four finalist for the designation as the most unique and scenic park in the nation, and Congressman Ron Klein heralded the Park as a National Treasure in remarks on the floor of Congress); and (3) the Conceptual Mitigation Plan for wetlands that will be destroyed (West Lake Park is not acceptable as it is already protected), etc.

I would think that the FAA would also have to reassess things given these new economic times which certainly impact all your forecasts, estimates, projections, predictions (anything but reality) bases for much of the material in the FEIS. I would think the FAA would want to review recent correspondence between Kent George and the Broward Sheriff's office which basically suggests less and less air traffic at FLL. I would think the FAA would want to complete its compliance review of revenue spending that was recently communicated from the FAA to Kent George to be completed in November prior to moving forward with this boondoggle.

It will take us some time to cut through all of this; however, we are confident that once we finish our review and provide you with the documentation we have uncovered you will need to rearrange your schedule to allow further review before moving forward to a Record of Decision. Better yet, isn't it time to remove the "red line"/"cloud"/"land grab" moniker over the affected homes in the noise contours produced for the proposed Broward County escalated boondoggle south runway project? It is outrageous that these people suffer every day with the threat of forced condemnation over their heads because someone somewhere is playing games.

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