

I am also incorporating by reference all comments submitted in response to this recent FAA FEIS. I am aware that many of these comments thankfully address the technical flaws in the FEIS and, therefore, incorporate these by reference as if they were my own.

Keep well.

Oh, by the way, not allowing the public to submit comments via email certainly does not meet the spirit and intent of NEPA. How ridiculous to force them to put comments in snail mail or find a fax. This is silly!

Brenda Lee Chalifour  
2001 S. Surf Road, 4B  
Hollywood, FL 33019  
305-281-8708  
brendaleechalifour@aol.com

ROD  
23.11

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 Hazeline National Drive  
Orlando, Florida 32822-5024

DANIEL J. PAYNE  
837 NN 10TH AVE  
DANIA BEACH, FL 33004  
Daniel J. Payne  
7-23-08

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I DO NOT ASK FOR ANYTHING OTHER THAN FAIRNESS AND NOT TO BE MADE A PRISONER IN MY HOME. I MOVED TO DANIA BEACH BECAUSE I SAUGHT A COMMUNITY THAT PROVIDED AFFORDABLE HOMES, HAD A LOW CRIME RATE AND WAS PEACEFUL. I HAVE SPENT MY ENTIRE ADULT LIFE PROTECTING THE NEAK AND THOSE IN NEED OF PROTECTION, YOU SEE I'M A RETIRED 30 YEAR VETERAN OF LAW ENFORCEMENT AND A FORMER UNITED STATES MARINE CORPS SERVICEMAN, SO YOU CAN CLEARLY SEE THAT I'M ONE THAT HAS GIVEN MUCH TO ENSURE ALL IN OUR SOCIETY ARE PROTECTED. IF THE AIRPORT EXPANSION DOES HAPPEN, I ASK THAT YOU "DO NOT" SEND PROOF MY HOME. I HAVE NEVER BEEN A PRISONER, SO DO NOT MAKE ME ONE WITHIN MY HOME. AS I HAVE STOOD UP FOR 33 YEARS PROTECTING OTHERS, I NOW ASK ONLY FOR SOMEONE IN A POSITION OF AUTHORITY, A PERSON WITH HONOR, TO STAND UP FOR ME, TO SPEAK FOR ME AND TO PROTECT ME AND MY FAMILY, OUR AMERICAN DREAM.

5/5

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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,

The FAA's Preferred Alternative is worst possible choice considering the fact that there is a North Runway option Alternative C1 that is 200 million cheaper to implement and has less impact on the environment. The South will have severe impacts on John V. Lloyd State Park, West Lake Park and approx 15 acres of wetlands the North has virtually no impact.

P/3.37

P/8.58

Quality of life will be severely impacted by noise from down beach, Town of Davie, and Hollywood. The street will only exacerbate the noise impact. Current Oil/Fuel Prices have not been considered.

P/6.1

ROD 3.03  
3.10

at least 3 Airlines are leaving FLL. More airlines will follow. TAF are consistently over estimated and given the current state of affairs should be evaluated again. The FAA is relying on a study from 2001 instead of using current data.

ROD 13.7

Robert A. Anton  
838 Alconaut Isk.  
Dania Beach FL 33004

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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,

The ETS should be reevaluated because there are other alternatives that are less costly and whose configuration will ultimately provide more capacity for FLL (airrunways vs. H).

ROD 15.14

The economy does not warrant such an expense at this time with the cruise industry being slow, Airlines having financial problems and pulling out of FLL. Also the effects on the environment of John Uilloyd State Park.

ROD 3.03  
3.10

P/8.58

Candice Doerr  
833 NW 10 Av  
Dania Beach, FL  
33004.



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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,

I feel the EIS should be re-evaluated due to the economic downturn (w/ loss of flight operations at FLL, the baseline operations (w/ inspections used in the EIS) are no longer valid

ROD  
3/03/10

Sincerely,  


DERRICK N. HANKERSON

746 SW 3 ST

DANIA BEACH, FL 33004

954-374-9199

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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 m in disagreement with the FAA noise study. There study is not a true representation of the noise recieved from the use of the south runway.

Thank you for time and help ~~thank you~~

Dean Grant

503 NE 2nd Place

Dania bch 33004

dean and bolly@bellsouth.net

P/22/6

JUL-28-2008 MON 11:38 PM W&O SUPPLY

FAX NO. 8544615236

P. 01

July 28, 2008

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

Re: FEIS-FLL South Runway Expansion

Dear Ms. Lane:

Please consider how devastating this runway will be to our local community. Our property will be reduced in value, and our enjoyment of our homes forever changed. We enjoy living on a canal which eventually leads to the inter coastal waterways. We moved here so that we could enjoy what nature has to offer. How sad it will be that we won't even want to go outside of our homes to enjoy that nature, when it will be obscured by the deafening sounds of airplanes. I am on social security disability after a spinal fusion years ago. I spend all of day at home, and I enjoy the sounds of the birds, and the lack of annoying sounds. I don't want to loose that enjoyment.

Please put yourself in our shoes, would you want to be facing this issue? I'm sure that you would contact whomever you could that had the power to change your way of life.

Thank you for your consideration and assistance in STOPPING this runway from proceeding.

Carol Collier  
3460 SW 44<sup>th</sup> St  
Dania Beach, Florida 33312

P 13.17  
18.16

ROD/ROD

F-LC039

JUL-28-2008 MON 11:38 PM W&O SUPPLY

FAX NO. 8544615236

P. 01

From: Dee H.

at&t

From: "Dee H." <ssameia@webtv.net>  
To: rasantler@bellsouth.net  
Subject: Regarding FEIS-FLL Runway Exp.  
Date: Monday, July 28, 2008 11:19:02 AM

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

Dear Ms Lane,

Please consider all the wrong things that may happen if the south runway plan at FLL goes through.

First, we don't need another runway with the way the country is trying to get out of the deep economic position it is getting into.

The coast, probably close to 2 billion dollars, is not going to help at all! The dangerous plan to elevate the runway 45 Ft above a heavily used road (US1) is unbelievable to even think of, including, how to get to people on that elevation if the plane aborts on it, or God forbid, has an accident before taking off, not to mention the untold and horrible destruction possible for those people traveling underneath that elevated runway.

Well, that's all I can say besides all the other points you must have already heard, except maybe you should see the mess Miami Int'l. got itself into by overextending itself.

Thank You.  
M/M Charlea Hauth  
718 NW 10th Ave.  
Dania Beach, FL 33004

ROD/ROD  
R/ROD

http://webmail.att.net/wmc/en-US/v/wml/488DEC72000CB1B8000015012228869349B0... 7/28/2008

F-LC040



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Subject: FLL expansion comment  
From: "Grant Campbell" <campbell5017@bellsouth.net>  
Date: Sun, Jul 20, 2008 8:52 pm  
To: sinfo@mygha.net

FLL and Port Everglades are in such close proximity, that when the expansions of each are completed, they will abut. Within Port Everglades existing footprint, there is a very large FP&L generating plant. Less than 4 miles west of there is another FP&L plant, and less than 1/2 mile west of that is a solid waste incinerator. FLL is ringed by I-95, SR 847-595, US 1 and Griffin Road, putting the six highest pollutant generating facilities in Broward County within five miles of each other. When the existing pollution level is combined with the added pollution levels that the expansions will produce, the effect on people, wildlife and habitat will be disastrous.

With the variable winds common to South Florida, the pollution risk is not restricted to the immediate vicinity, but will affect all of Broward County and parts of Miami Dade County as well, subjecting well over two million people, as well as the avian, marine and terrestrial wildlife, to elevated risk from pollution induced illnesses.

Within a five mile radius of this pollution center are located John U Lloyed State Park, The Anne Kolb Nature Center, West Lake Park, Frost Park, T Y Park, Snyder Park, Secret Woods Nature Center, and four major golf facilities. Well within the area of risk are many more public areas that will be affected by both air and noise pollution. To add icing on the cake, the whole area is surrounded by the Broward Urban Trails "New River Loop", which consists of the New River, the ICWW, and the Dania Cutoff Canal.

Noise pollution is an area that is entirely neglected by the FAA, the Broward County Commission and the management teams of FLL and Port Everglades as it relates to our open spaces, our greenways and our waterways. Although the National Park Service published a study on the negative effects of noise pollution on the wildlife near airports, the FAA simply ignores it as do the other proponents. In a letter to the FAA, Heinz Mueller, chief of the EPA Office of Environmental Assessment, said there had been an insufficient assessment of the project's likely effect on air quality. He said the FAA's noise projections were unrealistically low. And he said the FAA failed to explain why such a large area of wetlands must be destroyed.

He also questioned the safety of erecting a bridge that would allow the runway to pass over U.S. 1 and the FEC Railroad tracks. This expansion has been said to be unsafe by at least two commercial airline pilots because of the amount of slope required to span the FEC Railroad tracks and US1 at the eastern portion of the runway, and because of the elevation required at the west end of the runway to provide vertical clearance for Interstate 95. A sloped runway in itself seems difficult to negotiate safely, but when it is elevated at both ends, is only 8000 feet long and only 150 feet wide, it seems to this outsider, to be a tragic event waiting to happen.

The proposed north runway expansion alternative would be the safer option because it would be at a ground level elevation. In an email from Gary Boettcher, the President of the Coalition of Airline Pilots Associations, he said, "We land commercial a/c on runways only 5500 feet long with varying degrees of slope on both ends. What may be unsafe for a particular a/c could be perfectly safe for another." If this is true, there is no reason that the north runway could not be extended to 7000 to 8000 feet at considerably less expense in terms of both time and money without extending

the footprint of the airport. A runway of this length at ground level would certainly be within the parameters deemed safe by Mr. Boettcher.

None of the options currently available to FLL will accommodate the NLA, or group VI aircraft that will soon dominate air traffic, which to me, makes any expansion absolutely fruitless, when one considers that FLL will never be able to handle the envisioned air traffic of the future.

As stewards of the earth and of our own destinies we cannot and must not allow this to happen just for the sake of putting a few more dollars into some already well-stuffed pockets.

Grant Campbell  
2321 SW 44 St  
Dania Beach, FL 33312

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Print | Close Window

Subject: Comment on FLL expansion  
From: "Grant Campbell" <campbell5017@bellsouth.net>  
Date: Sun, Jul 20, 2008 9:19 pm  
To: <info@mynga.net>

"Florida is in the middle of one of the worst water shortages in its history! Recent rainfall is making a dent in the multi-year shortfall affecting the state, but a full rainy season's worth of above-average totals, in the right places, is needed. Until that happens, every resident and business needs to do their part to conserve water now!" (From the website of the South Florida Water Management District)

At a time when the entire South Florida area is in the worst water crisis in recorded history, the expansion project at the Fort Lauderdale International Airport will consume a minimum of 234,000,000 gallons of water (5,372 acre feet) in the compaction of the fill required to build the elevated runway, (nearly 1% of the total water use for all of Broward County in 2004, the latest year I could find numbers for, and when there were no water restrictions in effect) This does not consider the mixing water for 70,000+ yards of concrete that will be required, nor the rinsing water required in washing out the 7000 empty concrete trucks. The north alternative expansion project would require less than 20% that amount, and better still, the "no expansion" alternative would not require any wastage of precious resources.

If the runway is built, the damage to the wetlands will be permanent, and costly in terms of endangered wildlife. The mangroves that will be destroyed are already considered threatened and the destruction of the breeding habitat of endangered marine life and threatened avian species such as the Smooth-billed Ani, whose existing nesting area is in the path of the runway expansion, along with its breeding area in John U Lloyd Park, will be eternal and irreparable. Do we learn nothing from our past mistakes?

This rape of our diminishing wetlands is no less reprehensible than the destruction of the Amazon Rain Forest that has everyone here so up in arms. Is it not hypocritical to complain about someone else doing essentially the same things that we plan to do, no matter the scale?

The American Forestry Association is currently in a campaign to plant 3,000,000 trees around the globe in an effort to combat global warming. "Planting trees in the right places for the right reasons is the best dollar-for-dollar investment you can make to improve our environment. We plant to repair hurricane or flood damage - have cleaner air - reclaim abandoned strip mines or farms - prevent erosion into salmon streams - fight back invasive species of trees - and make cooler, cleaner cities. Trees reduce greenhouse gases by absorbing carbon dioxide, save energy, help filter our water, and so much more!" We, on the other hand, are planning a destruction that will partially offset this effort, and this is counter-productive to say the least.

If we must build a runway, which I fail to see the need for in light of the recent and still to come layoffs, downsizing and probable bankruptcies in the airline industry, let's build the north runway option and utilize the land area intended for the "Great Wall of Broward" in the planting of trees and the development of the wetlands that we are slated to destroy. We can help rebuild our environment rather than help to destroy it.

Grant Campbell  
2321 SW 44 St  
Dania Beach, FL 33312

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F-LCOH1



[Print] [Close]

From: alan@vaporpost.com  
To: raeandler@bellsouth.net  
Subject: Runway expansion  
Date: Monday, July 28, 2008 5:01:31 PM

As a resident of Mapleridge, we are effected greatly by the decision that will be made to expand the runways.

In addition to the increased noise, it will further impact our plummeting home values and that is something the economy of Fort Lauderdale cannot afford to have happen. In addition, the recent information regarding the fact that the airport traffic has slowed, makes it less plausible to have this expansion approved.

I ask you to postpone this decision until more facts come to the surface resgrding the necessity of this action.

Sincerely,

Alan Olem  
Richard DiNubilia  
5370 SW 38th Way  
Fort Lauderdale, FL 33312

P/13.19  
ROD B.10

F-LCOY2





[Print] [Close]

From: jwyachts <jwyachts@earthlink.net>  
To: reesandler@bellsouth.net  
Subject: Expansion  
Date: Monday, July 28, 2008 12:49:52 PM

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

Re: FEIS - EIL South Runway Extension

Dear Ms. Lane,

We are against the expansion of the south runway to the Hollywood/  
Ft. Lauderdale Airport. With the economy being as it is we believe the  
least that can be done today is to wait and reexamine the issue when  
the economy turns around. At that time new solutions may present  
themselves that represent a more recommendable compromise.

The quality of life here in south broward is of tantamount concern to  
all of us.

Thank you for your consideration.

Yours truly,

Howard Waldman  
Oakridge Community  
3441 SW 52nd St.  
Ft. Lauderdale, FL 33312

ROD (20.0)

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive, Suite 400  
Orlando, FL 32822-5024  
Fax: 407.812.6978

Dear Ms. Lane:

Enclosed are my comments to the EIS strongly opposing the proposed runway  
expansion at Fort Lauderdale International Airport.

1. We are in the early stages of what will rapidly become a global energy  
crisis. Most oil and gas industry experts, including people in industry, in  
government and in non-governmental organization, all agree that we have in the  
past 2-3 years, or will in the next year or 2, reached the halfway point in oil and  
natural gas production. This means that in just over 100 years we have used up  
half of all of the available oil and natural gas. And we have used the half that is  
easiest to extract, so the costs of production are only going to increase. Couple  
that with the fact that large developing nations such as China and India are only  
just now reaching the point where it will soon be feasible for them to achieve the  
American dream of at least one car for every household, and you can see that  
demand is only going to increase while supplies are decreasing.

The airline industry's fleet is configured to be profitable only when oil is less than  
about \$100 per barrel. Oil is now at about \$130 per barrel, and we are already  
seeing cutbacks in the airline industry. Even if oil prices only stay at current  
levels, airlines will have to raise their prices further and decrease the number of  
flights in order to stay alive. Air travel will decrease as fuel becomes scarcer and  
more expensive.

Does the EIS analysis incorporate the impact of reductions in flights at Fort  
Lauderdale International Airport that have already taken place? Is there still a 6  
minute delay forecasted in 2010 with the current flight reductions, let alone the  
flight reductions that will occur as fuel prices continue to increase?

ROD | 3.10

Why are we even considering an expensive boondoggle to solve a short-term  
problem that really isn't even a problem yet, when air travel is going to decrease  
over the next 5-10 years? Could it be that the owners and executives of a few  
local construction and engineering firms, and lets not forget the legal, accounting  
and other service firms that support them, have convinced our local government  
that air travel will continue to increase? Even though we will by all accounts run  
out of cheap and easy to produce oil reserves in the next 5-10 years? So by the  
time this runway is built, the transportation industry will be in the throes of a  
massive change and all that money will have gone only to line the pockets of a  
few already wealthy individuals???

P 16.2

F-LC013

F-LC 044

From: Tylicki Michael

2. What is the real total cost of the runway? Why are we spending over \$2 billion to reduce the total number of runways at Fort Lauderdale International Airport?

P/16.2  
RUD 15.15  
15.16

3. How were the environmental pollution impacts assessed? Especially on homes close to the flight path of the expanded runway? Were actual measurements taken, or were computer models used? If modeling only was used, were these models ever compared to actual values found in the environment near other airports to evaluate the accuracy of the models? Were the effects of combinations of different pollutants, and their degradation products included in the assessment? This extended runway will take flights directly over homes at very low altitudes immediately prior to landing or after take-off. Were the effects of higher concentrations of pollutants due to the lower altitudes considered?

ROD/7.0, 7.15  
P/7.13, 7.3  
7.5, 7.9,

4. John U. Lloyd State Park Beach has consistently received excellent ratings, most recently when ABC's Good Morning America (on Sunday, July 13th) highlighted John U. Lloyd Beach State Park as one of the four finalists in their search for the best national parks this month. It is a large local tourist draw and valuable recreational area for local residents. The expansion of the south runway would seriously degrade the quality of the park, and quite probably irrevocably harm it.

P/8.58

Please seriously consider these issues and comments when the final decision is made. The proposed expansion of the current south runway at Fort Lauderdale International Airport just doesn't make sense!

ROD/20.0

Sincerely,

Christine Testerman  
3371 SW 44. St.  
Fort Lauderdale, FL 33312  
954.8542941

F-LC 044



From: "Tylicki Michael" <Michael.Tylicki@HCAhealthcare.com>  
To: <creasander@bellsouth.net>  
Subject: Ft. Lauderdale Airport Expansion  
Date: Monday, July 28, 2008 2:57:53 PM

Virginia, I applaud Broward Counties' decision to finally choose a direction to head towards on the expansion project, unfortunately it was an ill-advised direction. Numerous studies are flawed and the outcomes skewed. The blinded leadership with its inability to run the airport has proven to be wasteful, neglectful, our future rests with this group of uninspired, dog and pony commeh. The chosen project is the most expensive causing the most disruption of services, the most renovation to the airport support structure. This lack of fiscal control is highlighted by the recession we are in, high gas prices, loss of home values, high taxes. Fort Lauderdale is the 4<sup>th</sup> least expensive airport in the nation without room to grow. The lack of accountability though out the airport administration and Broward County brings the term dismissive negligent to a new height.

ROD/20.0

Regards Michael Tylicki

719 NW 8<sup>th</sup> Ave.

Dania Bch Fla.

33004 23 year resident of Dania

Michael Tylicki CHE

Director of Plant Operations

Westside Regional Medical Center

8201 W Broward Blvd

Plantation Florida 33324

Phone 954.476.3932

Fax 954.476.3962

michael.tylicki@hcahealthcare.com

F-LC 045

http://webmail.att.net/vmc/en-US/v/wm/488E19720009922300001F5322228869349B0A0... 7/28/2008



at&t

From: robert dobiecki <dobame@yahoo.com>  
To: rassandfer@bellsouth.net  
Subject: No to Fort Lauderdale airport expansion  
Date: Monday, July 28, 2008 12:24:31 PM

We the voters say No to Fort Lauderdale Airport expansion.

The voters and people living in the surrounding community do not want to expand the Fort Lauderdale Airport.

We do not want more congestion.

We do not want more noise from the airport expansion.

We do not want more tax dollars wasted.

We live in a peaceful community. Why impact a fragile waterfront environment with commercial greed and risk community safety and peace.

We do not want the environment impacted by airport expansion.

If you want more runways build them west of the city and keep Fort Lauderdale airport as it is. Why convert a working useful airport buy gambling with taxpayer money and reducing the number of runways. Money should not be spent on risky airport expansion ventures.

A voter and concerned citizen,  
Robert Dobiecki  
922 Nautilus Isle  
Dania Beach, Florida 33004-2356

ROD/200

Valerie Vougiouklaki  
822 NW 8<sup>th</sup> Ave  
Dania Beach Florida 33004 Tel: 954-924-9004  
July 20, 2008

Ms Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Suite 400  
Orlando FL 32822-5024 FAX NO: 407-812-6978

**RE: FEIS - FLL SOUTH RUNWAY EXTENSION PROPOSAL**

I understand that FAA has approved the expansion of the south runway at Ft Lauderdale International Airport. This letter is to place on record my disapproval of the proposed new runway. Why on earth do you want to proceed with an elevated runway, over the railway and US1, damaging the environment at John Lloyd Park, 8-58, the beaches and most importantly, the quality of life of so many Broward residents?  
ROD/200  
1/4/4  
8-58,  
6.1

Here in Melaleuca Gardens we already absorb the heavy pollution from I-95, the airport at FLL and US1, not to mention the two railways one west of I-95 and the other east of US1, but for the moment let's concentrate on the airport, which produces the highest amount of pollution.

You will be jeopardizing my health, my home life, my indoor and outdoor freedom - what's the use of living here if I cannot step outside my door to enjoy "outdoor living" - I thought this was a "free" country .....don't make me a prisoner in my own home!

Consider the fact that the major airlines have cut back on their operations at FLL - we don't have the traffic/visitors to warrant spending such an exorbitant amount of \$\$\$ for expansion. We don't have so many visitors anymore - what's there for tourists here, it's too expensive to visit here .... hotel costs are premium, customer service everywhere is disgusting, the beaches are dirty, the environment has been destroyed by the greed of developers .....the area is already so congested - it's not the Ft Lauderdale it used to be. You may consider the cruise traffic, but let's be honest, how much do they spend in Ft Lauderdale - zero - they transit from the airport to the port and back - very few actually stay and spend \$\$\$, and in today's economy, this will decrease for sure. It would be wiser to spend the money on developing alternative transportation such as a decent train infrastructure.

If you have to expand, why don't you relocate the airport to the Everglades .... it will cost a lot less than the expense of the expansion, you can build more runways (if you still maintain that delays are a major problem and the reason for expansion), the access will still be convenient for everyone and the money will be spent more wisely.

Please reconsider your decision, think about the people first, look after the loyal residents here, not the projected visitors ..... before you destroy the lives of so many. Don't force me to move my business and home elsewhere.

Valerie Vougiouklaki

ROD/  
200

F-LC040

Vassi Vougiouklakis  
822 NW 8<sup>th</sup> Ave  
Dania Beach Florida 33004 Tel: 954-924-9004

July 20, 2008

Ms Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Suite 400  
Orlando FL 32822-5024 FAX NO: 407-812-6978

RE: FEIS - FLL SOUTH RUNWAY EXTENSION PROPOSAL

I hear that FAA has approved the expansion of the south runway at the Ft Lauderdale International Airport. This letter has been created to address the expansion of the south or north or any runway at this airport. When I first wrote to your organization regarding the runway, and mostly concerning the south runway which will start from 5' high and end up to 40' in the air and around 9000' length - approx. 1/2 mile from my house, destroying the last of the remaining green area, which absorbs the heavy pollution of I-95, the Airport and US1, not to mention the two railways, one west of I-95 and the other east of US1; but let's concentrate on the airport business, which is you. You know as well as I, that airplanes produce the highest level of pollution. You know jet turbines and turbo props are uncontrolled noise engines and pollutants, and they are very unhealthy for humans, animals and the environment, but unfortunately, no improvements have been made for those engines so far, as they need the maximum velocity they can produce to lift the heavy load into the air. I agree we need planes but I don't want to sleep with them in my bed! I don't really care what you do as long as you don't put that exhaust into my nose and that noise into my ears! Do you intend placing kiosks around the area selling gas masks and ear-plugs???

Why do you want an airport in the heart of a city? Do you want us to live under the bellies of the planes, checking for leaks! Are you taking advantage by manipulating those people suffering from the weak economy, making them prisoners inside their own homes and only offering to insulate their property - if that's not a crime, what do you call it! How will that help me, will it stop the noise, stop my house vibrating, do I have to spend 24 hours a day inside my home? What about my parks, beaches, where am I supposed to go for exercise?

If you want your airport expanded, come over with your bulldozers and eliminate the entire area and do whatever you want, but first, place me in a home similar to what I have today. I don't want money ... I want a similar home in a comparable location. ROD  
15.0

At a recent meeting I commented to an airport representative, that in forward-thinking countries, they relocate airports or build new airports away from cities. He replied he cannot get a permit to relocate the airport to the Everglades because it's a protected area for the eco-system and wildlife ... does that mean that the humans of this country are not protected?

I think we will resolve this in Court, as I am not willing to stand by and watch FAA and Ft Lauderdale Commissioners run down my life, my environment, the air I breathe and my home. It's up to you if you want us to trust FAA again or keep you on the black list. Go ahead destroy our homes, parks, beaches, name it and make us breathe 90% CO2 and 10% fuel.

My final words ..... I thought FAA is for the people - to protect us, to be sure that planes are safe, airports are compliant with safety and security, the environment, etc. Are you really doing your job? ROD  
20.0

Vassi Vougiouklakis

F-LC018



From: lucillebarlie@bellsouth.net  
To: raesandler@bellsouth.net (Rae Sandler)  
Date: Friday, July 25, 2008 10:57:09 AM

----- Forwarded Message: -----  
From: ygermant@bellsouth.net  
To: "barlie, lucille" <lucillebarlie@bellsouth.net>, annecastro@msn.com  
Date: Fri, 25 Jul 2008 13:27:50 +0000

Anne,  
I forgot to put my address on my original letter. This is a correction.

----- Original message from ygermant@bellsouth.net: -----  
Please forward this on to the appropriate person(s) for me.

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

Why is it that we are trying to appease the Cruise Lines by expanding the runways for those taking cruises when the most time they spend in Fort Lauderdale is to transfer from airplane to ship. They do not enrich our local economy saving their money for the "Islands" and their purchases of liquor at "how low can you go" tax-free prices. These people spend no time at our restaurants, hotels or using rental vehicles or taxis.

I don't believe it is fair for me, my family, friends and neighbors should suffer by the increased noise and soot (from jet engines) by the destruction caused by additional, unneeded flights.

Sincerely,

Yolanda M. Gernant  
2740 SW 46th Court  
Dania Beach, FL 33312  
ygermant@bellsouth.net

F-LC019



Subject: Re: RESPONSE TO FAA FEIS REGARDING THE SOUTH RUNWAY  
From: "Constance Wecker" <wecker@bellsouth.net>  
Date: Sun, Jul 27, 2008 8:49 pm  
To: <info@mymgma.net>

please inquire where is the letter from the pilots association that they will take off on an elevated runway. I heard they wont agree to it.  
The sheriff department says that the end of the runway cannot be protected its like in war a no mans land ANYONE CAN GET INTO THERE.  
Who is going to pay to build a tunnel for the FEC railroad to go under US1.  
Please print and fax unable to this at this time

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From: Constance Wecker

Robert Wecker

203 NE 3rd Ave

Dania Fl 33604

ROD  
P 15.6

P 22.7  
22.15

Date: Monday, July 28, 2008  
Attn: Virginia Lake  
RE: Fort Lauderdale Airport Runway Expansion FEIS

Dear Ms. Lake,

We are writing this in the hope that the FAA will consider the actual environmental impact of a lengthened south runway with the following factors taken in to account.

The preferred option significantly extending the southern runway over US1 is also the most expensive (over \$250 Million more by some estimates) and it will have a significantly greater negative impact on residential neighborhoods East and South of the airport.

The preferred option also appears to pose the greatest environmental threat to John U Loyd State Park. This is a natural resource that cannot be recovered.

The current preferred option reduces the number of runways at the airport from 3 to 2.

FL is not currently meeting projected utilization numbers which puts the need for an expansion in question. Given the current economic environment one would think that the EIS projections would have to be revisited.

Other alternatives, such as a second north runway parallel to the already existing north runway would have significantly less impact on Broward County residents and environmental interests. Such an alternative would also allow for additional lengthening of the South runway which would much more effectively address any future growth.

We ask that you take these concerns in to consideration and recommend that other alternatives be pursued in the interest of the future growth of the airports and the residents of Broward County.

Thank you,

Amy & Lenny Mujica  
610 NW 7th St.  
Dania Beach, FL 33004  
954-534-7722

P 22.6  
22.15

P 18.58

ROD  
3.0

ROD  
15.4

F-L C O S I

F-L C O S I



[Print] [Close]

From: "Grant Campbell" <campbell5017@bellsouth.net>  
To: <info@myingha.net>  
Subject: Comment on FLL expansion  
Date: Sunday, July 20, 2008 9:54:58 PM

July 15, 2008  
Via Fax 407/812-6978

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

Dear Ms. Lane:

Where does anyone begin? It's all been said before and it seems like no one is listening to the families that will be impacted by the airport expansion.

It's very personal to me. I became a widow at the early age of 29 with two daughters, one and five. We had no plans for such a catastrophe. I feel fortunate that I have been able to survive but have always lived on a fixed income. I have been in my home since 1972 and cannot imagine moving. I certainly can't afford the drastic increase in monthly rent or mortgage payments. Even more worrisome is the increase in property taxes that would put me over the top. Any yet, staying at the property will not be as it was. Yes, the homes can be soundproofed but what about the time spent outside. The noise and pollution will change all that.

This airport expansion of the Southern runway has been going on for so long. Each time there is a change in the factors for and against it. Now because of the energy crisis, we hear that some airlines will drop flights and even complete service to and from the Hollywood/Ft. Lauderdale Airport while others will increase their number of flights. Thus, no major variation in the number of flights. This doesn't warrant an expansion.

I watched Good Morning America the other day. They mentioned John U. Lloyd Park as being one of the most visited and best national parks in the country. An expansion of the airport will not only destroy the serenity of this park but will eventually affect the birds and other wildlife that make the park their home.

Of course, I wonder why the FAA and others continue to discuss an expansion when there is no commitment of funds available for such an expansion. People's lives are continually disrupted time and time again over the years for someone's dream. Yes, a few will reap the benefits, but so many more will be devastated emotionally and financially. Then again, has a decision already been determined and all of our efforts are in vain?

A worried homeowner,

Sharon Dunham  
817 NW 8<sup>th</sup> Avenue  
Dania Beach, FL 33004

F-LCSZ

http://webmail.att.net/wmc/en-US/v/wm/48848B1A000EFC5C0000270A22230650629B0... 7/21/2008

F-LCS3

Much has been said about the fact that the expansions at FLL and Port Everglades are not going to require taxpayer dollars. Port Everglades, however is exploring avenues to raise public money for much of its expansion. FLL says, "Don't worry. The FAA is footing the bill for the runway expansion".

The FAA gets its' money through assessments on every passenger that enters or leaves an airport in the US via an airline, and surcharges to the airlines that the airlines quite happily pass on to the passengers. Who will ultimately pay for the expansion? Our grand-children's grand-children will still be paying when we have been forgotten except for the fact that we didn't do enough to stop the expansion.

For those who think the FAA is paying for airport expansion, here is how they get the funds to do so:

AVIATION COMPONENT	COMPUTATION FORMULAE	PERCENT
Domestic Passenger Ticket Tax (Including Areas of Canada and Mexico Not More Than 225 Miles from the Continental United States)	7.5% from October 1, 1999, to September 30, 2007.	49
Domestic Passenger Flight Segment	\$3 per Segment during Calendar Year (CY) 2002 Indexed to Consumer Price Index (CPI) after CY 2002	20
Passenger Ticket Tax at Rural Airports (Having Less Than 100,000 Boardings and More Than 75 Miles from an Airport with 100,000 Boardings)	7.5% of Ticket Cost Beginning Oct. 1, 1997 (Excludes Flight Segment Component)	1
International Departure and Arrival Taxes (Where Domestic Tax Does Not Apply)	\$12 Per Person Departure Tax Plus \$12 Per Person Arrival Tax Beginning Oct. 1, 1997 Indexed to CPI Beginning Jan. 1, 1999	15
Special Rule for Flights between Continental US and Alaska or Hawaii	\$6 Departure Tax for International Facilities Indexed to CPI Beginning Jan. 1, 1999 Plus a Portion of the Domestic Passenger Ticket Tax	2
Frequent Flyer Tax	7.5% of Frequent Flyer Award Value	5
Waybill Domestic Freight and Mail	6.25% of Shipment Cost *	6
Commercial Fuel Tax	4.3¢ Per Gallon *	

ROD/3.0

P/3.58

P/22.15

ROD/22.15



<b>General Aviation Fuel Tax</b>	Aviation Gasoline - 19.3¢ Per * Gallon Jet Fuel - 21.8¢ Per Gallon *	2	TOTAL 100%
----------------------------------	--	---	------------

\*These rates are from a by-gone era, and will rise if they haven't already.

Grant Campbell  
2321 SW 44 St  
Dania Beach, Fl, 33312

**Rae Sandier (Fl. Lauderdale)**

From: raesandier@bellsouth.net  
Sent: Sunday, July 27, 2008 4:44 PM  
To: brendaleechall4@aol.com; annecastro@msn.com; Rae Sandier (Fl. Lauderdale)  
Subject: Fwd: Runway Extension at FLL

----- Forwarded Message: -----  
From: PBACJP@aol.com  
To: raesandier@bellsouth.net  
Subject: Fwd: Runway Extension at FLL  
Date: Sun, 27 Jul 2008 20:33:22 +0000

**Curtiss J. Pulitzer**  
Principal  
Pulitzer/Bogard & Associates, LLC  
954-894-8430 ■ Fax 954-894-6431 ■ Cell 917-520-4153  
www.pulitzerbogard.com



From: PBACJP  
To: virginia.lane@faa.gov  
CC: info@mymoha.com, Cijandi  
Sent: 7/27/2008 4:30:37 P.M. Eastern Daylight Time  
Subj: Runway Extension at FLL

Dear Ms. Lane,  
I am a resident of Hollywood Oaks, which is under the direct flight path of the south runway 1.5 miles to the west of the airport. Presently, the noise of the prop planes that use the existing shortened runway is very loud as our home is in the direct flight path to the south runway. I cannot even imagine the noise we will endure should the airport runway be extended. Furthermore, our home is valued way over a million dollars. The new runway proposal will severely reduce the values of my and my neighbor's homes and our homeowner's association will be prepared to sue if this goes forward.  
I am also very puzzled why the north runway option, which had minimal impact on residential neighborhoods, was not the preferred option. Also, given the drastic reduction in flights at the airport, I see no reason for the costly expansion to move forward. I fly out of FLL nearly every week on business, and I am never delayed more than a few minutes. This pales in comparison to NY, Philly, Chicago, Boston, DC or any other major airport including MIA. Furthermore, if this foolishness must persist, you must demand that flights on the south runway cease after 10 PM at night till 7 AM and that the north runway be used solely for takeoffs, to the east, which are far

P/1319

ROD (3.10)  
15.14

noisier than landings, and that the south runway be used only for landings from the west. That is presently the typical landing patterns for the north runway today and helps mitigate noise over residential neighborhoods. Hopefully this whole rilly will be terminated. Thank you for considering my opinion

Curtiss J. Pultizer

Principal  
Pultizer/Bogard & Associates, LLC  
954-894-6430 ■ Fax 954-894-6431 ■ Call 917-520-4153  
www.pultizerbogard.com



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July 23, 2008

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive, Suite 400  
Orlando, Florida 32822-5024  
Fax 407 812-6878

Dear Ms. Lane,

As a resident and tax payer in Broward County, and a senior citizen living on a limited income we are writing to protest the expansion of the South Runway at Fort Lauderdale Airport.

1. The economy is in a down slide, some say going towards a depression. The gas price going out of sight along with everyday grocery survival.

2. Airlines are downsizing and hiking fares and fees. With the weak cash flow may lead to multiple bankruptcies and liquidation of major U.S. airlines in 2009.

3. This will effect our Environment. John U Lloyd Beach State Park was one of the four finalists highlighted on ABC's Good Morning search for the best national parks and would be obliterated along with the use of our backyard and pool with the expansion of the South runway. P 18.158

4. The EIS analysis should be updated based on the reduced operation levels, and doesn't it impact the baseline as well as projections used in the analysis? RUD / 3.0

5. The real price cost of the runway should be presented. Why are we spending over \$2 billion dollars to reduce the number of runways from 3 to 2 at Fort Lauderdale? Why is the Florida Department of Transportation giving money towards expansion which could be upwards of between \$50 million and \$100 million over the next few years, we have been told over and over again no taxpayers money would be spent on the expansion, the last time I looked the FDOT money comes from our public taxpayers money. I am sure we have more pressing transportation issues that need this money. P 16.2  
RUD 15.15  
15.16

6. Why were no operational restrictions placed on the expanded South runway, like from 12 midnight till 6 AM? P 12.6

With the way the economy is going and the budget cuts placed on Broward County from our State Legislator, we do not need this expansion at Fort Lauderdale Airport. RUD 20.0

These are tough times, no one in the lower or middle income class will be able to afford to fly.

Sincerely,

*Richard Sokol*  
*Betty Sokol*

Richard and Betty Sokol  
609 N W 10th Street  
Dania Beach, Florida 33004-2338



**Rae Sandler (Ft. Lauderdale)**

From: Anne Castro [annecastro@msn.com]  
Sent: Thursday, July 17, 2008 3:53 PM  
To: Rae Sandler (Ft. Lauderdale); Brenda Chalfour; raesandler@bellsouth.net  
Subject: FW: Contact Form.

Received on web site contact form. FYI

Anne Castro  
annecastro@msn.com  
954.914.9496

**⚠ please consider the environment before printing this email**

- > From: wst\_fmmailer@secureserver.net
- > To: annecastro@msn.com
- > Subject: Contact Form.
- > Date: Tue, 15 Jul 2008 18:18:33 -0700
- > First Name : Grant
- > Last Name : Campbell
- > Address Street 1 : 2321 SW 44 St
- > Address Street 2 :
- > City : Dania Beach
- > Zip Code : 33312
- > State : FL
- > Daytime Phone : 954-989-4921
- > Evening Phone : 954-989-4921
- > Email : campbell5017@bellsouth.net
- > Comments : Pollution from FLL/Port Everglades expansions

- > What many people don't realize, and is glossed over, or not even mentioned by the expansion proponents, is the fact that when you double the traffic, you of needs, double the pollution.
- > Within a four mile radius of FLL, there are presently 6 major sources of pollution:
- > 1. FLL itself, which can be expected to contribute an additional 5,000 tons of greenhouse gasses, and particulate matter per year.
- > 2. Port Everglades, which can be expected to contribute an additional 5,000 tons of greenhouse gasses and particulate matter per year.
- > 3. US 1, I-95, SR 84, and Griffin Road, are major highways that surround FLL, and will see an increase of vehicular traffic commensurate to the increased activity at FLL/Port Everglades.
- > 4. FPL generation plant in Port Everglades.
- > 5. FPL generation plant at 42 ST and 33 Ave.
- > 6. Solid waste incineration plant on US 441 North of Griffin Road.
- > All of the above pollution sources will see increases in traffic, and will certainly increase their pollutant contribution in proportion, affecting all of Broward County and parts of Miami-Dade County. We can expect an increase in greenhouse gasses and particulate matter of approximately 90% by the time the dual expansions are completed.

P/403  
ROD/H-3

7/17/2008

F-20056

> Broward County is currently ranked 4th highest of Florida's 67 counties; 200th of 3,109 counties nationally, placing it in the 94th percentile in terms of polluted atmosphere. 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 1 million, and exceeds the risk of all other air toxics tracked by EPA combined.

> When high concentrations of pollutants blanket an area, the effect is to inhibit the distribution of vital oxygen. This affects not only populated areas, but green-ways as well. In waterways the effect is to inhibit the absorption of oxygen from the atmosphere which is already starved of oxygen, compounding the effect. The entire eco-system suffers. This is preventable. Strike down the unnecessary expansions planned for FLL and Port Everglades.

- > Grant Campbell
- > 2321 SW 44 St
- > Dania Beach, FL 33312

> This is the first of many comments to come.

>>>>>>>

7/17/2008

F-20056

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  
Phone: 407-812-6331, Ext. 129  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

The airlines are reducing flights, laying off personnel and it will only get worse because of the high cost of fuel. Was the taken into consideration?

Why are we going from 3 runways to 2 runways?

Why haven't you considered the runway going over the FEC railroad tracks and US 1 as being fully funded.

Timothy Sandler

816 NW 7th Ave

Dunedin Beach, FL 33604

ROD 3.0

ROD 15.6

P44

F-LC057

JUL-28-2008 MON 11:33 PH H&O SUPPLY

FAX NO. 9544673236

P. 19  
Page 1 of 2

Rae Sandler (Ft. Lauderdale)

From: Gary Luedtke (gluedtke@bellsouth.net)  
Sent: Thursday, July 24, 2008 11:56 AM  
To: virginia.lane@faa.gov  
Cc: ilieberman@broward.org; KJacobs@broward.org; LWexler@broward.org; DWassermanRubin@broward.org; JEGgellek@broward.org; felicia.goldstein@mail.house.gov; jodi.davidson@mail.house.gov  
Subject: FLL South Runway Expansion

When I read in Yesterday's *Sun-Sentinel* that "The airport's south runway must be closed for three years while it is lengthened," my first reaction was pleasant, thinking of three future years without airplanes overhead.

But then I thought of the future. Those three years of all FLL's traffic crowding the main runway is beyond comprehension. Beyond that, when the project's completed, and the main runway is out of service for either maintenance or any emergency, the (only remaining), smallest, sloped, south runway is also going to have to handle the entire amount of airport activity. This is beyond imagination for operation of our county's key economic engine.

The very reason the project is a boondoggle - FLL is operated under the Informal Runway Use mode, and as FAA's responded - that will not change. Every pilot, therefore, who is responsible for the safety of their aircraft, cargo, and passengers - having the final choice of what (of any operational) runway to use, will be forced to use the shortest, elevated, worse sloped, remaining only south runway. That is asking for catastrophe.

It is my understanding, from them, that pilots are neither trained, nor certainly accustomed, to use of a sloped runway.

As it would be normally, any pilot, each who has final responsibility for safety, is going to choose to wait if need be, and use the main runway, longest and flat.

Gary Luedtke  
4461 SW 34th Drive  
Fort Lauderdale FL 33312  
954 966-8013

Absolutely certain that if needed, a north parallel,

- as long and flat as its twin, for equal safety
- doing minimal, eternal environmental (& John Lloyd Park) damage, FLL construction operations disruptions; beyond none to homesteads,
- for flightpaths making use of the existing east-west 595 transportation corridor,
- leaving FLL with four runways as opposed to two

P/3.37

F-LC058

7/24/2008



Gary Lovette

as not this boondoggle  
but with not a single negative, making common sense, the only practicable alternative.



RECEIVED JUL 23 2008

July 21, 2008

Ms. Virginia Lane  
Environmental Program Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Drive, Suite 400  
Orlando, FL 32822-5024

Re: FEIS for Fort Lauderdale-Hollywood International Airport ("FLL")

Dear Ms. Lane:

I serve as the Co-Chair of the Transportation Committee for the Broward Workshop, a membership organization of approximately 100 CEOs and managers of many of Broward County's largest employers. The Workshop has existed since the early 80s and its mission is to focus on support for those issues and projects that will enhance our community and promote economic development. For more than 15 years, the Workshop has supported the expansion and redevelopment of Runway 9R/27L at FLL.

The development of the Master Plan and new south runway at FLL are very important to both the federal air network and the continued efforts to enhance the quality of life and economic development of our community. Both residents and visitors will be better served by the timely completion of these projects.

The Broward Workshop has spent significant time and resources to thoroughly review the documentation gathered by the FAA in support of the Final Environmental Impact Statement ("FEIS"). We want to acknowledge the extraordinarily in-depth and professional effort put forth by the FAA and its consultants to examine the environmental impacts and the pros and cons of the alternatives considered to alleviate current and projected needs through 2020. With 15 years of planning and such thorough studies, it is time to move forward on the design and development of this project.

We write to voice our support for Alternative B-1-b as reflected in the FEIS. We urge the FAA to issue its Record of Decision ("ROD") as early as possible.

ROD  
H#  
10.1

F-L-C-058

7/24/2008

F-L-C-059

Ms. Virginia Lane  
Re: FEIS for Fort Lauderdale-Hollywood International Airport ("FLL")  
July 21, 2008  
Page 2 of 2

The B-1-b proposal of a new 8000 foot south runway (9R/27L) and the closing of runway 13/31 will provide sufficient airfield capacity, eliminate the negative impacts of the cross-wind runway and provide the infrastructure necessary for balanced airfield use. Ultimately, the B-1-b alternative is the best alternative to ensure full redundancy and the safest operations.

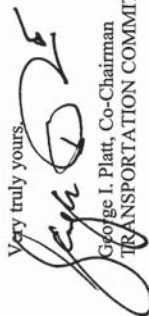
We also express our strong support for a noise mitigation program that will ensure that those negatively impacted properties will qualify for mitigation measures through County, State and federal programs. We urge an early start to the noise mitigation program.

During the EIS process, several people raised issues as to the safety involved in the operation of an elevated runway with the gradient proposal for 9R/27L as reflected in the FEIS. I enclose an April 1, 2008 letter to Congresswoman Debbie Wasserman-Schultz with an attachment prepared by runway expert Laddie Irion and his staff at the request of the Broward Workshop. The report focuses on safety and contains a comparison of the 116 previously built U.S. runways that have steeper gradients than those proposed for 9R/27L at FLL.

The Broward Workshop will continue to monitor and support the progress of the FEIS, the issuance of the ROD and the implementation of the design and development of the improvements necessary to complete the runway and related Master Plan facilities and to implement the necessary noise mitigation measures.

Please feel free to call on us if we can assist in this important process.

Very truly yours,

  
George I. Platt, Co-Chairman  
TRANSPORTATION COMMITTEE

GIP/vdw

Attachments

cc: George Morgan, Chair, Broward Workshop  
Terry Stiles, Chair, Airport Subcommittee  
David L. John, Co-Chair, Transportation Committee

F-LC059

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

Date: July 28<sup>th</sup>, 2008

Regarding FEIS - FLL South Runway Extension

Dear Ms. Lane,

My family and I have lived in Melaleuca Gardens in Dania Beach, Florida since 1987. The necessity to expand Ft. Lauderdale/Hollywood International Airport has been a well known fact since that time. We do not disagree that FLL needs to expand; we just feel that little attention has been aimed towards lengthening the northern part of the airport. This would affect businesses that can easily be re-located for a lot less money then it will take to soundproof our subdivision and the other neighboring divisions that account for about 9,000 people. Yes, it is true. We've been offered soundproofing reimbursement, and that should make our lives within our homes habitable. But what if we want to parake in the "few" beautiful days that our tropical utopia called Florida affords us infrequently? Yes, we know that more and more people can afford to fly lately, that plane ticket prices are a "bargain" with gas prices at such a high premium, that more and more people can afford to call South Florida home with rising home foreclosures and people leaving our beautiful state of Florida by the thousands each month. We are also aware of the multiple budget cuts for schools, fire stations and police coverage in Florida due to Amendment One that was passed by the voters last year. And not to mention the rising numbers of uninsured lives that require medical care but can't afford it. We are also aware of the ever increasing numbers of Airlines that are pulling out of FLL due to rising fuel costs. But if you build it, they will come by the year 2016, projected completion of the South Runway at FLL.....or will they?

Please re-consider the north runway as an alternative to the expansion needs of FLL. Maybe if the north runway becomes our new solution to the expanding needs of FLL then we can continue to keep tourists flocking to our beautiful state and enjoy John U. Lloyd State Park which as you know has been designated as the last existing natural beach on the Eastern Seaboard of the United States of America. If the southern runway is completed than John U. Lloyd State Park will no longer exist which would therefore make one last piece of national treasure non-existent as a travel lure for all the tourists we expect to arrive over the next 20 years.....or will they?

Also, where in the world are all the options to Fire Fighters if a calamity occurred on a Elevated Runway.....with a fuel leak or worse a fire, how will passengers be saved when they are stranded 47 feet above the ground? Was it not the FAA's own outlook on South Florida Airports, mainly to let Miami Int. and Palm Beach Int. build out to the MAX, but keep FLL status quo because in your own words, "it's a matter of keeping the Western Air Corridor from Mid-Air collisions?.....if we(FAA) allowed FLL to expand it would not be a question of IF, but rather WHEN there would be mid-air COLLISIONS. Furthermore, with the expansion of the South Runway proposal(so Flawed), have you taken into consideration that by building it, it leaves No Diagonal runway, and again, if anything happens as a calamity on a new south runway, it leaves only ONE main runway, which frankly would be the only runway available not only thru construction, but it's

ROD  
15,14

P 8/58

R 109.3

F-LC060



FROM : PAUL COMEAU

FX NO. : 954 922 8036

JUL 28 2008 10:08PM P1

inevitable it would be prone to shut down if said calamities occurred. In closing, your 4<sup>th</sup>, or 5<sup>th</sup>, or maybe 6<sup>th</sup> EIS study is terribly flawed and I'm tired of Federal, State and local taxes that "We The People" are paying for, not be used for anymore studies. It seems to us that County Commissioners, FAA Officials, and big business keep coming up with another EIS study..... WHY I ask, is it to have people say the right things in their reports to satisfy all of you behind closed doors. What you are doing and proposing is not the will of the people, and for the people, and by the people.... It would be wise on your part to take a Long Hard Look at the North runway proposal. It would be cost effective in so many ways, and it would also allow smaller planes to still access the existing South Runway, maintain the diagonal runway, especially when the other runways are Cleaned from time to time, and would allow 2 North Runways for landings and take-offs, and most of all, 23 acres of Federally Protected Mangroves would not be destroyed(Mitigated Away ?), as well as destruction of the only Natural Beach on the Eastern Seaboard of the United States of America.....All that for 1/3<sup>rd</sup> the proposed price tag of your South Runway Proposal.

Sincerely,

Tom and Julie Lietaert  
726 N.W. 12<sup>th</sup> Avenue  
Dania Beach, FL, 33004  
954-921-9020  
tom4you@bellsouth.net

P/3.37

Mr. & Mrs. Paul Comeau  
1402 Argonaut Isle  
Dania Beach, FL 33004  
Phone/fax: 954-922-8036

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

We are in the 65 DNL noise zone at the present time. This new proposition is how you are going to spend 2 billion dollars of our tax money, and it is our tax money, one way or the other, for a runway that is not needed in these economic times and will not support the New Larger Aircraft (NLA) that takes an 11,000ft runway and 300ft wide times 2 for the taxi way. Leave only one operational runway during a 3 year construction period and if something happens shut down the airport. MAJOR BOONDOGGLE of EXTRAORDINARY PROPORTIONS. All of this to displace homeowners who have lived here for some 20 to 30 years or more. I believe all their numbers are flawed to try and make themselves look good. This is an excerpt from Grant Campbell's WHITE PAPER that pretty well says our feelings and concerns: "Add to the destruction of the wetlands, the increased safety risks through accident and air pollution, the displacement of residents in surrounding areas, particularly in the 40+ mobile home parks that will be totally eliminated, the sheer lack of foresight in imagining that south Florida can somehow produce the fill that will be required for this project. In the placement of the 6,000,000 cubic yards of fill required to build the runway opted for by the Broward County Commission, there are several key points that haven't received proper consideration.

The area required to provide this fill is 7,322 acre feet, which if dug to a depth of 25 feet, would produce a lake with a surface area of 151 acres, or approximately 6 square miles.

There is no area within reasonable trucking distance of FLL large enough to provide this fill.

Lacking sufficient land area to provide this fill, we are presented with the hair-brained scheme of dredging the fill from the Intracoastal Waterway.

No consideration has been given to the decimation of the marine wildlife or habitat already in existence.

No provision for transporting the fill to the construction site has been made.

P 3.37  
22-15

F-LCO60

F-LCO61

If the fill is to be pumped directly to the site, then a pipeline must either be installed in the Dania Cutoff Canal or will need to be suspended across US 1 and the FEC Railroad tracks.

Dredged fill must be allowed to drain prior to utilization as structural fill. If this is to be done in-situ, there is a very real threat of salt water intrusion into the Biscayne Aquifer from the salts leaching out of the fill.

If the fill is to be pumped to an off site location less prone to contamination of the aquifer for drying, it must then be trucked to the site.

6,000,000 cubic yards of fill means 300,000 truckloads at 20 yards per load adding tremendous amounts of pollutants to an atmosphere that is already one of the worst in the country.

To compact the 6,000,000 cubic yards of fill, 235,000,000 gallons (716 acre feet) of water will be consumed. This is nearly 1 percent of the total water usage for all of Broward County in 2004. This does not consider the water to mix the nearly 70,000 cubic yards of concrete or the water required to rinse the 7000 empty concrete trucks, all at a time when the entire south Florida area is on water restrictions.

Not considered either is the fact that any salt that did not leach out prior to placing at the site will be washed out during the compaction process, still posing a threat to our potable water supply.

Any option available for runway expansion at FLL will be seriously inadequate to handle the New Larger Aircraft that the FAA predicts will be the aircraft of the future.

NLAs require runways 11000 feet long and 200 feet wide.

The bridge over US 1 will actually be 2 bridges, because the taxi way requires the same type of bridge. The same applies over the FEC Railroad tracks.

With a runway and a taxi way each 150 feet wide and 300 feet between them plus the gradient on each side of the bridges, a tunnel for the FEC Railroad tracks will be approximately 1000 feet long, and if provisions are made for NLAs, an additional 150 feet in length must be added.

NLAs will require hangars that will probably be too large to fit in FLL without tearing down existing facilities.

A hangar large enough to accommodate a NLA will exceed airport height restrictions. This will be the equivalent of a 12 story building.

The existing fuel pumping system will have to be entirely re-vamped.

The concourses will have to be widened and the gates will have to be double or even triple-decked.

Present delays will pale in insignificance to the delays in baggage handling and security screening.

It seems to me that FLL will never be able to accommodate the growth in passenger traffic that this fantasy envisions, no matter the expenditure in effort or in money. Let us cut our losses now and abandon this fallacy."

Sincerely,  
Paul Comeau

ROD 2/10

F-LC061



# FAX

To: **ATTENTION:**  
**Ms. Lane**

From: **VERNELLE BENSON**  
**RE: FEIS-FLL South Runway**  
**Extension Proposal**

Date: July 28, 2008  
Includes Cover Page  
Phone: 954-983-3311  
Fax: 954-983-3311  
EMAIL: Bugben@bellsouth.net

Number of Pages: 2

Remarks:

Ms. Lane,  
Please consider my letter for review.

Vernelle Benson  
4564 SW 38th Terrace  
Dania Beach, Florida 33312  
Davis Isles Subdivision

F-LC062



FROM : JULIAN BYRD

FX NO. :

Jul. 28 2008 08:39PM P1

Ms. Virginia Lane

FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando Florida 32822-5024

RE: FEIS -FL South Runway Extension

Dear Ms. Lane,

Why are we, the taxpayers, who work for a living have so little say in a proposal that will put an end to the lifestyle we all have worked our entire lives to have and enjoy? From the very inception of this airport expansion, it has become evident to me and many others who live in our area, that what we say accounts for nothing. The big money speaks and we, the 'little people', get taken from without regard or conscience.

This became very clear at the Broward County Commission meeting held in the fall to hear homeowner's complaints and to have a final vote whether to expand the airport and which route to take in doing so. First of all, there were over 1,200 residents affected by the proposed south runway (B1) in attendance, and under 50 persons paid and bused (from Tamarac) to the meeting by unknown persons, and who didn't live in this area. You ask how I know these numbers, those against the south runway wore red shirts and those for the south runway wore yellow shirts. Not only were the speakers (red shirts), who numbered into the 100's, given the attention of the commissioners, they were rudely dismissed as most of the commissioners ate dinner, talked on their cell phones, walked around on stage, had private conversations with each other, and generally ignored both the speakers and their pleas to save their homes.

Those who spoke for the airport expansion south runway were very few (less than a dozen Ft. Lauderdale business people), but unfortunately, they are the ones who have the money and the power, and those are the ones the commission listened to. It matters not that they are taking so many homes and ruining so many neighborhoods when there is a completely workable and much cheaper runway proposal on the table, and that is the north parallel runway (C1). They have the same set up in Miami and it works fine. The cost is approximately X the amount it will take to complete the south runway, but I feel there are ulterior motives behind the push on the south runway. After all, it's not their money they are spending, it ours and I don't believe for one minute that the taxpayers will not have to pay for this expansion. It may not be called that, but rest assured that is where the money will eventually come from.

If the South runway is approved to expand, that means our homes will be destroyed. These homes are located in the only water front neighborhoods affordable to the working class person. That means our property can NOT be replaced, no matter what the cost since there is no other like properties left in the county. What would YOU DO IF IT WERE YOUR HOME WE ARE TALKING ABOUT???

If you read this letter, thank you for your time. We only ask that you give us consideration in making a decision that will impact our lives, like no other has before.

*Vernelle Benson*

Vernelle Benson Dawnsides Subdivision -4564 SW 38<sup>th</sup> Terrace - Dania Beach, FL 33312

F-LC062

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  
Phone: 407-812-6331, Ext. 129  
Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

*I THINK THE SOUTH RUNWAY PROPOSAL IS TOTALLY UNNECESSARY  
W/ A THE COST OF AIRLINE FUEL PRICES WOULD BE IN SIGHT,  
SEVERAL AIRLINES ARE CUTTING EVENTS AT FLL AND ONE IS  
ELIMINATING SERVICES, EVENING THE AIRWAY OVER THE FEC  
RAILROAD & HELLSAHASKET WAITING TO HAPPEN. ALSO  
IT WOULD COMPLETELY DESTROY THE PEACE AND TRANQUILITY  
OF TOWN HAYD PARK - AND WOULD ALSO KILN MY NEIGHBORHOOD  
WHERE I HAVE LIVED FOR 27 YEARS. W/ A PASSENGER  
LOAD DECREASING THIS EXPANSION IS NOT NEEDED!  
THE WHOLE THING IS A BIRD DOGGERS! THE LAST DODGLERS  
EAST OF THE PROPOSED RUNWAY WILL BEAT GREAT PABETS - ANYWAY  
CRAZY STUPID. WE DON'T NEED ANOTHER RUNWAY!*

*Sincerely,  
Julian C. Byrd  
817 N.W. 9<sup>th</sup> AVE. #116  
DANIA BEACH, FL 33004  
July 28, 2008*

F-LC063

ROD  
20.0

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 a resident of Indussee Sandway, which area may be im-  
proved by the expansion of the Ft. Lauderdale - Hollywood Intercon-  
tional Airport. Please allow me to say, that I and my husband,  
and all my neighbors on my well-kept - see approve the stretch runway  
alternative: be a matter of fact, me + my John Senior,  
Don Ogden, and my husband and I were talking this may this  
evening during a lovely barbecue we had at our house: 885  
Peymont Ave, Dania Beach 33004 (The Dunns live next door  
and Don, across the street). We ask you to please consider  
the stretch runway alternative: the North side of the airport  
has much less great industrial and there are no homes  
within miles of the North side. Please see what I say  
we live in a wonderful but people don't want to rely  
rely on your good wisdom and really let us take it away  
from me and the wildlife, the fish, turtles and nesting  
birds who live here. Thank you for your time

Sincerely,  
Virginia Patricia Anderson  
805 Argonaut Ave, Dania Beach, FL 33004.

70P  
2010

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  
Phone: 407-812-6331, Ext. 129 Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

This is a decision that will change our lives greatly.  
We hope that all information will be reviewed and  
the impact of the South Runway would be understood  
as to the quality of life will be stressed.  
Wondering why the rush to spend more money  
then will be generated isn't considered. Other  
Means of transportation can use up grading and  
allow those traveling locally to enjoy transportation.  
Airports can be managed more efficiently. No matter  
how big an airport - weather has the control over  
Man - Thank you for your time. Please review  
Patricia that I mail from the airport director  
517 NE 2nd St  
Dania Beach, FL 33004



Page 1 of 3

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I am writing to express my concerns with the FEIS for FLL.

The number one concern I have is the missing documents from the FEIS.

As an example Appendix C, the FAA/Airport Sponsor's Correspondence was missing letters on the Broward County website. The missing letters were:

Broward County letter to FAA dated December 12, 2003

Leigh Fisher Associates Memo Revised August 24, 2006

Broward County letter to FAA dated August 10, 2007 (From Broward County Mayor Eggleston to Bart Vernace, FAA Orlando Airports District Office)

Broward County letter to FAA re: West Lake Park mitigation commitment dated December 4, 2007, from Marc Gambrell to Virginia Lane, FAA Orlando Airport District Office

Broward County letter to FAA re: Broward County Proposed Noise Mitigation Principles dated November 9, 2007 (From Kent George, Director of Aviation to Virginia Lane, FAA Orlando Airports District Office)

Broward County letter to FAA dated December 7, 2007 (From Kent George, Director of Aviation to Dean Stringer, FAA Orlando Airports District Office) - including the attachments mentioned in his letter

I made the request to Broward County for these missing documents and they were added to their website.

But this information was still missing from the hard copy at Dania Beach City Hall, and the Dania Beach Library. This is unacceptable especially when the public who are to be making comments on the information contained in the FEIS have to literally chase down missing information. What else is missing from the FEIS?

There are numerous references to the letter from Kent George to Dean Stringer, dated December 7, 2007.

In Chapter 8, FAA's Preferred Alternative on page 3 it states: "Since presenting its goals and objectives to the FAA in 2004, Broward County has provided additional information regarding their preferred alternative (B1c).....In December 2007, Broward County developed information related to the economic impacts of airport development. Based on this information, Broward County concluded that the EIS alternatives with north airfield development would limit opportunities for future growth on the airport. The FAA has considered this Broward County economic information in the selection of its Preferred

ROD  
12

ROD  
15A

F-LCO 64

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Alternative." Then we go on to page 6 in Chapter 8 under Airport Sponsors Concerns: "The Airport Sponsor expressed significant concern with regard to alternatives that include the development of a north runway. (refers to Kent's letter dated 12/7/07) Alternatives C1, D1, and D2 include the development of a new runway north parallel to existing Runway 9L/27R. All of these alternatives would result in substantial tenant relocations from the north airfield, would limit future tenant expansion capabilities, and would limit the potential for future on-airport development within the existing airport envelope. A large portion of the costs for tenant relocation would be the responsibility of the Airport Sponsor."

There are many facts missing. Where is the financial proof of the economic loss to the airport to relocate tenants on other parts of airport property? Where is the financial proof of economic loss to relocate tenants off of the immediate airport and locate them on property that is still owned by the airport in which they would still be collecting on leases?

Where is the updated Master Plan? How can you plan an airport without the long term layout?

Why is the FAA approving lessening runways at an airport? Isn't the goal of the FAA to lay more concrete and build more runways? The FAA has taken a 3 runway airport down to a 2 runway airport. There can only be 2 runways because the final decision states a north runway can not be built because it will produce extreme economic loss to FLL.

Once again where is the updated Master Plan? <sup>IP3.2</sup>

In the paragraph above it states: "A large portion of the costs for tenant relocation would be the responsibility of the Airport Sponsor." What large portion is the FAA referring to? Could it be the new hanger being built by Embraer Air at a cost of \$18 million? Broward County Commissioners gave the ok to build the hanger without knowledge of which runway alternative the FAA would choose thus making it more costly for the C1 or D2 alternative.

"The Airport Sponsor has indicated that based on their economic impact analysis, which includes relocating the north airfield tenants, it is not willing to pursue a north runway development alternative." (Chapter 8, page 6) But the FAA and the airport sponsor is willing to reduce the number of runways.

The FAA states it will mitigate to relocate tenants on airport property. In the minutes from the Broward County Commission Public Hearing and Deliberation on the Runway Alternatives, June 5, 2007, Mr. Mark Perryman from Landrum & Brown was asked about the cost of the runways. His answer was, "Relative to some of the other comments that have been raised or questions that have been raised about the costs, the terminal costs - The costs that are in the EIS are for runways. They are for when facilities are to be displaced such as in C1, and in the D alternatives. It does include a very substantial amount for those facility relocations and reconstructions. That was not omitted." Irene Lieberman later asked Mr. Perryman, "I'm not sure I heard you correctly earlier, and I want to make sure. When you were asked a question about the C1 option, you had said that relocation was considered in that cost estimate. Mr. Perryman said, "In our detailed

93.2  
ROD 15.15

ROD  
15.9

F-LCO 66

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cost estimates, which we can provide you, we have 317 million dollars in facility relocation cost associate with C1."

It doesn't really matter to the FAA the environmental impacts associated with B1b. The FAA acknowledges the destruction of wetlands, the decimation of John U. Lloyd State Beach Park, the destruction of the City of Dania Beach, the unbearable noise impacts to homeowners and the devaluation of their property. But the FAA is basing its decision on exaggerated economic losses which will reduce the number of runways at FLL.

The useless document you refer to as the FEIS is incomplete and lacking in data and facts. [P23D]

The true cost of the expansion is not shown. [ROD 15.16]

The airlines are on the brink of financial collapse due to the high cost of fuel. The cost of fuel will not be declining. The airlines have eliminated flights and service to FLL. The legacy carriers have made drastic reductions at FLL because it is a tourist destination. When times are tough the public tightens its purse strings. The cost of air travel will be beyond the reach of the average citizen. This will result in less enplanements and fewer flights. [ROD 3.0]

The FAA does not provide accurate noise impacts with an elevated runway. [RLC 109.3]

The FAA has eliminated various alternatives because they will encroach on I-95 and the CSX Railroad and are thus "fatally flawed," but did not eliminate alternatives that encroach on U.S. or the FEC Railroad as similarly flawed. [PA.4]

The FAA has made it more difficult for the public to submit comments. In this day of email most people do not have a fax machine and most do not send anything by mail. I personally do not own a stamp nor do I even know how much they are. I conduct all my correspondence via email. It was a huge disservice to the public to deny email responses. It has hampered the ease of responding. [ROD 23.11]

The FAA needs to answer these important questions.

Rae Sandler  
810 NW 7th Ave.  
Dania Beach, FL 33004  
954-649-0396

F-LL066

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FLL

2D

### The FaLLacy in Airport Expansion

By

Grant Campbell  
2321 SW 44 St  
Dania Beach, FL 33004

F-LL067



Page 2 of 11

## FLL

### Fallacy in Airport Expansion

Plans for turning the closed Homestead Air Force Base into a commercial airport bogged down in 1998 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 to the negative environmental impact the facility would have on the flora and fauna of the area.

After gaining approval from the Federal Aviation Administration, the airport plan was subjected to further study to address concerns about how Biscayne National Park, two miles east of the base, and Everglades National Park, 10 miles to the west, would be affected by noise, air and water pollution from their new neighbor and the development expected to surround it. Plans called for the airport to handle more than 200,000 flights a year for passengers and cargo as well as attract new industry.

Miami-Dade County officials supported the airport plan as a way of relieving some of the traffic at Miami International Airport, 30 miles to the north, while helping to revitalize a hurricane-damaged area.

In 1992, Hurricane Andrew inflicted more than \$400 million in economic losses to south Florida; the Homestead Air Force Base, which provided about 5,000 military and civilian jobs, was so badly damaged that it had to close.

In 1994 the base was converted into an Air Force Reserves installation with about 2,000 people that now occupies about a third of the former base's 3,000 acres. Then Homestead Mayor, Steve Shiver said, "It's extremely important," referring to the airport. "It's not the single savior but it definitely puts us on the right track." Federal studies to transfer 1,600 acres of the base to the county found the site compatible with a commercial regional airport, and the redevelopment plans won Miami-Dade County approval in 1996.

Conservationists, however, attacked the Federal Government's environmental report for failing to adequately address the effects on Biscayne National Park, 180,000-acre Aquatic Park, and Everglades National Park, a wilderness park on 1.5 million acres of saw grass marshes, pineland, and mangrove and cypress swamps.

Critics saw the airport proposal as undermining the Federal Government's own multimillion-dollar restoration project to preserve the Everglades. The opponents, including the Sierra Club and the National Audubon Society, said noise from passenger jets would surpass what the National Park Service considers acceptable. They also worried about degradation of water quality in Biscayne Bay, fuel dumping and collisions with birds.

F-66067

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Environmental concerns led the Air Force and the Federal Aviation Administration to review the project again, and the scope of the new study was expanded to consider adverse effects on agriculture and tourism, air travel safety and traffic. The study also looked into alternative uses for the site, including a theme park, a marine research center, a space launching facility, and other government and military use. Public hearings were held on the study when was completed.

Miami-Dade County officials still hoped to establish a commercial airport at the former Air Force base with minimal impact to the surroundings. They said they had been looking for 14 years for a site to accommodate overflow from Miami International. None of the county's three general aviation airports can be expanded, they said, because of their proximity to residential and business areas.

#### These same issues affect FLL expansion!

In the FLL expansion plan, it is not only the wildlife environment that is affected; there is the human element that is being ridden rough-shod over by a callous County Commission that sees quality of business ahead of quality of life.

Certainly, the people in the immediate vicinity of the airport will face issues such as noise, air and water pollution, deflated home values and increased risk of accident, but what the County Commission has failed to recognize is the fact that all of Broward County will be affected in varying degrees by the air and water pollution.

A study by the Clean Air Task force has determined that South Florida is already one area where the Estimated Cancer Risk from HAPs (hazardous air pollutants) is Greater than 1 in 10,000, which places us in the highest 20% of states.

Lifetime Cancers per Million People in Broward County range from 318 from Inhaled diesel soot to 44 from other inhaled toxics

The Clean Air Task Force determined<sup>1</sup> that the cancer risk posed by diesel soot is higher than all other air toxics combined.

The calculated average US cancer risk of 363 cancers per million is over 8 times higher than the cancer risk of all other air toxics combined. The relative cancer risk of diesel PM is calculated as a ratio of the cancer risk of diesel PM divided by the cancer risk of other air toxics tracked by EPA. We calculated the cancer risk for diesel PM in the US by multiplying the CA cancer unit risk for diesel PM by the average national ambient concentration for diesel PM from Aspen model results for 1999. According to the 1999 NATA the combined risk from all 133 other air toxics tracked by EPA is 41.5 per million. Note: this risk is for inhalation as the only route of exposure. The relative ratio of national diesel soot risk to the risk of all other air toxics combined is therefore  $363 / 41.5 = 8.75$ . County and state ratios were calculated similarly. MSA results were derived from the county-level data using population weighting.

How did CAFE determine that the urban risk is 3 times higher than the rural risk?

F-66067