

techy435@bellsouth.net  
07/29/2008 07:32 AM



To: llieberman@broward.org, [mailto:kjacobs@broward.org],  
kjacobs@broward.org, [mailto:scrifter@broward.org],  
scrifter@broward.org, [mailto:kkeechi@broward.org]

cc

bcc

Subject: Proposed 'South' runway

RuD  
2010

*The runway detailed below is a bad idea in many ways.  
Please do not allow it to be approved.*

*Respectfully, Jane Spence, Pembroke Pines.*

There is a proposed plan between the Federal Aviation Admin & Ft  
Lauderdale Airport to build a new 8,000' "South" runway which will rise to  
over 45 feet above a major thoroughfare (US1), existing Railroad tracks  
and a natural gas line that runs underground between Pt. Everglades & the  
Miami Airport. The estimated cost is close to \$1.5 - \$2. Billion Dollars.

\*\*\* From the 4-5 alternative plans, the proposal to build a 45' elevated  
"South Runway" is the most expensive plan & destroys more acreage of  
the most environmentally sensitive land possible. (12 acres of wetlands  
will be ruined & John Lloyd State Park, declared a "National Treasure" on  
Good Morning America 7/23/08 will practically be obliterated). The  
"parallel North Runway" option is not only less expensive it is less  
environmentally damaging.

\*\*\* Emergency Response Teams will NOT be able to rescue any  
passengers in the event there is any accident or dangerous circumstance  
on the South Runway.

\*\*\* Hundreds of homeowners will have their homes destroyed.

F-LC093

\*\*\* In light of the recent economic difficulties due to rising gas prices &  
several airlines recently pulling out of Ft Lauderdale, is the \$1.5 million  
expenditure for a seriously flawed and dangerous runway justified?

P 3.37

F-LC093

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,

*Given the current state of the economy. Given the fact that with airplane or operating businesses, so, industry funds have become quite scarce so say the least and given the fact that the airline industry has been quite unstable for a great number of years let's be reasonable and smart (not a naive word to modern day Americans). We are observing a change in people's attitudes supporting under the lead of the big guys, who become even wealthier still. We want GREEN vs. destructive and unconscious building projects. Florida benefits from tourism in the 1st place (I am myself a Swiss trained tourism professional) - be progressive and innovative stunning the world - not by first-modern standards. Ft. Lauderdale offers an appropriate location for further growth. Let them modernize their airport first and seek smaller traffic potential or new ways.*

*Claudia Carvalho  
106 NE 82 St  
Davie, FL 33004*

F-LC094

Mail for Kathy, page 1

Migdalia Ramos/ASO/FAA  
ASO-ORL-ADO, Orlando, FL  
07/28/2008 12:24 PM

To Kathy Dees/ASO/FAA/FAA  
cc Virginia Lane/ASO/FAA/FAA  
bcc

Subject Fw: Fil eis comments

I included this in the fedex that is going out today  
--- Forwarded by Migdalia Ramos/ASO/FAA on 07/28/2008 12:23 PM -----



Felixkrong@cs.com  
07/28/2008 12:19 PM

To Migdalia Ramos/ASO/FAA/FAA, Virginia Lane/ASO/FAA/FAA

cc

Subject Fil eis comments

July 28, 2008

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

Duplicate

Regarding the FEIS-FLL South Runway Extension

Dear Ms. Lane,

My name is Ron Mitcham and I reside at 4925 SW 33RD Ave. Hollywood FL 33312.

First, throughout the industry Executives/Analysts/Airlines believe the Aviation Industry is in a fundamental change due to high fuel prices. Please explain how the FAA can rationalize unprecedented growth?

Second, the airport currently has 3 runways. The expansion of the south runway reduces the airfield to 2 runways. This moves operations from the crosswind runway to the south runway. This is not growth. Recently an EA was completed on the diagonal runway with no significant finding. The south runway expansion is the most impacted according to the FEIS. Please explain?

Third, a GAO report to Congressional Requesters entitled Aviation and the Environment dated April 2000 outlines what the FAA should do. The FAA accepts the conclusions of the report. The report is inconsistent with the FEIS. Below are included by not limited to:

A) (FAA GOAL) is reasonably consistent with achieving the goal of reducing incompatible land use and preventing the introduction of new incompatible land uses. The County/Airport/FAA have been trying to expand the south runway for well over 10 years. No zoning has been changed to not allow incompatible uses. In fact thousands of homes have been built within the 6570 D.L. Some homes will be eligible for mitigation with not never having a person reside in the house. New construction homes are currently being built in impacted areas. Please explain?

B) FAA recognizes the fact that impacts do exist outside the 65DNL. However, the FEIS shows no impacts exist. Please explain?

C) When mentioning about lowering the 65 DNL the FAA answers "there is not enough money to mitigate to the current 65 DNL." Impacts do exist outside the 65 DNL in fact the FAA has funded projects outside the 65 DNL. My name is Ron Mitcham, I currently reside at 4925 SW 33rd Ave in Hollywood FL 33312. Included in the ROD, I want all of the options available to me that are included for residents who live in the 6570/75 DNL to be extended to my home.

ROD  
3.10  
P. 4.13  
ROD 15.0

P. 6.1

ROD 6.0

ROD 15.0

F-LC095

Mail for Kathy, page 2

C) Supplemental information: I am requesting that the top 25 aircraft in operation at the FLL airport have single event contour maps generated. I am also requesting a 55 DNL noise contour map be generated.

Once again above are just examples and other do exist. Please respond?

Fourth, The EPA (Environmental Protection Agency) says that for Health/Safety/Well Being no one should be exposed to higher than the 55 DNL. Again, I hereby request a 55 DNL contour map be produced.

Fifth, the city of Dania Beach and the County entered into an interlocal agreement in "good faith". However, the County and the FAA are doing everything possible to get out of it. Please Explain?

Sixth, the contour maps generated are at ground level and not at the elevation of the proposed project. I am hereby requesting noise contour maps at the elevation of the proposed project.

Seventh, FAA only address impacts thorough 2020 but benefits through 2030. Please explain?

Eighth, if BCAD/County has written any letters excluding/commenting on any option it should be part of this process and public comment should be allowed.

Ninth, if other options are available that have less of an impact on John Lloyd Park. Why are they not being chosen.

Tenth, many residents have domestic animals such as dogs/cats as part of their family. These animals hear differently than humans. I am requesting a study be done to make sure it is safe for all family members/animals within impacted areas.

Eleventh, in the event of a ground evacuation how will passengers/crew be able to get to a safe minimum distance away from the aircraft if the runway is elevated 45 feet and is so narrow.

I hereby request a supplemental be done to answer by questions.

I would like to thank the FAA for allowing me the opportunity to make these comments and look forward to your response.

Sincerely,

Ronald J. Mitcham

F-LC095

Mail for Kathy, page 1

Migdalia Ramos/ASOIFAA  
'ASO-ORL-ADO, Orlando, FL  
07/29/2008 06:35 AM

To: Kathy Dees/ASOIFAA@FAA  
cc  
bcc  
Subject: Fw: Fil eis added eis comments

I opened this email this morning  
--- Forwarded by Migdalia Ramos/ASOIFAA on 07/29/2008 06:35 AM ---

Felixrong@cs.com  
07/28/2008 02:57 PM



To: Virginia Lane/ASOIFAA@FAA, Migdalia Ramos/ASOIFAA@FAA  
cc

Subject: Fil eis added eis comments

----- Message from Felixrong@cs.com on Mon, 28 Jul 2008 14:16:37 EDT -----

To: Felicia.goldstein@mail.house.gov  
cc: Jodi.davidson@mail.house.gov

Subject: (no subject)

Dear Mr. Klein:

My name is Ron Mitcham and I live in the city of Hollywood. I am e-mailing you today regarding John Lloyd State Park. It is a wonderful park here in South Florida. Actually, there is nothing quite like it. I know you share my sentiment about John Lloyd. The Fort Lauderdale airports is currently trying to expand. I am concerned how this will affect the park. It is my understanding there are other options that will have less of an impact and cost significantly less. It is my hope you will voice you concerns to the Broward County Commission and the FAA. I truly believe this park should be protected for many generations to come and citizens from all over the country will want to come and visit our National Treasure here in South Florida.

Thank you,

Ronald Mitcham

P 8-58

F-LC095

RECEIVED JUL 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.

From:  
Donna Cross  
4700 S.W. 34th Ave.  
Ft. Lauderdale, FL 33312

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,

With economic times that we are all experiencing right now I will be for some time it seems ridiculous unfair to all of us to go a head with these plans at this time. With the airlines cutbacks, the and runway isn't necessary how would be for a long time. This is 2008 & things have changed considerably since the studies were done in 2002. I would say you need to re-evaluate the whole situation to begin with. The airport should have been re-located way out west before all of the money was put into expansions & parking garages. It wouldn't have had this impact on residents like myself that has been here since 1959. I have paid taxes all of these years & I feel like I am just a number & will not be treated fairly when it if this takes place. The attached list needs some special attention & revisions. F-LC098

Mail for Kathy, page 1

Migdalia Ramos/ASO/FAA  
ASO-ORL-ADO, Orlando, FL  
07/29/2008 06:35 AM

To Kathy Dees/ASO/FAA@FAA  
cc  
bcc  
Subject Fw: John Lloyd State Park/added comments on FLL EIS

I opened this email this morning  
Forwarded by Migdalia Ramos/ASO/FAA on 07/29/2008 06:35 AM  
Felixrongo@cs.com  
07/28/2008 02:56 PM



To Virginia Lane/ASO/FAA@FAA, Migdalia Ramos/ASO/FAA@FAA  
cc

Subject Fwd: John Lloyd State Park/added comments on FLL EIS

----- Message from Felixrongo@cs.com on Mon, 28 Jul 2008 14:45:41 EDT -----  
To: Charlie.Crist@myflorida.com

cc: Micheal.Sole@dep.state.fl.us, Stephane.Kopelousos@dot.state.fl.us  
Subject: John Lloyd State Park

Dear Mr. Crist:

My name is Ronald Mitcham and I live in the of Hollywood. I am emailing you today regarding John Lloyd State Park located in Broward County. It is a wonderful park. There truly is nothing quite like it in the State of Florida or for that matter the United States. It has received national recognition as a great place to a visit.  
The Hollywood/Fort Lauderdale Airport is in the process of trying to expand. It is my understanding that the airport has other options. Many of these options will have less of an impact on the park and cost less to build. I am concerned why the F.D.O.T is contributing taxpayer money to this especially when the aviation industry is in turmoil and the budget is very restricted. I have also been informed that many South Florida residents will loose their homes, wetlands will be destroyed and the runway will be elevated into the air and rise over the F.E.C railroad tracks. It is my hope you will inquire into this matter by contacting the F.A.A. and the Broward County Commission. John Lloyd is a park that should be protected and enjoyed for generations to come.

Thank you

Ronald Mitcham

P 4-58

F-LC097

RECEIVED JUL 28 2008

July 25, 2008

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

Regarding FEIS-FLL South Runway Expansion

To whom it may concern:

I am writing these comments as a response to the EIS for the Fort Lauderdale airport expansion. As a 26 year resident of Dania Beach, west of I-95 and south of Griffin Road, it disturbs me greatly to see that the FAA is intending to continue with THE MOST disruptive and expensive option for expansion at the Ft Lauderdale airport.

The planned elevated runway is dangerous. Pilots have expressed their distrust of this option on several occasions. It also disrupts John U Lloyd Park more than the north runway option. This is a wonderful park that would most likely be ruined by the noise and pollution of the expanded south runway.

The south runway expansion is also the most disruptive to area homeowners and some of the most stable neighborhoods in the county, albeit not the most affluent.

After attending numerous commission meetings and listening to all presenters, the only reasons I can see that this is still being considered are that the hangar owners on the north side (who have deep pockets and vested interests in larger construction plans and vacant neighborhoods) would need to relocate and their future plans for waterfront neighborhoods would be derailed. It disturbs me to see the commissioners so cozy with these special interests and the FAA being a party to this corruption.

As a taxpayer and voter, who has watched local politics for years, I urge you to reconsider current south runway expansion plans and either revisit the safer, more cost effective north runway expansion, or reconsider expansion altogether in light of current economics and local, state and federal budget shortfalls. Please do not be unduly influenced by the powerful special interests with their self-serving agendas. Please listen to the taxpayers and homeowners in the area, who should have more of a voice.

Sincerely,

*Mary Ann McCabe*

Mary Ann McCabe  
5148 SW 28 Avenue  
Ft Lauderdale, FL 33312

F-LC099

KEY POINTS REGARDING ENVIRONMENTAL IMPACT STATEMENT ON FLL

The FAA has indicated that it does not intend to comply with operational restrictions at the airport contained in the Interlocal Agreement between Broward County and the City of Dania Beach. P 2.6

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

The FAA's Preferred Alternative - the South Runway - is the worst choice, P 3.23  
The south runway alternatives (B1b, B1c) have more impacts to parks, wetlands, and residents than the North Runway C1 Alternative P 6.4, 6.5

Implementing any of the South Runway Alternatives will increase noise in Dania Beach and will negatively impact residents' quality of life. P 6.4  
The FAA does not explain how much greater the noise will be if the south elevated runway is chosen. P 6.1, 22.6

The FAA has failed to comply with its own environmental laws for years, and there is no reason to believe that the FAA will live up to its mitigation assurances. P 6.5  
Projections of demand overestimate growth at the airport. ROD 3.1

Nowhere in the Final EIS does the FAA mention or talk about the increase in jet fuel prices and how this will impact the number of aircraft flying into and out of the airport. ROD 3.0

Nowhere in the Final EIS does the FAA mention the recent reduction in operations at the airport announced by American Airlines, United Airlines and Spirit Airlines. The reductions indicate that the expansion may not be necessary because there is less demand than assumed in the Final EIS. 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 operations at the airport will increase through 2020. ROD 3.2

The FAA 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. 1 or the FEC Railroad as similarly flawed. P 4.4

The FAA fails to factor into the cost of the proposed project the acquisition of the residences that are in the Runway Protection Zone (RPZ) for the South Alternatives. ROD 4.5

Residents enjoyment of Florida's beautiful weather is being severely impacted by this expansion. Besides not being able to sit outside of people's homes, the disruption that will occur to John U. Lloyd State Park and West Lake Park recreational areas will be unbearable to enjoy. P 18.46, 58, 8, 20

When looking at economic impacts to Broward County, the FAA relied on a study from 2002. Why did the FAA not use more recent data? This data does not include the current negative economic forecast for the County or the airline industry. ROD 13.7

Why isn't the real cost of the south 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

ROD 15.15  
ROD 15.16

F-LC098

R LC 1092  
P 6.58

ROD  
15.14

RECEIVED JUL 28 2008

July 27, 2008 Ft. Lauderdale Airport Expansion Project

FEIS - FLL South Runway Extension

Dear Ms. Lane:

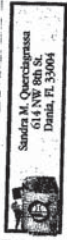
I have lived in Melaleuca Gardens since 1996 when I purchased my single family home BECAUSE IT WAS SO QUIET here. I had visited a former neighbor who also purchased a home here and I noticed how incredibly quiet it was, no stores, schools, not even a gas station despite the fact that Ft. Lauderdale International Airport was only about a mile and a half away, slightly North.

"Quiet" was exactly why I wanted to live here along with the "totally untouched" natural beauty. We have squirrels and beautiful trees and only 2% crime so said a sheriff at one of our town meetings. Paradise? You bet but...

Here comes "GREED" creeping its ugly head into our lives. Everybody knows, that is truly the bottom line!

Our airport is 'easy in, easy out'. The planes taking off to the North make very little noise (with the exception of the occasional use of the South runway when our days are ruined by the ridiculous volume of noise and the ever looming "What if a plane crashes while flying directly over our houses?") Compared to O'Hare Airport in Chicago, Ft. Lauderdale Airport is a dream to fly in and out of.

F-LC 100



Leave the large planes and international flights to Miami where they are equipped for them! Air travel is down these days due to the high price of fuel and what makes you think it will get better any time soon? People are finding alternate ways to travel so why do we need another run way? Has anyone done an in depth study about the 'actual need' for this hugely devastating runway since times have so drastically changed? Is the cost to build it even accurate any more?

Let's not forget the hundreds of long standing homes and families that will be destroyed along with the beautiful Parks near here. Is nothing safe from man's quest for money!!! Some of my neighbors have lived in there homes for 40 years and raised their family's only to have their children also buy homes in Melaleuca Gardens because it is a peaceful, safe, and QUIET place to raise their own children.

To destroy peoples lives just to make rich people richer and bring massive destruction to a rare and untouched simple community smashing our homes and tearing out trees, and of course there is the displacing of hundreds of families seems like a high price to pay so we can land more people here and destroy natures beauty and most importantly peoples lives!

Flights are being cut back all over the country, our beautiful parks and homes will be destroyed whether we are mowed down by the bull dozer or just driven out by the horrendous noise level and it is ALL ABOUT GREED!

F-LC 100

**It is not out of necessity.** You see I fly in and out of Ft. Lauderdale Airport and I pick up visitors and family coming in on occasion. The average time to go there, pick them up and come home is 15 minutes! If you add the large runway, you add congestion, devastation, and the quality of life for the nearby residents is **destroyed forever.**

Would you want someone to do that to your home just so someone else could make more money? If you weigh the choice to devastate people's lives for money or find another way to expand if it is even necessary I hope you will not be someone who chooses greed over human beings!

Thank you for your time.

Resident of Melaleuca Gardens

Since 1996 and loving it,

*Sandra M. Querciagrossa*

Sandra M. Querciagrossa

614 N. W. 8<sup>th</sup> Street

Dania Beach, Fl. 33004

ROD  
200

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazelbine National Drive  
Orlando, FL 32822-5024  
407-812-6978

Dear Ms. Lane

It is hard to believe we are finely talking about a Record of Decision after all these years. I want to thank you and everyone with FAA for sticking with us through this long process.

The new 8000' south runway is a must ... not for capacity, although it will certainly relieve those future problems but for safety. We separate high-speed traffic on our freeways with a median, we should do no less for planes taking off and landing at 150 knots.

The issue I wish to address here is related to the use of those runways. In the 2003 Second Supplement to the then EIS an Ingress, egress operations plan was supported by FAA calling for landings on the north runway and take off's on the south runway in easterly wind flow. The reverse being the case in westerly wind flow with take off's on the north runway and landings on the new south runway. This plan eliminated over flights of all neighborhoods west of the new runway and the north end of John Lloyd State Park, both of which remain major areas of contention.

I closing I wish to strongly support the construction of the new south runway at FFL and to encourage, in the strongest possible way, the use of the operational plan proposed by FAA in the 2003 Second Supplement.

Thank you

*Randy Dunlap*

Randy Dunlap  
1000 River Reach Dr. # 425  
Fort Lauderdale, FL 33315

ROD  
M10

RECEIVED JUL 30 2008

July 27, 2008

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

Re: FEIS - FLL South Runway Extension

Dear Ms. Lane,

As a fire fighter, I have grave uncertainties about the general safety of the B1 proposed design.

1. First is access to the location of an event on the runway 9R/ZTL. From the plans in the EIS access would be from the western end of the runway or the exit ramps of the taxiway nearest the west end.

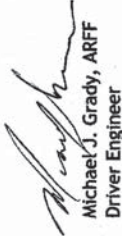
In the event of a fuel spill or fire the required approach would be from the upwind, high side. No units could be positioned on the downside since fuel spillage would endanger the firemen and rescue personnel. No access would be available on either side due to the steep embankments. Fire and fuel containment would have to be established by application of agent from one direction. The B1 design requires a great amount of travel time to an event and may not meet the response time requirements of Federal Regulations. By my computations an unacceptable response time of five (5) to six (6) minutes would be the best possible scenario for an unannounced event on 9R/ZTL.

2. The evacuation of passengers and crew could also be problematic. There can be no presumption that the pilot of an aircraft would be able to maintain control and bring the craft to a stop in the center of the runway. Deployment of the escape slides could result in passengers being subjected to a tumble down the embankments. If only the "safe side" of the shoots are utilized a substantial delay in the evacuation of passengers will be realized. An even more hazardous situation would be the necessity to evacuate an aircraft over the area spanning US1 and the FEC railroad tracks.

I have discussed this matter with several commercial pilots and other fire fighters and all the professionals that I have contacted after having reviewed the B1 design have concluded that there are legitimate safety issues which must be addressed.

I have contacted the South Carolina Fire Academy, a noted facility for teaching airport rescue and fire fighting (ARFF) in Columbia, SC and they claim to have no experience on any airport runway design similar to B1. The academy and commercial pilots acknowledge that there are runways at similar grade, runways that pass over roadways and runways that are elevated, but nowhere does there, to their knowledge, exist a runway that incorporates all of the features of the B1 design. Per the South Carolina Fire Academy this is "uncharted territory."

The B1 design is not constructed following the natural topography. The hazards created by this design, the gradient, and the embankments present undue risks. The B1 plan may meet the specifications of the FAA, so as to be constructed, but the B1 plan is not without safety issues that can be ignored. The FAA has the mandate to be the safety custodian of airline travel. I respectfully request that these issues be revisited and taken into consideration prior to any final commitment to this potentially faulty design.



Michael J. Grady, ARFF  
Driver Engineer  
Station #53  
Fort Lauderdale Executive Airport  
Fort Lauderdale, Florida

F-LL102-Grady

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R  
LC 1093  
P4.4

RLC  
1093  
P4.4

F-LL102-Grady



RECEIVED JUL 20 2008

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

Regarding: Final EIS - Ft. Lauderdale/Hollywood South Runway Extension

Dear Ms. Lane:

My home is directly under the flight path for the existing South Runway. Since 1991, I have enjoyed the convenience of being in the proximity to I-95, I-595, the Florida Turnpike and a wonderful small airport that was not only convenient, but also easy to commute in and out of. I enjoy living on canal access to Port Everglades and the Intracoastal. I also enjoy my shrubbed and flowered yard and my screened enclosed patio with a wonderful hot tub spa.

There is no way that I would accept sound proofing of my home, in the 65 DNL contour, as a mitigation and make me a prisoner in my own home... not able to enjoy the reason I moved to South Florida and bought my single home on the water with a beautiful yard that I keep manicured. As a matter of fact, I am 80 years old and I bought my piece of paradise to enjoy these last years of my life.

Now our Broward County commissioners (with the blessing of the FAA) are determined to move ahead with the worst choice in the "fatally flawed" Final EIS. The other alternatives are much cheaper, totally safer and would have much less impact on the homes and lives of surrounding residential areas; not to mention the impacts on major parks and wetlands. The safety of this South Runway Alternative has been questioned by professional pilots, fire fighters in case of an emergency and even Air Controllers. If a tire blows on this elevated runway, there will be no place for a plane to go, if it veers off the runway, except 45 ft. to the ground below!

It would be far better to stop this outrageous neighborhood butchering, the destroying of beautiful South Florida parks and wetlands; before the boondoggle runway project moves forward and is constructed. The question is... is there even a need for this insane expansion? Why is Broward County and the FAA pursuing the building of an 8,000 foot escalated South Runway that rises up over railroad tracks and US-1 and destroying at least 12 acres of wetlands when John U. Lloyd Beach State Park will be all but obliterated with the impact from this planned expansion, especially when there are other alternatives that would cause less impacts and cost a great deal less?

Projections of this demand for expansion overestimate growth at the airport. Nowhere in the Final EIS does the FAA mention or talk about the increase in jet fuel prices and how this will impact the number of aircraft flying into and out of the airport. Nowhere in the Final EIS does the FAA mention the recent reduction in operations. At the airport announced by American Airlines, United Airlines and Spirit Airlines. The reductions indicate that the expansion may not even be necessary because there is less demand than assumed in the Final EIS.

F-LC103-Jason

P44

RLC101.3

P8-58

RUP  
30

The FAA relied on a study from 2002 for economic impacts to Broward County. Why didn't the FAA use more recent data? This data does not include the current negative economic forecast. 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 operations at the airport will increase through 2020. The FAA is basing its expansion decision on benefits from the project through 2030 (reductions in operational delays) while at the same time only disclosing environmental impacts caused by the project through 2020.

What does all of this mean to me? I have enjoyed my home, my location and my life since 1991. Now, with serious flawed studies, a lack of concern for people's lives and the environment and a total disregard for the safety and cost of this South Runway, you are going to destroy many citizen's homes and lives. It would be different if there were no alternatives or if studies that were not faulted showed a need for this shotgun expansion. If there really is this need you claim, why wouldn't you select the North Parallel (C1) Runway. It is safer, much less costly and much, much less of an impact on surrounding neighborhoods, wetlands and the environment in general.

Since I finally found paradise in 1991, I hope my final years won't be destroyed by this senseless and unnecessary plan to ruin people's lives and a very desirable airport.

George A. Jason  
4549 SW 37th Avenue  
Dania Beach, Florida 33312

RUD  
13.7

RUD  
15.14

F-LC103-Jason

Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, Florida 32822-5024  
Phone: 407-812-6531, Ext. 129

RECEIVED JUL 30 2008

Fax: 407-812-6978

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

955 Nauticus Isle  
Dania Beach, FL  
33004

I have lived at the above address since 1971. I had planned on spending my retirement years in this modest waterfront community. It is devastating that the construction of the South Runway would affect our quality of life. So many lives will be affected in the name of progress. Since I arrived in Florida in 1960, it was impressed upon me the importance of the wet-lands which are a major contributor to our eco-system. Therefore it is difficult for me to understand the justification of destroying acres of these wetlands through airport expansion.

The State of Florida has many problems to solve; to name two, and sewage outfall into the ocean and

F-LC104-Alexander-Crow

social problem.

my children and now my grandchildren enjoy Ft. Lauderdale. My family and I cannot enjoy a tranquil day if they cannot enjoy a tranquil day.

I am not convinced that the South Runway is essential due to the extreme cost and all the other negative factors it will create. All the other technical problems I have to knowledgeable people.

I appreciate your consideration,

Valerie Alexander-Brown

F-LC104-Alexander-Crow

RECEIVED JUL 9 0 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.

From: Linda SACCO  
4481 SW 38 Terr.  
Danis Beach,  
FL 33312

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 object strongly to the FAA's arrogance in proposing that the expansion of the south runway at FLL can be done without lowering operational restrictions outlined in the Interlocal Agreement between Brevard County and the City of Danis Beach. I am opposed to any expansion of the south runway under any conditions because of its unnecessary and outrageous effects on the quality of life of those people who will be impacted: neighbors, business, and a state park among others. The announcement that no operational restrictions will be imposed opens the door to a complete "rape" of a beautiful area in South Florida, an area that depicts the very near-people live and visit here. The south runway expansion will be another nail in the coffin to the local economy instead of a means of expanding it!  
Linda Sacco

F-LC105\_Sacco

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

Regarding: FEIS-FLL South Runway Expansion

Greetings Ms. Lane

My name is Eric Olson...I reside just west of the south runway that is slated for expansion. I have lived at this address since 1995 and have first hand experience of what life is like living in the path of the jumbo jets that are going to use this expanded runway. In 1989, I lived in an apartment that was in the flight path of the large jets landing and taking off at FLL. It was west of the airport and about 1/4 mile west of I-95. When landing, it was not nearly as noisy as when taking off, however it was still not acceptable living conditions for me. I was finally able to save enough (with some help from my Mom and Dad) to purchase a home...address: 4541 SW 28 Ter, Ft. Lauderdale FL 33312. I have (2) beautiful children and they call my house home even though they live with their Mom in Mia. I have no desire to 'preach' right or wrong in this matter, only to bring the 'little' people affected by this (in my opinion) unnecessary and overly expensive expansion. Airlines are at present leaving the FLL airport and with fuel prices not dropping we will no doubt see more follow suit. We have seen less air traffic since the fuel prices have gone up and I can say personally I am enjoying it. Also, I was looking at a sound profile for my area that the FAA has done, and somehow I think it is quite misleading. It shows the sound levels for the 'smaller' aircraft in my area to be much smaller than the area used by the 'larger' to the north. Now I am no expert, but when the larger aircraft start using the south runway, won't it be the same as the area shown presently used by the large aircraft?? It is quite obvious that the true facts are being overlooked. I hope this 'little' letter has touched you in some way...and that you will take a look at the facts. If this expansion goes through, I will no doubt sell...and that is my retirement 'egg' (as small as it may be)...we little people work hard and pay our taxes...and that is my retirement as well. Best o' health to you (from a tired old Swede)... Thank you for your time. No reply needed, however, it would be good to know this was not wasted time.

Eric Olson  
4541 SW 28 Ter  
Ft. Lauderdale, FL 33312

F-LC106-Olson

P8.20

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

*Someproofing my home will not be satisfactory. I am living here to enjoy my backyard. I understand the need for business expansion. The only good solution for me is to be relocated in the County in similar conditions: one home with 3 bedrooms, 2 baths, on a canal with ocean access for my boat.*

Best regards

Michael Maguire

1601 SW 51th Drive

Fort-Lauderdale, FL 33312

July 27, 2008

P18,16  
R00150

F-LC107\_Maguire

RECEIVED JUL 9 6 2608

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

*I am writing as a retired private pilot and a resident. I feel it would be unsafe for landing and takeoff uphill or down hill.*

*We have so few hobbies left on ocean access property. This is a country area with fishing, boating, and lots of natural scenery.*

*I would like to live the rest of my life here as I am retired now.*

*The cost is extreme and there are Chicago and better alternatives. Airlines are leaving, I do not think this is a prudent time for FLL. The people or airlines with the economy.*

*Please consider a better way for thousands of us who love living our lives here in this beautiful surrounding.*

Sincerely  
Ellie Reichenbach  
4465 S.W. 37th Ave.  
FLL on Davis Beach FL  
99912-5401

F-LC108\_Reichenbach

R001514

R L C 108.3

RECEIVED JUL 30 2008

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I have lived in my home for over 35 years & have enjoyed being able to sit outside, have my windows opened when I choose to get fresh air & that is something I need for my well being. I feel that there are better alternatives than the South Runway, that are less disruptive. I have seen my property value decline due to talking about this Airport Expansion over the last 15 to 17 years. The noise is bad enough without having major jets fly overhead. I would have to try to sell my house if this happens & who would want to buy with the noise. Some of the Airlines have stopped flying into Ft. Lauderdale -- travel has changed & so should this idea of a South Runway. Years ago they was going to move a portion of the canal. WE need our environment not more concrete!

954-983-7942  
4910 S.W. 25th Terr  
Dania Beach, FL 33312

F-LC109A - Home  
15.14

RECEIVED JUL 30 2008

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FROM: Richard Sacco  
4481 SW 38 Terr.  
Dania Beach, FL  
33312

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

The proposed expansion of the south runway at FLL in the Broward County Commission's acceptance of the wisdom of a local billionaire to buy up land in Melrosea. Barbara for a prima. Pleasey Port Kings, the airport director, sent a letter to you stating the fixed buildings on the north side of the airport could not be moved. This same billionaire owns/leases several of these buildings. Why does she think it is better to displace thousands of homeowners than to move a few buildings? Don't be caught up in the corruption rampant in Broward County politics. Support the north parallel runway now instead of in about 15 years when the leases are up on the billionaire's buildings. At that point, the buildings could be moved, a north parallel runway could be built, and the \$2 billion South Runway would be a "white elephant".

R. Sacco  
P. Sacco  
F-LC110-Stecco

RECEIVED JUL 30 2008

MS. VIRGINIA LANE  
FAA ORLANDO AIRPORTS DISTRICT OFFICE  
5950 HAZELTINE NATIONAL DRIVE  
ORLANDO, FL. 32822-5024

ANDREA OLSON  
600 NE 2ND ST. #110  
DANIA BEACH, FL. 33004

JULY 27, 2008

DEAR MS. LANE,

I AM A LOCAL RESIDENT, TAXPAYER, AND VOTER, AND AS SUCH I FEEL THAT THE SOUTH RUNWAY EXPANSION IS NOT WARRANTED. THE COST ESTIMATIONS ARE ARTIFICIAL FIGURES, AND THE COSTS WILL FAR EXCEED THE ESTIMATIONS. AIRLINES ARE LAYING OFF EMPLOYEES, CUTTING ROUTES, RAISING AIRFARES, AND SOME ARE GOING BANKRUPT. WITH FEWER FLIGHTS, AIRLINES, AIRFARES, AND GENERAL REVENUES RAISED BY THE AIRLINES, IT IS QUESTIONABLE AS TO THE NEED OF A NEW RUNWAY.

I HAVE SPOKEN TO SEVERAL PILOTS ABOUT THE PROPOSED SOUTH RUNWAY, AND THEY ARE OF THE OPINION THAT THE PROPOSED ELEVATED RUNWAY IS NOT SAFE FOR MANY REASONS. IN CASE OF EMERGENCY A CREW DOES NOT HAVE SUFFICIENT RESPONSE TIME DUE TO THE DISTANCE INVOLVED. THERE IS ALSO THE DANGER AND RISKS TO THE LOCAL RESIDENTS. I DO NOT WANT TO FEEL MY LIFE IS AT RISK DAILY LIVING IN THE SHADOW OF THE RUNWAY!

THE FUMES, DIRT AND NOISE WOULD BE UNBEARABLE....AND HOW ABOUT THOSE OF US (ME TOO) WHO HAVE C.O.P.D.? HAS ANYONE CONSIDERED THE DANGER TO OUR LUNGS?  
THE LOCAL AND SURROUNDING COMMUNITIES WOULD BE DESTROYED, AND LONG TIME RESIDENTS FORCED TO LEAVE, WITH PROPERTY VALUES DECREASED. THE PROPOSED SOUTH RUNWAY IS UNACCEPTABLE IF FOR NO OTHER REASON THAN SAFETY.....SAFETY FOR THE PASSENGERS, SAFETY FOR THE CREWS, SAFETY FOR THE RESIDENTS, SAFETY FOR THE LOCAL WATERWAYS, AND SAFETY FOR THE RESCUE CREWS.

PLEASE DO FURTHER SAFETY AND FUNDING STUDIES.

THANK YOU,

*Andrea Olson*  
ANDREA OLSON

RODISMO

RLC 109.3

RECEIVED JUL 30 2008

July 27, 2008

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

Re: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I have a few major concerns in reference to the B1, B1b, B1c runway design after having spoken to several airport firemen.

1. How quickly will emergency help be able to respond to an event on the runway given the inability to drive directly to the location?
2. How effective will fighting a fire be given the limited access?
3. How will the crew and passengers be evacuated from an aircraft on such a high embankment?
4. How can the FAA endorse such a flawed plan and still claim that the safety of the public is their main concern?

These are real issues to be addressed prior to making any final commitment on such an important and expensive project.

I have advised my family and friends to fly to another regional airport (Miami or West Palm) once this runway is operational since I would not care to have my loved ones fly into an unsafe airport. Since the takeoff and the landing are the most critical part of the flight, Fort Lauderdale will become the least desirable airport in South Florida.

*Judith Pisoni*

Judith Pisoni  
810 N.W. 12<sup>th</sup> Avenue  
Dania Beach, FL 33004

F-LC117-Pisoni

RLC  
109.3

RECEIVED JUL 30 2008

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

Nicholas Santilli  
3040 S.W. 46th Ct.  
DANIA BEACH, FL 33312  
954-444-8753

Why you let this happen if this  
was your NEIGHBORHOOD? I know  
this project does not personally affect  
you. To sacrifice the oldest city  
in Broward to make it more  
convenient for foreigners is ridiculous!  
There is no real reason to add more  
planes with there are 2 other airports  
within 25 minutes! I know there  
has to be some laws that protect the  
oldest city in Broward & our local state  
beach park. Some most of my neighbors  
have lived in their homes for 25+ years.  
Why can't people just drive 25-30 minutes to  
Miami or Palm Beach like we have done for  
years. Rather than devalue hundreds of homes  
businesses, our state park & beaches?  
Would you let this happen if it was your LIFETIME  
INVESTMENT?  
PLEASE RE-CONSIDER-NICK

P 13.19

ROD 20.0

F-LC113

27 July 2008

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

Re: FEIS - FLL South Runway Extension

Dear Ms. Lane,

The forecast for increased operations at FLL by Landrum & Brown were predicated on a projection of growth that in all probability will not materialize. The FAA TAF Database (<http://www.apo.data.faa.gov/main/taf.asp>) clearly demonstrates that the operations at FLL have not expanded to the levels that justified the initiation for this project.

Penal of the current available operation capacities of FLL and MIA will satisfy the inflated projections through 2025. One must question, after considering the present conditions, whether the proposed scheme warrants the effects it will have on the community surrounding the airport, the monetary expense and the impact it will generate to the environment.

Given the present economic conditions, the price of oil, the pecuniary state of the majority of the airlines, may I suggest that the entire project at FLL be placed in abeyance until the requirement for such an ambitious plan be supported with current and accurate documentation.

Respectfully,

Robert V. Del Chiocca  
734 N.W. 12<sup>th</sup> Avenue  
Dania Beach, FL 33004-2349

ROD 3.0 P 3.16

P 3.0

ROD 20.0

F-LC114-Del Chiocca

RECEIVED JUL 30 2008

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

July 25, '08

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

You must not allow the FAA to overrule operational restrictions at Ft. Lauderdale Airport. These are no benefits to be obtained by their construction except DESTRUCTION to our homes, our lives, & all nature around us.

Has the FAA considered how many hundreds, if not thousands of lawsuits they will have to contend with? Not only poor residents, but poor businesses whose companies are shuttered by our presence. People from other areas don't want to S.E. Ft. Lauderdale & Hollywood to buy what they can obtain in their own areas why would they?

Airport usage has declined & assumed will decline much more when all on-site business owners advise their only town friends, family, business associates not to use their airport. To some extent we have already commenced doing this.

I belong to a Church whose attendance is 30,000 (or more) weekly. A very large percentage of these frequently use their Airport. Those who haven't avoided leaving it at ready will most certainly do so in the future. As several hundreds of our congregation live in this

F-1C115 SEVEN BARS

2.

Area. As far as town jobs, tourists will use the northern area airports nearest to their hotels, etc. so usage of the South runway will decline even much further.

Many of the residents in this area have lived here 50 years. Neither they nor I will ever consider selling my air rights nor would we ever consider the purchase of insurance. Further, we will witness our young people growing up not to accept mitigation 'ideas', & to make it very difficult for arriving or leaving passengers to even enter the airport.

There are many other ideas to be addressed none of which would be productive or viable for a South Runway expansion.

Juwita Swanberg  
4500 S.W. 38th Ter.  
Davie, Fla. 33312

F-1C115- SEVEN BARS



RECEIVED JUL 30 2008

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

*Mrs. Dennis Swanson*  
*4611 SW 34th Drive*  
*Fl. Rauderdale, Fla. 33312*  
*(west of the airport)*

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

*I live just west of the airport on SW 34th Drive with my husband & still two daughters at home for 20 yrs. now. We enjoy our peaceful life on the canal. If the airplanes come over our house every 2 minutes or so, it will destroy this family life we now have. My girls love laying out in the sun & having friends over, as does my husband love to entertain out by the canal, grilling. I fear, too, of a dreadful accident that could happen flying planes over our neighborhoods.*

*The proposed elevated runways sounds dangerous & even pilots attending the meeting said it would be chancellery. I know personally I will never fly out of the Ft. Lauderdale airport b/c of this dangerous take off & landing. My family (7 of us) will fly out of Miami if they do build this type of runway. Also why do they really need to do this with American Airlines, Spirit, ect. making fewer stops here? And what will the noise do to the John Lloyd Park and all the visitors to that Park. People will go elsewhere & the city will lose revenue. Some of my thoughts - we are totally not for this proposal. *overly improved**

F-1116

RECEIVED JUL 30 2008

July 28, 2008

From: Peter A. Mir  
3700 SW 47th Court  
Dania Beach, FL 33312

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

Subject: FEIS - FLL South Runway Extension

Dear Ms. Lane:

I am concerned homeowner in the area affected by your plans to extend the South Runway. I recently bought my home in Davis Isles for \$560K in 2005. I bought my home because it was a great neighborhood. My house has an awesome backyard for entertaining and a dock with ocean access. The thought that you would destroy my happiness to save 6 minutes on flights is reprehensible.

It is much easier to do the North runway C1 alternative where personal lives will not be impacted as much. It is much easier to move some businesses than it is to uproot the happiness of the citizens of Broward County that are affected by the proposed South runway extension.

This brings up the point of do we really need another runway. I have read recently that several airlines have cut back flights to FLL. Operations declined by 5.3% for air carrier enplanements and 10.7% for commuter enplanements in 2006. So if there is less traffic why the need to expand and ruin peoples happiness. It has been a tough few years with the hurricanes, insurance rates, gas prices, housing crisis and to think you want to do this on top of everything we are already going through is unimaginable and down right wrong.

As it is right now I think it more than noisy enough with the small commuter planes above my home. I can not imagine a 737 overhead. That would be awful. Please do the right thing and cancel the south runway extension and look at other alternatives if you must. The alternatives are there.

Respectfully Submitted,

*Peter A. Mir*

Peter A. Mir - Concerned Homeowner

F-1117-Mir

ROD  
3.0

ROD  
15.14

RECEIVED JUL 30 2008

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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,

Please do not let this South Runway Extension Project go through at Orlando International Airport. I have lived in this home since 1961. And I seen alot of progress in all those years. Most of it good. But the noise from the airport is horrible. You can't sleep and listen to T.V. or talk on the phone. Please, Please We beg of you. Stop this project. 2010

Sincerely  
Mrs Sally Johnson  
c/o 46 year Brown County resident.

F-LC119 - Johnson

RECEIVED JUL 30 2008

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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,

THIS PROPOSAL IS RIDICULOUS. IT WAS PLANNED FOUR YEARS AGO WHEN FEEL WAS CHEAP, LETS FACE IT. THERE IS NO NEED NOW OR IN THE FUTURE FOR EXPANSION, LESS PEOPLE WILL BE FLYING. JUST LOOK AT THE STARS. THE ONLY REASON TO PROCEED WITH THIS EXPANSION IS SO LOCAL POLITICIANS CAN GET THEIR PIECE OF THE PIE. I AM A PILOT AND NOISE DOES NOT REALLY BOTHER ME. BUT WE DO NOT NEED ANY EXPANSION ANYWHERE NOW OR IN THE NEAR FUTURE.

ANTHONY BURRELL. FAA. 4510 SW 43 AVE. PILOT LIC. 142608004  
FBIET COMMENCEMENT R1 33314

Anthony Burrell  
F-LC118 - Burrell

RECEIVED JUL 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.

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,

- #1 Why an airport extension gives everything that is occurring in the airline industry (massive layoffs, reduced flights), the price of fuel, the budget shortfalls etc. Thus of all the choices the most expensive and dangerous one was chosen. 800 feet escalated 45 feet runway. LC 1003
- #2. This runway design is unsafe for anything other than emergency that may occur. There will be a problem to access any mishap such as a fire, a crash or any other reason to evacuate the passengers and the crew. R LC 1008
- #3 The proposed construction of the elevated runway with ducted material is not compatible for construction. Construction of the amount of water necessary for it would put a severe demand on available water in Florida. R LC 1011
- #4 The pilots will be reluctant to utilize a runway shorter and elevated 45 feet with a big gully between it and the existing taxiway. R LC 1013

Mrs. Joeline Jastrzebski  
2310 SW 56th Ave  
DAVID FL 33324  
F-LC170 - Jastrzebski

FAX Monday July 28th 2008  
10:35 AM

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,

Do to the recent economic slowdown and the decrease in Airport operations at FLL, there is no valid reason to expand the south Runway. I have monitored Traffic here for the 12 years that I have lived in my house on SW 28th Ave. After Ten O'clock in the morning the Airport has very little traffic. Unfortunately everyone can not land at the same time. The cruise ships will just have to wait a little longer to leave port. They all try to schedule there people in so they can leave port at 4:00 PM. My property will be destroyed for the Cruise ships. I bought my house in 1999. I pay taxes on 82,000. Even if you give me fair market value, where am I going to go to live? Now I have to buy the same house elsewhere and pay taxes on a 250,000 dollar house. You have now driven me out of my home and my job. I guess the FAA feels that only rich people should be allowed to live in a house in Florida. I spent 10 years flying in the US Navy. I guess this is how my Federal Government repays me.

The meetings that were held were all based on the Noise mitigation. All votes were taken with noise Mitigation times taken into consideration. It is dishonest to now say you're not going to follow any restrictions. Many more people would have apposed this project had they known the truth.

I am strongly apposed to the extension of the South Runway, especially when there are other options.

Home Owner,

Donald H Denis  
4624 SW 28th Ave  
Dania Beach, FL 33312

*Donald H Denis*

ROD  
200

F-LC170-Denis

RECEIVED JUL 30 2008

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

RE: 2717 SW 46ct.  
DANIA BEACH, FL 33312

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

*AS a citizen of this country I can't believe what is happening with our neighborhood in any case it is very bad as it is you can't gain the "Pool" because is full of sewage from the planes flying over head, I can scrape the Keroseen from the pool tiles, the planes are all dipping every time a plane goes by the sewer shakes. I spend \$8,000 in new windows and it is the same, also a new roof \$11,500. We're retired people and we can't afford to move even if they buy the property, we have no social security check and believe it is very bad. What ever happened to "Liberty and Justice for all" It is hard to digest that this politician sold their souls to the highest bidder. And this is now only with small plane figure it when the big planes start landing and taking off from this runway. It will be held to get a good night sleep in the neighborhood. BUT it is like the old saying "The Big fish eat the small."*

ROD  
20.0

*Arnault Redwing  
FLC123*

RECEIVED JUL 30 2008

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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,

*Please, please listen to the residents of Dania Beach. We have lived here a long time - seem progress - enjoyed the area - and the people - Now no one is considering the upheaval you are causing us. With Air Lines pulling out - less flights and the economy behind us - what is the purpose to have another runway? How is it low Can you give us the same standard of living - not as canal - access to the ocean - where are those special God given areas - which the Dania residents so deserve?*

*Please reconsider -*

*Gruff vs. Alton George*

*F-LC122-George*

ROD  
20.0

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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,

Why is the FAA allowed to present a final EIS and has not addressed the major impacts that are affecting our city, Community Parks, and our safe environment which will be a result of the proposed "South Runway"?  
Our economy is affecting airlines, especially due to the high costs of fuel and it is completely unnecessary to be anti-developer's growth at this time.

Every aspect of the decision to expand the airport with the South Runway will be one of the most detrimental projects that has ever been proposed for Broward County. This must be stopped!

Toni Montuoro  
2300 S.W. 86<sup>th</sup> Terrace  
Davie, FL 33324

FAX ON MONDAY 10:25 AM July 28<sup>th</sup> 2008

F-LC124\_Montuoro

RECEIVED JUL 30 2008

July 25, 2008  
Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando FL 32822-5024

Regarding FEIS - FLL south runway extension

Dear Ms. Lane,

**NEED FOR RUNWAY**

1. The FAA does not take into consideration the long range increasing price of oil and the resulting increase in jet fuel price. Airlines are already dropping service to FLL and by the year 2009 and later, the airline industry will be bankrupt unless they drastically increase fares. How many operations will FLL have when the cheapest ticket between FLL and New York City is \$2000.00? Jet fuel will not be cheaper in 2009 much less in 2012. The operations FAA is predicting will not happen and is wildly off the mark. ROD 3.0
2. The FAA refused to consider limiting operations by instituting a slotery program at FLL. Furthermore, the FAA/Airline industry did not consider time of day pricing to shave off the peak demand at FLL. By FAA reasoning, the airline industry is somehow entitled to no restrictions on their operations. That is blindly one sided in favor of corporate American compared to the protection offered to single family homes and parks around FLL. Restricting operations would have much less environmental impact than any proposed runway building project. P 3.49, 8.29
3. How can the FAA cite the need for a new air carrier runway on the south side of the airport while recommending the closing of the crosswind runway 13-31? This is so totally illogical as to be absurd. Should all the FAA proposals be implemented, a three(3) runway airport will be reduced to a two (2) runway airport. If anything should happen to either runway for an extended period of time, half the operations will be diverted or delayed. Having a shorter 13-31 would allow for some commuter jet, turboprop, and GA operations to relieve congestion on the remaining runway in operation. You do not increase capacity by closing runways. ROD 15.15
4. The economic factors the FAA cites for increased runway capacity are wrong. Public school enrollment has dropped for the past two years in Broward County. In fact, there were recent articles in the Sun-Sentinel about some Broward County cities actually losing population. Furthermore, recent demographic studies suggest there has been an outflow of residents in contrast to the double digit increases of many years past. Due to the huge increase in insurance and property taxes, road congestion, and generally crowded conditions, Broward County has been a far less desirable place to relocate to. Your economic projections indicate nothing but continued growth in population. This is wrong. Unless something drastically changes economically, population growth in Broward County is stagnant or extremely slow growth long term. P 13.0

F-LC125\_Field

**ENVIRONMENTAL IMPACTS**

1. The FAA underestimates the environmental impacts of aircraft operations on John Lloyd Park, West Lake Park, Griffin Marine Park, and Boaters Park. John Lloyd Park was recently highlighted on national television as a desirable place to visit. It is already affected by operations from the north parallel. A new south runway would dump even more noise pollution into this area. This is unacceptable. In fact, whether a new runway is constructed or not, the preferred departure flight tracks should be changed to read "as soon as possible departing 9L or 9R, captains will turn to the north continuing departure over the Intercoastal Waterway. All efforts should be made to avoid overflying John Lloyd Park." All parks west of a new runway will be severely impacted by aircraft operations as to be virtually useless to the public unless they are wearing ear protection.

P 4.56  
8.80  
9.0

2. The FAA/Airline Industry uses the computer generated yearly noise average contours to determine noise impacts and possible mitigation. This yearly average is fraudulent and a fake. It does nothing more than protect corporate America from having to pay for the true damages due to their noise pollution. It is nothing more than a corporate license to steal from homeowners who live around airports. It is nothing more than a license for corporate American to dump their noise pollution in parks and not be held accountable. What counts for airplane noise pollution is the noise that EACH AIRLINE makes. That is what should be mitigated.

P 8.24

3. The proposed closing of 13-31 not only decreases capacity, it is nothing more than moving noise from one neighborhood to another. In fact, this is a form of **ECONOMIC DISCRIMINATION** from all levels of government. The neighborhoods that currently get a little airplane noise from operations on 13-31 are well off and mostly white collar. The proposed new south runway will affect a large number of blue collar residents.

ROD 4  
13.4

4. As for mitigating noise pollution by soundproofing, another how stupid, asinine, idea can you get from government. This is not Minneapolis-St. Paul. This is the suburbs where residents spend significant time outdoors year around. A new south runway will destroy the outdoor lifestyle in neighborhoods west and south of the airport.

P 18.16  
ROD 15.0

Jay Field  
4501 SW 30 Way  
Dania Beach FL 33312

cc: Dania Beach Commission

F-LC175-Field

**Jeff Muharsky**

4832 SW 34TH TERRACE  
DANIA BEACH, FL 33312  
(954) 258-5282

jeffm5802@msn.com

7/28/08

July 28, 2008  
Ms. Virginia Lane  
FAA Orlando Airports District Office  
5950 Hazeltine National Drive  
Orlando, FL 32822-5024  
(407)812-6331 x129

Dear Ms. Lane,

I am writing to you regarding the proposed runway expansion at Fort Lauderdale/Hollywood International Airport. I have been a resident of Broward County for 27 years. I am also a private pilot and certified A&P Mechanic. I grew up around airplanes and earned my pilot's license at the age of 16. Thus, my correspondence to you comes from the angle of someone who loves and respects the aviation industry. I feel I, unlike many, come from this from a fair and impartial perspective.

I would like to disagree with the FAA's Preferred Alternative B1b and Broward County's alternative B1c. My reasoning behind this is as follows:

1. The cost of B1b and B1c exceeds 2 Billion dollars ] P. 16.2
2. The environmental impact for residents - not just next to the airport - but those who live all the way to the west edge of the county will be monumental. The number of residents impacted greatly exceeds those just in the 'FAA noise contour'.
3. The intent to build a runway which ends more than 40 feet in the air is absurd. The FAA stated at one of the Expansion Meetings that 'a graded runway has been done before - i.e. LAS' - but failed to mention that these are constructed to integrate into surrounding terrain. If this runway were to get built as proposed here, after the planes land on 9R, when they get onto the taxi-way, they will have to taxi all the way back to the departure end to get to ground level. This is bound to create a bottleneck and more delays.
4. I frequently will go to the FLL Viewing Area with a sandwich to watch the airplanes take off and land. The few times I do see multiple airplanes waiting to take off, general aviation planes, who could be using the south runway (9R), are landing and taking off on 9L - thus they are the very reason for the bottle-neck. It would be such a logical resolution to have these general aviation planes land and depart on 9R.

P  
8.152-8.55  
RLC1013  
P 3.52

F-LC126-Muharsky

5. How about using Rwy 13 for departures and 9L for landings? This alternative would be free.

6. The Broward County population is declining and this data has been published. Right now our cost per seat is approximately \$4. With this expansion, it is going to hover around \$16+ per seat. This is bound to drive out low cost carriers (like Spirit, Southwest, Air Tran, etc.) How could this be positive change for the residents of Broward County?

7. Both the B1b & B1c alternatives will reduce the number of the airport's runways down from 3 to 2. The C1c alternative, on the other hand, would leave us with 4 usable runways, does not require homeowner mitigation, does not impact the wetlands and parks and costs 1.5 BILLION LESS.

I am not against airport expansion. I make my living with airplanes. What I am against is over-complicating what is a simple solution at the expense of residents & the environment - for the benefit of big business. I am not a foolish man. I understand the ways of Corporate America. I understand how many millions of dollars moguls like Stiles & Trump have to gain by this proposed project. I am disappointed, however, at the way all of the commissioners (except for those in Hollywood & Daniel) have conducted themselves. I guarantee that if this expansion were being proposed in their backyards and their parks, their attitudes would be quite different. Just as such - Mr. Trump had no problem suing the Palm Beach Airport for aircraft taking off over his home. He actually succeeded in having a noise abatement procedure put into place - which is ironic - as his representatives are adamant that we in FLL need expansion.

In closing, I, and my fellow residents of Broward County, hope that you and your colleagues will make your decision based on factual data and take into consideration the thousands and thousands of lives your decision will be affecting.

We urge you to make your choice as if it was affecting your parks, your environment, your homes and your families.

Respectfully,

Jeff Muharsky

F-LC126 - Muharsky

Page 2

MS Virginia Jane  
FAA Orlando airports product office  
5950 Hogsettine National Drive  
Orlando FL 32822-5024  
July 28/08  
RECEIVED JUL 30 2008  
REGARDING FEIS - FLL South Runway extension

Dear Ms Jane

My name is Gilles St Amund,  
I wrote to you before. I live near  
FLL airport. I would like to inform  
you, that just this past week a  
person from The Malibu Homeowners  
association has left 3 letters in  
my mailbox urging The people  
to write to you. These letters are  
filled with lies, half truths and  
baseball. Their intent are to scare  
people of The airport expansion

F-LC127 - St Amund

In Those letters it says we  
will not have a good night of sleep,  
our homes will lose value ect.

Please Ms fare don't let  
this overzealous person influence  
your decision. We need the airport  
expansion for the economy. We  
need all the jobs that the  
expansion of airport will bring  
us. It is a win-win situation  
for all of us in the country.

Thank you

CeLLES ST AMAND  
4532 SW 25 AVE  
FT Land FL 33312  
954-987-7842

F-LC127-St Amand

To: Illeberman@broward.org, kjacobs@broward.org, sritter@broward.org,  
kkeechi@broward.org, lwexler@broward.org, sgunzburger@broward.org,  
jrodstrom@broward.org, dwassermann@broward.org, jeggelleton@broward.org,  
Charlie.crist@myflorida.com, Virginia Lane/ASO/FAA@FAA, Rebecca  
Henry/ASO/FAA@FAA, Michael.sole@dep.state.fl.us,  
Stephanie.kopelousos@dot.state.fl.us, Felicia.goldstein@mail.house.gov,  
Jodi.davidson@mail.house.gov

From: Alex <biancoal@gmail.com>

Date: 07/25/2008 10:41PM

cc: "Lorraine Hofheinz" <hofheinz@bellsouth.net>

Subject: citizen opposition to the south runway ft. lauderdale project

As a resident of Davie in Broward county, I would like to register my opposition to  
the South Runway expansion plan for Ft. Lauderdale airport.

sincerely,  
Alex Blanco  
3240 Maple Lane  
Davie, FL 33328

ROD  
] 20.0

F-LC128



**Randi & Harvey Meshel**

4740 N. 36<sup>th</sup> Court  
Hollywood, Florida 33021  
954-966-5022 Telephone, 954-987-6856 Fax  
Email: rhmeshel@comcast.net

VIA FACSIMILE 407-812-6978

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

Re: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I am requesting that the committee that reviews the FLL South Runway Extension step back and reevaluate this expansion in a year or more. At this time, the economy is not in good shape and many residents will be displaced during this extension and spending money is silly when people don't have the funds to do so.

This extension will cause massive destruction of John U Lloyd State Park. This park was featured on Good Morning America on 7/13/2008 as an oasis. In quote from this piece, "John Lloyd Park is a really fascinating environment, because within just a few hundred yards, you span a tremendous diversity of habitats, both marine and terrestrial," said Nova Southeastern University professor Charles Messing. "Within 100 yards of the shoreline you have coral reef." How can we take this all away? This is what Florida and native Ft. Lauderdale is about.

The cost of fuel will not be decreasing. The airlines are in financial trouble and are laying off pilots, support staff, eliminating flights and some airlines are cancelling service in and out of FLL. This drastically changes the projected forecast and the need for expansion at FLL. Why increase size when use is being decreased?

In a tight budget and struggling economy federal monies could be better spent on schools, health care and mass transit available for all citizens of Broward County due to the high cost of gas. Crime is high. Education and childcare activities are being reduced.

With some of these points in mind, please, reevaluate this expansion at this time. Please don't take away the beautification of the environment. Please don't spend money on work that is not needed.

Thank you for your consideration. Should you wish to contact me, my information is above.

  
Randi Meshel

I live directly west of the planned south runway at Fort Lauderdale Airport. The distance from my home to the airport is less than one mile. We are already feeling the effects of the growth of the airport and at times the noise is already an issue. I however still strongly support the expansion of the airport due to its positive effects on the economy for Broward County, jobs, etc. While I do support the airport expansion, I understand that due to the vicinity of my home, I will suffer directly from the new runway. I do not believe that soundproofing would be an adequate remedy for the homes in my neighborhood because of their location. I sincerely hope that as we approach the final stages of the expansion, that Broward County and the FAA will move quickly to provide assistance to the homeowners in the direct path of the runway.

In the past when I attended the meetings regarding the expansion, it was always the people who oppose the airport that would get time to be heard. There are many, many people who support the expansion! Please do not let the negative influence be a deciding factor in the final decision.

I will be anxiously awaiting for the final announcement which I hope happens in the very near future.

Sincerely,

Jamie Roulette

JANIE ROULETTE  
4700 SW 25 TERRACE  
FORT LAUDERDALE, FL 33312  
PH: 954-218-4558

July 28, 2008

Virginia Lane  
FAA

Re: Comments on Fort Lauderdale Airport Expansion

Dear Ms. Lane:

POD 8, 58

POD 3, 10

POD 20, 0

POD 15, 0