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Project Information	
Project:	FL200806204295C
Comments Due:	07/21/2008
Letter Due:	07/28/2008
Description:	FEDERAL AVIATION ADMINISTRATION - FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE DEVELOPMENT AND EXPANSION OF RUNWAY 9R/27L AND OTHER ASSOCIATED AIRPORT PROJECTS AT FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT - BROWARD COUNTY, FLORIDA.
Keywords:	FAA - FEIS, RUNWAY 9R/27L AT FT. LAUDERDALE-HOLLYWOOD AIRPORT - BROWARD CO.
CFDA #:	20.106

Agency Comments:

SOUTH FL RPC - SOUTH FLORIDA REGIONAL PLANNING COUNCIL

No Comments

BROWARD - BROWARD COUNTY

No Comments

FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

No Comments Received

STATE - FLORIDA DEPARTMENT OF STATE

No Comments Received

TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION

Executive Summary page 6 of 51: Due to proximity of several FHWA limited access facilities, please verify that the preferred alternative will not require coordination/approval from FHWA. ES 1.5: There is a statement in the surface transportation section that says there are no impacts to surrounding roads with respect to level of service; however, the preferred will close Airport Perimeter Road. This will divert traffic to other facilities that may have capacity deficiencies. Please provide further clarification on this matter. Please coordinate with the Florida East Coast Railroad (FEC) for comments. Please note that if the runway expansion requires construction near or over the FEC railroad tracks, approval and permits will be required from FEC. Please contact Charles Stone at (904) 538-6057. As the design proceeds on the runway expansion, close coordination will be required with the FDOT regarding impacts to US 1 and Griffin Road. Please note that permits from FDOT will be required for the related runway work in the right-of-way for these two roadways. Please contact Becky Mainardi at (954) 777-4404 to coordinate this work with FDOT. FDOT general use permit will be necessary if alternative impacts roads. Please contact Sofie Sariol, at 954-940-7605 prior to developing detailed design plans in order to learn about requirements that may pertain to the project improvements located within and in proximity to State owned right-of-way. Please note that if the runway expansion requires any shifts of the existing FEC tracks in the immediate area, then this may impact the preliminary layout for the future FEC station at the Airport-Seaport Intermodal Center. These impacts should be closely coordinated with Scott Seeburger from FDOT at 954-777-4632, and David Anderton from Port Everglades at 954-468-0144. Please contact Andrew Riddle at 954-777-4605 for further ICAR coordination.

ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The DEP Southeast District's ERP Section has deferred comments to the SFWMD, which will require a modification to Environmental Resource Permit (ERP) No. 06-00339-S for impacts to jurisdictional wetlands. Modification to the National Pollutant Discharge Elimination System (NPDES) permit will also be coordinated through the SFWMD. Also, listed below are a few comments from the District's Air Section. Appendix G Air Quality - HAP EMISSION INVENTORY Tables G.1.B-8 through G.1.B-26, which report "Annual HAP Emissions by Source," do not include the particulate matter (PM) contribution from aircraft. PM from Motor Vehicles and Ground Support Equipment is included under "Diesel Particulate Matter" but under "Aircraft" there is no data for PM. With the primary non-volatile component of jet engine exhaust being PM and a good approximation that transport aircraft's PM is less than 2.5 micrometers, listing this information would be beneficial. PM contributions from "Aircraft" are included within Tables 6.B-3 through 6.B-11 and could be referenced to provide this information. Appendix P - Response to Comments 7.0 AIR QUALITY Comment 7.33 asks whether the DEP will require Air Quality Permits for the stationary sources at the airport. No new stationary air sources are planned for this EIS. Future stationary sources or major modifications to equipment or operations of existing sources would require appropriate permits.

SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT

While a general overview of potential secondary impacts is provided, the FEIS does not provide a comprehensive summary of all potential secondary impacts to wetlands resulting from the proposed runway extension. Upon development of construction documentation, secondary impacts to adjacent wetlands resulting from the proposed project must be fully addressed as part of the SFWMD's Environmental Resource Permit (ERP) application review process, pursuant to Section 4.2.7 of the SFWMD's ERP Basis of Review. Based on the submitted project construction information, the runway expansion opening date is 2012-2013. However, construction of the referenced off-site wetland mitigation area is not proposed to be completed until March, 2013. The proposed off-site wetland mitigation must be completed prior to or concurrently with any authorized wetland impacts.

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

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F-AC005

F-AC005

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5511
(727) 824-5317; FAX (727) 824-5300
http://sero.nmfs.noaa.gov/

July 25, 2008 F/SER4:JK/pw

Virginia Lane
Environmental Specialist
U.S. Department of Transportation
Federal Aviation Administration
5950 Hazeltine National Drive
Orlando, Florida 32822-5024

Dear Ms. Lane:

NOAA's National Marine Fisheries Service (NMFS) reviewed the final Environmental Impact Statement (EIS), dated June 17, 2008, for the development and extension of runway 9R/27L and other associated projects at Fort Lauderdale-Hollywood International Airport (FLL). The final EIS prepared by the Federal Aviation Administration (FAA) describes the environmental impacts associated with airport projects proposed by the Broward County Board of County Commissioners (Broward County), owner and operator of FLL. According to the final EIS, the existing airfield at FLL lacks sufficient capacity to accommodate existing and forecasted demand. In order to address this need, Broward County proposes to: Redevelop Runway 9R/27L to a length of 8,000 feet and a width of 150 feet. An Engineered Materials Arresting System (EMAS) would be used at each runway end in place of a standard runway safety area. The use of EMAS allows the overall length of the runway to be reduced to 8,000 feet and would eliminate the need for declared distance while improving the runway operational capability. The eastern end of Runway 9R/27L would be elevated over the Florida East Coast Railway and U.S. Highway 1. The western extent of the runway would be the Dania Cut-Off Canal. Runway 13/31 would be permanently closed to accommodate elevation of Runway 9R/27L. In addition this alternative includes implementation of the operational noise abatement actions described in the County's Airfield Development Program Objective Statement (October 26, 2004). This set of changes is referred to as "Alternative B1c" in the final EIS.

The final EIS presents an analysis of several on-site and off-site site alternatives, in addition to the no-action alternative. The FAA does not present a preferred alternative in the final EIS, however Broward County's preferred alternative is Alternative B1c. This alternative would impact approximately 15.41 acres of wetlands including 3.05 acres of estuarine emergent vegetation (mangroves), which are essential fish habitat (EFH). Other alternatives (i.e., Alternative D1) could adversely affect as much as 21.87 acres of wetlands. The airport

11.2

F-AC006

expansion activities are located in waters of the Unites States adjacent to the Dania cut-off canal and Atlantic Intracoastal Waterway (AIWW) in Broward County, Florida. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Consultation History

By letter dated May 17, 2007, NMFS provided the FAA with comments and recommendations in response to the draft EIS. Please see this letter for a complete consultation history and a description of the habitats designated as EFH. In our comments on the draft EIS, NMFS specifically requested that the final EIS include a full assessment of cumulative effects; the FAA or lead federal agency's views regarding the effects of the action on EFH; a compensatory mitigation plan; and Unified Mitigation Assessment Method (UMAM) scores of the mitigation site. In addition, we provided two EFH conservation recommendations:

(1) A plan shall be developed for providing full, in-kind compensation for unavoidable adverse impacts to wetlands. The plan shall address compensation for loss of productivity and habitat functions that occur during the period between elimination/degradation of existing wetlands and establishment of functionally compatible mangrove habitat that would be protected in perpetuity; and

(2) A monitoring plan shall be developed to assess the ecological success of the offsite, compensatory mitigation. Annual monitoring of the mitigation site shall take place for five years following completion of the mitigation project. In the event it is determined that the implemented mitigation measures do not completely offset the destruction of mangrove wetlands, the plan shall include contingency measures, such as additional planting or exotic vegetation removal, in order to provide functionally suitable replacement habitat. The mitigation/monitoring plan shall be forwarded to the NMFS for review and approval prior to initiation of construction.

11.3

Responses to Information Requests and EFH Conservation Recommendations

A full assessment of cumulative effects. In our comments on the draft EIS, we noted that several past, present, and reasonably foreseeable future activities were not included in the discussion of cumulative effects. The final EIS (chapter 7) provides a more thorough evaluation of cumulative effects. NMFS concludes that this information need has been sufficiently addressed.

11.4

The FAA's, or lead federal agency's, views regarding the effects of the action on EFH. The final EIS (section 6.F.1.7) states that the FAA has determined there will be no significant impacts to EFH resulting from the implementation of any of the runway development alternatives. This determination considered the project design; the minimal short-term and permanent impacts associated with the installation of light tower foundations, utility cables, and access roads required for the proposed runway approach light configurations; and the mitigation proposed for unavoidable wetland impacts. While we believe that additional information about the mitigation proposal is needed (see section below) before NMFS could agree with the FAA's determination, NMFS finds that the FAA has met the requirement for making a determination.

11.5

F-AC006

A compensatory mitigation plan. The final EIS includes conceptual mitigation measures that the FAA would consider as part of the proposed project or alternatives (Section 6J). Specifically, the final EIS states that the FAA has developed conceptual wetland mitigation during this EIS process based on input from and in coordination with the U.S. Army Corps of Engineers, the South Florida Water Management District, and the U.S. Environmental Protection Agency. The final EIS also states that it will be Broward County's responsibility to apply for permits required by these regulatory agencies for the preferred alternative. 11.6

While NMFS is familiar with the restoration proposed at West Lake Park associated with Department of the Army permit number 2002-0072 (IP-LAO), we are also aware of other projects by the Broward County Board of County Commissioners (such as the Port Everglades Expansion) that propose to use this mitigation as well. The EFH assessment should fully describe how mangrove impacts would be mitigated. While we agree with the general approach of the conceptual plan, more detail is needed, including Unified Mitigation Assessment Method (UMAM) scores at the mitigation sites, to determine that all functional losses would be mitigated. NMFS concludes that this information need has not been sufficiently addressed.

Unified Mitigation Assessment Method (UMAM) scores. In response to our review of the draft EIS, NMFS noted that the UMAM scores for the wetland areas proposed for impact under Broward County's preferred alternative were provided. However, the only way to determine the amount of mitigation necessary to offset 3.05 acres of mangrove wetlands would be to have UMAM scores for the mitigation site, which were not included in the draft EIS nor are they provided in the final EIS. The compensatory mitigation plan should include all necessary UMAM scores to determine that all functional losses can be mitigated. We conclude that this information need has not been sufficiently addressed. 11.7

EFH Conservation Recommendations provided in response to review of the draft EIS. The EFH assessment section in the final EIS does not make any reference to the EFH conservation recommendations provided in response to our review of the draft EIS. As mentioned above, the FAA maintains that it is Broward County's responsibility to develop the permits for the mitigation. However, the EFH section did not summarize the analysis that led the FAA to this conclusion. Section 305(b)(4)(B) of the Magnuson-Stevens Act and its implementing regulation at 50 CFR Section 600.920(k) require that, in the case of a response that is inconsistent with NMFS conservation recommendations, the agency must explain its reasons for not following the recommendations, including the scientific rationale for any disagreements with NMFS over the anticipated effects of the proposed action and the measures needed to offset such effects. NMFS believes the FAA, as the federal action agency, is responsible for documenting that the mitigation would fully offset the lost wetland functions through the National Environmental Policy Act process. 11.8

In closing, NMFS can not conclude that the habitat conservation goals of the Magnuson-Stevens Act have been met for this project nor can we conclude that the FAA has met the procedural requirements of the Magnuson-Stevens Act. We maintain our recommendations to develop a compensatory mitigation plan and the associated monitoring. We would be willing to work with the FAA in the development of these plans. We also can advise on the most effective path to completing the EFH consultation. 11.9

F-ACode

Thank you for the opportunity to provide comments. Related correspondence should be directed to the attention of Ms. Jocelyn Karazsia at our West Palm Beach office, which is co-located with the US Environmental Protection Agency at USEPA, 400 North Congress Avenue, Suite 120, West Palm Beach, Florida, 33401. She may be reached by telephone at (561) 616-8880, extension 207, or by e-mail at Jocelyn.Karazsia@noaa.gov.

Sincerely,

Pace Wilber

/ for

Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc: (via electronic mail)

EPA, Miedema.Ron@epa.gov
FWS, Paul_Souza@fws.gov
FWCC, Lisa.Gregg@MyFWC.com
Broward County, JKRAWCZYK@broward.org
SAFMC, Roger.Pugliese@safmc.net
NOAA PPI, ppi.nepa@noaa.gov
F/SER, David.Keys@noaa.gov
F/SER3, Eric.Hawk@noaa.gov
F/SER4, David.Dale@noaa.gov
F/SER47, Jocelyn.Karazsia@noaa.gov

F-ACXXo

07/16/08 11:14 FAX 9545224802 @001

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

RE: FEIS at Ft. Lauderdale/Hollywood International Airport
Runway 9R/27L - South Runway Extension at FLL

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. P/8.16

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 Ft. Lauderdale/Hollywood International Airport while others will increase their number of flights. Thus, no major variation in the number of flights. This doesn't warrant an expansion. R/20.0

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. P/8.58

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? P/3.37

A worried homeowner,

Sharon D

Sharon Dunham
817 NW 8th Avenue
Dania Beach, FL 33004

F-LC001

RECEIVED JUL 23 2008

Mr RP & D.K. Higgs
4520 SW 34th Ave.
Ft. Lauderdale
FL. 33312
954 9666147
07/20/08

ATT:-
Ms. Virginia Lane

As a resisdent at this address for the last 32yrs., Broward Goverment fails me in the public interest. To explain:- From University Drive west to State Rd 27 is 22 miles. At that time I believe there were approximately four homes on State Rd. 84, being your only route to Alligator Alley. However at that time Interstate 595 E.W. and Interstate 75 N.S. were on their plans.

The goverment of Broward County was aware of the counties population growth. Why wasn't an airport built or considered where the City of Western is today? If the interest is the safety of the population of Broward County, why did they put a passenger train station under the direct flight path? I live approximately two miles west of Malalucca Isles. The residents of these Isles, who live in irreplaceable homes, where the impact will be most profound, the airport expansion therefore must be stopped from any further expansion. P/4.16 R/20.0

F-LC002

Our sincere thanks for your time and energy over this very important issue.

Yours Sincerely

Dawn Hicks

07/20/08

REF: FEIS- FLL SOUTH RUNWAY EXT.

RECEIVED JUL 2 3 2008

To Whom It May Concern,

I can not understand why the insistance on lengthening the "South Runway" In the "Assessment of Airfield Development Alternatives" Final Report dated November 2003; it clearly shows that a parallel runway to the north will only marginally change the noise footprint. This alternative also avoids going into environmentally sensative areas, It avoids uprooting and moving families. It avoids buying insulated windows. Obviously a lot of people must be getting wealthy on this deal while our beautiful quiet neighborhoods are destroyed. The "South Runway" makes no sense in anyway.

7/20/08

Thank You,

MICHAEL CARPENTER

M. Carpenter

516 N.E. 3 ST

DANIA FL 33004

RECEIVED JUL 2 3 2008

7/19/08

Ms. Virginia Lane
FAA Orlando Airport District Office
5050 Hazeltine National Drive Suite 400
Orlando, FL 32822-5024

Dear Ms. Lane:

I'm a resident of Melaleuca Gardens in Broward County, FL . I have been watching this debate to expand the South runway at the Fort Lauderdale/Hollywood Airport go on for the past 10+ years that I have lived here and I know that a decision is forthcoming. I want to express my SINCERE concern about expanding the south runway. I know it will directly impact over 400 of our homes in the Melaleuca Gardens neighborhood plus countless others in the surrounding areas. The offers to "sound proof" our homes or possible buy them is unacceptable to me. I worked hard over the last several years and spent thousands of dollars to make my house a "home" and now my home is now being threatened due to an expansion that could be accommodated in other ways. Why aren't other options being looked at like the north parallel runway that will impact far less homes? Has this south runway expansion been reconsidered now that the airline industry has cut flights to FLL? United Airlines has totally ceased operations at FLL and several other airlines have cut capacity like Jet Blue, Frontier and Delta. I believe the airport runway capacity and proposed "waiting times" for the future MUST be reconsidered in light of these current issues. Also, Broward county has lost over 13,000 residents this past year and that pattern is predicted to increase over the next several years. Lastly, John Lloyd Beach State Park, which was recently listed by ABC's Good Morning America as one of the top state parks in the US, will most likely be obliterated because of the south runway expansion. Thousands of locals and tourists use visit this state park yearly not to mention the home it provides to hundred of wildlife species.

I ask that you PLEASE consider all options to this runway expansion and reconsider if it is even needed in light of current economic pressures and issues affecting this area and the airline industry. I personally invite you and other members of the FAA to our neighborhood so you can see now how the airport noise currently affects our homes. You will then be able to get a glimpse into how the proposed south runway noise will affect our neighborhood and quality of life. Put yourself in our situation. Would you want your home devalued and made barely liveable?

I will continue to pray to God and believe He will work this situation out for the good of those who live here. As the Bible states in Romans 8:28, "All things work together for good to those who love the Lord and are called according to His purpose". He is the ultimate authority. I place my full trust in Him. Take care and thank you for reading my letter.

P/6.6

ROD/3.10

P/8.58

ROD/3.10

P/22.6; 13.19

Sincerely,
Dan Fiore
530 NW 8th Street
Dania Beach, FL 33004
(954) 929-6601

Dan Fiore

F-LC004

↑ BEFORE ↑

530 NW 8th St.
Dania Beach FL 33004

↑ AFTER ↑

F-LC004

RECEIVED JUL 2 9 2008

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

Date: July 19, 2008

From: Pamela Hurley
4501 SW 34th Drive
Fort Lauderdale, FL 33312

Re: FEIS - FLL South Runway Extension

Dear Virginia,

How can the government in good conscience decide to spend billions of dollars on an airport expansion that, according to recent economic indicators, is not necessary? Airlines are drastically cutting back operations at FLL and, according to a recent Sun-Sentinel article, people are LEAVING Broward County. ROD/3,10

Plus all this concern about the environment. One wonders where that all went when the destruction of John U Lloyd Beach State Park seems a certainty if this unnecessary south runway extension is allowed to proceed. P/8,58

Sincerely,

Pamela M. Hurley
4501 SW 34th Drive
Fort Lauderdale, FL 33312

F-LC005

RECEIVED JUL 2 1 2008

Safety?

Dear Ms Lane:

I'm writing in response to the FAA decision to continue the misguided plan to extend the south runway at the Fort Lauderdale airport. I continue to ask about the practicality of this project but never get a straight answer. How do you rescue a burning plane with its passengers when at the east end of the elevated runway? Any ocean breeze will blanket the sole approach in smoke. The north, east and south access is up a steep forty-four foot embankment compounding the difficulty of the emergency. How does the closing of the crosswind runway make this airport safer? If I were a passenger in a damaged plane low on fuel I'd want my pilot to have every option possible. R/LC109.3

All I ask of you is to keep an open mind. Weigh the facts and make the right decision.

Sincerely

Gary Pellerin

Gary Pellerin

F-LC006

RECEIVED JUL 2 3 2008

July 20, 2008

Fax: 407-812-6978

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

Re: FEIS – FLL South Runway Extension- Fort Lauderdale, Florida

The impact of the South Runway on our vegetation, trees, ocean (fish species, turtles and our precious coral reef),not to mention the quality of life for thousands of residents will ruin South Florida's future for us and our children. P/16.0 6.1 11.61

The value of our homes is already lowered by the housing crunch and this runway will be the death blow to the value of our homes. Where are we to go ????

Our future, must allow us to save creatures, trees, and animal life.

A reduction of plane travel already indicates that a new runway is not necessary. Air lines are removing their routes from Fort Lauderdale already. The future of the airline industry indicates a future with less flights and a reduction of air lines. ROD/3.10

LOOK AHEAD ... THIS RUNWAY IS NOT NECESSARY AND IT'S OUR LIVES THAT ARE BEING RUINED, NOT YOURS.

Along with the Calypso gas pipe line from the Bahamas. This airport expansion will ruin a way of life and endanger much of the local population and neither is needed. R/20

WHERE WILL IT STOP???

Frank and Barbara Marino
625 N E 2 Place
Dania Beach, FL. 33004

F-LC007

07/19/2008 20:54 9549832953 DARBRO PAGE 01

RECEIVED JUL 2 4 2008

Ms. Lane,

My name is Michelle Darbro. I live at 5311 SW 22 Terrace,
Dania Beach FL.

I am writing regarding the official FEIA – FLL South Runway.

I would like to go on record as opposing (again and still) the runway construction suggested. R/20.0

In these difficult economic time and considering the environmental impact, airport expansion seems unnecessary for many reasons:

1. The economy does not warrant more air travel in our area. Resent newspaper reports indicate a drop in travel to and from our area (and for most Americans). P/3.10
2. The environmental impact on our beach, specifically John U. Lloyd Park will be irreparable. P/8.58
3. The noise (as we have been trying to tell you) impact for the residents here in the east part of Broward County will be intolerable, immeasurable, and unrelenting. P/22.6

Please consider slowing the course and reconsidering your options.

Thank you,
Michelle Darbro
Resident
Dania Beach, FL

M. Darbro

F-LC008

Ms. Virginia Lane,

RECEIVED JUL 2 3 2008

I am commenting on the proposed expansion of FFL Airport.

This proposal is devistating to the entire city of Dania. The old neighborhoods of NE and ~~SE~~ Dania will turn into slums. These homes were build 50 and 60 yrs ago when airport traffic was insignificant. Although some of these homes are outside the unrealistic noise contour, the homes adjacent to it will see depreciated property values which will affect the entire city. P|13.19 & 18.14

The raised runway will increase noise and pollution over the entire area. When winds are from the north or northwest, we already experience such affects. P|6.5

Insulationing and sound proofing does not work! Personally, we have already done these upgrades. And not to mention that occassionally citizens actually go outside! Do you know what it is like to have a plane overhead every 2 minutes??

How do you propose to finance the relocation of citizens if this should become necessary? It is costly to spend time finding new homes, moving, loss of work time, additional taxes, remodeling and relocation expenses. How do you handle the replacement of homes that people have owned for 20 plus years? waterfront properties, rental properties. Many families will be uprooted which will be detrimental both physically and emotionally. P|8.3

At a time when Florida is experiencing an economic upheaval, and the airline industry is experiencing major financial problems, this expansion is
an abuse of taxpayers money as well as impoverishing an entire city.

The FAA must be held accountable for any infringement of a citizens right to peace and tranquility.

Airport Expansion? NO!

Janice Reed
Dania, FL.

F-LC009

Dear Ms Virginia Lane, 7/22/08

RECEIVED JUL 24 2008

We would like to address the FEIS - FLL South Runway Extension. My Husband and I are against this having lived in other states where our relatives were forced out of their homes for this same reason. - Even if homes are soundproofed the Outside isn't. You become a prisoner in your own home. No more enjoying your own yard or seeing neighbors outside to talk to or the B B Q get togethers - We will be unable to attend the meeting but hope this letter can be counted on show we are against the FEIS-5TH Runway Extension. RK 20.1

Thankyou So much,

Mr. Mrs James H. Baker
5 W 42nd Terrace
Dania Beach
FL. 33314

F-LC010

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

To
cc
bcc
Subject Fll eis comments

July 28, 2008

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

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? ROD/3.0, 3.10

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? ROD 15.5 P/4.73

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 65/70 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? P/8.1

B) FAA recognizes the fact that impacts do exist outside the 65DNL. However, the FEDS shows no impacts exist. Please explain? ROD/8.0

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 65/70/75 DNL to be extended to my home. ROD/15.0

F-LC011

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. P/4.53, 2.6, 8.7) 6.5

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? P/6.0

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. P/22.4

Ninth, If other options are available that have less of an impact on John Lloyd Park. Why are they not being chosen. P/8.58

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. P/11.6

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. R/LC109.3

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-LC011

RECEIVED JUL 2 8 2008

Deborah Lewark

718 NW 8th Ave.

Dania, Fl. 33004

(954) 920-4475
Public comments on FEIS-FLL South Runway Extension

To whom it concerns,

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

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

Why is their a need to expand the airport ? The airlines are pulling out. They are leaving because it is no longer profitable. They don't have enough customers. Raising ticket prices is not the way to encourage more customers.... Has that been taken into consideration? Doesn't the new impact study use some of the old information?? The timing of flights could be managed more effectively. Pilots have repeated their concerns with the new runway. None of them want the purposed ramp runway. In their words "We are the ones with the responsibilty for the safety of our customers. Those runways are dangerous." Why is this continuing again and now? P|30,310

The cost of this expansion is unbelieveable. Who is this suppose to benefit? I'm sure the airport ,cruise ships, hotels,restaurants will all prosper and pay taxes. I am a tax payer . I'm NOT INTERESTED in USING OUR TAXES to INCREASE the few business' bottom lines. There are plenty of improvements the county could do to promote our cities and everyone could benefit. As far as the impact on the beach; we only have so much beach area. The impact on the park is already enough. Anymore noise and that park is history. I can't find a place to park at the beach now. If you eliminate an area the size of J. Lloyd park where are all the people (tourists and tax payers) going to go? Another state or country I would guess. P|18.16,8.58, 8.80

I consider my property very valuble. All of this has lowered our home values. People who need to move are stuck. Those of us who want to stay are tired of the constant battles for our homes. Each time its the same thing.(WE need your property, here is half ,or less, of what it is REALLY worth). This community is a developer's dream. We are 20 minutes to Miami, minutes from the beach, int. 95 and 595. Oh, we're also on the water and close to the airport . Please tell me where I can go and find all of that for what we're being offered ? (If I could even afford the taxes!) The latest I here is our only way to recover is a class action suit. More $$ spent on a already costly mistake. P|13.19

I also have concerns about the people west of the airport. Their impact, after the fact is going to be devistating to those who aren't in the know. Even if all goes according to plan, these people won't just roll over and live in earplugs. This expansion is GOING TO GREATLY EFFECT MANY MANY PEOPLE WHO ARE NOT IN THE IMPACT ZONES. We won't just disappear. These noise impact tests don't prove a thing to me. I KNOW this WILL GREATLY impact my life in a very negitive, unacceptable way. This has gone on for so long because it is not right. For every response you receive their are many more who don't take the time to write. P|22.6,8.52 4.55

Deborah Lewark
(Homeowner)

F-LC012

RECEIVED JUL 2 8 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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I am writing to you as a homeowner, Concerned Citizen and taxpayer. We live in one of the most beautiful areas of the country. We have John U. Lloyd State Park a mile from our home. It has been proclaimed a "National Treasure" but yet we plan to destroy it by extending a runway that is unnessary, especially in these economic times. The airlines are in trouble and I have P|8.68

1 of 3

F-LC013

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

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

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

F-LC013

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

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

runway expansion is a priority. pod 20.0

Robert and Linda Ruceriso
910 Nautilus Isle
Dania Beach, FL 33004

954-925-4027

CC: Lieberman
K Jacobs
S Ritter
K Keechl
L Wexler
S Gunzburger
D Wasserman Rubin
Lindstrom

F-LC013

RECEIVED JUL 2 8 2008

From: Raven Cohan
314 Oak St.
Hollywood, 33019

July 22-'08

Signed: Raven Cohan

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

On runway 9R/27L: I have read through the report's proposal; "2.0 Airport's sponsor's proposed project." Not being anyone "important" and only a resident of N. Hollywood 8ch at above address since '92, I continue to be concerned that developmental growth requires residents such as those of us who write against this project, will lose all the peace that we moved to Florida to find.

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

I can't demand anything, but PLEASE STOP THIS ridiculous quest to destroy a serene & beautiful place. P|2.0

F-LC014

RECEIVED JUL 2 8 2008 7/22/08

Attn Ms. Virginia Lane
FAA Orlando Airports District Office

We are in the midst of an energy crisis and an oncoming recession. The cost of expanding the Airport has risen dramatically since the inception some 20 yrs ago. Is it/really worth it? P|3.0

Why hasn't the FAA restricted the operations on the proposed south runway? Will it now be 24 hrs of noise? P|2.16

What about the environmental impact, not only on John U Lloyd Beach State Park, but all the surrounding areas with mangroves which protect the baby fishes and birds? P|8.58, 11.4, 6.4, 6.5

Enclosed are some other areas affecting the quality of life for humans too.

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

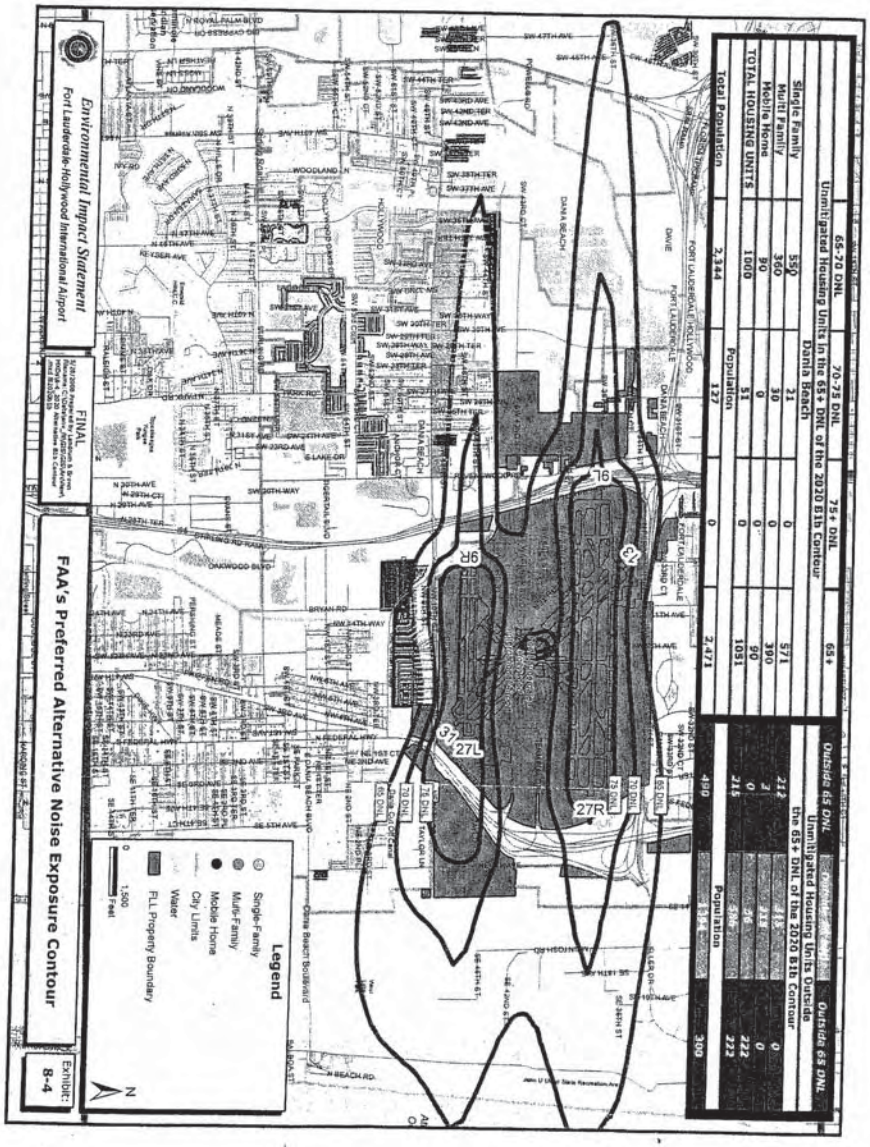
Please review the pros + cons.

Sincerly,
Virginia Tahaney
684 NE 1st
DANIA Beach FL 33004

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

F-LC015

F-LC015



MELALEUCA GARDENS HOMEOWNERS ASSOCIATION

www.mymgha.net

SPECIAL MEETING REGARDING THE FEIS

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

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

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

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

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

Fax: 407-812-6978

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

The FEIS can be found at: fll.net
Recognize this is an incredibly lengthy document.

Things to do: ATTEND OUR MEETING

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

F-LC015

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

3.

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

1. Now that there is an energy crisis and United, American and Spirit have drastically cut back on operations at FLL, should the FEIS analysis be updated based on these reduced operation levels, and doesn't it impact the baseline as well as projections used in the analysis? Is there still a 6 minute delay forecasted in 20202 with these reductions? RUD/3.0, 3.10

2. Why isn't the real cost of the runway presented? Why are we spending over $2 billion dollars to reduce the number of runways at FLL from 3 to 2, and with the reduction of the major carriers do we still need a second "long" runway? P/16.2 RUD 15.15, 15.16

3. 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. The expansion of the South Runway will obliterate this park. Make sense? P/8.58

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

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

The FAA mitigates to the 65 DNL.

F-LC015

F-LC015

n-Sentinel · Tuesday, July 22, 2008 · SB*

YOURMONEY

DOWN: 11,467.34 (-29.23) ▼ S&P 500: 1,260.00 (-0.68) ▼ NASDAQ: 2,279.53 (-3.25) ▲ OIL: $131.04/bbl (-$2.16) ▼ 10-YR NOTE: 3.92% (-0.05%)

ON EDITOR ANNE VASQUEZ, 954-356-4670, alvasquez@sun-sentinel.com

DIVIDENDS 3 · BUSINESS TOPICS 3 · MARKETS 4 · COMICS

Royal Caribbean lays off 400

ruise operator cites fuel prices as earnings tumble

KLYN GIOVIS
WRITER

yal Caribbean Cruises Ltd., the d's second-largest cruise opera- Monday laid off about 400 em- ees — most from Broward and mi-Dade counties* — and blamed g fuel prices for reducing earnings and forcing cuts to operations.

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

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

In 2009, Royal Caribbean will debut the largest cruise ship in the world — the $1 billion *Oasis of the Seas*. The ship will sail from Port Everglades and carry 5,400 passengers.

Despite record fuel prices, consumer demand for cruises and onboard spending "continues to be resilient," Royal Caribbean said in a statement.

Sheehan said the bulk of the 400 job cuts were shoreline positions from executives to clerical personne in South Florida, where until Monday the company employed about 2,300 employees at offices in Miramar and Miami.

Employees were notified Monday that it was their last day of work, he said, noting the action prompted th

■ LAYOFFS CONTINUES ON 2D

More airlines to cut service in S. Florida

BY JACLYN GIOVIS
STAFF WRITER

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

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

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

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

MIDWEST CONTINUES ON

SCALING BACK

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

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

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

F-LC015

Midwest, Allegiant latest airlines to trim Fort Lauderdale service

MIDWEST
CONTINUED FROM PAGE 1D

the last day of service on that route will be Aug. 2. Customers with existing reservations will receive a written notice of the change and may request a refund online (www.midwestairlines.com) or through the company's reservation line (800-452-2022).

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

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

United Airlines, the nation's second-largest carrier, said last month it would pull out of Fort Lauderdale and West Palm Beach in September. Other major legacy carriers, including US Airways and American Airlines, are whittling down flights to local airports.

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

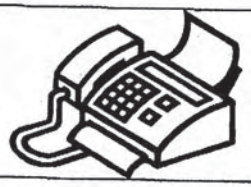
Allegiant began offering service to Fort Lauderdale airport last November. The Las Vegas-based airline will continue to offer nonstop flights between Fort Lauderdale and Greenville-Spartanburg, S.C.; Knoxville, Tenn.; and Plattsburgh, N.Y.

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

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

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

F-LC015



A facsimile from

Gloria Vagi
4451 SW 34th Drive
Ft. Lauderdale, FL 33312
954-472-7653

To: Ms. Virginia Lane
Fax number: 407-812-6978

Date: 7/28/2008

Regarding: FEIS – FLL South Runway Extension

Comments: 3 pages including fax cover

FLC016

July 27, 2008

RE: FEIS - FLL South Runway Extension

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

Dear Ms. Lane:

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

Why has the FAA chosen the worst choice when there are other alternatives that would be safer, less offensive and disruptive to the quality of life of its citizens as well as much less costly. At a time when our economy is struggling, shouldn't we spend our money wisely? Shouldn't the safety of the passengers and crew be of utmost importance when building a new runway. The proposed runway will be elevated to the extent that pilots have stated that they will not land on that runway because of serious, life-threatening situations. Paramedics and firefighters have stated that the elevated runway will have the potential for a greater loss of life in case of any emergency because they will not be able to reach the passengers and crew quickly because there is only one way to reach them and they will have to fight the debris and fuel, probably on fire, before they could ever reach a passenger to try to save their lives. P/3.37

Why has the FAA indicated that is does not intend to comply with operational restrictions at the airport which is already written in the Interlocal Agreement between Broward County and the City of Dania Beach? Does this in fact insinuate that county and city governments have no say as to what will happen to the lives and families impacted by any situation that a Federal agency has a say so in? If that's the case, why have city and local governments at all? Why don't we call ourselves a dictatorship and have the "Feds" run the whole thing? P/2.6

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

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

Based on the "facts" airport traffic is decreasing rapidly and there are airlines who service Ft. Lauderdale who have now gone out of business and have declared bankruptcy. Other major airlines such as Delta have expressed concerns of declaring bankruptcy as well. Is it necessary to expand the runway to accommodate more and larger planes to handle more traffic which is plainly not happening and is not going to happen in the foreseeable future? ROD 3.03, 3.10

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

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

FLC016

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

P/3.16 P/3.25

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

ROD/3.10

Operations at the airport declined by 5.3% for air carrier enplanements and 10.7% for commuter enplanements is 2006, but the FAA still predicts that operations of the airport will increase through 2020. Even if operations increased dramatically tomorrow, it would take several years to make up the losses already realized by the airlines. We are going into 2009 which means that almost ½ of the projection period is already over. If the remaining 10 years of your projection were showing an increase – as you predicted – (which is highly unlikely) it still would not be enough to gain back the already suffered losses and justify this expansion project!

ROD/3.10

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

P/4.4

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

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

ROD/15.0

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

P/8.58

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

ROD/20.0

Sincerely,

Gloria Vagi

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

F-LC016

July 28, 2008

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

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

FEIS - South Runway Extension

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

ROD 20.0

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

⇒ P/13.19

P/3.49

F-LC017

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I believe that in the Final Environmental Impact Statement for the FLL Expansion there are numerous errors, along with many unanswered questions due to the lack of proper data. The EIS studies were done to 2020 for the environmental impacts, but FAA has based its' expansion decisions on benefits through 2030. Will these impact studies be done, when & what will they show for these ten years? FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more impact on the environment than the present EIS shows. Even if I believed that the EIS is accurate, there are better alternatives. P/6.10 P/2.6

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

P/6.4, 6.5 P/11.4 P/8.58 P/6.4, 6.5 14.4 ROD/14.1

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

P/6.1, 22.6 ROD/13.8

F-LC018

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

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

The Final EIS does not address the present economy in a downward spiral and fuel prices getting more expensive, airline companies going out of business or cutting back flights and how this will impact aircraft flying in & out of the airport. Considering all this, it means that expansion may not be necessary as FAA said. P/3.47 ROD/3.10 3.0

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. I heard from a friend that the roads are congested already and they have water restrictions, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income needed to pay for the cost of new runways, gates, roads, buildings and whatever else needs to be built, it will ultimately fall on people like me through tax dollars to bail Broward County out. Taking everything into consideration how can FAA justify the Raised South Runway Alternative? P/4.4, 16.2

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

F-LC018

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

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

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

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

F-LC019

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

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

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

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

Sincerely,
Barrett Gill
1314A West College, Murfreesboro, TN 37130

F-LC019

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its' expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives. ROD 13.8

The South Runway Alternatives will have a greater impact on wetlands, parks & residents than the North Runway C1 Alternative would have. The wetlands on the South are a high quality wetlands area where the wetlands on the North are a low quality wetlands area which will have less impact to these wetlands. With our Eco-system being destroyed as fast as it is why would we not choose an alternative that would have the least amount of impact? The EIS report acknowledges that there are endangered species that will be affected to some degree if the South runway is built. Should we not be trying to protect them to the very best of our ability instead of our second best? Also the surrounding parks will be impacted more from the South Runway Alternatives than the North Runway C1 Alternative. John U Lloyd State Park was just featured on Good Morning America and Congressman Klein heralded the park as a "national treasure" on the Floor of the House on July 17, 2008. With this type of national exposure we stand to attract more tourists to our area because of our own "national treasure". Why would we want to go ahead with the South Runway Alternatives creating even more deafening noise throughout more of the park for visiting tourists while destroying wildlife & the environment with more pollution than need be when the North Runway C1 Alternative would have a far less impact? Tourists mean a stronger economy for Broward but if we destroy the very thing they come for we will hurt all of Broward County. Also FAA has not taken into consideration the present air quality from the nearby power plant added to more and larger planes for the Raised South Runway in the final EIS. How will this affect people with breathing problems like me and some of our neighbors? In my home I constantly wipe up oily black dirt from furniture and countertops created from the power plant and the present airplanes flying over/near us. How much worse will this be with the South Runway Alternatives and at what health risk? P/ 6.4 6.5 P/11.4 P/8.58 ROD 14.1

The South Runway Alternatives will also increase the noise in Dania Beach and will negatively impact the quality of life to residents. I live in line with the present south runway, with the north runway being just to the north, and the present noise can be extremely loud and disruptive at times. The planes wake me up &/or keep me awake at night or in the morning. Many times we have to stop talking because we cannot hear each other or simply can not enjoy a movie, TV or music. As I looked at the contour lines for projected noise for the proposed South Runway Alternatives it shows the noise level far worse than we presently have and the EIS does not even address the greater noise level of a raised runway. The noise from a raised South Runway will be deafening and far worse than the contour charts show. The Greenbelt buffer will provide no relief to noise for us and will in no way shield the ugly image of the runway. FAA has not addressed the Resident's enjoyment of Florida's gorgeous weather being severely impacted by the South Runway Expansion. We live out-of-doors all year around here in South Florida and the question of "how do you soundproof it" has not been answered. The fact is, is that the North Runway Alternative would have less impact in all of the above areas. Add to all of this the fact that FAA has failed to comply with its own environmental laws for years and there is no reason to believe that they will live up to their own mitigation assurances. P/ 6.1 2 2.6

F-LC020

Not only is the Raised South Runway Alternative the most expensive to build of all the alternatives but the cost estimate to build it did not include the cost of buying out hundreds of homes/property in Melaleuca Gardens and Atlantic Village which will be in the Runway Protection Zone and all of which the FLL/Broward will have to pay for. That means it will cost a lot more than what the cost estimate said it would take to build the Raised South Runway Alternative. The North Parallel Runway Alternative would not only be cheaper to build but there is land readily available, at no cost, to the business' that would have to be moved. However the cost estimates did not take this into account but rather added this cost onto their report along with moving costs when in fact FAA will pay for moving business not the FLL/Broward. So if you deduct these costs it makes the North Parallel Runway Alternative even less expensive than stated in the cost estimates. So taking all of the above into consideration what makes the Raised South Runway Alternative so much better than the North Parallel Runway? ROD 13.8

With the present economy in a downward spiral and fuel prices spiraling upward projections of demand overestimate growth at the airport. The Final EIS does not address the cost increase of jet fuel and how this will impact aircraft flying in & out of the airport nor the recent, or future, reduction in operations at the airport by airline companies. Operations at the Airport declined by 16% overall in 2006. Considering all this, it means that expansion may not be necessary as indicated by the Final EIS. P/ 3.47 ROD 3.10 3.0

The FAA eliminated other alternatives as being fatally flawed because they encroached on I-95 and CSX Railroad. Why did they not eliminate alternatives that encroach on US 1 or the FEC Railroad as flawed? Why did FAA use 2002 data and not more recent data when looking at economic impacts to Broward County? This data did not include the current negative economic forecast for the airlines. South Florida is land locked between the Everglades and the ocean. Our roads are congested already and we have water shortages, coming power problems, poor school systems, high crime, high taxes and not enough land. If the airport expansion goes ahead and in this present economy can not produce the income to pay for itself plus construction of new runways, gates, roads, buildings and whatever else needs to be done it will fall on "we the people" of Broward County to pay the ultimate price for it. Taking everything into consideration how can FAA justify the Raised South Runway Alternative? P/ 4.4 162

Sincerely,
Dorthy Hennigan
4381 SW 34 Lane, FT. Lauderdale 33312

F-LC020

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I believe in the Final Environmental Impact Statement on FLL Expansion you have potential major errors along with unanswered questions due to lack of proper data. The EIS studies were done only to 2020 for environmental impacts but FAA has based its' expansion decisions on benefits through 2030. FAA has also recently stated that it does not intend on complying with operational restrictions contained in the Inter-local Agreement between Broward County and the city of Dania Beach which will mean even more environmental impact than the present EIS show. Even if I believed that the EIS was truly accurate there are better alternatives. P/6.0

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

P/6.4 6.5 P/11.4 P.8.58 P6.4 6.5 14.4 ROD/ 14.1

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

P.6.1 ROD 13.8

F-LC021

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

P/ 8.35

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

P/3.47 ROD 3.40 3.0

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

P/4.4, 16.2

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

F-LC021

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

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

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

F-LC022

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

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

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

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

F-LC022

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

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

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F-LC023

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

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

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

F-LC023