RECEIVED JUL 3 0 2008

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

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

July 25, '08

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

You must not allow the FAA to overrule operational restrictions at Ft Laud Hollywood Airport. There are no benefits to be obtained by this construction except DESTRUCTION to our homes, our lives, & all Nature around us.

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

P 23.20

Airport usage has declined & assured will decline much more when all our residents & business owners advise their out of town friends, family, & business associates not to use this airport. To some extent we have already commenced doing this.

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

F-LC115 Sevanberg

2.

area.

As far as tourism goes, tourists will use the northern area airports nearer to their hotels, etc. so usage of the south runway will decline even much further.

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

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

ROD 20.0

Juanita Sevanberg
4500 S.W. 38th Ter.
Dania Bch, Fl. 33312

F-LC115_Sevanberg

RECEIVED JUL 3 0 2008

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

Mrs. Dennis Simone
4611 SW 34th Drive
Ft. Lauderdale, Fla. 33312
(west of the airport).

Regarding: FEIS – FLL South Runway Extension

my story ↓

Dear Ms. Lane,

I live just West of the airport on SW 34th Drive with my husband & still two daughters at home for 20 yrs. now. We enjoy our peaceful life on the canal. If the airplanes come over our house every 2 minutes or so, it will destroy this family life we now have. My girls love laying out in the sun & having friends over, as does my husband love to entertain out by the canal, grilling. I fear, too, of a dreadful accident that could happen flying planes over our neighborhoods. The proposed elevated runways sounds dangerous & even pilots attending the meeting said it would be changelling. I know personally I will never fly out of the Ft. Laud. airport b/c of this dangerous take off & landing. My family (7 of us) will fly out of Miami if they do build this type of runway. Also why do they really need to do this with American Airlines, Spirit, ect. making fewer stops here? And what will the noise do to the John Lloyd Park and all the visitors to that Park. People will go elsewhere & the city would lose Revenue. Some of my thoughts - we are totally not for this proposal.

R LC116 3

F 4.58

Sincerely, Mrs. Simone

[redacted]

F-LC116

RECEIVED JUL 3 0 2008

July 28, 2008

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

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

Subject: FEIS – FLL South Runway Extension

Dear Ms. Lane:

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

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

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

ROD 3.0

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

ROD 15.14

Respectfully Submitted,

Peter A. Mir - Concerned Homeowner

F-LC117-M.P

RECEIVED JUL 30 2008

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

THIS PROPOSAL IS RIDICULOUS IT WAS PLANNED FOR YEARS AGO WHEN FUEL WAS CHEAP, LETS FACE IT. THERE IS NO NEED NOW OR IN THE FUTURE FOR EXPANSION, LESS PEOPLE WILL BE FLYING. JUST LOOK AT THE STATS. THE ONLY REASON TO PROCEED WITH THIS EXPANSION IS SO LOCAL POLITICIANS CAN GET THEIR PIECE OF THE PIE. I AM A PILOT AND NOISE DOES NOT REALLY BOTHER ME. BUT WE DO NOT NEED ANY EXPANSION ANYWHERE NOW OR IN THE NEAR FUTURE. RUD 20.0

ANTHONY BURRELL.
4510 SW 43 AVE.
FORT LAUDERDALE FL
33314

FAA.
PVT LIC.
142608004

F-LC118_Burrell

RECEIVED JUL 30 2008

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

Please do not let this South Runway Extension Project go through at Hollywood Ft Laud Airport. I have lived in this home since 1961. And I seen alot of progress in all those years Most of it good. But the noise from the Airport is horrible. You can't sleep and listen to T.V. or talk on the phone. Please, Please We beg of you. Stop this project. RUD 20.0

Sincerely
Mrs Sally Johnson
a 46 years Broward County resident.

F-LC119_Johnson

RECEIVED

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Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5024
Phone: 407-812-6331, Ext. 129 Fax: 407-812-6978

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

#1 Why an airport extension? given everything that is occuring in the airline industry (massive layoffs, reduced flights), the price of fuel, the budget shortfalls etc. Plus of all the choices the most expansive and damageable one was chosen 8,000 feet escalated (45 feet) runway. P 3.0 R LC 109.3

#2. This runway design is unsafe for any kind of emergency that may occur. There will be a problem to access any mishap such as a fire, a crash or any other reason to evacuate the passengers and the crue R LC 109.3

#3 The propose construction of the elevated runway with dredded material is not compatable for compacting. Computation of the amount of water necessided for it would put a severe demand on avalable water in Florida. P 10.21, 12.17

#4. The pilots will be reluctant to utilise a runway stoping and elevated 45 feet with a big gully between it and the taxiway R LC 109.3

Mrs Jocline Jastonguay
2310 S.W. 86th Ter.
Davie FL 33324

FAX Monday July 28th 2008
10.35 AM.

F-LC120_Jastonguay

RECEIVED JUL 2 2008

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

Regarding FEIS- FLL South Runway Extension

Dear Ms. Lane.

Do to the recent economic slowdown and the decrease in Airport operations at FLL there is no Valid reason to expand the south Runway. I have monitored Traffic here for the 12 years that I have lived in my house on SW 28th Ave. After Ten O'clock in the morning the Airport has very little traffic. Unfortunately everyone can not land at the same time. The cruise ships will just have to wait a little longer to leave port. They all try to schedule there people in so they can leave port at 4:00 PM. My property will be destroyed for the Cruise ships. I bought my house in 1999. I pay taxes on 82,000. Even if you give me fare market value, where am I going to go to live? Now I have to buy the same house elsewhere and pay taxes on a 250,000 dollar house. You have now driven me out of my home and my job. I guess the FAA feels that only rich people should be allowed to live in a house in Florida. I spent 10 years flying in the US Navy. I guess this is how my Federal Government repays me.
The meetings that were held were all based on the Noise mitigation. All votes were taken with noise Mitigation times taken into consideration. It is dishonest to now say you're not going to follow any restrictions. Many more people would have apposed this project had they known the truth.
I am strongly apposed to the extension of the South Runway, especially when there are other options. ROD 20.0

Home Owner,

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

Donald H Denis

F-LC121_Denis

RECEIVED JUL 3 0 2008

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

Please, please listen to the residents of Dania Beach. We have lived here a long time - seen progress - enjoyed the area - and the people - Now no one is considering the upheaval you are causing us. With air lines pulling out - less flights and the economy like it is — what is the purpose to have another runway? Where or how can you give us the same standard of living - on a canal - access to the ocean - where are these special God given areas - which the Dania residents so deserve?

Please reconsider -

Griff and Alice George

ROD 20.0

F-LC122-George

RECEIVED JUL 3 0 2008

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

Re: 2717 SW. 46 ct.
DANIA BEACH. Fl 33312

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

As a citizen of this country I can't Belive what is happening with our neighborhood in my case it is very bad as it is, you can't go in the "Pool" because is full of Kerosene from the Planes flying over head, I can scrape the Kerosene from the pool tiles, the plants are all diying, every time a plane goes by the House shakes. I expend $8,000.00 in new windows and it is the same, also a new Roof $11,500.00. We're retired people and we can't afford to move even if they buy the propery, we live on a social security check and believe me it is very hard. What ever happened to "Liberty and Justice for all" It is hard to digest that this politicians sell their souls to the highest bidder. And this is now only with small planes figure it when the big planes start landing and taking off from this Runway. It will be hard to get a good night sleep in this neighborhood. But it is like the old saying The Big fish eat the small.

Herbert Rodriguez

Amanda Rodriguez

ROD 20.0

F-LC123

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Comments can only be accepted with the full name and address of the individual commenting.

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

Why is the FAA allowed to present a final EIS and has not addressed the major impacts that are affecting our city, community, parks, and unsafe environment which will be a result of the proposed "South Runway"?

Our economy is affecting airlines, especially, due to the high costs of fuel and it is completely unnecessary to be anticipating growth at this time.

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

ROD 20.0

Toni Montuoro
2300 S.W. 86th Terrace
Davie, FL 33324

FAX ON MONDAY 10:25 AM July 28th 2008

F-LC124_Montuoro

RECEIVED JUL 30 2008

July 25, 2008

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

Regarding FEIS - FLL south runway extension

Dear Ms. Lane,

NEED FOR RUNWAY

1. The FAA does not take into consideration the long range increasing price of oil and the resulting increase in jet fuel price. Airlines are already dropping service to FLL and by the year 2009 and later, the airline industry will be bankrupt unless they drastically increase fares. How many operations will FLL have when the cheapest ticket between FLL and New York City is $2000.00? Jet fuel will not be cheaper in 2009 much less in 2012. The operations FAA is predicting will not happen and is wildly off the mark.

ROD 3.0

2. The FAA refused to consider limiting operations by instituting a slotery program at FLL. Furthermore, the FAA/Airline industry did not consider time of day pricing to shave off the peak demand at FLL. By FAA reasoning, the airline industry is somehow entitled to no restrictions on their operations. That is blindly one sided in favor of corporate American compared to the protection offered to single family homes and parks around FLL. Restricting operations would have much less environmental impact than any proposed runway building project.

P3.49, 8.29

3. How can the FAA cite the need for a new air carrier runway on the south side of the airport while recommending the closing of the crosswind runway 13-31? This is so totally illogical as to be absurd. Should all the FAA proposals be implemented, a three(3) runway airport will be reduced to a two (2) runway airport. If anything should happen to either runway for an extended period of time, half the operations will be diverted or delayed. Having a shorter 13-31 would allow for some commuter jet, turboprop, and GA operations to relieve congestion on the remaining runway in operation. You do not increase capacity by closing runways.

ROD 15.15

4. The economic factors the FAA cities for increased runway capacity are wrong. Public school enrollment has dropped for the past two years in Broward County. In fact, there were recent articles in the Sun-Sentinel about some Broward County cities actually losing population. Furthermore, recent demographic studies suggest there has been an outflow of residents in contrast to the double digit increases of many years past. Due to the huge increase in insurance and property taxes, road congestion, and generally crowded conditions, Broward County has been a far less desirable place to relocate to. Your economic projects indicate nothing but continued growth in population. This is wrong. Unless something drastically changes economically, population growth in Broward County is stagnant or extremely slow growth long term.

P 13.0

F-LC125_Field

ENVIRONMENTAL IMPACTS

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

P4.58, 8.80, 9.0

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

P8.24

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

ROD 13.4

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

P18.16 ROD15.0

Jay Field
4501 SW 30 Way
Dania Beach FL 33312

cc: Dania Beach Commission

Jay Field

F-LC125_Field

Jeff Muharsky
4632 SW 34TH TERRACE
DANIA BEACH, FL 33312
(954) 258-5282
jeffn55802@msn.com

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

Dear Ms. Lane,

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

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

1. The cost of B1b and B1c exceeds 2 Billion dollars

P.16.2

2. The environmental impact for residents - not just next to the airport - but those who live all the way to the west edge of the county will be monumental. The number of residents impacted greatly exceeds those just in the 'FAA noise contour.'

P 8.52-8.55

3. The intent to build a runway which ends more than 40 feet in the air is absurd. The FAA stated at one of the Expansion Meetings that 'a graded runway has been done before - i.e. LAS' - but failed to mention that these are constructed to integrate into surrounding terrain. If this runway were to get built as proposed here, after the planes land on 9R, when they get onto the taxi-way they will have to taxi all the way back to the departure end to get to ground level. This is bound to create a bottleneck and more delays.

RLC109.3

4. I frequently will go to the FLL Viewing Area with a sandwich to watch the airplanes take off and land. The few times I do see multiple airplanes waiting to take off, general aviation planes, who could be using the south runway (9R,) are landing and taking off on 9L - thus they are the very reason for the bottle-neck. It would be such a logical resolution to have these general aviation planes land and depart on 9R.

P3.52

F-LC126_Muharsky

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

6. The Broward County population is declining and this data has been published. Right now our cost per seat is approximately $4. With this expansion, it is going to hover around $16+ per seat. This is bound to drive out low cost carriers (like Spirit, South-West, Air Tran, etc.) How could this be positive change for the residents of Broward County? P3.0

7. Both the B1b & B1c alternatives will reduce the number of the airport's runways down from 3 to 2. The C1c alternative, on the other hand, would leave us with 4 usable runways, does not require homeowner mitigation, does not impact the wetlands and parks and costs 1.5 BILLION LESS. ROD 15.15

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

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

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

Respectfully,

Jeff Muharsky

F-LC126_Muharsky

July 28/08

MS Virginia Jane
FAA Orlando airports District office
5950 Hogarthine National Drive
Orlando FL 32822-5024

RECEIVED JUL 30 2008

Regarding FEIS - FLL South Runway extension

Dear MS Jane

My name is Gilles St Amand, I wrote to you before. I live near FLL airport. I would like to inform you, that just this past week a person from the Melaleuca homeowners association has left 3 letters in my Mailbox urging the people to write to you. These letters are filled with lies, half truths and basicaly their intent are to scare people of the airport expansion

F-LC127_St Amand

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

Please Ms Faxe don't let This overzealous person influence your decision. We need The airport expansion for The economy. We need all the jobs that The expansion of airport will bring us. It is a Win-Win situation for all of us in The County.

ROD 19.0

Thank you

Celles ST AMAND
4532 SW 25 AVE
FT Laud FL 33312
954- 987-7842

F-LC127-St Amand

To: Ilieberman@broward.org, kjacobs@broward.org, sritter@broward.org, kkeechl@broward.org, lwexler@broward.org, sgunzburger@broward.org, jrodstrom@broward.org, dwassermanrubin@broward.org, jeggelletion@broward.org, Charlie.crist@myflorida.com, Virginia Lane/ASO/FAA@FAA, Rebecca Henry/ASO/FAA@FAA, Michael.sole@dep.state.fl.us, Stephanie.kopelousos@dot.state.fl.us, Felicia.goldstein@mail.house.gov, Jodi.davidson@mail.house.gov
From: Alex <blancoal@gmail.com>
Date: 07/25/2008 10:41PM
cc: "Lorraine Hofheinz" <hofheinz@bellsouth.net>
Subject: citizen opposition to the south runway ft. lauderdale project

ROD 20.0

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

sincerely,
Alex Blanco
3240 Maple Lane
Davie, FL 33328

F-LC128

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

July 28, 2008

Virginia Lane
FAA

Re: Comments on Fort Lauderdale Airport Expansion

Dear Ms. Lane:

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

ROD 15.0

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

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

Sincerely,

Janie Roulette

F-LC127

Randi & Harvey Meshel
4740 N. 36th Court
Hollywood, Florida 33021
954-966-5022 Telephone, 954-987-6856 Fax
Email: rhmeshel@comcast.net

VIA FACSIMILE 407-812-6978

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

Re: FEIS – FLL South Runway Extension

Dear Ms. Lane,

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

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

P8.58

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

ROD 3.10

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

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

ROD 20.0

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

Yours truly,

Randi Meshel

F-LC130

DAVID W. HORVITZ
LAS OLAS CITY CENTRE
401 EAST LAS OLAS BOULEVARD
SUITE 2200
FORT LAUDERDALE, FLORIDA 33301

TELEPHONE (954) 523-7771
FAX (954) 523-9594

BY FAX

407-812-6978

July 23, 2008

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

Re: FLL expansion

Dear Ms. Lane,

The expansion recommended by the FAA to FLL is smart and important to both the life-style of South Florida's population and its economy. It solves numerous problems.

Whether by professionalism or by political machinations, the results of this interminable process is the right one. As a frequent private flyer and airline victim, I applaud your decision.

ROD 19.0

Sincerely,

David W. Horvitz

July 22/08

MS. Virginia Lane
FAA orlando airports district office
5950 Hazeltine National Dr. Suite 400
Orlando FL 32822-5024

RE: FEIS – FLL South Runway.

Dear MS Lane.

My name is Gilles st amand
I reside at 4532 S.W. 25 AV.
FT lauderdale (just west of airport)
for more than 15 years; and we
(my neighbors agreed) have been in
a state of limbo with the airport
expansion. It is time To move on

The county needs The airport
expansion, it will bring new Jobs

ROD 19.0

With The construction of airport runway, soundproofing houses and Thousands of related Jobs With Tourism ect.. It is a Win Win situation. The new proposal for compensation for home owners is fair and equitable

Please Ms lane don't let a few people of an owner association speak for all of us. We are ready for The expansion; it will be great for The economy and future of Broward county. sincerely

ROD 19.0

Gilles St amand
4532 SW 25 AV
FT Laud FL 33312

F-LC132

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,

HAVING LOOKED AT THE STATS IN THE IMPACT STUDY AND THE PROJECTED USE OF THE AIRPORT THE NUMBERS ARE PROJECTIONS OF THE PAST! THE AIRLINES IN TODAY'S ECONOMY ARE DIFFERENT, LIKE THE AUTO MANUFACTURES IN THIS COUNTRY THEY ARE IN FINANCIAL TROUBLE. THE ROADS AND MAJOR HIWAYS DOWN HERE NEED ATTENTION NOT MORE TRAFFIC CREATED BY MORE TOURIST OR OVER POPULATION. THE EXPANSION OF SOUTH RUNWAY AT FT LAUDERDALE, IS HARMFUL TO THE ENVIRONMENT AND DISPLACING PEOPLE FROM THEIR HOMES. STEP BACK, LOOK AGAIN LETS NOT RUIN OUR STATE PARKS AND BEACHES.

ROD 20.0
P 8.58
P 6.4
P 6.5

CHRIS BARILE
W. 121 SE 1ST AVE
DANIA BEACH FL
33004

H. 5099 SW 28 AVE
DANIA BEACH, FL 33312

F-LC133

I'm writing regarding the FAA's FEIS. I can understand a need to expand the airport but not in such a dramatic way. Recently 4 airlines pulled all of their flights out of Ft. Lauderdale. So many of the news reports say that the airlines are cutting the number of flights dramatically due to high fuel costs. Many of the airlines will fold or consolidate, cutting the number of flights available. With this occurring I don't see the need to dramatically expand the airport. I still say two parallel North parallel runways will be sufficient. The money that will be spent is incredible. It's said that it will be paid by the patrons on the planes. Again with fuel cost the number of travelers is going down dramatically. We all know that oil won't fall much leaving gas prices high and leaving all of these scenarios in tact going forward. If the North runways are used the noise mitigation wont be as dramatic as it would be if the South runway is used. It just doesn't add up to me, especially since the runway has to go over the railroad tracks which will be astronomical in costs.

ROD 3.0
P 6.4
P 6.5

Louis C. Serra
8250 NW 15th Ct.
Pembroke Pines, FL. 33024

F-LC134

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

I am writing to strongly oppose the proposed the runway expansion at the Fort Lauderdale-Hollywood airport. ROD 20.0

Inn today's economic climate it would seem to be more appropriate to step back and see where the economy goes instead of displacing people and spending money. Further the decrease in airport traffic must be recognized and evaluated.

Sincerely

Stanley Margulies, MD
3241 SW 51 St.
Hollywood, FL 33312

F-LC135

Felicia Hickey
830 NW 8th Avenue
Dania Beach, Florida 33004
feliciah@bellsouth.net

VIA FAX: (407) 812-6978

July 28, 2008

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

Re: FEIS and the FLL Airport Expansion

Dear Ms. Lane

I am a resident of Melaleuca Gardens in the City of Dania Beach, which as you know is the residential neighborhood directly to the South of FLL. I am writing to express my opinion and concern regarding the way Broward County and the FAA are going about the possible runway expansion. I have been following the progress since I purchased my home in 2000 and am continually amazed at the lack of common sense being used by the County Commissioners and now, possibly the FAA if the "preferred alternative" is selected.

P6.1
ROD 15.14

If the FAA selects the option that the County Commissioners proposed last year, the impact to my neighborhood and the quality of life for the neighborhood residents is ruined forever, as well as damage to the environment. Basing expansion of the runway on projected use of the runway vs actual use data which is available now, doesn't justify the hundreds of millions of dollars that would be spent (at tax payers expense), for such an expansion. . Do we really want another MIA sized operation based in Fort Lauderdale, even if the space to expand was available? Is there truly a need for another MIA sized operation in Fort Lauderdale? How seriously were the other expansion options reviewed and considered or were the lobbying efforts for the largest, grandest most costly to build alternative, just too strong to choose one of the other options?

There are so many additional reasons, based on fact and statistics that I could comment on, but the biggest question that continues to plague me, that doesn't seem to be receiving attention is the common sense element.

Sincerely,

Felicia Hickey

F-LC136

July 28, 2008

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

Via Fax: (407) 812-6978

Re: **FEIS – FLL South Runway Extension**
From Pat & Kelly Sullivan (529 NW 7th St., Dania Beach, FL 33004)
Complex - Melaleuca Gardens

Dear Ms. Lane,

We are writing this letter to express our thoughts regarding the FEIS – FLL South Runway Extension project.

We hope that you can understand and respect our point of view on this. One thing that we are not in favor of is the effect that this project will have on John U. Lloyd State Park here in Dania Beach. As you know, just recently this park had the national spotlight when it was featured on Good Morning America as one of the nation's favorite parks. What will this destroy at John U Lloyd State Park? Beauty, nature, birds, fish, not to mention countless tourists and also local residents that frequent this park on a daily basis such as ourselves for activities such as biking, hiking, nature walking, swimming, fishing, etc. Also, please take into consideration what kind of impact this will have on the environment such as destroying 12 areas of wetlands.

P 8.58

It seems to us that the airlines are pulling back on this project. In all honesty we really believe that this project will cost in the neighborhood of over 2 billion dollars. There are other alternatives to this South Runway Expansion project that we really wish you would highly consider as opposed to what we have stated above.

ROD 3.10

Both Patrick & I really hope that you take our concerns as well as the concerns of others that will be seriously affected by this project in our community seriously.

Sincerely,

Patrick Sullivan

F-LC137

July 28, 2008

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

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane:

My husband and I live in Davis Isles which is off Griffin Road and the Dania Beach Cutoff Canal. My husband built this home in 1969. We have a boat behind our house. This is a beautiful area of which there are few places like this still available in South Florida which would be destroyed if the South Runway is expanded. We are retired and spend a lot of time on our screened porch.

Planes fly over our area daily and we are used to the sound of a few planes. If the South Runway is extended we would have to stay indoors and our quality of life would surely decline. Another great loss would be the John U Lloyd Beach State Park which would be obliterated. This is such a beautiful park and it would be a big loss.

P18.16
P 6.1
P 8.58

The FAA has indicated that it does not intend to comply with operational restrictions at the expanded south runway. This means the runway will be in operation 24 hours a day and the noise impact will be horrible.

P 2.6

I suggest that the FAA should consider the North Runway C1 Alternative which would impact only low quality wetlands, and impacts less of these wetlands than the south runway alternatives. With the energy crisis, the increase in jet fuel prices, and the recent reduction in operations by American Airlines, United Airlines and Spirit Airlines indicate that expansion may not be necessary.

P 6.4
P 6.5
ROD 3.0
ROD 3.10

Please don't expand the South Runway and destroy our quality of life in South Florida. This will definitely cause a negative visual blithe on our community which we love.

Very truly yours,

Doris Pfenniger
Richard C. Pfenniger

Doris Pfenniger
Richard Pfenniger
4613 S. W. 37th Avenue
Ft. Lauderdale, FL 33312

F-LL138

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
FAX 407 812 6978
Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

ROD 15.15
ROD 15.16
RLC109.3
P8.58
ROD 20.0

I have lived near FLL since 1960 therefor I have seen changes and growth. In this economy it is not necessary to spend two billion dollars – that being said "FORGET it"!
Pilots I've spoken to recently do not like elevated runways "Forget it"!
Our "National Treasure," John U Lloyd State Park with a coral reef ecosystem will suffer along with families living near the FLL... "Forget it"!
Airlines are suffering in this economy no longer using FLL. They are scaling back. Why not the FAA? "Forget it"!
NO SOUTH RUNWAY = Think about your study. It was done before our economy is where it is today.

Lucille Barile
5099 SW 28 Avenue
Dania Beach FL 33312

F-LL139

FAX COVER SHEET

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

FAX NO.: 407-812-6978

FROM: Robert E. Elkins, 4400 S.W. 26th Ave.
Ft. Lauderdale, Fl., 33312-5728

FAX NO: 954-981-6169 (Call first)

RE: FEIS - FLL South Runway Extension

DATE: July 28, 2008

MESSAGE: I should like to add my voice and those of my family to the thousands of residents in this area who are protesting the extension of the Ft. Lauderdale airport South runway. How can you in all conscience allow the lives of thousands of people to be disrupted and even destroyed, to satisfy the greedy politicians and airlines who are trying to control our way of life? I beg you to consider your decision carefully before it is too late and let us live our lives in peace. Don't destroy us. Please....Please....Please....Thank You.

ROD 20.0

Robert E. Elkins

Robert E. Elkins

F-LC140

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

Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5024
Phone: 407-812-6331, Ext. 129 Fax: 407-812-6978

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

What about people who don't have a savings account and invest all their money in the houses they live in? I put more than half my paycheck into maintenance, improvements and landscaping! The value of my house will drastically fall down. What's going to happen when I retire to a Condo, trying to sell my house as a plane lands and VIBRATES my bones!? AS OF NOW MY ALARM CLOCK IS A "6AM TAKE OFF" OF A JUMBO CARGO FLIGHT!

P13.19

JARRETT HOBBS
4615 SW 34th Trr
DAVIA BEACH, FL 33312
(954) 983-1143

F-LC141

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

Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5024
Phone: 407-812-6331, Ext. 129 Fax: 407-812-6978

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

ROD 15.14

I AM NOT AGAINST PROGRESS BUT I AM AGAINST THE EXTENSION OF THE FT. LAUDERDALE SOUTH RUNWAY. THE ESTIMATED COST, THE NEGATIVE ECONOMIC FORECAST AND THE NUMBER OF RESIDENCE (6000±) AFFECTED DOES NOT MAKE ANY SENSE! THE AIRPORT IS SURROUNDED BY ROADWAYS, DEVELOPMENT, AND RESIDENCES. IF THIS RUNWAY IS BUILT, WHAT HAPPENS AFTER 2030. THE FAA. SHOULD BE THINKING ABOUT A LARGER REGIONAL AIRPORT NEAR THE I-75, I-595, SAWGRASS, US27 INTERSECTIONS. THERE MUST BE A BETTER COMMON SENSE SOLUTION. IF THIS RUNWAY IS BUILT THE SUN SENTINAL HEADLINE SHOULD READ "PARADISE LOST."

GENE BIEBER
805 NW 8TH AVE.
DANIA BEACH, FL. 33004

F-LC142

2008-07-28 11:58 GENE BIEBER 9549205271>> P 1/1

Laurence N. Raymond
4500 SW 43rd Avenue
Fort Lauderdale, FL 33314

07/28/2008

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

FAX: 407-812-6978

RE: FEIS - FLL South Runway

Dear Ms Lane

P2.10

The proposed construction at Fort Lauderdale International Airport (FLL) of an elevated runway, at the site of the current South runway 9R27L will present an untenable environment for residents in the flight path. This contention is augmented by the determination that the FAA has no intention to comply with the operation restrictions contained in the Interlocal Agreement between Broward County and the City of Dania Beach.

ROD3.0
ROD 3.10

The expenditure of $1,000,000,000 - $2,000,000,000 to provide a proposed benefit of the absence of a 6 minute delay of scheduled take-off time in 2030 and beyond is somewhat questionable. To state the obvious, in the past year we have entered a petroleum crisis which has altered American and world costs of transportation, both air and ground, in both the private and commercial sectors. Daily 6 o'clock news broadcasts indicate the increasing problems the airline industry is experiencing with respect to fuel costs, to the extent that several airlines (American, United and Spirit) are planning to reduce FLL operations. The cost of flying is increasing and will most certainly put such transport out of the grasp of individuals world wide. In this country, the coin has finally dropped on the idea that we have ignored the use of rail as a transport means, and Amtrak is responding appropriately. There is a logically high probability that all airports will experience decreased use. In point of fact, the additional FLL capacity requirements previously forecast for 2006 have not been substantiated in 2008. In addition consolidation of carriers currently on going or anticipated as well as reduced operations previously alluded to requires modification of past capacity requirements. Thus the expenditure of funds to fix something which is not yet broken, lacks fiscal responsibility.

Aside from the logic of such massive expenditures to build a runway which is not likely to deliver the anticipated rewards and the addition of terminal gates to accommodate the increased use which will not materialize, there are other issues which should be addressed, ergo, the effect that this construction will have on the population in the surrounding area. This population is part of the environment, and is thus impacted. Based upon the FEIS, there are 1000 residences accommodating ~2300 individuals, directly in the eastern and western approaches who will be effected. This amounts to a group of individuals whose lifestyle will be radically modified, both

F-LC143 1/2

07/28/2008 11:38 9543219778 RECEPTOPHARM PAGE 01

RLC109.3
RoD 15.0
P 8.58

in terms of financial hardship and auditory / vibrational insult. There is a second group, not directly addressed, who will be challenged by sound due to the elevation of the runway along its length, due to the effective loss of the sound berm. There is an indication the home sound remediation will be implemented. This will incur considerable cost, and will most likely not be effective. In addition, vibrations and release of fuel products will add to the homeowners problems as well as loss of a life style unique to South Florida. Are we to remain indoors? Acquisition of homes in the Melaleuca Gardens and the Atlantic Village properties will add considerably to the already projected costs as well as disenfranchising a significant population. In the context of areas of National interest effected by the runway, John U. Lloyd Beach State park will be negatively effected. This park was recently hailed as one of the four most unique parks in the United States on Good Morning America, and remarked upon by Congressman Ron Klein on the floor of Congress (July 12, 2008). Finally, the town of Dania Beach will be negatively effected, due to the loss of a significant portion of its tax base and a reduction in population.

RoD 15.4

Finally, it would be of interest to determine the algorithm used to determine that the North Runway Alternative is rejected and the South Runway is the Preferred Alternative, in spite of the logical conclusion that FLL does not really need another runway.

I and the population who will be impacted if the South runway is built, request a reconsideration of either the construction of the runway or the abandonment of the project.

Sincerely
Laurence N. Raymond

F-LC143 2/2

07/28/2008 11:38 9543219778 RECEPTIONPARM PAGE 02

JUL-28-2008 09:46 AM THUMMEN.Christian 19543493063 P.01

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

Regarding: FEIS-FLL South Runway Extension

Dear Ms. Lane,

As a flight attendant for a major airline we are trained to evacuate an airplane and send the passengers away from the aircraft to safety. If we had to evacuate on the proposed south runway extension (on a bridge and on an incline) where would we send the passengers? Downhill with the fuel flowing after them? Again the south runway extension with the incline at the east end would not have a safe overrun . In the cases of 2 most recent crashes, Southwest in Midway (MDW) and Air France in Toronto (YYZ) the absence of adequate stop ways resulted in the death of 1 child in MDW and the total write off of a large airliner in YYZ.

RLC109.3

Although I am a South Florida resident for the past 37 years I have mostly flown out of Chicago, Dallas or New York. Being a commuter I use FLL or MIA to go to work. I don't need to tell you what FLL looked like in 1976 when I first moved here! Currently any airline I commute on whether to ORD, DFW or LGA/JFK out of FLL has cut back on flights to these cities. Overall capacity is being cut 10% system wide. How can an extended south runway of just 3,000 ft. be justified not only for the cost of building it but of sound proofing and/or buying out the existing 3,500 homes from residents who are against such a proposal? This all when the number of people flying now and in the foreseeable future is declining?

RoD 3.0
RoD 3.10

Having said all that, if a runway is to be built for future growth in maybe 15 - 20 years (the need to design aircraft to withstand such elevated fuel prices) then and only then should an expansion call for an 'additional' runway (4 instead of 2) on the north side.

Jane E. Quatromoni
Flight Attendant cert.#3052049
4581 SW 38 Terr.
Ft. Lauderdale, FL. 33312

F-LC144

Ms Virginia Lane
FAA Orlando Airports District Office
5050 Hazeltine National Drive
Orlando, FL 32822-5024

Regarding: FEIS-FLL South Runway Extension

Dear Ms. Lane

As an airline Captain for a major air carrier and a safety advocate for the Air Lines Pilots Association, I see a serious design flaw with the proposed extension of runway 9R/27L in FLL (FAA preferred alternatives: B1b and B1c). Airports throughout the country with taxiways over roadways have posted signs prior to crossing warning the pilots not to stop on the bridge (an example that comes to mind is taxiway A (alpha) in ORD). The reason for this restriction originates with the inability of Crash Fire Rescue (CFR) to effectively reach the disabled distressed aircraft on the bridge. The proposed extension plan for the South runway in FLL has airliners landing on a runway spanning over an 8 lanes highway, a 2 tracks railroad right of way plus associated easements. It is without saying emergencies will lead to airplanes stopping on or about that elevated area of the runway thus rendering CFR assistance to the passengers more difficult and less effective than if an un-elevated design (like the addition of a North parallel runway) had been approved by the FAA.

R LC109.3
ROD 4.0

There is no doubt in my mind additional runways have to be build to meet future population growth. The proposed 9R/27L extension plans for the closure of runway 13/31. Thus FLL would go from 3 runways to 2 runways. Without runway 31/13, during high northerly winds in the winter months (peak tourists season), airliners will not be able to take off and land at FLL. Landing on the East-West runways will be prevented due to cross-wind limitations.

ROD 15.15

To conclude, I must say I am opposed to the extension of the South runway in FLL. The building of a North parallel runway is a better alternative, it will obviously add 1 more runway, a safer runway and will cost less.

ROD 20.0

Captain Eddy P Hoste
ATP#2350137
4581 SW 38th Terrace
Ft. Lauderdale, FL 33312

F-LC145

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

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

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I AM A HOME OWNER LIVING IN THE AVON HEIGHTS NEIGHBORHOOD. I HAVE WORKED HARD, MY ENTIRE LIFE AND FINALY SAVED ENOUGH MONEY TO BUY "A PIECE OF PARADISE" AT:
4524 SW 28 TERR
DANIA BEACH FL 33312.
I AM VERY MUCH AGAINST ANY FAA PROPOSAL TO FURTHER EXTEND AIRPORT RUNWAYS AND OR INCREASE FLIGHT NUMBERS.

ROD 20.0

THERE IS ALREADY TOO MUCH NOISE AND AIR POLUTION FROM ~~THIS~~ THIS AIRPORT. STOP THE INTRUSION OR PAY ME DOUBLE MY PROPERTY VALUE!

ROBERT & VALISSA WELLS

F-LC146

Valerie Ong
2065 SW 28 TER
Fort Lauderdale FL 33312

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

July 25, 2008

Dear Ms Lane:

Now that we are in a severe energy crisis and United, American and Spirit have drastically cut back on operations at FLL, it is critical that the EIS analysis be updated based on these reduced operation levels, which will directly impact the baseline as well as projections used in the analysis. Is there still a 6 minute delay forecasted in 2020 with these reductions? ROD 3.10

Why isn't the real cost of the runway presented? Why are we spending more than $2 billion dollars to reduce the number of runways at FLL from 3 to 2? With the reduction of the major carriers, it is clear that there is no need for a second "long" runway. ROD 15.16

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 in the US. The expansion of the South runway will obliterate this park. Countless species of birds, animals and plants will be wiped out of a habitat and our families will lose a treasured place to relax and enjoy the tiny bit of Florida nature that still remains in our greed-driven economy. P 8.58 P 6.4 P 6.5

Public outcry is bound to grow as more taxpayers learn that the Florida Department of Transportation (FDOT) has already given Fort Lauderdale-Hollywood International Airport (FLL) millions of dollars toward expansion, with more to come. This FDOT money is public taxpayer money. I know we have more pressing transportation issues that we should deal with rather than this Big Broward Boondoggle White Elephant Airport Expansion. ROD 20.0

Thank you for your consideration of these points.

Sincerely,

Valerie Ong

F-LC147

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.

My Email – 2sparke@bellsouth.net

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

FROM: IVAN & SHEILA PARKE
4497 SW 37 AVE.
DANIA BCH, FL 33312
From:
IVAN E. PARKE Ivan E. Parke
SHEILA J. PARKE Sheila J Parke

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

My wife SHEILA & myself moved from PLANTATION to DANIA Bch Approximately 1½ yrs ago. We moved from a beautiful Home to be on the water. THIS was always our dream. Since we are both 58 yrs old, we hoped to Live in Davis Isles for our remaining days however Long that may be. We both work stressful jobs & need our off time to relax & enjoy the water & our community. ROD 20.0

THE South Runway Extension will destroy our dreams, diminish our property value and make us hate our community. It will be impossible to enjoy our friends and family with this Runway Extension. (Noise unbearable) If we could put the ones coming up with this idea in our position it would definetly be overturned. Destroy Baseball teams, football teams, "Wayne H." but Destroying peoples Lives makes No sense. John Lloyd Park will be just another dump facility for Hizenga & Co. These people take joy in destroying communities & peoples Lives.

F-LC148

TOTAL P.01

July 28, 2008

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

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

Subject: FEIS – FLL South Runway Extension

Dear Ms. Lane:

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

It is much easier to do the North runway C1 alternative where personal lives will not be impacted as much. It is much easier to move some businesses than it is to uproot the happiness of the citizens of Broward County that are affected by the proposed South runway extension. ROD 15.14

This brings up the point of do we really need another runway. I have read recently that several airlines have cut back flights to FLL. Operations declined by 5.3% for air carrier enplanements and 10.7% for commuter enplanements in 2006. So if there is less traffic why the need to expand and ruin peoples happiness. It has been a tough few years with the hurricanes, insurance rates, gas prices, housing crisis and to think you want to do this on top of everything we are already going through is unimaginable and down right wrong. ROD 3.10 ROD 3.0

As it is right now I think it more than noisy enough with the small commuter planes above my home. I can not imagine a 737 overhead. That would be awful. Please do the right thing and cancel the south runway extension and look at other alternatives if you must. The alternatives are there. ROD 20.0

Respectfully Submitted,

Peter A. Mir - Concerned Homeowner

F-LC149

Air Transport Association

Air Transport Association
1301 Pennsylvania Avenue, NW
Washington, DC 20004

Tel: 202-626-4000
Fax: 202-626-4139

DATE: JULY 28, 2008

FAX TRANSMITTAL SHEET

TO: Virginia Lane
407-812-6978

FROM: Katherine Andrus
Assistant General Counsel
202/626-4091/kandrus@airlines.org

NO. OF PAGES TO FOLLOW: 3

RE: **Comments on the Final EIS**

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone (collect, if necessary), and return the original message to us at the above address via the U.S. Postal Service. Thank you.

F-LC150

AIR TRANSPORT ASSOCIATION

July 25, 2008

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

Via Facsimile

Dear Ms. Lane:

On behalf of the airline members of the Air Transport Association of America, Inc. ("ATA"),[1] I respectfully offer the following comments on the Federal Aviation Administration's ("FAA") Final Environmental Impact Statement ("Final EIS") for the Development and Extension of Runway 9R/27L and Other Associated Projects at Fort Lauderdale-Hollywood International Airport ("FLL").[2]

First and foremost, we commend FAA for rejecting the sponsor's preferred alternative, which would have incorporated into the project mandatory implementation of operational noise abatement actions.[3] This unprecedented approach would have resulted in approving a runway extension project while at the same time artificially limiting the capacity of that runway.[4] FAA wisely has opted not to hold the runway extension project hostage to conditions derived from a local agreement to which the FAA is not a party,[5]

P2.6

[1] ATA is the principal trade and service organization of the U.S. scheduled airline industry. The airline members of the association are: ABX Air, Inc.; AirTran Airways; Alaska Airlines, Inc.; American Airlines, Inc.; ASTAR Air Cargo, Inc.; Atlas Air, Inc.; Continental Airlines, Inc.; Delta Air Lines, Inc.; Evergreen International Airlines, Inc.; Federal Express Corporation.; Hawaiian Airlines; JetBlue Airways Corp.; Midwest Airlines; Northwest Airlines, Inc.; Southwest Airlines Co.; United Airlines, Inc.; UPS Airlines; and US Airways, Inc. Associate airline members are: Air Canada; Air Jamaica; and Mexicana.

[2] Fort Lauderdale-Hollywood International Airport Final Environmental Impact Statement, Landrum & Brown (June 2008), *accessed at* http://www.broward.org/airport/feis.htm on June 24, 2008.

[3] *See* Final EIS at 8-3 to 8-4.

[4] *See* Response to Comments 2.6, Final EIS Appendix P ("The runway use restrictions contained in the Interlocal Agreements reduce airfield capacity in the short-term as compared to the unrestricted runway use with Alternative B1b.")

[5] *See* FEIS at 83; Response to Comments 8.23, Appendix P ("The FAA is not a party to, nor bound by any local agreements or local ordinances that would limit runway use at FLL. Therefore, the FAA would not approve a preferred alternative that imposes limits on the use of a newly redeveloped runway.")

F-LC150

and instead to refer the issue of noise abatement procedures to a noise compatibility study under 14 C.F.R. part 150.[6]

P2.6

However, we remain concerned about the proposed expansion of the noise mitigation program well beyond the 65 DNL contour in order to "address a neighborhood/subdivision area as a whole to ensure, to the extent practicable, that community cohesion will be maintained. . . ."[7] While we recognize that FAA guidance permits use of Airport Improvement Program (AIP) grants to sound-insulate homes outside of the 65 DNL when contiguous to homes within the noise-impacted area "if necessary to achieve equity in the neighborhood,"[8] this exception is limited by that same guidance to a "*reasonable additional number* of otherwise ineligible parcels."[9] In this case, the proposal to expand noise mitigation broadly on the basis of neighborhoods or subdivisions, instead of through a more refined case-by-case analysis, would nearly double the number of properties considered eligible for federal grants – from 1,051 to 2,074 housing units.[10]

ROD 15.17

This is not a trivial distinction – the Final EIS estimates that this approach would add over $52 million to the cost of a sound insulation program,[11] and $178 million to a purchase assurance/sound insulation program.[12] Including such a large percentage of housing units outside the 65 DNL will expend scarce AIP funds that are needed for other, more pressing airport needs.[13] As FAA notes in response to a different comment, grants under the AIP come from the Airport and Airway Trust Fund, which gets funding not

ROD 15.17

[6] *See* Response to Comments 2.6, Final EIS Appendix P ("Runway use procedures that specifically address the reduction of noise impacts are the purview of a Part 150 Study that would be conducted by an airport sponsor.") It should be noted that approval of any operational noise abatement procedures as part of a Part 150 study are contingent on a determination by FAA that such procedures can be implemented without adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems. 14 C.F.R. § 150.35(b)(3)(iii).

[7] Final EIS at ES-33, 8-45.

[8] Part 161 Analysis, Executive Summary at 5, citing Federal Aviation Admin., Order 5100.38C, sec. 810.b, p. 137 (June 28, 2005).

[9] FAA Order 5100.38C, § 810.b at 137 (emphasis added).

[10] *See* FEIS, Tale ES-2 at ES-34; Table 8-2 at 8-22 and Table 8-8 at 8-38 (Of the total 2,074 housing units potentially eligible for EIS noise mitigation measures under FAA's preferred alternative, 1,051 are within the 65 DNL while 1,023 are outside of the 65 DNL.) The Final EIS distinguishes this principle of establishing noise mitigation areas based on neighborhoods from the principle proposed by Broward County of providing noise mitigation in excess of minimum federal guidelines, which requires local officials to "clearly establish a local standard for compatible land use below the FAA DNL 65 dB guideline if they want to apply for FAA funding approval for mitigation projects to achieve their lower standards." Final EIS at 8-24, 8-26 to 8-27 (internal citations omitted). FAA did not recommend this principle, Final EIS at 8-45.

[11] Final EIS, Table 8-9 at 8-38.

[12] Final EIS, Table 8-10 at 8-39.

[13] It is our understanding that FAA still would apply its numerical rating system, which requires that program implementation begin within the highest DNL noise contour band, to determine the priority phasing of noise mitigation. *See* Final EIS at 8-46, *citing* FAA Order 5100.39A, Appendix 6.

F-LC150

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from general tax revenue but from user taxes and charges.[14] While maintaining "neighborhood cohesion" sounds appealing, it is not a legitimate purpose for expenditure of the Airport and Airway Trust Fund, which was created "to provide for the expansion and improvement of the Nation's airport and airway system."[15]

Rod 15.17

Thank you for providing us with an opportunity to review and comment on this final step in what has been a long and arduous process.

Sincerely,

Katherine B. Andrus

Katherine Andrus
Assistant General Counsel
Air Transport Association of America, Inc.

[14] Response to Comments 3.40, Final EIS Appendix P ("Funding comes from collections related to passenger tickets, passenger flight segments, international arrivals/departures, cargo waybills, aviation fuels, and frequent flyer mile awards from non-airline sources like credit cards.")
[15] Airport and Airway Development and Revenue Acts of 1970 (P.L. 91-258, 84 Stat. 219).

F-LC150

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

Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida 32822-5024
Phone: 407-812-6331, Ext. 129 Fax: 407-812-6978

Regarding: FEIS – FLL South Runway Extension

Dear Ms. Lane,

I think this Runway Expansion is A Mistake. Further studies need to Be done on the effects of Noise to the surrounding area & wetlands. FAA should reevaluate the real growth of Fort Lauderdale Airport. The expansion of this runway, as currently planned, will make the enjoyment of my home impossible. The FAA should consider other Alternatives & options with less impact to our environmentally sensitive lands & homes

p 6.4
p 6.5
p 6.5

Sincerely

Ann Wallace
317 N.E. 2nd Ct, Dania Bch, 33004

F-LC151

07/28/2008 07:50 FAX @001

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,

This runway is not needed. All airlines are cutting back on flights and some are even leaving FLL completely. We do not need the environmental damage nor the noise. This runway project is detrimental to thousands of residents.

P6.5
ROD 20.0

RC Kasper
4433 SW 37 Ave
Ft. Lauderdale, FL
33312
954 964 9097

F-LC152

FROM :lou FAX NO. :9549858716 Jul. 26 2008 2:05PM P1

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7/25/08

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

re: FEIS - FLL South Runway Extension

Dear Ms. Lane

I moved to Avon Isles in 1991. At the time Griffin Road was a relatively small country road (compared to the six lane highway it is today) with the main business entities being exclusive restaurants such as Tropical Acres, Spiced Apple and The Sea Chanty. Today Griffin Road is lined with strip malls, vacant buildings, neglected lots and walled in condoes such as Oak Ridge and Maple Ridge. The wetlands along SW 29/30 Ave have become the I-95 industrial "park" and the mile long commerce park. The Tigertail lake and park are now Pro Bass. I guess this is what you call "progress," but how much has our quality of life been sacrificed? The really sad part is that many of these buildings which have displaced our wetlands and woods now sit empty. Just this morning I mentioned to my roommates that I no longer see the wildlife - possums, rabbits, squirels - that used to come in my yard. Even the Nova Canal (my backyard) now longer has the fish, ducks, sea turtles and even an occasional manatee it once had.

Now the FAA, the airlines, and some greedy politicians want to turn my front yard into an airport runway. **ENOUGH!** With American Airlines announcing that it will no longer be serving FLL and other airlines severly cutting back, I can't help but wonder if this extended south runway will be just a series of pot holes before it is even completed. This may be only a temporary situation until the economy turns around, but how much more "progress" can our environment absorb? I feel this proposal, based on outdated projections and environmental studies, is unnecessary and ill-advised.

P3.0
ROD 20.0

I bought my home in 1991 for $125,000 and have since added another $125,000 in improvements (pool, fish pond, central air, shatter proof windows, paved driveway, etc. etc.) I recently purchased a neighboring house for $255,000 which in today's market I feel is about right. The idea of "purchase assurance" whereby I would sell my home and my investment property at "fair market value" is not economically feasible. Further, the FAA has apparently not even considered the price of such buy-outs in this proposal.

P13.19

Please, do not further reduce my quality of life and the environment for the purpose of greed.

Sincerely,

Louis Ferrer

Louis Ferrer

cc: Broward County Commissioner Rodstrom

F-LC153