

Based on the single CARB unit risk multiplied by the average diesel soot concentration in the U.S., the nationwide average lifetime cancer risk posed by diesel exhaust is 363 cancers per million. In the analysis counties are designated as 'rural' or 'urban.' In the rural counties we estimate a risk of 142 cancers per million based on the average concentration in rural counties. In the urban counties, the risk is 415 cancer per million. The ratio of urban to rural risk $415/142 = 2.92$, rounding up to a relative factor of 3.

How the Risk from Diesel Soot in Broward County Compares to Other Florida Counties:



In Florida, Broward County is 4th highest of 67 counties; nationally, 200 of 3,109 counties, placing it at the 94th percentile.

The lifetime cancer risk from diesel soot in Broward County exceeds the risk of all other air toxics tracked by EPA combined.

The average lifetime diesel soot cancer risk for a resident of Broward County is 1 in 3,142. This risk is 318 times greater than EPA's acceptable cancer level of 1 in a million.

In 2004, deaths from firearm homicide were 11,829; from HIV, 14,095; from workplace accidents, 5,307; while the deaths from toxic emissions were 23,600, only 7,631 less than the other causes combined. (<http://www.caif.us/publications/view25>)

Summary of the health effects of emissions from air pollution:

Pollutant Representative Health Effects

Ozone:

- Lung function impairment, effects on exercise performance.
- Increased airway responsiveness, increased susceptibility to respiratory infection, increased hospital admissions and

emergency room visits, and pulmonary inflammation, lung structure damage.

Carbon Monoxide:

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

Nitrogen Oxides:

- Lung irritation and lower resistance to respiratory infections.

Particulate Matter:

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

Volatile Organic Compounds:

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

Pollutant Representative Environmental Effects

Ozone:

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

Carbon Monoxide:

- Similar health effects on animals as on humans.

Nitrogen Oxides:

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

Particulate Matter:

- Visibility degradation and monument and building soiling, safety effects for aircraft from reduced visibility.

Volatile Organic Compounds:

- Contribution towards ozone formation,
- Odors and some

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direct effect on buildings and plants.
(<http://www.epa.gov/regs/html/adv/visions/99013.pdf>)

ESTIMATING COMMERCIAL JET AIRCRAFT EMISSIONS

This analysis estimates ground level emissions from aircraft; thus, the landing and takeoff cycle (LTO) defines the aircraft activity of interest. LTO emissions are all of these emissions which occur within the mixing layer, as discussed below. Emissions during flight at cruising altitude are not within the scope of this study.

An LTO cycle begins as the aircraft descends from cruising altitude and approaches and lands at the airport. The second step in the landing portion of the cycle is taxi to the gate and subsequent idle. The next three steps are the three operating modes in the takeoff portion of the cycle: taxi-out/idle; takeoff; and climbout. These five LTO cycle operating modes are defined by the existence of standard power settings for a given aircraft, so the modes represent an appropriate basis for estimating emissions.

The five major air pollutant species which comprise the most significant emissions from commercial jet aircraft are volatile organic compounds (VOCs), carbon monoxide (CO), oxides of nitrogen (NOx), particulates (PM), and sulfur dioxide (SO₂). VOCs and CO emission rates are highest when engines are operating at low power, such as when idling or taxiing. Conversely, NOx emissions rise with increasing power level and combustion temperature. Accordingly, the highest NOx emissions occur during takeoff and climbout.

PM emissions result from the incomplete combustion of fuel. High power operation, such as takeoff and climbout, produce the highest PM emission rates due to the high fuel consumption under those conditions. PM emission test data for aircraft engines are sparse, and engine-specific PM emission factors are available for only a few engine models.

SO₂ emissions are created when sulfur in the fuel combines with oxygen during the combustion process. Fuels with higher sulfur contents will produce higher amounts of SO₂ than low-sulfur fuels. It is generally assumed that during combustion, all sulfur in the fuel reacts to form SO₂ or sulfates.

The estimated annual average emissions from FLL by 2010 will be approximately 5000 tons. (Determined by averaging ten national airports total annual LTO cycle emissions.)

An astounding 77% of the nationwide CO (carbon monoxide) emissions are from transportation sources.

Nitrogen dioxide (NO₂) is a brownish, highly reactive gas that is present in all urban atmospheres. NO₂ can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections.

The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of nitric oxide (NO), which is produced by most combustion processes

Nitrogen oxides (NOx) include various nitrogen compounds like nitrogen dioxide (NO₂) and nitric oxide (NO). These compounds play an important role in the

F-LC007

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atmospheric reactions that create ozone (O₃) and acid rain. Individually, they may affect ecosystems, both on land and in water.

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Nitrogen oxides (NOx) include various nitrogen compounds like nitrogen dioxide (NO₂) and nitric oxide (NO). These compounds play an important role in the atmospheric reactions that create ozone (O₃) and acid rain. Individually, they may affect ecosystems, both on land and in water.

NOx forms when fuels are burned at high temperatures. The two major emissions sources are transportation vehicles and stationary combustion sources such as electric utility and industrial boilers. (FLL is surrounded by 2 airports and 2 FPL power plants, one of which is located in a major seaport with one of the largest fuel storage compounds in the state. All 6 pollution sources pretty well blanket central Broward) When is enough actually enough?

High concentrations of sulfur dioxide (SO₂) affect breathing and may aggravate existing respiratory and cardiovascular disease. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO₂ is also a primary contributor to acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks.

Sulfur dioxide (SO₂) is released primarily from burning fuels that contain sulfur (like coal, oil and diesel fuel). Stationary sources such as coal- and oil-fired power plants, steel mills, refineries, pulp and paper mills, and nonferrous smelters are the largest releasers.

Volatile organic compounds (VOC) are defined by the Clean Air Act as chemicals that participate in forming ozone (O₃). Ozone is a respiratory toxicant. The class of VOCs includes many specific chemicals which may also cause adverse health effects in their own right (such as cancer or reproductive toxicity).

VOCs are emitted from diverse sources, including automobiles, chemical manufacturing facilities, dry cleaners, paint shops and other commercial and residential sources that use solvent and paint. VOC emissions form O₃ through complex chemical reactions with oxides of nitrogen (NOx) in the presence of sunlight.

When high concentrations of pollutants blanket an area, the effect is to inhibit the distribution of vital oxygen in green-ways. In waterways the effect is to inhibit the absorption of oxygen from the atmosphere which is already starved of oxygen, compounding the effect. The entire eco-system suffers.

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The runway expansion project is intended to give the Fort Lauderdale-Hollywood International Airport a second runway that could accommodate big jets, allowing it to handle more traffic without an increase in delays. The Federal Aviation Administration has released an environmental impact statement on the project, but it doesn't consider that none of the runway options provide the capability of handling the NLA, or New Larger Aircraft, that are predicted to dominate air traffic in the near future.

These aircraft require runways at least 200 feet wide and 11,000 feet long, with a minimum of 600 feet between runways and taxi-ways, and 324 feet between taxi-ways, a requirement that FLL will never be able to meet. When the NLAs are dominant, they will not be able to land here, and FLL will again be struggling, after an expenditure of nearly a billion dollars.

In a letter to the FAA, Heinz Mueller, chief of the EPA Office of Environmental Assessment, said there had been an insufficient assessment of the project's likely effect on air quality. He said the FAA's noise projections were unrealistically low. And he questioned the safety of erecting a bridge that would allow the runway to pass over U.S. 1 and the FEC Railroad tracks. He also said the FAA failed to explain why such a large area of wetlands must be destroyed.

The EPA describes wetlands as the vital link between land and water, where the flow of water, the cycling of nutrients, and the energy of the sun meet to produce highly productive ecosystems. Wetlands may not be wet year-round. In fact, some of the most important wetlands are seasonally dry transition zones. They are among the most valuable, but often least understood, of all natural resources.

Wetlands are often referred to as the "kidneys" of the landscape for their ability to remove excess nutrients, toxic substances, and sediment from water that flows through them, helping to improve water quality. Recently published studies on pollutant removal rates for natural and restored wetlands indicate that, depending on the type of wetland, the season, and other factors, wetlands can retain significant percentages of nitrates, ammonium, phosphorus, and sediment loads. Natural wetlands have also been effective in removing contaminants such as pesticides, landfill leachate, dissolved chlorinated compounds, metals, and storm water runoff.

Wetlands play an important role in reducing the frequency and intensity of floods by acting as natural buffers - slowing, absorbing, and storing significant amounts of floodwater. Since flooding is the most common natural hazard in the Nation, wetlands play an integral role in managing this risk, particularly through planning approaches that consider the entire watershed. Wetlands can also significantly mitigate the impacts of storm surges and waves. The nation's vital Gulf coastal landscape and associated infrastructure experienced crippling damage as a result of wind, tidal surge, and flood related impacts during the 2005 hurricane season. Experts have concluded that the significant historic losses of wetlands in southern Louisiana contributed to the magnitude of hurricane impacts. These events illustrated the economic, cultural, and ecologic

F-LCOU7

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consequences of losing protective coastal wetlands, which provide significant and sustainable protection to life and property.

The presence of wetlands on the landscape can also mitigate flood damage inland. A study by the Wetlands Initiative concluded that restoring wetlands along the 100 year flood plain of the Upper Mississippi River could increase storage capacity to 39 million acre-feet of flood water - a similar volume to the Mississippi Flood of 1993 that caused \$16 billion in damages.

The ability of wetlands to store and filter water helps to protect and replenish surface and underground drinking water sources. Studies have concluded that the thousands of small wetlands that dot the U.S. Great Plains (called playa lakes) play a significant role in the recharge of the Ogallala aquifer - one of the Nation's largest aquifers and a principal source of groundwater used to irrigate agricultural land and provide drinking water in the Great Plains.

As nurseries of nature, wetlands are among the most biologically productive natural ecosystems in the world, comparable to rain forests and coral reefs in their productivity and in the diversity of species they support. Mixtures of vegetation and shallow water zones provide diverse habitats for a variety of species - plants, insects, amphibians, reptiles, birds, fish, shellfish, and mammals. Many species rely on these critical habitats for survival as sources of food, shelter, and breeding grounds. For example, frogs, toads, and salamanders depend on small, isolated wetlands during their development. It is estimated that one-half of all North American bird species nest or feed in wetlands, and despite the fact that wetlands comprise only 5% of the land surface in the conterminous U.S., they are home to an estimated 31% of plant species.

Commercially, wetlands provide an essential link in the lifecycle of 75% of the fish and shellfish harvested in the United States and up to 90% of the recreational catch. Many industries, in addition to the fishing industry, derive benefits or produce products that are dependent on wetlands. For example, coastal wetland and barrier systems can provide buffers that protect commercial and industrial infrastructure, including ports, and oil and gas structures. Commercial products harvested in wetlands include rice, cranberries, peat, hay, medicines, timber, and fur.

Wetlands provide infinite opportunities for recreation and cultural pursuits. They are inviting places for popular activities such as hiking, fishing, bird watching, photography, and hunting. In 2001, more than 82 million Americans took part in these types of recreational activities, spending approximately \$108 billion. (<http://www.epa.gov/owow/wetlands/awm/index.html>)

Add to the destruction of the wetlands, the increased safety risks through accident and air pollution, the displacement of residents in surrounding areas, particularly in the 40+ mobile home parks that will be totally eliminated, the sheer lack of foresight in imagining that south Florida can somehow produce the fill that will be required for this project.

F-LCOU7

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In the placement of the 6,000,000 cubic yards of fill required to build the runway opted for by the Broward County Commission, there are several key points that haven't received proper consideration.

- The area required to provide this fill is 7,322 acre feet, which if dug to a depth of 25 feet, would produce a lake with a surface area of 151 acres, or approximately 6 square miles.
- There is no area within reasonable trucking distance of FLL large enough to provide this fill.
- Lacking sufficient land area to provide this fill, we are presented with the hair-brained scheme of dredging the fill from the Intracoastal Waterway.
- No consideration has been given to the decimation of the marine wildlife or habitat already in existence.
- No provision for transporting the fill to the construction site has been made.
- If the fill is to be pumped directly to the site, then a pipeline must either be installed in the Dania Cutoff Canal or will need to be suspended across US 1 and the FEC Railroad tracks.
- Dredged fill must be allowed to drain prior to utilization as structural fill. If this is to be done in-situ, there is a very real threat of salt water intrusion into the Biscayne Aquifer from the salts leaching out of the fill.
- If the fill is to be pumped to an off site location less prone to contamination of the aquifer for drying, it must then be trucked to the site.
- 6,000,000 cubic yards of fill means 300,000 truckloads at 20 yards per load adding tremendous amounts of pollutants to an atmosphere that is already one of the worst in the country.
- To compact the 6,000,000 cubic yards of fill, 235,000,000 gallons (716 acre feet) of water will be consumed. This is nearly 1 percent of the total water usage for all of Broward County in 2004. This does not consider the water to mix the nearly 70,000 cubic yards of concrete or the water required to rinse the 7000 empty concrete trucks, all at a time when the entire south Florida area is on water restrictions.
- Not considered either is the fact that any salt that did not leach out prior to placing at the site will be washed out during the compaction process, still posing a threat to our potable water supply.
- Any option available for runway expansion at FLL will be seriously inadequate to handle the New Larger Aircraft that the FAA predicts will be the aircraft of the future.
- NLAs require runways 11,000 feet long and 200 feet wide.
- The bridge over US 1 will actually be 2 bridges, because the taxi way requires the same type of bridge. The same applies over the FEC Railroad tracks.
- With a runway and a taxi way each 150 feet wide and 300 feet between them plus the gradient on each side of the bridges, a tunnel for the FEC Railroad tracks will be approximately 1000 feet long, and if provisions are made for NLAs, an additional 150 feet in length must be added.

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- NLAs will require hangars that will probably be too large to fit in FLL without tearing down existing facilities.
- A hangar large enough to accommodate a NLA will exceed airport height restrictions. This will be the equivalent of a 12 story building.
- The existing fuel pumping system will have to be entirely re-vamped.
- The concourses will have to be widened and the gates will have to be double or even triple-decked.
- Present delays will pale in insignificance to the delays in baggage handling and security screening.

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

ROD
202

From: CAROL WASEK
5921 SW 33 Ave
Ft Lauderdale, FL 33312
7/28/08

To: Ms. Vugmaiere
FAA Orlando Airport
District Office
5950 Augustine Palmetto Drive
Seal 400
Orlando, Florida 32822

This is in reference to FEIS
F11 South Runway
Operation

Dear Ms. June. I am not in favor of the
airport expansion. It will hurt our quality of life.
Sincerely - Curt Basch

F-10068

7/28/08

To FEIS - FLL South Runway EXT
With the loss of Air Lines
in & out of FLL. This is a
CRAZY IDEA!

ENVIRONMENTALTY - IS BAD
SAFETY IS BAD!
HOME VALVES DROP MORE,
NOISE LEVELS WILL BE
TERRIBLE, besides
The vibrating of
The homes FROM
The Thrust of ENGINES
Airplane Fuel covering
our homes, cars etc.
couldn't sit out side
& enjoy South Florida.

Sincerely
CARL Schoen
954-324-5886

F-10069

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


Re: FEIS - FLL South Runway Extension

Dear Ms. Lane,

In light of the current trends in South Florida with respect to property values, recent tax cuts and a decline in growth, it is with the strongest urgency that we request you reevaluate the prudence of a runway expansion at Fort Lauderdale/Hollywood International Airport. Keep in mind that such an expansion would prove detrimental to families already struggling in the current economy. Because there are still C rated schools in the affected communities, we implore upon you to postpone what may prove to be a superfluous airport expansion and allow legislators to refocus economic resources on viable improvements to the tax paying community.

Thank you for your consideration.

Respectfully,


Wes and Kelly Sanford
5374 SW 33rd Ave
Fort Lauderdale, FL 33312

ROD
2012

July 27, 2008

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

My husband and I live at 4436 SW 26 Ave. in Dania Beach. We live in one of the homes just east of I-95 off of Griffin Road. We are very concerned about the extension of the South Runway and continue to try and figure out what continues to motivate this expansion. From our back deck we can observe airport traffic. Most of the time the flights seem sparse and rarely would we label it "congested". We don't mind living near the airport as we find it is very easy to make a flight and pick up our visitors. We consider FLL to be a good and interesting neighbor. However recent events have us very concerned.

1. It appears that the vote passed by Broward County Commission was thought to be a restricted runway. The FAA will not allow the runway to be restricted so I think the commissioners would deny the expansion if they want to remain true to their voters. I think the FAA rejection of the Commission restrictions now null and void the previous vote in favor for expansion or at least forces a re-vote. P12.6
2. I hear that Miami expanded and tried to pass the cost on to there airlines and it only made airline travel more expensive. Will the current airlines stay if they have to raise seat prices to cover these new exorbitant charges? If the cost gets too high in FLL won't the planes just start using Miami Int'l or Palm Beach that is already being under utilized. We have a great tri-rail station that gets you down to Miami Int'l or Palm Beach without much trouble so I think if airline travel picks up they can use the existing runways at these other airports. ROD
3,10,
3,49
3. The South runway design seems to have several serious flaws in it. The ramping of the runway leaves severe drop offs (over forty feet) that seem dangerous if a plane veers off runway or overshoot runway. It would take minor problems and make it deadly real fast. How will Fire/Rescue be able to respond especially if there is fuel leakage? R/L 109.3
4. FLL currently has a three runway system. Due to ramping of the South runway the cross field runway will be eliminated. We are going from three runways down to two and still call it an expansion? ROD 15.15
5. The current forecast costs of \$600-\$700 million dollars are not a credible estimate when the costs of mitigation of land/homes and additional terminals are not included in the numbers. Why expand if we do not need more terminals? P16.2,
ROD 15.16
6. Since scrutiny of the proposed project cause more alternatives to be brought to the table, the north runway became the more common sense way to go. It requires no more land to be purchased, uses existing flight chase way, is much less costly and allows the cross field runway to remain and give us four runway options instead of two. When I

F-LC090

F-LC071

asked an airport engineer official at one of the public meetings why they would attempt such a difficult engineering project when the North runway made more common sense he answered "That there is no saying we won't do the North runway as well." Well if the thinking is to eventually do the North runway as well then why not do that project first and see if even more expansion is needed before doing the expensive project?

RUD 13.8
P 6.4,
6.5,
8.5, 8.1

8. Most county citizens are not aware what will be lost in the expansion. Much wetlands east of the airport will be taken. Many neighborhoods will be lost or forever impacted negatively. The additional amplified noise of the elevated runway will be heard even where no airport noise is currently heard. The tranquility of John Lloyd Starr Park will constantly be shattered. This community gem was recently honored as one of the top ten most beautiful American Parks on Good Morning America. Our roads and public places will be more congested. Do we want to become more Miamiified?

9. We see that there is a lot of new home and business construction continue to be going on in this flight path for the South runway and we wonder why this is happening if this expansion is a foregone conclusion. Would it not be a more cost effective to buy vacant land or purchase homes for sale in the effected area during the last fifteen years. It would have been more economical probably made the project an easier sell to the affected community.

We have been watching this planned project for several years and remain concerned over facts that we have learned. We feel that the negatives far out weigh the pluses at this point in time. The air travel rate is actually going down, the airline industry is hurting and I am not sure can sell more costly tickets to use FLL. If they can't sell seat inventory they will leave and then who pays for the expansion? This is the kind of White Elephant situation that could bankrupt the county and cost its citizens dearly. We strongly believe that now is a good time to postpone any firm decision and see what the American economy does and how airline industry performs over the next several years. Meanwhile we can strongly consider all options and make choices that are wise.

2

Thank you for taking the time to care,

Sincerely,

Lisa + Ed Roberge

Lisa and Ed Roberge
4436 SW 26 Ave
Dania Beach, Florida 33312
Ed's CP (954)873-1267
Lisa's CP (954)336-9917

F-LC07H

July 28, 2008
Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazeltine National Drive
Orlando, Florida

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane

I live in Dania just South of the proposed new South Runway. I object to this construction because it will drastically impact my families quality of life. The soot on my roof needs to be washed off every year. This can not be good for anyone's health. Has this been addressed and what will be the increase due to high traffic on the South runway?

P 18.16
RUD 7.10

Also of course the noise which has not been addressed due to the elevated runway. What will the noise profile actually be in the NorthEast Dania neighborhood?

RUD 13.8

Why are the plans proceeding when you consider that airlines are going bankrupt and decreasing operations from FLL and this obviously is going to continue?

RUD 3.10, 3.10

Please do not proceed with this expansion unless it can be proved that it will be needed.

Thank you,

Stephen Reed
205 NE 1st Ct
Dania, FL 33004

F-LC07Z

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

Fort Lauderdale July 28- 2008
send by Fax 8 pm 30

My address: Gavet Astrid 4440 SW 34th drive Fort Lauderdale/Dania Beach 33312
Regarding: FEIS - FLL South Runway Extension

Dear Ms Lane,

The impact of noise is very important already, I could not imagine more than what we have.

As the city of Dania has allowed the environment to be impacted by letting the incinerator to be built on site road 7, the FPL sub station, and the flight pattern already over my home, the small plane are so low they almost touches the tops of my big trees.

My biggest objection by 'Using the south runway extension' is because of the increase Amount of flight, therefore creating unbearable noise disturbing our lives because of the constant flight going over our homes.

Our homes have been devalued as it is strongly object.

1/ why do you not use the North Runway with less impact.

2 /why do we paid regular property taxes like every one.

In other places the property taxes are free for Such inconvenient.

Bests Regards,
Astrid GAVET

Par. 6

ROD 15,14

F-LC073

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,

MY WIFE AND I LIVE OFF GRIFFIN ROAD
IN THE EXACT LINE OF THE FLIGHT PATTERN OF
THE PROPOSED EXTENDED RUNWAY.

IN ADDITION TO ALL THE NEGATIVE POINTS POINTED
OUT BY MY CONSTITUTES, MY MAJOR CONCERN IS

THE 2703 TIMES MORE PROPERTY TAXES I WOULD BE
PAYING IF I SOLD AND PURCHASED AN EQUAL VALUE

HOME ELSEWHERE. MY WIFE AND I OWNED OUR HOUSE
SINCE 1976 (32 YEARS) AND OUR PROPERTY TAXES FOR

2007 WAS \$ 1992.00. WOULD THIS FAA OR OTHER
GOVERNMENT AUTHORITY BE WILLING TO PAY ANNUALLY

THE ADDITIONAL PROPERTY TAXES FOR THE NEXT 30+
YEARS ON THE NEWLY ACQUIRED HOUSE? NOPE!

MY WIFE IS 54 YEARS OLD AND IN EXCELLENT HEALTH.

JOHN K. MOYANT
4661 SW 42ND LANE
FORT LAUDERDALE, FL 33314
Sincerely Yours
John K. Moyant

ROD 15,0

1.4

F-LC074

Date: Monday, July 28, 2008

Attn: Virginia Lake

RE: Fort Lauderdale Airport Runway Expansion FEIS

Dear Ms. Lake,

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

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

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

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

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

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

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

Thank you,

Wanda King - Arroyo

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

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 Hazelme National Drive
Orlando, Florida 32822-5024

Regarding: FEIS - FLL South Runway Extension

Dear Ms. Lane,

I object to the proposed South Runway extension and do not give up my air rights, we have wanted here to have our homes and if it was your home you would not feet it too. With the economy so bad and air flight prices at all time record high we sure do not need more runways. The airlines already hatte our windows and duggs it fast all over our cars and animals. If they need to spend so much money then give us back some of it in our taxes. Do not add more runways.

ROD 2010

*Kris Johnson + Family
4614 S.W. 30th Way
Ft Lauderdale, FL 33312*

FAX

Date: 7.28.08

TO: Ms. Virginia Lane, AICP

FAX: 407-812-6978

PHONE:

FROM: Carene A. Grant - Executive Assistant

FAX: 800-886-0079

PHONE: 954-515-3799

PAGES: 3

RE:

COMMENTS:

- URGENT
- PLEASE COMMENT
- PLEASE REVIEW
- FOR YOUR RECORDS



ANDREW ROSEN
Chief Executive Officer

July 25, 2008

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

FAAX: 407-812-6978

Dear Ms. Lane:

I am writing on behalf of Kaplan Higher Education in support of runway expansion alternative B1b at Ft. Lauderdale-Hollywood International Airport.

Over the last six years, Kaplan Higher Education has added more than 1,000 new professional jobs in South Florida, and we expect to continue to grow in the years ahead. None of these jobs would have been created here were it not for the convenience and efficiency of Ft. Lauderdale-Hollywood International Airport.

In 1999, Kaplan Higher Education had its business base in New York with a small presence in South Florida. Frequent, inexpensive and on-time flights from New York to Ft. Lauderdale-Hollywood International Airport made it possible for us to conveniently visit our office here, manage our modest operation, and have the confidence to grow it. Had that efficient access to our South Florida office not existed, it is highly unlikely we would have chosen to expand here. As our company grew, we searched for a community that would serve as the permanent home for our expanding business. Broward County proved to be a good choice for many reasons, but easy access was a key requirement.

Today, Kaplan Higher Education's offices on Cypress Creek Road serve as a headquarters for a nearly 12,000-employee global operation, and our growth continues.

It is imperative to the success of our business that travel to and from our widely dispersed operations remain convenient, predictable and user-friendly. Airport expansion will help ensure Kaplan's continued growth, the growth of the county's business community at large, and the attractiveness of Broward County to businesses considering relocating here.

6101 Kaplan University Avenue, Fort Lauderdale, FL 33309
Tel: 954.515.4888 arosen@kaplan.edu

F-LC077

F-LC077

ROD
11.0

Jul 28 08 06:25P

Kaplan University

954-515-3900

P. 3

ANDREW ROSEN
Chief Executive Officer

I encourage the FAA to support Alternative B1b, which would lengthen the south runway at Ft. Lauderdale-Hollywood International Airport to 8,000 feet and close the cross-wind 13/31 runway. This alternative will meet future travel demands and ensure safe operations in a variety of conditions.

Sincerely,



Andrew S. Rosen
Chief Executive Officer
Kaplan Higher Education

6201 Knight University Avenue, Fort Lauderdale, FL 33309
Tel: 954.515.4888 arosen@kaplan.edu

F-LC077

FROM : George A. Jason

PHONE NO. : 9549875051

Jul. 27 2008 03:17PM PT

> FAX MESSAGE <

George A. Jason
4549 SW 37th Avenue
Dania Beach
Florida 33312-5403

FAX NUMBER
(954) 987-5051

DATE: Monday, July 28th, 2008

FROM: George A. Jason

FAX # (407) 812-6978

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

NUMBER OF PAGES 3 INCLUDING THIS COVER PAGE.

RE: My thoughts on Ft. Lauderdale/Hollywood South Runway Extension.

Please look at the impact and expense and then consider the North
Parallel Runway choice.

DO WE REALLY NEED TO EXPAND FLL?

RDP
15.14

F-LC078

FROM : George A. Jason

PHONE NO. : 9549875051

Jul. 27 2008 03:17PM P2

FROM : George A. Jason

PHONE NO. : 9549875051

Jul. 27 2008 03:18PM P3

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

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

Dear Ms. Lane:

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

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

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

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

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

The FAA relied on a study from 2002 for economic impacts to Broward County. Why didn't the FAA use more recent data? This data does not include the current negative economic forecast. Operations at the airport declined by 5.3% for air carrier enplanements and 10.7% for commuter enplanements in 2006, but the FAA still predicts operations at the airport will increase through 2020. The FAA is basing its expansion decision on benefits from the project through 2030 (reductions in operational delays) while at the same time only disclosing environmental impacts caused by the project through 2020.

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

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

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

F-LC078

F-LC078



A facsimile from

Robert 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

July 27, 2008

RE: FEIS - FLL South Runway Extension

Ms. Virginia Lane
FAA Orlando Airports District Office
5950 Hazletone 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

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.

Why has the FAA indicated that it does not intend to comply with operational restrictions at the airport which is already written in the Interlocal Agreement between Broward County and the City of 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?

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?

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.

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

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?

P3.37
P2.26
P6.0
P6.5
RUD3.10
P16.2
R02
P15.16

4451 SW 34TH DRIVE
FT. LAUDERDALE, FL 33312

- 2 -

July 28, 2008

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 3.0, 3.0

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.

P3.161 3.25

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

ROD 3.10

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

ROD 3.0

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.

ROD 13.7

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 4.5

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?

P8.58

It is the opinion of this citizen/writer 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,

Robert Vagi

Robert Vagi

F-LC079

MONDAY, JULY 20, 4:00 AM EDT

UNITED JOINTSTION 003-062-4100

P.01

July 27, 2008

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

Dear Ms. Lane,

We, the undersigned, would like to enter our comments into the public record in reference to the proposed runway expansion at Fort Lauderdale International Airport, FL. While we have many objections above and beyond the following, we confine our objections in this letter to those of a predominantly safety of flight and operational issues.

All of us are commercial pilots with either major Part 121 air carriers or freight operators. We have, between us, scores of years of flying experience and tens of thousands of flight hours.

We find many critical flaws in the proposed B1b/c design which, when taken in total, leave us with the opinion that this runway design should be strenuously opposed on the basis of its overall reduction in safety margin.

The proposal plans call for the new runway 9R to be the primary departure runway with runway 9L as the primary landing runway. This, contrary to normal operation and logic, results in aircraft using the shortest, uphill runway when the aircraft is heaviest (takeoff) and using the longest, level runway when lightest upon landing. This also results in the largest noise contour (takeoff) being over an environmentally sensitive area -- John Lloyd Park.

The uphill design of the proposed runway 9R requires a performance penalty for an aircraft taking off on that runway. This means that the proposed 8,600' runway has an effective length of 7,500' - 8,000', a length that could nearly be accomplished on the existing field without dewatering the runway.

The elevated east end of the proposed runway 9R would be surrounded on three sides by Mechanically Stabilized Earth (MSE) walls. These are shear walls that would be catastrophic if an aircraft were to depart the runway, either to the side or on the east end, or if an aircraft approaching 27L were to land short.

Having a freight railroad running under the runway is unprecedented in the United States, and possibly in the world. This combined with a multi-lane highway, means that the proposed runway is continuously exposed to whatever hazardous cargo is being transported beneath. The ease with which possible terrorists would have access to the underpasses is also a major concern.

Finally, and by no means the least of our concerns, the proposed runway design creates numerous unprecedented difficulties in the event of an aircraft accident or evacuation when the aircraft comes to rest on the eastern half of the proposed runway. The single entry point at the west end translates to an additional one and one half mile drive for the fire and rescue equipment, costing precious minutes.

An aircraft that stops off the center line in the vicinity of the bridge design has potentially rendered one half of their emergency exits unusable lest the passengers slide over the edge of the bridge and onto the railroad or highway below. Similarly, emergency vehicles would be restricted in their approach to the side of the aircraft closest to the runway edge line.

Passengers assembling away from the disabled aircraft would be blocked from escape from the accident scene by the aircraft and firefighting equipment on one side and the edge of the railroad or highway bridge on the other, effectively trapping them. Jet A from ruptured fuel tanks would flow down the sloped runway and prevent fire fighting apparatus from gaining access to the crash site.

For these safety/operational reasons, in addition to the many other environmental and fiscal reasons of which you are well aware, we request that the FAA reject this ill-advised and inherently flawed runway design.

Sincerely yours,

Gary R. Hecker, B-737 First Officer, 641 SW 6th Ave, Ft Lauderdale, FL 33315

Kenneth Culver, B-737 First Officer, 900 Nature's Cove Rd, Dania Beach, FL 33004

F-LC080

P4.4
RLC 109.3

P8.58

P4.0

RLC 109.3

P4.4

P
RLC 109.3



Mike McKeever
705 NW 7th Street
Dania Beach, FL 33004

facsimile transmittal

To: VERGINIA LAWE Fax: 407-812-6578
 From: Mike McKeever Date: Monday, July 28, 2008
 Re: Pages: 2 FILE CANCEL
 CC: _____
 Urgent For Review Please Comment Please Reply Please Recycle

Notes:

Mike McKeever, 705 NW 7th Street, Dania, FL 33004 Phone: 954-923-9164 Fax: 302-347-0294

F-LC081

July 28, 2008

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

Dear Ms Lane,

I am writing in opposition to the proposed runway expansion at Fort Lauderdale / Hollywood International Airport, Florida. As I have stated both publicly and in writing during the Draft EIS phase, this runway design has bothered me from the very beginning.

Well, I finally realized why this particular design bothers me so much as a professional major airline Captain. Yes, there are runways that cross over roadways, and there are runways with sheer wall embankments on one or more sides and, of course, there are runways with a slope. There are no runways I have ever seen that cross a freight railroad, nor have I ever used a runway that could only be accessed from one end.

However, I can say with complete assurance that never have all these design flaws been brought together so elegantly in one runway! This is kind of like taking an aircraft with too many deferred maintenance items. Each item individually is no big deal, but all taken together are setting up a scenario that would make "Murphy" proud.

Each and every deviation from an ideal runway strips away a margin of safety when using that runway. It is my belief that too many of these margins are missing in this design.

Sincerely yours,

Mike McKeever
Mike McKeever

F-LC081

P4.4
P4.4
RLC 1083

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


Dear Ms. Lane:

I am in the hotel business in Fort Lauderdale and have been in this town for 30 years. I am amazed that the process of getting the second runway has taken so long when we all know that Fort Lauderdale has needed this for many years. I understand the process and that it is complicated.

However the time has come that we move forward and build the second runway under alternative B1b. We can not continue to have the backups at the airport which are not only disrupting traffic in South Florida but also up and down the east coast. The delays in landing and take-offs are not only bad for business but cause more environmental damage because of the waste of fuel and time.

Broward County has continued, amazingly at times, to run a great airport. It is cheap, efficient and easy. I realize that the costs will be going up as a result of the construction and mitigation but we will still be very competitive.

I support this alternative and ask that we move on the process which is over 10 years behind.

Sincerely,

Christopher Feilock
Vice President
IAG Realty/Marker Management Group
1850 SE 17th St., Suite 108
Fort Lauderdale, FL 33316

ROP
] M.O

F-4082
TOTAL P 01

**GREAT
AMERICAN
FARMS, INC.**

Alan J. Levy
President
Great American Farms, Inc.
11 S.W. 15th Street
Fort Lauderdale, FL 33315
Telephone: 954-761-9777
Fax: 954-761-7769
ajl75@bellsouth.net

Fax

To: Virginia Lane From: Alan Levy
Fax: 407-812-6978 Date: 7-25-88
Paste (w/cover): 2
Re: FINAL EIS + Runway Alternative B1b

Comments

JUL 25 08 11:34a
F-80977-F
Alan Levy

July 26, 2008

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

RE: FEIS- FLL SOUTH RUNWAY EXTENSION

Dear Ms. Lane,

We are residents of Melaleuca Gardens just south of the FLL Airport. We ask you to please take a few minutes to see the importance to us and all residents in this community about the south runway Extension.

1) is it necessary to a 8000 Foot Runway-East Over the Railroad, over US1 and 12 acres of wetlands that will be destroyed, is it necessary of an escalated 8000 Foot Runway starting on the west at 9 Feet above grade level rising to over 45 Feet East over Railroad and over US 1 **HOW SAFE WILL THIS BE?** P. 12, 109.3

2) John U Lloyd Beach State Park- our State Park which was recently shown on ABC'S Good Morning America on July 13, 2008 one of the four finalist in their search for the best National Park of the Month. P 8.58

3) is it necessary to spend billions of dollars? On this project, which needless to say several Airlines have already cut back on flights at FLL and what about Airlines that have file for bankruptcy and the one that will in the future. P. 162, RUD 3.10

4) What about us the residents? OUR QUALITY OF LIFE. P 6:1

We appreciate very much the time you will take in going over these key points for the Environmental Impact on FLL EXPANSION.

Sincerely,
Roberto & Blanca Milla
914 Nautilus Isle
Dania Beach, FL 33004

F-7C084

GREAT AMERICAN FARMS

11 S.W. 15th Street
Fort Lauderdale, FL 33315
Phone 954-761-9777
Fax 954-761-7769
all725@bellsouth.net

July 25, 2008

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

Dear Ms. Lane:

I strongly support the findings of the FAA for Airport Runway Expansion Alternative B1b for the Fort Lauderdale-Hollywood International Airport.

Broward County residents depend on the airport for travel, jobs and a strong economy. This second major runway will greatly strengthen our financial future.

Thank you for your consideration.

Sincerely,

Alan J. Levy

ROD
19.0

F-7C084

Jul 26 08 11:34a

Alan Levy

08/11/11/08

14



RUFFIAN222@comcast.net
07/26/2008 11:18 AM

To Rebecca Henry/ASO/FAA@FAA
cc
bcc

Subject FLL - don't expand

ROD
20.0

Please don't expand FLL airport.
Signed,
Happy Resident of Broward County, FL.

F-2085



JAMAL SHURDOM
<drshurdom@yahoo.com>
07/26/2008 11:43 AM
Please respond to
drshurdom@yahoo.com

To llieberman@broward.org, kjacobs@broward.org,
sritter@broward.org, kkeechi@broward.org,
lweiler@broward.org, spurzburger@broward.org,
cc "Jamal Dr. Shurdom" <drshurdom@yahoo.com>

bcc

Subject Apology: Technical error, Please ignore my previous personal message

Dear Sirs/madams

Apology with greetings!

Due to a technical error, please ignore my previous unintended personal message was sent to your office this morning. The personal letter was in response to a private letter received from a friend related to a public interest matter. I didn't mean to expose my personal response and views. The intention was to distribute a copy of her letter to others.

ROD
22.0

Have a great day with apology to all

Dr. Shurdom

F-2086

JAMAL SHURDOM
<drshurdom@yahoo.com>
07/26/2008 11:12 AM



To: Lorraine Hofheinz <Hofheinz@bellsouth.net>, Steer barbra
<barbra@barbrasteer.wanadoo.co.uk>, Barbara Salber
<bsalber@primebankfl.com>, Barbara Stevens
llieberman@broward.org, kjacobs@broward.org,
sritter@broward.org, kkeechi@broward.org,
lweiler@broward.org, sgunzburger@broward.org,
bcc

Subject: She needs your Help: An Important Email from Lorraine

Wowowowowowowowowowowoo, interesting....

will send it to all of my bulk mail state wide addresses.

However, You do have to check, scrutinize, and go after these guys personal finance and social relations with the business community, contractors, investments, and SS commissions paid relations with the county and city public officials. I don't know if there are any.

Always ask: Who is benefiting from this... what is the logic, the need, why... how... the timing, the personal private links are important to document between city officials and private contractors, developers, etc. if there are any!

Remember, the abuse of power for personal gains among city, county, etc, public elected officials are serious, they are always there for you to find out and scrutinize the connections, the links, the secretly and privally hidden in the dark mutual interests among these guys and the elected officials.

Sometimes, it makes logic wonder how can these guys accept these jobs with these little gas-money salaries that consume a large amount of time and responsibilities. ??????????

This is my humble hint, suggestions, and remarks to your letter sent to my office this morning, Lorraine, Thanks for sharing it with me.

Go Lorraine Go >

Dr. Shurdom

--- On Fri, 7/25/08, Lorraine Hofheinz <Hofheinz@bellsouth.net> wrote:

From: Lorraine Hofheinz <Hofheinz@bellsouth.net>
Subject: An Important Email from Lorraine
To: "Lorraine Hofheinz" <hofheinz@bellsouth.net>
Date: Friday, July 25, 2008, 10:33 PM

F-LC080

On Wednesday 7/23/08 I spent 2 hours at City Hall in Dania Beach, Florida listening to some very intelligent, sensible people regarding the proposed plan to expand the Ft Lauderdale airport. If you don't live in the Ft Lauderdale area, please don't think this information is not important to you. The following information affects every traveler in or out of Ft Lauderdale / Hollywood Airport whether it is for business, vacation or to visit families or our beautiful beaches.

There is a proposed plan between the Federal Aviation Admin & Ft Lauderdale Airport to build a new 8,000' "South" runway which will rise to over 45 feet above a major thoroughfare (US1), existing Railroad tracks and a natural gas line that runs underground between Pt. Everglades & the Miami Airport. The estimated cost is close to \$1.5 - \$2. Billion Dollars. A majority of The Broward County Commission will vote to approve this plan on August 5th.

Present at the July 24th meeting were Broward Co. Commissioner John Rodstrom (my representative who believes this plan is unacceptable) attorney Brenda Lee Chalifour, Commissioners from the City of Dania Beach, Dania Beach Fire Chief & other notable environmental specialists (I didn't get all the names) I learned:

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

*** Emergency Response Teams will NOT be able to rescue any

P162
R0D15.16

P8.58
R0D15.14

R LC 1073

F-LC087

passengers in the event there is any accident or dangerous circumstance on the South Runway.

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

*** In light of the recent economic difficulties due to rising gas prices & several airlines recently pulling out of Ft Lauderdale, is the \$1.5 million expenditure for a seriously flawed and dangerous runway justified? RUD 3.0

Two senior airline pilots discussed the dangers of the engineering plans which will have arriving planes landing on a downward incline....if a plane is full of cargo (people) and the pavement is wet ... (fill in the blank.) Departing planes will be taking off on an upward incline which will require even more fuel than a regular takeoff. (Jet fuel is even more expensive than premium gas!) R LC 1013

I do not know why the FAA, Ft Lauderdale Airport Management and the Broward County Commission continue to endorse the "South" runway proposal. One of the commissioners endorsing this project (S. Ritter) ran her election campaign with promises to protect our fragile environmental ecosystem! RUD 15.14

The reports and studies produced to justify expansion have not proven the need for the proposed expansion. The negative impacts to the citizens, their homes and quality of life are devastating. The negative impacts to our environment are overwhelming. The cost for the proposed expansion has skyrocketed into the billions of dollars (which we will all pay for in one form or another whether it be in increased taxes, increased airline tickets, additional fees and charges, etc.). P 3.37

The proposed plan to build a South Runway at Ft Lauderdale Airport is dangerous and it is important that you help.

This Weekend Please email at least one person who can change this - addresses below. I'd like you to also copy me on your email.

Thanks in advance for your support & feel free to forward this request to others.

Broward County Commissioners:

Ilene Lieberman - ilieberman@broward.org

Kristin Jacobs - kjacobs@broward.org

Stacy Ritter - st Ritter@broward.org

Ken Keechl - kkeechl@broward.org

Lois Wexler - lwexler@broward.org

Sue Gunzburger - sgunzburger@broward.org

John Rodstrom - jrodstrom@broward.org

Diana Wasserman Rubin - dwassermanrubin@broward.org

Josephus Eggelette - jeggelette@broward.org

Hon. Charlie Crist, Governor, State of Florida

Charlie.crist@myflorida.com

Ms. Virginia Lane
FAA Orlando District Office
Environmental Program
Virginia.lane@faa.gov

Rebecca Henry
FAA Orlando District Office
FAA Planning & Compliance
Rebecca.henry@faa.gov

Hon. Michael Sole, Secretary, Dept of Environmental Protection

Michael.sole@dep.state.fl.us

Hon Stephanie Kopelousos, Secretary, Fla Dept of Transportation

Stephanie.kopelousos@dot.state.fl.us

Hon. Ron Klein

Fl. 22 Congressional District

Felicia.goldstein@mail.house.gov

Hon. Debbie Wasserman-Schultz

F-1087

Fl 20 Congressional District

Jodi.davidson@mail.house.gov

If you would like more detailed information, such as Sun Sentinel News Reports, the FAA proposal, etc. please contact me.

Sincerely,

Lorraine Hofheinz

F-1087



dsgjly@comcast.net
07/28/2008 09:56 AM

To: Charlie.cristi@myflorida.com
cc: ilieberman@broward.org, kjacobs@broward.org, sritter@broward.org, kkeech@broward.org, wexler@broward.org, sgunzburger@broward.org,
bcc:
Subject: Plans for the Fort Lauderdale/Hollywood Airport expansion

Hello

I am sorry to bother you, but I feel you may be the only one who can help.

As a Florida NATIVE (born in Fort Lauderdale in 1944) I have seen the changes, both good and bad, made to this wonderful state and county. I have seen the preservations made to the land.. Everglades and other environmentally sensitive areas. This was a good thing. However, I feel I need to ask you to stop the proposed runway "SOUTH" expansion at the Fort Lauderdale/Hollywood Airport. Don't get me wrong, I believe in progress, but progress that is for the benefit of all. I don't believe in progress just so that we can obtain federal or state funds to build something that is not needed or that would be hazardous to ones health and livelihood. Or for the political gain of some people. THAT IS WRON G!

Below (in Blue) is an E mail from a friend of mine who was at a recent meeting... It can fill you in on what is happening. Lorraine has been attending these meetings and passing the information along to those of us who can not attend.

It was many, many, MANY years ago, when the powers that be, in Broward County, started to discuss the expansion of any of the runways at the Fort Lauderdale/Hollywood airport... the economy, gas prices, airline needs, etc., were different from what they are now. As you know, times have really changed... The airlines are cutting back on both flights and staff, or even shutting down operations. The prices of gas and airline fuel have soared... and you can be sure that the average resident will be cutting back on trips, because of it.

Well..... after all these years of doing nothing but discussion, and then passing the buck to other new administrations and more money spent on "new studies"... you would think that the "powers that be" would see that this is not the time to expend so much money on a SOUTH Runway expansion... that would not only take years to build... but in the process damage and destroy the wonderful ecosystem to the east of US #1... The system goes to the ocean... This wet land, marsh, and man-grove eco system is IRREPLACEABLE. Once gone it can not be brought back. The reefs off the shore at John Lloyd STATE Park.. are still teeming with life... The impact would be devastating. Locals and tourist alike ...enjoy swimming, playing, snorkling, boating, fishing, and scuba diving on this shoreline and reef.

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With these studies came reports from pilots as well. But these reports seem not to phase "the powers that be" ..as they were not listening to the pilots that told them about the hazards of take off and landing on the extended runway... Why not listen to the pilots?! They are the ones that KNOW what could happen if things went wrong on such inclined runways. Port Everglades is just to the east of US #1... there are HUGE fuel tanks there and can you guess what would happen if a plane should crash??? It would be horrific.

Thank you for your attention to this matter....

Sincerely, Linda Lee Granger (Davie/ Broward County resident and TAX PAYER)

E mail from Lorraine Hofneinz.

On Wednesday 7/23/08 I spent 2 hours at City Hall in Dania Beach, Florida listening to some very intelligent, sensible people regarding the proposed plan to expand the Ft Lauderdale airport. If you don't live in the Ft Lauderdale area, please don't think this information is not important to you. The following information affects every traveler in or out of Ft Lauderdale / Hollywood Airport whether it is for business, vacation or to visit families or our beautiful beaches.</P>

There is a proposed plan between the Federal Aviation Admin & Ft Lauderdale Airport to build a new 8,000' "South" runway which will rise to over 45 feet above a major thoroughfare (US1), existing Railroad tracks and a natural gas line that runs underground between Pt. Everglades & the Miami Airport. The estimated cost is close to \$1.5 - \$2. Billion Dollars. **A majority of The Broward County Commission will vote to approve this plan on August 5th.**

Present at the July 24th meeting were Broward Co. Commissioner John Rodstrom (my representative who believes this plan is unacceptable) attorney Brenda Lee Chalifour, Commissioners from the City of Dania Beach, Dania Beach Fire Chief & other notable environmental specialists (I didn't get all the names) I learned:

*** From the 4-5 alternative plans, the proposal to build a 45' elevated "South Runway" is the most expensive plan & destroys more acreage of the most environmentally sensitive land possible. (12 acres of wetlands

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will be ruined & John Lloyd State Park, declared a "National Treasure" on Good Morning America 7/23/08 will practically be obliterated). The "parallel North Runway" option is not only less expensive it is less environmentally damaging.

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

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

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

Two senior airline pilots discussed the dangers of the engineering plans which will have arriving planes landing on a downward incline....if a plane is full of cargo (people) and the pavement is wet ... (fill in the blank.) Departing planes will be taking off on an upward incline which will require even more fuel than a regular takeoff. (Jet fuel is even more expensive than premium gas!)

I do not know why the FAA, Ft Lauderdale Airport Management and the Broward County Commission continue to endorse the "South" runway proposal. One of the commissioners endorsing this project (S. Ritter) ran her election campaign with promises to protect our fragile environmental ecosystem!

The reports and studies produced to justify expansion have not proven the need for the proposed expansion. The negative impacts to the citizens, their homes and quality of life are devastating. The negative impacts to our environment are overwhelming. The cost for the proposed expansion has skyrocketed into the billions of dollars (which we will all pay for in one form or another whether it be in increased taxes, increased airline tickets, additional fees and charges, etc.).

The proposed plan to build a South Runway at Ft Lauderdale Airport is dangerous and it is important that you help.



indblakely@comcast.net
07/29/2008 07:10 AM

To Charlie.crist@myflorida.com
cc Virginia Lane/ASO/FAA@FAA, Rebecca
Henry/ASO/FAA@FAA, Michael.sold@dep.state.fl.us,
Stephanie.kopelouses@dot.state.fl.us,

bcc

Subject

As a U.S. citizen who is seriously concerned with protecting and maintaining our environment, in fiscal responsibility and in transportation safety I must voice my objection to development and approval of the proposed Ft. Lauderdale South Runway. Numerous experts in these fields have presented detrimental evidence that this proposed runway is seriously flawed and dangerous. Please do not approve the South Runway Plan.

Donna S. Blakely
Haverford Township, PA 19083

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"Lorraine Hofheinz"
 <lhofheinz@bellsouth.net>
 07/25/2008 11:01 PM

To <llieberman@broward.org>, <jacobs@broward.org>, <ritter@broward.org>, <kkeechi@broward.org>, <lwexler@broward.org>, <sgunzburger@broward.org>, <Charlie.crist@myflorida.com>, Virginia Lane/ASO/FAA@FAA, Rebecca Henry/ASO/FAA@FAA, <Michael.sole@dep.state.fl.us>

bcc

Subject No South Runway at FLL Airport

Dear Honorable Representative:

Please recognize my sincerest request that you vote against the proposal to expand the Ft Lauderdale Airport. The proposal to build a 45' elevated "South Runway" is the most expensive plan & destroys more acreage of the most environmentally sensitive land possible.

Emergency Response Teams will NOT be able to rescue any passengers in the event there is any accident or dangerous circumstance on the South Runway since the runway will be 45' in the air!

Hundreds of homeowners will have their homes destroyed.

12 acres of wetlands will be ruined & John Lloyd State Park, declared a "National Treasure" on Good Morning America 7/23/08 will practically be obliterated!

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

The "parallel North Runway" option is not only less expensive it is less environmentally damaging.

The reports and studies produced to justify expansion have not proven the need for the proposed expansion. The negative impacts to the citizens, their homes and quality of life are devastating. The negative impacts to our environment are overwhelming. The cost for the proposed expansion has skyrocketed into the billions of dollars (which we will all pay for in one form or another whether it be in increased taxes, increased airline tickets, additional fees and charges, etc.).

Please recognize that on behalf of my family and friends I (a very reliable voter) urgently plead with you to stop the expansion of the Ft. Lauderdale airport.

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The people you are supposed to be working for just can't take any more cement, noise, dirt, & expense.

Sincerely,
 Lorraine Hofheinz

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F-LC090



Alex <blancoa@gmail.com>
07/25/2008 10:41 PM

To lliberman@broward.org, kjacobe@broward.org,
sritter@broward.org, kkeech@broward.org,
lwexler@broward.org, sgunzburger@broward.org,
cc "Lorraine Hoffheinz" <hoffheinz@bellsouth.net>

bcc

Subject citizen opposition to the south runway ft. lauderdale project

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

sincerely,
Alex Blanco
3240 Maple Lane
Davie, FL 33328

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F-2091



Ginny Warner
<ginnywarner@comcast.net>
07/28/2008 05:00 PM

To <Charlie.crist@myflorida.com>, Virginia
Lane/ASO/FAA@FAA, Rebecca Henry/ASO/FAA@FAA,
cc <Michael.sole@dep.state.fl.us>

bcc

Subject Proposed FLL Expansion

Dear Governor Crist, et al,

I do not know why the FAA, Ft Lauderdale Airport Management and the Broward County Commission continue to endorse the Ft. Lauderdale Airport South Runway proposal.

For goodness sake, one of the Commissioners even had the audacity to base their election campaign on promises to protect our fragile environmental ecosystem! Out of the 4 or 5 alternative plans, not only is the proposal to build a 45' elevated South Runway the most expensive plan, but it also destroys more acreage of the most environmentally sensitive land possible. Acres of wetlands will be ruined & John Lloyd State Park, declared a "National Treasure" on Good Morning America on July 23rd of this year, will practically be obliterated.

The reports and studies produced to justify expansion have not proven the need for the proposed expansion. The negative impacts to the citizens, their homes and quality of life are devastating. The negative impacts to our environment are overwhelming. The cost for the proposed expansion has skyrocketed into the billions of dollars (which we will all pay for in one form or another whether it be in increased taxes, increased airline tickets, additional fees and charges, etc.).

How can anyone rationalize an expansion that will frequently require taking off on an incline, using huge amounts of additional fuel at a time when mere gasoline is becoming more precious by the minute?! And what about the fact that it will be virtually impossible to access this ramp in emergency situations? Imagine a fully loaded cargo plane landing on this rain-slick runway with a downward incline towards the main airport?

The proposed plan to build a South Runway at Ft Lauderdale Airport is dangerous and I implore you to help prevent this travesty to our environment, homes and peace of mind!

Yours truly,

Ginny Warner
Tamarac, Florida

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