

Appendix B

Correspondence from Federal
State and Local Agencies &
Response to Comments on Early
Notification Package





SAMPLE LETTER
TO AGENCIES

March 27, 2006

Mr. Francis Peltier
Associate Regional Director of Professional Services
National Park Service
100 Alabama Street SW
1924 Building
Atlanta, GA 30303

**Subject: Early Notification for Environmental Assessment
Proposed Extension of Runway 9R-27L
Kendall-Tamiami Executive Airport**

Dear Mr. Peltier:

Miami-Dade Aviation Department (MDAD) is proposing to implement a runway extension at Kendall-Tamiami Executive Airport (TMB). The runway extension is being proposed to allow the airport to meet its role as a reliever airport to Miami International by allowing the current users of the airport to operate without load penalties. Eliminating the load penalties will increase the range of aircraft and cities that can be reached directly from TMB. In accordance with the National Environmental Policy Act (NEPA) and FAA Orders 5050.4A, *Airport Environmental Handbook* and 1050.1E, *Policies and Procedures for Considering Environmental Impacts*, MDAD is preparing an Environmental Assessment (EA) to analyze the potential environmental effects of the proposed action.

TMB, located in Township 55, Range 39 in the southwest portion of Miami-Dade County, Florida, is owned and operated by MDAD. The airport is generally bordered by S.W. 136th Street to the south, S.W. 120th Street to the north, S.W. 137th Avenue to the east and S.W. 157th Avenue to the west.

TMB, which is classified in the National Plan of Integrated Airport Systems (NPIAS) as a reliever airport for Miami International Airport, currently has three runways available for use. The runways are designated 9L-27R (5,001 feet in length), 9R-27L (5,002 feet) and 13-31 (4,001 feet). Runway 9R-27L is the most heavily used runway at the airport.

The proposed action involves extending Runway 9R-27L to a total length of 7,350 feet. This would include a 550-foot extension to the east end of the runway and a 1,798-foot extension to the west end of the runway (see Attachment A). The proposed runway extension would be on existing airport property and no property acquisition would be necessary.

The intent of this letter is threefold. First, this is an early notification of the EA that is being prepared regarding the proposed action. Second, this letter is a request that you provide any background information that your agency may have regarding the immediate airport vicinity. Third, this letter requests that you provide any specific issues, concerns, policies, or regulations that your agency may have regarding the environmental analysis that will be undertaken in the EA. Please submit comments by April 30, 2006 to the contact provided below.

MIAMI-DADE AVIATION DEPARTMENT ♦ P.O. BOX 592075 AMF ♦ MIAMI, FLORIDA 33159
PHONE: 305.876.7000

www.miami-airport.com



Mr. Peltier
Page 2

Mr. Norman Hegedus, Aviation Environmental Planner
Miami-Dade Aviation Department
Aircraft Noise & Environmental Planning
P.O. Box 592075
Miami, Florida 33159

Thank you for your interest and participation in this environmental review process. If you have any questions regarding the attached materials or the proposed EA, please do not hesitate to contact me at (305) 876-0569.

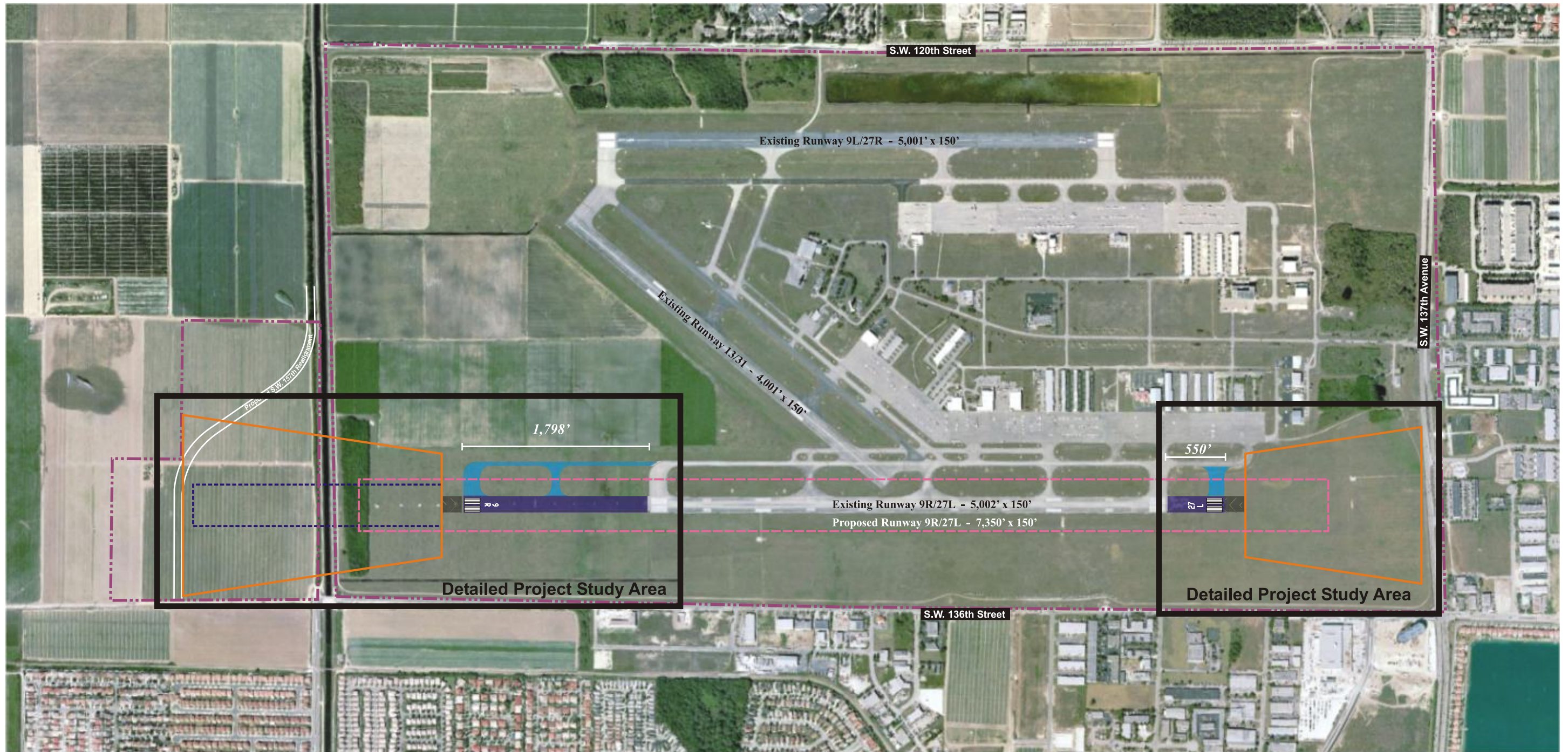
Sincerely,

A handwritten signature in black ink, appearing to read "Jeffery R. Bunting". The signature is written over a series of horizontal lines, possibly from a form or a table.

Mr. Jeffery R. Bunting
Division Director, Aircraft Noise & Environmental Planning
Miami-Dade Aviation Department

JRB/nh

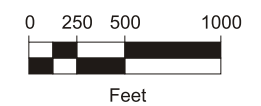
cc: Bruce Drum, Deputy Director Miami-Dade Aviation Department.
Mike Alberts, Environmental Science Associates.



Aerial Photo Source: AirPhoto USA, January 2005

Legend

- Proposed Runway Extension
- Proposed Taxiway Extension
- Existing Airport Property Boundary
- Future Runway Protection Zone (RPZ)
- Future Runway Safety Area (RSA)
- Future Obstacle Free Zone (OFZ)





Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

RECEIVED

MAY 19 2006

NOISE
ABATEMENT

Colleen M. Castille
Secretary

May 15, 2006

Mr. Norman Hegedus, Aviation Environ. Planner
Aircraft Noise & Environmental Planning
Miami-Dade Aviation Department
P. O. Box 592075
Miami, Florida 33159

RE: Federal Aviation Administration—Scoping Notice—Proposed Extension of Runway
9R-27L, Kendall-Tamiami Executive Airport—Miami-Dade County, Florida.
SAI # FL200604032124C

Dear Mr. Hegedus:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4231, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced scoping notice.

The Florida Department of Environmental Protection (DEP) Southeast District office has expressed concerns regarding the project's potential effects on contaminated areas, wetlands, and threatened or endangered species. There may be many sites of confirmed and potential contamination located in the project area—each site should be identified, characterized and mapped for later use. All construction activities should be planned and executed using appropriate best management practices at all times. A review of the Florida, Formerly Used Defense Sites (FUDS) inventory did not find Tamiami or Kendall-Tamiami airport on the list. In addition, according to the map, there appears to be some wetlands north of the 27L portion of the study area along S.W. 137th Avenue. There is no mention of possible endangered or threatened species.

The South Florida Water Management District (SFWMD) has indicated that an Environmental Resource Permit (ERP) will be required for the proposed runway extension project. The ERP application should address all stormwater facilities, existing and proposed, within the airport property. A Surface Water Management Permit (Permit No. 13-00938-S) was previously issued on October 10, 1996, for conceptual approval of the master stormwater management plan and future construction within areas of the airport. The permit also granted construction and operation for the following projects: Taxiway/Apron Improvements Phases I & II, U.S. Customs facility, Administration and Maintenance facility, and operational approval for the existing facilities within the core area including Buildings 226-A, 228, 229, 246, and 247, the Biscayne Helicopter facility, and Air Rescue/Fire facility. Since issuance of that permit in 1996, no further permit action has taken place. The ERP application should include an updated master plan for the

"More Protection, Less Process"

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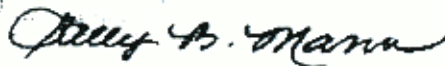
overall airport which will supersede the previous plan. If the proposed runway project involves the existing forested communities located on both the eastern and western end of Runway 9R-27L, SFWMD environmental staff will need to determine if any wetlands are present. If so, issues involving wetland preservation, impacts, and mitigation will also need to be addressed during the ERP application review process.

The Florida Department of Transportation (FDOT) has indicated that the proposed project should be included in the local comprehensive plan and airport layout plan. This project is not yet included in the FDOT's Five-Year Work Program and there is no funding being requested by the agency at this time. After the project is accepted by the local agency plan, it is important that it be included in the Florida Aviation System Plan and the Transportation Improvement Program.

Based on the information contained in the scoping notice and the enclosed state agency comments, the state has determined that, at this stage, the proposed activity is consistent with the Florida Coastal Management Program (FCMP). The applicant is required, however, to address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final review of the project's consistency with the FCMP will be conducted during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. If you have any questions regarding this letter, please contact Mr. Christopher Stahl at (850) 245-2169.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/cjs
Enclosures

cc: Tim Gray, DEP, Southeast District
Jim Golden, SFWMD
Lisa Stone, FDOT



Project Information	
Project:	FL200604032124C
Comments Due:	05/04/2006
Letter Due:	05/15/2006
Description:	FEDERAL AVIATION ADMINISTRATION - SCOPING NOTICE - PROPOSED EXTENSION OF RUNWAY 9R-27L, KENDALL-TAMIAMI EXECUTIVE AIRPORT - MIAMI-DADE COUNTY, FLORIDA.
Keywords:	FAA - EXTENSION OF RUNWAY 9R-27L, KENDALL-TAMIAMI EXEC. AIRPORT - MIAMI-DADE CO.
CFDA #:	20.106
Agency Comments:	
SOUTH FL RPC - SOUTH FLORIDA REGIONAL PLANNING COUNCIL	
Staff recommends that impacts to natural systems be minimized, the extent of sensitive wildlife, marine life, and vegetative communities in the vicinity of the project be determined, and mitigation of disturbed habitat be required. This will assist in reducing cumulative impacts to native plants, animals, wetlands, fisheries, and deep-water habitat as stipulated in the Strategic Regional Policy Plan for South Florida.	
MIAMI-DADE -	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
No Comments Received.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comments Received.	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
This project is in its infancy. This is clearly the reason to begin with an environmental assessment. It is important to include this project in the local comprehensive plan as well as the airport layout plan. This project is not yet in our 5-year Work Program and there is no funding being requested by the agency at this time. After this project is accepted by the local agency plan, then it is important to include it in the Florida Aviation System Plan and the Transportation Improvement Plan.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP Southeast District office has expressed concerns regarding the project's potential effects on contaminated areas, wetlands, and threatened or endangered species. There may be many sites of confirmed and potential contamination located in the project area & each site should be identified, characterized and mapped for later use. All construction activities should be planned and executed using appropriate best management practices at all times. A review of the Florida, Formerly Used Defense Sites (FUDS) inventory did not find Tamiami or Kendall-Tamiami airport on the list. In addition, according to the map, there appears to be some wetlands north of the 27L portion of the study area along S.W. 137th Avenue. There is no mention of possible endangered or threatened species.	
SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT	
An Environmental Resource Permit (ERP) will be required for the proposed runway extension project. The ERP application should address all stormwater facilities, existing and proposed, within the airport property. A Surface Water Management Permit (Permit No. 13-00938-5) was previously issued on October 10, 1996 for conceptual approval of the master storm water management plan and future construction within areas of the airport. The permit also granted construction and operation for the following projects: Taxiway/Apron Improvements Phases I & II, U.S. Custom facility, Administration and Maintenance facility and operational approval for the existing facilities within the core area including, Buildings 226-A, 228, 229, 246, and 247, the Biscayne Helicopter facility, and Air Rescue/Fire facility. Since issuance of that permit in 1996, no further permit action has taken place. The ERP application should include an updated master plan for the overall airport which will supersede the previous plan. If the proposed runway project involves the existing forested communities located on both the eastern and western end of Runway 9R-27L, SFWMD environmental staff will need to determine if any wetlands are present. If so, issues involving wetland preservation, impacts, and mitigation will also need to be addressed during the ERP application review process.	



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MAY 08 2006

OIP/OLGA

May 1, 2006

Ms. Lauren Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

RE: SFRPC #06-0403, SAI#FL200604032124C, Federal Aviation Administration scoping notice for a proposed runway extension (9R-27L) at Kendall-Tamiami Executive Airport, Federal Aviation Administration, Miami-Dade County.

Dear Ms. Milligan:

We have reviewed the above-referenced proposed regional general permit and have the following comments:

- The project must be consistent with the goals and policies of the Miami-Dade County comprehensive development master plan and their corresponding land development regulations. It is important for the permit grantor to coordinate its permit with the local government granting permits for development at the subject site.
- Staff recommends that 1) impacts to the natural systems be minimized to the greatest extent feasible and 2) the permit grantor determine the extent of sensitive wildlife, marine life, and vegetative communities in the vicinity of the project and require protection and or mitigation of disturbed habitat. This will assist in reducing the cumulative impacts to native plants and animals, wetlands and deep-water habitat and fisheries that the goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)* seek to protect.
- The project is located over the Biscayne Aquifer, natural resource of regional significance designated in the SRPP. The goals and policies of the SRPP, in particular those indicated below, should be observed when making decisions regarding this project.

Goal

- 7 Protect, conserve, and enhance the Region's water resources.

Policies

- 7.5 Implement stormwater quantity and quality level of service standards consistent with those recommended by the South Florida Water Management District.
- 7.6 Ensure that the recharge potential of the property is not reduced as a result of a proposed modification in the existing uses by incorporation of open space, pervious areas, and impervious areas in ratios which are based upon analysis of on-site recharge needs.

3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, State (800) 985-4416
SunCom 473-4416, FAX (954) 985-4417, Sun Com FAX 473-4417
email: sfadmin@sfrpc.com, website: www.sfrpc.com

- 7.7 Require all inappropriate inputs into Natural Resources of Regional Significance to be eliminated through such means as redirection of offending outfalls, treatment improvements, or retrofitting options.
- 7.9 Restore and improve water quality throughout the system by:
- a. requiring stormwater treatment and management; and
 - b. protecting wetlands, native uplands, and identified aquifer recharge areas.

Thank you for the opportunity to comment. Please do not hesitate to call should you have any questions or comments.

Sincerely,


Carlos Andres Gonzalez del Campo
Senior Planner

CAG/kal

cc: Diane O'Quinn Williams, MDPZ
Susan Markley, DERM



FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
Secretary of State
DIVISION OF HISTORICAL RESOURCES

RECEIVED

MAY 09 2006

NOISE
ABATEMENT

May 3, 2006

Mr. Norman Hegedus
Miami-Dade Aviation Department
Aircraft Noise & Environmental Planning
P.O. Box 592075
Miami, FL 33159

RE: DHR Project File No.: 2006-2886 / Received by DHR: March 31, 2006
Federal Aviation Administration
Early Notification for Environmental Assessment
Proposed Extension and Paving of Runway 9R-27L
Kendall-Tamiami Executive Airport
Miami-Dade County

Dear Mr. Hegedus:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended. The State Historic Preservation Officer (SHPO) is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

This office appreciates the advance notice your department gave us, as well as the spirit of cooperation with our personnel. We searched our Florida Master Site File (FMSF) state inventory and cultural resource survey records and found no cultural resources recorded in the Areas of Potential Effect (Project Study Areas) identified on your enclosed map. According to our FMSF records, the Kendall-Tamiami Executive Airport property has not been the subject of such a survey.

We have two primary areas of concern/question related to potential affects to cultural resources. One: the date the airport was established and constructed, and if 50 or more years ago, the history of the airport. Two: the potential for unidentified archaeological sites in the APE.

Commonly, the project consultant should be responsible for identifying any cultural resources with the project APE, which would include both an historical and archeological resources for this project. Historic aerial photographs and Sanborn insurance maps are a good source to identify establishment of the airport and associated historic buildings or structures. Historic aerial photographs, vegetation and soils data also assist in the identification of remnant tree islands or other areas of prehistoric habitation or activities.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

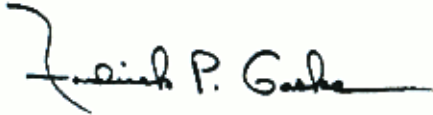
Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340

Mr. Hegedus
May 3, 2006
Page 2

We look forward to working with your agency regarding this project. If you have any questions, **please contact James Toner, Historic Sites Specialist, by telephone at 850-245-6333, or by electronic mail jtoner@dos.state.fl.us**. Thank you for your cooperation in helping preserve Florida's historic resources.

Sincerely,

A handwritten signature in black ink that reads "Frederick P. Gaske". The signature is written in a cursive style with a long horizontal line extending to the right.

Frederick P. Gaske, Director, and
State Historic Preservation Officer

-----Original Message-----

From: John_Wrublik@fws.gov [mailto:John_Wrublik@fws.gov]

Sent: Wednesday, April 12, 2006 9:35 AM

To: Jeffrey R. Bunting

Subject: Kendall-Tamiami Executive Airport Runway Expansion

April 12, 2006

Mr. Jeffrey Bunting
Miami-Dade Aviation Department
Post Office Box 592075
Miami, Florida 33159

Service Federal Activity No.: 41420-2006-FA-0542

Date Received: March 31, 2006

Project: Kendall-Tamiami Executive Airport Runway Expansion

County: Miami-Dade

Dear Mr.Bunting:

Thank you for your letter dated March 27, 2006, in which you requested the Fish and Wildlife Service's (Service) technical assistance on the project referenced above. We offer the following comments.

PROJECT DESCRIPTION

The proposed project consists of extending Runway 9R-27L at the Kendall-Tamiami Executive Airport. The existing 5,002-foot runway would be enlarged to 7,350 feet by extending the eastern end of the runway by 550 feet and the western end of the runway by 1,798 feet. The purpose of the project is to allow the airport to meet its role as a reliever airport to Miami International Airport by allowing current users to operate without load penalties. The project site is located in Miaim-Dade County, Florida.

THREATENED AND ENDANGERED SPECIES

The Service has also reviewed our Geographic Information System (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to your project. The GIS database is a compilation of data received from several sources.

The project occurs within the geographic range of the endangered wood stork (*Mycteria americana*), and is located in the core foraging area (CFA) (within 18.6 miles) of two active wood stork nesting colonies. The Service believes the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend any lost foraging habitat

resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan that includes the preservation of wetlands should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside the CFA would be acceptable to the Service, provided the impacted wetlands occur within the permitted service area of the bank.

No other federally listed species were identified on your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results.

However, we assume that listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species.

Ecological communities suitable for listed species can be found in the species accounts in the *South Florida Multi-Species Recovery Plan*. This document is available on the internet at <http://verobeach.fws.gov/Programs/Recovery/esvb-recovery.html>.

We have also provided for your consideration two computer links: (1)

<http://verobeach.fws.gov/Programs/Permits/Section7.html> and (2)

<http://migratorybirds.fws.gov/>. The first link is a table of species by county in south Florida that are protected as either threatened or endangered under the Endangered Species Act of 1973, as amended (87 Stat. 884; 16 U.S.C. 1531 *et seq.*). The table does not include State-listed species. Please contact the Florida Fish and Wildlife Conservation Commission at 772-778-5094 to identify potential State-listed species occurring in the vicinity of your project. The second link provides information on species that the Service is required to protect and conserve under other authorities, such as the Fish and Wildlife Coordination Act of 1958, as amended (48 Stat. 401; 16 U.S.C. 661 *et seq.*), and the Migratory Bird Treaty Act (40 Stat. 755; 16 U.S.C., 701 *et seq.*). A variety of habitats in south Florida occasionally provide resting, feeding, and nesting sites for a variety of migratory bird species. As a public trust resource, migratory birds must be taken into consideration during project planning and design.

Thank you for the opportunity to comment. If you have any questions, please contact me at 772-562-3909, extension 282.

Sincerely yours,

John M. Wrublik
U.S. Fish and Wildlife Service
Vero Beach Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960
Phone: 772-562-3909, x-282
Fax: 772-562-4288

E-mails are automatically scanned for viruses using McAfee.



United States Department of the Interior
NATIONAL PARK SERVICE

Everglades and Dry Tortugas National Parks
40001 State Road 9336
Homestead, Florida 33034



In Reply Refer to:

MAY 02 2006

L7615-FY06-020

Mr. Norman Hegedus
Aviation Environmental Planner
Miami-Dade Aviation Department
Aircraft Noise & Environmental Planning
P.O. Box 592075
Miami, Florida 33159

Reference: Scoping comments for the proposed Extension of Runway 9R-27L
Environmental Assessment, Kendall-Tamiami Executive Airport

By Facsimile and U.S. Mail

Dear Mr. Hegedus:

Thank you for the opportunity to provide scoping comments for the proposed extension of runway 9R-27L Environmental Assessment (EA). Everglades National Park (ENP) has reviewed the project description and map and offers the following comments for your consideration.

Miami-Dade Aviation Department (MDAD) is proposing to implement a runway extension at Kendall-Tamiami Executive Airport (TMB). The proposed action involves extending Runway 9R-27L to a total length of 7,350 feet. This would include a 550-foot extension to the east end of the runway and a 1,298-foot extension to the west end of the runway. The proposed runway would be on existing airport property and no property acquisition would be necessary. MDAD is preparing an EA to analyze the potential environmental effects of the proposed action.

ENP has identified the following topics of concern that the proposed runway extension and its associated consequences could have on the park and its resources: increase in noise; decrease in natural soundscapes; decrease in natural lightscapes; decrease in the natural viewshed; adverse impacts to bird populations; adverse impacts to threatened and endangered species; adverse impacts to public health and safety; conflicts with park operations; and an increase in nearby development attributable to the proposed runway extension. Our concerns are highlighted below, along with references, where applicable, to National Park Service (NPS) management policies regarding protection of park resources.

Noise – ENP is concerned that an increased number of flights and more flights with larger jets/planes approaching and departing the airport would potentially increase noise levels over

the park, including existing and potential wilderness areas. NPS management policy 8.4 states: "The service will take all necessary steps to avoid or to mitigate adverse effects from aircraft overflights."

Natural Soundscapes – ENP is concerned that an increased number of flights and more flights with larger jets/planes approaching and departing the airport would potentially diminish natural soundscapes in the park, including existing and potential wilderness areas. NPS management policy 4.9 states: "The NPS will preserve to the greatest extent possible, natural soundscapes in the parks...The Service will restore degraded soundscapes to the natural condition...and will protect natural soundscapes from degradation due to noise...In and adjacent to parks, the Service will monitor human activities that generate noise that adversely affects park soundscapes...The Service will take action to prevent or minimize all noise that through frequency, magnitude or duration adversely affects the natural soundscapes..."

Natural Lightsapes – ENP is concerned that during the nighttime, an increased number of flights and more flights with larger jets/planes approaching and departing the airport would potentially diminish natural lightsapes in the park, including existing and potential wilderness areas. NPS management policy 4.10 states: "The Service will preserve to the greatest extent possible the natural lightsapes of parks, which are natural resources and values that exist in the absence of human-caused light...the Service will protect natural darkness...the Service will seek the cooperation of ...neighbors and other government agencies to prevent or minimize the intrusion of artificial light into the night scene of the ecosystems of parks."

Viewshed – ENP is concerned that an increased number of flights and more flights with larger jets/planes approaching and departing the airport would potentially increase visual impacts on the sky and viewshed in the park to visitors, including existing and potential wilderness areas.

Impacts to Birds – ENP is concerned that low-flying aircraft during approach and takeoff would potentially adversely impact bird behavior and health. This could be exacerbated by an increased volume of air traffic.

Threatened and Endangered Species – ENP is concerned that threatened and endangered species would potentially be affected by increased air traffic. In particular, nesting habitat for the Cape Sable Seaside Sparrow, Everglades Snail Kite, Woodstork, and other species of migratory birds may be affected. An aircraft disaster could forever change/affect endangered habitats and the flora and fauna that occupy them. The EA should specifically address how jet fuel and other cargo/hazardous materials would be contained and impacts mitigated as a result of an aircraft disaster in surrounding critical habitats in the park?

Public Health and Safety - Health and safety of the public is also a concern with increased airplane traffic and increased airplane size. The proposed runway extension would potentially increase impacts on human life and damages to the surrounding environments.

Conflicts with Park Operations – ENP is concerned that an increased number of flights and more flights with larger jets/planes approaching and departing the airport would potentially

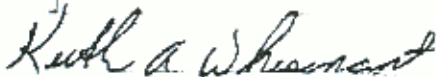
interfere with the scheduling and conducting of park overflights for a wide range of administrative and management purposes, such as wildlife surveys, fire operations, exotic operations, and other resource management needs that affect unique ecological resources, including several endangered and threatened species. With potential conflicts between park needs and private jet needs, the park is concerned with who would get the priority for air space and flight scheduling.


Increase in Nearby Development [Question: How does this runway extension result in an increase in nearby development? Associated commercial development?]— ENP is concerned that the proposed runway extension would potentially lead to secondary impacts from increased development west of 157th Street, over to Krome Avenue and points westward. This could include adverse impacts to water recharge zones, loss of natural habitats and open space, and other associated adverse impacts to air, water, and wildlife resources associated with increased development which, in turn, would have potential adverse impacts on park resources.

In summary, this proposal would potentially have a number of adverse impacts on ENP, specifically to the East Everglades Expansion Area (see enclosed map). The fact that the runway proposed extension runs on an east to west alignment and is approximately 5 miles from the park boundary indicates that a substantial number of landings and take-offs would likely occur over the park at a low altitude. The EA should address each of the issues described above and also provide detailed information regarding flight frequency, size of planes that will use the airport, and the anticipated flight patterns and the frequency that they would be used. The EA should also include maps of the existing and proposed takeoff and landing patterns over the park.

Thank you for the opportunity to participate in the EA scoping process. Please contact Brien Culhane, Chief of Planning and Compliance, at 305-242-7717 or Brien_Culhane@nps.gov if you have any questions regarding these comments.

Sincerely,



 Dan B. Kimball
Superintendent

cc: Regional Director, Southeast Region

Enclosure



Miccosukee Tribe of Indians of Florida

APR 20 2005

~~Business Council Members~~
Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman
Max Billie, Treasurer

Andrew Hurt Sr., Secretary
William M. Osceola, Lawmaker

April 17, 2006

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

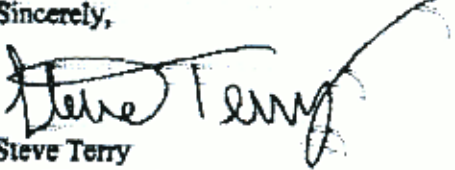
RE: EA for Proposed Extension of Runway 9R-27L, Kendall-Tamiami Executive Airport

Dear Ms. Lane:

The Miccosukee Tribe of Indians of Florida received your letter concerning the above. The Tribe's only concern would be if any cultural resources are affected by the proposed action. We would request that a Cultural Resources Assessment Survey be done if one has not been done already. ~~If no cultural resources are found, then we will have no objection to the proposed action.~~

Thank you for consulting with the Miccosukee Tribe. Please contact me at the below number, Ext. 2243, if you require additional information.

Sincerely,


Steve Terry
NAGPRA & Section 106 Representative



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

May 18, 2006

Mr. Norman Hegedus, Aviation Environ. Planner
Aircraft Noise & Environmental Planning
Miami-Dade Aviation Department
P. O. Box 592075
Miami, Florida 33159

RE: ~~Federal Aviation Administration – Scoping Notice – Proposed Extension of Runway~~
9R-27L, Kendall-Tamiami Executive Airport – Miami-Dade County, Florida.
SAI #FL200604032124C

Dear Mr. Hegedus:

The enclosed comments provided by the Florida Department of State (DOS) were received after our previous letter, dated May 15, 2006, was mailed. Please be advised that these comments do not change our finding that, at this stage, the proposed activity is consistent with the Florida Coastal Management Program. Please continue to coordinate with the DOS Division of Historical Resources to ensure protection of any historic properties in the proposed project area.

If you have any questions or need further assistance, please don't hesitate to contact me at (850) 245-2170.

Sincerely,

Lauren P. Milligan
Environmental Consultant
Office of Intergovernmental Programs

LPM/vh
Enclosure

cc: Laura Kammerer, DOS

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MAY 23 2006

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FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

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 MAY 17 2006
 OIP / OLGA

Ms. Lauren Milligan
 Florida State Clearinghouse
 3900 Commonwealth Boulevard MS 47
 Tallahassee, FL 32399-3000

May 16, 2006

RE: DHR Project File No.: 2006-2902 / Received by DHR: April 6, 2006
 Federal Aviation Administration
 Early Notification for Environmental Assessment
 Proposed Extension and Paving of Runway 9R-27L
 Kendall-Tamiami Executive Airport
 Miami-Dade County

Dear Ms. Milligan:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended. The State Historic Preservation Officer (SHPO) is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

We searched our Florida Master Site File (FMSF) state inventory and cultural resource survey records and found no cultural resources recorded in the Areas of Potential Effect (APE) identified on the Miami-Dade Aviation Department's enclosed map. According to our FMSF records, the Kendall-Tamiami Executive Airport property has not been the subject of such a survey.

We have two primary areas of concern/question related to potential affects to cultural resources. One: the date the airport was established and constructed, and if 50 or more years ago, the history of the airport. Two: the potential for unidentified archaeological sites in the APE.

The applicant or project consultant is responsible for identifying any cultural resources with the project APE, which would include both an historical and archeological resources for this project. Historic aerial photographs and Sanborn insurance maps are a good source to identify establishment of the airport and associated historic buildings or structures. Historic aerial photographs, vegetation and soils data also assist in the identification of remnant tree islands or other areas of prehistoric habitation or activities.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
 (850) 245-6300 • FAX: 245-6436

Archaeological Research
 (850) 245-6444 • FAX: 245-6452

Historic Preservation
 (850) 245-6333 • FAX: 245-6437

Historical Museums
 (850) 245-6400 • FAX: 245-6433

Southeast Regional Office
 (954) 467-4990 • FAX: 467-4991

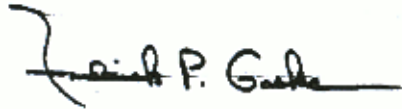
Northeast Regional Office
 (904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
 (813) 272-3843 • FAX: 272-2340

Ms. Milligan
May 10, 2006
Page 2

We look forward to working with your agency regarding this project. If you have any questions, please contact James Toner, Historic Sites Specialist, by telephone at 850-245-6333, or by electronic mail jtoner@doh.state.fl.us. Thank you for your cooperation in helping preserve Florida's historic resources.

Sincerely,



Frederick P. Gaske, Director, and
State Historic Preservation Officer

12200 SW 110th Avenue
Miami, FL 33176

May 29, 2006

~~Mr. Norman Hegedus~~
Aviation Environmental Planner
Miami-Dade Aviation Department
P.O. Box 592075
Miami, Florida 33159

RECEIVED
JUN 02 2006
**NOISE
ABATEMENT**

Dear Mr. Hegedus:

Please provide answers to the Sierra Club, Miami Group for the following questions. These questions pertain to the runway expansion project at the Kendall-Tamiami Executive Airport.

Aviation Fuel

1. Considering the previous attempt to have the runway expansion project approved, with regard to fuel handling and storage, how do the two projects differ?
2. What improvements to the fuel handling and fuel storage facilities are under consideration?
3. What additional fire prevention and firefighting improvements are under consideration?
4. What additional fuel spillage monitoring improvements are under consideration?
5. What additional fuel spillage prevention improvements are under consideration?
6. What additional fuel spillage cleanup improvements are under consideration?
7. How many additional fuel shipments, per month, are forecast?
8. What wells, municipal and private, are down-gradient from the airport?

Roads


9. Considering the previous attempt to have the runway expansion project approved, with regard to road improvements in the vicinity of the airport, how do the two projects differ?
10. Is the construction of SW 157th Avenue necessary for the expansion project? If so, why?
11. Is the construction of SW 136th Street connecting with Krome Avenue necessary for the expansion project? If so, why?
12. In the vicinity of the airport, will any other roads be constructed and is their construction necessary for the runway expansion project? If so, why?
13. In the vicinity of the airport, will any other roads be widened and is the widening necessary for the runway expansion project? If so, why?
14. How will traffic be affected, after construction or widening of the roads is completed?
15. How much farmland will be lost due to the expansion project?
16. How much farmland will be lost due to the improvement of roads in the vicinity of the airport?
17. How will the character of the farming community change due to the expansion project?
18. How will the character of the farming community change due to the improvement of roads in the vicinity of the airport?

Economics

19. Considering the previous attempt to have the runway expansion project approved, with regard to economics, how do the two projects differ?
20. Specify which aircraft makes and models will benefit from runway expansion.
21. What companies currently have these aircraft at the airport?

- 007/02/2000 15:14 FAX 007
22. What is the cost of the expansion project?
 23. What are the components of this cost?
 24. How much additional revenue per month will be received as a direct result of the runway expansion?
 25. How much additional revenue, per month, will be received as an indirect result of the runway expansion?
 26. What improvements in the expansion project are being considered that are not necessary for runway expansion?
 27. What additional economic developments are forecast, due to the runway expansion project?
 28. What is the estimated playback time to recoup the costs of the project?
 29. Would you please provide a map and a description of the changes that will occur with this project?

Sincerely,


Mark Oncavage, Conservation Chair,
Sierra Club, Miami Group

FEDERAL AGENCY COMMENTS

Kendall-Tamiami Airport Runway Extension EA

<u>Name</u>	<u>Agency</u>	<u>Letter No.</u>
J. Wrublik	U.S. Fish and Wildlife Service Vero Beach Office	F-1
D. Kimball	National Park Service, Everglades and Dry Tortugas National Parks	F-2

FEDERAL AGENCY COMMENTS AND RESPONSES

J. Wrublik	U.S. Fish and Wildlife Service Vero Beach Office	F-1
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Comment F-1A – The project site is within 18.6 miles of two active wood stork (*Mycteria Americana*) nesting colonies. The loss of wetlands associated with the Project could impact the foraging habitat endangered wood stork

Response F-1A - A field survey for wetlands has been conducted and the results are included in the Draft EA. The field survey has determined that no wetlands occur in the area where the runway extension would occur. Therefore, no wetlands would be affected by the Proposed Action and, thus, no impact to the wood stork foraging habitat would occur.

Comment F-1B – No other federally listed species were identified on your Project site but recommend site surveys be conducted to determine the presence or absence of listed species.

Response F-1B – A site survey was conducted for listed species and the results are included in the Draft EA. No Federally listed threatened or endangered species were observed. One species of special concern, as identified by the Florida Fish and Wildlife Conservation Commission (FWC), was observed - the burrowing owl. Since the burrowing owl has occurred on the Airport property in the past, the Draft EA indicates that a site survey would be required immediately before construction begins to identify if any burrowing owls are present in the construction area, and, if so, obtain the required permits.

**D. Kimball National Park Service, Everglades F-2
and Dry Tortugas National Parks**

Comment F-2A - Everglades National Park (ENP) is concerned that the increased number of flights and more flights with larger planes would potentially increase noise levels over park including existing and potential wilderness areas.

Response F-2A - As stated in Chapter 5 of the Draft EA, the Proposed Action would not increase the number of aircraft arriving or departing TMB. In addition, Chapter 2 also states that the Proposed Action would allow aircraft to fly non-stop to more distant locations. Therefore, the planes arriving and departing TMB would be general aviation aircraft and not air carrier or cargo aircraft. The general aviation departures to the west off the extended Runway 9R-27L would be higher as a result of aircraft beginning their takeoff roll further east from ENP. For the general aviation aircraft arriving from the west to Runway 9R-27L, aircraft have the potential of being less than 100 feet lower over the closest point of ENP along the approach to the extended runway. The aircraft will continue to remain at altitudes above 1,500 feet at this location. The Draft EA identifies that at this point the DNL value are be as follows:

2005 - 42.6 DNL

2009 No Action - 43.0 DNL

2009 With Proposed Action - 43.6 DNL

2015 No Action - 43.3

2015 With Proposed Action - 43.8 DNL

Comment F-2B - The ENP is concerned that an increase in the number of flights and more flights with larger jet planes approaching and departing the airport would potentially diminish natural soundscapes in the park.

Response F-2B - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, the change in fleet mix would not result in any perceptible changes to the noise levels at locations off the Airport. Therefore, the natural soundscapes of ENP should not be affected because the potential change in noise level as a result of the Proposed Action would be imperceptible.

Comment F-2C - The ENP is concerned that an increase in the number of flights and more flights with larger jet planes approaching and departing the airport would potentially diminish natural lightscapes in the park.

Response F-2C - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, no change in the flight corridors would occur as a result of the Proposed Action. Thus, there should be no change in the lightscape in ENP due to the Proposed Action.

Comment F-2D - The ENP is concerned that an increase in the number of flights and more flights with larger jet planes approaching and departing the airport would potentially increase visual impacts in the sky and viewshed in the park to visitors.

Response F-2D - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA

acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, no change in the flight corridors would occur as a result of the Proposed Action. Thus, there should be no change in the viewshed in ENP due to the Proposed Action.

Comment F-2E - The ENP is concerned that an increase in the number of flights and more flights with larger jet planes approaching and departing the airport would potentially adversely impact bird behavior and health. This could be exacerbated by an increase in volume of air traffic.

Response F-2E - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, no change in the flight corridors would occur as a result of the Proposed Action. Thus, with the same number of aircraft operating at TMB and the same flight corridors being used, the Proposed Action should not affect bird behavior or health.

Comment F-2F - The ENP is concerned that threatened or endangered species would potentially be affected by increased air traffic.

Response F-2F - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, the survey conducted at TMB indicated that no threatened or endangered species exist at the Airport. Therefore, threatened or endangered species would not be affected by the Proposed Action.

Comment F-2G – The health and safety of the public is also a concern with increased airplane traffic and increased plane size. The proposed runway extension would potentially increase impacts on human life and damages to the surrounding environments.

Response F-2G - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. The Chapter 5 Draft EA discusses the potential impacts to human life and damages to the environment at TMB and in the TMB vicinity.

Comment F-2H - The ENP is concerned that an increase in the number of flights and more flights with larger jet planes approaching and departing the airport would potentially interfere with the scheduling and conducting of park overflights for a wide range of administrative and management purposes. With potential conflicts between park needs and private jet needs, the park is concerned with who would get the priority for air space and flight scheduling.

Response F-2H - As indicated in the response to Comment F-2A, there would be no increase in the number of aircraft arriving or departing TMB. In addition, Chapter 5 of the Draft EA acknowledges that it is possible that the Proposed Action would result in a change in the fleet mix at TMB. However, the aircraft operating at TMB would continue to be aircraft in the general aviation fleet and no air carrier or air cargo aircraft are expected as a result of the Proposed Action. Thus, the scheduling and conducting of park overflights would not be affected by the Proposed Action.

Comment F-2I – The ENP is concerned that the proposed runway extension would potentially lead to secondary impacts from increased development west of Southwest 157th Avenue to Krome

Avenue and points westward. This increased development could potentially have adverse effects on park resources.

Response F-2I – Section 4 of the Draft EA acknowledges that the western Urban Development Boundary (UDB) is adjacent to the western boundary of the Airport. It is true that development has been spreading westward through Miami-Dade County up to the UDB. In addition, the decision to extend the UDB is that of the elected officials of Miami-Dade County. If the UDB is extended westward, it would be expected that development similar to that which has already occurred to the north, east and south of the Airport would occur to the west. Factors other than the Proposed Action would be the catalyst for the movement of the UDB to the west and for any development that would occur west of Southwest 157th Avenue.

STATE OF FLORIDA AGENCY COMMENTS

Kendall-Tamiami Airport Runway Extension EA

<u>Name</u>	<u>Agency</u>	<u>Letter No.</u>
S. Mann	Department of Environmental Protection	S-1
No Name	South Florida Water Management District	S-2
No Name	Florida Department of Transportation	S-3
F. Gaske	Division of Historic Resources State Historic Preservation Officer	S-4

STATE AGENCY CLEARINGHOUSE COMMENTS AND RESPONSES

S. Mann Department of Environmental S-1
Protection Clearinghouse Letter

Comment S-1A – The **Florida Department of Environmental Protection Southeast District office** expressed concerns regarding the potential effects of the Proposed Action on contaminated areas, wetlands, and threatened and endangered species. There may be many sites of confirmed or potential contamination located in the project area – each site should be identified, characterized and mapped for later use. All construction activities should be planned and executed using appropriate best management practices at all times. A review of the Florida, Formerly Used Defense Sites (FUDS) inventory did not find Tamiami or Kendall-Tamiami Airport on the list.

Response S-1A – A review of potential contamination sites at the Airport was conducted and noted that none occur in the project area. All construction activities will be executed using appropriate best management practices.

A field survey for wetlands has been conducted and the results are included in the Draft EA. The field survey has determined that no wetlands occur in the area where the runway extension would occur. Therefore, no wetlands would be affected by the Proposed Action.

A site survey was conducted for listed species and the results are included in the Draft EA. No Federally listed threatened or endangered species were observed. One species of special concern, as identified by the Florida Fish and Wildlife Conservation Commission (FWC), was observed - the burrowing owl. Since the burrowing owl has occurred on the Airport property in the past, the Draft EA indicates that a site survey would be required immediately before construction begins to

identify if any burrowing owls are present in the construction area, and, if so, obtain the required permits.

Comment S-1B – The **South Florida Water Management District** has indicated that an Environmental Resource Permit (ERP) will be required for the proposed runway extension project. The ERP application should address all stormwater facilities, existing and proposed, within the Airport property. A Surface Water Management Permit (Permit Number 13-00938-S) was previously issued on October 10, 1996 for conceptual approval of the master stormwater management plan and future construction within areas of the Airport. The permit was also granted for construction and operation of a series of projects noted in the letter. The ERP application should include an updated master plan for the overall airport which will supersede the previous plan.

If the proposed runway project involves the existing forested communities located on both the eastern and western end of Runway 9R-27L, SWFMD environmental staff will need to determine if any wetlands are present. If so, issues involving wetland preservation, impacts and mitigation will also need to be addressed during the ERP application review process.

Response S-1B – An updated Stormwater Master Plan for the Airport that includes the Proposed Action is being prepared. The updated ERP will include the Proposed Action.

A field survey for wetlands has been conducted and the results are included in the Draft EA. The field survey has determined that no wetlands occur in the area where the runway extension would occur. Therefore, no wetlands would be affected by the Proposed Action.

A site survey was conducted for listed species and the results are included in the Draft EA. No Federally listed threatened or endangered species were observed. One species of special concern, as identified by the Florida Fish and Wildlife Conservation Commission (FWC), was observed - the burrowing owl. Since the burrowing owl has occurred on the Airport property in the past, the Draft EA indicates that a site survey would be required immediately before construction begins to identify if any burrowing owls are present in the construction area, and, if so, obtain the required permits.

Comment S-1C – The **Florida Department of Transportation (FDOT)** indicated that the proposed project should be included in the local comprehensive plan and airport layout plan. The FDOT indicated that the project is not yet in the FDOT's Five-Year Work Program and there is no funding being requested by the agency at this time. After the project is accepted by the local agency plan, it is important it be included in the Florida Aviation System Plan and Transportation Improvement Program.

Response S-1C – The Miami-Dade County Comprehensive Development Master Plan (CDMP) has identified TMB as a reliever to Miami International Airport and has indicated the need to prepare a study for a future runway extension at TMB. In addition TMB's Airport Layout Plan, that includes the runway extension being analyzed in this EA, has been conceptually approved by the Federal Aviation Administration (FAA) pending the outcome of the EA.

F. Gaske **Division of Historic Resources S-2**
State Historic Preservation
Officer

Comment S-2A – The **Division of Historic Resources State Historic Preservation Officer** indicated that a search of the Florida Master Site File (FMSF) state inventory and cultural resource survey records and found no cultural resources recorded in the Areas of potential Effect (Project Study Areas) identified on the map provided. According to our FMSF records, the Kendall-Tamiami Executive Airport property has not been the subject of such a survey. The project consultant should be responsible for identifying any cultural resources. One: the history of the airport if developed more than 50 years ago and two: the potential for unidentified archaeological sites in the Area of Potential Effect.

Response S-2A – A Cultural Resource Assessment Survey was completed and determined that no cultural resources would be affected by the Proposed Action. The survey has been included in the Draft EA.

LOCAL AGENCY COMMENTS

Kendall-Tamiami Airport Runway Extension EA

<u>Name</u>	<u>Agency</u>	<u>Letter No.</u>
C. Gonzalez del Campo	South Florida Regional Planning Council	L-1
S. Terry	Miccosukee Tribe of Indians Of Florida	L-2
Mark Oncavage	Sierra Club, Miami Group	L-3

Comment L-1A – The South Florida Regional Planning Council indicated that the project must be consistent with the goals and policies of the Miami-Dade County Comprehensive Development Master Plan (CDMP) and their corresponding land development regulations and to coordinate with local governments regarding permitting.

Response L-1A – As stated in Chapter 4 of the Draft EA, the Proposed Action is consistent with the goals and objectives of the CDMP. All permits required would be coordinated through the appropriate Federal, state and local agencies.

Comment L-1B - The South Florida Regional Planning Council staff recommends impacts to the natural systems be minimized to the greatest extent feasible and the sponsor determine the extent that sensitive wildlife, marine life, and vegetative communities in the vicinity of the project that require protection and or mitigation of disturbed habitat.

Response L-1B - A site survey was conducted for listed species and the results are included in the Draft EA. No Federally listed threatened or endangered species were observed. One species of special concern, as identified by the Florida Fish and Wildlife Conservation Commission (FWC), was observed - the burrowing owl. Since the burrowing owl has occurred on the Airport property in the past, the Draft EA indicates that a site survey would be required immediately before construction begins to identify if any burrowing owls are present in the construction area, and, if so, obtain the required permits.

Comment L-1C - The South Florida Regional Planning Council indicates that the project is located over the Biscayne Aquifer – a natural resource of regional significance in the Strategic Regional Policy Plan (SRPP) for South Florida. The goals and policies of the SRPP should be observed in making decisions regarding the project.

Response L-1C – A permit process with the South Florida Water Management District has been initiated. During that permit process the measures to be taken to protect, conserve or enhance water resources would be established. As described in the Draft EA, preliminary measures include the construction of swales and stormwater detention to allow for groundwater recharge, water quality improvement and surface water flow control.

S. Terry **Miccosukee Tribe of Indians L-2
Of Florida**

Comment L-2A- The **Miccosukee Tribe of Indians of Florida** indicated that the Tribe’s only concern would be if any cultural resources are affected by the Proposed Action. As such, the Tribe requests that a Cultural Resources Assessment Survey be done. If no cultural resources are found they indicated that they have no objection to proceed.

Response L-2 – A Cultural Resource Assessment Survey was completed and determined that no cultural resources would be affected by the Proposed Action. The survey has been included in the Draft EA.

Mark Oncavage **Sierra Club, Miami Group** **L-3**

Comment L-3A thru 3D- **Mr. Mark Oncavage, Conservation Chair of the Sierra Club, Miami Group** addressed four major areas in his comment: Aviation Fuel (comments 1 through 8), Surface Transportation (comments 9 through 14), Farmlands (comments 15 through 18) and Economics (comments 19 through 29). Please see Mr. Oncavage’s letter.

Response L-3A - With respect to **fuel handling** and storage, the Proposed Action does not include any changes to the existing fuel facilities. There are no aboveground or underground fuel lines or tanks that would be disturbed as a result of the construction of the Proposed Action. The Draft EA acknowledges that the Proposed Action has the potential to accommodate aircraft that can fly longer distances; therefore, some additional fuel is likely to be pumped at the Airport for those aircraft that will be able to travel a longer distance. However, the amount of additional fuel is expected to be small and no additional fuel storage or fuel distribution facilities are needed as a result of the Proposed Action.

Response L-3B –The purpose of the runway extension is to allow longer non-stop trips for general aviation jet aircraft departing the Airport. Thus, no off-Airport **surface transportation** improvements are needed as a result of the Proposed Action.

Response L-3C – The runway extension would be constructed on existing Airport property and would not involve the acquisition of any property. Therefore, no non-Airport owned properties would be converted from agricultural uses to Airport uses. In addition, the Airport is within the Urban Development Boundary (UDB) of Miami-Dade County. Pursuant to Paragraph 47(e)(16) of FAA Order 5050.4A, lands that are committed to urban development are by definition not included as “prime” farmlands. Therefore, although this land currently is in agricultural production, it is not classified as farmland.

The character of the farming community in western Miami-Dade County has changed over recent years primarily as a result of extensive private development and the roadway infrastructure necessary to support the commercial, industrial and residential development that has occurred in the recent past.

Response L-3D – With respect to **economics**, the estimated cost of the runway extension is approximately 10 million dollars. The components included in this estimate cost include the following: the runway pavement, marking and lighting; taxiway pavement, marking and lighting;

relocation of approach lighting and navigation aids; and, associated stormwater management facilities necessary to protect surface and ground water quality and flow. As stated in the Draft EA, the runway extension is a project that has independent utility. This means that the components of the runway extension (as described above) can be constructed without any other on-Airport or off-Airport development occurring. The Proposed Action would be constructed using aviation-related tax dollars. Any aircraft that have a range greater than the existing runway length would allow could potentially benefit from the extension (if their destination was at a greater distance than the current runway length would allow).