

# Appendix G

## Draft EA Notice of Availability and Public Hearing





# Tropas de EEUU brindan seguridad a Bagdad

RAWYA RAGHEI / AP  
BAGDAD

Los soldados extranjeros que llegaron a Bagdad para reforzar la seguridad fueron vistos por primera vez ayer en las calles de la capital, mientras la policía iraquí utilizó aparatos para asegurar a los residentes que las fuerzas estadounidenses estaban allí para protegerlos.

Pero al menos 21 personas murieron o aparecieron muertas, la mayoría en la capital. Entre ellas una pareja de chitas y sus dos hijas secuestradas en el vecindario de Dora, de mayoría sunita, dijo la policía.

En tanto, un soldado norteamericano murió ayer en la provincia de Anbar, al oeste de Bagdad, informó el ejército. Dijo que el hecho no estuvo relacionado con una acción hostil, pero no ofreció otros detalles.

## La ola de violencia que se vive en Irak cobra la vida de otras 21 personas

Como parte de la campaña para frenar la violencia en Bagdad, el ejército estadounidense transfirió 3,700 soldados desde Mosul a la capital para reforzar las tareas de seguridad.

Ayer se vieron numerosos vehículos de las fuerzas norteamericanas en el vecindario de mayoría sunita Ghazaliya, en el oeste de Bagdad. La policía iraquí alentaba por altavoces a los residentes a reabrir sus negocios y retomar sus actividades debido a que había soldados para protegerlos.

Los comandantes estadounidenses esperan que la presencia de los soldados fuertemente armados intimide a los

escuadrones de la muerte que se cree son responsables de gran parte de la violencia sectaria.

Por otra parte, dos bombas explotaron con pocos minutos de diferencia en un mercado del noreste de Bagdad, lesionando a ocho personas.

El Ministerio de Defensa y la policía dijeron además que fueron capturados 55 presuntos insurgentes en el norte de Irak, en los alrededores de la ciudad de Mosul, después de que se incrementó la violencia en el área.

Otros 22 insurgentes fueron detenidos en Ramadi y dos más en Bagdad, indicó el

ministerio.

Duraid Mohamed Kashmoula, gobernador de la provincia de Nineve, de la que Mosul es la capital, expresó que 20 milicianos murieron en enfrentamientos callejeros con las fuerzas de seguridad en el este de Mosul el viernes.

Indicó que cuatro cadáveres fueron recuperados y el toque de queda en el este de Mosul seguirá hasta que la policía encuentre a los otros cadáveres o detenga a los rebeldes que huyeron.

"Los terroristas pensaron que la policía iba a huir", como hizo en un enfrentamiento de noviembre del 2004,

declaró Kashmoula. "Pero eso no sucederá nuevamente. No les daremos esa oportunidad".

Los ataques dinamiteros fueron en Baquba, a unos 60 kilómetros al noreste de Bagdad. La primera detonación destruyó una tienda de alimentos y la segunda fue cinco minutos después, mientras los vehículos policíacos llegaban al lugar.

La policía dijo que entre los ocho heridos había siete civiles y un agente de seguridad.

Baquba es una ciudad donde viven personas de diferentes etnias y religiones. Ha sido escenario de frecuentes hechos de violencia, incluyendo ataques insurgentes contra las fuerzas de la coalición e iraquíes, y matanzas y secuestros entre chitas y sunitas.

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UN GRUPO de chitas lleva el ataúd de un iraquí muerto en Bagdad durante las protestas contra Israel.

QUANTERA ZHANG / AP/Wide World Photos

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## AVISO PUBLICO SOBRE DISPONIBILIDAD EVALUACION AMBIENTAL PRELIMINARIA AEROPUERTO EJECUTIVO DE KENDALL-TAMIAMI

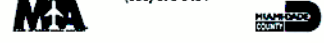
Se ha preparado una evaluación ambiental preliminar (draft EA, su sigla en Inglés) para la propuesta con respecto a la extensión de 2,348 pies de la pista 9R/27L del Aeropuerto Ejecutivo de Kendall - Tamiami (TMB).

La evaluación ambiental preliminar podrá ser revisada en las siguientes ubicaciones:

- 1) Miami-Dade Aviation Department Aircraft Noise & Environmental Planning Office 5600 NW 36th Street, Suite 533 Miami, FL 33166 Lunes a Viernes 8:00 a.m. a 5:00 p.m.
  - 2) Aeropuerto Ejecutivo de Kendall-Tamiami Miami-Dade Aviation Department Oficina de la Gerencia del Aeropuerto 12800 SW 145th Avenue Miami, FL 33186 Lunes a Viernes 8:00 a.m. a 5:00 p.m.
- Por favor contacte la oficina del gerente del aeropuerto al teléfono 305-869-1700 para hacer una cita si desea revisar el documento.
- 3) Pagina Web del Departamento de Aviación de Miami-Dade County www.miami-airport.com

Las preguntas y observaciones acerca del draft EA, se aceptarán hasta el fin del horario hábil del Miércoles 27 de Septiembre del 2006, y deben ser dirigidas a:

Sr. Norman Hegedus, Aviation Environmental Planner  
Miami-Dade Aviation Department  
Aircraft Noise & Environmental Planning Office  
P.O. Box 025504, Miami, Florida 33102  
(305) 878-0464



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# Presiones norteamericanas sorprenden a Quito

VIENE DE LA PAGINA 34

Rodríguez Ramos, estuvo en Miami, y habló con El Nuevo Herald sobre el litigio que ha sido llevado ante un tribunal de arbitraje en California.

¿Por qué ustedes tomaron la decisión de caducar el contrato con Occidental?

El artículo 74 de la Ley de Hidrocarburos, que es el documento que debe ser respetado por las compañías que van al país a explorar y operar los campos petroleros, dice que el ministerio del ramo podrá declarar la caducidad de los contratos y hay una serie de numerales, y uno de ellos, el 11, dice que si se puede hacer si la empresa traspasare de hecho o celebrare contrato con foro privado para la cesión de uno o más de sus derechos sin la autorización del ministerio.

En el año 2004, el 24 agosto, el señor procurador del estado, que es el actual, mandó una comunicación al ministro de la época diciendo que la compañía Occidental había incumplido el numeral 11, y el ministro de esa época mandó la comunicación al presidente de Petroecuador. Mencionaba esa situación para que se analizara por el ministerio. Eso quedó ahí hasta el 2 de agosto del 2005.

¿Hasta ese punto no se buscaron otras fórmulas para llegar a un acuerdo?

Lo que sucede es que la gravedad de la falta no le compete al ministro del ramo verificarlo, en este caso yo como ministro de Energía, debo ceñirme a lo que dice la ley, no puedo hacer juicios de valor fuera de lo que dice la ley. La ley no me dice que si es que la compañía Occidental o cualquier otra compañía incumple el numeral 11, el ministro podrá analizar si la falta es grave o no es grave.

Cuando uno es diputado, ellos analizan la gravedad de la falta y de acuerdo a eso hacen las leyes. Si es justo o injusto, yo no lo puedo calificar. El único documento que tengo es la Ley de Hidrocarburos. Y el artículo 75 dice que la declaración de un contrato implica la inmediata devolución al Estado de las áreas contratadas y la entrega de los equipos sin costo alguno.

Yo no puedo decir: "Vea, dele usted \$1,000, \$2,000 o un millón de dólares. No. El artículo es mandatorio para mí. De ahí que no hay ningún tipo de confiscación. Este tema es un problema exclusivo entre la compañía Petroecuador, que es estatal, y la compañía Occidental, que es privada, y pare de contar.

Ea decir aquí no es un problema entre Estados Unidos y Ecuador.

¿Se puede interpretar esta decisión como un paso hacia la nacionalización del petróleo?

No. Nosotros estamos lejos de la posición de Bolivia que habla de la nacionalización del petróleo y sus recursos naturales. Respetamos la posición de Bolivia, pero tratamos de estimular la inversión privada tanto en el sector petrolero como en el eléctrico y el minero.

Pero una de las interpretaciones es que ustedes han confiscado el bloque 15 a Occidental.

No es correcto, el artículo 75 es muy claro, y dice que debe haber una inmediata devolución sin costo alguno.

Antes de ese conflicto había un reclamo de impuestos por parte de Occidental y ahora se dice que la decisión del gobierno de anular el contrato posiblemente tiene que ver con esa reclamación.

Hubo un tema con el IVA, que fue manejado por el Procurador en un escenario que no tiene nada que ver conmigo.

¿Pero cree que una cosa no tiene que ver con la otra?

No, porque yo no tengo nada que ver con el IVA y yo fui el que tomé la decisión. Son dos escenarios diferentes.

Aquí lo que hay es la pura y neta aplicación de un artículo.

Pero usted sabe que en nuestros países hay un margen de negociación, de conversación, de diálogo.

No. Por favor. Si lo hay, en la práctica la historia lo demuestra, que cuando los



LOS PROBLEMAS en torno al petróleo acosan a Ecuador. En Lago Agrio, el pasado 19 de agosto manifestantes exigieron una mayor ganancia por los ingresos petroleros.

países de América Latina tienen conflictos de este tipo con empresas de otros países que es una etapa de diálogos y más tratándose de un tema con Estados Unidos.

¿Ustedes no pasaron por ahí?

No demoramos más de un año, evacuamos todas las evidencias que consideramos importantes. Fueron 34, que se evacuaron el 30 de diciembre. Pero tuvimos el debido cuidado y el debido proceso de evacuar todas las evidencias.

No le puedo hablar sobre ese tema porque no es mi escenario. Yo he sido empleado público por cuarta ocasión. No he tenido glosa alguna. He tra-

sido de ceñirme enteramente a la ley y hay un término que dicen los abogados que la ley, por más dura que sea, es la ley. Ese es mi marco de referencia, si no lo cumpla, el problema lo tengo yo. Fijese que solamente ha pasado con Occidental. Hay compañías grandes como Repsol que tienen problemas que se han solucionado.

Repsol tiene otra demanda en el tribunal de arbitraje.

Tienen varios problemas con impuestos también pero no profundizo en ellos porque no es mi escenario. Tengo las mejores relaciones con Repsol

y estamos cercanos a firmar un contrato en base a los nuevos términos de la Ley de Hidrocarburos.

¿Qué opina de que el gobierno de Estados Unidos haya utilizado el Tratado de Libre Comercio con Ecuador para presionar al gobierno de su país en este caso?

Vea, no lo entendemos. Estamos sorprendidos. Personalmente estoy sorprendido de una posición así, de que un problema muy puntual entre dos empresas se haya enfocado entre dos países que siempre han mantenido buenas relaciones.

Los empresarios estadounidenses podrían decir que no hay seguridad jurídica.

Por el contrario, queremos la inversión privada pero como en Ecuador, Estados Unidos y otros países, siempre y cuando se cumplan las leyes de este país.

¿Qué tanto afectó a la industria petrolera ecuatoriana el hecho de que Occidental hubiera vendido el 40 por ciento y no lo haya dicho nada al gobierno ecuatoriano?

No está en mi análisis si hubo un beneficio o perjuicio. A mí lo que me correspondía era aplicar la ley.

¿Pero hubo perjuicio? Yo no hago juicios de valor en ese campo porque no me corresponde hacerlo.

¿No se hizo un análisis de los perjuicios que esto podría ocasionarle al Ecuador?

Lo que pasa es que eso no entra en el análisis, lo que entra en el análisis es el incumplimiento de la ley.

Un informe especializado dijo que después del primer mes que Ecuador opera el pozo 15, la producción se ha reducido.

Nosotros hemos mantenido la misma producción que tenía Occidental, que es de unos 100,000 barriles, e incluso hemos nombrado como gerente de operaciones a un ingeniero que trabajó con Occidental, y estamos trabajando en su mayoría con personas que trabajaron con Occidental. Pareciera que Occidental el año pasado, prefería no sé qué cosas, no realizó las inversiones que debía hacer y nosotros estamos tratando de recuperar esa inversión.

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## AVISO DE AUDIENCIA PÚBLICA

### EVALUACION AMBIENTAL 13 DE SEPTIEMBRE DEL 2006 AEROPUERTO EJECUTIVO KENDALL-TAMAMI

Se ha preparado una Evaluación Ambiental (EA) su copia en inglés preliminar de la extensión de 2,340 pies que se ha preparado para la pista 9B271 del Aeropuerto Ejecutivo Kendall-Tamami (1708' su copia en inglés) La EA analiza las consecuencias ambientales derivadas de la extensión de 2,340 pies de la pista mencionada.

Se ha programado una audiencia pública para el 13 de septiembre del 2006 en la escuela Avelar Middle School, que está situada en 10900 N.W. 127th Avenue, Miami, Florida. Se invita al público a que asista a la audiencia para examinar la información disponible y para opinar respecto de la EA preliminar y del proyecto. El material de consulta estará disponible para el público entre las 9 p.m. y las 8:30 p.m. La audiencia y la presentación formal comenzarán puntualmente a las 7 p.m. Las personas que deseen hablar en la audiencia podrán inscribirse para hacerlo hasta las 8:30 p.m. Se aceptarán comentarios escritos desde las 6 p.m. hasta las 8:30 p.m. También, los comentarios escritos pueden enviarse por correo a Norman Hegedus, a la oficina postal 970, Box correspondiente más abajo.

La EA Ambiental también está disponible en las siguientes ubicaciones para el público que desee revisarla:

1. Miami Dade Aviation Department  
Aircraft Noise & Environmental Planning Office  
5800 NW 36th Street, Suite 533, Miami, Florida 33166  
De lunes a viernes, de 8 a.m. a 5 p.m.
2. Kendall/Tamami Executive Airport, Airport Managers Office  
1700 S.W. 18th Avenue, Miami, Florida 33186  
De lunes a viernes, de 8 a.m. a 5 p.m.  
Servicio comunicarse con la oficina del Administrador del Aeropuerto por el 305-859-1700, con el fin de hacer una cita para revisar la EA preliminar.  
Servicio comunicarse con la oficina del Administrador del Aeropuerto por el 305-859-1700, con el fin de hacer una cita para revisar la EA preliminar.
3. Página web del Departamento de Aviones de Miami-Dade  
www.miami-airport.com

Se aceptarán preguntas y comentarios escritos acerca de la audiencia y de la EA preliminar hasta el cierre del día hábil del miércoles 27 de septiembre del 2006, que deberán ser remitidos a:

Mr. Norman Hegedus, Aviation Environmental Planner  
Miami-Dade Aviation Department  
Aircraft Noise & Environmental Planning Office  
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**Here's what's happening in September:**

**"Cause An Effect" and make a difference**  
 On September 19, 2006 Neighbors 4 Neighbors will launch its own e-newsletter, which we'll call "Cause An Effect." As a new avenue for expanding our reach within the community, it will provide important connections and information, spotlight a Good Neighbors of note and link directly to non-profits needing goods and services. If you would like to receive Cause An Effect, email Neighbors 4 Neighbors at [info@neighbors4neighbors.org](mailto:info@neighbors4neighbors.org)

**Hurricane helpers**  
 We were lucky with Ernesto, but hurricane season continues until November 30, so stay prepared and informed. If you have some time to spare, please consider signing up as a volunteer to help out before, during or after a storm. Volunteer Broward and Hands On Miami have regular training sessions in the evenings and weekends for those who work regular weekday hours. Call our phone bank or go to our website for more information.

**Home sweet home makeover**  
 A big thanks goes out to The Academy of Design at City Furniture for their generous donation of furniture and accessories to create a new home for a single mom. Go to CBS4's website, [www.cbs4.com/video](http://www.cbs4.com/video), and search for "Betsy's Story" to view this inspiring story.

**Call Neighbors 4 Neighbors at 305.597.4404**  
 visit [www.neighbors4neighbors.com](http://www.neighbors4neighbors.com) or watch and for more.  
 Neighbors 4 Neighbors is generously underwritten by BankUnited and The Herbert W. Hoover Foundation.  
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	<b>MIAMI-DADE COUNTY WEST KENDALL COMMUNITY COUNCIL (11) CDMP PUBLIC HEARING</b>
<b>Wednesday, September 20, 2006, 6:30 pm Arvida Middle School, 10900 SW 127 Avenue</b>	
West Kendall Community Council (11) is holding a public hearing to address three applications requesting amendments to the Miami-Dade County Comprehensive Development Master Plan (CDMP) Land Use Plan map. April 2006 Cycle CDMP Amendment Application Nos. 8, 9 and 10 are summarized as follows:	
<p><b>Application No. 8 (Standard Amendment); Acreage: 5.37 gross acres</b>                  Location: Northeast corner of SW 127 Avenue and SW 104 Street                  Request to Amend Land Use Plan map as follows:                  From: Estate Density Residential (1 to 2.5 dwelling units per gross acre)                  To: Medium-High Density Residential (25 to 60 dwelling units per gross acre)</p>	
<p><b>Application No. 9 (Small-Scale Amendment); Acreage: 1.02 gross acres</b>                  Location: East side of Hammocks Boulevard approximately 360 feet north of SW 88 Street (Kendall Drive); North of the West Kendall Baptist Church's parking lot                  Request to Amend Land Use Plan map as follows:                  From: Parks and Recreation                  To: Office/Residential</p>	
<p><b>Application No. 10 (Small-Scale Amendment); Acreage: 5.45 gross acres</b>                  Location: Southeast corner of SW 137 Avenue and theoretical SW 91 Terrace; Parking lot for Costco store located at 9191 SW 137 Avenue                  Request to Amend Land Use Plan map as follows:                  From: Office/Residential                  To: Business and Office</p>	
<p>The Council may adopt recommendations to the Planning Advisory Board and the Board of County Commissioners at the conclusion of the hearing. Multiple members of individual community councils may be present. This meeting is free and open to the public. If you have any questions regarding this matter and for a complete copy of the agenda, please call Team Metro at 305-375-1661. Questions regarding the CDMP applications should be directed to DP&amp;Z at 305-375-2835.</p> <p>Please call the Department of Planning and Zoning ADA Coordinator, Erin Parker at 305-375-4363 at least four days in advance if requesting a sign language interpreter or materials in accessible format. A person who decides to appeal any decisions made by any board, agency or commission with respect to any matter considered at the meeting or hearing, will need a record of the proceedings. Such person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which the appeal is based.</p>	

**NOTICE OF PUBLIC HEARING**

**ENVIRONMENTAL ASSESSMENT  
 SEPTEMBER 13, 2006  
 KENDALL-TAMIAMI EXECUTIVE  
 AIRPORT**

A Draft Environmental Assessment (EA) for a proposed 2,348 foot extension of Runway 9R/27L at Kendall-Tamiami Executive Airport (TMB) has been prepared. The EA evaluates the environmental consequences of extending the runway an additional 2,348 feet.

A public hearing is scheduled for September 13, 2006 at Arvida Middle School, which is located at 10900 S.W. 127 Avenue, Miami, Florida. The public is invited to attend the hearing to review the available information and to express its views regarding the Draft EA and the project. Exhibit displays will be available for review from 6:00 p.m. until 8:30 p.m. The hearing and formal presentation will commence promptly at 7:00 p.m. Speaker registration will close at 8:30 p.m. Written comments will be accepted from 6:00 p.m. to 8:30 p.m. or can be mailed to Norman Hegedus at the P.O. Box listed below:

The Draft EA is also available for review at the following locations:

1. Miami-Dade Aviation Department  
 Aircraft Noise & Environmental Planning  
 5600 NW 36th Street, Suite 533  
 Miami, Florida 33166  
 Monday-Friday 8:00 a.m. to 5:00 p.m.
2. Kendall-Tamiami Executive Airport Manager's Office  
 12800 SW 145th Avenue, Miami, Florida 33186  
 Monday-Friday 8:00 a.m. to 5:00 p.m.

Please contact the Airport Manager's Office at 305-869-1700 to make an appointment to review the Draft EA.

3. Miami-Dade Aviation Department Website  
[www.miami-airport.com](http://www.miami-airport.com)

Questions and written comments regarding the hearing and the Draft EA will be accepted until close of business on Wednesday September 27, 2006 and should be directed to:

Mr. Norman Hegedus, Aviation Environmental Planner  
 Miami-Dade Aviation Department  
 Aircraft Noise & Environmental Planning Office  
 P.O. Box 025504  
 Miami, Florida 33102-5504  
 (305) 876-0464



Sign-In Sheet  
Environmental Assessment  
Kendall-Tamiami Executive Airport Public Hearing  
September 13, 2006

Name	Address	Agency/Company (If Applicable)	How Did You Hear About The Meeting?
Ralph Morales	15468 S.W. 71st Miami		
EMMA KLOESTER	1450 SW 109 ST		
Bruce Feit	12746 SW 187 ST MIAMI	FAA TAMIA	
Rick Albark	1715 Northwest home suite 780	ESA	
Patrick Adesso	" "	ESA	
Mike Alberts	" "	ESA	
Jenny Moore	13760 SW 147th Circle Miami, FL	RESEARCH AVIATION	WORU
KEE BLECH JR	11736 SW 112TH AVE. MIAMI, FL 33186	SURFACE CONSULTING	PILOT
JOSEPH MILKE	15790 SW 216 ST MIAMI	EGG RIVER AVIATION	COPILOT
MIGUEL CERVERA		DIST II COUNCILMAN	
Frank T. Izumy	8031 SW 158th Ave	DIST II COUNCILMAN	
Angel Ramirez	11835 SW 187 ST		
MIKE HANDRACHAN	12800 SW 145 AVE MIAMI, FL 33186	Morlin group	

Sign-In Sheet  
 Environmental Assessment  
 Kendall-Tamiami Executive Airport Public Hearing  
 September 13, 2006

Name	Address	Agency/Company (If Applicable)	How Did You Hear About The Meeting?
LINDA BELL	10 NW 42 AVE #200 MIAMI FL	Civil Works	
Bruce Drum	MDAD	MDAD	—
JUDY ANDERSON	3800 SW 137 Ave 33175 Team Metro West		—
NOEMAN HEBERUS	KIDAD	MDAD	—
JAIKO MANCERA	10520 S.W. 200 TERRACE	SUNRISE	—
DAVID QUINBY	12200 SW 91 <sup>st</sup> Terrace DU	OU	—
Sharon Rozier	8900 NW 21 Ave	MDAD	—
Vaughn Soares	10 NW 42 Ave #200, Miami, FL	Civil Works, Inc	
JUDY PALMER	11881 SW 188 Ter. 33177	MDPS - Teacher	in school
WILLIAM IBARRA	7850 SW 26 ST.	AVIATOR SERVICES	
Wilfredo Valle	14552 SW 129 St 33186	IFC	
DAVID WOLF	9400 South Dadeland		
AMMAD RIATZ	MDAD - PLANNING	MDAD	



Sign-In Sheet  
 Environmental Assessment  
 Kendall-Tamiami Executive Airport Public Hearing  
 September 13, 2006

Name	Address	Agency/Company (If Applicable)	How Did You Hear About The Meeting?
Albert Sotero	14150 SW 129th Miami, FL 33186	Fulcrum + Ast Air	
Doug CAUSEY	6698 SW 93 AVE. PIA FL.		
Tom Schramm	14840 SW 144 TER. 33196		notice from Team Metro
JOHN PEIERS	14233 SW 129th PLACE 33186		HAND-OUT AT TRNG
Lawrence Percival	11945 SW 127th Miami 33186	KFHA.org	

**Public Hearing**  
**Environmental Assessment Runway 9R-27L**  
**Kendall-Tamiami Executive Airport**  
**September 13, 2006**

Thank you for attending tonight's public hearing on the Environmental Assessment (EA) for the proposed extension of Runway 9R-27L at the Kendall-Tamiami Executive Airport. The proposed project 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. The proposed runway extension would be on existing airport property and no property acquisition would be necessary. In accordance with the National Environmental Policy Act (NEPA) and FAA Orders 5050.4A, Airport Environmental Handbook and 1050.1E, Environmental Impacts: Policies and Procedures, the Miami-Dade Aviation Department (MDAD) has prepared a Draft EA to analyze the potential environmental effects of the proposed project.

Representatives from the MDAD and their consultants are available tonight to discuss the project with you and to answer any questions you may have. Exhibit boards are available tonight for your review. Included below is a list of boards that are on display tonight.

The public hearing and formal presentation will begin promptly at 7:00 p.m. and will include a 30 minute presentation. Following the presentation, citizens are invited to provide comments and ask questions related to the EA. If you wish to speak, please fill out and turn in a speaker card. You will be recognized to speak in the order in which your card is received. If you do not wish to speak, a comment sheet has been provided that you may fill out tonight or mail it to the address provided on the comment sheet.

1. Study Process
2. Proposed Project
3. Alternatives Evaluated
4. Alternatives Screening Matrix
5. General and Detailed Study Areas
6. Environmental Categories Evaluated
7. Existing and Forecast Aircraft Operations
8. Primary Flight Corridors – East Flow
9. Primary Flight Corridors – West Flow
10. 2005 DNL Contours
11. 2009 DNL Contours - No Action
12. 2009 DNL Contours - With Proposed Action
13. 2009 DNL Contour Comparison - No Action vs. Proposed Action
14. 2015 DNL Contour Comparison - No Action vs. Proposed Action
15. FAA Land Use Guidance Table
16. Human Environment
17. Natural Environment
18. Physical Environment
19. Physical Environment (Continued)
20. Other Environmental Categories

**Comment Form  
Environmental Assessment  
Kendall-Tamiami Executive Airport  
Public Hearing - September 13, 2006**

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Please use this form to express your comments and/or suggestions

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**Please turn this form in tonight or mail so that it will be received by September 27th to:**

**Mr. Norman Hegedus, Aviation Environmental Planner  
Miami-Dade Aviation Department  
Aircraft Noise & Environmental Planning Office  
P.O. Box 025504  
Miami, Florida 33102**

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PUBLIC HEARING  
REGARDING DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KENDALL-TAMIAMI EXECUTIVE AIRPORT

Arvida Middle School  
10900 SW 127th Avenue  
Miami, Florida

Wednesday, September 13, 2006  
7:00 p.m. - 8:30 p.m.

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KRESSE & ASSOCIATES, INC.  
(305) 371-7692

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PRESENT:

ENVIRONMENTAL SCIENCE ASSOCIATES:

Rick Alberts  
Mike Alberts  
Patrick Adesso

Linda Bell, Civil Works, Inc.  
Norman Hegedus, Miami-Dade Aviation Department

MIAMI DADE AVIATION DEPARTMENT:

Bruce Drum  
Norman Hegedus  
Jeff Bunting  
Fred Bostick  
Mark Henderson  
Mike Handrehan  
Sharon Rozier  
Cinji Lee

COMMUNITY SPEAKERS:

William Ibarra  
Albert Sotero  
Les Leech  
Miguel Cervera  
Denny Moore  
Lawrence Percival

1           [Whereupon, the following proceedings  
2           were had:

3           MR. ALBERTS: Well, we said we were  
4           going to start promptly at seven o'clock, and  
5           it is seven o'clock, so we are prompt.

6           We are here for the public hearing for  
7           the Kendall Tamiami Executive Airport's  
8           proposed runway extension Environmental  
9           Assessment. We thank you for coming.

10          My name is Rick Alberts. I am with  
11          Environmental Science Associates, the firm  
12          that prepared the assessment. And before we  
13          begin the show, I would like to introduce a  
14          few people that are here from Miami-Dade  
15          Aviation Department; Bruce Drum, Norman  
16          Hegedus -- Norm, are you in here? Well, he  
17          is here -- Jeff Bunting. He is in the back.  
18          Fred Bostick, Fred is there.

19          Mark Handehan, he is there in the back  
20          there, I guess. Sorry, that is Mark  
21          Henderson -- Mike Handrehan; Sharon, Sharon  
22          Rozier, she is there.

23          And we have from Environmental Science  
24          Associates, Mike Alberts, over here; Patrick  
25          Adesso, Patrick is over here. And we had a

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1           subconsultant, Civil Works that helped us out  
2           a lot on the study, Linda Bell. Linda is  
3           back here.

4                     We also have Vaughn Suarez -- I hope I  
5           got that right -- and we have Jim Grant. He  
6           is here.

7                     So anyway, thanks to all of you for  
8           helping us out on this thing. Just to let  
9           you know, the following is about a 30-minute  
10          presentation, and I just want to let you know  
11          so you won't wonder when the thing is going  
12          to end. It is 30 minutes. So we should be  
13          done at 7:30. I am asked to read the  
14          presentation for the record. We do have a  
15          court reporter here today, and they like us  
16          to have the testimony that is coming from the  
17          consultant to be accurate. So here we are.

18                    "This is a public hearing regarding  
19           the Environmental Assessment for the proposed  
20           runway extension at Kendall Tamiami Airport.  
21           Miami-Dade Aviation Department proposes to  
22           construct extensions to runway 9R/27L the  
23           southern east west runway at the airport.

24                    The Federal Aviation Administration  
25           requires coordination of the Environmental

1           Assessment with state and local agencies  
2           which have jurisdiction with respect to any  
3           environmental impacts associated with the  
4           proposed project.

5                     The Environmental Assessment is  
6           currently undergoing review by the Orlando  
7           Airports District Office of the Federal  
8           Aviation Administration and has been made  
9           available to federal agencies and State of  
10          Florida agencies by the state Clearinghouse.  
11          These include such agencies as the Florida  
12          Department of Environmental Protection,  
13          Florida Historic Preservation Office, South  
14          Florida Water Management District, Florida  
15          Department of Transportation, National Park  
16          Service, Micosukee tribe of the Indians, US  
17          Fish and Wildlife Service, South Florida  
18          Regional Planning Council and others.

19                    This public hearing is being held to  
20          solicit testimony from interested groups,  
21          agencies and individuals. Comments can be  
22          provided verbally or in written form  
23          regarding the proposed project.

24                    Tonight's public hearing will begin  
25          with a presentation that provides a



1 description of the proposed project,  
2 including the alternatives considered and the  
3 project's environmental consequences. The  
4 second part of tonight's hearing includes  
5 public comment and testimony.

6 If you wish to speak at tonight's  
7 hearing, we request that you fill out a  
8 speaker card and turn it in to us. You will  
9 be recognized to speak in the order in which  
10 your speaker card is received. Each person  
11 who wishes to speak will be given a period of  
12 up to five minutes to present your views.  
13 This time limit is to allow everyone who is  
14 wishing to speak to be able to do so. If you  
15 feel you need more time than the five minutes  
16 allocated to express your views, you may come  
17 back to the microphone after all who wish to  
18 speak have had an opportunity to do so.

19 There is a court reporter here tonight  
20 to make sure that your comments are  
21 accurately recorded. A transcript of this  
22 hearing will be made available to the Federal  
23 Aviation Administration and will be included  
24 in the final Environmental Assessment report.

25 Those persons not wishing to speak

1 publicly tonight may submit written comments.  
2 Comment forms are provided at the sign-in  
3 table. You may turn written comments in  
4 tonight or you may mail your comments to the  
5 address shown on the form. Written comments  
6 must be received by the Miami-Dade Aviation  
7 Department no later than September 27th.

8 The existing runway system at  
9 Kendall-Tamiami Airport consists of a 5001  
10 foot runway on the north side of the airport  
11 designated runway 9L-27R, a 5002-foot runway  
12 on the south side designated runway 9R/27L,  
13 and a crosswind runway 13-31 which is 4001  
14 feet long.

15 The proposed project is the extension  
16 of runway 9R/27L from its existing 5002-foot  
17 length to 7350 feet. This would be  
18 accomplished by adding 550 feet to the  
19 runway's eastern end and 1798 foot to the  
20 western end, shown here in blue, and the  
21 provision for runway protection zones, shown  
22 here in orange.

23 In addition, the proposed project  
24 includes the extension of taxiways,  
25 relocation of the approach lighting systems,

1 modification of navigation aids and  
2 provisions for drainage improvements.

3 A project of this type requires the  
4 preparation of an Environmental Assessment to  
5 consider its environmental consequences.  
6 Following the identification of the project,  
7 early coordination was initiated to receive  
8 initial input from federal, state and local  
9 agencies that may have an interest in the  
10 project. Then an initial evaluation of the  
11 project occurred by establishing its purpose  
12 and need, evaluating alternatives and  
13 conducting an evaluation of its environmental  
14 consequences.

15 Two public meetings were then held to  
16 gain initial input from interested citizens.  
17 These meetings were held on April 20th and  
18 May 15th of this year. Following the  
19 meetings, public and agency comments were  
20 obtained and evaluated and a draft  
21 Environmental Assessment was prepared. This  
22 Environmental Assessment was made available  
23 for agencies and public review beginning on  
24 August 7, 2006.

25 Tonight we are holding the public

1 hearing on the proposed project to receive  
2 additional public input. After tonight's  
3 hearing, the comments received from agencies  
4 and from the public will be reviewed, and a  
5 draft final Environmental Assessment will be  
6 prepared. This draft final EA will then be  
7 submitted to the Federal Aviation  
8 Administration for its review and decision on  
9 whether the extensions are environmentally  
10 acceptable.

11 The purpose of the runway extension is  
12 threefold: First, to provide the required  
13 runway length to allow business and personal,  
14 general aviation jets to fly nonstop to  
15 medium and long-haul destinations from the  
16 airport without imposing significant weight  
17 restrictions.

18 Second, to provide the necessary  
19 runway lengths to fulfill the airport's role  
20 as a designated reliever airport as defined  
21 in the 2005 National Plan of Integrated  
22 Airport System.

23 And third, the additional runway  
24 length adds a measure of safety in the event  
25 an emergency situation occurs upon take-off

1 or landing.

2 The analysis demonstrated that the  
3 existing 5002-foot runway was not long enough  
4 to accommodate many general aviation jet  
5 aircraft without imposing unreasonable weight  
6 restrictions on departure or unreasonable  
7 limitations on how far the aircraft could fly  
8 before having to land and refuel.

9 The proposed runway extension to  
10 7350 feet would allow approximately  
11 80 percent of the larger general aviation jet  
12 aircraft to operate at 90 percent of their  
13 useful load. This would mean that most  
14 business jet aircraft would be accommodated  
15 during high temperature days as well as under  
16 wet runway conditions.

17 The Federal Aviation Administration  
18 has established guidance on the facilities  
19 that should be provided at an airport that is  
20 considered a reliever facility. The airport  
21 meets or exceeds these guidelines in  
22 virtually all aspects, with the exception  
23 that its primary runway is 1500 feet shorter  
24 than the minimum preferred runway length.  
25 Thus, an additional need for the runway

1 extension is to meet or exceed the minimum  
2 desired runway length for its role as a  
3 reliever airport.

4 Also as part of the Environmental  
5 Assessment process, the FAA requires that  
6 consideration be given to potential  
7 alternatives. There were five runway  
8 extension alternatives considered in the  
9 study. These included, alternative one, no  
10 action alternative, meaning no extension to  
11 any runway at the airport;

12 Alternative two, proposed extension  
13 of runway 9R-27L to 7350 feet by adding  
14 550 feet to the east end and 1798 feet to the  
15 west end. This is the proposed project  
16 alternative;

17 Alternative three, proposed extension  
18 of runway 9R/27L to 7300 feet by adding  
19 2348 feet to the west end of the runway;

20 And alternative four, proposed  
21 extension of runway 9L-27R to 7350 feet by  
22 adding 750 feet to the runway's east end and  
23 1599 feet to the west end;

24 And alternative five, proposed  
25 extension of runway 13-31 to 7350 feet by

1 adding 1675 feet to the northwest end of the  
2 runway, and 1674 feet to the southeast end.

3 FAA guidelines indicate that a  
4 screening process should be conducted to  
5 determine which alternatives meet the purpose  
6 and need and are acceptable in terms of cost  
7 and constructability. Those that do not meet  
8 these requirements would be rejected from  
9 further consideration.

10 Cost and constructability  
11 considerations include such items as the need  
12 for land acquisition, the need to relocate  
13 aviation facilities, operational impacts  
14 during construction, the need to relocate  
15 public roads, safety zone complexities and  
16 cost considerations.

17 The result of the alternatives  
18 screening process are presented in the matrix  
19 shown here.

20 Alternative one, the no action  
21 alternative shown on the left colored column  
22 would not meet the purpose and need, as the  
23 necessary runway length would not be  
24 provided. Although this alternative did not  
25 meet the criteria, it was retained for

1 detailed environmental analysis for baseline  
2 comparative purposes as required by the  
3 Federal Aviation Administration.

4 Alternative two, the preferred  
5 alternative, presented in the next colored  
6 column, was shown to meet the purpose and  
7 need and, from a cost and constructability  
8 standpoint, would not require the acquisition  
9 of any land, would not cause disruption to  
10 either of the other two runways during  
11 construction, would not require the rerouting  
12 of the public roads, would accommodate the  
13 expansion of safety areas on existing  
14 property limits, and the projected ten  
15 million dollars cost of the project ranked  
16 lowest of the other alternatives being  
17 considered. Thus, alternative two was  
18 retained for additional evaluation.

19 Alternatives three, four, and five,  
20 presented in the three right colored columns  
21 all show that they meet the purpose and need,  
22 as all would provide a 7350-foot long runway.  
23 However, alternatives three, four, and five  
24 had moderate to high impacts in many of the  
25 cost and constructability considerations and,



1 for those reasons, were rejected from further  
2 consideration.

3 Thus, the alternatives retained for  
4 detailed analysis were alternative one, the  
5 no-action alternative and alternative two,  
6 the proposed project.

7 For the purpose of describing existing  
8 conditions, two study areas were established.  
9 For environmental considerations that deal  
10 with broad indirect issues, a generalized  
11 study area, shown here in blue, was  
12 developed. This area extended from Southwest  
13 104th Street on the north, Southwest 152nd  
14 Street on the south, Krome Avenue on the west  
15 and Florida's Turnpike on the east.

16 Existing land use in the generalized  
17 study area includes predominantly residential  
18 development north and south of the airport,  
19 mainly commercial and industrial east to the  
20 Turnpike, and undeveloped land to the west.

21 Detailed study areas, shown here in  
22 orange, were established for environmental  
23 evaluation. These included areas that would  
24 potentially be disturbed by the runway  
25 extension construction activities. These are

1 areas directly off the ends of runway 9R/27L.  
2 21 environmental topics were evaluated  
3 in the Environmental Assessment. These  
4 include topics that involve the human  
5 environment, the natural environment and  
6 physical environment. The following portion  
7 of the presentation will address how each of  
8 these areas is affected by the no-action  
9 alternative and the proposed project.

10 The first topics of discussion are  
11 associated with the human environment and  
12 include aircraft noise and land use  
13 compatibility.

14 The total number of aircraft arrivals  
15 and departures at the airport in 2005  
16 amounted to approximately 186,000 operations.  
17 By 2009, it is projected that this yearly  
18 activity would increase to about 206,000  
19 operations. It is estimated that  
20 approximately eight percent of these  
21 operations would occur at night, between the  
22 hours of 10:00 P.M. and 7:00 A.M.

23 This slide generally shows flight  
24 corridors for fixed wing aircraft during east  
25 flow, with departures shown in light green to

1 the east and arrivals in blue arriving from  
2 the west.

3 When the airport operates in a west  
4 flow, the fly corridors are reversed, with  
5 departures to the west shown in light green  
6 and the arrivals straight in from the east in  
7 blue. The airport operates in an east flow  
8 approximately 80 percent of the time and west  
9 flow the remaining 20 percent.

10 As required by the Federal Aviation  
11 Administration, a noise model called the  
12 integrated noise model is used to develop  
13 noise contours for areas of high noise  
14 exposure around the airport. A day-night  
15 noise level of 65 DNL or greater is  
16 considered by the FAA as an area of  
17 significant noise exposure. The high noise  
18 exposure areas for the year 2005 at the  
19 airport were developed with the 65 DNL shown  
20 here in yellow. This slide is not intended  
21 to imply that noise is not heard beyond the  
22 limits of the yellow line, but that the  
23 greatest noise exposure is experienced within  
24 the yellow contour limits.

25 The noise impact analysis developed

1 similar noise contours for the year 2009 for  
2 both the no-action alternative and the  
3 proposed project. Under the no-action  
4 alternative, shown here, the 2009 noise  
5 contours are similar in shape to those in  
6 2005, but the overall area of noise exposure  
7 has increased slightly. This is due to the  
8 increase in aircraft activity by the year  
9 2009.

10 In 2009, with the proposed runway  
11 extension, the noise contours shift to the  
12 west. This is primarily due to the aircraft  
13 beginning their take-off roll 1800 feet  
14 further to the west. This shift in departure  
15 location results in aircraft being higher  
16 east of the airport than they would be under  
17 the no-action condition.

18 This slide shows the shift in noise  
19 exposure to the west by overlaying the 65 DNL  
20 for the no-action alternative in 2009 and the  
21 65 DNL with the proposed project in 2009.  
22 The green area east of the runway shows the  
23 extent that the 65 DNL reduced in size east  
24 of the airport, and the red area to the west  
25 shows where the 65 DNL has increased in size.

1           Here is a similar comparison between  
2           the no-action alternative and proposed  
3           project contours in 2015. Although the 2015  
4           contours are slightly larger with or without  
5           the proposed project, they continue to show a  
6           reduction in noise east of the airport and an  
7           increase in noise to the west with the  
8           proposed runway extension.

9           Under both alternatives for all years  
10          of analysis, no residential properties are  
11          located within the 65 DNL contour limits.  
12          Land use within the 65 DNL consists primarily  
13          of industrial, commercial and warehousing  
14          uses to the east, and undeveloped property to  
15          the west. These uses are compatible with  
16          aircraft noise.

17          In addition to noise and land use  
18          considerations, three other human environment  
19          topics were evaluated in the Environmental  
20          Assessment. From a socioeconomic and  
21          environmental justice perspective, the  
22          proposed project would not expose any  
23          residential areas nor schools to noise levels  
24          of 65 DNL or greater. Thus, there would be  
25          no disproportionate impact to minority or low

1 income populations or to children.

2 In addition, no acquisition of  
3 properties or displacement of persons would  
4 be required in association with the proposed  
5 project.

6 A review of off airport properties was  
7 conducted to determine if any park or  
8 recreation areas would be affected by the  
9 proposed project. The study determined that  
10 Three Lakes Park is the only park within the  
11 65 DNL contour limits, and that a noise  
12 reduction would occur at the park with the  
13 proposed runway extension.

14 No properties within the general study  
15 area are on or eligible for listing on the  
16 National Register of Historic Places. In  
17 addition, a field survey conducted for this  
18 study concluded no archeological resources  
19 exist within the area of potential  
20 construction activity. Thus, the analysis  
21 indicates that the proposed project would  
22 have no effect on cultural resources, and  
23 concurrence of this determination has been  
24 requested from the Florida State Historic  
25 Preservation Officer.

1           The next portion of the presentation  
2 focuses on the natural environment which  
3 includes the potential effects of the  
4 proposed project on such topics as fish,  
5 wildlife, plants, wetlands and threatened and  
6 endangered species.

7           A field survey was conducted to  
8 document the plant and animal species that  
9 occur in the vicinity of the proposed runway  
10 extension. The results of the survey  
11 indicated that within the limits of the  
12 proposed construction, plant species  
13 primarily included row crops, brazilian  
14 peppers and maintained grass fields, plant  
15 species common to Florida.

16           The Environmental Assessment  
17 documented that wildlife species sighted and  
18 likely to occur on-site are also common to  
19 the Florida ecological environment, such as  
20 the egret, red-winged blackbird, doves, and  
21 herons.

22           The field survey conducted as part of  
23 the Environmental Assessment revealed that  
24 the only wetlands located near the proposed  
25 project were in an existing canal located

1 along the western side of the airport and in  
2 a drainage ditch located south of the  
3 proposed runway extension. However, neither  
4 of these areas would be affected by the  
5 proposed project or the no-action  
6 alternative, and thus, no wetlands would be  
7 impacted.

8 A field survey was conducted to  
9 determine the existence or potential  
10 existence of threatened or endangered plant  
11 or animal species or the existence of plant  
12 or animal species of special concern. No  
13 threatened or endangered species were  
14 determined to exist at the airport and thus,  
15 no threatened or endangered species would be  
16 affected by the proposed project.

17 The field survey did identify two  
18 active burrowing owl nests that would be  
19 affected by the proposed project. Burrowing  
20 owls are listed as a species of special  
21 concern in the State of Florida. An  
22 incidental take permit issued by the Florida  
23 Fish and Wildlife Conservation Commission  
24 would be required to mitigate the impact of  
25 collapsing the burrows.



1           The Environmental Assessment  
2           identifies a burrowing owl management plan  
3           that Miami-Dade County would implement  
4           consistent with the Florida Fish and Wildlife  
5           Conservation guidelines. This plan will  
6           ensure that no active burrowing owl burrows  
7           are damaged during construction and that no  
8           owls, eggs, or flightless young are injured  
9           during burrow collapse activities. Upon  
10          implementation of the burrowing owl  
11          management plan, no significant impacts to  
12          the burrowing owl would occur.

13          The next portion of the presentation  
14          discusses the physical environment and  
15          related impacts associated with the proposed  
16          project.

17          The proposed project would result in  
18          an increase of approximately 15 acres of  
19          impervious surfaces as a result of the runway  
20          extension and taxiway construction. However,  
21          Miami-Dade County has developed a stormwater  
22          management plan for the airport that includes  
23          the effects associated with the proposed  
24          project. This plan controls peak flow rates,  
25          directs stormwater through a series of swales

1 to provide water quality treatment and  
2 utilizes best management practices for  
3 temporary erosion control measures during  
4 construction.

5 An evaluation of flood plain impacts  
6 was conducted through the use of flood plain  
7 maps developed by FEMA and available through  
8 Miami-Dade County. The maps indicated that  
9 the airport is within zone AH, which is an  
10 area exposed to shallow flooding during high  
11 storm events. Stormwater improvements at the  
12 airport associated with the proposed project,  
13 however, would decrease the amount of storm  
14 water discharge into adjacent canals and  
15 would have a beneficial effect on flood  
16 plains in the airport vicinity.

17 From an air quality perspective,  
18 Miami-Dade County is designated an attainment  
19 area for all criteria air pollutants, meaning  
20 that it meets all of the national ambient air  
21 quality standards. Total pollutant loads  
22 would be slightly greater as a result of the  
23 proposed project due to the increase in  
24 taxiing distance to the extended runway  
25 thresholds. Minimal air emission increases

1           are projected to occur with the proposed  
2           project when compared to the no-action  
3           alternative.

4           The study indicated that the  
5           construction limits of the proposed project  
6           are not in an area known to contain hazardous  
7           materials, contamination, or other regulated  
8           materials. No above ground or under ground  
9           fuel tanks or fuel lines are known to be  
10          within the construction areas. In addition,  
11          the proposed project does not involve the  
12          development of storage facilities or removal  
13          of such facilities for hazardous materials.  
14          Temporary generation of solid wastes would  
15          occur from construction activities and these  
16          materials would be disposed of in an approved  
17          landfill.

18          During the early notification for the  
19          Environmental Assessment, the State of  
20          Florida determined that the proposed problem  
21          is consistent with the Florida coastal zone  
22          management program and would not have an  
23          adverse impact on coastal resources.

24          The closest wild and scenic river to  
25          the project site is the Loxahatchee River

1 located approximately 70 miles to the north  
2 in Palm Beach County. Thus, no significant  
3 impact to the wild and scenic rivers would  
4 occur as a result of the proposed project.

5 The proposed project would occur  
6 entirely within the existing airport limits.  
7 Since the airport includes no prime or unique  
8 farm lands, none would be lost by the  
9 proposed project.

10 Light emissions from aircraft would  
11 not change with the proposed project since no  
12 change in approach or departure corridors  
13 would occur. Approach lighting would be  
14 extended approximately 1800 feet to the west  
15 and 550 feet to the east. However, the  
16 approach lights to the west would be toward  
17 undeveloped farm land, and those extended  
18 lights to the east would be toward industrial  
19 uses.

20 There are no known unique natural  
21 resources within the construction limits, and  
22 no unusual materials would be needed for  
23 construction of the proposed project. The  
24 proposed project would result in minimal  
25 increases in energy use resulting from the

1 addition of runway and taxiway lights and  
2 from additional fuel consumed as a result of  
3 increased taxiing distances.

4 Three other topics are included in the  
5 Environmental Assessment including  
6 construction impacts, secondary impacts and  
7 cumulative impacts.

8 Construction of the proposed project  
9 would result in a number of temporary  
10 impacts. Air emissions, construction-related  
11 noise, energy usage from construction  
12 vehicles and soil erosion would occur during  
13 the construction phase. Air emissions and  
14 noise from construction equipment would  
15 disperse significantly prior to reaching  
16 residential neighborhoods due to the distance  
17 between the construction site and the closest  
18 residential areas. Wind blown soil would be  
19 controlled through wetting of exposed soils  
20 and best management practices would be used  
21 to protect water quality during construction.

22 Secondary impacts, as listed in FAA  
23 guidance, would not occur with the proposed  
24 project. The project would not result in  
25 property acquisition or re-locations, would

1 not alter surface transportation patterns,  
2 would not change flight corridors and thus  
3 not adversely affect new communities and  
4 would not disrupt the orderly planned  
5 development either on or off the airport.

6 Cumulative impacts involve the  
7 combined environmental consequences of a  
8 variety of developments occurring within the  
9 vicinity of the airport at the same time the  
10 runway extension construction would take  
11 place. Due to the extensive amount of  
12 property currently developed in the study  
13 area, little additional development is  
14 expected to occur in the time frame of the  
15 construction of the proposed action.

16 Three projects are proposed in the  
17 vicinity of the airport, a regional park, a  
18 roadway realignment, and a commercial retail  
19 warehouse facility. These projects are not  
20 of a size that would result in a significant  
21 cumulative impact, even if all were  
22 constructed at the same time.

23 In summary, the purpose of preparing  
24 an Environmental Assessment is to determine  
25 if there are any significant impacts

1 associated with the development of the  
2 proposed project or no-action alternative.

3 The Environmental Assessment has shown  
4 that there are impacts associated with the  
5 proposed runway extension. However, for most  
6 environmental topics, little or no impacts  
7 result. For others where potential impacts  
8 have been identified, mitigation measures  
9 have been identified to minimize the impact.  
10 Thus, it is concluded that no significant  
11 impact would occur to the human environment,  
12 natural environment, physical environment or  
13 other environmental considerations evaluated  
14 in the study."

15 So this concludes the presentation  
16 this evening of the hearing. We thank you  
17 for your interest and participation, and we  
18 are going to open the hearing to your  
19 testimony at this time. So what we would  
20 like to do now, is, have Patrick bring up the  
21 cards. We put the numbers on them as we  
22 received them. We are going to put a  
23 microphone down here, probably put it right  
24 down here in front of the court reporter, and  
25 just ask each of you to come down. We would

1           like to do is we would -- as we mentioned  
2           before, is to give each speaker five minutes  
3           to speak. I don't think we have that many  
4           speakers tonight, so I don't think that is  
5           going to be a problem. But we would like to  
6           have you take your five minutes, and if you  
7           do need longer, you can come up at the end.

8                        So Patrick, could you give me the  
9           cards? What I am going to do is give the  
10          name of the person, the next person to speak,  
11          and then I will give the next person on deck  
12          so you know you are next.

13                       The first person is William Ibarra,  
14          I-b-a-r-r-a. Sorry, William --

15                       MR. IBARRA: Ibarra. Right.

16                       MR. ALBERTS: And the next would be  
17          Denny Moore.

18                       MR. IBARRA: Thank you very much. My  
19          name is William Ibarra. I own an aviation  
20          company in which we operate a number of jet  
21          airplanes. Specifically, we had a couple of  
22          years ago two mid-sized jets that were based  
23          at the Tamiami Airport, and we had to move  
24          them, you know, mainly because of the runway  
25          consideration. I am here basically to say



1           that I am in complete, you know, favor of the  
2           moving forward with the runway improvement,  
3           and I think it will be a pretty major advance  
4           for the local community. I think everywhere  
5           that this has happened, people -- it has, you  
6           know, been very positive for, you know,  
7           business and the whole community in general,  
8           you know, all around.

9                   Everybody talks about, as an example,  
10           and anybody who flies knows, we always kind  
11           of turn to the Fort Lauderdale Executive  
12           Airport to show what has happened there.  
13           That airport probably does not have the  
14           territory that Tamiami has, but the number of  
15           operations of the businesses that thrive  
16           there are really amazing, and it is, you  
17           know, something to look at. When you see  
18           what could happen to the Tamiami Airport, it  
19           will benefit a lot of local businesses.

20                   I think everybody that is there now is  
21           going to expect to grow, expand, and it will  
22           be a -- really a boon to the local community.  
23           So I am in favor of it. And I hope there is  
24           no other obstacles in its path.

25                   Thank you very much.

1           MR. ALBERTS: Thank you very much. We  
2 appreciate it.

3           Denny Moore.

4           Next is Albert Sotero.

5           MR. MOORE: Hello, my name is Denny  
6 /PHAOR. And I first flew off the Tamiami  
7 Airport in 1967. I live at Country Walk,  
8 which is about one mile from the airport. I  
9 am very much in favor of the airport and its  
10 expansion, as a private pilot that flew out  
11 of there many years ago and has his own  
12 personal airplane still at the airport.

13           The second part is, I ended up being a  
14 commercial pilot, flying for Konica Oil  
15 Company and other corporate aircrafts,  
16 several thousand hours in jets. For this  
17 purpose, I am very much in favor of the  
18 airport because of the safety issue of having  
19 the longer runway.

20           And last, I am representing some --  
21 general manager of Reliance Aviation, a fixed  
22 base operation at the airport. We currently  
23 employ 24 people. We have a about a fifteen  
24 thousand dollar a week payroll. With this  
25 expansion, I know we will -- all who have

1 businesses at the airport, expand our  
2 business and we are expecting to expand that  
3 employment rate and also in the local area,  
4 with hotels and car rentals and so forth, to  
5 participate with the expansion. So I am very  
6 much in favor of it, and thank you very much.

7 MR. ALBERTS: Thank you, Mr. Moore.

8 Mr. Sotero.

9 Next is Les Leech.

10 One to go.

11 MR. SOTERO: I am Albert Sotero. I am  
12 with Falcon Thrust at Tamiami Airport. I am  
13 very much in favor of this runway extension  
14 due to the fact that I get numerous  
15 complaints of the one runway being too short  
16 for an airplane having to land at another  
17 airport just to proceed forward to their  
18 final destination.

19 This would be a big improvement in the  
20 runway extension. It is way past due, and  
21 hopefully we can speed ahead and get to do it  
22 and move forward.

23 Thank you.

24 MR. ALBERTS: Thank you, Mr. Sotero.

25 Les Leech.

1           And Miguel Cervera is next.

2           MR. LEECH: My name is Les Leech. I  
3 am president of Sunrise Community  
4 Incorporated. We are not in the aviation  
5 business. We use aviation for our business.  
6 And basically, we are a health care company  
7 that serves people with developmental  
8 disabilities, which includes people with  
9 cerebral palsy, mental retardation, spina  
10 bifida and so forth.

11           We have a couple of airplanes at  
12 Tamiami, and they are highly utilized. We  
13 move our people all over the five states we  
14 operate in, and we are frequent fliers out of  
15 Tamiami. I probably don't have the problems  
16 that some aviation businesses related here,  
17 or that were related here this evening, but  
18 we are interested in safety, so the extension  
19 of that runway is important to us. And all  
20 pilots and passengers, too, for that matter,  
21 if they know aviation, appreciate the longer  
22 the runway, the safer I feel. Call it  
23 elementary, but that is the way it is.

24           The other thing that interests me --  
25 and I -- probably on a more serious note --

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1           it has not been lost on us that during the  
2           hurricane, that airport was vital to our  
3           survival in getting what supplies and support  
4           necessary to support our complex people with  
5           heavy medical problems, nonambulatory and so  
6           forth and other medical conditions. In fact,  
7           if we couldn't fly in the hurricane supplies,  
8           we did not own the airplanes, and we looked  
9           most forward in a level five, or what have  
10          you, assuming -- it has not been lost on me  
11          either, that that airport is up and running  
12          pretty clear even after a major disaster.  
13          Those things are vitally important to our  
14          business. It gives us a safety net, and we  
15          can count on the support of that airport;  
16          come the day that we really need heavy  
17          supplies in there, with a large airplane,  
18          that airport may not be adequate. That is  
19          just one business person's perspective on how  
20          that airplane helps a business in this case,  
21          our health care organization. And the idea  
22          that with the problems in -- excuse me,  
23          commercial aviation today in terms of  
24          passenger inconvenience and discomfort, I can  
25          even recruit jobs that have to be on the road

1           like auditors, quality assurance, everything.  
2           So just from that perspective of one person  
3           or one organization such as a business,  
4           albeit nonprofit, these are a couple of ways  
5           or a number of ways that that airport is  
6           going to be very important to ours existence.  
7           Anything we can do to improve, anything that  
8           we can do to allow the entry of larger heavy  
9           airplanes, if the issue arises that we need  
10          them, is extremely important to us.

11                        Lastly, we have the coordinators of  
12          Great Sunrise Balloon Race, which has nothing  
13          to do with the length of the runway, but in  
14          terms of business contacts, those contacts,  
15          those owners of those jets and corporations  
16          come into Tamiami. It is very good for our  
17          business. So I can't say enough about the  
18          airport and what it means to our company and  
19          putting us in a competitive position in our  
20          particular niche of the health care industry.  
21          Thank you. We are definitely for the  
22          extension of this runway.

23                       MR. ALBERTS: Thank you, Mr. Leech.

24                       Next up is Miguel Cervera.

25                       MR. CERVERA: Good evening. My name

1 is Miguel Cervera. Thank you for giving me  
2 the opportunity to speak here this evening  
3 before you. First of all, I would like to  
4 say that I have been a member of this  
5 community for a little bit over 30 years now.  
6 I have used Tamiami extensively, both to fly  
7 in and out over the years.

8 I would like to thank the County for  
9 its effort in putting this project forward.  
10 They have done a very good job in bringing  
11 the project to this community, explaining to  
12 the members of the community what the project  
13 entails, and they have been very, very  
14 thorough in addressing all of the issues.  
15 And I don't see a lot of community folks here  
16 this evening, but I have attended the last  
17 two meetings, and there has been quite a few  
18 individuals there, and they have received  
19 very good information from the County.

20 After 9-11, General Aviation has  
21 really exploded. People don't want to fly in  
22 and out of busy airports like Fort Lauderdale  
23 and Miami International, and any business  
24 commuter has an option now of flying in a  
25 small jet. Small corporate jets are the way

1 to go. At least that is what my friends in  
2 the aviation industry tell me.

3 It is essential that we make this  
4 project happen. It is essential that we  
5 carry this project forward, and I think it is  
6 the right thing to do. The neighbors, I  
7 think, so far are satisfied with the project,  
8 as it has been presented. And the airport  
9 has been a very good community partner.  
10 There is a lot of businesses that have  
11 evolved around the airport. There is a lot  
12 of business folks that use the facilities of  
13 the airport to come in and out, and also,  
14 when we get this project concluded, there is  
15 going to be other businesses that are going  
16 to come flow through the airport. It is  
17 going to help us in driving the engine of the  
18 community or the economic engine of Dade  
19 County is going to continue to grow and move  
20 forward because of it.

21 And in closing, again, I think the  
22 community has been very helpful in this, as  
23 well as the County. And I think that we will  
24 be able to see this project go forward, and  
25 hopefully, it will be sooner than later.



1 Thank you very much.

2 MR. ALBERTS: Thank you.

3 That is the last speaker that we have.  
4 Is there anyone else in the room who would  
5 like to speak, fill out a speaker card and  
6 speak tonight?

7 I would like to remind you that  
8 written comments can be sent in. There is a  
9 comment form here. The only reason you need  
10 to have the form is to know where to send  
11 them. You can't put them on any other kind  
12 of paper. So if I don't see any others who  
13 wish to speak tonight, we will close the  
14 hearing. Thank you very much for coming.

15 We have one more.

16 Just talk to the reporter.

17 MR. PERCIVAL: My name is Lawrence  
18 Percival. I am the vice president of the  
19 Kendall Federation of Homeowners'  
20 Association. We passed a resolution in  
21 support of the expansion of the runway. As  
22 it has been proposed, we support this, and we  
23 would like to see that done as soon as  
24 possible. So we would like this project to  
25 be expedited within all possible means. It

1 is greatly needed for the benefit of the  
2 aviation department and the airport,  
3 obviously, but it is needed for the  
4 community, as well. The community embraces  
5 the idea and we accept it. Not a hundred  
6 percent, there is never a hundred percent.  
7 But the overwhelming majority of the people  
8 understand the issues, and we support the  
9 opportunity for the runway to expand, for it  
10 to be an executive airport, limited to  
11 corporate aircraft, with the understanding  
12 that it would never be used for commercial  
13 nor for larger aircraft. Other than the, I  
14 guess it would be a Class 4 corporate jet,  
15 Class 3 or 4 corporate jets.

16 And with those provisos, we support  
17 the expansion and the opportunity for the  
18 airport to be appropriately developed and  
19 service the needs of our community.

20 I don't think I need to say anything  
21 else.

22 (Thereupon, the Public Hearing was adjourned  
23 at 8:30 p.m.)

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CERTIFICATE OF COURT REPORTER

THE STATE OF FLORIDA:  
SS.  
COUNTY OF MIAMI-DADE:

I, SHARON PELL VELAZCO, a Court Reporter in and for the State of Florida at Large, do hereby certify that I reported to and did stenographically report the Public Hearing; that the foregoing pages, numbered from 1 to 40, inclusive, constitute a complete record of my stenographic notes.

I further certify that I am not an attorney or counsel of any of the parties, nor related to any of the parties, nor financially interested in the action.

WITNESS my Hand and Official Seal this 20th day of September, 2006.

SHARON PELL VELAZCO, RPR  
Notary, State of Florida  
Commission No: DD141276  
Expires 08/19/2010