

Final Environmental Assessment for Phase II Air Cargo Facility Development

Volume 2: Appendix J

Lakeland Linder International Airport
Polk County, Florida

October 2021

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APPENDIX J Draft EA Public Involvement

Appendix J.1	Notice of Availability of Draft EA and Notice of Combined Public Hearing/Public Information Workshop
Appendix J.2	Draft EA Agency Transmittal Letters and Distribution List
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APPENDIX J.1

Notice of Availability of Draft EA and Notice of Combined Public Hearing/Public Information Workshop

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AFFIDAVIT OF PUBLICATION THE LEDGER

Lakeland, Polk County, Florida

STATE OF FLORIDA)
COUNTY OF POLK)

Before the undersigned authority personally appeared Olga L. Rodriguez Martin, who on oath says that she is an Account Executive for Advertising at The Ledger and the News Chief, daily newspapers published at Lakeland in Polk County, Florida; that the attached copy of advertisement, being a

PUBLIC NOTICE

In the matter of DRAFT ENVIRONMENTAL ASSESSMENT

Concerning WETLANDS AND FLOODPLAINS

as published in said newspaper and online in the issues of

4-23; 2021

Affiant further says that said The Ledger is a newspaper published at Lakeland, in said Polk County, Florida, and that the said newspaper has heretofore been continuously published in said Polk County Florida, daily, and has been entered as second class matter at the post office in Lakeland, in said Polk County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signed Olga L Rodriguez Martin

Olga L. Rodriguez Martin
Advertising Account Executive
Who is personally known to me.

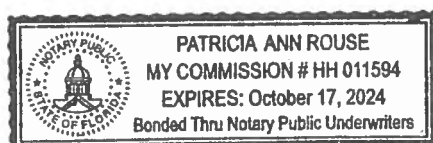
Sworn to and subscribed before me this 23rd day of April, 2021 A.D.

Patricia Ann Rouse

Notary Public

(Seal)

JICK



NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND NOTICE OF COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

Notice of Impacts to Wetlands and Floodplains in Accordance with Section 2(a)(1) of Executive Order (EO) 11988, Floodplain Management; Section 2(b) of EO 11990, Protection of Wetlands; and Section 7 DOT Order 5650.2, Floodplain Management and Protection

The City of Lakeland (City) announces the availability of a Draft Environmental Assessment (EA) for Phase II of Air Cargo Facility Development at Lakeland Linder International Airport (LAL) in Polk County, Florida. Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, the Draft EA is being circulated for review and comment from the public and federal, state and local agencies. Comments from federal, state and local agencies, and the public, will be considered as part of the Final EA. The Final EA will be submitted to the Federal Aviation Administration (FAA) for the agency's environmental determination.

Proposed Development Project: The proposed cargo facility development, referred to in the Draft EA as the Proposed Development Project, expands the Phase I air cargo facility that became operational at LAL in 2020. The proposed facility expansion includes additional sortation and office building, truck court, and vehicle parking. The Proposed Development Project also expands the aircraft parking apron to accommodate three additional aircraft parking positions and equipment staging for additional flight activities. A new airport access road would be required to provide access to the Phase II facilities via Drane Field Road. A new fuel farm is also proposed to accommodate the need for additional aviation fueling capacity.

The EA discusses the Proposed Development Project, alternatives, and environmental effects in areas including air quality, biological resources, hazardous materials, cultural resources, noise, socioeconomic, and water resources. The Proposed Development Project will affect approximately 25 acres of wetlands and approximately 28 acres of 100-year floodplains. The Proposed Project includes mitigation measures for unavoidable impacts to these resources.

Draft EA Availability: An electronic copy of the Draft EA is available for public review at <https://www.flylakeland.com/airport-projects>. Both hard copies and electronic copies will also be displayed for inspection and review at the following locations:

Larry R. Jackson Branch Library eLibrary South Lakeland
1700 N Florida Avenue 4740 S Florida Avenue
Lakeland, FL 33805 Lakeland, FL 33813

Lakeland Linder International Airport,
Airport Terminal
3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

Combined Public Hearing and Information Workshop: The public is invited to attend a combined in-person Public Hearing and Information Workshop on May 27, 2021. The purpose of the combined Public Hearing and Information Workshop is to receive and consider public comments on the social, economic and environmental effects of the Proposed Development Project. The Public Information Workshop portion of the proceedings will begin at 6:00 PM, where representatives of the City will be available to answer questions in an open house format and receive verbal/written comments. The Public Hearing will convene at 7:00 PM, where attendees will hear a short presentation and be given opportunity to make an official public statement for the hearing record, to be transcribed by a court reporter. Meeting information is as follows:

DATE / TIME:
Thursday, May 27, 2021
Public Information Workshop 6:00 PM - 7:00 PM
Public Hearing begins at 7:00 PM

LOCATION:
RP Funding Center
Sikes Hall Room K
701 W Lime St
Lakeland, FL 33815

Due to ongoing public health protections and limitations on gatherings to limit the spread of COVID-19, adherence to face covering and social distancing practices are required for meeting attendees.

How to Comment: Written comments on the Draft EA will be accepted by mail, email, and/or in person at the Public Workshop/Public Hearing. Mailed comments should be postmarked no later than May 31, 2021 and addressed to:

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

Comments may also be submitted via email to Gene.Conrad@lakelandgov.net. Requests for reasonable accommodation with obtaining the document for review, and/or for registering comments, can also be made to this address. All comments will be carefully reviewed and considered in a Final EA prior to FAA rendering an environmental determination on the Proposed Development Project.

Please note that comments can only be accepted with the full name and address of the all entities commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment including your personal identifying information may be made publicly available at any time. While you can ask in your comment to withhold from public review your personal identifying information, it cannot be guaranteed that it will be withheld.

4-23; 2021 JICK

AFFIDAVIT OF PUBLICATION THE LEDGER

Lakeland, Polk County, Florida

STATE OF FLORIDA)
COUNTY OF POLK)

Before the undersigned authority personally appeared Olga L. Rodriguez Martin, who on oath says that she is an Account Executive for Advertising at The Ledger and the News Chief, daily newspapers published at Lakeland in Polk County, Florida; that the attached copy of advertisement, being a

PUBLIC NOTICE OF DRAFT ASSESSMENT

In the matter of HEARING AND INFORMATION WORKSHOP

Concerning WETLANDS AND FLOODPLAINS

as published in said newspaper and online in the issues of

4-26; 2021

Affiant further says that said The Ledger is a newspaper published at Lakeland, in said Polk County, Florida, and that the said newspaper has heretofore been continuously published in said Polk County Florida, daily, and has been entered as second class matter at the post office in Lakeland, in said Polk County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signed Olga L Rodriguez Martin

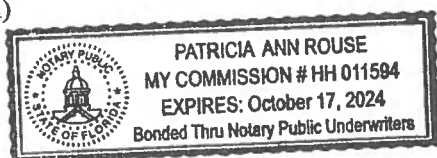
Olga L. Rodriguez Martin
Advertising Account Executive
Who is personally known to me.

Sworn to and subscribed before me this 26th day of April, 2021 A.D.

Patricia Ann Rouse

Notary Public

(Seal)



JJET

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The EA discusses the Proposed Development Project, alternatives, and environmental effects in areas including air quality, biological resources, hazardous materials, cultural resources, noise, socioeconomic, and water resources. The Proposed Development Project will affect approximately 25 acres of wetlands and approximately 28 acres of 100-year floodplains. The Proposed Project includes mitigation measures for unavoidable impacts to these resources.

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eLibrary South Lakeland
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Attention: Gene Conrad, Airport Director
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Lakeland, FL 33811

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Please note that comments can only be accepted with the full name and address of the all entities commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment (including your personal identifying information) may be made publicly available at any time. While you can ask in your comment to withhold from public review your personal identifying information, it cannot be guaranteed that it will be withheld.

4-26; 2021 JJET

APPENDIX J.2

Draft EA Agency Transmittal Letters

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AECOM
7650 West Courtney Campbell
Causeway
Tampa, FL 33607
www.aecom.com

813.675.6843
813.636.2400

tel
fax

April 21, 2021

[via email: state.clearinghouse@dep.state.fl.us]

Mr. Chris Stahl
Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, MS 47
Tallahassee, Florida 32399-3000

**RE: DRAFT ENVIRONMENTAL ASSESSMENT FOR PHASE II AIR CARGO FACILITY
DEVELOPMENT AT LAKELAND LINDER INTERNATIONAL AIRPORT, LAKELAND, FLORIDA**

Dear Mr. Stahl:

Pursuant to the National Environmental Policy Act of 1969 (NEPA), the City of Lakeland, Florida (City) has prepared a Draft Environmental Assessment (EA) to address the proposed expansion of air cargo facilities and the construction of a fuel farm at Lakeland Linder International Airport (LAL), hereinafter referred to as the Proposed Development Project. The EA evaluates reasonable alternatives to the Proposed Development Project, including a No-Action Alternative, and evaluates the potential social, economic and environmental consequences of these alternatives in accordance with applicable federal, state and local regulations. The official public and agency comment period for the Draft EA expires on May 31, 2021.

Throughout the EA process, scoping comments were solicited and received through the Clearinghouse under SAI #FL202005068934C. Accordingly, on behalf of the City and the Federal Aviation Administration (FAA), I'm enclosing a copy of the Draft EA for your retention in electronic format. The City and the FAA invite you to review the Draft EA and provide written comments on the analysis presented, including any issues or concerns to consider when producing the Final EA. The FAA will consider any substantive comments received on the Draft EA when producing the Final EA.

The EA materials can be accessed electronically and downloaded at <https://we.tl/t-oSx8lNBHai> and also from the airport's website at <https://www.flylakeland.com/airport-projects>. Should you wish to comment, please provide comments by the close of the official comment period on May 31, 2021. Comments by mail should be postmarked by May 31, 2021 and directed to:

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Emerson Drive, Suite 210
Lakeland, FL 33811

Federal, state, local governmental agencies and interested individuals are also invited to be present or represented at a combined Public Hearing and Public Information Workshop to be held on May 27, 2021 from 6:00 p.m. to 8:00 p.m. at the RP Funding Center, Sikes Hall Room K located at 701 West Lime Street, Lakeland, Florida 33815.

Please feel free to contact me directly with any questions or concerns regarding this transmittal.

Sincerely,



Paul Sanford
AECOM Project Manager
7650 West Courtney Campbell Causeway
Tampa, FL 33607
813.675.6843
paul.sanford@aecom.com

Copy: Peter Green, FAA
Gene Conrad, City of Lakeland



AECOM
7650 West Courtney Campbell Causeway
Tampa, FL 33607
www.aecom.com
813.675.6843
813.636.2400
tel
fax

April 21, 2021

Ms. Chandra C. Frederick
Assistant County Manager
Polk County Office of Planning and Development
330 West Church Street
Drawer BC01
P.O. Box 9005
Bartow, FL 33831-9005

**RE: DRAFT ENVIRONMENTAL ASSESSMENT FOR PHASE II AIR CARGO FACILITY
DEVELOPMENT AT LAKELAND LINDER INTERNATIONAL AIRPORT, LAKELAND,
FLORIDA**

Dear Ms. Frederick:

Pursuant to the National Environmental Policy Act of 1969 (NEPA), the City of Lakeland, Florida (City) has prepared the enclosed Draft Environmental Assessment (EA) to address the proposed expansion of air cargo facilities and the construction of a fuel farm at Lakeland Linder International Airport (LAL), hereinafter referred to as the Proposed Development Project. The EA evaluates reasonable alternatives to the Proposed Development Project, including a No-Action Alternative, and evaluates the potential social, economic and environmental consequences of these alternatives in accordance with applicable federal, state and local regulations. The official public and agency comment period for the Draft EA expires on May 31, 2021.

Throughout the EA process, scoping comments were solicited and received on August 11, 2020 from the Office of Planning and Development. Accordingly, on behalf of the City and the Federal Aviation Administration (FAA), I'm enclosing a copy of the Draft EA for your retention in both hard copy and electronic format. The City and the FAA invite you to review the Draft EA and provide written comments on the analysis presented, including any issues or concerns to consider when producing the Final EA. The FAA will consider any substantive comments received on the Draft EA when producing the Final EA.

Hard copies of the documents are enclosed for your retention. The EA materials can also be accessed and downloaded at <https://we.tl/t-oSx8INBHai> and also from the airport's website at <https://www.flylakeland.com/airport-projects>. Should you wish to comment, please provide comments by the close of the official comment period on May 31, 2021. Comments by mail should be postmarked by May 31, 2021 and directed to:

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Emerson Drive, Suite 210
Lakeland, FL 33811

Federal, state, local governmental agencies and interested individuals are also invited to be present or represented at a combined Public Hearing and Public Information Workshop to be held on May 27, 2021

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Please feel free to contact me directly with any questions or concerns regarding this transmittal.

Sincerely,



Paul Sanford
AECOM Project Manager
7650 West Courtney Campbell Causeway Tampa, FL 33607
813.675.6843
paul.sanford@aecom.com

Enclosures (1)

Copy: Peter Green, FAA
Gene Conrad, City of Lakeland

From: [Green, Peter M \(FAA\)](#)
To: [Section106](#)
Subject: RE: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport (1 of 2)
Date: Tuesday, April 27, 2021 9:10:00 AM
Attachments: [Lakeland Airport Air Cargo Phase 2 CRAS 9-29-2020 \(1 of2\).pdf](#)

Good morning Mr. Soweka,

The Draft Environmental Assessment for the proposed expansion of an air cargo facility at the Lakeland Linder International Airport is available for review. Below are links to download the Draft Environmental Assessment and its appendix. If you have any difficulty downloading the document, please let me know.

FTP Link to Download Draft EA: <https://we.tl/t-oSx8INBHai>

Link to Download Draft EA from Airport's Website: <https://www.flylakeland.com/airport-projects>

I am also providing a copy of the Cultural Resource Assessment report because the location of previously recorded archeological sites is not shown in the CRAS contained in the Draft EA's appendix. Due to the size of the PDF file, the front section of the CRAS is attached to this email and the report's appendix will be provided in a separate email.

Let us know if you have any questions or would like to discuss the project during your review. We ask that you provide any comments within 30 days of the date of this email.

Respectfully,

Peter Green

From: Section106 <Section106@mcn-nsn.gov>
Sent: Monday, June 22, 2020 4:13 PM
To: Green, Peter M (FAA) <peter.m.green@faa.gov>
Subject: Re: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Good afternoon Mr. Green,

Thank you for sending the correspondence regarding the proposed air cargo facility expansion at Lakeland-Linder International Airport located in Polk County, Florida. Polk County is located within the Muscogee (Creek) Nation's historic area of interest and is of importance to us. Before the Muscogee Nation can comment of the possibility of this undertaking affecting any Cultural Resources, the Muscogee Nation requests the finalized EA mentioned within the correspondence. I will provide a response/comment upon receipt of the EA. Please feel free to contact me if there are any questions or concerns.

Thank you,

Robin Soweka Jr.

Historic and Cultural Preservation Department | Cultural Resource Specialist

Muscogee (Creek) Nation

P.O. Box 580 | Okmulgee, OK 74447

T 918.732.7726

F 918.758.0649

<http://www.muscogeenation-nsn.gov/>

From: Green, Peter M (FAA) <peter.m.green@faa.gov>

Sent: Wednesday, May 6, 2020 6:37 PM

To: Section106 <Section106@mcn-nsn.gov>

Subject: Section 106 Consultation - Air Cargo Facility Expansion Lakeland-Linder Intl Airport

Dear Ms. Loe-Zepeda,

An air cargo services provider has proposed the expansion of an existing air cargo facility at the Lakeland-Linder international Airport. Federal Aviation Administration actions associated with the proposed project require consultation under Section 106 of the National Historic Preservation Act. FAA appreciates your review of the project and letting us know if the Muscogee (Creek) Nation has an interest in the project area and would like to participate in the Section 106 consultation process.

Regards,

Peter Green

Peter M. Green, AICP

Environmental Protection Specialist

Orlando Airports District Office

Federal Aviation Administration

8427 SouthPark Circle

Orlando, Florida 32819

407-487-7296

peter.m.green@faa.gov

From: [Green, Peter M \(FAA\)](#)
To: THPOCompliance@semtribe.com; [Bradley Mueller](#)
Subject: FAA - Phase II Air Cargo Development - Lakeland Linder Intl Airport, Polk County
Date: Tuesday, April 27, 2021 9:29:00 AM

Mr. Mueller,

[THPO Compliance Tracking Number 0032438]

The Draft Environmental Assessment for the proposed expansion of an air cargo facility at the Lakeland Linder International Airport is available for review. Below are links to download the Draft Environmental Assessment and its appendix. If you have any difficulty downloading the document, please let me know.

FTP Link to Download Draft EA: <https://we.tl/t-oSx8INBHai>

Link to Download Draft EA from Airport's Website: <https://www.flylakeland.com/airport-projects>

Please note that the location of previously recorded archeological sites is not shown in the Cultural Resource Assessment Survey report contained in the Draft EA's appendix. The copy of the CRAS provided to your office via email on October 10, 2020 contains a complete copy of the report.

Let us know if you have any questions or would like to discuss the project during your review. We ask that you provide any comments within 30 days of the date of this email.

Respectfully,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov

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APPENDIX J.3
Public Hearing/Workshop Materials

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APPENDIX J.3
Public Hearing/Workshop Materials
(Sign-in Sheet)

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SIGN-IN SHEET

Lakeland Linder International Airport
Draft Environmental Assessment for the Phase II Air Cargo Facility Development
COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

Please Sign

May 27, 2021

	NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1	Michael Sivilli	Resident	4423 Southside Trail	Lakeland FL 33813
2	Pam Slyther	Resident	3096 Bellflower Way	Lakeland, FL 33811
3	Kathy Hirsch	Resident	3096 Bellflower Way	Lakeland, FL 33811
4	Dave E. Waugh	Resident	6026 Creekswater Dr	Lakeland 33811
5	Daniel Lunc Ho	Resident	364 Enclave Dr	Lakeland 33803
6	Jabin Bonnet	Resident	5216 Old Barbours/Eagle Lake Rd	Winter Haven, FL 33880
7	David Badry	Resident	1560 Hollow Tree Ct - Lakeland	Lakeland 33811
8	Roland Bear	Resident	4228 Braemar Ave L	Lakeland 33813
9	Ed Cetrangolo	Grassland Resident	3032 Shoal Creek Vill Dr	33803
10	Tom Coraham	Grassland	2936 Sanctuary Circle	33803

SIGN-IN SHEET

Lakeland Linder International Airport
Draft Environmental Assessment for the Phase II Air Cargo Facility Development
COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

Please Sign

May 27, 2021

NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1 Fred Tillman	resident	41413 Hallam Hill Ln Lake 33813	Lake FL
2 Barbara Sweeney	resident	3356 Fiddle Leaf way	Lakeland 33511
3 Mary Lou Waugh	resident	6026 Creekwater Dr Lakeland FL 33811	→
4 Joanna Lunetta	resident	364 Enclave Dr. Lakeland FL 33803	
5 W. Wayne Setliff	resident	2417 COVENTRY Ave.	LAKE LAND
6 Ron Horn	resident	3435 TURNBERRY DR. LAKE 33803	
7 Mike Bernadette Layman	Resident	341 Tanager Ct.	Lakeland, 3380
8 Aaron Mesner	Fox 13 News		Tampa, FL
9 Barbara Marks			Lakeland
10 Doug Storer	resident	1623 Wycliff DR Orlando, FL 32803	Orlando

SIGN-IN SHEET

Lakeland Linder International Airport
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May 27, 2021

	NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1	Jack Mason	—	3795 Airport Dr West 33811	Lakeland 33811
2	Robin & Lynn Thompson		3925 Sandhill Crane Dr	Lakeland 33811
3	Ana Hubert		604 Laurel Ln	Lakeland 33813
4	Christina Hummel		6346 Tierra Vista Cir	Lakeland 33813
5	Kathy Bean		549 Prado Pl	Lakeland 33823
6	FRANK BEAN		549 PRA DO PL.	LAKO 33833
7	Deborah Slaughter		2441 Laurel Glen Drive	863-255-4754
8	Lee D. Glenn		111 Arlene St	863-660-5283
9	Chris Simek		1310 Rolling Wood Lane	863-647-3065
10	Teresa Simek		cc cc 1	

SIGN-IN SHEET

**Lakeland Linder International Airport
Draft Environmental Assessment for the Phase II Air Cargo Facility Development
COMBINED PUBLIC HEARING/INFORMATION WORKSHOP**

Please Sign

May 27, 2021

NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1 James L. McCOMBHAM	Resident	2920 Sanctuary Circle	Lakeland 33803
2 RICHARD HUBER	RESIDENT	604 LAUREL LN	LKLD 33813
3 DARREL RUSWELL	RESIDENT	1414 CYPRESS VIEW LN	LKLD 33811
4 Paula Todd	Resident	3093 Shoal Creek Village Dr	LKLD 33823
5 Mr Mrs BARNETT	RESIDENT		LKLD 33803
6 Christine Jacobson	Resident	4515 Ginny Dr.	LKLD 33811
7 Michael Hard	Res.	4515 Grady Dr	LKLD 33811
8 Wes Michael Graden	Res	2946 Shoal Creek Village Dr.	LK 33803
9 Bruce VanVelzel	Res	2924 Grasslands Dr	LK 33803
10 Trey Hurdan	Healthy Progress	3730 Cleveland Hts. Blvd. Suite 1	LK 33803

SIGN-IN SHEET

Lakeland Linder International Airport

Draft Environmental Assessment for the Phase II Air Cargo Facility Development

COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

Please Sign

May 27, 2021

NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
¹ Marlin Nichols		2210 Mission Hills Drive Lakeland	Lakeland, FL 33810
² Wes Maffett		6115 IRBY LN E	LAKELAND FL 33801
³ Paula Graham		2936 Sandway CT	" 33807
⁴ Tom Graham		" "	" "
⁵ Jim Franklin		2904 Sandway CT	" "
⁶ Rene Amos		423 Lake Bonny Dr. E., 33801	Lakeland FL 33801
⁷ Michael Williams		"	"
⁸ Samantha Amos		"	"
⁹ Stacy Denger		5707 Myrtle Hill Dr W	Lakeland
¹⁰ Donna Willett		3380 Fiddle Leaf Way	Lakeland, FL 33811

SIGN-IN SHEET

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Draft Environmental Assessment for the Phase II Air Cargo Facility Development
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Please Sign

May 27, 2021

NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
¹ Jennifer Conner	resident		
² Bertie Volpe	resident		
³ Glone Gughtan	resident	2924 Grasslands Dr.	Lakeland, FL 33803
⁴ Jason Cimini	resident	5810 Hendricks Rd	Lakeland, FL 33811
⁵ Mita Skidmore	POLK COUNTY	Waterford Rd	Lakeland, FL
⁶ GARY CLARK	II	01613 Twelve 7+D	Lakeland 33811
⁷ DON SOUTHERN	GRASSLANDS RESIDENT	2442 LAUREL GLEN DR	33803
⁸ Veronika Guttenger	Resident	707 Butternut Place	33813
⁹ Daniel Wagner	Grasslands resident	2448 Laurel Glenn Dr	33803
¹⁰ Joan Miller	resident of Carroll-Lake	4332 Whistlewood Circle	33811

SIGN-IN SHEET

Lakeland Linder International Airport

Draft Environmental Assessment for the Phase II Air Cargo Facility Development

COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

Please Sign

May 27, 2021

NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1 Kristen Forme & Anthony Velazquez		2600 Parkland Dr	33811
2 Nancy Kickbush		359 Arbor Way - 33809	
3 Douglas Kickbush		359 Arbor Way 33809	
4 Andrew		CAILLON LAFES	33811
5 Josh & Steve Miller		4332 Whistewood, Circle, Lakeland	33811
6 TIM THORNHILL		3218 FORESTBROOK DR N	33811
7 William Judd		3945 SEVENADE LN	33811
8 Jaime Guerra		1109 Afton Street Lakeland, FL 33803	FL- 33803
9 Mike & Jynni Smith		5023 Kirkland Rd Lakeland, FL 33811	33811
10 CONNIE HAYNES		702 W. HAWCOCK ST LAKE LAND FL	33803

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May 27, 2021

	NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
1	Sharon Bulbek		2631 New Jersey Rd	Lakeland FL 33803
2	DIANNA Thomas		2470 Laurel Glen Dr Lakeland, FL 33803	
3	Theresa Garcia		6205 Thousand Oaks Dr LK 33813	
4	Pam Moore		2829 Shoal Creek Grasslands, Lakeland	33823
5	Candy Wyrw Brewer		2448 Laurel Glen Dr Lakeland FL 33803	
6			3450 Flightline Dr. Lakeland, Florida 33811	33811
7	Celia Thornhill		3218 Forestbrook Dr. N Lakeland FL 33811	
8	Michelle Velle		823 WOODMONT LN Lakeland FL 33813	33813
9	STEPHANIE ECKSTEN	Home 2/Hampton	3610 Lakeside Village Blvd Lakeland	3381
10	RAG PAGE		2801 WEDGEWOOD RD.	33566

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NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
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² Kathleen Wright		1109 Afton St	LKlt 33803
³ Tim Stuchale			
⁴ Arlene Quinlan		2641 Bellerive Drive	Lakeland, FL 33803
⁵ Jim HALL		2807 WEDGEWOOD DR	PLANT CITY FL 33616
⁶ Roger Grafton		1054 CANARY CIR S Lakeland	Lakeland, FL
⁷ Eugenia Garits		4138 S. POLK Ave	Lakeland
⁸ Liz Rovabli		4456 MICANOPE CRESCENT DR	Lakeland FL 33811
⁹ R. K. GARRITY		41385 POLK AVE	Lakeland 33813
¹⁰ Sara Weiss	The Ledger	The Ledger 300 Lime St	Lakeland

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2 Brian Tobin		4125 Shearwater Ct	Lakeland 33811 FL
3 Eiren Oh		911 Dove Ridge Dr.	Lakeland FL 33803
4 Darren Oh		Same as above	same as above
5 JULIE SUMIVAN ESA		5401 S. KIRKMAN RD. SUITE 475	ORLANDO 32819
6 ROBERTO BISMARCK		702 W HANCOCK ST	33803
7 Richele Floyd	ACE / SAF	4175 medulla Rd	Lknd 33811
8 Joyce Dias		1716 Camphor Dr.	LKND 33803
9 Marshall Odom		2225 Nottingham Rd	LKLD 33803
10 John McCreary		PO Box 12 Clearwater FL 34617	

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4	Spencer White		4307 Sterling Commerce Dr. Plant City 33566	
5	Parker Anthony		2506 Panama Rd, Lakeland FL 33810	Lakeland FL 33810
6	^{Wane} Paul Carter		5236 Sligh Rd. Lakeland 33813	
7	Tom Conner		1320 Rolling Woods Lakeland, FL	
8	Bob & Susan / Highway		2919 Deerbrook Dr LAL	LAL
9	Shawn Graham		5222 Creekside Dr Lal	LAL
10	Ken Lora		2934 Mission Lakes Dr	LKL

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⁴ Valerie Tutton		727 Jefferson Ave	LKLD 33801
⁵ Clizon		6027 Creekwater Dr	" " 33811
⁶ Anna M DiCesare		2834 Shoal Creek Village	33803
⁷ Kathy Campagnone	Resident	3373 Turnberry Ln	LKLD 33803
⁸ RICHARD JACKIE PEIFER	"	1668 POPPY CIRCLE	LKLD 33803
⁹ ROY PRIMEAU		6326 OAK SQ	LKLD 33813
¹⁰ Rita Wauters	Resident	2425 Harden Blvd #230	LKLD 33803

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3	Sikana Knight		612 FLAMINGO DR. UKLD.	33803
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3 Antoinette Appleby		4030 SOLAMOR ST	LAKELAND 33810
4 David Stille		PO Box 2565	LAKELAND 33806
5 Dodge Maio		2966 Mission Lakes Dr	LAKELAND 33803
6 Teri Ward		914 Summerfield Dr	33803
7 Heike Vorchio		914 Summerfield Dr	33803
8 Bob + Ruth Sharpe		1756 Birchwood Loop	33811
9 Annette M Lee		1307 E Myrtle St Lakeland	33801
10 Carolyn S. King		820 N. Scott LAKELAND	33815

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4	JEFF MANN		1346 CHERRY LANE	LAKE LAND 33811
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10	Mary Archer		608 Kensington St.	lakeland, 33803

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	NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
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2	Tyler Wom		5580 Vintage View Blvd	Lakeland
3	David Harrison		Kensington St	Lakeland
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5	Wayne Chunat		1510 Ariana ST	Lakeland.
6	Norrey Boll		1617 Itchepackesassa Dr	Lakeland
7	Thomas Bergen		4504 S PALM RD	LAKELAND
8	Nalbakel		5339 Glenmore Ave	Lakeland
9	Tim Johnson		5016 Reelston Road	Lakeland
10	Amy Johnson		" "	Lakeland

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3	BODI DEEDRA HOIGHT		GRASSLANDS	LAKELAND
4	Jeremy Baber			Lakeland
5	M/M Rachel Price		Kathleen	Lakeland
6	Elsie McCall		4659 Yacht	" 33805
7	Cathy + Tim Ferrer		6004 Stoney Creek PL 33811	RLD Th.
8	Manila Lenny + Gismelle		1114 Kelts Court Lakeland	FL. 33813
9	Sara McCarthy		318 Cherokee TR	33803
10	Betty Sanders		222 W. Quincy	LAKELAND

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	NAME	AFFILIATION (if applicable)	ADDRESS	CITY, STATE ZIP
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3	DAN DiGiacomo		" " "	" "
4	Dawn Brower			Lakeland 33812
5	MERRITT DIMBATH		3335 S. FLORIDA AVE	LAKELAND FL 33803
6	The SKIPPERS		721 Wedgewood Lane	Lakeland 33813
7	Fran Williams		718 Wedgewood Lane	" 33813
8				
9				
10				

APPENDIX J.3
Public Hearing/Workshop Materials
(Speaker Registration Cards)

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COMBINED PUBLIC HEARING/ INFORMATION WORKSHOP

Draft Environmental Assessment
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May 27, 2021

SPEAKER REGISTRATION CARD

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May 27, 2021

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May 27, 2021

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May 27, 2021

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May 27, 2021

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May 27, 2021

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May 27, 2021

SPEAKER REGISTRATION CARD

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May 27, 2021

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May 27, 2021

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Phone: 803 944 2182
E-mail: kimdanielle.lunn@gmail.com

Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your testimony, be advised that your entire testimony, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold from public review your PIP, the Airport cannot guarantee that it will be able to do so.



COMBINED PUBLIC HEARING/ INFORMATION WORKSHOP

Draft Environmental Assessment
Phase II Air Cargo Facility Development

12

May 27, 2021

SPEAKER REGISTRATION CARD

Name:

Darren Oh

Address:

911 Dove Ridge Dr

City/State/Zip:

Lakeland, FL 33803

Affiliation:

Citizen of Lakeland

Phone:

(863) 686-8795

E-mail:

darren@oh.name

Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your testimony, be advised that your entire testimony, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold from public review your PIP, the Airport cannot guarantee that it will be able to do so.

APPENDIX J.3
Public Hearing/Workshop Materials
(Workshop Handout)

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How to Comment



During the Workshop

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record.

During the Hearing

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record, or
3. Fill out a **speaker registration card before the hearing** and return it to a meeting representative to make an **official public statement during the hearing**. Please limit your statement to **three minutes**.

After Tonight's Meeting

1. Comment by **email** to Gene.Conrad@lakelandgov.net, or
2. Fill out a **comment form** and **mail** to:

**Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, Florida 33811**

Next Steps:

At the end of the public review period, FAA and the Airport will collect and consider all comments received. FAA will then issue the Final EA and its environmental determination document. After this, construction plans could proceed further.

**Comments should be
emailed/postmarked
by May 31, 2021**

Combined Public Hearing/Information Workshop



Draft Environmental Assessment Phase II Air Cargo Facility Development Lakeland Linder International Airport Polk County, Florida

May 27, 2021

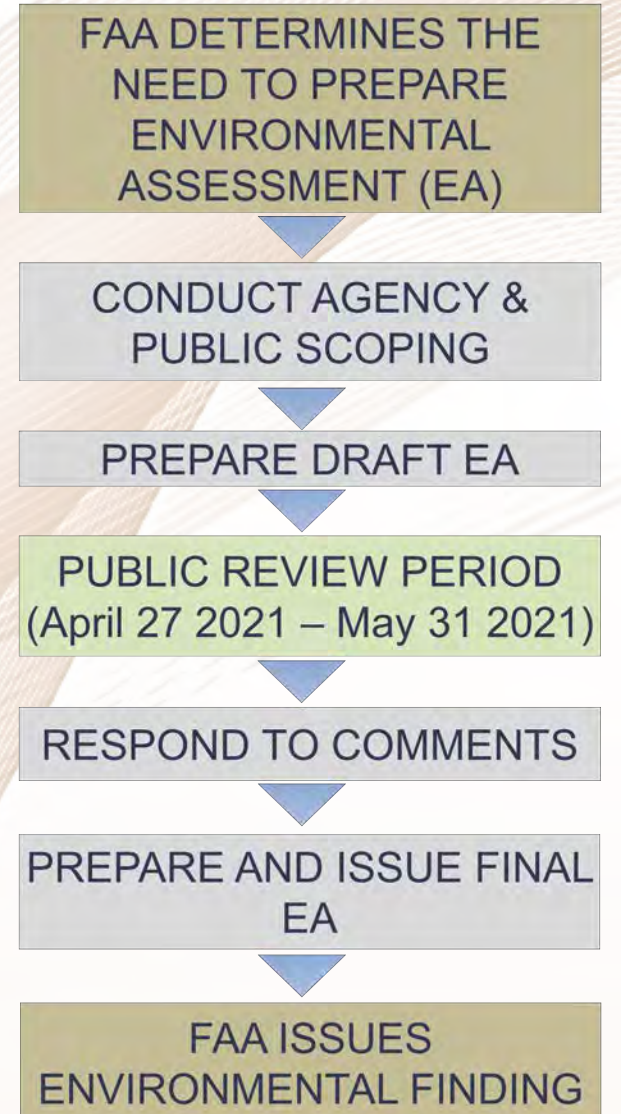
Meeting Overview

The Federal Aviation Administration (FAA) and the Airport have prepared an Environmental Assessment (EA) to comply with the National Environmental Policy Act of 1969 (NEPA).

NEPA establishes a national policy to protect the environment by requiring consideration of the environmental effects of federal actions.

The EA being discussed today evaluates the potential environmental consequences of the Proposed Project, which is an expansion of an existing air cargo facility at LAL. Portions of the proposed air cargo development are subject to FAA environmental approval under NEPA.

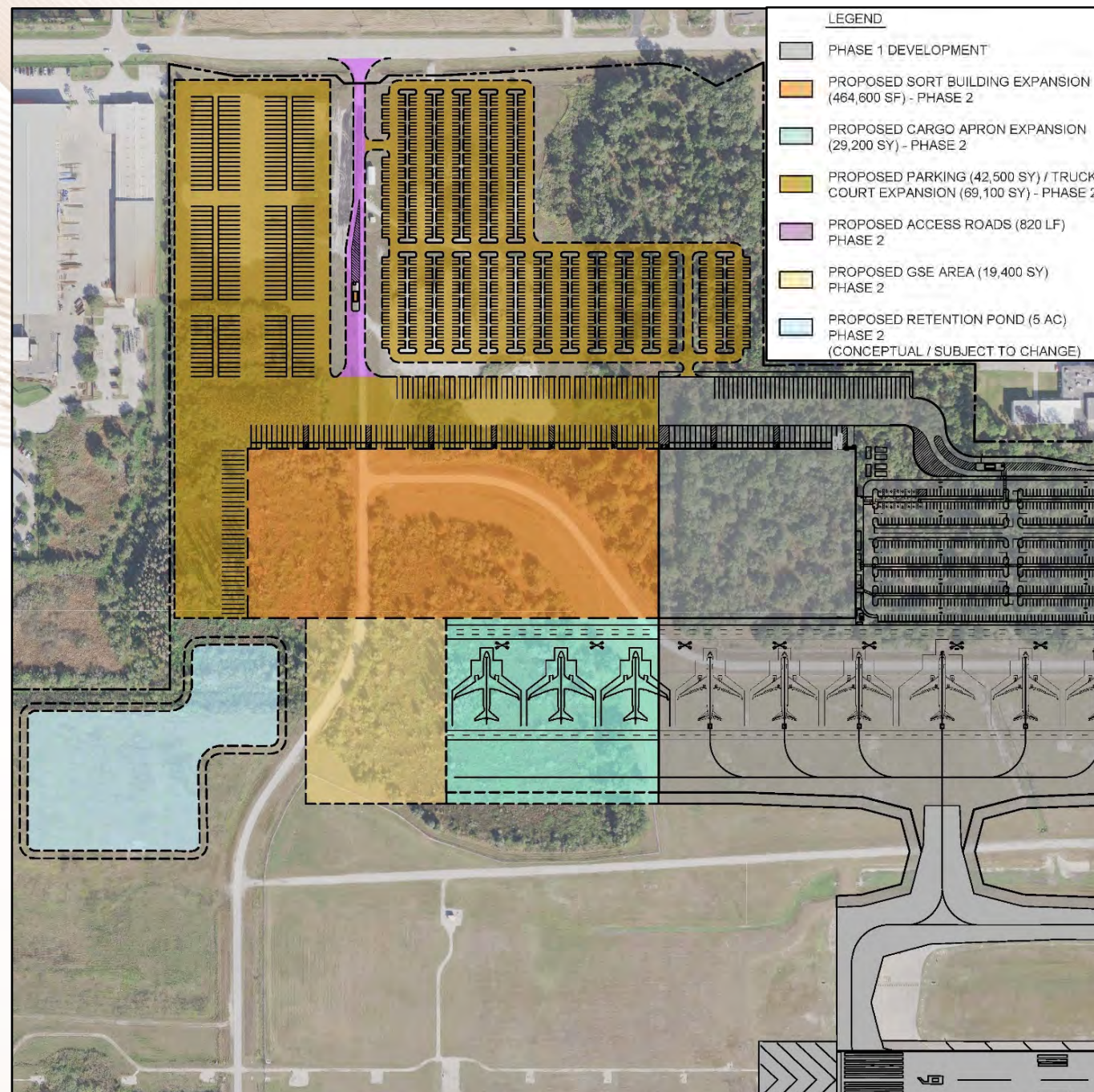
This public hearing serves as one of several opportunities for public comment and involvement as part of the EA process (inset).



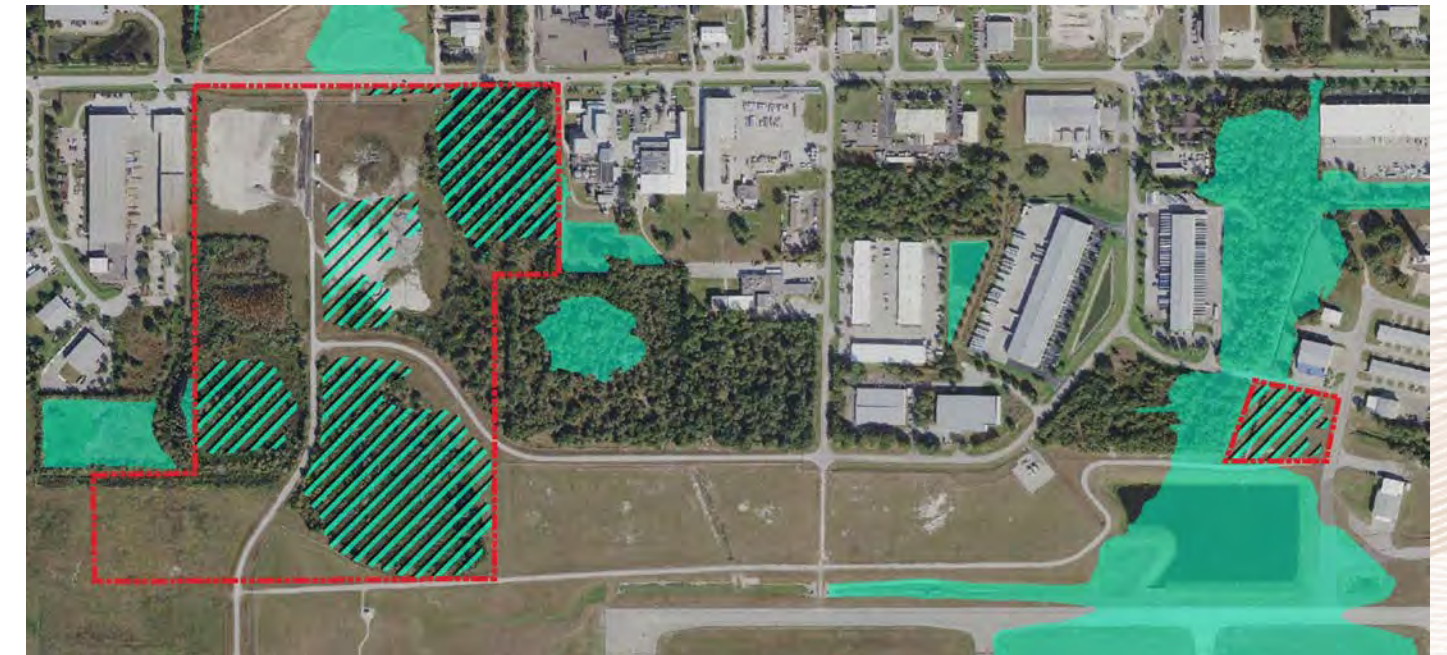
Proposed Project

The Proposed Project is an expansion of the Phase I air cargo facility that became operational at LAL in 2020. The Proposed Project is called Phase II. The Proposed Project would provide air cargo facilities, delivery truck parking and staging areas, equipment parking and operations areas, and aircraft parking.

To supply additional aviation fueling capacity, a fuel farm is also being proposed to the east of the Proposed Project.



Floodplains



The Proposed Project would unavoidably impact 28.4 acres of Zone A floodplain. The impacted floodplain area offers limited value for flood volume storage and infiltration due to its high water table and poorly-drained soils.

The Proposed Project's design would be required to comply with local floodplain management policies and regulations, which promote designs to minimize flood impacts. The proposed stormwater drainage improvements would offset loss of floodplain storage capacity.

Adverse effects could be further minimized by elevating all facilities above the base flood elevation and applying construction period erosion and sedimentation controls. Offsetting wetland loss and applying species conservation measures discussed in the EA would also further reduce floodplain impact.

Taking these factors into account, the FAA determined that the floodplain impact would not:

- increase flood potential,
- create encroachment-related costs or damage, or
- adversely impact natural and beneficial floodplain values.



A total of 28.6 acres of wetlands and surface waters are located within the Project Areas. The Proposed Project would impact 25.2 acres as shown below. The Project would avoid impacts to 3.4 acres of wetlands in the project area.

These wetland impacts can be mitigated by creating new wetlands or restoring or improving existing wetlands. The airport will purchase wetland credits from the Alafia River Mitigation Bank for the future construction/restoration of wetlands in the same watershed.

To determine the number of credits needed, the State of Florida’s Uniform Mitigation Assessment Method (UMAM) was used, which considers the function and quality of the wetlands impacted at LAL. Shown below, a total of 11.04 credits are needed to offset the Proposed Project wetland impacts.

ID	Description	Impact (Acres)	Estimated Wetland Credits Needed
Wetland 1	Forested Mixed	1.5	0.50
Wetland 2	Scrub	12.2	5.29
Wetland 6	Scrub	11.2	5.25
Ditch 1	Stream/Waterway	0.3	0
Total		25.2	11.04

	2022 Aircraft Operations								
	No-Action			Proposed Project			Additional		
	Dep	Arr	Total	Dep	Arr	Total	Dep	Arr	Total
Day	7	6	13	10	9	19	3	3	6
Night	3	4	7	8	9	17	5	5	10
Total	10	10	20	18	18	36	8	8	16
	2027 Aircraft Operations								
	No-Action			Proposed Project			Additional		
	Dep	Arr	Total	Dep	Arr	Total	Dep	Arr	Total
Day	7	6	13	12	11	23	5	5	10
Night	3	4	7	10	11	21	7	7	14
Total	10	10	20	22	22	44	12	12	24

Dep = Departure | Arr = Arrival

	2022 Vehicle Operations			2027 Vehicle Operations		
	No-Action	Proposed Project	Additional	No-Action	Proposed Project	Additional
Employee/ Visitor	1,500	2,000	500	1,500	2,510	1,010
Trucks	125	289	164	125	357	232
Total	1,625	2,289	664	1,625	2,867	1,242

Expanded air cargo operations are proposed due to the potential for network and customer demand to increase.

Shown above, the Proposed Project will add eight additional daily arrivals and departures (16 total) in year 2022, and 12 additional daily arrivals and departures (24 total) by 2027. The operations would be conducted by Boeing 737 and 767 jets.

Peak daily motor vehicle operations would also increase with the Proposed Project per the table above.

The environmental effects of these additions were evaluated in the EA.

Environmental Resources Evaluated



The FAA has identified negligible or minor impacts to the following resources:



The FAA has identified short- and long-term impacts to the following resources that do not exceed significance levels:



The FAA has identified adverse impacts to the following resources which require mitigation measures:



Surface Transportation Mitigation Options



Mitigation Alternative	2027 Traffic Conditions	
	LOS	Delay with Project (seconds per vehicle)
No Mitigation	F	+87.8
Stop Sign with Turn Lanes	D	+1.7
Traffic Signal with Turn Lanes	B	-14.7



LOS: F

No Mitigation

Mitigation Alternative 1 would restore the intersection back to LOS D and alleviate most of the additional delay caused by the Project. Mitigation Alternative 2 would improve conditions compared to the No-Action alternative, improving to LOS B and reducing delays per vehicle by about 15 seconds.



LOS: D

Mitigation Alternative 1:
Stop Sign with Turn Lanes



LOS: B

Mitigation Alternative 2: Traffic
Signal with Turn Lanes

Surface Transportation Impacts



Level of Service (LOS) is a measure of effectiveness for a roadway or intersection. LOS A represents free-flow conditions and LOS F represents long, significant delays per vehicle. The Drane Field Road/Kidron Road intersection would degrade to LOS F with the Proposed Project, requiring mitigation.

Intersection	2027 Changes in Traffic Conditions Compared to No-Action		
	Volume	LOS	Delay (seconds)
County Line/Drane Field	+369,100	B to C	+2.4
Kelvin Howard/Drane Field	+464,300	C to D	+5.8
Kidron/Drane Field	+857,600	D to F	+87.8
Airport Road/Drane Field	+559,600	B to C	+<0.1

Air Quality

Temporary construction emissions from construction equipment, vehicles and site grading/paving would occur in 2021. Cargo aircraft, cargo equipment and motor vehicle emissions would increase with the Proposed Project compared to the No-Action Alternative in 2022 and 2027. Emissions would not exceed air quality standards or significantly impact climate.

Pollutant	Annual Emissions Increases (tons) Compared to No-Action		
	2021 (Construction)	2022 (with Proposed Project)	2027 (with Proposed Project)
Carbon Monoxide	+42.1	+49.8	+61.6
Nitrogen Oxides	+15.5	+22.6	+30.8
Particulate Matter (2.5 micrometers)	+5.6	+1.2	+1.5
Particulate Matter (10 micrometers)	+45.2	+1.7	+2.3
Sulfur Oxides	+0.1	+0.6	+0.8
Volatile Organic Compounds	+23.9	+5.5	+6.7

Biological Resources

The Proposed Project may affect, but is not likely to adversely affect, the species below by applying species conservation measures



Wood Stork

Provide compensation for loss of wetland and wood stork foraging habitat



Eastern Indigo Snake

Implement U.S. Fish and Wildlife Standard Protection Measures for the Eastern Indigo Snake



Gopher Tortoise

Prior to construction, re-survey for gopher tortoise burrows (and other species)

Noise incompatible land uses include residential, educational, religious, recreational, and cultural areas.

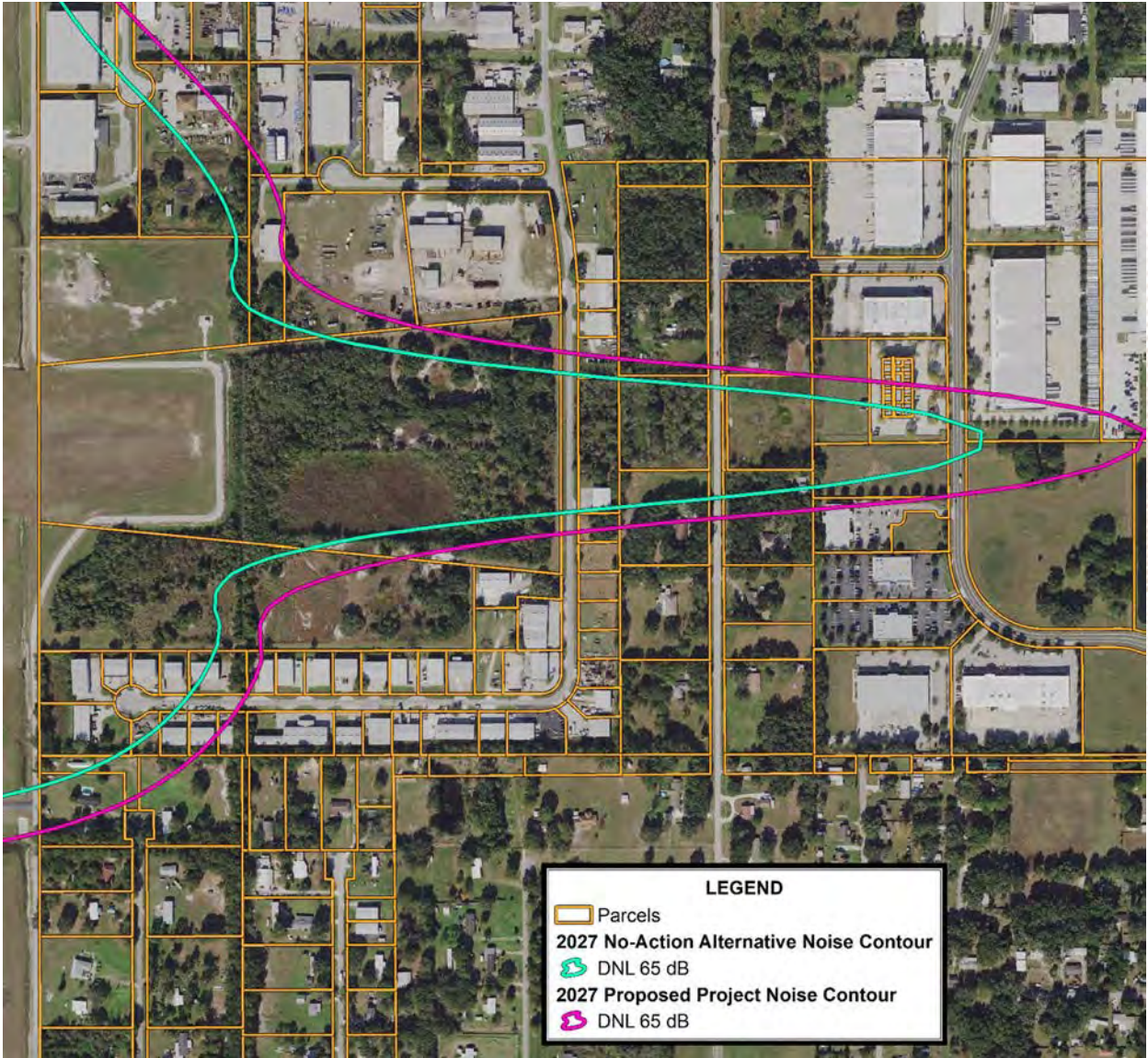
FAA uses the Day-Night Average (DNL) 65 decibel (dB) noise contour to assess land use compatibility impacts related to airport noise. DNL levels are computer simulated and are a 24-hour average. DNL accounts for both the amount of noise from each aircraft operation, as well as the total number of operations flying throughout the day.

Nighttime operations (10 pm to 7 am) are considered ten times as noisy as daytime operations in the DNL calculation.



The chart above relates a value of DNL 65 dB, which is the average sound exposure over a 24-hour period, to common outdoor and indoor sound levels.

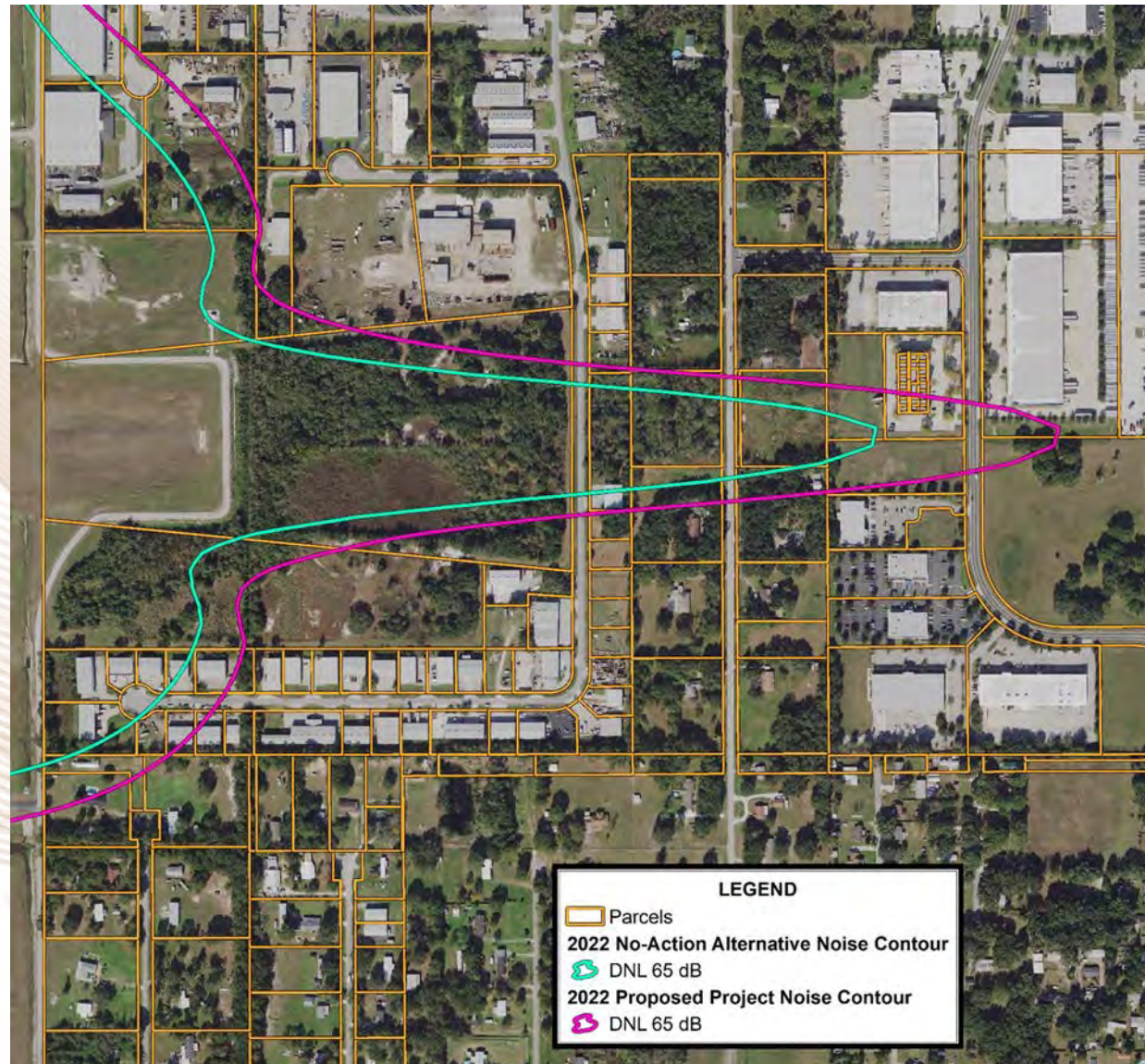
Noise from individual aircraft overflights could often be louder, albeit much shorter in duration.



	2027 Noise Exposure within DNL 65		
	No-Action	Proposed Project	Change
Residential Land Use (acres)	1.8	5.5	+3.7
Parcels	5	7	+2
Households on Parcels	5	7	+2
Households in Contour	2	3	+1

Overall, residential areas shown above experience a noise increase ranging between 0.8 and 1.2 dB due to the Proposed Project based on the noise simulation. FAA considers mitigation of noise impacts if there is a 1.5 dB or greater increase.

2022 Noise Impacts (Off-airport)



	2022 Noise Exposure within DNL 65		
	No-Action	Proposed Project	Change
Residential Land Use (acres)	0.5	3.2	+2.7
Parcels	3	6	+3
Households on Parcels	3	6	+3
Households in Contour	0	2	+2

Overall, residential areas shown above experience a noise increase ranging between 0.8 and 1.2 dB due to the Proposed Project based on the noise simulation. FAA considers mitigation of noise impacts if there is a 1.5 dB or greater increase.

Ongoing Efforts to Manage Aircraft Noise

The EA evaluates noise impacts based on current and planned aircraft operations with and without the Proposed Project. It considers existing flight procedures and flight paths currently in use at LAL. FAA is not requiring mitigation for noise increases shown in the EA.

Separately from the EA process, LAL is actively seeking ways to further manage and reduce aircraft noise to the surrounding community. Because these efforts are still in development, they are not included in the EA noise analysis.

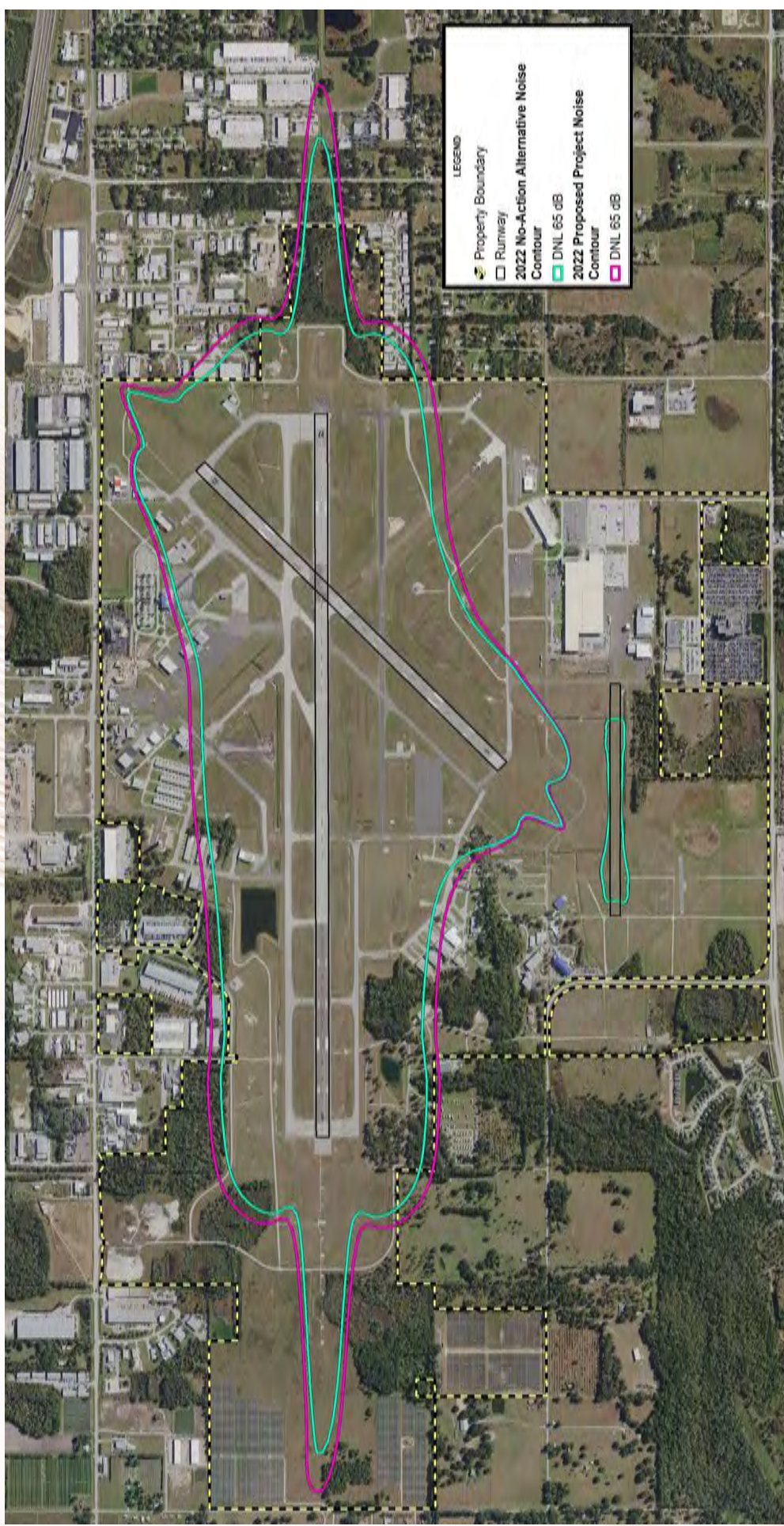
Implementing these procedures now and in the future will reduce noise levels, compared to what is shown in the EA. These measures will reduce noise for communities surrounding the airport and improve conditions for other areas experiencing noise from aircraft overflights.

Voluntary Preferential Runway Use Program: pilots request FAA Air Traffic to assign eastern arrivals and western departures between the hours of 10 pm and 7 am when winds, weather, and other factors allow. These procedures take aircraft away from those densely populated communities closest to the Airport.

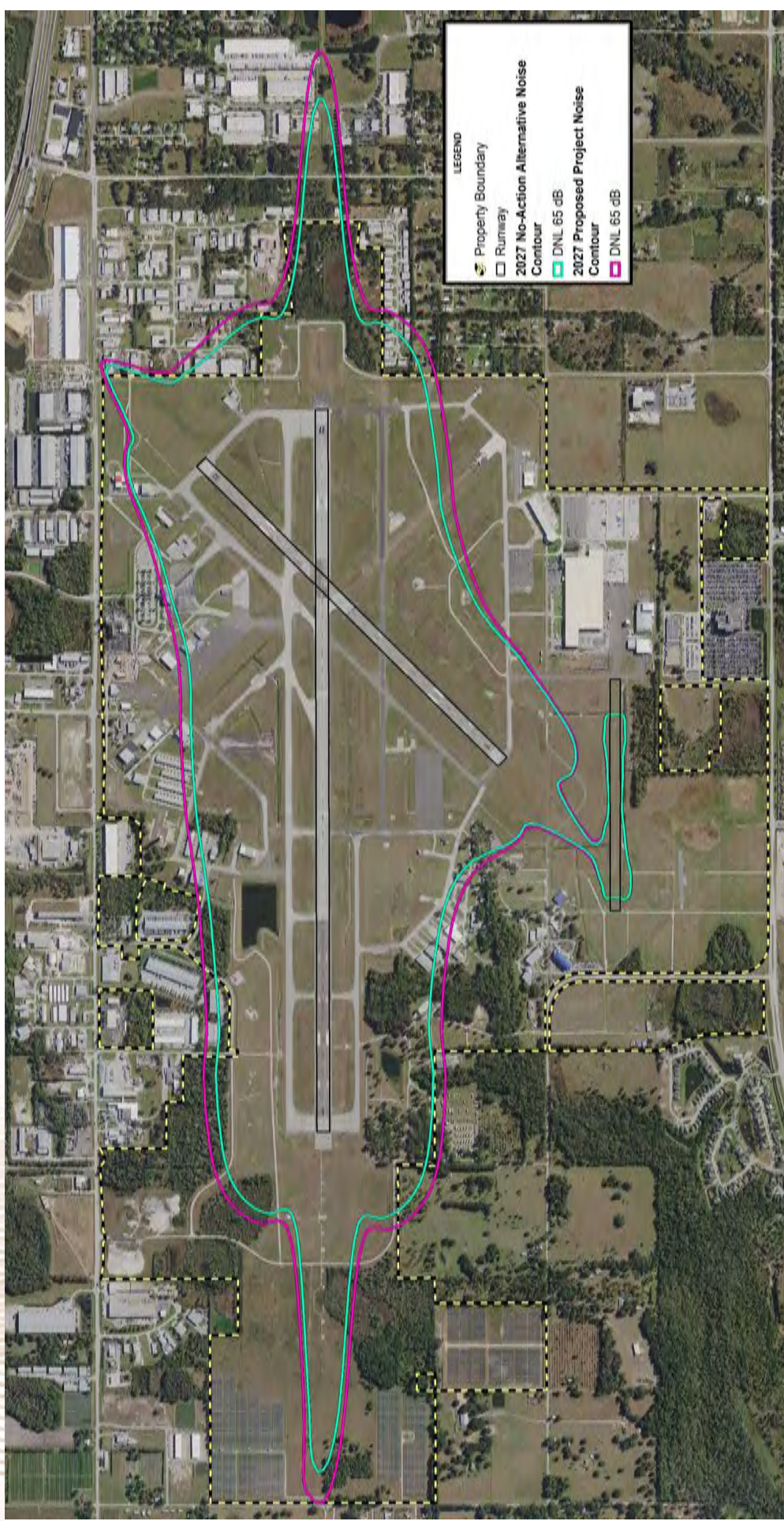
Standard Instrument Departure Procedures: develop and get FAA approval for Noise Abatement Departure Profiles (NADP) to abate noise experienced by the community from departing aircraft. NADPs could place aircraft higher over communities or allow reduced engine power levels during overflight, which could reduce noise for communities around LAL.

Visual Approach Procedures: develop and get FAA approval for special visual approaches to be flown by air carrier aircraft when approaching from the east, which could abate noise over those populated areas while also maintaining a safe approach to the Airport.

Noise Contours (2022)



Noise Contours (2027)





We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Name: _____

Address: _____

City, State, Zip: _____

Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your comment, be advised that your entire comment, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold your PIP from public review, the Airport cannot guarantee that it will be able to do so.

Please Fold Here



PLACE
STAMP
HERE

Lakeland Linder International Airport
Attn: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

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APPENDIX J.3
Public Hearing/Workshop Materials
(Workshop Display Boards)

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Draft Environmental Assessment for Phase II Air Cargo Facility Development

**Lakeland Linder International Airport
Polk County, Florida**

Combined Public Hearing/Information Workshop

Environmental Assessment Process

- The Federal Aviation Administration (FAA) and the Airport have prepared an Environmental Assessment (EA) to comply with the National Environmental Policy Act of 1969 (NEPA).
- FAA's decisions and approvals necessary to carry out portions of the proposed air cargo development are subject to environmental review under NEPA. FAA's decision authority is further described in the EA.
- Multi-step process.
- Public participation is essential.

An EA includes the following information:

- Purpose of and Need for the Proposed Project
- Description of Proposed Project and reasonable alternatives
- Existing conditions and potential impacts
- Mitigation measures to reduce/avoid significant adverse effects

Next Steps:

At the end of the public review period, FAA and the Airport will collect and consider all comments received. FAA will then issue the Final EA and its environmental determination document. After this, construction plans could proceed further.

FAA DETERMINES THE
NEED TO PREPARE
ENVIRONMENTAL
ASSESSMENT (EA)

CONDUCT AGENCY &
PUBLIC SCOPING

PREPARE DRAFT EA

PUBLIC REVIEW PERIOD
(April 27 2021 – May 31 2021)

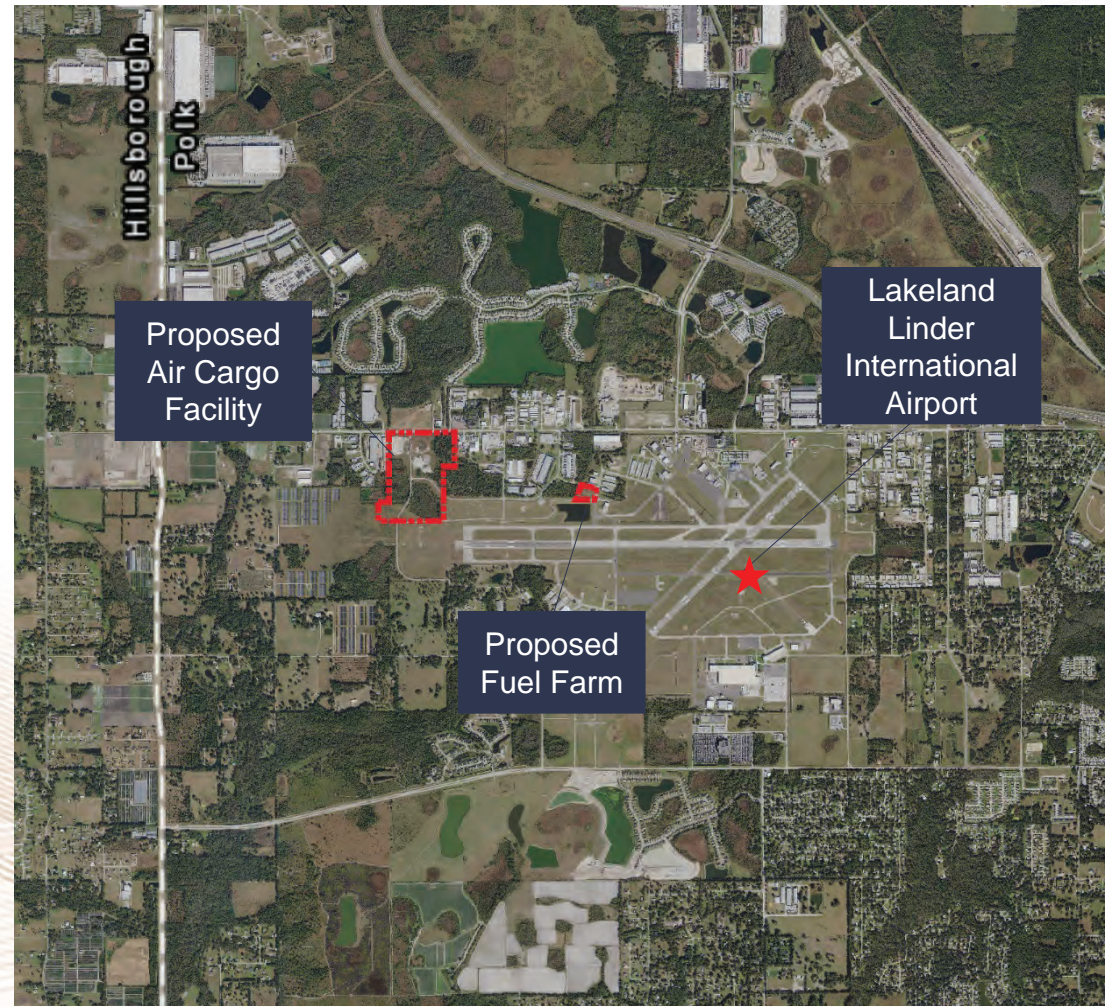
RESPOND TO COMMENTS

PREPARE AND ISSUE FINAL
EA

FAA ISSUES
ENVIRONMENTAL FINDING

Proposed Project Overview

- The Proposed Project is an expansion of the Phase I air cargo facility that became operational at LAL in 2020. The **Proposed Project is called Phase II.**
- Expanded air cargo operations are proposed due to **the potential for network and customer demand to increase.**
- The Proposed Project would provide air cargo facilities, delivery truck parking and staging areas, equipment parking and operations areas, and aircraft parking.
- To supply additional aviation fueling capacity, a fuel farm is also being proposed to the east of the Proposed Project footprint.



Additional Activity from the Proposed Project

Additional Aircraft Operations (Daily)

	2022								
	No-Action			Proposed Project			Additional		
	Departures	Arrivals	Total	Departures	Arrivals	Total	Departures	Arrivals	Total
Day	7	6	13	10	9	19	3	3	6
Night	3	4	7	8	9	17	5	5	10
Total	10	10	20	18	18	36	8	8	16
	2027								
	No-Action			Proposed Project			Additional		
	Departures	Arrivals	Total	Departures	Arrivals	Total	Departures	Arrivals	Total
Day	7	6	13	12	11	23	5	5	10
Night	3	4	7	10	11	21	7	7	14
Total	10	10	20	22	22	44	12	12	24

Additional Vehicular Traffic Operations (Peak Daily)

	2022			2027		
	No-Action	Proposed Project	Additional	No-Action	Proposed Project	Additional
Employee/Visitor	1,500	2,000	500	1,500	2,510	1,010
Trucks	125	289	164	125	357	232
Total	1,625	2,289	664	1,625	2,867	1,242

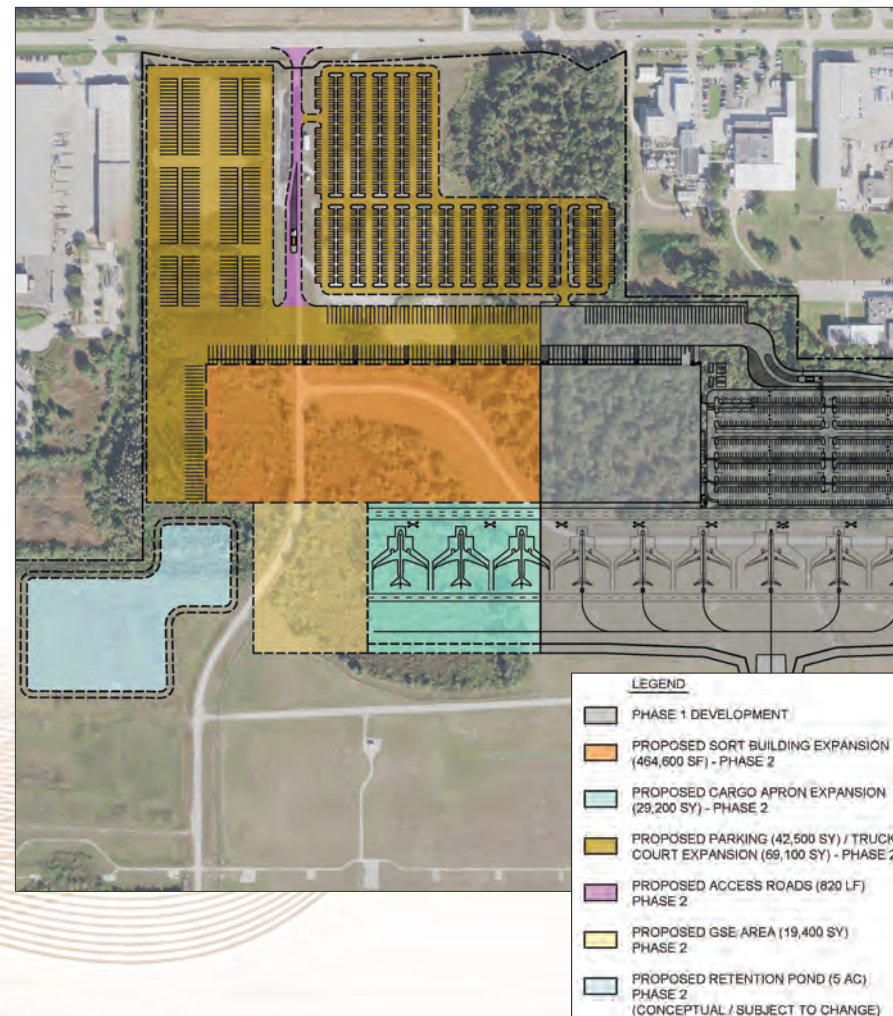
Air Cargo Facility: Proposed Project



Proposed Project

This alternative was retained for consideration in the EA because it provides needed facilities with minimal additional impacts:

- Requires no land acquisition
- Does not impede existing businesses or airport operations
- Does not interfere with existing and planned operations and development



Air Cargo Facility: Alternatives 1 and 2

Alternative 1



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~40 acres
- Impacts residential parcels
- Displaces location of Sun n' Fun
- Overlaps future proposed Runway 10-28



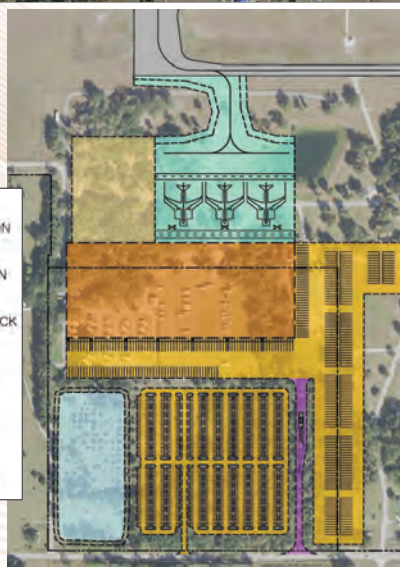
Alternative 2



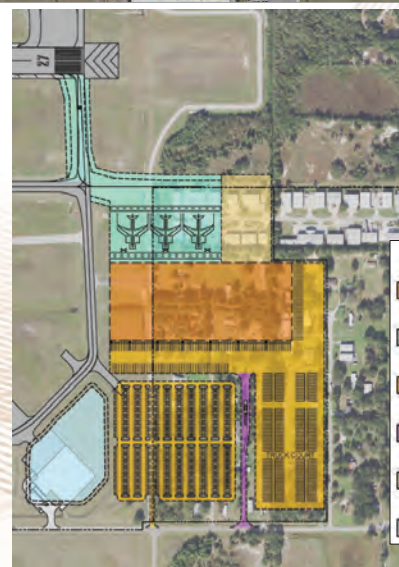
This alternative was eliminated from consideration because it:

- Requires land acquisition of ~41 acres.
- Impacts residential parcels
- Overlaps future proposed Runway 10-18 Runway Protection Zone
- Displaces existing KTTW hangar and apron area

LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (43,600 SY) - PHASE 2
	PROPOSED PARKING (44,200 SY) / TRUCK COURT EXPANSION (68,900 SY) PHASE 2
	PROPOSED ACCESS ROADS (800 LF) PHASE 2
	PROPOSED GSE AREA (20,900 SY) PHASE 2
	PROPOSED RETENTION POND (5 AC) PHASE 2



LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (46,600 SY) - PHASE 2
	PROPOSED PARKING (44,300 SY) / TRUCK COURT EXPANSION (68,900 SY) - PHASE 2
	PROPOSED ACCESS ROADS (870 LF) PHASE 2
	PROPOSED GSE AREA (16,100 SY) PHASE 2
	PROPOSED RETENTION POND (5 AC) PHASE 2



Air Cargo Facility: Alternatives 3 and 4

Alternative 3



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~34 acres
- Displaces industrial and manufacturing businesses

Alt 3

Alt 4

Alternative 4



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~7 acres
- Creates vertical obstructions to aircraft using Runway 9-27
- Displaces industrial and manufacturing businesses
- Demolishes Runway 5-23

LEGEND

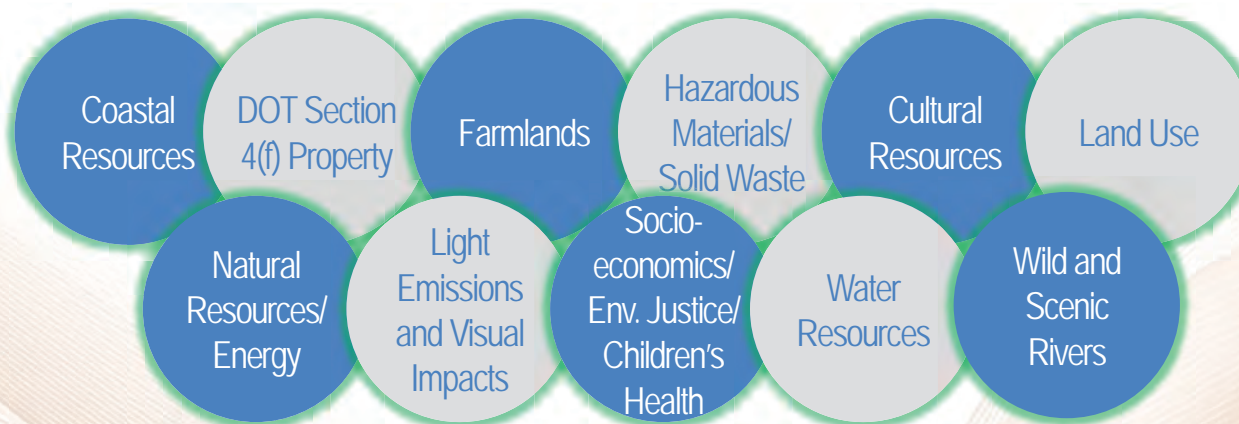
- PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
- PROPOSED CARGO APRON EXPANSION (45,400 SY) - PHASE 2
- PROPOSED PARKING (43,000 SY) / TRUCK COURT EXPANSION (70,000 SY) - PHASE 2
- PROPOSED ACCESS ROAD (850 LF) PHASE 2
- PROPOSED GSE AREA (20,100 SY) PHASE 2
- PROPOSED RETENTION POND (6 AC) PHASE 2

LEGEND

- PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
- PROPOSED CARGO APRON EXPANSION (36,800 SY) - PHASE 2
- PROPOSED PARKING (48,600 SY) / TRUCK COURT EXPANSION (68,500 SY) - PHASE 2
- PROPOSED ACCESS ROAD (810 LF) PHASE 2
- PROPOSED GSE AREA (21,000 SY) PHASE 2
- PROPOSED RETENTION POND (5 AC) PHASE 2

Environmental Resources Evaluated

The FAA has identified negligible or minor impacts to the following resources:



The FAA has identified short- and long-term impacts to the following resources that do not exceed significance levels:



The FAA has identified adverse impacts to the following resources which require mitigation measures:



Air Quality

- Temporary construction emissions from construction equipment, vehicles and site grading/paving would occur in 2021.
- Cargo aircraft, cargo equipment and motor vehicle emissions would increase with the Proposed Project compared to the No-Action Alternative in 2022 and 2027.
- Emissions would not exceed air quality standards or significantly impact climate.

Pollutant	Annual Emissions (tons)						
	2021 (Construction)	2022 (No-Action)	2022 (Proposed Project)	2022 Change	2027 (No-Action)	2027 (Proposed Project)	2027 (Change)
Carbon Monoxide	42.1	1,895.0	1,944.8	+49.8	1,905.5	1,966.9	+61.6
Nitrogen Oxides	15.5	253.8	276.4	+22.6	199.3	230.1	+30.8
Particulate Matter (2.5 micrometers)	5.6	13.9	15.1	+1.2	10.3	11.7	+1.5
Particulate Matter (10 micrometers)	45.2	21.3	23.0	+1.7	18.0	20.3	+2.3
Sulfur Oxides	0.1	8.6	9.2	+0.6	9.9	10.6	+0.8
Volatile Organic Compounds	23.9	105.5	111.0	+5.5	98.4	105.2	+6.7

Biological Resources

Not Likely to Adversely Affect any state or federally listed plant or animal species



Wood Stork



Eastern Indigo Snake



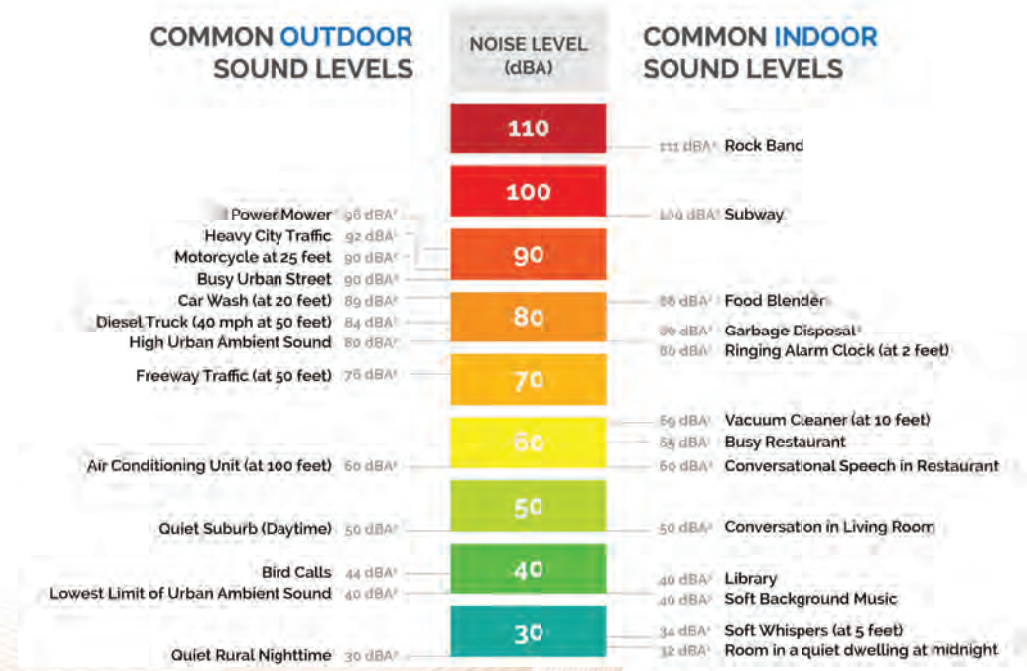
Gopher Tortoise

Species Conservation Measures:

- Implement Standard Protection Measures for the **Eastern Indigo Snake**
- Provide compensation for loss of wetland and **wood stork** foraging habitat
- Prior to construction, resurvey for **gopher tortoise** burrows, burrowing owl burrows, and nests of listed/protected bird species

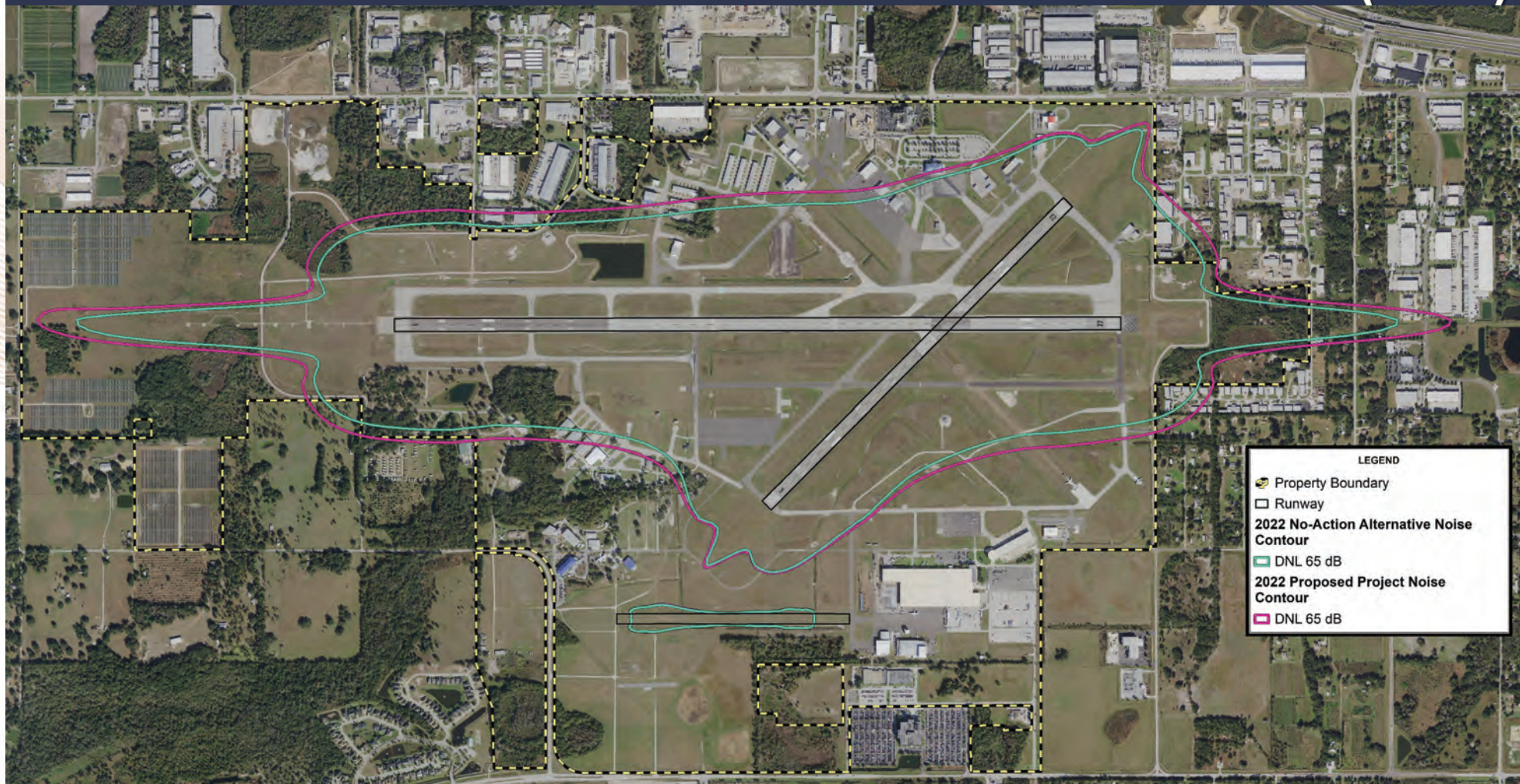
Noise

- Noise incompatible land uses include residential, educational, religious, recreational, and cultural areas.
- **FAA uses the Day-Night Average (DNL) 65 decibel (dB) noise contour** to assess land use compatibility impacts related to airport noise.
- **DNL levels are computer simulated and are a 24-hour average.** DNL accounts for both the amount of noise from each aircraft operation, as well as the total number of operations flying throughout the day.
- **Nighttime operations (10 pm to 7 am) are considered ten times as noisy** as daytime operations in the DNL calculation.

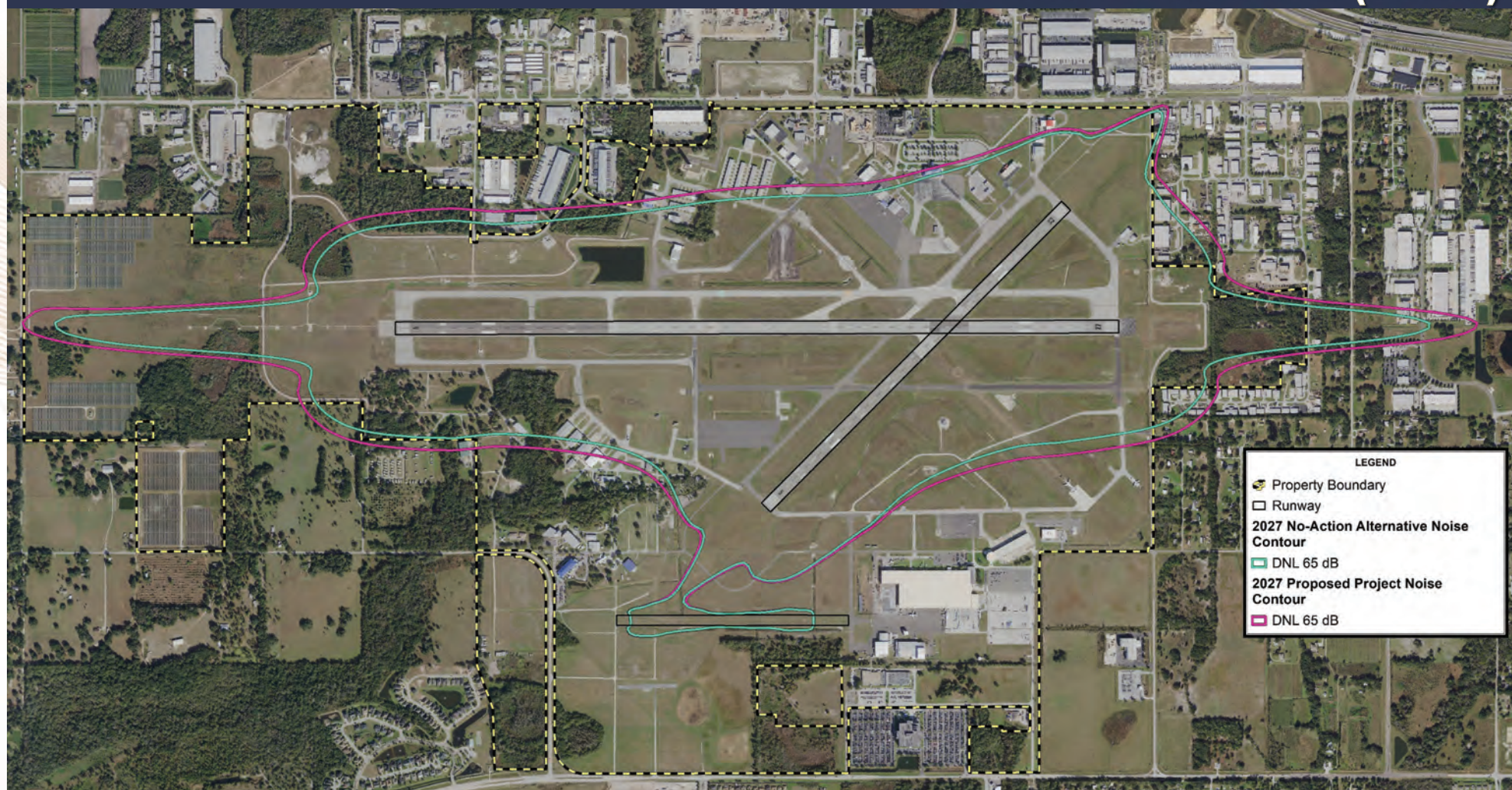


The chart above relates a value of DNL 65 dB, which is the average sound exposure over a 24-hour period, to common outdoor and indoor sound levels. **Noise from individual aircraft overflights could often be louder**, albeit much shorter in duration.

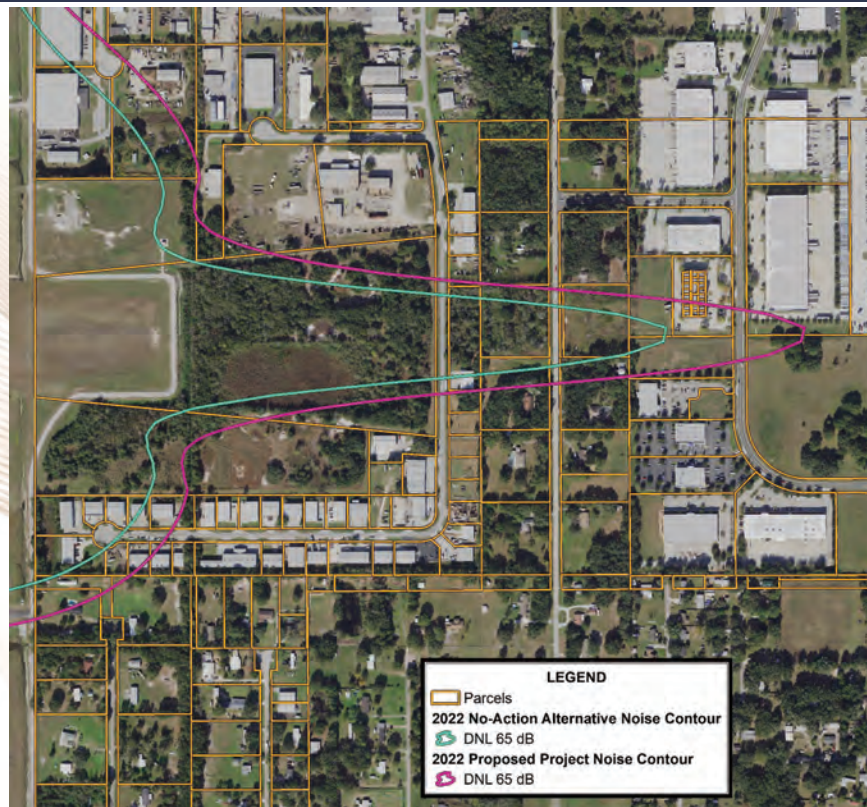
Noise Contours (2022)



Noise Contours (2027)



Noise Impacts (Off-Airport)



- Parcels and residences included in the airport noise contours experience a noise increase ranging between 0.8 and 1.2 dB based on the noise simulation.
- FAA's significance threshold for noise impacts, where mitigation is considered, is a 1.5 dB or greater increase.

Ongoing Efforts to Manage Aircraft Noise

The EA evaluates noise impacts based on current and planned aircraft operations with and without the Proposed Project. It considers existing flight procedures and flight paths currently in use at LAL. FAA is not requiring mitigation for noise increases shown in the EA.

Separately from the EA process, LAL is actively seeking ways to further manage and reduce aircraft noise to the surrounding community.

Implementing these procedures now and in the future will reduce noise levels, compared to what is shown in the EA. These measures will reduce noise for communities surrounding the airport and improve conditions for other areas experiencing noise from aircraft overflights.

Phase II Air Cargo Facility Development | Draft Environmental Assessment

Voluntary Preferential Runway Use Program: pilots request FAA Air Traffic to assign eastern arrivals and western departures between the hours of 10 pm and 7 am when winds, weather, and other factors allow. These procedures take aircraft away from those densely populated communities closest to the Airport.

Standard Instrument Departure Procedures: develop and get FAA approval for Noise Abatement Departure Profiles (NADP) to abate noise experienced by the community from departing aircraft. NADPs could place aircraft higher over communities or allow reduced engine power levels during overflight, which could reduce noise for communities around LAL.

Visual Approach Procedures: develop and get FAA approval for special visual approaches to be flown by air carrier aircraft when approaching from the east, which could abate noise over those populated areas while also maintaining a safe approach to the Airport.

Surface Transportation Impacts

- **Level of Service (LOS)** is assigned to intersections based on the average vehicle delay
- LOS A has the shortest delays and LOS F has the longest.
- By 2027, the Proposed Project causes LOS conditions to deteriorate to F at the intersection of Kidron and Drane Field Roads, causing delays.

Intersection Levels of Service (2027 Conditions)



Surface Transportation Mitigation



No Mitigation

LOS: F



Level of Service (LOS) is a measurement of intersection performance and traffic delay. Without mitigation, additional cargo facility traffic would increase intersection LOS to unacceptable levels at **Kidron Road/Drane Field Road** intersection by 2027.

Two traffic mitigation strategies were developed and assessed:

1. Retain the stop sign and add dedicated turn lanes
2. Install a traffic signal and add dedicated turn lanes

Both strategies would improve LOS.



**Mitigation Alternative 1:
Stop Sign with Turn Lanes**



**Mitigation Alternative 2: Traffic
Signal with Turn Lanes**

Wetlands

A total of 28.6 acres of wetlands and surface waters are located within the Project Areas.

The Proposed Project would impact 25.2 acres as shown below.

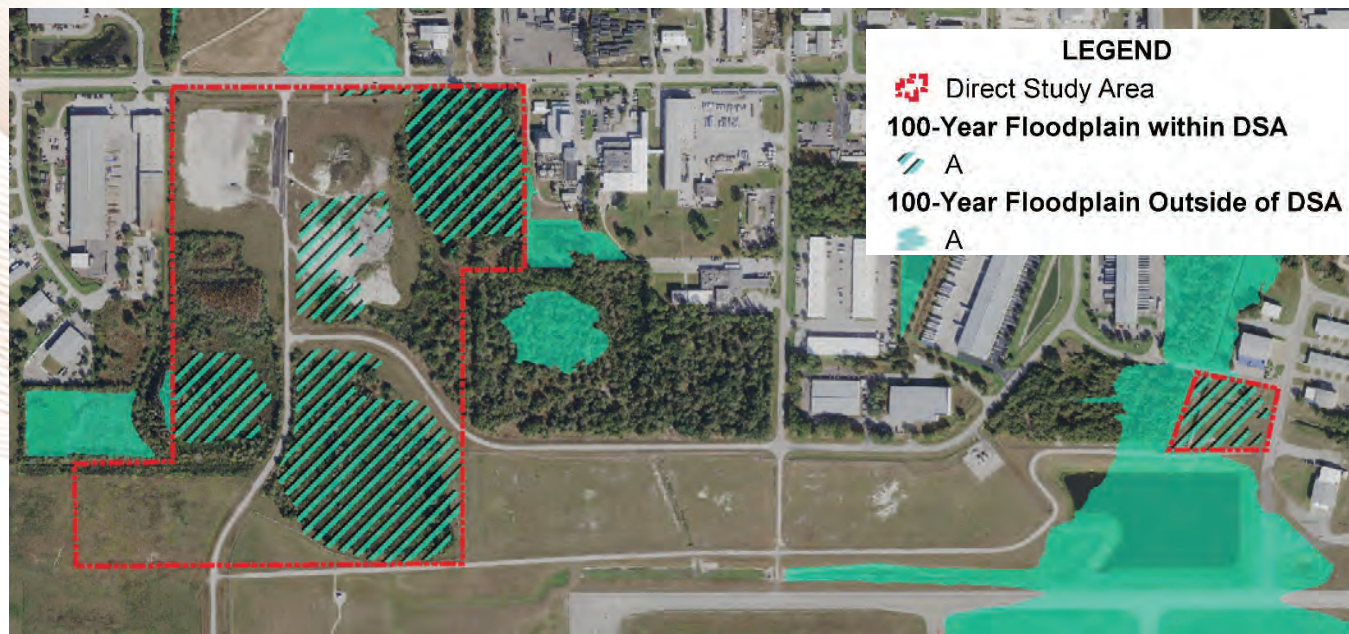
ID	Description	Impacts (Acres)
Wetland 1	Forested Mixed	1.5
Wetland 2	Scrub	12.2
Wetland 6	Scrub	11.2
Ditch 1	Stream/Waterway	0.3
Total		25.2



The Project would avoid impacts to 3.4 acres of wetlands in the project area.

To compensate for wetland impacts to the remaining acres, **wetland credits will be purchased** from the Alafia River Mitigation Bank.

Floodplains



The Proposed Project would impact 28.4 acres of Zone A floodplain.

The Proposed Project stormwater drainage improvements would offset loss of floodplain storage capacity.

With this mitigation, the FAA determined that the floodplain impact would not increase flood potential, create encroachment-related costs or damage, or adversely impact natural and beneficial floodplain values. **Offsetting wetland loss and applying species conservation measures** discussed in the EA would also further reduce floodplain impact.

How to Comment

During the Workshop

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record.

During the Hearing

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record, or
3. Fill out a **speaker registration card before the hearing** and return it to a meeting representative to make an **official public statement during the hearing**. Please limit your statement to **three minutes**.

After Tonight's Meeting

1. Comment by **email** to Gene.Conrad@lakelandgov.net, or
2. Fill out a **comment form** and **mail** to:

**Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, Florida 33811**

Comments should
be
emailed/postmarked
by **May 31, 2021**

APPENDIX J.3
Public Hearing/Workshop Materials
(Hearing Presentation)

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Public Hearing

Draft Environmental Assessment for Phase II Air Cargo Facility Development

Lakeland Linder International Airport
Polk County, Florida

Thursday May 27, 2021
7 p.m.

RP Funding Center - Sikes Hall
701 W Lime St
Lakeland, FL 33815



Hearing Presentation Agenda

1. Purpose of Public Hearing
2. Proposed Project Overview
3. Alternatives Considered
4. Environmental Impact Summary
5. Conclusion and Remarks from the Airport Director



Purpose of Public Hearing



Environmental Assessment Process

The Federal Aviation Administration (FAA) and the Airport have prepared an Environmental Assessment (EA) for proposed air cargo expansion

Describe Proposed Project, EA process and findings, and receive public input

Public participation is essential

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status

FAA DETERMINES THE
NEED TO PREPARE
ENVIRONMENTAL
ASSESSMENT (EA)

CONDUCT AGENCY &
PUBLIC SCOPING

PREPARE DRAFT EA

PUBLIC REVIEW PERIOD
(April 27 2021 – May 31 2021)

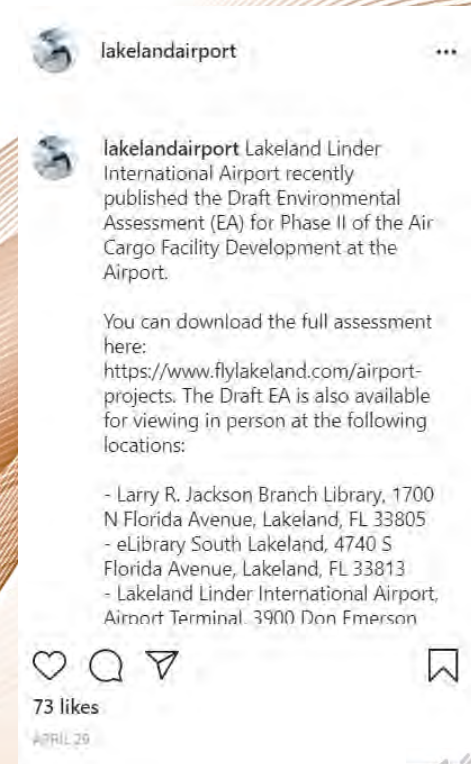
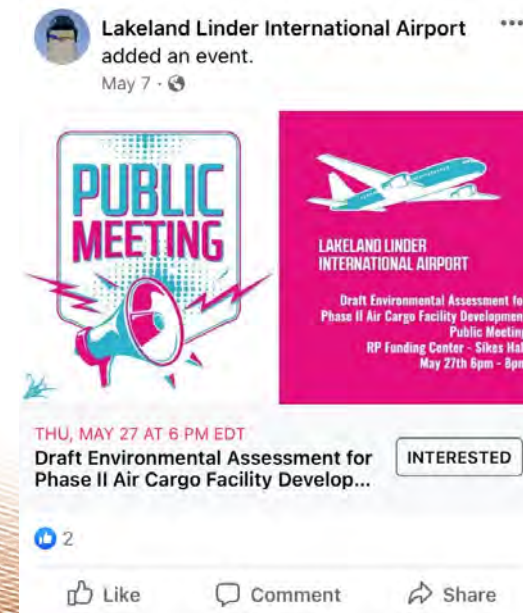
RESPOND TO COMMENTS

PREPARE AND ISSUE FINAL
EA

FAA ISSUES
ENVIRONMENTAL FINDING

Public Notice

1. Advertisements in *Lakeland Ledger*
2. On airport's website
<https://www.flylakeland.com>
3. Airport Social Media



Agency and Stakeholder Coordination

- Central Florida Development Council
- Central Florida Regional Planning Council
- **City of Lakeland**
- **Florida Department of Environmental Protection**
- Florida Department of Transportation
- **Florida Division of Historic Resources**
- **Florida Fish and Wildlife Conservation Commission**
- Lakeland Electric
- Lakeland Economic Development Council
- **Native American Tribes**
- **Polk County Office of Planning and Development**
- Polk Transportation Planning Organization
- **U.S. Fish and Wildlife Service**



Draft Documents for Public Review

In Hard Copy

Larry R. Jackson Branch Library

1700 N Florida Avenue
Lakeland, FL 33805

eLibrary South Lakeland

4740 S Florida Avenue
Lakeland, FL 33813

**Lakeland Linder International Airport
(Airport Terminal)**

3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

Electronically

Project Website:

<https://www.flylakeland.com/airport-projects>



How to Comment on the EA

During the Workshop

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record.

During the Hearing

1. Fill out a **comment form** and place in one of the **drop boxes**, or
2. Speak **privately to the court reporter** to have your comment recorded for the EA record, or
3. Fill out a **speaker registration card before the hearing** and return it to a meeting representative to make an **official public statement during the hearing**. Please limit your statement to **three minutes**.

After Tonight's Meeting

1. Comment by **email** to Gene.Conrad@lakelandgov.net, or
2. Fill out a **comment form** and **mail** to:

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, Florida 33811

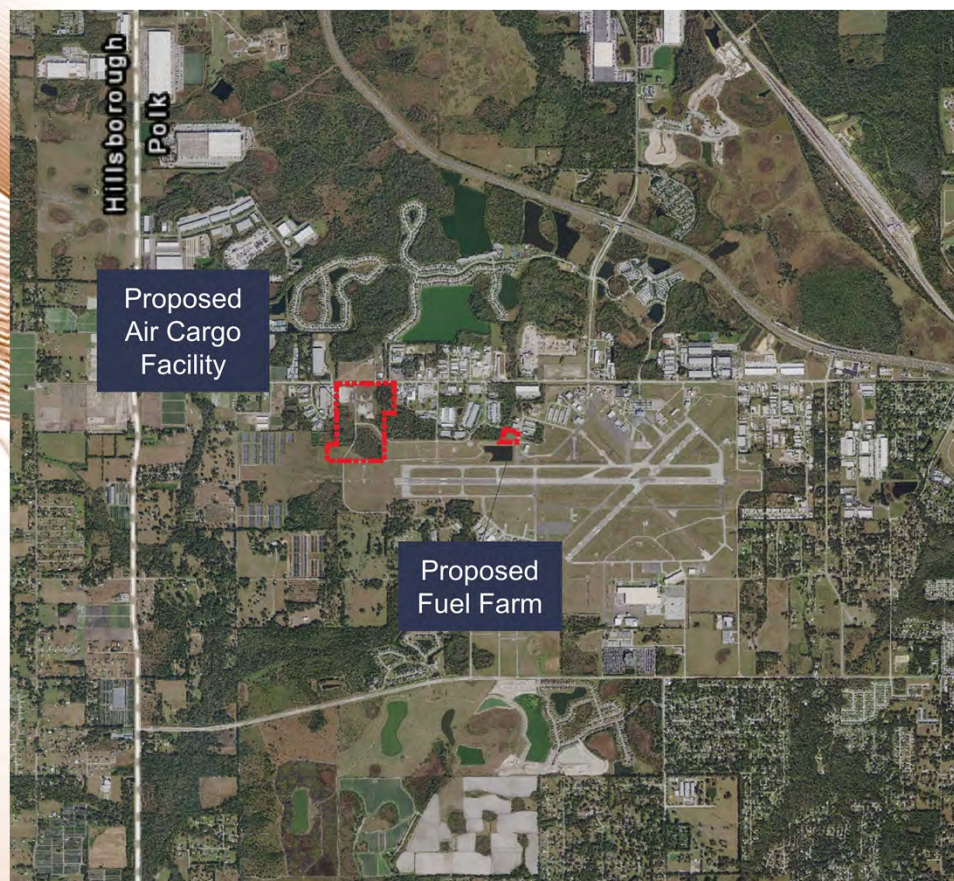
Comments should
be
emailed/postmarked
by **May 31, 2021**



Proposed Project Overview



Proposed Project



Proposed Project – Air Cargo Facility



Purpose:

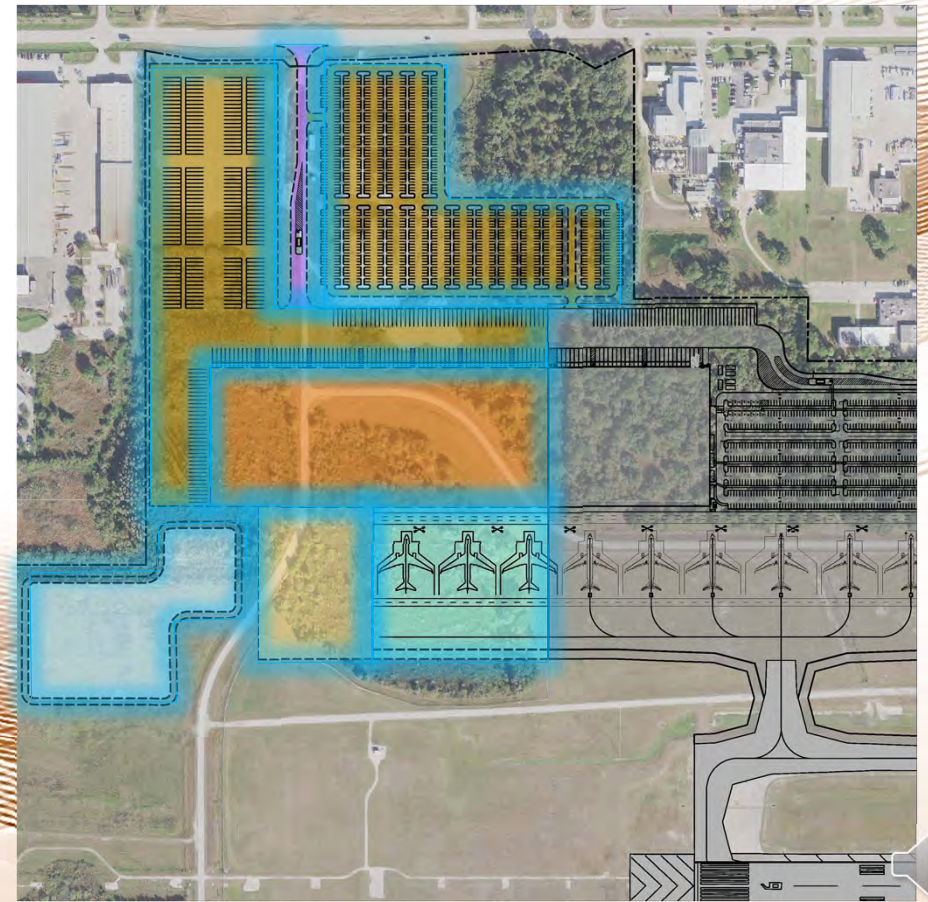
- Provide suitable site for air cargo facility expansion
- Expand regional hub capabilities

Need:

- Process peak cargo volumes based on existing and forecasted demand
- Additional cargo building space and capacity
- Additional staff and truck parking



Proposed Project – Air Cargo Facility



Proposed Project – Air Cargo Aircraft Activity

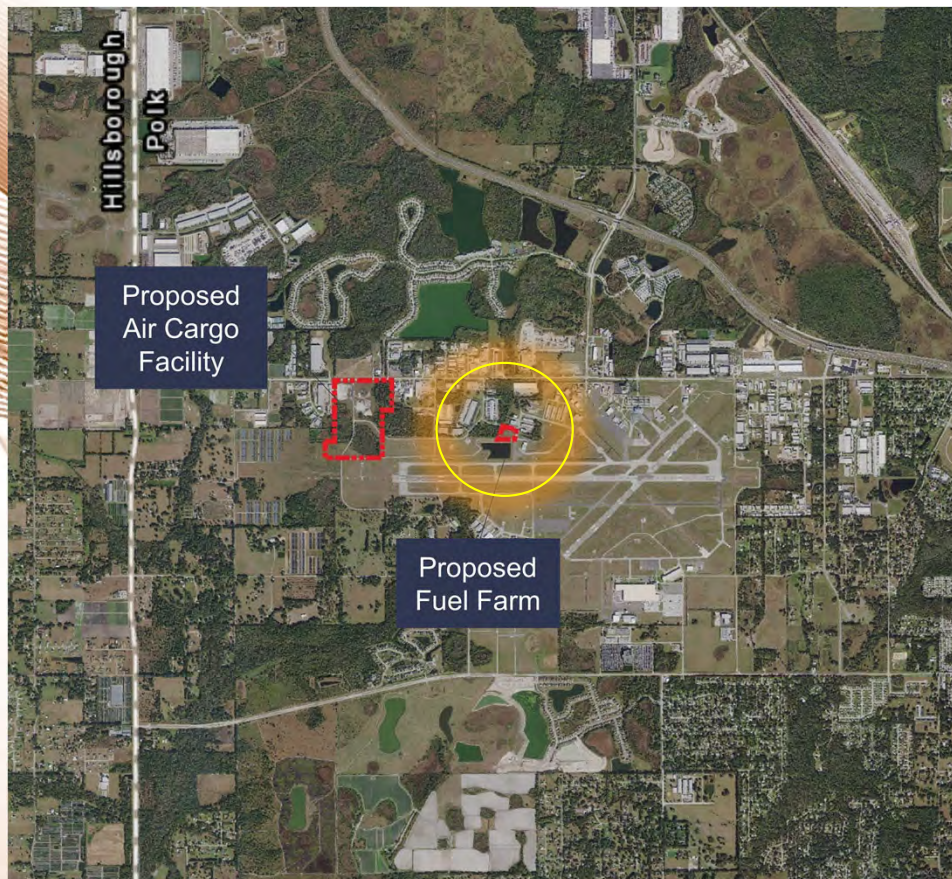
	2022 Aircraft Operations								
	No-Action			Proposed Project			Additional		
	Dep	Arr	Total	Dep	Arr	Total	Dep	Arr	Total
Day	7	6	13	10	9	19	+3	+3	+6
Night	3	4	7	8	9	17	+5	+5	+10
Total	10	10	20	18	18	36	+8	+8	+16
	2027 Aircraft Operations								
	No-Action			Proposed Project			Additional		
	Dep	Arr	Total	Dep	Arr	Total	Dep	Arr	Total
Day	7	6	13	12	11	23	+5	+5	+10
Night	3	4	7	10	11	21	+7	+7	+14
Total	10	10	20	22	22	44	+12	+12	+24

Proposed Project – Air Cargo Vehicle Activity

	2022 Vehicle Operations			2027 Vehicle Operations		
	No-Action	Proposed Project	Additional	No-Action	Proposed Project	Additional
Employee/ Visitor	1,500	2,000	+500	1,500	2,510	+1,010
Trucks	125	289	+164	125	357	+232
Total	1,625	2,289	+664	1,625	2,867	+1,242



Proposed Project – Fuel Farm

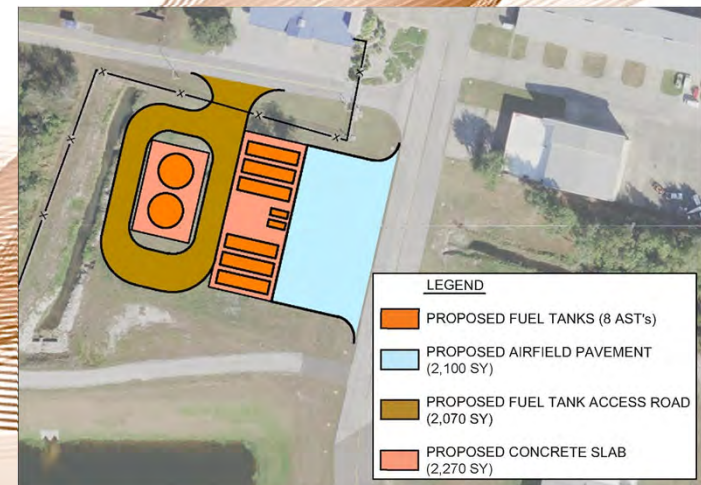


Purpose:

- Supply additional aviation fueling capacity at LAL

Need:

- Additional tanks providing a total of 850,000 gallons of jet fuel capacity



Alternatives Considered



Air Cargo Facility Alternatives

Alternative 1



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~40 acres
- Impacts residential parcels
- Displaces location of Sun n' Fun
- Overlaps future proposed Runway 10-28

Alt 1

LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (43,600 SY) - PHASE 2
	PROPOSED PARKING (44,200 SY) / TRUCK COURT EXPANSION (68,900 SY) - PHASE 2
	PROPOSED ACCESS ROADS (800 LF) - PHASE 2
	PROPOSED GSE AREA (20,900 SY) - PHASE 2
	PROPOSED RETENTION POND (5 AC) - PHASE 2

Alternative 2



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~41 acres.
- Impacts residential parcels
- Overlaps future proposed Runway 10-18 Runway Protection Zone
- Displaces existing KTTW hangar and apron area

Alt 2

LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (46,600 SY) - PHASE 2
	PROPOSED PARKING (44,300 SY) / TRUCK COURT EXPANSION (68,900 SY) - PHASE 2
	PROPOSED ACCESS ROADS (870 LF) - PHASE 2
	PROPOSED GSE AREA (16,100 SY) - PHASE 2
	PROPOSED RETENTION POND (5 AC) - PHASE 2



Air Cargo Facility Alternatives

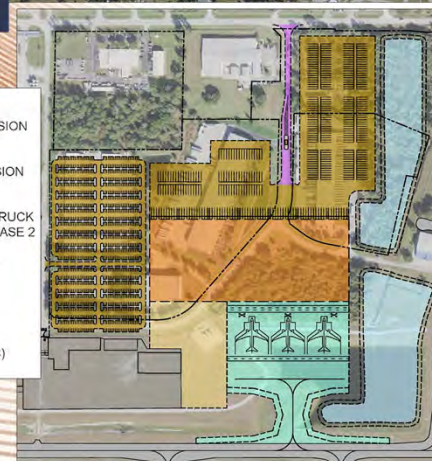
Alternative 3



This alternative was eliminated from consideration because it:

- Requires land acquisition of ~34 acres
- Displaces industrial and manufacturing businesses

LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (45,400 SY) - PHASE 2
	PROPOSED PARKING (43,000 SY) / TRUCK COURT EXPANSION (70,000 SY) - PHASE 2
	PROPOSED ACCESS ROAD (850 LF) PHASE 2
	PROPOSED GSE AREA (20,100 SY) PHASE 2
	PROPOSED RETENTION POND (6 AC) PHASE 2



Alt 4

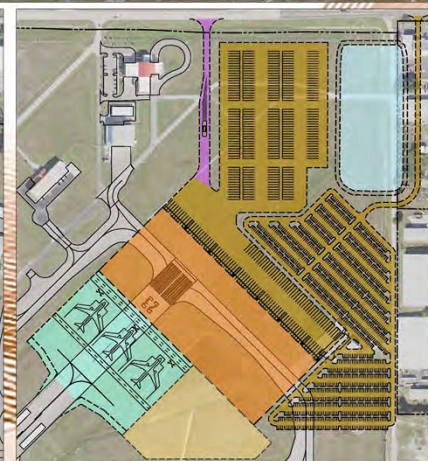
Alternative 4



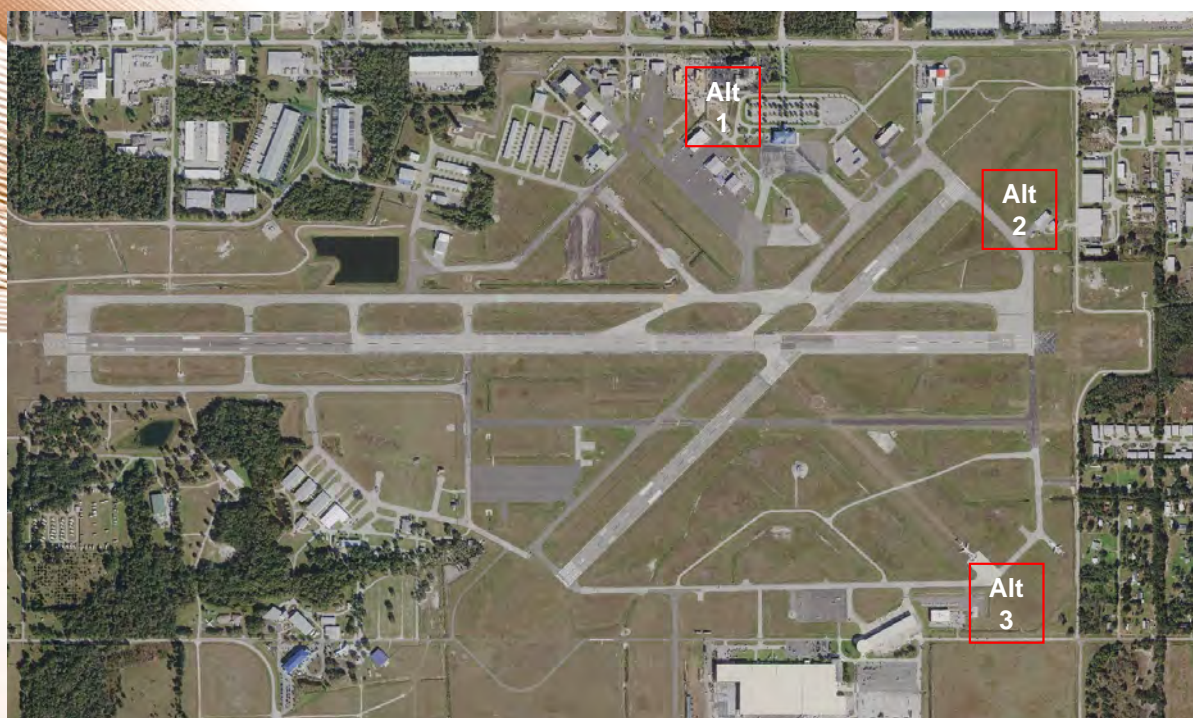
This alternative was eliminated from consideration because it:

- Requires land acquisition of ~7 acres
- Creates vertical obstructions to aircraft using Runway 9-27
- Displaces industrial and manufacturing businesses
- Demolishes Runway 5-23

LEGEND	
	PROPOSED SORT BUILDING EXPANSION (464,600 SF) - PHASE 2
	PROPOSED CARGO APRON EXPANSION (36,800 SY) - PHASE 2
	PROPOSED PARKING (48,600 SY) / TRUCK COURT EXPANSION (68,500 SY) - PHASE 2
	PROPOSED ACCESS ROAD (810 LF) PHASE 2
	PROPOSED GSE AREA (21,000 SY) PHASE 2
	PROPOSED RETENTION POND (5 AC) PHASE 2



Fuel Farm Alternatives

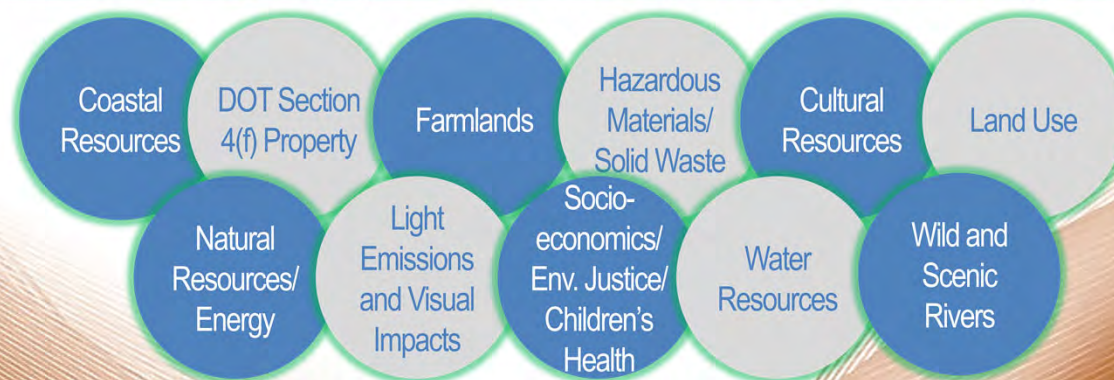


Environmental Impact Summary



Environmental Issues Evaluated

The FAA has identified negligible or minor impacts to the following resources:



The FAA has identified short- and long-term impacts to the following resources that do not exceed significance levels:



The FAA has identified adverse impacts to the following resources which require mitigation measures:



Environmental Impacts

Air Quality

Biological Resources

Pollutant				2027 (Change)
Carbon Monoxide				+61.6
Nitrogen Oxide				+30.8
Particulate Matter (2.5 micrometers)				+1.5
Particulate Matter (10 micrometers)				+2.3
Sulfur Oxide	Provide compensation for loss of wetland and wood stork foraging habitat	Implement U.S. Fish and Wildlife <i>Standard Protection Measures for the Eastern Indigo Snake</i>	Prior to construction, re-survey for gopher tortoise burrows (and other species)	+0.8
Volatile Organic Compounds				+6.7



Environmental Impacts

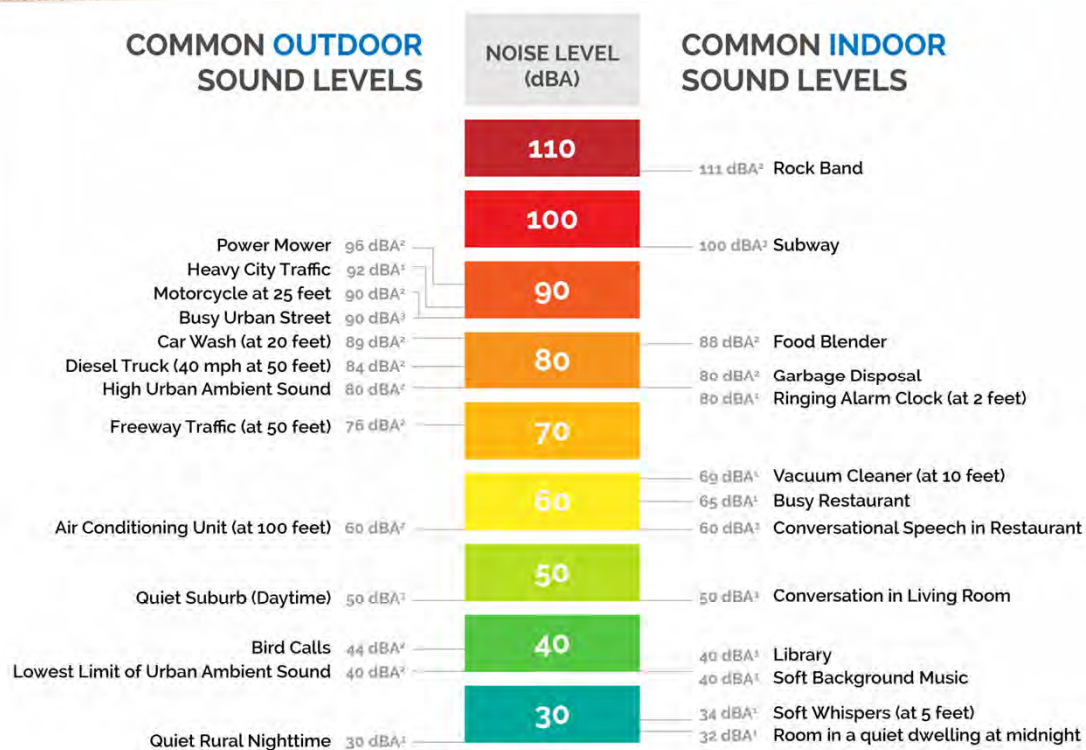
Surface Transportation

Wetlands and Floodplains

Intersection Levels of Service (2027 Conditions)



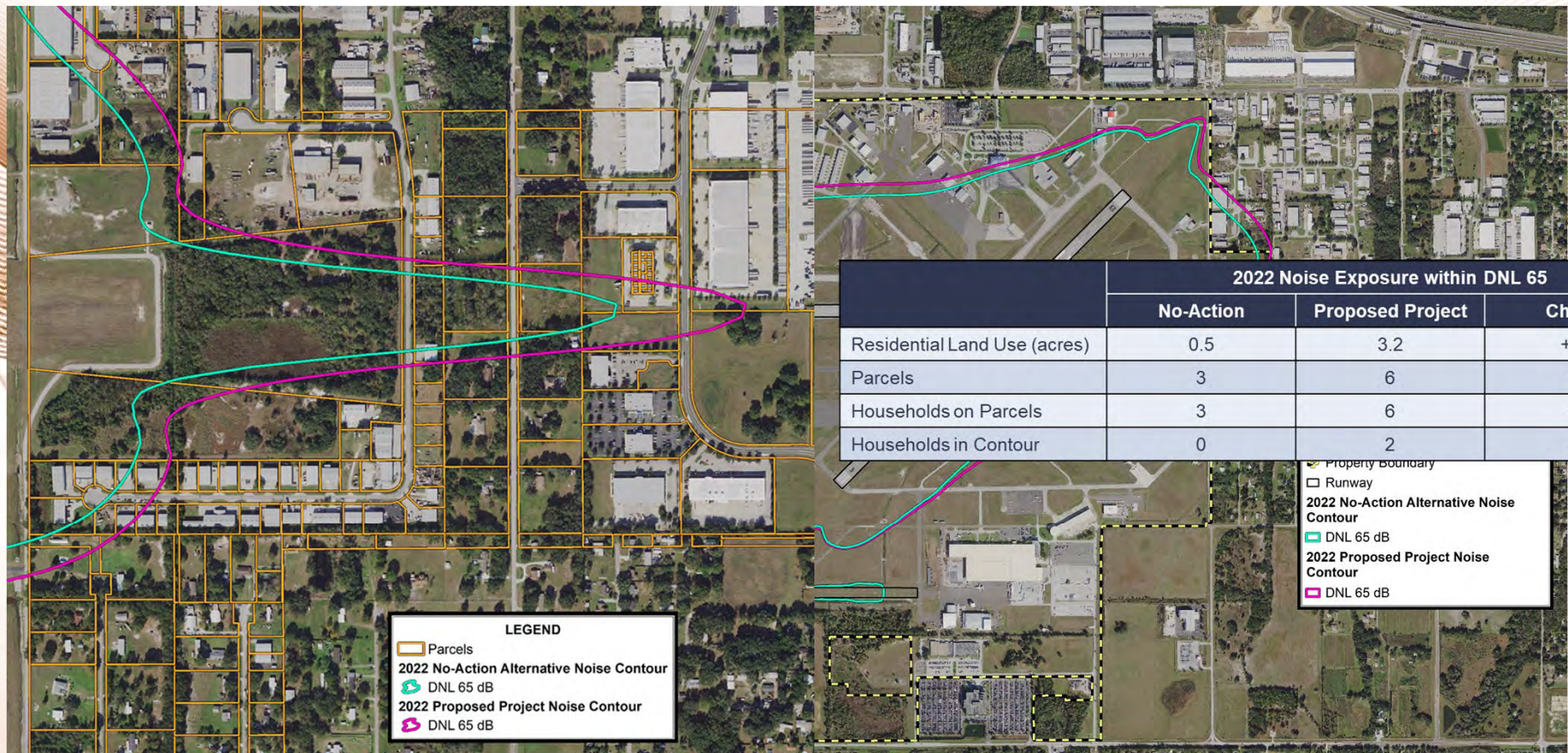
Noise



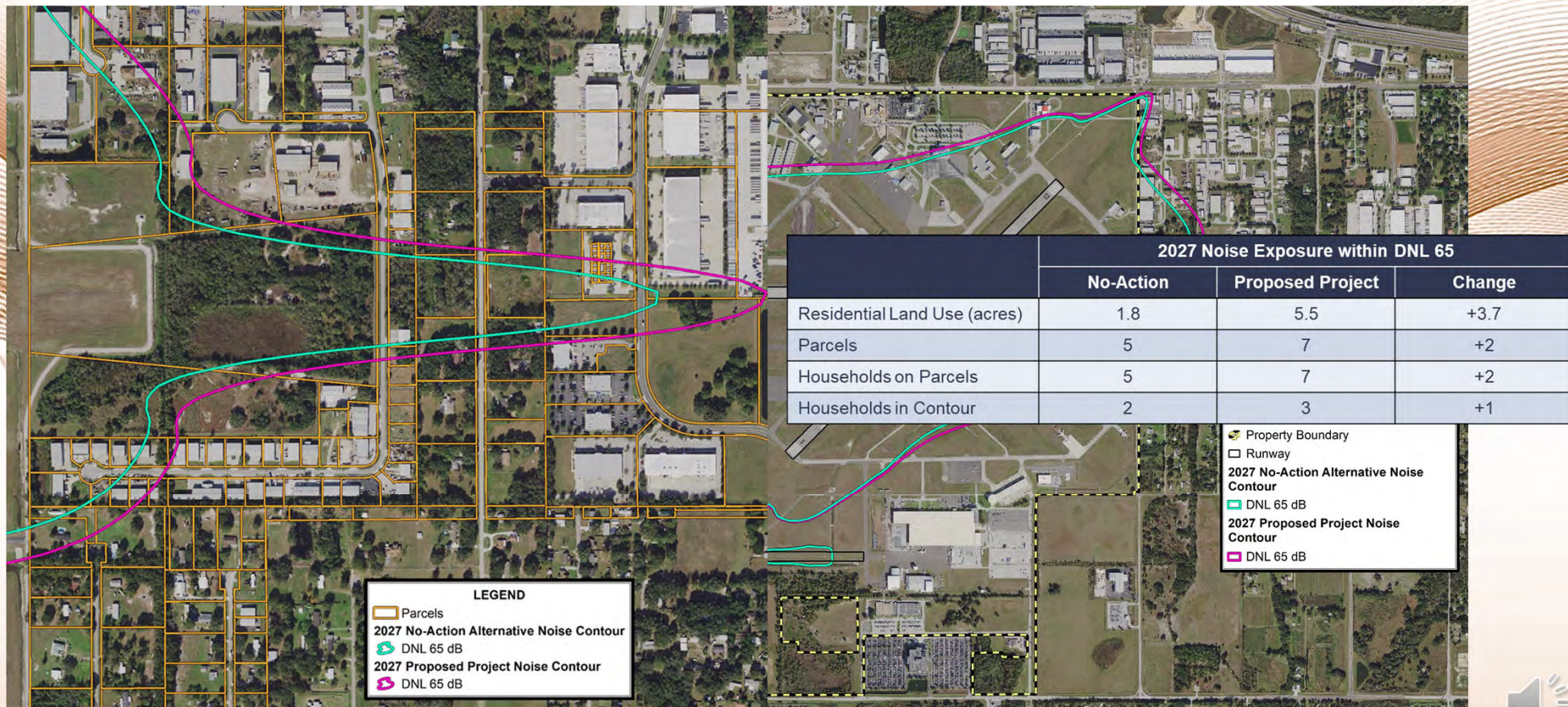
- FAA uses the Day-Night Average (DNL) 65 decibel (dB) noise contour
- DNL levels are computer simulated and are a 24-hour average
- Nighttime operations (10 pm to 7 am) are considered ten times as noisy
- Noise from individual aircraft overflights can often be louder



EA Noise Contours (2022)



EA Noise Contours (2027)



Ongoing Efforts to Manage Aircraft Noise

- **Voluntary Preferential Runway Use Program:** pilots request FAA Air Traffic to assign eastern arrivals and western departures between the hours of 10 pm and 7 am when winds, weather, and other factors allow.
- **Standard Instrument Departure Procedures:** develop and get FAA approval for Noise Abatement Departure Profiles (NADP) to abate noise experienced by the community from departing aircraft.
- **Visual Approach Procedures:** develop and get FAA approval for special visual approaches to be flown by air carrier aircraft when approaching from the east



Conclusion and Remarks from the Airport Director



APPENDIX J.4
Public Comments
Received

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COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

RE: DRAFT ENVIRONMENTAL ASSESSMENT
PHASE II AIR CARGO FACILITY DEVELOPMENT
LAKELAND LINDER INTERNATIONAL AIRPORT
POLK COUNTY, FLORIDA

DATE: THURSDAY, MAY 27, 2021

TIME: 6:00 p.m.

LOCATION: RP FUNDING CENTER
SIKES HALL
701 WEST LIME STREET
LAKELAND, FLORIDA 33815

PRESENT: ADAM PURCELL, AECOM
GENE CONRAD, DIRECTOR OF LAKELAND LINDER
INTERNATIONAL AIRPORT

ALSO PRESENT: MEMBERS OF THE PUBLIC
MEMBERS OF THE PRESS
OTHER INTERESTED PARTIES

Proceedings Reported by:

Wendy Wyncoop
Registered Professional Reporter

1 THEREUPON, the following proceedings were had
2 and taken at 7:00 p.m.:

3 MR. PURCELL: Good evening. Lakeland Linder
4 International Airport welcomes you to the public
5 hearing of the Draft Environmental Assessment for
6 Phase III Air Cargo Facility Development. I would
7 like to formally start the public hearing today. It
8 is Thursday, 27 May, 2021, and the time is
9 7:00 p.m.

10 My name is Adam Purcell with AECOM, and I will
11 be moderating the hearing this evening. I'd like to
12 note for the record that this is public hearing is
13 being recorded and a verbatim transcript will be
14 made of all oral proceedings.

15 We will now give a formal presentation about
16 the project. The presentation is prerecorded.
17 After the presentation and some remarks from the
18 airport director we'll open the hearing for public
19 testimony.

20 (Presentation)

21 SPEAKER: Good evening. Welcome to the public
22 hearing for the Draft Environmental Assessment for
23 Phase II Air Cargo Development at Lakeland Linder
24 International Airport. The proposed air cargo
25 development project will expand existing air cargo

1 facilities at the airport that opened in 2020. This
2 public hearing is being held to provide you with the
3 opportunity to comment on the Draft Environmental
4 Assessment or EA.

5 We will follow the agenda shown on the screen
6 starting first with the purpose of the public
7 hearing including how to comment on the EA. We will
8 then hear an overview of the proposed project
9 studied in the draft EA and any alternatives
10 considered. After an overview of environmental
11 impacts presented in the draft EA and some
12 concluding remarks from the airport, we will open
13 the public comment portion of this hearing.

14 The purpose of this hearing is to share
15 information with the general public about the
16 proposed project, its conceptual design, all
17 alternatives under study and the potential
18 beneficial and adverse social, economic, cultural,
19 natural and physical impacts on the community.

20 The public hearing also serves as an official
21 forum to provide an opportunity for members of the
22 public to express their opinions and comments
23 regarding the project. Public participation is
24 encouraged and solicited without regard to race,
25 color, national origin, age, sex, religion,

1 disability or family status.

2 During this portion of the presentation we'll
3 overview the EA process, the public and regulatory
4 agency notification process, how to obtain the draft
5 EA for review, and most importantly how to comment
6 at tonight's meeting and for the remainder of the
7 public comment period.

8 Development activities on public use airports
9 often require review and approval by the Federal
10 Aviation Administration or FAA. Part of FAA's
11 approval process includes complying with the
12 National Environmental Policy Act of 1969 or NEPA.
13 The FAA has determined that portions of the proposed
14 air cargo development project require NEPA review
15 and approval and has identified the need to prepare
16 an EA.

17 The EA process is shown in the diagram on this
18 screen which includes preparing a draft EA for
19 public review and comment, offering a public review
20 and comment period, and issuing a final EA
21 environmental decision. The draft EA has been
22 prepared in accordance with FAA Order 1050.1F,
23 Environmental Impacts, Policies and Procedures as
24 well as FAA Order 5050.4B, NEPA Implementing
25 Instructions for Airport Actions.

1 The availability of the draft EA and the intent
2 to hold this public hearing was advertised
3 consistent with FAA regulations and guidelines. A
4 notice of availability of the draft EA and notice of
5 public hearing was advertised in the Lakeland Ledger
6 on April 23, 2021, and again on April 26, 2021.

7 The airport has also published notice of the
8 draft document on their website and social media
9 accounts.

10 The federal, state and local planning and
11 regulatory agencies listed on this screen were
12 offered the opportunity to participate in the draft
13 EA process. Federally recognized Native American
14 Tribes with affiliation or interest in activities in
15 Polk County were also invited by the FAA to
16 participate. Of the stakeholders listed on this
17 screen, those in bold font provided comment or input
18 to the development of the draft EA to date.

19 Hard copies of the draft EA are available for
20 public review and inspection until May 31, 2021 at
21 the Larry R. Jackson Branch Library, the elibrary
22 South Lakeland, and at the Lakeland Linder
23 International Airport. Electronic copies of the
24 draft EA can be obtained by visiting the airport's
25 website at the URL shown on the screen.

1 There are many opportunities to comment on the
2 draft EA, both tonight and going forward to the
3 close of the public comment period on May 31, 2021.
4 Attendees of tonight's public hearing can fill out a
5 comment form and place it in one of our drop boxes
6 or speak privately to the court reporter located to
7 the side of the seating areas. After this hearing
8 presentation attendees will also be able to make an
9 official public statement to be recorded into the EA
10 hearing record.

11 If you intend to make an official public
12 statement at tonight's hearing, please be sure to
13 fill out a speaker registration card beforehand and
14 turn it in at the sign-in table if you haven't
15 already. Registered speakers will be called to make
16 their comments in the order registrations were
17 received and will be allotted three minutes to do
18 so.

19 After tonight's hearing, written comments will
20 be accepted through May 31, 2021. You may take a
21 comment form with you and mail it to the airport at
22 the address shown on the screen. Comments by mail
23 must be postmarked by May 31, 2021 in order to be
24 included in the EA record and considered when
25 preparing the final EA.

1 You may also submit comments by e-mail through
2 May 31, 2021 to Mr. Gene Conrad, airport director,
3 at the e-mail address shown. Every comment method
4 described here carries equal weight.

5 We'll now hear an overview of the proposed
6 project studied in the draft EA including its
7 purpose and need and anticipated air cargo
8 activities that would occur if the proposed project
9 were implemented.

10 The proposed project is an expansion of the air
11 cargo facility that became operational at the
12 airport in 2020. The existing facility is referred
13 to as Phase I. The proposed project is a Phase II
14 expansion and is being considered to accommodate
15 expanded future operations given the potential for
16 network and customer demand to increase in the near
17 future.

18 The facility will be designed to accommodate
19 Boeing 767 and 737 cargo aircraft. An expanded fuel
20 farm is also being proposed at the location shown to
21 provide additional aviation fueling capacity at the
22 airport.

23 With the proposed project the airport seeks to
24 provide a suitable site for the proposed expansion
25 of air cargo facilities, services and operations at

1 the airport. Demand for air cargo facilities in
2 central Florida continues to increase with the
3 growth of e-commerce. Although the Phase I air
4 cargo facilities meet existing market demand, they
5 lack the space and cargo volume capacity to handle
6 future expansions of air cargo demand in the market.
7 The proposed project would allow the expansion of
8 regional air cargo hub capabilities at the airport.

9 The proposed project would develop additional
10 air cargo processing and sorting facilities,
11 delivery truck parking and staging areas, equipment
12 parking and operation areas, and aircraft parking,
13 processing and maintenance areas.

14 Specifically the proposed project would:

15 Construct up to 464,600 square feet of
16 additional sort building and office building space
17 shown in orange;

18 Construct a concrete aircraft parking apron to
19 accommodate three additional Boeing aircraft parking
20 positions shown in green;

21 Construct air field pavement for aircraft
22 ground support and equipment staging and periodic
23 aircraft parking shown in tan;

24 Construct a paved truck court area to
25 accommodate up to 370 additional truck bays shown in

1 gold;

2 Construct a paved vehicle parking lot to
3 accommodate up to 1,120 additional parking spaces
4 shown in gold;

5 Construct a new airport access road to access
6 the Phase II facilities from Drane Field Road at the
7 existing intersection of Drane Field Road and Kelvin
8 Howard Road shown in pink; and modifications to the
9 airport's storm water management system including
10 construction of a storm water retention pond shown
11 in blue.

12 The location and size of the pond is conceptual
13 and is pending further design of the project.

14 Shown on the screen is a summary of projected
15 daily aircraft operations that would occur in years
16 2022 and 2027 for the no-action alternative, which
17 represents the current Phase I operations at the
18 airport and the proposed project alternative which
19 is the total of both Phase I and forecasted Phase II
20 operations at the airport. The columns to the right
21 summarize how many daily aircraft operations would
22 be added due to the proposed project each year.

23 To summarize in 2022 the Phase I facility would
24 reach its maximum operational capacity of 20 average
25 daily flights under the no-action alternative. If

1 the proposed project were implemented Phase II would
2 add 16 average daily flights to Phase I totals for
3 an overall total of 36 average daily operations at
4 the airport. For the purposes of this EA nighttime
5 operations occur between the hours of 10:00 p.m. and
6 7:00 a.m. Operations would be conducted by a
7 combination of Boeing 737 and 767 aircraft.

8 By 2027 the Phase I facility would maintain its
9 maximum operational capacity of 20 average daily
10 operations under the no-action alternative. With
11 implementing the proposed project Phase II would add
12 24 average daily flights to the Phase I totals for
13 an overall total of 44 average daily flights at the
14 airport.

15 The increase in aircraft flights with the
16 proposed project would also increase the amount of
17 cargo delivery trucks needed to transport the
18 associated freight. Additional employees to process
19 and sort the freight would also be needed, and
20 therefore employee vehicle trips would also
21 increase. Visitor trips, including company staff
22 and vendors, would also increase.

23 Overall, the proposed project would add 500
24 peak daily employee and visitor trips in 2022
25 compared to Phase I operations alone and 164 peak

1 daily truck trips. By 2027 these values would
2 increase to just over 1,000 peak daily employee and
3 visitor trips and 232 peak daily truck trips.

4 As mentioned additional fueling capacity would
5 be needed at the airport with the proposed project.
6 The existing fuel farms can store up to 24,000
7 gallons of aviation gasoline and 72,000 gallons of
8 Jet-A fuel. Current projections of cargo operations
9 indicate the need for additional above ground tanks
10 providing a total of 850,000 gallons of Jet-A fuel
11 capacity.

12 NEPA requires the FAA to identify reasonable
13 alternatives to the proposed project and determine
14 whether or not they need detailed consideration in
15 the EA process. Here we will review the
16 alternatives identified in the EA for the Phase II
17 air cargo facility and the fuel farm.

18 For the air cargo facility two alternatives on
19 the airport's south side were considered. Both of
20 these alternatives would meet the purpose and need
21 of the air cargo facility expansion by providing the
22 sufficient aircraft, building and vehicle operations
23 capacity to meet future demand. However, each of
24 these options would also require off airport land
25 acquisition of over 40 acres including residential

1 areas. They each would also interfere with current
2 airport activities such as the Sun n' Fun Expo as
3 well as future air field development projects
4 included in the airport's master plan. These
5 locations would also likely increase air cargo
6 vehicle traffic on the roadways to the south of the
7 airport which were not designed to accommodate the
8 traffic. Therefore, these alternatives were not
9 further assessed in the EA.

10 Similarly two alternatives on the north side of
11 the airport were considered to meet the purpose and
12 need of the project. Alternative 3 is immediately
13 east of the existing Phase I cargo facility, but it
14 would require over 30 acres of land acquisition and
15 would displace commercial land uses.

16 Alternative 4 in the northeast would require
17 less land acquisition but would require demolishing
18 the crosswind runway 5-23. Its buildings would also
19 create obstructions to aircraft operations on the
20 main runway 9-27. For these reasons these two
21 alternatives were not further assessed in the EA.

22 Three alternatives for the fuel farm in various
23 locations across the airport would meet the purpose
24 and need of the project. However, the proposed
25 project shown previously would best promote

1 efficiency in refueling operations at the airport
2 because it is located in an area that is
3 conveniently accessible to both the airport terminal
4 areas to the east and the air cargo facilities to
5 the west. Therefore, the three alternatives shown
6 were not considered further and only the proposed
7 project was retained in the EA for further
8 environmental analysis.

9 Here we will briefly overview the scope of the
10 environmental analysis contained in the EA with an
11 emphasis on environmental resource areas that
12 experience greater impacts due to the project.

13 The NEPA process requires FAA to examine the
14 potential environmental, social and economic impacts
15 of the proposed project in nearly 20 different
16 categories. The categories shown in green on the
17 screen were determined by FAA to be either not
18 applicable to the proposed project, not impacted at
19 all or impacted to a very minor or temporary degree.

20 As part of this determination FAA consulted
21 with the Florida Department of Environmental
22 Protection to determine the project's consistency
23 with the Florida Coastal Zone Management Program as
24 it applies to Polk County. They also coordinated a
25 cultural resources assessment survey with the

1 Florida Division of Historic Resources and
2 interested Native American Tribes in order to
3 support a no-impacts determination to cultural
4 resources.

5 The categories in yellow would experience
6 adverse effects that do not exceed FAA's
7 significance criteria. Those in red would
8 experience adverse effects that are significant and
9 would require mitigation per FAA's NEPA rules.

10 These categories will now be briefly discussed.

11 For air quality the proposed project would
12 generate emissions from construction equipment and
13 activities. Increased aircraft and vehicle
14 operations with the proposed project would also
15 increase emissions on an annual basis. Because Polk
16 County is currently in compliance with all air
17 quality standards, these emissions levels do not
18 violate any applicable air quality regulations or
19 thresholds and therefore mitigation is not required.
20 However, the draft EA identifies some emissions
21 reduction measures and construction best practices
22 that can reduce emissions levels.

23 For biological resources qualified biologists
24 reviewed the project area for threatened and
25 endangered species and potential habitat. Based on

1 this review the FAA coordinated a biological
2 assessment with the U.S. Fish and Wildlife Service.
3 Through this coordination both agencies agreed that
4 the proposed project may affect the Wood Stork, the
5 Eastern Indigo Snake and the Gopher Tortus. By
6 implementing the conservation measures shown on the
7 screen, the Fish and Wildlife Service concluded that
8 these species would not be adversely affected by the
9 project.

10 Traffic delay modeling was performed at four
11 intersections along Drane Field Road with and
12 without the proposed project. Added traffic would
13 reduce the level of service or LOS at some of these
14 intersections.

15 LOS is a measure of how much traffic can move
16 through an intersection and how much delay is
17 present. LOS A is the best performing, and LOS F is
18 the worst.

19 The analysis shows that LOS would degrade to
20 unacceptable levels with the project at the
21 intersection of Drane Field and Kidron Roads by year
22 2027. Mitigation would be required for these
23 impacts.

24 Two mitigation options were considered in the
25 EA. Both would offset the LOS impact and further

1 the mitigation option of adding turn lanes and a
2 traffic signal at the intersection would actually
3 improve LOS.

4 25.2 acres of wetlands and 28.4 acres of
5 floodplains would be impacted by the proposed
6 project construction. Wetland loss can be mitigated
7 by purchasing credits from the Alafia River
8 Mitigation Bank so the bank can reconstruct or
9 improve wetlands elsewhere to offset the loss. The
10 FAA determined that the proposed project storm water
11 improvements along with other best practices such as
12 elevating structures above the base flood elevation
13 would compensate for the loss of flood plain areas.

14 For EA noise impacts the FAA has determined
15 that the noise exposure from the project activities
16 must be expressed as a day-night average sound level
17 or DNL. DNL is a 24 hour time weighted average and
18 is based on computer simulation. DNL accounts for
19 the noise levels of all individual aircraft flights,
20 the number of times those flights occur, and the
21 time of day which they occur. DNL has two time
22 periods, daytime, 7:00 a.m. to 10:00 p.m. and the
23 nighttime, 10:00 p.m. to 7:00 a.m.

24 To account for the added intrusiveness of
25 sounds occurring during nighttime hours, nighttime

1 operations are considered ten times as noisy. It is
2 important to note that the DNL metric is a daily
3 average. Individual aircraft overflights can be
4 much louder, and noise can be experienced further
5 away from the airport.

6 FAA defines the 65 DNL noise contour as the
7 threshold of noise compatibility for residential
8 land uses. For EAs a project has significant impact
9 if it would increase noise by 1.5 decibels or more
10 for an area that is already located in the 65 DNL
11 noise contour. A project would also have a
12 significant impact if it causes new areas to be
13 included in the 65 DNL noise contour due to an
14 increase of 1.5 decibels.

15 The year 2022 DNL noise contour for the
16 no-action alternative, which represents Phase I's
17 maximum of 20 operations per day, is shown in teal
18 on this graphic. The proposed project contour which
19 adds 16 more daily operations is shown in magenta.
20 A majority of the 65 DNL noise footprint remains on
21 airport property in both scenarios although it goes
22 off airport property on the eastern side.

23 The graphic focuses in on the off airport area.
24 As shown, the FAA determined that the proposed
25 project would increase the amount of residential

1 land use in the noise contour by 2.7 acres. This
2 would involve all or portions of six individual
3 parcels. Of the six residences located on the
4 parcels, two would be located within the 65 DNL
5 contour. The parcels and residences located within
6 or newly within the contour would not experience an
7 increase in aircraft noise of 1.5 decibels or
8 greater. Therefore, mitigation is not required for
9 the purposes of reducing the impact below the
10 threshold indicating a significant impact.

11 The year 2016 DNL noise contour for the
12 no-action alternative which represents Phase I's
13 maximum of 20 operations per day is shown in teal on
14 this graphic. The proposed project contour which
15 adds 24 more daily operations is shown in Magenta.
16 Again, a majority of the DNL 65 noise footprint
17 remains on airport property in both scenarios
18 although it goes off airport property on the eastern
19 side.

20 This graphic focuses in on the off airport
21 area. As shown the FAA determined that the proposed
22 project would increase the amount of residential
23 land use in the noise contour by 3.7 acres. This
24 would involve all or portions of seven individual
25 parcels. Of the seven residences located on the

1 parcels, one additional residence would be located
2 within the contour for a total of three. The
3 parcels and residences within or newly within the
4 contour would not experience an increase of 1.5
5 decibels or greater. Therefore, mitigation is not
6 required for the purpose of reducing the impact
7 below the threshold indicating a significant impact.

8 The EA evaluates noise impacts based on current
9 and planned aircraft operations with and without the
10 proposed project. It considers existing flight
11 procedures and flight paths currently in use at the
12 airport. FAA is not requiring mitigation for noise
13 increases shown in the EA based on the 65 DNL
14 contours. However, as acknowledged earlier in this
15 presentation, noise from the airport can be louder
16 on a per flight basis and can extend further into
17 off airport communities.

18 Separately from the EA process the airport is
19 actively seeking ways to further manage and reduce
20 aircraft noise to the surrounding community. These
21 include implementing a preferential runway use
22 program, developing departure procedures with FAA
23 that get aircraft higher quicker and developing
24 approach procedures with FAA that allow pilots to
25 avoid flying over certain areas when approaching the

1 airport.

2 The objective of these measures is to reduce
3 noise for communities surrounding the airport and
4 improve conditions for other areas experiencing
5 noise from aircraft overflights.

6 Before opening tonight's hearing for public
7 testimony the airport would like to brief you on the
8 current status of these initiatives.

9 This concludes tonight's formal public hearing
10 presentation. We would now like to introduce
11 Mr. Gene Conrad, airport director to elaborate on
12 some of the noise abatement initiatives currently
13 underway and to make some concluding remarks.
14 Afterward we'll open the hearing for public
15 testimony.

16 MR. CONRAD: All right. Well, good evening --
17 good evening. My name is Gene Conrad, and I'm the
18 airport director for Lakeland Linder International
19 Airport. And I just want to start by saying thank
20 you to all of you for showing up, and we truly do
21 appreciate the participation.

22 Obviously there's a lot of difficult questions,
23 and there's a lot of answers that everybody are
24 looking for, but I just wanted to briefly go over
25 what specifically us as the airport and the city are

1 doing obviously to address the noise impacts.

2 Right?

3 So we just talked about and listened to our
4 presentation reference the Draft Environmental
5 Assessment. And when we look at the noise contours,
6 you know, those are things that FAA looks at are
7 close in impacts basically essentially on top of the
8 airport. But we clearly know obviously with all the
9 great participation tonight that there are impacts
10 that are further away from the airport.

11 So what I wanted to be able to do tonight is
12 just address those, tell you exactly what we're
13 doing and what we're working on and what our
14 timelines are to help mitigate as much as we can the
15 noise and the impacts for these aircraft that are
16 flying over the top of Lakeland.

17 First slide. I know probably some of this is
18 hard to see. This is our handout. I just want to
19 briefly talk about the airport and what has happened
20 over the last decade there. Over 440 million
21 dollars has been invested into the airport.
22 Obviously various pavement projects, Amazon's
23 development, solar farms, new hangar development and
24 NOAA for example the Hurricane Hunters has been a
25 significant investment in our airport over the last

1 decade.

2 Also when you look at our operations, our
3 operation is two -- 24/7 356 days a year. We have a
4 crash fire rescue station on the airport, station 7.
5 We have green trucks that go to the airfields, red
6 trucks that go to the public side. We also have 260
7 based aircraft on the airport.

8 Our large runway is 8,500 feet long, so it's a
9 very capable facility and obviously we have a lot of
10 operations. We are the 124th busiest airport in the
11 United States. So there's 520 towered airports in
12 the United States. We're about the 124th busiest,
13 so a lot of activity already including obviously
14 what Amazon is doing today.

15 Next slide. Also we have about over 82
16 businesses and organizations that are located on the
17 airport with over 3,000 people that are working on
18 the facility in our buildings whether they're
19 private buildings or city owned and airport operated
20 facilities, so it's very busy out there.

21 We have eight A and P shops. Those are
22 aircraft mechanic shops, five flight schools.
23 Obviously, again, NOAA the Hurricane Hunters are
24 there, Draken International. So when you see
25 fighter jets flying over the top of Lakeland and

1 it's not Sun n Fun, that's Draken International.
2 They have about 300 mechanics that work there. They
3 do aggressor flying for the Department of Defense.

4 Again, NOAA which has been a great partner and
5 they arrived back in 2017 and they have about 110
6 folks that work there and nine based aircraft that
7 go out and fly into our hurricanes and do other
8 missions around the country.

9 Now, I know this is a little bit hard to see.
10 Over here on the boards I'm going to be available
11 afterwards after public comments as well. But we
12 are tracking all of the noise complaints that are
13 coming into the airport. So each one we are
14 documenting, we are recording it, and then we are
15 also -- what this slide represents is a pin so we
16 can help identify where the largest noise impact is
17 or the areas that are being impacted the most away
18 from the airport.

19 Our biggest two when we look at our heat map
20 and where the most impact is, one is obviously
21 Grasslands where we're making that hard turn to the
22 north, and the other is east, the 27 approach east
23 of South Florida out to Lakeland Highlands when
24 we're flying right over the top. So we're very
25 aware of that, and I want to talk real quick about

1 what we're doing to mitigate some of that.

2 So this slide right here, again it's a little
3 hard to see, we have the boards over here, but this
4 is essentially the extended center line for the 27
5 approach. So this is out to the east over the top
6 of South Florida all the way out to Lakeland
7 Highlands. This is the pattern that the aircraft
8 are flying today. They don't fly exactly that line.
9 I'll show you a slide here in a minute, but that's
10 the general extended center line and the pattern
11 that they're flying today for the 27 approach.

12 Next. Again, this is probably a little hard to
13 see, but the board is over here. This is the 27
14 departures, so you have departures that go to the
15 north over essentially County Line Road and all the
16 warehouses out on County Line Road, and then there
17 are aircraft that turn to the south out to the west.
18 This is our preferred departure pattern because
19 there's obviously a lot less development out there.
20 There are still homes and there's still impact, but
21 flying out to the west is our preferred pattern.

22 This represents the runway 9 arrivals, so
23 essentially they're flying over the top of Plant
24 City. Our instrument landing system is on runway 9.
25 And so when the winds are out of the east they are

1 flying this pattern straight into runway 9.

2 And then when they depart runway 9, again if
3 you can see it when they make that hard 360 north
4 turn over Grasslands, we're very aware of that. And
5 also the south turn over areas that are close to
6 South Florida and Ewell and Pipkin as well.

7 So our noise mitigation and goals and our
8 efforts right now, what we're doing specifically, we
9 have hired a consultant, ABCx2, to help us develop
10 several new approaches and departure procedures in
11 and out of the airport. The first bullet there
12 represents our preferential runways use program that
13 we have in place.

14 And hopefully especially my Grasslands friends
15 have noticed that in the mornings up to a 7 knot
16 tailwind we are departing to the west. I want to
17 say probably in the last two-and-a-half, almost
18 three months we've departed over Grasslands in the
19 morning. That's just because the winds were up and
20 the tailwinds were higher than 7 knots, so they had
21 to depart in that direction. But generally since we
22 put this in place the departures over Grasslands to
23 the east have been reduced drastically.

24 Regardless of the departure runway --
25 because I'm sure you've seen this in the Lakeland

1 Ledger -- you know our aircraft are held down to
2 2,000 feet. We want to when these aircraft are
3 departing to get up and high and out of here as
4 quickly as possible. We have complex air space
5 being between Tampa and Orlando. They never thought
6 our airport would grow into what it is today, but
7 they are paying attention now especially with our
8 friends at Grasslands who sent a lot of e-mails to
9 the FAA noise portal to get them to pay attention.
10 They are doing that and they are helping us, but
11 this does take time, and there's a process to go
12 through and we are working on that now.

13 The second -- the third bullet up there is the
14 runway 27 visual approach what we're calling the
15 parkway approach. So it's the air traffic coming
16 from the east into the airport into 27. Our goal is
17 to get them to fly directly over the Polk Parkway,
18 and when they get to South Florida to side step to
19 the south a little bit to line up with 27 and come
20 into the airport. So we're working on that. We've
21 been on several calls over the last several weeks as
22 well with the chief pilots for the various airlines
23 that fly for Amazon to get this put in place and we
24 are making positive movement to get this done and
25 our goal right now is to have this in place before

1 the end of the year.

2 And then the last one is runway 9 departures,
3 and essentially for that we're looking to reverse
4 the Polk Parkway approach and have them fly the
5 reverse pattern that I just described to you for the
6 27 approach, and with that as well to get these
7 aircraft again up to 3,000 feet as quickly as
8 possible -- 3,000 feet is kind of the sweet spot for
9 these aircraft to be up to. And they don't want to
10 loiter at 2,000 feet, they don't want to make these
11 hard turns over Lake Hollingsworth and various other
12 areas. They want to fly in defined patterns and get
13 in and out of here. They do not like -- the next
14 slide put up real quick.

15 I know this is a little hard to see again. I
16 have the boards over here. But all these blue
17 lines, the fine blue lines, and that's the RNAV
18 approach into 27, but all the other blue lines are
19 the visual approach they're making right now all
20 over the place. And we want to correct that, get
21 them into what is the red line up there, what we're
22 calling the Parkway approach, and get them into a
23 defined pattern, and get them in and out of the
24 airport.

25 This is just another representation, so at the

1 top of the red line they would be starting at 3,000
2 feet there. Right now there are times they are over
3 the top of Lakeland at 1,600, right, and we don't
4 want that. We want them to be up higher. If they
5 come all the way down to make their turn to the west
6 to get into 27, they're going to be at 3,000 feet
7 and then when they get to essentially South Florida
8 they would be about 1,300 feet which is higher than
9 they are today, probably a mile east of what is
10 happening right now and east of South Florida.

11 So I don't know if that's a little hard to
12 understand, but again our goal is to get them to fly
13 directly over the Polk Parkway and then side step
14 when they get to South Florida into runway 27.

15 And again, this is just another representation.
16 Again, the blue lines and all these visual
17 approaches that they're flying are different lines
18 and they're all the over the place. We want to get
19 them defined into that red line over the top of Polk
20 Parkway.

21 And I know there's a lot of information. I
22 know we're going to open up the public comments now,
23 but I will be available if anybody after the public
24 comment period wants to meet me over at the boards
25 I'm happy to explain it further. And again, thank

1 you all for your time. I appreciate it. We are
2 working diligently to mitigate as much as we can as
3 quickly as we can, so thank you for your time.

4 MR. PURCELL: Thank you. I'll now call upon
5 people who registered to speak. People will be
6 called to speak in the order registrations were
7 received. If you've not yet filled out a
8 registration card, please do so now and return it to
9 the sign-in table so we can get you into the cue.

10 I would like to remind everyone in attendance
11 that this portion of the hearing is for public
12 testimony only. We cannot answer questions or
13 otherwise respond to issues that you raise in your
14 comments this evening.

15 Please come to the microphone when your name is
16 called and state your name, spell your name and give
17 your address for the court reporter to note in the
18 hearing transcript. If you represent an
19 organization, municipality or other public body,
20 please provide that information as well. Please
21 speak clearly so that we can hear your comments and
22 so the court reporter can easily record your
23 statement.

24 To help ensure that everyone has a chance to
25 speak every person will be allotted three minutes to

1 speak. This applies to everyone. You do not have
2 to speak for the full three minutes. On the screen
3 is a timer that will remind you of how much time you
4 have remaining. The timer will turn orange when you
5 have you one minute remaining. It will turn red
6 when you have ten seconds remaining. You will hear
7 a chime when your time is up.

8 If you don't get a chance to voice all of your
9 comments, you can and should submit them in writing.
10 If you have a written statement already prepared
11 today, you may hand that in. If you read it aloud
12 within the time limit, you may do that also or you
13 may do both.

14 Also I ask that you please not repeat what
15 another speaker has said. If you agree with the
16 previous speaker on a topic or particular issue, you
17 may state your agreement. This will allow more time
18 for you and others to provide their remarks and for
19 other speakers to make comments. If there's time
20 available after the last speaker has completed his
21 or her comments, I will allow previous speakers to
22 add remarks they could not provide during their time
23 limit.

24 With that I'll call the first speaker for
25 public comment.

1 David Pendry.

2 MR. PENDRY: Hi, I'm David Pendry. My wife and
3 I live in Lakeside Preserve just east of the airport
4 off of Pipkin Creek Road. My name is spelled
5 P-e-n-d-r-y, and my address is 1560 Hollow Tree
6 Court.

P001

7 We had a house built over two years ago and
8 moved in before Amazon started flying to Lakeland.
9 Airport noise was no problem. When Amazon planes
10 come into the airport from the east they come
11 directly over our house at 450 feet which is too
12 low. Even inside the house if you are having a
13 conversation you have to pause the conversation.

13-1

14 Initially flights didn't come in after
15 midnight, but now they come in after midnight and
16 take off around 5:30 a.m. in the morning, and when
17 they come from the east we hear them.

18 Now, does airport expansion mean no room for a
19 regional airline to come into Lakeland that Lakeland
20 has been trying to get for years? This seems
21 beneficial to all residents of the Lakeland area.

14-1

22 Will increased flights expand timeframe of
23 landings and take-offs for 24 hours?

20-1

24 What does quality of life mean with increased
25 noise levels and duration?

1 Thank you.

2 MR. PURCELL: Thank you.

3 Jay Bonnett.

4 MR. BONNETT: My name is Jay Bonnett. It's
5 spelled J-a-y, B-o-n-n-e-t-t. My address is 5215
6 Old Bartow Eagle Lake Road, Winter Haven, Florida.

7 This comment is being submitted due to a
8 concern I have related to an environmental hazard
9 that does not appear to be accounted for in the
10 proposed environment assessment report, namely the
11 risk of a collision between an airplane and a bird
12 due to the Amazon planes being forced to fly at
13 lower altitudes upon takeoff and with two landfills
14 in close proximity to the airport. As reported by
15 local media Amazon airplanes are not permitted to
16 engage in a traditional takeoff and ascent due to
17 their need to receive permission from the Tampa Air
18 Traffic Control to enter air space above 2,000 feet.

19 When flying at such a low altitude the risk of
20 a collision between an airplane and a bird is always
21 present. The hazards arising from these
22 interactions are so great that federal and state
23 laws have been enacted to address this risk. One
24 such example and one relevant to my concern is the
25 location restriction for landfills in relation to

P002

21-1

1 airports.

2 Since landfills are a congregating area for
3 vultures, these vultures pose a flight hazard to low
4 flying airplanes. As such, federal law prohibits a
5 landfill from being within 10,000 feet or
6 approximately two miles from the nearest point of
7 any runway.

8 The same restriction has been adopted by the
9 State of Florida and its airport zoning laws. The
10 closest landfill to the Lakeland Linder Airport is
11 the North City Landfill in Winter Haven which is
12 approximately 10 miles east of the airport and
13 located next the Polk Parkway.

14 Though these landfills are located outside the
15 legal boundary restrictions and does not per se
16 have violations of the airport zoning requirement,
17 the logic and spirit behind these laws appear
18 applicable in this case due to the unique takeoff
19 restrictions placed on flights departing Lakeland
20 Linder Airport.

21 The distance restrictions mandated in these
22 laws are not arbitrary but are based on studies that
23 show the distance at which an airplane needs to
24 travel from an airport under traditional takeoff
25 patterns to reach an altitude where a collision with

1 a bird is unlikely.

2 Advisory Circular 150-5200-34A prepared by the
3 FAA provides some insight on the rationale behind
4 these distance restrictions. In the background
5 section it states enacting this legislation congress
6 experienced -- or expressed concern that a municipal
7 solid landfill site near an airport poses a
8 potential hazard to aircraft operations because such
9 a waste facility attracts birds.

10 Statistics support the fact that bird strikes
11 pose a real danger to aircraft. An estimated 87
12 percent of the collisions between wildlife and civil
13 aircraft occurred on or near airports when aircraft
14 are below 2,000 feet. Collisions with wildlife at
15 these altitudes are especially dangerous as aircraft
16 pilots have minimal time to recover from these
17 emergencies.

18 I'll finish later. Thank you.

19 MR. PURCELL: All right. Thank you.

20 Michael Sivilli.

21 MR. SIVILLI: Hi, my name is Michael Sivilli.

22 It's S-i-v-i-l-l-i. I live at 4423 South Ride Trail.

23 We have been kind of real unhappy about that -- the
24 planes coming in now from Amazon. I live about
25 three quarters -- somewhere between three quarters

1 and a mile away from the current flight path and yet
2 we hear them very loudly.

13-
124

3 My wife and I were talking actually about it
4 last night. In the middle of talking the plane as
5 they came over -- you have to kind of pause and wait
6 until they're done. If we basically increase to the
7 number proposed here with the current flight pattern
8 you're going to turn a significant part of the south
9 side of Lakeland into an undesirable place to live.

21-2

10 And I speak from experience. I spent my
11 childhood in New York, and I had relatives who had
12 homes in the vicinity of JFK Airport as it grew.
13 And in the sixties when I was five years old we
14 would go, and these were nice neighborhoods with big
15 houses. And over the course of ten years as Kennedy
16 Airport expanded and more planes started coming, you
17 started seeing houses get sold constantly on the
18 streets, and it got to where they couldn't sell
19 them.

20 And then they all started converting them over
21 to rentals, and the property values went through the
22 floor. And you had all these houses carved up into
23 apartment houses. A good thing I guess that comes
24 out of this is you have a lot affordable housing,
25 but the bottom line is it runs people like me out of

1 town.

2 I mean my wife and I are discussing whether or
3 not we're going to stay here because if this goes as
4 planned this will not be acceptable to us. We will
5 not be able to live with the noise that's going. I
6 mean you're talking about two planes an hour on
7 average, and I mean that's average. So you know
8 there's going to be times where there's going to be
9 a lot more planes coming and going at certain times
10 of the day and night.

11 And I don't know if anybody here has ever lived
12 in a place where you have a lot of planes flying
13 over. I mean it's loud and it's constant. And, you
14 know, I'm a deep sleeper. My wife is not. You
15 know, she will not be able to sleep through the
16 night with those planes going over. She wakes up
17 now. So I don't know, I just -- I don't think this
18 is a good direction for us to be going. I realize
19 the need for growth, but the other side is this is
20 an airport owned by the City of Lakeland, and we are
21 the City of Lakeland.

22 The idea that we are going to put something in
23 place like this that's going to cause a lot of us to
24 be displaced isn't a good idea. And I don't
25 understand why we didn't get better -- I didn't get

P003

13-
125

14-2

26-1

1 better notice of this. This presentation should
2 have been done closer to the 27th of April so that
3 we had more time to get the word out. I would
4 strongly encourage extending the comment period
5 because I think people need to know the impact this
6 is going to have on us.

7 MR. PURCELL: Thank you.

8 Edward M. Cetrangolo.

9 MR. CETRANGOLO: Thank you all concerned for
10 coming to tonight's meeting. My name is Edward
11 Cetrangolo, spelled C-e-t-r-a-n-g-o-l-o. I live in
12 the Grasslands at 3032 Shoal Creek Village Drive.

13 I would like to first touch and go on a letter
14 I wrote to The Ledger concerning the noise from the
15 prime aircraft. Dear Ledger, I did my homework.

16 Where are the flight logistics? Ground logistics
17 are great. Amazon can build one giant building and
18 then build another second giant Amazon building
19 twice the size of the first one, produce all the
20 materials, workers, plans, permits, inspections and
21 environmental assessments, but when it comes to air
22 logistics and moving the arrival and departure
23 flights to something structured and not all over the
24 city, that process has become a long and arduous
25 decision for the FAA to implement.

1 It's been over almost a year. All flights are
2 dangerously low, some at 1,500 feet off the ground
3 for ten mile stretches before climbing up to a
4 higher altitude. It started at 22 flights per day.
5 It has now jumped to 44 flights. It may jump again
6 and again.

7 My second letter I want to touch and go on was
8 to Gene Conrad and my fellow Grassland residents.

9 Investigating the information on a website called
10 Web Track -- Web Track is a public noise abatement
11 and monitoring system that surrounds the areas
12 incorporated in the flight paths to and from the air
13 field used in -- at 26 airports in the US, three
14 airports in Florida and at 58 airports around the
15 world. This website is a model for a state of the
16 art approach to logistics.

17 It uses sensitive instruments to determine the
18 noise levels in conjunction with standardized flight
19 paths, designated mandatory turning wait points to
20 lessen noise or to fly around a portion of a city
21 before turning. And in conjunction with monitoring
22 aircraft noise too it also monitors elevation off
23 the ground in feet, air speed and miles per hour,
24 type and size of aircraft and its destination all on
25 an easy to read map.

1 The biggest visual I have noticed in my study
2 was all arriving and departing flights have one
3 thing in common, and that is they fly straight out
4 on takeoff. They do not take radical hairpin turns
5 after takeoff. Amazon needs to stop the radical
6 turns over Grasslands.

7 These are the facts. Ask yourself why to these
8 three questions:

9 Why no air logistics on noise above the city?

10 Two, why the radical departures and arrival
11 flight paths and not standardized corridors to and
12 from the airport thus making all flights less
13 confusing for pilots and the control tower
14 personnel?

15 Three, why do the pilots not throttle back
16 their jet engines after lift-off to help lower the
17 jet noise rumbling in people's ears, shaking our
18 homes and the city?

19 We desperately need a noise abatement system.

20 Thank you very much.

21 MR. PURCELL: All right, thank you.

22 Tom Graham.

23 MR. GRAHAM: My name is Tom Graham,
24 G-r-a-h-a-m. My wife and I live at 2936 Sanctuary
25 Circle, long time residents. We were one of the

3-1

13-2

P005

1 original residents in Grasslands. What I would like
2 to say on the part of my family and many of my
3 friends is that we thank Amazon for putting --
4 Amazon and the airport for putting on this forum.

5 We also would like let you all know that we are
6 not anti-growth. We encourage growth. We think
7 Gene has done a great job at the airport. We
8 appreciate what Lakeland has done.

9 What our concern is is Amazon has exploded
10 since they've been here in a short period of time,
11 and there's a lot of other support industries that
12 are part of supplying Amazon. There's rumors of
13 commercial aircraft coming in. We just want to be
14 good neighbors and we want to have good neighbors,
15 and that's the whole reason that we're here. The
16 whole reason that people are objecting is because of
17 what could happen in the future, not necessarily
18 what has happened in the past. But it is a problem.

19 Thank you.

20 MR. PURCELL: Thank you.

21 Barbara Sweeney.

22 MS. SWEENEY: Barbara Sweeney, 3356 Fiddle Leaf
23 Way. I live in Carillon Lakes, and this is mainly
24 about the noise. In the area you have Publix
25 headquarters, the Lakes at Laurel Highlands,

P005

28-1

P006

1 Steeplechase, Carillon Lakes, 300 new apartments and
2 Grasslands.

P006

3 I don't know how people can work from their
4 homes with all of this additional noise that's
5 coming in. Even pre-COVID a lot of people did work
6 from home. And if you're doing Zoom meetings,
7 conference calls and Facetime, I don't know how
8 you're going to do this with all of the noise.

13-3

9 We also have a resident in our community who
10 suffers from PTSD. He was awoken at 6:00 in the
11 morning from hearing the airplanes, and it kicked
12 his PTSD in. I don't know how many veterans we have
13 who suffer with it that live in the area, but these
14 early morning flights are going to cause problems
15 with them.

16 Also according to the chart by 2027 there will
17 an additional 2,867 vehicles on our roads. Our
18 roads are not equipped for this.

14-3

19 Now, the air show. I don't remember how many
20 times the air show was stopped so that Amazon could
21 take off. The air show is a big enhancement to the
22 City of Lakeland and has been around for many, many,
23 many years. By 2027 you're going to have 44 flights
24 taking off and landing. So how many times is the
25 air show going to be interrupted?

14-4

1 So the bottom line is you're not enhancing our
2 way of life. You're going to be denigrating it.

3 MR. PURCELL: All right. Thank you for your
4 comments.

5 Jason Semini.

6 MR. SEMINI: I'm Jason Semini. I live at 5810
7 Hendricks Road in Lakeland. S-e-m-i-n-i. I'm just
8 concerned about the noise and the traffic. We're
9 affected I think it was by runway 9 --

10 MR. PURCELL: Could you speak into the
11 microphone?

12 MR. SEMINI: Sorry. It was runway 9 I think,
13 the southeast departure, we actually see when it
14 departs like at an angle and it's really loud. It's
15 like you have the windows in the house closed and
16 you can still hear it. It's kind of like a very
17 grinding noise from the engine. It's that loud.

18 And the other thing is I don't think the impact
19 takes into account the traffic from on Pipkin
20 because I think there's going to be some spillover
21 issues over there because it's already a problem
22 right now. I know the intersection between I think
23 it's Lunn and Pipkin and like it backs up over
24 there -- it used to I think at least before I think
25 COVID and people were at the offices and everything.

1 I think that will come back over there.

2 And there's like a community over there, they
3 can't even get in because of the traffic, so there's
4 parts of it that are on the east side I think
5 they're affected as well. So that's it.

6 MR. PURCELL: All right. Thank you.

7 Veronika Guttenberg.

8 MS. GUTTENBERGER: I'm Veronika Guttenberger,
9 V-e-r-o-n-i-k-a, G-u-t-t-e-n-b-e-r-g-e-r, and I live
10 at 707 Butternut Place, Lakeland.

11 A malignant cancerous growth is threatening our
12 quality of life here in Lakeland. Some people want
13 to expand our airport so that more planes can depart
14 and arrive, and this is progress they say. The
15 unchecked progress of this cancer is leading to air
16 pollution endangering our lungs, noise pollution
17 interfering with our conversations and constant
18 heavy traffic on our roadways putting our lives in
19 greater danger.

20 Cancer also makes progress, and progress is not
21 always good. And now just like a cancer cell the
22 airport multiplies and destroys the healthy cells
23 around it. And what is feeding this cancer? Greed.
24 Some people will get a lot of money out of this.
25 Someone has allowed this creeping invasion of

1 sinister intentions to entrench itself in our
2 community. If no one stops it, this cancerous
3 progress will continue. And it's all for the money.
4 Where does that end?

5 Let's all think that one through to its logical
6 conclusion. I don't know if there's anyone else
7 here who feels the same way as I do, so I can only
8 speak for myself when I say I don't like Amazon, and
9 I don't like this airport expansion.

10 MR. PURCELL: All right. Thank you for your
11 comment.

12 Ronald Bean.

13 ROLAND BEAN: It's Roland, R-o-l-a-n-d, Bean,
14 B-e-a-n. I live on Braemar Avenue. I don't have a
15 lot of facts like some of the other people had, but
16 just from a resident in the area it feels like this
17 is bit of a kind of punch to the gut to try to move

18 forward with something like this. I live fairly
19 close to the parkway, so those planes coming east --
20 coming from the east side moving to the airport
21 arriving are fairly impactful to at least just our
22 living.

23 What we had before COVID and before a decent
24 number of those planes coming through, we had just
25 purchased a home in the area, and we really enjoyed

1 it, and it was a costly home, but we definitely
2 liked where we were and the atmosphere and the
3 neighborhood and things like that. And as the
4 planes continue to try to -- started coming through
5 it was definitely impactful whether it was honestly
6 waking up the kids which is something, you know,
7 impactful to me. I have to deal with that on a
8 consistent basis. Or my wife during the day working
9 from home as was mentioned before trying to do a
10 Zoom call and trying to engage in that and being cut
11 off.

12 As I think about the number of planes that will
13 be increasing just from this expansion as well as I
14 know there's been a push and hope for maybe a
15 commercial airline coming through. It just seems
16 like it's too much for that area. And I know

17 they're working on different mitigations and other
18 things that Gene mentioned, but just as a resident
19 mentioned before the quality of life, it feels like
20 it takes a pretty big shot for folks living in the
21 area.

22 And I'm a little bit down the way -- down the
23 road. I'm not living right on the airport like some
24 folks are, and I hear some of the stories taking
25 place, and I'm concerned about my impact. I can

1 only imagine what is happening a little bit down the
2 street from where I am.

3 So just as a Lakeland resident and concerned I
4 really don't like this moving forward, and I would
5 push at least more of the community to continue to
6 look at that and engage and think about the people
7 around us.

8 We came to Lakeland for a reason. We're in
9 Lakeland for a reason. We're not in Tampa. We're
10 not in Orlando. We're not those other areas. We're
11 in Lakeland. And we want it to be different. We
12 want to it to be a place where people want to be not
13 necessarily where planes are flying all the time.

14 So thank you for your time.

15 MR. PURCELL: Thank you.

16 Kennieth and Kimberly Brewer.

17 MR. BREWER: Good evening ladies and gentlemen,
18 fellow citizens of Lakeland. My name is Kennieth
19 Brewer, K-e-n-n-i-e-t-h, B-r-e-w-e-r, and I live at
20 2224 Parkland Loop South, and that is Lakeland,
21 Florida.

22 I don't know if anyone has picked up a brochure
23 about the airport, but it has a huge impact on our
24 community, good and bad as we see tonight. Over 82
25 businesses, over 6 million square feet of company

P010

1 facilities that's able to provide jobs to our
2 community. May I remind you -- and you can tell
3 from my address that I do not live in a gated
4 community -- that over half of our community, all of
5 Polk County is below the poverty level. We need
6 these jobs.

7 With that Draken, a military contractor who
8 trains our young men and women to go into combat
9 flies from this very airport training our service
10 members. And as a fellow member I support that.

11 We talked about the veterans tonight. May I
12 remind you that only one Flight To Honor has
13 happened in this entire nation this year, and that
14 left from this very airport. We support our
15 community and our veterans within this community.

16 And I know we are all disturbed by the noise
17 that we hear tonight. But let the noise of our
18 people be heard because that's what instills our
19 Republic. And you being here today shows that.
20 That is important.

21 With that the NOAA Hurricane Hunters are now
22 here. They are based here, a very important and
23 critical part to our entire nation. With that we
24 also have an airport that stays open during
25 hurricanes. Whenever Irma came through one airport

1 stayed open to provide FEMA with a runway and the
2 United States Coast Guard with rescue facilities,
3 and that was Lakeland Airport.

4 With that we've also seen Amazon come in with
5 1.5 billion dollars of money going back into our
6 community helping people like me who grew up in a
7 trailer park and is able to stand before you today
8 because the airport has provided jobs for our
9 community.

10 I know that we are all frustrated with this
11 noise. I live very close to the airport and in the
12 approach path, and I know what you're going through
13 because I see it too. But remember what our
14 community is about, supporting each other and
15 providing jobs to the members who could not provide
16 it for themselves.

17 The process of a noise abatement procedure is
18 extremely frustrating for an airport and the FAA.
19 And the fact that the airport is even undergoing the
20 circumstances of which we see tonight to provide
21 noise abatement procedures is absolutely huge.

22 And it's critical to your voice that you have
23 been heard. Give them time. It will not be easy, I
24 can tell you that. But give them time. And thank
25 you all for being here tonight.

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1 MR. PURCELL: All right. Thank you.

2 Darren Oh.

3 MR. OH: I am Darren Oh. My name is spelled
4 D-a-r-r-e-n, last name is O-h. I live at 911 Dove
5 Ridge Drive. And I just want to say to the flight
6 of Lakeland staff that are here today thank you for
7 your efforts. I believe you work for us and are
8 trying to get the best deal that you can for
9 Lakeland.

10 I'm looking over everything. I'm convinced
11 that for the community as a whole this will be a
12 positive thing and that the risks and the costs can
13 be dealt with if the contract is done well.

27-1

14 My kids have enjoyed seeing more airplanes in
15 the sky going over closer to our house. It hasn't
16 been a problem for us. But I did have the
17 opportunity tonight to speak with somebody who lives
18 closer to the airport than I do, and she's bothered
19 by the existing noise and worried about the planes
20 flying so low. And some of the others who spoke
21 before me are as well as.

22 And it's easy for me to say because I'm not
23 bothered that this is an acceptable trade off, but I
24 think we need to stand together, that those on whom
25 the impact falls the hardest should be compensated

14-7

1 and that should be part of the plan, that if they
2 need -- that they should be able to afford to move
3 somewhere else if they want to and should be -- or
4 keep the cash if they decided to stay.

5 Also I think that if we're doing -- buying some
6 wetland restoration credits that it doesn't -- it's
7 not just -- shouldn't just be some random place
8 wetland -- compensating wetlands restored somewhere
9 else, but it should be in the local community.

10 And I just want to say that the residents who
11 have purchased property and built up around the
12 airport before Amazon started there, they are also
13 investors in the community and in need of our
14 support. Thank you.

15 MR. PURCELL: All right. Thank you.

16 Jim Studiale.

17 MR. STUDIALE: My name is Jim Studiale,
18 S-t-u-d-i-a-l-e. And my comments are addressed to
19 the FAA and the city commission, the major and Gene
20 Conrad. I was formerly the planning director at the
21 City of Lakeland for many years. This city was well
22 planned. It was laid out with a plan in the
23 nineties that was going to restore the old parks,
24 connect the lakes, create a friendly, walkable
25 community and prime the pump downtown until downtown

1 worked. It had a remarkable renaissance that worked
2 beautifully. And dozens of people worked on that,
3 not the least of which was me.

4 I love Lakeland. I'm passionate about
5 Lakeland, but unfortunately my house lies under the
6 Amazon jets. And it's about not economic
7 development. You don't worship that goal and
8 mitigate or ignore all the others.

9 And Gene tells me we're going to mitigate. And
10 as soon as we do I'm going to believe it, but as of
11 now we haven't mitigated. And I am amazed at the
12 number and the noise of Amazon jets that go directly
13 over my house. My home is palatial. It is my
14 enjoyment. The pool, the overlooking the patio, the
15 overlooking open space, and I have neighbors like
16 me. What's the impact? Noise. It's simple. It's
17 one word. It's not about the turtles or snakes or
18 anything else. It's noise. And the FAA needs to
19 help us to mitigate that noise because I'm nowhere
20 near the airport, but there's jets over my house all
21 the time.

22 The impact is a reduced quality of life. A
23 drone of jets every time I venture outside in my
24 backyard. And my kids have a house around the
25 corner with a similar view. None of the rest

P012

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20-17

1 matters. The prevalence of Amazon jets flying hurts
2 resale value, but more importantly it hurts the
3 pastoral enjoyment of our homes.

4 So I beg Gene who I sat across the table from
5 for many years to do what he can to mitigate. And I
6 hear good things, but I don't see them. I don't not
7 hear the Amazon jets over my house.

8 Economic development is not a God we should
9 worship. We need to look at our priorities and
10 mitigate it, and I'm talking to Phil and all the
11 other city commissioners that will follow this.
12 Pressure will get things done. Get it done.

13 For a few first time jobs, I heard the economic
14 development stories, we have turned Lakeland around.
15 Lakeland is booming. We don't need to trade off for
16 the sake of economy our quality of life. And that's
17 what we're talking about. There's simply not
18 sufficient benefits to trade -- there's not enough
19 benefit to Lakeland with this expansion unless we
20 mitigate this noise.

21 Thank you very much.

22 MR. PURCELL: Thank you.

23 Rick Garrity.

24 MR. GARRITY: Good evening. My name is Rick
25 Garrity, 4138 South Polk Avenue in Lakeland,

1 G-a-r-r-i-t-y.

2 First off I would like to thank Gene Conrad and
3 Mayor Mutz for meeting with our neighborhood and for
4 their stated intent to solve the Amazon cargo and
5 jet intrusions into our calm neighborhood life.
6 Their plan of a highway approach at a higher
7 altitude from the east may ease problems, but that
8 plan should be implemented before agreeing to an
9 expansion of the Amazon facility.

10 Although I endorse actions that will enhance
11 the economic well-being of Lakeland, I also know
12 that the decision to expand large jet cargo traffic
13 at Lakeland airport would exacerbate existing
14 collateral damages to our neighborhoods.

15 Amazon Air has increased their use of the
16 airport in the past year. This increase in air
17 traffic is causing a reduction in quality of life of
18 many residents living even three miles from the
19 airport like we do. We live three-and-a-half miles
20 from the airport. This collateral damage to our
21 quality of life must be eased by seeking alternative
22 flight pathways.

23 Our major concerns include noise pollution,
24 potential health issues resulting from jet engine
25 emissions and the impact of course on our home

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20-3

1 values. Some of us, like my wife and I, have lived
2 in our homes for more than four decades and lived in
3 harmony with all of the previous uses of the
4 airport, but that all changed last fall with Amazon.

5 Despite these existing impacts and before
6 resolving them the City of Lakeland is ready to sign
7 a contract that doubles the impacts. We do not see
8 how the commission could possibly ignore this unfair
9 taking of a pleasant residential lifestyle and in
10 fact doubling that impact.

11 We would like your assurances that the City of
12 Lakeland will as a matter of public policy implement
13 alternate eastern approaches to the Lakeland runway
14 27. These alternate approaches should be over less
15 populated pathways that lessen impacts and lessen
16 deterioration in home value for residences even
17 three to four miles from the airport.

18 Examples of similar approaches are all over the
19 country, and they include things like the LaGuardia
20 Expressway in New York City specifically going over
21 a highway and the Potomac River approach into
22 Washington DC which many of us have experienced.

23 And likewise we support an approach of --
24 policy of approaching at a higher altitude. That
25 should be sought. We understand that this

1 environmental assessment is for an enlargement of
2 the facility. Moving forward with this expansion
3 before existing problems are resolved is not a
4 responsible move. It's unthinkable that your
5 citizens would be burdened with this second new
6 disastrous impact to their lifestyle.

7 And where do we submit these?

8 MR. PURCELL: In the boxes in the back, sir.

9 MR. GARRITY: All right. Thank you.

10 MR. PURCELL: Thank you.

11 Bruce Veanelzer.

12 MR. VEANELZER: I'm Bruce Veanelzer. I live
13 at 2924 Grasslands Drive. My last name is spelled
14 V-e-a-n-v-e-l-z-e-r. I just want to say real
15 quickly I appreciate the opportunity to be here to
16 talk about it. Almost all my points were covered,
17 so in the interest of time I'll pass. Thank you.

18 MR. PURCELL: Thank you for your comment.

19 Shawn Graham.

20 MR. GRAHAM: Good evening. I'm Shawn Graham,
21 address is -- it's S-h-a-w-n, G-r-a-h-a-m. Address
22 is 5222 Creekmore Drive, south Lakeland, basically
23 Highlands City. You know, I hear a lot of people
24 talking and a couple things that really stick to me,
25 number one, I've been following this since 2016, so

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1 I'm kind of amazed at the number of people that are
2 sitting here complaining about we don't know
3 anything about this.

4 The airport has had it on their website. The
5 master plan has been around for a long time. The
6 City of Lakeland hasn't exactly hidden it. Before
7 the pandemic I went to an event at the airport, so
8 if you are unaware of this, you're not paying
9 attention. If you have bought a house in the last
10 several years on Pipkin Road in two very large
11 subdivisions, you bought into this. That's all
12 there is to it. You shouldn't be complaining about
13 airplane noise.

14 Number three, let's look at jobs real quick.
15 The average family of four for Polk County is
16 \$50,000. Two people get jobs at Amazon making 15
17 bucks an hour or better they're clearing \$60,000 a
18 year. Now, many people have said we don't know
19 about the jobs, this, that and the other thing, but
20 you know what, a lot of y'all that I'm hearing
21 speak, and I mean no disrespect, are retired. You
22 don't have to look at those jobs. You don't have to
23 worry about that.

24 What about your kids? What about your
25 grandkids? Do you want them to leave Lakeland? We

1 raise a lot of kids to move them out of Polk County.
2 Get them through high school, get them out. Draken
3 is bringing people here, keeping them here. NOAA,
4 same thing. A lot of these other jobs, the other
5 gentleman mentioned, same thing. It's a good deal
6 for all of us. Airplane noise is a small price to
7 pay.

8 MR. PURCELL: Thank you for your comment.

9 UNKNOWN AUDIENCE MEMBER: How does it affect
10 where you're living?

11 MR. PURCELL: Ken Leer. Ken Leer. Last call
12 for Ken.

13 All right. Roberto Leider.

14 MR. LEIDER: Hello, I'm Roberto Leider,
15 L-e-i-d-e-r. I live 632 West Hancock Street,
16 Lakeland, Florida. And I'm really concerned because

17 I moved to Lakeland for the quiet and the peace, and
18 now I'll be gardening at 10:00 p.m. or even
19 11:00 p.m., I'm watering my plants, and I'm seeing
20 the planes right over Dixieland.

21 Amazon pays no federal income tax most years.

22 Are they going to pay for the road improvements
23 that are going to be needed for the hundreds of
24 trucks? I don't think so. They do everything they
25 can to not pay taxes.

1 Are they going to pay for the airport
2 expansion? We don't know. Either way they are also
3 several call centers with good jobs that we have at
4 Geico and Publix corporate right by the airport.
5 Those thousands of jobs could be threatened with all
6 this noise. Those are more important. My husband
7 works for Geico. Those are good paying jobs with
8 good benefits. That call center is right next to
9 the airport, and that's what I'm -- and also on
10 County Line Road right now the amount of semi trucks
11 is horrific. What is going to be in a few years
12 when we're going to have even more hundreds of these
13 Amazon trucks?

14-11

14-12

14 So that's all I wanted to say. It's an
15 outrage, and I feel that for something this big it
16 should be a referendum where the citizens of
17 Lakeland get to vote, not just a few commissioners
18 because this is going to change the whole town. We
19 moved here for the peace and quiet. We didn't move
20 here for Amazon hundreds of planes flying above for
21 a company that pays no taxes. They're not going to
22 pay for road improvement or airport improvements,
23 and they threaten the good jobs that we have here.

24 Thank you.

25 MR. PURCELL: Thank you.

1 Myrtle Hudson. Myrtle Hudson. Last call,
2 Myrtle.

3 Antoinette H. Avering. Sorry, the handwriting
4 is difficult to read. Antoinette H. Avering. Last
5 call for Antoinette.

6 Walt Tyson. Walt Tyson. Last call for Walt.

7 Mary Archer.

8 MS. ARCHER: Mary Archer, M-a-r-y, A-r-c-h-e-r,

9 608 Kensington Street, Lakeland. I live on the
10 south side. I'm tired of the noise. I didn't know
11 I was -- where I work I hear noise every day. I

12 work in Tampa. I come home on the parkway. Traffic
13 is doubled. We've got Amazon trucks all over the
14 place. We need to let the City of Lakeland and the
15 people decide what we want by a vote. We also need
16 to do something about stopping this.

17 Thank you.

18 MR. PURCELL: Thank you.

19 Jan Smith.

20 MS. SMITH: Jan Smith, S-m-i-t-h. I live at
21 506 Empress Way. That's just north of the parkway
22 near the Walmart, Kelly Rec Center area. I moved
23 here 15 years ago from Brandon because Brandon was
24 just getting a little bit too big. And I hate to
25 say it, but Lakeland is going that same direction at

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P017

1 this point.

2 I became aware of this Amazon situation last
3 summer when I kept getting woken up at 5:30 in the
4 morning including Saturday morning by planes going
5 right over our house. I talked with several of the
6 neighbors who were also upset, one of whom said
7 because we live in houses in our neighborhood that
8 are about 50 years old, we have older windows. She
9 said that the jets when they come over her house
10 shake her house so much that it shakes her windows
11 unlocked. And so that for her in my opinion is a
12 security issue, and that's the only thing so far
13 that hasn't been mentioned.

14 But I would also just like to take my time and
15 say I'm disappointed in that I never heard anything
16 in my 15 years of living here in Brandon about
17 Amazon coming here until they're flying overhead. I
18 think that it would be wonderful as somebody else
19 mentioned that we, the citizens, had the ability to
20 vote on do we want this expansion more than just
21 this. This is great to give us a chance to voice
22 our opinions, but I think that this is a voteable
23 item that the citizens of Lakeland should be
24 deciding. Thank you.

25 I'm disappointed that the noise abatement plan

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13-9

1 was not already put into effect before Amazon
2 started flying overhead. That should have happened.

3 Here are other things that other people have
4 mentioned that also concern me, the accident
5 probability, birds or otherwise, I don't care,

6 accident probability, obviously the noise, the
7 property values that are going to drop in my
8 opinion, the traffic. I drive along Drane Field
9 Road a couple times a week, and it has increased
10 considerably. The air pollution.

11 I'm looking at future unseen problems that we
12 don't even know about yet that we're not going to
13 get a chance to address. But the biggest thing is I
14 see this as a decrease in quality of life in a town
15 that I absolutely have come to love.

16 MR. PURCELL: Thank you.

17 Liz Ronald.

18 MS. REVALDI: Liz Revaldi, 4456 Micanope
19 Crescent Drive. I'm at Morgan Creek Preserve,

20 Lakeland sorry. That's in Morgan Creek Preserve. I
21 live right next to the airport. It's literally the
22 Geico building, the airport and my subdivision. And
23 the noise is just horrendous. I mean at times they
24 test engines, and that is like being at a NASCAR
25 race at Daytona Beach. It's insane how loud that

1 was when they were doing that. And that was inside
2 the house. That was not outside. So that was
3 absolutely insane when they were doing that.

4 And this is a project that should have been
5 something that was done like 20 years ago. If you
6 guys wanted to do this airport expansion you should
7 have done this when there was like no development
8 around this area, Grasslands.

9 I went to college here in the early nineties.
10 There was nothing in south Lakeland. On the east
11 side of where Scott Lake is, yeah, there was a lot
12 of stuff. In the west, not a bloody thing. There
13 was nothing over there. There was the airport, but
14 there was no homes. The Grasslands didn't exist.
15 Where I live didn't exist. There was nothing. So
16 that's when you should have done this little
17 project.

18 I'm concerned about the safety. I mean that
19 huge gas container thing that y'all are thinking
20 about. Hello, we have lightning here. I mean
21 that's like crazy that whole project that you're
22 thinking of.

23 What about the liability to the city? Have you
24 guys considered like all of the liability concerns?
25 Have you ever even thought about that.

1 I mean this is just insane. I am so concerned
2 about all these different things, the noise, the
3 liability, the safety, and I mean this is something
4 we should have done 20 years ago. This ship has
5 sailed. This should not go forward at all.

6 MR. PURCELL: Thank you.

7 And Dawn Brewer. Dawn -- oh, sorry.

8 MS. BROWER: My name is Dawn Brower, D-a-w-n,
9 last name Brower, B-r-o-w-e-r. I live at 4810
10 Hancock Lake Road which is Highlands City. I'm a
11 resident of this town for 50 years. I grew up on
12 the north side. I moved over by the airport. I'm a
13 self employed person. I've been in this town and
14 done business my whole life.

15 I moved away from the Geico bottleneck off of
16 Pipkin Road fifteen years ago. I would like to say
17 that this additional level of air traffic is a minor
18 impact on a major metropolitan area like Tampa,
19 Lakeland or Atlanta. But it is a huge, huge impact
20 on a mid size down without an existing international
21 airport. The increase in air traffic has already
22 caused a reduction in quality of life for most
23 Lakeland and greater Lakeland area residents. It's
24 too much noise. There is nobody in this room who
25 loves this idea who isn't getting paid, period.

P019

13-12

1 We are better than this. We weren't built for
2 this. We don't want it. Did we want people coming
3 into our airport? Does this improve the quality of
4 life for our residents? The answer is no. It is
5 only about money, and you are going to ruin us if
6 you do this. We don't want you to mitigate it. We
7 don't want you to abate it. We want you to stop it,
8 period.

9 I was very happy to see Jim Studiale show up
10 today. I used to work with him. I've been part of
11 city government. I worked for the Lakeland Police
12 Department. I was a grant writer. I've seen this
13 process play out at planning meetings, and I
14 understand how it works. And I'm going to tell you
15 all right now, this is a done deal. This is going
16 to happen. There aren't this many people and this
17 much money and this much doing all this work to say
18 no to Amazon money.

19 I don't think we're going to be listened to. I
20 think they're going to make excuses, and they're
21 going to mitigate, and they're going to do it
22 anyway. And when they do I want everybody in this
23 room to understand you sold out my quality of life
24 in my home town for 50 years. That's what you're
25 doing. That's what this is.

1 It was supposed to be a trial run. I thought,
2 yeah, okay, they'll have some planes coming in and

3 out of here. Well, you know what, I've spent an
4 awful lot of time at SanLan the last six months. Do
5 you know what it's like? It's miserable. It's
6 miserable. It's a nature preserve, and that's one
7 of our local spots that we expect tourists to come
8 stay. Guess what? You whored it to Amazon.

20-5

9 The quiet is our identity. We support the NOAA
10 planes. We love the fly in. This ain't that. This
11 is commercial. This was a test run. This has
12 failed. We hate it. Lakeland says no. Say no to
13 Amazon. Please say no to Amazon. Please don't move
14 these jets over onto the parkway and send them into
15 the quiet neighborhoods. Please do not do this to
16 my home town. It is not worth it.

13-13

17 MR. PURCELL: Thank you for your comments.

18 Is there anyone else in the audience that would
19 like to provide a comment this evening?

20 Please come up. We'll have you fill out a
21 comment card once you complete your comment.

22 MS. HAYNES: My name is Connie Haynes,
23 H-a-y-n-e-s, and I live at 702 West Hancock Street,
24 Dixieland.

P020

25 I have been paying attention to this for quite

1 awhile. I go to the commissioners meetings and was
2 part of the beautification board. And I know the
3 last speaker was correct, that if you don't pay
4 attention and it is a done deal, then it will
5 happen. But if you do let people know what you
6 don't want, it won't happen.

7 I have done this before. When they wanted the
8 seven story buildings built in Dixieland, I jumped
9 up and down and screamed about it ruining our
10 quality of life. I came from Tampa, and I lived in
11 Town and Country right near the airport since 1967
12 until my mom died in 2008. I moved here to Lakeland
13 because it was a quiet, nice town. Now I see the
14 changes that are happening.

15 And growth is not bad if it's planned smartly.
16 If you don't have the infrastructure to begin with
17 to do this it's stupid. It is stupid. And \$15 an
18 hour, okay. So is that bringing the high people --
19 high rated people we need in order to fill all the
20 apartments that are in downtown that are \$1,500 a
21 month? You know, so we're building the downtown
22 area, doing all of that, taking money away from
23 parks and recs where people are coming to Lakeland
24 because they like the quiet, but this is not the
25 answer. It really isn't.

P020

28-5

14-15

1 I lived right next to the airport and saw how
2 they said, oh, we're going to change and mitigate
3 the noise. It happened for a little bit of time.
4 Now they're expanding. And Amazon was in Tampa, and
5 now they're moving to be here. So this isn't good,
6 it really isn't good.

7 I can see fuel on my car. I mean they do dump
8 fuel. And the environmental impact on this is going
9 to be big because they're not talking about all the
10 trucks that are going to go to Winter Haven. They
11 have an Amazon warehouse in Winter Haven. So those
12 trucks are coming from here to Winter Haven. How
13 are they going? Interstate. Have you guys looked
14 at the Interstate? It's terrible.

15 Now, they have improved Kathleen Road exit
16 there and trying to do that, mitigate that and also
17 four laning Wabash to help people get through. So
18 they are -- I mean this city is working on
19 infrastructure, but we need to have the people that
20 are impacting it pay for it. Who is paying for
21 this?

22 Thank you.

23 MR. PURCELL: Thank you.

24 Would anyone else like to provide a public
25 comment?

P020

21-7

14-16

14-17

1 All right. Let the record show that the time
2 is now 8:31, and the public comment portion of this
3 hearing is now closed. Thank you for your time and
4 participation this evening to everyone here. This
5 hearing is now adjourned.

6 THEREUPON, the meeting was concluded at
7 8:31 p.m.

CERTIFICATE OF REPORTER

STATE OF FLORIDA

COUNTY OF POLK

I, Wendy Wyncoop, Registered Professional Reporter, do hereby certify that I was authorized to and did stenographically report the meeting and that the foregoing transcript is a true record of my stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee, or attorney, or counsel for any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the outcome of this action.

DATED THIS 1st day of June 2021 at Lakeland, Polk County, Florida.


WENDY WYNCOOP, RPR



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53:15 uses 12:15 17:8 38:17 54:3	<hr/> W <hr/> Wabash 67:17 wait 35:5 38:19 wakes 36:16 waking 45:6 walkable 50:24 Walmart 59:22 Walt 59:6,6,6 want 20:19 21:18 23:25 25:16 26:2 27:9,10,12,20 28:4,4,18 38:7 40:13,14 43:12 46:11,12,12 49:5 50:3,10 55:14 56:25 59:15 60:20 64:2,2,6,7,7,22 66:6 wanted 20:24 21:11 58:14 62:6 66:7 wants 28:24 warehouse 67:11 warehouses 24:16 Washington 54:22 waste 34:9 water 9:9,10 16:10 watering 57:19 way 24:6 28:5 40:23 42:2 44:7 45:22 58:2 59:21 ways 19:19 we'll 2:18 4:2 7:5 20:14 65:20 we're 21:12,13 22:12 23:21,24 23:24 24:1 25:4,8 26:14 26:20 27:3,21	28:22 36:3 40:15 42:8 46:8,9,9,10,10 50:5 51:9 52:17 58:12 61:12 64:19 66:21 67:2 we've 25:18 26:20 48:4 59:13 Web 38:10,10 website 5:8,25 38:9,15 56:4 week 61:9 weeks 26:21 weight 7:4 weighted 16:17 Welcome 2:21 welcomes 2:4 well-being 53:11 Wendy 1:23 69:4,18 went 35:21 56:7 62:9 weren't 64:1 west 1:13 13:5 24:17,21 25:16 28:5 57:15 62:12 65:23 wetland 16:6 50:6,8 wetlands 16:4,9 50:8 whored 65:8 wife 31:2 35:3 36:2,14 39:24 45:8 54:1 wildlife 15:2,7 34:12,14 windows 42:15 60:8,10 winds 24:25 25:19 Winter 32:6 33:11 67:10,11 67:12 woken 60:3	women 47:8 wonderful 60:18 Wood 15:4 word 37:3 51:17 work 23:2,6 41:3,5 49:7 59:11,12 64:10 64:17 worked 51:1,1,2 64:11 workers 37:20 working 21:13 22:17 26:12,20 29:2 45:8,17 67:18 works 58:7 64:14 WORKSHOP 1:3 world 38:15 worried 49:19 worry 56:23 worship 51:7 52:9 worst 15:18 worth 65:16 writer 64:12 writing 30:9 written 6:19 30:10 wrote 37:14 Wyncoop 1:23 69:4,18	52:5 56:10 57:21 58:11 59:23 60:8,16 62:5 63:4,11 63:16 64:24 yellow 14:5 York 35:11 54:20 young 47:8
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2,867 41:17	3032 37:12	7 22:4 25:15,20		
2.7 18:1	31 5:20 6:3,20	7:00 2:2,9 10:6		
209 24 10:9	6:23 7:2	16:22,23		
13:15 17:17	3356 40:22	701 1:13		
18:13 62:5	33815 1:14	702 65:23		
63:4	356 22:3	707 43:10		
2008 66:12	36 10:3	72,000 11:7		
2016 18:11	360 25:3	737 7:19 10:7		
55:25	370 8:25	767 7:19 10:7		
2017 23:5				
2020 3:1 7:12	4	8		
2021 1:10 2:8	4 12:16	8,500 22:8		
5:6,6,20 6:3,20	40 11:25	8:31 68:2,7		
6:23 7:2 69:15	4138 52:25	82 22:15 46:24		
2022 9:16,23	44 10:13 38:5	850,000 11:10		
10:24 17:15	41:23	87 34:11		
2027 9:16 10:8	440 21:20			
11:1 15:22	4423 34:22	9		
41:16,23	4456 61:18	9 24:22,24 25:1		
22 38:4	450 31:11	25:2 27:2 42:9		
2224 46:20	464,600 8:15	42:12		
23 5:6	4810 63:9	9-27 12:20		
232 11:3		911 49:4		
24 10:12 16:17	5			
18:15 31:23	5-23 12:18			
24,000 11:6	5:30 31:16 60:3			
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26 5:6 38:13	50,000 56:16			
260 22:6	500 10:23			
27 1:10 2:8	5050.4B 4:24			
23:22 24:4,11	506 59:21			
24:13 26:14,16	520 22:11			
26:19 27:6,18	5215 32:5			
28:6,14 54:14	5222 55:22			
27th 37:2	58 38:14			
28.4 16:4	5810 42:6			
2924 55:13				
2936 39:24	6			
	6 46:25			
3	6:00 1:11 41:10			
3 12:12	60,000 56:17			
3,000 22:17 27:7	608 59:9			
27:8 28:1,6	632 57:15			
3.7 18:23	65 17:6,10,13,20			
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300 23:2 41:1	7			



Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

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13-14 I live in a subdivision right next to the airport, Morgan Creek Preserve. The airport when I bought the home 8 years ago was an executive airport with an annual air show. The plane noise with the executive airport was a concern at first but after hearing the planes fly outside & inside my house which is very well built Hubert home, I decided to proceed because the noise level in my house was about the sound of a fan & if a TV was on it could barely be heard. Now that large commercial jets are being flown daily at all hours the noise levels are 1000x louder. These very low flying jets fly right over our subdivision at least 8x per day. What happens if an accident happens? What about pollution? Now we are expanding to 44 flights!! This is a huge bait and switch. When I went to college in the early 90s there was nothing in the SW part of Lakeland. No shopping center. No grasslands. No Morgan Creek Preserve. No large subdivisions across streets or PIPs. The intent to do this project was then not once we build all these houses under the premise of a quiet executive airport then SURPRISE! We are under the thumb of Bezos & his minions and we are going to fly planes over your homes at low levels at noisy sound levels and there is nothing you can do about it.

Attach additional sheets if needed

Name: Liz Revaldi

Address: 4456 Micarope Crescent Dr

City, State, Zip: Lakeland FL 33811

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

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- 13-15 Living in the area we do in close proximity of the Polk Parkway, we are in the flight path of planes coming from the ~~west~~ east. Noise levels continue to increase as the frequency of these Amazon planes increase. Although not ideal, if the planes flew during the daylight hours it would at least be tolerable. However, early AM flights and nighttime flights make it difficult for children sleeping. It's also impacts on home values in the area. No one wants to buy a house where you look up and see Amazon air right over your head, literally. I am not in favor of expanding the number of flights in our area, increasing this unacceptable noise intrusion for our local communities.
- 14-18
- 13-16

Attach additional
sheets if needed

Name: Roland Bean
Address: 4228 Braemar Ave
City, State, Zip: Lakeland, FL 33813

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Concerned about noise + crash danger. Flies right over our house.

Attach additional
sheets if needed

Name:

Address:

City, State, Zip:

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

①

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

It is easy to minimize the impact of this vast expansion to our small city. It has been a pleasure to live here for the past 18 years. However lately, I am at the right angle, from my back yard, I can see the face of the pilot in planes that seem to be flying constantly over our home. Please do not put Lakeland on the map for the wrong reason.

Planes fall to the ground and accident happen. we cannot afford to let Amazon to come and wreck our lives. Once you give permission for that expansion you will not be able to contain the damages and soon enough we will find ourselves living not in a commercial neighborhood but in a industrial one. Polk County is big enough and why can't we give Amazon the option of other locations in the County. And if the financial incentive is significant think that Amazon is constantly hiring why? because their jobs are not jobs Lakelanders will retire on. Now is the time to avoid the disaster that our children will have to deal with.

* Where will our property value be after all this?
Also to remember when large companies like Amazon come to a community and cause damage or an accident since they will have gasoline and jet fuel storage, they simply pack

Attach additional
sheets if needed

Name: C. Davis
Address: 4628 Jones Trail
City, State, Zip: _____

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COMMENT FORM

②

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14-20 They pack and leave town leaving the locals to deal with the mess. the increase traffic to our little city that was never conceived for such industrial increase.

28-6 Please do NOT allow the perceived financial benefits blind you - let Lakeland stay a safe, quiet, peaceful place to live. we need to expand in our in community activities, in what make a place a pleasant place to live but having Amazon here to destroy our lives is NOT the way to achieve it.

Please Stop it, only if you stop it NOW that your children will have this nice place to live tomorrow.

If you live in Lakeland
Please Save Lakeland.
Say NO to this expansion.

Attach additional
sheets if needed

Name:

C Moravia

Address:

4628 Jones trail

City, State, Zip:

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

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13-8 I Live 6.5 miles from the Airport and the planes are low enough to shake my house.

17-1 I have concerns on how the flooding will affect me. Itcheepackassa Creek is the main route for storm water and it runs thru my property.

Attach additional
sheets if needed

Name: Narry Boll
Address: 1617 Itcheepackassa Dr
City, State, Zip: Lakeland, FL. 33810

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

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- ① YOU PROPOSE MORE FLIGHTS AND YET THERE'S NO PASSENGER FLIGHTS AVAILABLE TO ME THE TAXPAYER.
- ② I DON'T USE AMAZON/AMAZON PRIME.
- ③ THERE IS CURRENTLY SIGNIFICANT NOISE POLLUTION FROM THE CURRENT AIR TRAFFIC.
- ④ MY HOUSE IS IN THE HISTORIC DISTRICT - SOME THING PESTERED FOR BY LKLD. MY HOUSE IS 750 OLD. EVERY PLANE SOUND TELEGRAPHIC THROUGH THE WOOD TIMBERS OF MY HOUSE AND RATTLES THE PLATE BACK ETC.
- ⑤ I DON'T LIVE NEAR THE AIR PORT
- ⑥ I WATCHED AN AMAZON PLANE FLY OVER SACRAMENTO LOOP PUBLIC AT THE SAME ELEVATION AS OVER MY HOUSE MILES AWAY @ LK HOLDINGSWORTH.
- ⑦ HAVING FLIGHTS 10PM-7AM WOULD KEEP ME UP EVERY NIGHT
- ⑧ THIS IS AS BAD A DECISION AS WHEN THE CITY LET ALL THE TRAIN TRAFFIC THROUGH AT OUR EXPENSES.
- ⑨ WERE ALLOWING BIG BUSINESS ROLL OVER US "POLKERS" LIKE ALWAYS.
- ⑩ WHO'S MAKING \$ OFF OF MY SUFFERING

Attach additional
sheets if needed

Name: JOHN TUTTON
Address: 721 SEFFURSON AVE
City, State, Zip: LKLD FL 33801

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

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14-21 ① I AM NOW A CONSUMER AS I AM RETIRING IN 2 YEARS. MY PLAN AFTER WORKING IN LKLD FOR 30 YEARS WAS NOW TO SIT QUIETLY AT OUTSIDE RESTAURANTS, OUTDOOR PARKS, MY BACKYARD OUTSIDE WALKING ETC. - I DON'T CARE ABOUT CREATING JOBS OR ECONOMIC IMPACT OR ANY THING YOUR PROJECT THINKS IS A BENEFIT.

② LKLD HAS BEEN A RETIREMENT COMMUNITY FOR OVER 100 YEARS PEOPLE COME HERE FOR PEACE AND QUIET. - THE WAY MY GRAND PARENTS & PARENTS HAVE DONE.

Attach additional
sheets if needed

Name: JOHN TUTTON
Address: 727 SEERSON AVE LA
City, State, Zip: LKLD FL 33801

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Phase II Air Cargo Facility Development Environmental Assessment

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HAVING SPENT MY CHILDHOOD IN N.Y., I'VE EXPERIENCED THE IMPACT OF INCREASED AIR TRAFFIC (NOISE, POLLUTION) ON A NEIGHBORHOOD. WE HAD FAMILY WHO LIVED NEAR (WHAT WOULD BECOME) KENNEDY INTERNATIONAL AIRPORT - THEY LIVED SIGNIFICANTLY FARTHER AWAY THAN I DO FROM LAKELAND AIRPORT. OVER THE COURSE OF ABOUT 10 YEARS, (1960'S), WE WATCHED THE NEIGHBORHOODS DETERIORATE - FIRST, REPEATED SELLING OF HOUSES, THEN THEY WERE EVENTUALLY CARVED OUT INTO APARTMENTS - LOW INCOME HOUSING, AND CRIME BECAME REALLY BAD.

IF YOU LOOK AT THE NUMBER OF HOMES & QUALITY OF HOMES IN THE APPROACH CORRIDOR AMAZON IS CURRENTLY USING, HOMES 1+ MILES AWAY ARE BEING IMPACTED. THE VALUE OF THESE PROPERTIES WILL DROP SIGNIFICANTLY & THE CITY'S TAX BASE WILL SUFFER SIGNIFICANTLY.

Attach additional
sheets if needed

Name:

MENDEL SIVILLI

Address:

4423 SOUTHERN TRAIL

City, State, Zip:

LAKELAND 33813

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Phase II Air Cargo Facility Development Environmental Assessment

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14-23

I AM IN FAVOR OF NEW BUSINESS IN LAKELAND,
INCLUDING THE PROPOSED AMAZON EXPANSION,
FOR THE ECONOMIC BENEFITS TO THE CITY.
THE ECONOMIC BENEFITS ARE NEW JOBS AND
ADDITIONAL TAX REVENUE.
ANOTHER BENEFIT WILL BE INCREASED POTENTIAL
OF COMMERCIAL PASSENGER AIRLINES FLYING OUT
OF LAKELAND.

Attach additional
sheets if needed

Name:

JOHN L. JOHNSON

Address:

4952 FOXWOOD LAKE DR

City, State, Zip:

LAKELAND, FL 33810

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Phase II Air Cargo Facility Development Environmental Assessment

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26-3

Will Every Lakeland Elected Official and employer
that is here tonight introduce themselves &
Explain how they ARE involved in this
project. (Not Necessary if that's already
Part of the Program)

Name: WALT TYSON

Address: 241 Pinellas St.

City, State, Zip: Lakeland FL 33803

Attach additional
sheets if needed

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Phase II Air Cargo Facility Development Environmental Assessment

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14-24

There is a proposal for a "round-a-bout" at the entrance of main road to the airport terminal and Hilton going south and Publix employee going north from Drake Field. This may impact large tractor-trailers entering and leaving the airport.

Attach additional
sheets if needed

Name: William Judd
Address: 3945 Terenade Ln.
City, State, Zip: Lakeland 33811

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- p 1 of 2 -
**Phase II Air Cargo Facility
 Development
 Environmental Assessment**

COMMENT FORM

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In learning the perspective of this expansion I understand how from a business's mind this works. It works for your corporation because of huge financial gains. It works from your corporation's ~~to error~~ mindset because expansion means growth and each individual who works for this project leaves a legacy that they believe is positive.

20-7

Community drives the success of living. Peace of mind within that community drives the success of people who live, work, play, and financially support our local businesses. The impact on this expansion promotes the opposite, because this expansion is supporting only financial gains for your corporation and negatively impact what I thought was Lakeland - Community, peace, beauty, and caring about its people and environment. Fly Lakeland Lakeland Linder International Airport does none of this.

Attach additional
sheets if needed

Name:

Valerie Tutton

Address:

727 Jefferson Avenue

City, State, Zip:

Lakeland, Florida 33801

Please complete this Comment Form and place in one of the drop boxes at the public meeting. You may also mail this Comment Form to the address on the back of this Comment Form by **May 31, 2021**. All comments are part of the public record and are available for viewing by the public and media.

Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your comment, be advised that your entire comment, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold your PIP from public review, the Airport cannot guarantee that it will be able to do so.

— p.d. —



Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

26-4

I feel hurt that you ~~will~~ ^{ever} ~~probat~~ your corporation is even holding hearings as I feel that you will somehow get Phase II passed, and phase III, etc. You're just following requirements, but ultimately this will pass, and Lakeland Community will just be described as NOISE and environmentally unfriendly. Your corporation seems to be placating us.

13-9

The peace that I felt in my historic neighborhood, is no more. My husband & I hear Amazon planes daily, flying over our home. They fly so closely that the perspective is that I can reach out and touch the planes.

Nighttime operations operate between 10 and 1am when families are resting ^{so they can} ~~to~~ ^{prx} prepare for the following work & school day, so they can be better, more productive members of the Lakeland Community.

Attach additional
sheets if needed

Name: Valerie Tutton

Address: 777 Jefferson Ave

City, State, Zip: Lakeland, Florida 33801

Please complete this Comment Form and place in one of the drop boxes at the public meeting. You may also mail this Comment Form to the address on the back of this Comment Form by **May 31, 2021**. All comments are part of the public record and are available for viewing by the public and media.

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

13-20

As a resident of Grasslands I implore Lakeland Linder to be persistent with the FAA enough to implement a noise reduction of planes taking off from the airport in the evening.

I sit by the pool in the evening and it is absolutely necessary to stop taking because it is so loud that we are unable to hear.

Thanks so much

Name:

Elena Knighton

Address:

2924 Grasslands Dr (Fairway Lakes)

City, State, Zip:

Lakeland, FL 33803

Attach additional
sheets if needed

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Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your comment, be advised that your entire comment, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold your PIP from public review, the Airport cannot guarantee that it will be able to do so.



Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

14-25

13-21

How many jobs will be added? What will be the compensation?

The noise problem is the big planes, not the average of small + big. No one knows the loudness # of the big planes. That's treating us like we're stupid. You have to know & just won't say. Increasing 137s + 767s by 16/100 ^{HAS to make a bigger diff} Put the names of the streets on the maps. That would be so easy & helpful.

I'm concerned about the next move. You're doubling BIG plane traffic, non-chalantly. Where are you thinking about next move? Can you limit the size of the planes? Can you protect against the crazy loud noise on take-off? Babies are sleeping, 3rd shift workers are sleeping, old people, sick people - all are so affected?

I moved close to a small, municipal airport, not one that services such big operations. Blindsided!

Lakeland gets big bucks and the people harmed so much get zilch.

Attach additional sheets if needed

Name: Lynn Thompson

Address: 3925 Sandhill Crane Dr

City, State, Zip: Lakeland 33811

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Phase II Air Cargo Facility Development Environmental Assessment

COMMENT FORM

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

27-2

I feel this would be a asset to the city of Lakeland. More services may be later get a airline to come to Lakeland the employment with this would be a plus. People that live by a airport should expect some air traffic noise

Attach additional
sheets if needed

Name:

Address:

City, State, Zip:

Roger Grafton
1054 Canney Cir S
Lakeland FL 33809

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Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personally identifying information (PIP) in your comment, be advised that your entire comment, including your PIP, may be made publicly available at any time. While you can ask in your comment to withhold your PIP from public review, the Airport cannot guarantee that it will be able to do so.

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Dr., Suite 210
Lakeland, FL 33811

May 27, 2021

Dear Mr. Conrad,

Objection to Phase II Air Cargo Facility Development at Lakeland Linder International Airport.

I wish to object to this proposal on the following grounds:

14-26
20-8
I am a homeowner of property located 3 miles from LAL. This development will affect my quality of life and the value of my property. I am already affected by the 22 flights in and out of LAL with respect to noise, traffic and pollution concerns. With this Phase II development doubling the number of flights in and out it doubles my concerns over what has already become an issue in my neighborhood. Noise, traffic, pollution and the decreased value of my home and property.

14-27
The second concern I have with the development of the project concerns my well being because I am employed by a business at the airport that services the general aviation community. This development will have a detrimental effect on the business. With the heavy traffic into and out of the airport our customers will hesitate to fly their planes in this new air traffic. And, the changes being made to the airport property to accommodate the new warehouse space will hinder easy access into and out of our business.

28-8
Because of the reasons stated above I **OBJECT** to the Phase II Air Cargo Facility Development.

Submitter: Christine Jacobson

Date: May 27, 2021

Name: Michael Hardin and Christine Jacobson

Signatures:  

Address: 4515 Ginny Dr. Lakeland, FL 33811

COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

RE: DRAFT ENVIRONMENTAL ASSESSMENT
PHASE II AIR CARGO FACILITY DEVELOPMENT
LAKELAND LINDER INTERNATIONAL AIRPORT
POLK COUNTY, FLORIDA

(Private comment)

DATE: THURSDAY, MAY 27, 2021

TIME: 6:00 p.m.

LOCATION: RP FUNDING CENTER
SIKES HALL
701 WEST LIME STREET
LAKELAND, FLORIDA 33815

PRESENT: ADAM PURCELL, AECOM
GENE CONRAD, DIRECTOR OF LAKELAND LINDER
INTERNATIONAL AIRPORT

ALSO PRESENT: MEMBERS OF THE PUBLIC
MEMBERS OF THE PRESS
OTHER INTERESTED PARTIES

Proceedings Reported by:

Wendy Wyncoop
Registered Professional Reporter

1 THEREUPON, the following proceedings were had
2 and taken at 7:46 p.m.:

3 DONOVAN BALTICH: I'm excited to have Amazon
4 here for the growth of the airport, for the economic
5 impact, the jobs they are bringing and the awesome
6 staff at the airport.

7 THEREUPON, the proceedings were concluded at
8 7:47 p.m.

CERTIFICATE OF REPORTER

STATE OF FLORIDA

COUNTY OF POLK

I, Wendy Wyncoop, Registered Professional Reporter, do hereby certify that I was authorized to and did stenographically report the comments and that the foregoing transcript is a true record of my stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee, or attorney, or counsel for any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the outcome of this action.

DATED THIS 1st day of June 2021 at Lakeland, Polk County, Florida.


WENDY WYNCOOP, RPR



A	economic 2:4 employee 3:10 3:11 ENVIRONM... 1:3 excited 2:3	MEMBERS 1:15,16	T	701 1:10
action 3:12,14 ADAM 1:12 AECOM 1:12 AIR 1:3 airport 1:4,13 2:4,6 Amazon 2:3 ASSESSMENT 1:3 attorney 3:10,12 authorized 3:5 awesome 2:5	F FACILITY 1:3 financially 3:13 Florida 1:4,11 3:2,16 following 2:1 foregoing 3:7 FUNDING 1:9 FURTHER 3:9	N notes 3:8	taken 2:2 THURSDAY 1:7 TIME 1:8 transcript 3:7 true 3:7	
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BALTICH 2:3 bringing 2:5	H HALL 1:10 HEARING/IN... 1:2	P p.m 1:8 2:2,8 parties 1:16 3:11 parties' 3:12 PHASE 1:3 Polk 1:4 3:3,16 PRESENT 1:12 1:15 PRESS 1:16 Private 1:5 proceedings 1:19 2:1,7 Professional 1:20 3:4 PUBLIC 1:2,15 PURCELL 1:12	V	
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D	K	S SIKES 1:10 staff 2:6 STATE 3:2 stenographic 3:7 stenographica... 3:6 STREET 1:10	Y	
DATE 1:7 DATED 3:15 day 3:15 DEVELOPM... 1:3 DIRECTOR 1:12 DONOVAN 2:3 DRAFT 1:3	L Lakeland 1:4,11 1:12 3:15 LIME 1:10 LINDER 1:4,12 LOCATION 1:9		Z	
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			33815 1:11	
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			6:00 1:8	
			7	
			7:46 2:2 7:47 2:8	

COMBINED PUBLIC HEARING/INFORMATION WORKSHOP

RE: DRAFT ENVIRONMENTAL ASSESSMENT
PHASE II AIR CARGO FACILITY DEVELOPMENT
LAKELAND LINDER INTERNATIONAL AIRPORT
POLK COUNTY, FLORIDA

(Private Comment)

DATE: THURSDAY, MAY 27, 2021

TIME: 6:00 P.M.

LOCATION: RP FUNDING CENTER
SIKES HALL
701 WEST LIME STREET
LAKELAND, FLORIDA 33815

PRESENT: ADAM PURCELL, AECOM
GENE CONRAD, DIRECTOR OF LAKELAND LINDER
INTERNATIONAL AIRPORT

ALSO PRESENT: MEMBERS OF THE PUBLIC
MEMBERS OF THE PRESS
OTHER INTERESTED PARTIES

Proceedings Reported by:

Kalliope Maragos
Florida Professional Reporter

1 THEREUPON, the following proceedings were had
2 and taken at 8:34 p.m.:

3 THERESA GARCIA: Okay. I would like to know
4 what kind of security will be around the fuel tanks
5 so that they don't get blown up by some terrorist or
6 a plane crashing into them and blow out everybody's
7 houses and windows around for miles. I want to know
8 what kind of security they're going to have around
9 those fuel tanks because they're aboveground.

10 They're not in the ground like they are at big
11 airports, you know, so that was my comment about
12 that.

13 THEREUPON, the proceedings were concluded at
14 8:34 p.m.

CERTIFICATE OF REPORTER

STATE OF FLORIDA

COUNTY OF POLK

I, Kalliope Maragos, Florida Professional Reporter, do hereby certify that I was authorized to and did stenographically report the examination of the witness named herein; that a review of the transcript was requested; and that the foregoing transcript is a true record of my stenographic notes.

I FURTHER CERTIFY that I am not a relative, employee, attorney, or counsel for any of the parties, nor am I a relative or employee of any of the parties' attorneys or counsel connected with the action, nor am I financially interested in the outcome of this action.

DATED THIS 11th day of June, 2021, at Lakeland, Polk County, Florida.



Kalli Maragos

KALLIOPE MARAGOS FLORIDA PROFESSIONAL REPORTER

A	DRAFT 1:3	know 2:3,7,11	Reported 1:20	2
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D	June 3:15	PURCELL 1:12	Y	
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DEVELOPM... 1:3		relative 3:10,12	11th 3:15	
DIRECTOR 1:12		report 3:6		

David J. Logsdon
1779 Laurel Glen Place
Lakeland, FL 33803-5419
972-832-0174
djlogsdon49@yahoo.com

May 23, 2021

Lakeland Linder International Airport
Attention: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

Dear Mr. Conrad:

13-22 With the impending and inevitable growth of the operations at Lakeland Linder International Airport, including the planned expansion of the Amazon operations and future commercial flights, it is imperative that the FAA and the Airport consider the noise and visual intrusion created by this increasing number of flights. Specifically, it is problematic that many (if not most) of these flight paths take these aircraft over the Grasslands Golf and Country Club at low altitudes. It is my observation that departures are more of a problem than arrivals, but that could be just my impression.

20-9 Many of the residents in Grasslands (this includes my wife and myself) relocated here to escape and avoid this very type of disturbance. While we are supportive of the efforts to improve and expand the airport, we are not supportive of the reduced quality of life in Grasslands that the increasing flight frequency is creating.

3-3 We urge the FAA and the Airport to consider and utilize whatever Noise Abatement Protocols are available. There is plenty of open space around Grasslands Gold and Country Club that could and should be utilized for the flight paths these aircraft arrivals and departures. This is something that many other airports around the country have had to address and have done so successfully.

I appreciate your consideration in this matter.

Sincerely,


David J. Logsdon

From: [Dan Green](#)
To: [Conrad, Gene](#)
Cc: [Reed Berlinsky](#); [Michael Myers \(mamyers1951@gmail.com\)](#); [rob@landsouthgroup.com](#)
Subject: Amazon Flt pattern
Date: Monday, May 24, 2021 8:06:25 AM
Attachments: [image001.png](#)

Good morning Gene

We own about 15 lots and are building spec homes approaching \$1m in the Sanctuary of Grasslands. We are also developing 88 lots known as Grasslands West between Grasslands and the Lakeside Village. Only reciting this to say that we have significant single family residential investment here. While we love the economic progress of having Amazon here in Lakeland and complement you on that coup, the flight pattern over the Grasslands community is very troublesome. Please consider this not only as a noise complaint but a notice of potential diminution of value and we encourage you to continue working with the FAA to modify that flight pattern for Amazon and other large planes to follow.

Thank you
Dan



Daniel B. Green

Principal

Wheelock Street Capital, LLC

3829 Progress Dr.
Lakeland, FL 33811

Direct 863-608-9934

Cell 407-908-9858

green@wheelockst.com

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From: [Mike Green](#)
To: [Conrad, Gene](#)
Subject: Amazon plane noise
Date: Monday, May 24, 2021 9:24:39 AM

Good afternoon Gene. I am a resident of the Grasslands community here in Lakeland (please see my contact information below). I love my community and I love Lakeland; However, I have been disturbed lately by the frequency of low flying Amazon jets directly over our home. Several times a day, the jets take off from our airport and bank hard to the north, right over our homes in Grasslands. The noise is quite loud as they pass over at such a low altitude. It seems like a logical solution would be to simply have the planes travel a little further east upon take off, and bank their turn north over the non-residential, commercial area of Florida Avenue.

I would appreciate whatever help you can provide in this matter to help us maintain the great lifestyle we enjoy here in Lakeland. Thank you.

Michael Green
3107 Sanctuary Circle
Lakeland, FL 33803
Email – mike@green-construction.com
Phone – 863-559-8625

Mike Green

E mike@green-construction.com
P 863.665.2767
F 863.619.5211
M 863.559.8625
W Green-Construction.com



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Thank you, Green Construction Services, LLC. World Access: www.green-construction.com 800.691.2767

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From: [Lester Chernick](#)
To: [Conrad, Gene](#)
Subject: Amazon jet takeoffs
Date: Sunday, May 23, 2021 4:50:34 AM

13-25

Sir: While we appreciate the presence of Amazon and what they contribute to our community, the noise their planes create upon takeoff to the east is untenable. If they could travel a mile or two further east prior to turning north our community would avoid the incredible low altitude noise disturbance created by their numerous takeoffs. Flying over the Polk Parkway just a bit further and then turning north or south would make a big difference in our quality of life and protect our home values immensely. We would appreciate your consideration on this matter greatly.

Dr. Lester B. Chernick
3340 Turnberry Dr.
Lakeland, FL 33803
wtendo@aol.com

Sent from my iPad

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From: [Michael Myers](#)
To: [Conrad, Gene](#)
Subject: Prime Air - Amazon and other large aircraft
Date: Saturday, May 22, 2021 4:31:11 PM

Mr. Conrad,

Living in Grasslands and Golf Community used to be a very pleasant life. With the increase in larger low flying aircraft flying in and out of your facility, not so much. I have heard many stories and I believe that these air planes could be redirected and not be flying so low over our community.

I am all for progress and growth, but this should not be at such an noisy cost to the residents in Grasslands.

Please see if you can get these planes redirected and not over my home.

Regards,
Michael MYERS
3000 Sanctuary Circle
Lakeland, Florida 33803
Mamyers1951@gmail.com

Sent from my iPad

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From: [Nan Simon](#)
To: [Conrad, Gene](#)
Subject: Amazon Air
Date: Saturday, May 22, 2021 6:13:35 PM

Hi Gene,

13-26

You've heard from me before, but just wanted to express my disappointment that your airport is allowing these huge Amazon Prime jets to take off right over Grasslands until late in the evening (even 10:45 pm the other night and woke up our entire family on a school night), as well as super early some mornings (5:00 hour one morning).

20-18

I'm so disappointed in the city and our airport for allowing these flight plans that disrupt and take away the use and enjoyment of our homes. Sadly we are thinking about selling our home

14-29

and moving because of this. Especially seeing that you are going to allow them to have 44 flights per day out of Lakeland. Home values are going to crash in and around the airport. Very sad to all of those affected.

3-6

Please, please, please quit approving this flight plan. Make these huge jets follow the path of the Polk Parkway (mostly commercial) when taking off to the East.

1934 Heritage Lakes Blvd
Lakeland, FL 33803

Thank you,

Nan Simon

Co Founder

MTM Inc.

863-815-7077



LEVOstore.com - First class accessories for your smart devices

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P044

From: [Sherrae Myers](#)
To: [Conrad, Gene](#)
Subject: Excessive noise - Low flying aircraft
Date: Saturday, May 22, 2021 6:41:35 PM

Dear Mr. Conrad,

13-27 I am writing as a concerned citizen to state a complaint against all of the low flying, noisy aircraft that flies over our area on a constant basis. The area I am referring to is our beautiful Grasslands Golf & Country Club community. The frequency of the excessive noise and the low flying is on a regular basis due to Amazon/Prime Air and other commercial aircraft arriving and departing. They are destroying our beautiful and peaceful area and will only increase with more large commercial air traffic as things expand. There must be a way to divert said aircraft from this area. It is sad when you have to pause a conversation because you cannot be heard over air noise or you cannot hear your television. This needs to be addressed before it gets worse. We love our city and as concerned citizens we are imploring a reasonable response in regard to this matter as it relates to the health of our community.

Kindest Regards,
Sherrae Myers

Sent from my iPad

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From: [Nancy Bertram](#)
To: [Conrad, Gene](#)
Subject: Airport noise
Date: Saturday, May 22, 2021 6:44:01 PM

Hi,

I just wanted to say that I live in Grasslands, and I don't mind the noise from the Amazon planes, and I would welcome any flights from Southwest or American. I guess some people don't like that, but I don't mind a bit. Just wanted you to know you have a supporter here in Grasslands for more flights.

Nancy and Frank Bertram
2702 Bellerive Dr, Lakeland, FL 33803
863 660-7150

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From: [Jack and Bea Kempster](#)
To: [Conrad, Gene](#)
Subject: support FOR Lakeland Linder Airport
Date: Sunday, May 23, 2021 4:45:10 AM

Mr. Conrad:

14-30

The contribution of the airport to the Lakeland community cannot be understated. It's growth is essential.

It is difficult for us to understand the disparaging comments coming from the Oakbridge HOA 2. We do not concur with them.

13-29

Living in Grasslands and having the planes of all sizes fly overhead almost hourly is NOT annoying. To us it's the sound of success.

You, and the leadership of Lakeland, have tried for years to encourage businesses to use the airport. And, now that they're coming the neighborhoods complain?

Please accept our congratulations for the fine job you are doing to try to placate your neighbors. We fear it will never be enough. They don't understand FAA regulations, traffic patterns, scheduling, airport design, Tampa/Orlando airport interaction, etc.

Thank you for all you do, and thank you for a very successful Sun 'n Fun.

Jack and Bea Kempster

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From: [T. L. Johnson](#)
To: [Conrad, Gene](#)
Subject: Aircraft Noise
Date: Sunday, May 23, 2021 1:01:36 PM

Dear Mr Conrad:

On behalf of our immediate family as well as our greater Grasslands 'families', please accept this, NOT as a 'complaint letter', but rather as a letter of 'suggestions' that are intended not only to assist in mitigating the 'noise' issues associated with Lakeland Linder commercial aircraft traffic but at the same time recognize our sincere appreciation for the economic stimulus derived from the added traffic.

As both a lifelong Lakeland resident AND an old pilot having flown out of Lakeland Linder hundreds of times, I am well aware of the context AND the impact of the aircraft noise issue as regards "quiet enjoyment".

13-30

Noise abatement is an issue affecting every neighborhood either abutting or within sound proximity of an airport. Lakeland Linder is no different, excepting that the airport was at one time rurally located; however, with positive growth comes encroachment into those once "rural" areas...& Lakeland is no different.

Historically, aircraft noise has been addressed from an endless array of "active AND passive" aircraft & environmental perspectives & initiatives, including but not limited to:

1. Aircraft design techniques for reduction of noise at the source;
2. Pilot operational noise abatement decisions regarding power & approach & departure routes;
3. Land use & environmental planning & management;
4. Airport operating restrictions.

Rather than belabor any of these topics or imply that I may be able to bring a level of knowledge to the table heretofore not thought of, I would simply suggest that the issue is of paramount importance to the evolving partnership of community & industry in our beautiful bustling metropolis of Lakeland, FL. Consequently, we MUST address it with the highest level of sensitivity & seriousness, exhausting every effort at mitigating this inflamed issue. That's the bottom line: put your smartest heads to work on a resolution demonstrating no stone unturned!

Thanks for your anticipated diligence!

TL & Sherrie Johnson

2354 Heritage Lakes Dr
Lakeland, FL 33803

863.701.6523

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From: [Pixie Rubin](#)
To: [Conrad, Gene](#)
Subject: Noise pollution from Amazon Flights
Date: Monday, May 24, 2021 4:49:30 AM
Importance: High

Hello,

3-7

Please redirect the flights from Amazon as well as future flights from Lakeland Linder Airport to prevent the planes from flying directly over Grasslands.

Thank you,
Sheryl Rubin
2485 Laurel Glen Drive
Lakeland, FL 33803
863-666-4298

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Tuesday, May 25, 2021 10:13 AM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon flights

Sent from my iPhone

Begin forwarded message:

From: Bev Lowman <bev.lowman@gmail.com>
Date: May 25, 2021 at 10:01:42 AM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon flights

Mr. Conrad,

As Grasslands residents, we have been asked to join a request to the FAA to do whatever possible to abate the flight noise resulting from regulations imposed currently in place regarding Amazon flights.

We understand that this is a complicated issue with no immediate solution.

Your understanding, patience and understanding is greatly appreciated.

Thank you,
Beverly and John Lowman
3053 Shoal Creek Vlg Dr
Lakeland, FL 33803

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From: Steve Perkins <steve.perkins17@outlook.com>

Date: May 25, 2021 at 2:01:11 PM EDT

To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>

Subject: Workshop and Public Hearing of May 27, 2021 at the RP Funding Center

Mr. Gene Conrad:

My name is Steve Perkins and I live at 4318 Poley Lane, Lakeland, Florida 33811-1466.

I have lived at this address which is just east of Lakeland Linder International Airport for approximately 32 years. When a person is selecting a property and/or a residence, there are many things to consider. When I selected my home it was after completing a 27 item checklist. And first on that list was location. I drove around and looked at the area where I would be living. I found the head waters to Poley Creek was my rear property line. The utilities were supplied by the City of Lakeland. The roads were well maintained and easy access to main thoroughfares. I found the airport and a slow growing commercial and industrial area surrounding it. All in all, I found nothing that caused me to have concerns about living in the area.

The next item on that list was the future. What could happen in the future? No one can accurately predict the future, but one can identify things that already exist that could give clues to the future. The vacant fields that could develop into residential subdivisions or commercial/industrial growths depending on the zoning. The airport could grow into a passenger destination and offer departing flights. Airports the size of Lakeland's are a magnet for growth. With the support of the City of Lakeland and airport management, Lakeland's airport has begun to attract businesses that create jobs and tax revenues that will benefit the area as well as Lakeland itself.

With the addition of the Amazon Distribution Center on County Line Road a few years ago, it set the stage for more growth. With other distribution centers in the area, it made Lakeland's airport a great location for an air terminal. Apparently, that was a good choice since Amazon is now wanting to expand its operations here.

Yes, Amazon's growth may create additional air traffic as well as vehicular traffic, but so will other opportunities such as commercial airlines and other businesses. The bottom line here is, anyone objecting to this proposed expansion, knew or should have known, the airport is here and there will be growth. I would suggest that person consider relocating. Thanks.

Sincerely,

Steve Perkins
4318 Poley Lane
Lakeland, Florida 33811-1466

Sent from [Mail](#) for Windows 10

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Wednesday, May 26, 2021 10:26:40 AM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon Noise

Sent from my iPhone

Begin forwarded message:

From: Gregory P Kent <gregoryp_kent@yahoo.com>
Date: May 26, 2021 at 7:47:19 AM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon Noise

Good Morning Mr. Conrad

In reference to the article in the Ledger "*Amazon seeks to double its operations at Lakeland Linder airport*"; I am for progress and excited about Amazon's expansion, but I do have to agree the jets going over my house are very noisy. I'm not sure why some leave at a lower altitude than others as they pass over my house.

I live in the Lone Palm community and would like to go on record that the noise at times is excessive.

Address: 407 B Howard Avenue

I plan on being at the meeting Thursday to listen to the proposal.

Thank you for all you do for the city of Lakeland.

Gregory P. Kent

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Wednesday, May 26, 2021 10:26:08 AM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: airplane noise

Sent from my iPhone

Begin forwarded message:

From: Lynn Hollis <lynn.hollis@silloh.com>
Date: May 26, 2021 at 10:14:09 AM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: airplane noise

Mr Conrad,

13-33

Grasslands is where my home is and I like the beautiful and pleasant environment. The nice quiet atmosphere has changed recently due to early morning airplane departures by Amazon. I do believe there is another route these airplanes, and any future aircraft, can use in place of the departure route over homes in the surrounding area.

Please consider the choices available.

Thank you,

Mrs. Lynn D. Hollis
3098 Shoal Creek Village Dr.
Lakeland Fl 33803
863 6824929
Lynn.hollis@silloh.com

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P053

From: "Edward M. Cetrangolo" <edcetra@aol.com>
Date: May 26, 2021 at 6:58:41 AM EDT
To: andy.kuppers@theledger.com, ltucker1@gannett.com, mlor@gannett.com, swalsh@theledger.com
Cc: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: FAA - WebTrak Data - USA Airports with noise abatement monitoring decibel location systems.

Dear Ledger,

Here is the information I sent to Gene Conrad, LAL Manager back on April 8, 2021 to forward to the FAA.

I did my homework!!!

Is the (FAA) kidding me about flight logistics?

3-8

Amazon can build one giant building. Then build another 2nd Amazon building, twice the size of the first one. Produce the materials, workers, plans, permits, environmental assessment, yet when it come to moving the arrival and departing flights to something structured and not all over the city, that process become a long arduous decision for the FAA.

13-129

Here are some Noise Abatement Programs set into action around the USA and the World. The tracking system is using state of the art instruments to determine the noise, standardized flight paths with designated turning waypoints, in conjunction with monitoring aircraft noise, it monitors altitude, speeds, type of aircraft and its destination.

We needed a system put in place before all the flights arrived! This should have been looked into before the first permits or plans were submitted to begin building super structures buildings with massive cargo jets flying all about the skies, without a pattern or plans of logistics to the airspace.

The numbering flights per week is (308) or 44 per day!

What, are they kidding me!

Sincerely,
Ed

PS GENE CONRAD, Please forward this to the FAA. Thank You

Edward M. Cetrangolo
3032 Shoal Creek Village Drive
Lakeland, FL 33803
Cell 863-450-8823

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

From: Edward M. Cetrangolo <edcetra@aol.com>
To: Edward Cetrangolo <edcetra@aol.com>
Sent: Thu, Apr 8, 2021 3:33 pm
Subject: Fw: FAA - WebTrak Data - USA Airports with noise abatement monitoring decibel location systems.

Edward M Cetrangolo
3032 Shoal Creek Village Dr
Lakeland FL 33803
Cell 863-450-8823

----- Forwarded Message -----

From: "Edward M. Cetrangolo" <edcetra@aol.com>

To: "gene.conrad@lakelandgov.net" <gene.conrad@lakelandgov.net>

Sent: Thu, Apr 8, 2021 at 11:55 AM

Subject: FAA - WebTrak Data - USA Airports with noise abatement monitoring decibel location systems.

Dear Mr Gene Conrad,

I hope you and your family are doing well.

I was looking forward to the Sun-N-Fun this coming week, but I will be out of town for this years great air show. We have family in AZ that we have not seen for over a year, and since my wife and I have now received our Covid-19 vaccine shots, we are happy to fly again.

3-27

After studying the "FAA - WebTrak Data - Airports with noise abatement monitoring decibel location systems - surrounding the Airport's Departure and Arrivals at various airports in the USA and around the world!

The biggest visual I have noticed in my study, is that all arriving and departing flights have one thing in common! They all "DO NOT" have "RADICAL" turns after takeoff, like we have overhead in the Grasslands. That would be the most reasonable first steps and course of action to take!

Please forward to the FAA our concerns and have the FAA consider and implement our proposal to eliminate the "radical" flight path (day or night)! We are grateful for the recent changes to some of the late night or early morning flights. We can all agree, we sleep much better!

Thank you once again for taking into consideration our concerns, safety and well being for the residents of Grasslands and the City of Lakeland.

Sincerely and Respectfully,
Ed

PS I have listed these USA monitoring noise abatements links in this email for my colleagues and the residents of the Grasslands. They also have "waypoints" that are coordinates for turning after reaching those logistical distances and elevations away from the airfield. ie see the example of San Diego's new flight paths and waypoints. They also throttle back after some point after take off to aid in the reduction of noise from thrust.

"See attached PDF and the links below"

Edward M. Cetrangolo
3032 Shoal Creek Village Drive
Lakeland, FL 33803
Cell 863-450-8823

WebTrak <https://webtrak.emsbk.com/> Noise abatement programs around the World

USA Airports with noise abatement monitoring decibel location systems

Baltimore Washington International Airport <https://webtrak.emsbk.com/bwi3>

Bob Hope Airport <https://webtrak.emsbk.com/bur1>

Centennial Airport <https://webtrak.emsbk.com/apa>

Chicago Department of Aviation <https://webtrak.emsbk.com/cda>

Fort Lauderdale Executive Airport <https://webtrak.emsbk.com/fxe>

Honolulu International Airport Must Log In, so I skipped this airport

Long Beach International Airport <https://webtrak.emsbk.com/lgb3>

Los Angeles International Airport <https://webtrak.emsbk.com/lax4>

McClellan-Palomar Airport <https://webtrak.emsbk.com/crq>

Oakland International Airport <https://webtrak.emsbk.com/oak3>

Ontario International Airport <https://webtrak.emsbk.com/ont4>

Palm Beach International Airport <https://webtrak.emsbk.com/pbi>

PANYNJ <https://webtrak.emsbk.com/panynj4>

Port Columbus International Airport <https://webtrak.emsbk.com/cmh2>

Portland-Tahoe International Airport <https://webtrak.emsbk.com/pdx4>

Ronald Reagan Washington National Airport <https://webtrak.emsbk.com/dca>

Sacramento International Airport <https://webtrak.emsbk.com/smf3>

San Antonio International Airport <https://webtrak.emsbk.com/sat2>

San Diego International Airport <https://webtrak.emsbk.com/san>

San Francisco International Airport <https://webtrak.emsbk.com/sfo13>

San Jose International Airport <https://webtrak.emsbk.com/sjc3>

Santa Monica Airport <https://webtrak.emsbk.com/smo>

Southwest Florida International Airport <https://webtrak.emsbk.com/rsw>

Van Nuys Airport <https://webtrak.emsbk.com/vny4>

Washington Dulles International Airport <https://webtrak.emsbk.com/iad>

Westchester County Airport <https://webtrak.emsbk.com/hpn1>

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From: Mark Kachelein
1808 Baltusrol Court
Lakeland, FL 33803

25 May 2021

To: Lakeland Linder International Airport
Attn: Gene Conrad, Airport Director
3900 Don Emerson Drive, Suite 210
Lakeland, FL 33811

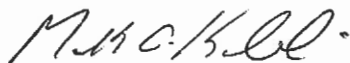
Subj: Negative impact Airport Expansion will cause

Mr. Gene Conrad,

After serving our great country within the U.S. Department of Defense for 32 plus years all over the world, my wife and I recently moved to Lakeland, FL to retire. One of the reasons we chose Lakeland from other areas is the small town atmosphere and tranquil environment Lakeland offers. We purchased our home in the Grasslands in anticipation of enjoying our retirement years. We were fully aware of the occasional flight that Amazon would make above our home and we were content accepting those occasional flights as the neighborhood and adjoining communities are in such a serene location. However, it has come to our attention the airport is looking to expand in 2022 increasing the number of Amazon Prime flights, possibly up to 44 flights a day (22 arrivals and 22 departures). For this many flights to take place, the planes would have to be arriving and departing during all hours of the day.

Please understand that after serving my country for decades, I do not take writing letters or speaking out lightly. Lakeland is nestled between two large cities of Orlando and Tampa which gives all Lakeland residents the ability to enjoy the big cities but reside and still enjoy family life in the small town atmosphere and tranquil environment. What makes Lakeland a truly enjoyable place to reside would definitely be erased with the increased flights, increased noise and visual distraction that will occur if this airport expansion happens in 2022.

I respectfully request that you strongly consider taking actions to stop the airport expansion and allow Lakeland residents the ability to enjoy the tranquil environment they have always enjoyed in the past. Your support in this matter is very much appreciated.



Mark Kachelein
1808 Baltusrol Court
Lakeland, FL 33803
Home: 863-337-6018
Email: pckach@aol.com

From: [Mutz, Bill](#)
To: [Rick Stevens](#)
Subject: RE: AMAZON/Boeing AIR TRAFFIC INCREASE
Date: Wednesday, May 26, 2021 12:43:55 PM
Attachments: [image001.png](#)

Rick,

Thanks so much for writing. You will be encouraged to know that we have involved ourselves since last November in gathering the attention of the FAA to our approaches and did an initial study and are now engaged in a formal application process requesting FAA routing decisions that will dramatically affect the traffic. You'd be very proud of our Airport Director, Gene Conrad, all along the way.

We believe the decisions by the FAA will be very positive and should be announced and implemented by November or December of this year. In the process, the corridors discussed in The Ledger today are the desired routes which alleviate most of what you've heard.

As a reference point, I live just ½ mile south and slightly west of you; we share the same low altitude traffic corridor experience when they are directed that way. What is encouraging to note, however, is there is much less of that low altitude traffic since our study began. This is what we want to fully pursue. Now, with all that said, there will sometimes be air exceptions. But, they will be hugely one-off moments. You might recall a 4:30 AM one of those about a month and a half ago which was a mechanical issue for a jet that needed to land outside of the normal schedule. They were brought in long and low by Tampa Air Traffic control due to the tower switch during that time.

For the main (an normal), however, we want these routes fixed, with greater descent angles, and less noise and many of them are now doing today. We believe this will be accomplished by the formalized request. And, we will know that and get that in place, as I said earlier, very likely this year.

I hope this information is helpful as we pursue responsible growth and I can assure you we want to always balance the quality of life needs and desires along the way in the best respects possible.

Grateful for your input,

Bill

Bill Mutz
Mayor
[City of Lakeland](#)

o. 863.834.6005

[@lakelandgov](https://www.facebook.com/lakelandgov)

signature_1064173257



Administrative Assistant - Traci Terry

traci.terry@lakelandgov.net

(863) 834-6005

From: Rick Stevens <rickbrianstevens@aol.com>

Sent: Wednesday, May 26, 2021 2:32 PM

To: Mutz, Bill <Bill.Mutz@lakelandgov.net>; McLeod, Chad <Chad.McLeod@lakelandgov.net>; Madden, Stephanie <Stephanie.Madden@lakelandgov.net>; Musick, Michael <Michael.Musick@lakelandgov.net>; McLeod, Chad <Chad.McLeod@lakelandgov.net>; McLeod, Chad <Chad.McLeod@lakelandgov.net>

Subject: AMAZON/BOEING AIR TRAFFIC INCREASE

Dear Mr Mayor and Esteemed Commissioners,

The purpose of this email is not to stifle the growth of this beautiful city that I have called home for over 60 years.

My appeal to each of you is be certain that this air traffic growth is carefully measured and controlled before any further expansion of jets flying in and out of Lakeland is approved. Boeing Jets are now flying over long established Lakeland communities at less that 1,000 feet altitude and occasionally over my house in Woodlake as late as 10:30 PM at less that 1,000 feet altitude.

Airport flight expansions must be evaluated and approved after all reasonable alternatives have been documented with all flight control governing bodies in agreement.

These air traffic approvals should not be to "approve it now" and work out the problems later.

While I understand some of the complexities, here is a list of what should be top initiatives:

1. Each arrival and departure flight at as high an altitude as possible over low density land away from city and heavily populated areas.
2. Agreement of all governing flight agencies what the established approaches should be.
3. Method to enforce pre established and approved approach/departure guidelines and discontinue line of sight fly ins and navigational short cut over heavily populated areas.
4. If necessary, reconfigure runways to maximize approaches and departures over less populated areas.

While I know there are many facets to air traffic, I pray that our City will be able to both grow while protecting the peace and tranquility of our homes of many years.

Rick & Maryanne Stevens

1708 Bayou Circle, Lakeland

Home Phone: 863-644-2197

[Sent from the all new AOL app for Android](#)

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From: [Susan Pericht](#)
To: [Conrad, Gene](#)
Cc: [Susan Pericht](#)
Subject: Amazon Air Noise Level
Date: Wednesday, May 26, 2021 3:43:15 PM

>
> Mr. Conrad,
>

> We are sending you this letter (email) today to voice our deep concern and displeasure over the noise level generated by Amazon Prime Air that occurs several times a day everyday as planes fly directly over our house. This starts as early as 5:45 am and goes into the late evening.

>
> We moved to Lakeland five years ago and bought into the Grasslands community based on the premise that it was peaceful and quiet. That peaceful existence ended when Amazon Prime Air started operating out of Lakeland Linder. We now understand that Amazon Prime Air is looking to increase the number of flights each day which will bring more noise to the area. As an example; when we are relaxing on our outdoor patio the noise level at times is so loud we cannot hear each other speak as planes fly overhead. Not to mention being awoken from our sleep at 5:45 AM. Needless to say, our quality of life has been diminished due to the noise levels created by Amazon Prime Air.

>
> We are not against progress, but we would like you and the City of Lakeland to provide some consideration for the Lakeland residents that live near the airport by not only denying Amazon's request for more flights, but to figure out a better flight path that will eliminate rattling windows at 5:45 AM.

>
> Thank you for your time and attention to this matter.

>
> Sincerely,
>
> Robert and Susan Pericht
> 2351 Heritage Lakes Dr.
> Lakeland FL 33803
> 863-337-6273
> susan.pericht@gmail.com

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From: [Dawn Clark](#)
To: [Conrad, Gene](#)
Subject: Amazon Concern
Date: Wednesday, May 26, 2021 5:06:45 PM

Good afternoon, Mr. Conrad.

13-37 I am writing today to voice my concerns about the impact of the current Amazon flights, and as I found out last night, the proposed increase to 44 flights per day. I built my home at 2302 Sugar Creek Drive W. over 30 years ago. I raised my family in this quiet neighborhood in Sugar Creek Estates, spent many years investing in our community as an educator and principal, and plan to retire here. Since Amazon flights began last year at Lakeland Linder Airport our peaceful life is bombarded with noise from Amazon all day long. It is so loud that we have to stop conversations when the jets fly over our home. There is no more sleeping past 6 AM either due to the noise from the early morning flights. We cannot hear the tv when jets fly over. They fly so low it's scary, and when we are outside the sound of the jets hurt our ears. We don't use our backyard for entertainment and relaxing like we did prior to the expansion of the airport and Amazon flights. The quality of our lifestyle has been negatively impacted by the flights. It disrupts our comfort and sleep every day! I worked from home last year, as do two of my neighbors. The jets are so loud that customers hear them over the phone as well as in person meetings, and we have to explain and repeat the portion of the conversation. It is so frustrating! My work productivity suffered from the interruption from the jets. I changed jobs due to this. I am certain if the level of noise from the jets was measured from our yard it would be above the FAA guidelines for residences. The flight pattern is right over my home and needs to be shifted to areas that do not fly so closely over homes, such as toward the west. I urge you to find a solution for all of us to the east of the airport living along Pipkin Creek Road.

I am concerned that if the flight path is not changed I will have to move, which I am stressed and disappointed about. I am confident I will lose prospective buyers due to the intrusion of these large jets flying so low over my home. Most of our neighbors complain about the jets to each other and some plan to sell their home because of the intrusion of the jets

Something must be done to change the flight pattern for residents.

Dawn Clark

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From: [BETH DICKMAN](#)
To: [Conrad, Gene](#)
Subject: FAA noise complaint - Grasslands community
Date: Wednesday, May 26, 2021 5:43:36 PM

Hello Mr. Conrad,

I am writing to complain about the constant low, noisy Amazon flights over the Grasslands community. These planes are so low that that it makes my windows vibrate when they pass over. I would appreciate a new route that would take the planes over a more commercial area.

Thank you.

Beth Dickman
2970 Shoal Creek Village Dr.
Lakeland, FL 33803
863-450-7050

bp dickman@msn.com

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From: [frncshprt](#)
To: [Conrad, Gene](#)
Subject: Low flying planes
Date: Wednesday, May 26, 2021 7:10:58 PM

Dear Mr. Conrad,

I have heard you speak on several occasions and have appreciated your improvements and plans for our Lakeland airport.

After living at this address for 50 happy years, we recently have become concerned over the increased low flying planes over our house. They fly so low that the plane casts a shadow on the patio and the loud sound is disturbing!. The plane easily reads "Amazon".

I read the reason why they must fly so low, but it seems nothing has been done. The problem still exists!

I can not attend the meeting Thursday due to physical limitations. I must object to increasing the number of low flying Amazon planes in Lakeland.

Sincerely,

Fran Hauptert
504 Neslo Lane
Lakeland, FL 33813
863-646-1182

[Sent from the all new AOL app for iOS](#)

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From: [Howard Buss](#)
To: [Conrad, Gene](#)
Subject: For the Public Record: Please stop the Amazon expansion at the airport
Date: Thursday, May 27, 2021 3:22:01 AM

Dear Mr. Conrad:

13-40 My wife and I would like to express our opposition to the plans to increase the number of Amazon flights per day. Since 1990 we have lived at our current address in Lakeland. This was a nice, peaceful neighborhood before Amazon started operations at the airport. The current Amazon flights are noisy, disruptive, and rain pollution down on us as they go overhead. Our neighborhood now has the feel of an industrial zone. It will suffer much more with increased air traffic.

Some say that this is "progress." Since when is adding more noise, disruptions, and pollution to our neighborhood progress? It may be in the financial interests of a relatively small group of individuals and businesses to sacrifice some residential neighborhoods in the name of profit. Please do not support their schemes. They are operating only in their self-interest and will take whatever they can get away with. Ultimately, it is your decision if neighborhoods and citizens will be negatively impacted by the expansion.

14-32 Since we moved into our current neighborhood, the airport lengthened its main runway and made substantial upgrades. We were a comfortable distance from the airport. Over the decades, because of the city's lax zoning supervision, casual approach to impact fees, etc. the airport area has changed dramatically. Now, it is encroaching on once peaceful residential spaces. Ultimately, it will lower the quality of life and property values.

Good city planning would have an airport handling these large jets many miles farther away from the population. Please stop Amazon and keep our city the special, place it is.

Sincerely,

Howard J. Buss
4311 Braemar Avenue
Lakeland, FL 33813
Phone (863) 646-0961

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From: [Bill Clark](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Thursday, May 27, 2021 4:10:28 AM

Good morning Mr. Conrad,
My name is William Clark and I live at 2302 West Sugar Creek Drive here in Lakeland Florida.

We have lived in Lakeland since our house was built almost 30 years now

With Amazon moving into our neighborhood we have experienced a high level of increased noise from their planes. It seems our street is right on the planes decent route to the airport as they fly so low over us I can probably throw a stone and hit the bottom of the plane, which I've never done!

The noise is definitely higher then the sound decibels mentioned in this article.

My wife and 2 of our neighbors all work from home and phone conversations are now difficult to handle. My wife and neighbors say they have to place their callers on hold till the planes have passed over us.

This inconvenience will increase dramatically with the proposed additional flights of up to 44 flights per day.

One of our neighbors is actually preparing to sell his house and move if this proposal passes. Our community was a peaceful, quiet neighborhood until Amazon arrived, now we feel like we're living on the tarmac of an Airforce base.

Please find a solution to this situation and a route that does not negatively impact any neighborhood in Lakeland.

Thank You Sincerely,
William Clark

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P062

From: [Michael Maguire](#)
To: [Conrad, Gene](#)
Subject: For what it's worth ...
Date: Thursday, May 27, 2021 4:28:26 AM

Gene,

I won't be at the public hearing tonight but I want you to know that I support - and appreciate - all you have done and will do to keep our airport and city humming in tune with the times.

Cheers,
Michael

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27-4

From: [Patty Fouts](#)
To: [Conrad, Gene](#)
Subject: Jet noise over Grasslands
Date: Thursday, May 27, 2021 4:35:02 AM

Dear Mr. Conrad,

13-42 I had the pleasure of hearing you speak a few years ago at my PEO group. I have lived in Lakeland since 1960 when I moved here as a ten year old, and was a local elementary school teacher for 36 years. What you have done at Lakeland Linder Airport has been amazing and I know has done much for our city. I never thought I would be writing to complain, but it also never occurred to me how flights at the airport might affect my daily living. That was before Amazon and the noise caused by jets flying over Grasslands. Is it tolerable? Yes, annoying, but tolerable. I can't sit on my porch and make a phone call or listen to music or read the paper or visit with friends without knowing I will probably have to stop and wait for a plane to pass - often one plane behind another. My husband and I had just enlarged our porch the November before all of this started so that we would have the space to enjoy having family together. The noise is a disruption and I am very concerned that it will soon be worse. I also fear that the value of our home will decline because of it - a home we bought because of the quiet, tranquil area in which to live our retirement years. I understand you are working to lessen the noise impact, and I thank you for that.

Sincerely,
Patty Fouts
2410 Laurel Glen Dr.
pkfouts@gmail.com
863-683-8916

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From: [Tosh Sargeant](#)
 To: [Conrad, Gene](#)
 Subject: Comment Regarding Proposed Increase in Amazon Flights
 Date: Thursday, May 27, 2021 8:31:21 AM

Hello,

Thank you for reading my comments regarding the proposed Amazon flight increases at Lakeland Linder Airport. My schedule did not allow me to attend the public forum.

I know that Lakeland city officials will focus greatly on the potential economic impact that may occur by increasing Amazon's presence in our community. And they will focus some energy on reducing the noise pollution from increased flight activity. But I do not think that our city officials will consider the cultural and community impact that increasing Amazon's presence in Lakeland will more than likely have. Here are some questions that our city officials should consider.

14-33 How many full time jobs, with full benefits, will Amazon provide to the citizens of Lakeland? Not to individuals who live in the "surrounding area". How many good paying jobs will go to Lakeland city residents? Will flight crews be stationed in Lakeland? Will upper management that will be needed to operate this proposed increase be hired from Lakeland or will they be brought in from another area?

23-2 How will Amazon become a part of the Lakeland community? Will Amazon donate to our local colleges and universities, as GEICO and Publix have donated to Florida Southern College? Will Amazon partner with the Central Florida Flight Academy to provide our high school students with access to innovative airplane technology and information on future career paths?

23-3 Will Amazon sponsor Lakeland events? An Amazon sponsored Sun N' Fun seems like a good idea to me. Or if Amazon does care about growing Lakeland's economy, then they could help pay for the Lakeland Downtown Farmers Market that is a lifeline to many of Lakeland's small businesses. Or maybe Amazon could contribute to Catapult. Lakeland's very own business incubator.

Will Amazon sponsor a float in the Lakeland Christmas parade like GEICO does almost every year?

Have the individuals at Amazon who would like to increase flights in and out of Lakeland ever visited Lakeland? Do they live nearby?

14-73 Is Amazon prepared to not just provide infrastructure to promote more business, but infrastructure to promote healthy lifestyles in Lakeland?

To Amazon, is Lakeland a transit point or a city where people live?

14-74 I fear increasing Amazon's presence in Lakeland will create a temporary economy or a transient economy. An economy that is not bound to place or people and therefore

doesn't care about the place or the people. Here's an example of why I think this way. I know my UPS driver. I know his name. He has a daughter that's a few years older than my oldest daughter. My wife and I bought Disney princess dresses from our UPS driver. The dresses were a Christmas present for my daughter. My UPS driver takes extreme care of our packages. He lives nearby. He's invested in his community and mine.

My wife is a professional photographer. Due to her specialized occupation, she often orders supplies online because these supplies are hard to find locally. Unlike our UPS driver, we don't know our Amazon delivery drivers. Why? Because every delivery is a different driver. Also, these drivers don't seem to know the area. They're constantly asking us for help finding houses in our neighborhood. And they're usually not the safest drivers. The city of Lakeland could pay the newly approved raises for the police department through speeding tickets for Amazon delivery drivers. All of this gives me the impression that the Amazon workforce is in constant transition.

Where will Lakeland be in 10 years when Amazon moves on?

23-4

How will Amazon contribute to our community and our local culture?

Thank you.

--

Tosh Sargeant
PhD Student, Music Education
School of Music
College of the Arts
University of South Florida

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From: "Mutz, Bill" <Bill.Mutz@lakelandgov.net>
Date: May 27, 2021 at 12:10:22 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Fwd: Amazon expansion

FYI

Bill Mutz
Mayor - City of Lakeland

Administrative Assistant: Traci Terry
Office: (863) 834-6005
Traci.Terry@LakelandGov.Net

Begin forwarded message:

From: Brandt Merritt <bwmerritt@gmail.com>
Date: May 27, 2021 at 11:15:53 AM EDT
To: City Commission <CityCommission@lakelandgov.net>
Subject: Amazon expansion

Good morning!

I won't be able to make the meeting tonight or give other public input, but wanted to at least drop a line by email to say that Amazon should be given the green light to expand their physical footprint and the number of flights. We're on the flight path (off Hallam/Live Oak), and while I notice many of the planes when they go overhead I think it's pretty cool and not disruptive. The airport is an appropriately zoned location for this kind of expansion, and it puts Lakeland even more on the map as a critical commercial base of operations. In other words, the benefits far outweigh any drawbacks in my opinion, particularly as some of the flight path issues get ironed out with the FAA over time. Thanks!

--

BRANDT MERRITT
Marketing/Communications Director
Summit Consulting
Lakeland, Florida

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 4:33:31 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] FW: Amazon Prime Air

Eugene B. Conrad III, C.M.
Airport Director
Lakeland Linder International Airport

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

From: Mike Loudon [<mailto:drmikegbr@gmail.com>]
Sent: Thursday, May 27, 2021 4:32 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Subject: Amazon Prime Air

Dear Mr. Conrad: My wife and I live in southeast Lakeland and enjoy seeing those big blue and white Amazon jets fly over our house and on to Lakeland Linder Field. It's thrilling to see Lakeland become a commercial air center. To me, it speaks of great progress moving forward. Along with PUBLIX, it helps put Lakeland on the map!

Keep up the great work. Thanks for all you do for this community.

Sincerely,

Dr. John "Mike" Loudon

Sent from my iPhone

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P067

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>

Sent: Thursday, May 27, 2021 8:11:20 PM

To: Sanford, Paul <paul.sanford@aecom.com>

Subject: [EXTERNAL] Fwd: Thank You!

Sent from my iPhone

Begin forwarded message:

From: Shawn Warren <swarren@classiccontrols.com>

Date: May 27, 2021 at 7:32:02 PM EDT

To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>

Subject: Thank You!

Mr. Conrad:

13-43

Good evening. I wanted to send you a big thank you for all that you and your team are doing to support and grow our aviation business in Lakeland. It is a vital part of our ability to grow while maintaining the quality of our community. There are those who, while enjoying these benefits, are complaining about the "noise". The "noise" is very minimal and short lived. I have lived in the Grasslands community for 20 years now and have absolutely no problem with the flights that travel over our development. Many travel right over my house. I actually very much enjoy these flights, being an aviation fan plus knowing how healthy it is for Lakeland. Feel free to vector as many of them over our house as necessary.

Thank you,

Shawn Warren

3125 Winged Foot Drive

Lakeland, FL 33803

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 8:14:01 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Public hearing comment

Sent from my iPhone

Begin forwarded message:

From: Donovan Baltich <dcbaltich@gmail.com>
Date: May 27, 2021 at 7:06:17 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Public hearing comment

Gene,

You and your team are doing a fantastic job cultivating business relationships for City of Lakeland. I'm very pleased with the progress you've made growing the airport and couldn't be happier about Amazon expanding its footprint in Lakeland.

Thank you for your tireless work!

Best,
Donovan C. Baltich

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 8:31:48 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon expansion at airport

Sent from my iPhone

Begin forwarded message:

From: Frances Stephens <ocean42@verizon.net>
Date: May 27, 2021 at 5:27:36 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon expansion at airport
Reply-To: Frances Stephens <ocean42@verizon.net>

13-44

Noise and air pollution have become problematic since Amazon began expanding flights. They are ruining our quiet rural life style that so many of us moved to Lakeland to enjoy. This expansion will tank property values for many of us near the airport. In return we get a few slave labor jobs. I vote AGAINST expansion.

Frances C. Stephens

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 8:31:48 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon expansion at airport

Sent from my iPhone

Begin forwarded message:

From: Frances Stephens <ocean42@verizon.net>
Date: May 27, 2021 at 5:27:36 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon expansion at airport
Reply-To: Frances Stephens <ocean42@verizon.net>

Noise and air pollution have become problematic since Amazon began expanding flights. They are ruining our

quiet rural life style that so many of us moved to Lakeland to enjoy. This expansion will tank property values for many of us near the airport. In return we get a few slave labor jobs. I vote AGAINST expansion.

Frances C. Stephens

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From: [Debbie Schaffer](#)
To: [Conrad, Gene](#)
Subject: Lakeland Linder International Airport
Date: Friday, May 28, 2021 2:51:09 AM

Mr. Conrad,

I attended the workshop and hearing last night at RP Funding. I live in Grasslands!

The Amazon proposal is unacceptable increasing the noise and surface transportation. This session should have been done prior to Amazon's arrival. I am presently waiting for the air traffic to start up today as I write this email!

The arrival of the uncontrolled flight pattern of Amazon prime has compromised our housing development, most likely decreasing our quiet environment and housing prices! If you look back, I also contacted you and Bill Mutz when this started, noting the unacceptable noise level happening with Amazon flights.

Also, when you do a presentation, make sure your visuals are readable and have the neighborhood development labeled. You also know better when you want transparency!

Please feel free to contact me with any questions or concerns!

Thank you,

Deborah Bowers Schaffer
2441 Laurel Glen Drive
Lakeland, Florida 33803
Cell: 863.255.4754

Sent from my iPhone

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P072

From: [Robin Thompson](#)
To: [Conrad, Gene](#)
Cc: [Home \(robinandlynn78@yahoo.com\)](mailto:Home (robinandlynn78@yahoo.com))
Subject: Draft Environmental Assessment Phase II Air Cargo Facility
Date: Friday, May 28, 2021 4:01:52 AM

Public Information Meeting 5/27/21

Request for information on traffic impacts

1-1

I reviewed the draft Assessment document and didn't see any data that an Origin and Destination Study was done and that it appeared all the traffic work was done just for Drane Field Road.

14-36

I did not see any impacts to surrounding roadways, such as Pipkin. While most of the impacts will happen on Drain, there will be some diversion of traffic and/or additional traffic from the O& D study for Waring, Pipkin and County Line, not just at or on Drain Field Road. While the traffic study maybe only required for Drain Road by the FAA, the Airport and City should look at the ancillary impacts of the traffic model. It would not take a lot of additional time to rerun the model for the surrounding area.

I also understand that the Noise levels do not require Noise Mitigation, but why doesn't the Airport enter into a voluntary program to purchase property surrounding the Airport, especially on the east side. These purchases can be done as properties go up for sale? This has been done successfully at other locations around the country and will help with any future expansion.

14-36

One of the folks helping at the boards, told me to request a written response on the traffic study, which I am officially requesting.

Thank you.

Robin Thompson
3925 Sandhill Crane Drive
Lakeland, FL 33811

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P073

From: [Robin Thompson](#)
To: [Conrad, Gene](#)
Cc: [Home \(robinandlynn78@yahoo.com\)](mailto:Home (robinandlynn78@yahoo.com))
Subject: Draft Environmental Assessment Phase II Air Cargo Facility
Date: Friday, May 28, 2021 4:01:52 AM

Public Information Meeting 5/27/21

Request for information on traffic impacts

I reviewed the draft Assessment document and didn't see any data that an Origin and Destination Study was done and that it appeared all the traffic work was done just for Drane Field Road. I did not see any impacts to surrounding roadways, such as Pipkin. While most of the impacts will happen on Drain, there will be some diversion of traffic and/or additional traffic from the O& D study for Waring, Pipkin and County Line, not just at or on Drain Field Road. While the traffic study maybe only required for Drain Road by the FAA, the Airport and City should look at the ancillary impacts of the traffic model. It would not take a lot of additional time to rerun the model for the surrounding area.

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One of the folks helping at the boards, told me to request a written response on the traffic study, which I am officially requesting.

Thank you.

Robin Thompson
3925 Sandhill Crane Drive
Lakeland, FL 33811

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From: [David Houston](#)
To: [Conrad, Gene](#)
Subject: FAA COMPLAINT
Date: Friday, May 28, 2021 4:44:50 AM

Dear Mr Conrad,

I am a resident of Grasslands and am asking you to forward my complaint to the FAA. All communities around the airport need relief from the low flying Amazon flights as soon as possible. Please let the FAA know the path for exiting flights needs to be changed to give us relief from the noise.

Thank you
David Houston
2673 Bellerive Dr
Lakeland FL 33803
863 206 2922
dhouston6675@gmail.com

Sent from my iPad

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From: [Jackie Schwartz](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Friday, May 28, 2021 5:17:40 AM

My name is Jackie Schwartz we met at the meeting last night and you told me I could email you at this address. I would really like to find the information as to where I can complain about the noise. After attending the meeting last night I realized I think this is a done deal. I think this meeting was just for show I think you guys were going to do this no matter what. I brought my family to Lakeland 35 years ago and raise them here my children still live here my grandchildren live here this was a wonderful town I've always loved Lakeland I still love Lakeland. It was a wonderful place to bring up my children but it's changing and it's not changing for the good. I believe all this is because of money. I don't see how the citizens will benefit. Amazon takes away from our local businesses every single day and we're going to support it and make it get bigger and bigger and bigger.? But talking about the noise I live on the east side by Cleveland Heights two blocks away from the Polk parkway the noise for us right now is atrocious I live in an old house and my windows rattle with the noise. I really hope in my heart that the city commissioners will not allow this to happen.
Jacqueline Schwartz

[Sent from the all new AOL app for iOS](#)

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From: [Connie Durrence](#)
To: [Conrad, Gene](#)
Subject: Amazon Flights Over Grasslands
Date: Friday, May 28, 2021 5:48:20 AM

Mr. Conrad-

13-49 I wanted to register my complaint about the large number of Amazon flights each day which seem to be flying directly over my house in Shoal Creek Village in Grasslands. The noise is at such a level that if I'm watching TV or simply having a conversation with friends we are unable to hear each other until the plane has left the area.

20-10 I am a supporter of businesses that bring jobs to our city and county, but the quality of our life should not be so drastically impaired when there are solutions to mitigate this intrusion. I would appreciate any steps you can take to help us.

Connie Durrence
3062 Shoal Creek Village Drive
Lakeland, FL 33803
Cdurrence@tampabay.rr.com
(863)640-0303

Sent from my iPhone

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From: [Elizabeth Willers, Realtor with Avery Properties](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 6:07:52 AM

Dear Mr Conrad,

Please help stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Elizabeth and Jock Willers

2476 Laurel Glen Dr, Lakeland, FL 33803

863 521 4164

willershomes@gmail.com

Thank you.

--

How much is your home worth: <http://www.willershomes.com/whats-your-home-worth>How Much is Your Home Worth?

My blog: <http://willershomesfl.tumblr.com/>

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From: tfrehnke@gmail.com
To: [Conrad, Gene](#)
Subject: Re: Grasslands homeowner
Date: Friday, May 28, 2021 6:12:13 AM

Dear Mr. Conrad,

13-51 We are new homeowners to Grasslands. Moved from Pinellas County to have a quiet sanctuary to call home. After moving in to our new home in September we starting hearing and seeing the Amazon Prime flights go over our home. It was shocking to us as we never knew this was going to happen. They fly so very low to our home it is scary. We are begging you to please stop this from happening! It can be so loud and literally scary to us when it directly goes over our house at such a low altitude.

We would have never bought in Grasslands if we knew this was going to be a problem. It is a beautiful safe and quiet community that is being destroyed by this terrible situation!

Sincerely,

Robert and Tammy Rehnke

Laurel Glen homeowners (Grasslands)

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From: [Curtis Cassidy](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 6:18:20 AM

Dear Mr. Conrad:

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Curtis W. Cassidy, M.D.

3105 Legends Circle

Lakeland, FL 33803

(863) 899-6618

cassidymd@msn.com

Curtis W. Cassidy, M.D.
Diplomate in Psychiatry and Forensic Psychiatry
(863) 686-0800 Office
(863) 686-0805 Fax

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From: [Bill McClellan](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 6:27:15 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Bill McClellan
3480 Turnberry Dr
Lakeland, FL 33803

863-647-1003

billmccl@att.net

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From: [Jerry Bridges](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 6:32:24 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Jerry Bridges

1763 Laurel Glen Place

Lakeland, FL 33803

Phone: 863-860-5883

Email Address: Jerry.bridgesrr@gmail.com

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From: [Alice Gilbertson](#)
To: [Conrad, Gene](#)
Subject: Air traffic
Date: Friday, May 28, 2021 6:35:46 AM

Mr. Conrad,

13-55 I am an Amazon shopper and I also appreciate their importance to the growth of Lakeland, however, a correction needs to be addressed concerning their flight path. I am hearing impaired, yet the noise they create as they fly over my patio is too loud for even me. We bought a house in the Grasslands because of its serene atmosphere. Amazon flights have destroyed our peaceful environment.

Sincerely,
Alice Gilbertson

Sent from my iPad

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From: [Stuart Earl Larsen](#)
To: [Conrad, Gene](#)
Subject: Disruptive noise over Grasslands
Date: Friday, May 28, 2021 6:44:41 AM

Subject: Flight Paths and NOISE affecting Grasslands

Dear Mr Conrad,

13-56 You must stop these low flying flights over my home in the Grasslands community. They are not only LOUD but are also DISRUPTIVE; especially when our sleep is interrupted at 6:00 and 6:15 AM.

14-38 Grasslands is one of the premier communities in Lakeland, as you know. You and I both know if this persists, our resale values will fall and that directly effects the Lakeland/Polk county tax base and our pocket book.

Dr Bonny and I have lived in several Florida communities since 1972 and we chose Lakeland because it was a quiet peaceful town. These recent decisions you guys are making may be good for business but are surely not good for Grasslands or other communities affected by this noise pollution.

Please work with the FAA to stop these unnecessary flight patterns.

Sincerely,

Dr Bonny and Stuart Larsen

2752 Bellerive Drive - 33803

862-225-5031

DrBonLarsen@aol.com

LarsenStuartE@aol.com

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From: [Ted Kennedy](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 6:55:53 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Ted Kennedy

2852 Prestwick Drive, Lakeland, FL 33803

919-698-3376

tkiowa@msn.com

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From: [Kimberly Cassidy](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 7:26:39 AM

Dear Mr. Conrad,

I'm writing you today, as I was unable to attend last night's meeting. My husband and I did watch the live stream of the meeting and have read over the airport project plan.

13-58 I'm urging you to please stop these low flying flights, that appear to only be the Amazon Air flights, over our Grasslands community. Not only are these low flying flights loud, they are very disruptive to our family. We have a child with a rare neurological disease and requires sleep to gain strength. These constant flights not only rattle our house, but wake him up and impact his quality of health. I can only imagine if your son's ability to attend school, walk without muscle weakness resulting in sudden falls, and his overall ability to function at full capacity because his sleep was disturbed by a large airplane flying directly over your house, would have you pleading with the FAA and the city to have these flight paths diverted away from your home.

20-19 Our children are 10th generation Polk County natives. My husband is a private practicing physician and I'm a former Human Resources Executive now stay at home mom. We came back to Lakeland after college, medical school, and residency to raise our family in this charming quiet town. We love this place and the people that make it such a wonderful community. However, we did not ever imagine such an unfathomable and obnoxious disruption like Amazon Air negatively impacting our family and friend's quality of life. Walks and bike rides in our Grasslands community, walking the lake, and even hanging around the YMCA/Peterson park, have never been so disruptive and unpleasant as they have this past year. It's absolutely disheartening.

It's imperative our city of Lakeland Commissioners recognize there are more of the good, loyal, citizens whose health and overall quality of life are being negatively impacted, than those who aren't. Lakeland is a wonderful charming town, please let's keep it this way by urging the FAA to stop these unnecessary flight paths and the city from accepting this large expansion for Amazon.

Sincerely,

Kimberly Cassidy
3105 Legends Circle
Lakeland, Florida
33803
863-370-0054
curtandkimberly@icloud.com

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From: [Larry Dobbs](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 7:28:21 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,
Larry G Dobbs

Name: Larry G Dobbs

Address: 2729 Bellerive Drive

Phone: 863-660-7824

Email Address: larrygdobbs@yahoo.com

larrygdobbs@yahoo.com
Larry G Dobbs
2729 Bellerive Drive
Lakeland, Florida 33803-5473
863-660-7824

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From: [Joseph Belshe](#)
To: [Conrad, Gene](#)
Subject: Amazon flights
Date: Friday, May 28, 2021 7:55:36 AM

Dear Mr. Conrad.

I live in Grasslands and have enjoyed the security of this community for over 20 years. I was as excited about Amazon coming in as everyone else was. I think they will do a lot for our community by their tax dollars.

Forty- four flights a day scares me. I do feel, however, that all of Lakeland should help to carry the burden of these frequent flights. In other words, all flights should not follow the flight path directly over Grasslands, nor should we be exempt from some going over. Fair is fair. I believe the early report was they used the East/west runway and had to stay below 2000 feet because of the proximity to Tampa and Orlando. This was very noisy! I think there could be some coordination between those two airports and Lakeland Linder to allow for faster climbs. This would surely alleviate some of the noise. It is not just Grasslands, though we may be the more vocal, but this also affects other communities around us. (Mas Verde, Beacon Terrace, Ariana Village, Presbyterian Homes, etc, etc are all negatively impacted by low flying flights).

I do hope you consider balancing the flight patterns of outgoing and incoming flights. This would end up with less total dissatisfaction. No one wants all and no one should expect no flights at all.

Best to you, Mr. Conrad.

Sincerely yours,
Mary and Joseph Belshe
2900 Grasslands Drive
Lakeland, FL 33803

Email: jcbmd@aol.com

Sent from my iPad

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From: pegwendel@gmail.com
To: [Conrad, Gene](#)
Cc: pegwendel@gmail.com
Subject: Flight Paths and Noise affecting Grasslands
Date: Friday, May 28, 2021 8:15:20 AM
Importance: High

Dear Mr. Conrad,

13-61

You must stop these low flying flights over the Grasslands community. They are very LOUD. They are very Disruptive.

Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Mr and Mrs John F Wendel

1748 Laurel Glen Pl
Lakeland FL 33803
pegwendel@gmail.com
863 409 1450

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From: [LakelandAirport](#)
To: [Conrad, Gene](#); [Hallstrand, Chris](#)
Subject: FW: I support airport expansion
Date: Friday, May 28, 2021 8:31:05 AM
Attachments: [image001.png](#)

From: John Curls Jr. <curlsj@barneypumps.com>
Sent: Friday, May 28, 2021 10:50 AM
To: LakelandAirport <lakelandairport@lakelandgov.net>
Subject: I support airport expansion

To whom it may concern:

27-8

I LOVE seeing and hearing airplanes coming in and out of our airport! I am writing to express my full support regarding the ongoing expansions at the airport especially concerning Amazon. As you all have done so far, please continue to move forward in an appropriate and responsible manner. Thank you for the work that you are doing.

I am a City of Lakeland resident. I was born in Lakeland General Hospital and have lived here essentially my whole life. I love the generosity and care that our community shows and how people try to make life better here.

Best regards,

John Curls, Jr., P.E.
Chief Executive Officer
O: [863-665-8500](tel:863-665-8500)
E: curlsj@barneypumps.com
2965 Barney's Pumps Place
Lakeland, FL 33812
www.barneypumps.com



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From: [Edward M. Cetrangolo](#)
To: [Conrad, Gene](#)
Subject: Complaint to the FAA - Gene Conrad please forward to the FAA
Date: Friday, May 28, 2021 8:46:31 AM

Complaint to the FAA - Gene Conrad please forward to the FAA
From my speech last night.

Thank you. to all concerned, for coming to tonight's meeting.

My Name is Edward Cetrangolo,
C-E-T-R-A-N-G-O-L-O
I live in "The Grasslands" at
3032 Shoal Creek Village Dr, Lakeland

I would like to "Touch and Go" on a letter I wrote to The Ledger concerning
the noise from the Prime aircraft.

Dear Ledger,

I did my homework!!!

Where are the flight logistics?

Ground logistics are great! Amazon can build one giant building. Then build another 2nd Giant Amazon building, twice the size of the first one. Produce all the materials, workers, plans, permits, inspections, and environmental assessments.

BUT, when it come to air logistics and moving the arrival and departing flights to something structured and not all over the city, that process

becomes a long and arduous decision for the FAA to implement. It's been almost a year.

All flights are dangerously low, some at 1,500 feet off the ground for 10 mile stretches before climbing up to higher altitudes.

It started at 22 flights per day, it's now jumped to 44 flights. It my jump again and again.

My second letter, I want to "Touch and Go" on, was to Gene Conrad and my

fellow Grasslands residents,

13-62

Investigating THE INFORMATION on the Website called WebTrak

WebTrak - Is a Public Noise Abatement and monitoring system that surrounds the area incorporating the flight paths to and from the airfield, it's used at 26 airports in the US, 3 airports in FL and at 58 airports all around the world.

This website is a model, for a state of the art approach to logistics.

1. It uses sensitive instruments to determine the noise levels, in conjunction with standardized flight paths, designated mandatory turning waypoints to lessen noise or to fly around a portion of a city before turning.

and in conjunction with monitoring aircraft noise!

2. it also monitors elevation off the ground in feet, air speeds in MPH, type and size of aircraft and its destination. All on an easy to read MAP...

3-29

"The biggest visual I have noticed in my study, was, all arriving and departing flights have one thing in common!"

They Fly straight out, on take off. They "DO NOT" take "RADICAL" hairpin like turns after takeoff. Amazon needs to STOP the radical turns over "The Grasslands".

These are the facts!

Ask yourself , WHY to these 3 questions?

1. WHY, NO air logistics on noise above the city,

2. Why, the erratic and radical departing and arrival flight paths and not one standardized corridors to and from the airport, Thus making all flights less confusing for pilots and the control tower personal.

13-130

3. Why, Do the Pilot's NOT throttle back their jets engines after lift off, to help lower the jet's noise rumbling in people ears, shaking our home's and the city.

13-130

We desperately need a noise abatement systems.

The FAA needs to step up their game! "Lets NOT fly by the seat of our pants."

Thank you.

Edward M Cetrangolo
3032 Shoal Creek Village Dr
Lakeland FL 33803
Cell 863-450-8823
edcetra@aol.com

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P091

From: [Peggy Semans](#)
To: [Conrad, Gene](#)
Subject: Amazon planes and future flights
Date: Friday, May 28, 2021 8:49:41 AM

Dear Mr. Conrad,

We are very upset with the low flying, extremely LOUD and disruptive flights flying over our Grasslands community. They start flying around 6 o'clock in the morning which is unacceptable. Please forward our complaint to the FAA to come to a resolution of this problem.

Sincerely,

Rob & Peggy Semans
2834 Grasslands Drive
Lakeland, FL 33803
813-610-0826
Rpsemans@aol.com

Sent from my iPad

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13-63

From: [belarson4](#)
To: [Conrad, Gene](#)
Subject: Flights
Date: Friday, May 28, 2021 8:49:57 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. They are early in the morning, late at night, and they are too many. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Buffy Larson

3135 Grasslands Drive

Lakeland, FL 33803

belarson4@gmail.com

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From: [Nancy Fingar](#)
To: [Conrad, Gene](#)
Cc: [Edward M. Cetrangolo / Grasslands](#)
Subject: By my wife Nancy Fingar - Complaint to the FAA - Gene Conrad please forward to the FAA
Date: Friday, May 28, 2021 8:54:46 AM

To whom it may concern.

13-65

I Nancy Fingar, have read my husbands speech from last night and I want to make a formal complaint to the FAA. I agree with Mr Ed Cetrangolo. "Ditto" on his speech.

Sincerely,
Nancy

Nancy L Fingar
3032 Shoal Creek Village Dr
Lakeland, FL 33803
Cell 813-458-9924
jnfingar1@me.com

Complaint to the FAA - Gene Conrad please forward to the FAA
From my speech last night.

Thank you. to all concerned, for coming to tonight's meeting.

My Name is Edward Cetrangolo,
C-E-T-R-A-N-G-O-L-O
I live in "The Grasslands" at
3032 Shoal Creek Village Dr, Lakeland

I would like to "Touch and Go" on a letter I wrote to The Ledger concerning
the noise from the Prime aircraft.

Dear Ledger,

I did my homework!!!

Where are the flight logistics?

Ground logistics are great! Amazon can build one giant building. Then build
another 2nd Giant Amazon building, twice the size of the first one. Produce
all the materials, workers, plans, permits, inspections, and environmental
assessments.

BUT, when it come to air logistics and moving the arrival and departing flights to something structured and not all over the city, that process becomes a long and arduous decision for the FAA to implement. It's been almost a year.

All flights are dangerously low, some at 1,500 feet off the ground for 10 mile stretches before climbing up to higher altitudes.

It started at 22 flights per day, it's now jumped to 44 flights. It my jump again and again.

My second letter, I want to "Touch and Go" on, was to Gene Conrad and my fellow Grasslands residents,

Investigating THE INFORMATION on the Website called WebTrak

WebTrak - Is a Public Noise Abatement and monitoring system that surrounds the area incorporating the flight paths to and from the airfield, it's used at 26 airports in the US, 3 airports in FL and at 58 airports all around the world.

This website is a model, for a state of the art approach to logistics.

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and in conjunction with monitoring aircraft noise!

2. it also monitors elevation off the ground in feet, air speeds in MPH, type and size of aircraft and its destination. All on an easy to read MAP...

"The biggest visual I have noticed in my study, was, all arriving and departing flights have one thing in common!"

They Fly straight out, on take off. They "DO NOT" take "RADICAL" hairpin like turns after takeoff. Amazon needs to STOP the radical turns over "The Grasslands".

These are the facts!

Ask yourself , WHY to these 3 questions?

1. WHY, NO air logistics on noise above the city,
2. Why, the erratic and radical departing and arrival flight paths and not one standardized corridors to and from the airport, Thus making all flights less confusing for pilots and the control tower personal.
3. Why, Do the Pilot's NOT throttle back their jets engines after lift off, to help lower the jet's noise rumbling in people ears, shaking our home's and the city.

We desperately need a noise abatement systems.

The FAA needs to step up their game! "Lets NOT fly by the seat of our pants."

Thank you.

Edward M Cetrangolo
3032 Shoal Creek Village Dr
Lakeland FL 33803
Cell 863-450-8823
edcetra@aol.com

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From: |
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 9:03:55 AM

Dear Mr. Conrad,

13-66 You must stop these low flying flights over the Grasslands community. They are LOUD. They are DISRUPTIVE. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Lawrence W. Moore
3383 Turnberry Lane
Lakeland, Florida 33803
863-944-4186
Lmoore8474@aol.com

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From: [Pixie Rubin](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 9:10:28 AM

Dear Mr. Conrad,

Please work with the FAA to reroute low-flying flights away from the Grasslands community. We appreciate your attention to this issue.

Sheryl Rubin
2485 Laurel Glen Drive
863-666-4298
pixierubin@icloud.com

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From: [Jim Studiale](#)
To: [City Commission](#); [Bill Mutz](#); [Conrad, Gene](#)
Cc: [Cook, Kevin](#); [Sherrouse, Shawn](#); [Travis, Nicole](#)
Subject: Official Comments for Amazon Expansion Hearing
Date: Friday, May 28, 2021 9:11:39 AM

Mayor Mutz, City Commissioners, Gene Conrad, FAA Representatives:

The City of Lakeland was well planned and over the past three decades took action to cause a Lakeland Renaissance that has made our city the envy of many other cities nationwide. The 1990 Master Plan documented a multi-decade effort to reclaim Lakeland's Historic Parks, Connect its Lakes, and prime the pump for downtown redevelopment to recreate the City envisioned and enjoyed by its early citizens. Lakeland has boomed and its "Quality of Life" is exceptional and admired by those who visit and call it home. Our neighborhoods are strong and sought after!

I was among those who worked to craft and fulfill that vision and I cherish this City as most residents do. I ask then why in the name of economic development are we ignoring, in fact reversing decades of progress in order to become

an ever growing freight hub for Amazon. Economic gains must be measured against costs. The costs of Amazon's Jets is Noise and degrading the Quality of Life in so many of Lakeland's great neighborhoods. Commissioners, you have welcomed a reduced quality of life, a drone of noise any time we venture into our outdoor spaces! None of our public accomplishments and the wonderful qualities of Lakeland matter if we diminish the quality of life here in

"Our City". The prevalence of jets flying over my home has not simply hurt resale value for me and my neighbors but more importantly it robs me of the quiet enjoyment of my once fabulous home, pool, and patio setting—overlooking beautiful open space!

The City's recruitment of Amazon diminishes and in fact has begun to destroy what we so carefully built over decades. Economic development is not the priority, Q of Life is!!! We reduced Drummond's Proposed Mall by 50%, West Lakeland DRI by more than 70% due to traffic impacts and always measured growth against impacts. Why not in this case? These noise impacts are pervasive and overarching and much greater than any economic benefit to Lakeland.

Jim Studiale
925 Wedgewood Lane
Lakeland, 33827

PS: Our home is many miles from the airport and I would understand if I was nearby but I am not. Good Cities set priorities for growth and do not embrace it at all costs. Gene, please ensure that these comments are included in the package to FAA, and continue to work on the mitigation steps we have discussed. To date it is all just noise.

Sent from my iPad

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From: [Zach Backar](#)
To: [Conrad, Gene](#)
Subject: Amazon expansion plans.
Date: Friday, May 28, 2021 9:40:06 AM

14-41

How would you like this over your head. Now its about to get worse. Apparently, no one is interested in giving any compensation from the windfall revenue to the Lakeland cash register? Why can't you help us with this? By lowering our property taxes? Especially after the financial suffering due to no fault of our own(Pandemic). I moved down here to retire. What are you thoughts?

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From: [Emilee Niekro](#)
To: [Conrad, Gene](#)
Subject: Amazon expansion
Date: Friday, May 28, 2021 10:14:04 AM

Mr. Conrad-

This is a letter about my heartfelt concern of the detrimental effects of the planned Amazon expansion. My husband and I both were born and raised in Lakeland and love it with all our hearts. We have two young children and are very involved in many aspects of the community. We have planted roots in central Lakeland, own our home and love it. We live near the YMCA in a beautiful neighborhood with established homes. The current amount of Amazon arrival traffic is completely tolerable, however with this planned expansion it seem to be extreme. We are so blessed to have this wonderful thriving town, however letting Amazon have this much power here will be detrimental. Many home values will plummet, noise pollution will be intolerable. I am all about bringing new business to Lakeland and growth, however, allowing Amazon to impact our community at this magnitude is reckless. I beg of you to please consider the negative impact this expansion will have on our community and it's environment. Lakeland is THRIVING with Amazon here as it is, please consider the community and those that live here. Thank you so much for your time.

Sincerely,
Emilee Niekro

Sent from my iPhone

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From: [Christine Michalik](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Friday, May 28, 2021 11:06:00 AM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Name: Christine Michalik

Address: 3146 Grasslands Dr Lakeland FL 33803

Phone: 863-701-6124

Email Address: mompix44@yahoo.com

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 2:53 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] FW: Amazon

Eugene B. Conrad III, C.M.
Airport Director
[Lakeland Linder International Airport](#)

From: HARRY STOER [mailto:hstoer@aol.com]
Sent: Friday, May 28, 2021 2:49 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Subject: Amazon

14-43

Amazon expanding will bring needed jobs to Polk County. A few seconds of jet noise is worth it.
Semi's are loud too!

Rick Stoer, CHA
Hospitality Depot Inc.
Phone: 863 529 3401 Mobile
Office: 850 235 8063
Fax: 850 230 3060
Hstoer@aol.com
rick@hospitality-depot.com
www.hospitality-depot.com
Like us on Facebook!
<https://www.facebook.com/pages/Hospitality-Depot/510806772354901>

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P101

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 3:13 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] FW: Extreme aircraft noise

Eugene B. Conrad III, C.M.

Airport Director

[Lakeland Linder International Airport](#)

From: jmgreenberg3@aol.com [<mailto:jmgreenberg3@aol.com>]
Sent: Friday, May 28, 2021 3:08 PM
To: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Subject: Extreme aircraft noise

Dear Mr. Conrad,

I am a resident of Grasslands. Our peaceful home is now continually disrupted by the lowing flying Amazon planes. They wake me in the morning and disturb our dinner at night. Our quality of life is effected from this aircraft noise. Please work to re-route these planes to a different path over non residential areas.

I appreciate your prompt attention to this matter.

Carrie Greenberg
3115 Legends Circle
Lakeland, FL. 33803

[561.706.6510](tel:561.706.6510) Carrie

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13-70

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>

Sent: Friday, May 28, 2021 3:26:40 PM

To: Sanford, Paul <paul.sanford@aecom.com>

Subject: [EXTERNAL] FW: Amazon

Eugene B. Conrad III, C.M.

Airport Director

[Lakeland Linder International Airport](#)

From: Andrew Bildz [mailto:ajbildz@gmail.com]

Sent: Friday, May 28, 2021 3:25 PM

To: Conrad, Gene <Gene.Conrad@lakelandgov.net>

Subject: Amazon

Dear Mr. Conrad,

As the airport director, you are doing the right thing to listen to the community concerns, working with the FAA and Amazon to mitigate the noise, and most importantly, properly managing the expansion at Linder.

The complainers may not like the noise, but they sure do like their cheap Amazon deliveries to their front door.

They may not like the noise, but they have no need or desire for employment at Amazon or the airport.

They may not like the noise, but they bought their home very near an airport, where (noisy) planes necessarily operate.

This is NIMBY x 1,000. GO AHEAD AND EXPAND!

Andrew J Bildz, Lakeland, FL



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www.avast.com

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 3:59 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon more than welcomed

Sent from my iPhone

Begin forwarded message:

From: Rick Gonzalez <enrigonz70@gmail.com>
Date: May 28, 2021 at 3:45:38 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon more than welcomed

Hello Mr Conrad,

Bringing in more business like Amazon to Lakeland is a great thing for us, this city and county needs it! More jobs, more businesses equal progress! The airport is doing a great job keeping the noise levels down, I live a mile from the airport, on the south side. The inconveniences are a small price to pay to see our city grow.

Thanks for your time,

Enrique Gonzalez

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P104

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:01 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon 5/28/21

Sent from my iPhone

Begin forwarded message:

From: jumpjohn@aol.com
Date: May 28, 2021 at 3:43:01 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon 5/28/21
Reply-To: jumpjohn@aol.com

Dear Gene:

14-45

I am in support of the expansion of Amazon at Lakeland Airport. I don't work for Amazon and I don't agree with their politics but I care more about the future of Lakeland and that future is better with more jobs with a good and stable company providing them.

27-10

My wife and I in the direct take off line during the day and the planes have never woke us up or bothered us. Actually, when we hear them we still go outside to watch them go by. We love it. I guess our home is better insulated than the complainers homes or they are just complainers. We have lived here most all of our lives coming up on 7 decades and are appreciative of the work the city has done to attract business lately as in the past we lost companies like Rooms to Go. Some of these people are so narrow minded that they don't even like Publix and Lakeland Regional Medical. Anyway, please approve the expansion and if you are able to make the complainers happy by changing routes for them...great. I have a feeling they will still complain. Also, the airport pre-dates 90+% of their homes being built.

Sincerely,
Johnny Johnson
1153 Waterfall Lane
Lakeland, FL 33803

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:03 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon Expansion

Sent from my iPhone

Begin forwarded message:

From: Donna Willett <dwillett1115@gmail.com>
Date: May 28, 2021 at 3:40:36 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon Expansion

Mr. Conrad, I would like to congratulate you and your team for an informative and well executed session at the RP Funding Center on May 27. I was in attendance and was impressed with all the information produced on posters, during the presentation, and during your address to the attendees. I appreciate that the public was allowed to voice their numerous concerns.

Living at the end of Fiddle Leaf Way, my home is a stone's throw from the current cargo facility. Although I do hear many of the planes as they depart and arrive, I do not find the noise a particular nuisance. I am not certain how the increased flights by Amazon will impact my thinking, to be honest; and I am as concerned about the vehicle traffic as much or more than the flight traffic. As a matter of fact, the continual revving of the jet engines by Draken International, I find much more intrusive than the current Amazon situation.

As I listened to the well thought out speeches, the thing I kept coming back to was why you were the person hired to be the director of the airport. I would think your hiring was so the airport could become an integral part of Lakeland and add to the economic growth of the city. It would seem to me that you have attained what you were hired to do with the exception of adding a commercial airline to Lakeland Linder. I keep hearing that is in the works and surely with the expansion of runways to cope with the businesses, that can not be far off!

Congratulations on a job well done! It seems your efforts for Lakeland have exceeded what residents had hoped for! Your success is also a success for Lakeland.

Sincerely,
Donna Willett
3380 Fiddle Leaf Way

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:04 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Flight Paths and Noise affecting Grasslands.

Sent from my iPhone

Begin forwarded message:

From: Irene Bullara <bullara.ib@gmail.com>
Date: May 28, 2021 at 3:57:54 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Flight Paths and Noise affecting Grasslands.

Dear Mr Conrad,

You must stop these low flying flights from Lakeland Linder airport over the Grasslands community. They are Loud. and They are disruptive.
With more flights planned for future from amazon and other passenger flights worry us. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Irene & Joe Bullara
3323 Turnberry Ln
Lakeland, FL 33803

863-686-5130

Email: jbullara1@tampabay.rr.com

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P107

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:04 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Pro Amazon Air Expansion

Sent from my iPhone

Begin forwarded message:

From: Matt Wiatt <matt@wiatt.net>
Date: May 28, 2021 at 4:00:34 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Pro Amazon Air Expansion

Matthew Wiatt
4519 Hillman Lane
Lakeland FL
33813

14-47

I have been a homeowner in Lakeland Highlands for nine years. I am in favor of the Amazon Air expansion at Lakeland Linder International Airport. The economic benefits to our growing community have been and will be great for Lakeland by letting Amazon increase its presence.

Best,



MATT WIATT
SENIOR PRODUCER

(863) 272-1899 o
(904) 210-3455 c

IndieAtlantic.com

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From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:06 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Lakeland Airport - Amazon

Sent from my iPhone

Begin forwarded message:

From: Highland City Glass <hcglass@verizon.net>
Date: May 28, 2021 at 4:02:46 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Lakeland Airport - Amazon

Dear Mr Conrad:

Thank you for helping to improve Lakeland and our airport.

14-48

The naysayers griping about the Amazon expansion would chirp differently if they or their kids needed good paying jobs.

27-11

I don't live as close to the airport as 3 of my brothers and an uncle, who all live in Grasslands or Oakbridge do but I am glad we have good companies providing opportunities and taxes to our community. Also, none of my brothers are griping about noise. or buy near airports, non-golfers complain about golf course maintenance noise and that they might have to pay for upkeep; those who build near a major highway complain about the noise.....anyway you get my drift. The overall health of our city is more important than a few people who will complain about most anything.

Thanks,
Jim Johnson
PO Box 5110
Lakeland, FL 33807

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P109

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 4:12 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Amazon.

Sent from my iPhone

Begin forwarded message:

From: Paul Skelton <dskel89260@gmail.com>
Date: May 28, 2021 at 4:08:18 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Amazon.

Thanks for holding the meeting last nite. I didn't go because I knew what all the cry babies were going to gripe about.

27-12

Lakeland needs this expansion no matter what the people are complaining about. We live in the colonnades and we get the noise from planes but it doesn't last but a few seconds and is no bother. Before living here we lived on Waring road and it was a lot busier but we enjoy planes. This isn't no worse than living by railroad tracks and train coming by all hours of the day. You get used to it.
I'm sure the people complaining have jobs and don't care about other people that need the work. Besides, the airport wasn't just built after the people moved in. If you don't like airports then don't buy a house next to one.

Thank you for letting me get my two cents worth in.

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P110

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Friday, May 28, 2021 5:34:49 PM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Lakeland Regional sound problems

Sent from my iPhone

Begin forwarded message:

From: Lester Chernick <wtendo@aol.com>
Date: May 28, 2021 at 5:22:29 PM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Lakeland Regional sound problems

Sir,

Just to add my concerns to the already existing ones, what is going to happen as Amazon expands is frightening if a noise abatement plan is not instituted. We want only success for this wonderful company, but the FAA must protect our property values by instituting a reasonable plan for the flight paths of these ever increasing takeoffs and landings. Thank you for your attention to my concerns.

Dr. Lester Chernick
3340 Turnberry Dr.
Lakeland, FL 33803
wtendo@aol.com
863-683-4880

Sent from my iPhone

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3-11

From: nreh961@gmail.com
To: [Conrad, Gene](#)
Subject: Amazon
Date: Saturday, May 29, 2021 11:34:54 AM

13-74

I live off Pipkin Road, probably much closer than most of those complaining about the noise. Yes, I hear noise and see the jets coming and going. However I don't find the noise life changing as some would suggest.

14-49

We all know people looking for decent paying jobs; Amazon provides that. They also contribute to the financial base in Lakeland, allowing for improvements and employment within the city itself.

Citizens want growth, want their city to have a strong, secure financial base that allows us to make concrete plans for future growth and for a reliable infrastructure. It seems to me Amazon sees a future for themselves here in Lakeland or they would not be interested in expanding. I think we should be pleased to move forward with Amazon.

When I see an incoming Amazon plane I usually think they might have my order I placed yesterday on it.

Nina Rehberg

Sent from my iPhone

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From: [Doug Curry](#)
To: [Conrad, Gene](#)
Subject: Amazon planes
Date: Saturday, May 29, 2021 11:15:14 AM

Hi,

We live at Sanlan RV Park, in a park model on 98 South and the Prime planes fly over our park on the way to the airport. We actually look forward to watching the planes and it does not disturb our outdoor activities at all. Besides the added jobs for folks in our area is a real plus. Let Amazon expand.

April and Doug Curry

[Sent from Yahoo Mail on Android](#)

[Sent from Yahoo Mail on Android](#)

[Sent from Yahoo Mail on Android](#)

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From: [Sam Wagner](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Saturday, May 29, 2021 10:10:49 AM

Good afternoon,
My family and I are not in support of the expansion of Amazon. Amazon is a big box, corporate bully that is not in the best interest of maintaining the peace and small business vitality of Lakeland. As it is, the Amazon planes roaring over our neighborhood have disturbed the peace we previously enjoyed.

Samuel W. Wagner

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From: [Matthew Gardner](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Saturday, May 29, 2021 10:02:01 AM

Hello Gene,

This is Matt Gardner address is 445 Longfellow Blvd, Lakeland, FL 33801.

My family and I experience heavy air traffic fly overs daily from Amazon Pilots.

It constantly interrupts our family life and quality time.

It constantly has an effect when we leave our home and an Amazon Pilot flies over because our property is on a corner with traffic, we rely on sound and sight to be able to pull onto Longfellow Blvd.

When an Amazon Pilot is flying over head we have to wait additional time to leave because of the safety issue with road traffic.

Amazon pilot's are already flying extremely low altitudes and the noise is extremely loud already.

As a truck driver it's extremely difficult to hear when a jet is flying over and thus makes it extremely difficult to leave home when a jet is flying over.

I'd rather see more road traffic from and to Amazon vs having more air traffic that interrupts anyone's way of life especially safety and sleep.

Sincerely,

Matthew Gardner

445 Longfellow Blvd, Lakeland, FL 33801

Family Tradition Transport LLC

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From: lablack@aol.com
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Saturday, May 29, 2021 10:00:32 AM

Good Afternoon Mr. Conrad,

My name is Larry Blackwelder. My wife and I (along with our two horses) live at 4450 Hamilton Road, LL.

I was unable to attend the recent meeting regarding the Amazon expansion of facilities and flights, but would like to provide input. Not having the opportunity to be at the meeting I may have some things confused. If so, please feel free to correct me. From the Ledger article (not always the best information source) it appears that the primary concern was voiced by the residents of Grasslands and Lakeland Highlands (those living on the East side of the airport).

I just want to speak up for the residents on the West side. There are fewer of us and we probably won't make as much "noise" in the system as those to the east. But all the concerns they raise regarding the noise and livability of our residents are just as valid for us on the west. The concern is that the Airport will react in a discriminatory, disproportionate manner to appease the East side residents while neglecting and burdening the West side residents. An example of that was actually presented in the Ledger article stating that "the city has already switched to a voluntary preferred runway that has flights arriving from the west end of the runway overnight between 10 pm to 7 am when winds allow". Why would there be more concern for those on the east side of the airport that they not be disturbed during sleeping hours than those on the west. Is it ok to disturb our sleep more?

The point is that we understand that living in close proximity to an airport will in some ways be disruptive. We understand that increased traffic from Amazon flights is a good thing for Lakeland, Polk County, and commerce and jobs in our community. But everyone who lives around an airport must bear their fair share of that disruption. We on the west side of the airport don't want to bear a disproportionate share of that disruption to quite the "noise" coming from the east side and will be watchful to insure an improper balance doesn't occur.

Have an great Memorial Day weekend. We thank you for all your efforts in promoting and managing the airport. Kind regards.

Larry Blackwelder
(863)660-3244

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From: crayanderson@gmail.com
To: [Conrad, Gene](#)
Subject: Amazon Flights
Date: Saturday, May 29, 2021 9:22:08 AM

Mr. Gene Conrad
City of Lakeland
Airport Director
gene.conrad@lakelandgov.net

re: Amazon Flights

Dear Mr. Conrad,

I've been reading about the protests of a few disgruntled residents, unhappy with the sound of the Amazon jets arriving and departing KLAL. I live in the City of Lakeland at a point about 6 miles directly east of the approach end of Rwy 27. I'm a licensed pilot (grounded for health concerns) and I well understand air traffic and noise abatement issues

Like others, we experience frequent arrivals and departures of the 737 and 767 aircraft operated for Amazon. I often monitor their movements via FlightAware using an ADS-B receiver. Most of the time when they pass over my house, they are below 2000' and in landing configuration with flaps and leading-edge slats extended and landing gear down. I cannot know their actual power settings, but I can sometimes hear power adjustments as they fly the approach.

Frankly, the sound of these jets is lower than some smaller business jets and even some propeller aircraft operated in the vicinity of the airport. The loudest of all are helicopters and, less frequent, the fighters operated by Draken. Taken together, it seems a bit unfair for this entitled class of myopic protestors to pick on Amazon. It suggests a different, un-stated agenda.

Neither we nor our neighbors are at all bothered by the sounds of the heavy jets Amazon has brought to Lakeland's sky. I do not believe that any person who buys a home anywhere near an airport can be seriously surprised or become irrationally angered by the sounds of air operations. These protests are irrational. It is as if they moved to the shore and then objected to the sound of passing boats or even the persistent "noise" of waves lapping at the beach

The enormous economic benefit Amazon's presence has brought to the City of Lakeland is well known. The jobs they bring to our city and the revenue they add to the budget far outweighs the incongruous moaning of a few privileged residents. No one is coercing them to stay here. If they are not happy here, I suggest they sell their houses and move away. A miniscule fraction of our population will miss them and in this so-called seller's market, they should do quite well.

Thanks for all you've done to help put KLAL on the map. I believe our future is ever brighter because of your considerable efforts.

Ray Anderson
2122 Deerfield Drive, Lakeland 33813
crayanderson@gmail.com

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From: [Ellen Wendel](#)
To: [Conrad, Gene](#)
Subject: Amazon noise
Date: Saturday, May 29, 2021 8:55:09 AM

Lakeland should be financially compensated costs and noise.

Ellen Wendel

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From: [Jason Gager](#)
To: [Conrad, Gene](#)
Subject: Amazon airplane noise
Date: Saturday, May 29, 2021 8:45:04 AM

Hello,

My name is Jason Gager, I just read the article in the ledger about the meeting regarding the noise from the Amazon jets.

I agree with most of my fellow citizens that the noise from the Jets is very disruptive to daily life. I too have to pause conversations when jets are turning around over my house. I however live in plant City just west of county line Road and just south of the flight line to the airport, 2828 clay Turner Rd, to be exact.

I see that plenty of people from grasslands are upset and want the jets to use a different approach route in order to reduce the noise over their high-end gated community. I would sincerely hope that you would take into consideration people who live in the other areas as well. The noise is just as bad over here as it is over there. I take particular offense to the section in the article that said:

" The city has already switched to a voluntary preferred runway that has flights arriving from the west end of the runway overnight between 10 p.m. to 7 a.m when winds allow."

That increases the amount of flight traffic over my house while I'm trying to sleep. I realize this is a sensitive situation and it is up to someone to weigh the cost to benefit ratio. I am politely requesting that traffic is not increased over poor neighborhoods for the sake of people in gated communities.

I am thankful I have the opportunity to send this email. Those of us in lower income areas do not necessarily have the resources to attend community meetings. Especially meetings in different counties where the decisions you make will still affect our quality of life.

I would be glad to discuss this further in any capacity. Thanks for your time.

-Jason Gager
813-245-2338

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From: [Michael Sivilli](#)
To: [Mutz, Bill](#); [Madden, Stephanie](#); [McCarley, Sara](#); [McLeod, Chad](#); [Musick, Michael](#); [Read, Bill](#); [Walker, Phillip](#); [Conrad, Gene](#); 9-AWA-NoiseOmbudsman@faa.gov
Subject: Aircraft Noise Complaint
Date: Saturday, May 29, 2021 8:35:23 AM

Good day,

I just wanted to report that last evening and this morning there have been multiple large planes coming in over our area very low and very loud.

This needs to be addressed as it's interfering with the quality of life in our area. We've created a nice area in our home to serve as a quiet place to destress and unwind, but it's a waste now that we have all these loud planes flying overhead.

Please address this situation as soon as possible.

Thanks,
Mike Sivilli
4423 Southride Trail
Lakeland, FL 33813
863-640-4490

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From: [Frank Villafana](#)
To: [Conrad, Gene](#)
Subject: Airplane noise over Grasslands
Date: Saturday, May 29, 2021 8:32:54 AM

I am writing to express my complaint and my request for a change of the flight paths out of and in to Lakeland Linder International Airport.

The current flight path of Amazon Prime flights from/to Lakeland Linder International Airport, over our residential neighborhood of Grasslands, is very disruptive. The flights are much too low and too noisy, and we understand that many more daily flights are scheduled for the near future. We believe that the flight path should be changed, so that the main portion of the loud arrival and descent can be performed over commercial properties and not residential.

We welcome the jobs being created by virtue of this new Amazon business, but also expect Lakeland Linder to be a good neighbor to the local residential communities.

Sincerely,
Frank Villafana
frvillafana@yahoo.com

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From: [Tom and Celeste Deardorff](#)
To: [Conrad, Gene](#)
Cc: [Mutz, Bill](#)
Subject: Amazon Expansion
Date: Saturday, May 29, 2021 8:22:29 AM
Attachments: [image003.png](#)
[image004.png](#)

May 29, 2021

Hello Gene,

For the record, I'm submitting a comment on the proposed Amazon Expansion at Lakeland's Airport, and a question or two.

As a retired city planner I understand the desire for economic development and return on the City of Lakeland's and FAA's investment in our airport; also, strategically the partnership with the Amazon corporation makes sense given their proximate warehousing operations as well as other proximate infrastructure investments.

As a resident and homeowner, I have enjoyed the annual Sun n Fun which often meant flights directly over our residence for a week or so out of each year. However, now on a daily basis, multiple flight fly over our home as flown by Amazon's heavy cargo jets, mostly arrivals, making their way to and others departing from Lakeland's airport, as aligned to use the instrument guided runway. This has resulted in multiple times a day ambient noise levels so loud one can't hear verbal conversations within 4 - 6 ft. Beyond interruption and disturbance of quiet enjoyment of our residential property, this becomes an issue of protecting and preserving our residential property value. The City of

Lakeland's Comprehensive Plan has also historically espoused protection of our neighborhoods and quality of life.

As such, I urge you, the city commission and the FAA to explore, design and approve all reasonable and available noise mitigation through alternative flight paths like the one discussed over the Polk Parkway, and others strategies as appropriate, including the waiver sought by the City from the FAA to allow these planes to fly above the 3,000 ft. elevation threshold, as might be safe and effective. I cite here a noise study associated with the London Heathrow Airport, demonstrating that aircraft descents that started at a much farther distance were able to help significantly reduce noise impacts:

*[24 November 2003 By **Paul Marks**: Noise nuisance from aircraft can be reduced significantly by changing the way the planes come in to land. Lining up with the runway as far as 70 kilometres away and making a steady descent can more than halve the acoustic energy that reaches the ground, an international research consortium has found.]*

Read more: <https://www.newscientist.com/article/dn4395-smooth-aircraft-approach-cuts-noise-pollution/#ixzz6wGYSPHz1>

Finally, regarding impacts of airport related noise, I ask that you, the City Commission, and the FAA to consider: *how will the long term plans to attract a major commercial passenger service airline fit with the above existing cargo flight patterns and frequency, and specifically, what mitigation strategies must be considered in advance of such passenger service in order to sustain quality of life and property values for those who have invested in a home that is located in alignment with the current **instrument flight path** for Lakeland's airport (i.e., Lakeland Linder Regional Airport)?*

Per the FAA's website on aviation noise,

(https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/), please note:

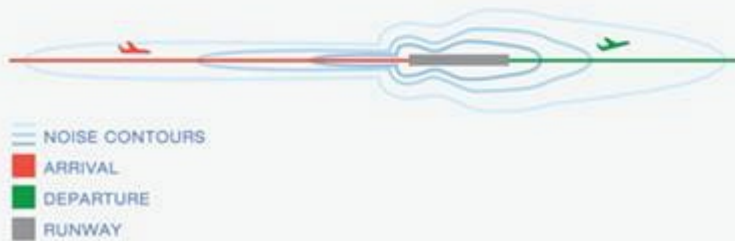
13-82

3-14

Noise Contours

Noise levels can be computed at individual locations of interest, but to show how noise can vary over extended areas, noise metric results like DNL are often drawn on maps in terms of lines connecting points of the same decibel (dBA). Similar to topographical maps showing the elevation of terrain in an area, these noise "contours" are useful for comparing aircraft noise exposure throughout an airport community. The shape of noise contours depends on many factors, but are influenced by things like whether more arriving or departing aircraft are flying over an area.

NOISE CONTOUR MAP



Thanks for all you do for the City of Lakeland; your professionalism and dedication is appreciated.

Sincerely,

Celeste Deardorff, AICP

Resident

4006 Glen Garry Rd West

Lakeland, FL 33813

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From: [Fred Gerber](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Saturday, May 29, 2021 8:05:55 AM

14-51

We have lived in Lakeland the past 48 years Living along the park way and our house is in the path of the plane's over our house. When Amazon planes came in we welcome them running out of the house just to see them over our house . Thank full, that the planes mean job s for the people of Lakeland. We Love Lakeland, Fred and Lorrie Gerber

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From: [Tim Averett](#)
To: [Conrad, Gene](#)
Subject: It is an air-PORT after all
Date: Saturday, May 29, 2021 8:01:48 AM

Sir,

I would say to those who don't like the current and potential noise footprint from Amazon jets to honestly assess their situation.

27-14 How long has the airport been there? How long have I been a nearby resident? What were my expectations when I decided to live near an airport with a long history of varied aircraft and traffic? It is disingenuous to think that the level of traffic at any airport was going to remain static. The Lakeland Linder Airport is a major driver of economic activity for the entire area, not just the City of Lakeland. I strongly support the Amazon expansion because the benefits far outweigh environmental and lifestyle impacts. It is not the fault of LAL or even Amazon that these residents made a conscious decision to purchase property directly underneath standard flight patterns for a medium sized airport.

3-15 As a retired airline pilot, I would also urge the FAA to not get creative in deploying noise abatement procedures at KLAL. It is a simple fact that noise abatement does not increase the level of safety. Instead it leads to unstable approaches, pilot distraction and non standard speed/power & altitude configurations. I believe routing airplanes over a landfill with its many large birds to be a decidedly poor idea. Safety should be primary and I am not in favor of anything other than standard operating procedures.

I wasn't there, but at the next public meeting, I would suggest an Amazon management pilot try to relate to those affected how unwelcome odd procedures are and how busy and dynamic a pilot's job already is without having to accommodate something different at every airport.

14-52 Sorry to say, if you bought property near a busy airport, that was likely factored into the purchase price and you will now have to decide if that was a wise move on your part.

Sincerely,
Tim Averett
Winter Haven
American Airlines, Capt/A330 (retired)

--

- *"The best dividends on the labor invested have invariably come from seeking more knowledge rather than more power."*

Wilbur Wright, March 12 1906

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From: [Dave Baker](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Saturday, May 29, 2021 7:30:56 AM

Gene,

Sorry I missed your meeting Friday night. Sounds like there was a 'not so friendly' group of area residents there and maybe a few pro-amazon folks.

28-15 So here is my take for the record, growth and jobs are great for our city, but these jets have to take off and land, which is the issue with the residents.

13-83 Gene, on the normal West approach, these big jets fly right over my house (Stoney Pointe Subdivision) at 1300' to 1400'. This happens morning through the day into late evening. I cannot imagine and agree to 44 of these planes flying over my house everyday would be an nuisance.

In the last week, I have not seen an Amazon jet fly over my house. I am guessing that this is because the wind has been blowing from the East and so they are approaching from the West, or there's a flight pattern change.

28-9 So finally I am against this expansion if I have a say in this matter.

Thank you.

Dave Baker
1747 Rocky Pointe Drive
Lakeland, FL 33813
863-732-1496 (cell)

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From: [Emily Cooper](#)
To: [Conrad, Gene](#)
Subject: Amazon air plains
Date: Saturday, May 29, 2021 7:27:42 AM

13-84

Hello Mr. Conrad my name is Emily Cooper, I live just inside Hillsborough County. Less than a mile from the Polk County line, I'm on Wiggins and Rice / Drain Field Rd. The Amazon jets affect me as well as Lakeland residents. The jets turn North after leaving the airport straight over our house. Ever time they knock out our TVs. Just wanted you to know Lakeland isn't the only ones affected by this. Thank you fir your time.

Sent from my iPhone

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From: [Johnny Abney](mailto:Johnny.Abney@tampabay.rr.com)
To: cfetherm@tampabay.rr.com
Cc: [Conrad, Gene](mailto:Conrad.Gene@tampabay.rr.com); flparman@tampabay.rr.com; shannonfetherman@icloud.com; gbaker231b@gmail.com; [Karen Fetherman](mailto:Karen.Fetherman@live.com); jjjannasy@live.com; tinkpos@aol.com; littleguys@live.com
Subject: Re: Proposed Flight Pattern
Date: Saturday, May 29, 2021 7:15:53 AM

Wow! You sent that ? Very well written.

On Sat, May 29, 2021, 8:10 AM <cfetherm@tampabay.rr.com> wrote:

5/29/21

Dear Mr. Conrad (Lakeland Airport Director):

I am a retired CPA and RE broker living in the Highlands area of south Lakeland. Lake Miriam Drive is the main E-W thoroughfare in the highlands, running from Lakeland Highlands Road to Florida Avenue (approx. 2 miles) and is the center of the Lakeland Highlands area. This area is located 1 Mile south of the Polk Parkway and we can clearly hear when planes and esp. jets fly this pattern, whether landing or taking off. Also located very near the Polk Parkway in the Lakeland Highlands area is the YMCA, Cleveland Hts Golf Course, two elementary schools, a middle school, several parks and youth sports fields, a nursing home facility, apartment complexes and residential subdivisions and many retail establishments located on both Florida Ave and Lakeland Highlands road. Also located next to the Polk Parkway further west is Watson Clinic South and Emergency Clinic which is a very busy clinic with many patient visits daily.

The Lakeland Highlands area is approx. 3-4 miles east of the Lakeland airport and jets are in a landing or take-off , low altitude mode when passing through this area. I am not a pilot and don't know their exact altitude but probably only a few thousand feet and the noise from the jets is obvious and annoying. Do jets have mufflers just asking ?

In my humble opinion any designation making the Polk Parkway the preferred landing or take-off for planes esp. jets (Amazon) would affect all of these and the entire Lakeland Highlands area, with tens of thousands of residents. If you live anywhere near this area, or know residents who do, you are well aware of the residential density of this entire area. I do understand how the proposed expansion by Amazon would be good for the local economy by providing hundreds of good paying jobs but I doubt their corporate leaders really care about the potential negative impacts.

I realize flight patterns are limited and most complaints are coming from the Grasslands area which is much closer to the airport. I'm sure you are aware that any flight pattern to and from the west of the airport is preferable to all concerned. But the recent emphasis on flight patterns from the east, and over the Polk Parkway, is very disturbing. The Lakeland Highlands area has probably 10 times or more residents than Grasslands, and many more affected institutions, and should be given serious consideration in any flight pattern

decisions. The Polk County landfill which is 5-6 miles east of Lakeland Highlands is not the issue, but any flight pattern from there and parallel with the Polk Parkway should be the primary concern.

Thank you,

Craig Fetherman, CPA

1744 Rosshire Court

Lakeland, FL

863-646-4646 res

407-883-9254 cell

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From: [Beverly Hendricks](#)
To: [Conrad, Gene](#)
Subject: Amazon flights
Date: Saturday, May 29, 2021 7:14:46 AM

14-53 I am a voice for the Amazon flights. I wanted to attend the meeting, but I had to attend my grandson's high school graduation that evening. We need these jobs that the Amazon flights provide here in the west-Polk/east-Hillsborough area. I heard the flights when they first started last summer, but I have gotten used to them, so I rarely hear them any more. We aren't a big city, like New York or Chicago, and if people don't like it, maybe they should move further from it. We need the jobs here. I wish we had a few commercial passenger flights, like we did for a short time a few years ago, like they do in Clearwater/St Pete and Sanford. We need more regional transportation options in Polk County.

Beverly Hendricks
2603 New Jersey Rd.
Lakeland FL 33803

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From: trezac@juno.com
To: [Conrad, Gene](#)
Subject: Amazon airport expansion
Date: Saturday, May 29, 2021 7:12:39 AM

A few thoughts, Gene...

1. When I moved next to Lakeland airport, I anticipated noise. To suggest otherwise would be naive.
2. A couple of years ago I attended a house party at a multimillion-dollar house in Westshore (Tampa). Every few minutes our conversation was interrupted by the loud noise of a plane flying literally a thousand feet over the house. I asked how they put up with that. Their response was that "that's the price of living in this community."
3. Tampa Airport has a FAQ on noise abatement. Basically it says, "suck it up."
<https://www.tampairport.com/noise-abatement-faqs>
4. Do tourists who want to enjoy a quiet day at the beach have a right to ask the Sint Maarten airport to relocate? https://www.youtube.com/watch?v=4jW9wk_g9QY

5. In the past year, I've noticed increased traffic on the Polk Parkway, and the truck noise is annoying. Could the parkway be placed in a more rural part of the county?
Bottom line is that the Amazon expansion represents an excellent boost to Lakeland's economic growth. After a couple of failures to attract commercial air to Linder, we should be grateful for this opportunity. Besides, no matter what locals think, the city commissioners are going to do what they want, anyway (said from experience as a Carillon Lakes resident). I appreciate all you're doing to change approach patterns, even though that's a difficult bureaucratic process.

George Rezac

402-699-4549

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From: pbrokaw69@aol.com
To: [Conrad, Gene](#)
Subject: In creased flights
Date: Saturday, May 29, 2021 6:54:58 AM

13-85

I am against the flight patterns of Amazon. Higher Altitude flying in landing and takeoffs could be one solution.. Using Polk Expressway as a guide only will increase noise pollution. I live less than a mile from Polk Expressway. Highway noise pollution is bad already. Lakeland needs the jobs and I hope a solution can be found without trampling on the citizens of peace and quiet Lakeland.

Perry C. Brokaw and Juan J. Perez
3325 US Highway 98 S. Valencia Estates Lakeland FL 33803

[Sent from the all new AOL app for Android](#)

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From: [Chip Adkins](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and Noise Impacting Grasslands
Date: Saturday, May 29, 2021 5:42:06 AM

Dear Mr. Conrad;

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths. They are not only loud and disruptive but they create a safety concern and could very well impact pour property value.

Sincerely,

Name: Chip Adkins

Address: 1963 Grasslands Blvd

Phone: (813) 624-5526

Email Address: cadkins7@tampabay.rr.com



Scanned by [McAfee](#) and confirmed virus-free.

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From: [Tommy Tompkins](#)
To: [Conrad, Gene](#)
Subject: Amazon expansion
Date: Saturday, May 29, 2021 5:35:12 AM

Thanks for all you and your staff have done for Lakeland and polk county!

I am 65 and a 40 year plus volunteer at SNF. I have seen the airport grow during those years.

I can't for the life of me understand whay you would buy property close to an airport and then complain about it . My wife and i live on clubhouse road and we really enjoy seeing the big jets as they approach the airport. That includes Amazon and the noaa aircraft.

One of our children works for Amazon and has been there since they opened on county line road. He has earned shares in the company and has great benefits and good pay. I have toured the facility during a family day and was very impressed.

This is the type of business we need in polk county, good pay and working conditions. Clean and safe... I think people should get over the problems they say they have and understand there is much more to this than their level of comfort.

I would suggest that the traffic patterns should be left up to the pilots as they will have safety in mind as first priority.

Back to my story, our other son is a pilot because of the time he spent at SNF during his youth. He runs the drone program for pcso and is a lieutenant with them. Amazon has helped SNF a great deal with the lease amount too.

I am for expansion as is my wife and family. We consider Amazon as a good neighbor even though we don't align with their politics.

Thanks

Tommy tompkins

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From: [Alex Shanks](#)
To: [Conrad, Gene](#)
Subject: In favor of airport expansion
Date: Saturday, May 29, 2021 5:00:14 AM

14-56 This is just a note to say I am in favor of airport expansion. We need the continued improvement to our economy. I trust the city and Amazon to work together to mitigate any noise concerns. Thank you for your leadership.

Sincerely,
Rev. Alex Shanks
Assistant to the Bishop
Florida Conference of The United Methodist Church

Sent from my iPhone

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From: [Will Harrell](#)
To: [Conrad, Gene](#)
Subject: Support for Amazon Expansion
Date: Saturday, May 29, 2021 4:13:57 AM

Gene,

Thanks to you and your team for all the great work y'all have done at the airport. I'm sure it hasn't been easy at times with some of the criticisms going around, but I'm confident that Amazon, and its expansion, will continue to be a great thing for our community.

Thanks again and I wish you,

All the Best,
Will

William H. Harrell, Esq.

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From: [Rick Steinberg](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Saturday, May 29, 2021 3:46:42 AM

Hi Gene,

I have lived in Lakeland my whole life since 1958. I don't particularly like Amazon and rarely use them but I find it ridiculous that people living near an airport complain about noise from airplanes. For years the city tried to get commercial flights in Lakeland. Nobody complained about that. If you don't like noise from airplanes don't live near an airport. It's that simple. You live in Grasslands so you know your near an airport and your house is on a former garbage dump. If you don't like airplane noise then move away from an airport.

Polk county is one of the fastest growing counties in the country. With that comes more traffic and noise from all types of things. Yes I loved Lakeland when it was a sleepy small community but it's changed and if it's not Amazon it's something else.

As people retire many choose Florida to retire. I built my house near lake hollingsworth in 2017 and it's doubled in value. Are these same people complaining about that?

I just bought a home in Ruskin on the Little Manatee River. There as in Lakeland the growth is nothing like I've seen in my lifetime. Homes and commercial properties going up at a breakneck pace. Should we have more stringent growth plans in place? Probably but money usually wins out.

Just driving on I-4 and 75 the traffic is nonstop. People are coming from all over the USA. CA, NY etc.

The airport in Lakeland has for years tried to get more commercial traffic. It's built for that and if it's not Amazon it's some other commercial use.

For good or for bad Florida has changed and growth is here whether you want that or not. Better zoning and planning would definitely help but regardless people are still coming to Florida in droves.

Thanks
Rick Steinberg

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From: [Lynette roff](#)
To: [Conrad, Gene](#)
Cc: [Tara Sullivan](#)
Subject: Flight ATHS and Noise Affecting Grasslamd
Date: Friday, May 28, 2021 8:14:25 PM

Subject: Flight Paths and NOISE affecting Grasslands

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Continued and additional flights have a drastic impact on our property values and affect our quality of life. They should not be allowed to continue .

Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Lynette A Roff

3303 Turnberry Lane, Lakeland 33803

Phone: 303-260-9155

Email Address:lroff1@gmail.com

A

*****WARNING: This is an email from an external sender. DO NOT click on links or attachments unless you know the content is safe. If you are unsure about an email, contact 4ISHelp.*****

From: [Dianne Myers](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and Noise affecting Grasslands and surrounding residents
Date: Friday, May 28, 2021 6:41:33 PM

Subject: Flight Paths and NOISE affecting Grasslands

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are extremely LOUD and very disruptive. It is almost impossible to sit and enjoy time on your lanai with the constant noise. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Name: Dianne Myers

Address: 3066 Shoal Creek Village Dr, Lakeland, FL

Phone:863-430-3949

Email Address:dimyers51@gmail.com

Sent from my iPad

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From: [Dennis Bohl](#)
To: [Conrad, Gene](#)
Subject: No More Amazon at the Airport, Please
Date: Friday, May 28, 2021 5:42:11 PM

Dear Mr Conrad,

14-57 I think that all Lakeland Residents have more than paid their dues with the current amount Amazon traffic at our airport. If not reined in this company will ruin our beautiful little town and destroy property values. They offer us nothing more than what's becoming minimum paying jobs while destroying premium property values. Isn't it enough to see the shopping and tract mall vacancies. Do we now have to offer up our property values as well. This company offers the average Lakeland property owner and resident nothing but the constant defending reminder that they just keep taking.

Please Mr Conrad, Please Say Enough!

Thank You,

Dennis & Mary Ann Bohl
708 Grasslands Village Circle
Lakeland, FL 33803
Phone: 612-802-8293

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From: [John Hughes](#)
To: [Conrad, Gene](#)
Subject: Aircraft Noise
Date: Friday, May 28, 2021 4:55:21 PM

Mr Conrad,

Our home on Fairlington Drive in Lakeland may as well be situated right next to a busy railroad track. After 30 years of quiet enjoyment of our home, since the beginning of this year, we can no longer have uninterrupted conversations in our home; no longer watch a TV show without rewinding several times to hear what we've missed; no longer have a phone conversation without forced pauses, all because of the noise of yet another Amazon 737 or 767 flying a few hundred feet directly over our house.

The decisions of the airport and city government public servants to trade the former quiet, high quality suburban life in Lakeland for a few warehouse jobs is unconscionable. The noise from these many jets rattle not only our windows, but our frayed nerves as well. I'm only glad that we - unlike many of our neighbors - don't have babies that are awakened every 30 to 90 minutes by the low-flying jets, but we do continue to have to apologize to house guests, phone callers, and zoom meeting participants for the silly volume of bone-jarring noise caused by giant jets skimming over our house many, many times a day and night.

Had we known that our house would one day be on the flight path of giant jet powered cargo planes, we would have located elsewhere. The diminished value of our property - caused exclusively by the excessive noise from these Amazon flights - will soon have to be calculated and added to the mental and physical anguish costs we are suffering, forcing us and those other Lakeland residents like us, to seek a reckoning.

Stop the flights!

John Hughes
910 Fairlington Drive
Lakeland, FL 33813

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From: [Timothy Roberts](#)
To: [Conrad, Gene](#)
Subject: Airport
Date: Friday, May 28, 2021 4:36:47 PM

14-58

Build the Amazon site we need the jobs

[Sent from the all new AOL app for Android](#)

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From: [James Mils](#)
To: [Conrad, Gene](#)
Subject: Stop the expansion
Date: Friday, May 28, 2021 3:52:23 PM

Dear Mr. Conrad:

20-12 I would like to add our voices to those opposed to the Amazon expansion at the Lakeland airport. Peace and quiet in our homes is a most cherished condition. Yet the large planes flying low overhead disrupt the serenity that makes our community a wonderful place to live. To think that more of this is coming, adding to the noise, pollution, and vehicular traffic in our area is anathema and contrary to the semi-rural setting that drew us to Lakeland in the first place.

We are asking that you do what you can to maintain our quality of life. Jobs and money are not worth losing the safety and peace that we are entitled to in our homes.

Thank you,

James Mils
Grace Viola
3656 Southcrest Blvd.
Lakeland, FL 33812

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From: [Susan Tukums](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion.
Date: Friday, May 28, 2021 3:15:16 PM

I used to go with my father to visit his old high school of performing arts friends, in Rosedale, Queens, New York. John F, Kennedy international airport is in Queens. From the front lawn of the small, crowded home, we could see the faces of the travelers inside the planes (aghast) and they could certainly see us from the front lawn. Believe me the lawn, the house and the neighborhood wasn't pretty. . Crime rates were and still are, high.

20-13

You can tell your Mr. Brewer, whoever he is, that yes an Amazon expansion will create a few more jobs, but will destroy housing prices, especially in SW Lakeland and Lakeland Highlands. Neighborhoods will be destroyed from noise and air pollutions. Residents' largest life investments, their homes, will be ruined.

Why do you think Amazon chose Lakeland in the first place to build their warehouse? Fly their planes? Land is considerably cheaper here than the rest of the country . I'm sure there's no warehouse in Jeff Bezos town, no 44 plane flights a day flying over his House. Wealthy men have been developing and taking over land, in poorer communities than their own , in distant, under developed locations, for thousands of years. And they don't spend their profits here. They don't put their money back into the lakeland community. No, they take the profits and put out them in hidden Overseas bank accounts.Swiss bank accounts. Back to New York. They don't spend their profit money here in Lakeland.

23-15

When out of town friends visit me in Lakeland they love it! The safe, pretty downtown. The lakes. the preserves. the parks. Why risk losing the beauty of all of the above just to make Jeff Bezos even more wealthier than he is today.?? How do the planes benefit us? What is Amazon willing to put back into the community to pay us back for allowing them to lose our peace and quiet on the weekends? For Polluting our air? Fot taking up so much space? All for \$15 an hour or a few workers...Please...,

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P142

From: [Dee Jordan](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Friday, May 28, 2021 3:08:56 PM

13-93

Please stop building and don't add any more flights. 22 is more than enough. The planes are flying too low. They look like they are trying to land in the yards now and the noise from them are disruptive to the neighborhood. I live off S.Fl Ave near the Walmart and the noise is ridiculous. Please consider not approving this move.

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From: [Maureen Shanley](#)
To: [Conrad, Gene](#)
Subject: Lakeland Airport Expansion
Date: Monday, May 31, 2021 7:31:32 PM

13-94

I would like to state that I am opposed to the Lakeland Airport expansion. The noise pollution from these jets and the extra air pollution from the exhaust as they fly so low over my home as they are getting ready to land will eventually cause health problems for those of us who live in the flight landing zone as it now exists.

I urge you to vote against the Lakeland Airport Expansion.

Sincerely,

Maureen Shanley
3828 Cheverly Drive W
Lakeland, FL 33813

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From: [David Matern](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE affecting Grasslands
Date: Monday, May 31, 2021 5:57:23 PM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Additionally, the flight pattern is over a densely populated area when other areas around the airport are sparsely populated. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

David Matern

1744 Laurel Glen Place

Lakeland, Florida 33803

(863)670-4073

Matern1@msn.com

Sent from my iPhone

Sent from my iPhone

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From: beckmuns@aol.com
To: [Conrad, Gene](#)
Subject: Disruptive Amazon Prime Flights
Date: Monday, May 31, 2021 5:55:35 PM

To: gene.conrad@lakelandgov.net

To the honorable Mr. Gene Conrad
Director, Lakeland Regional Airport

Subject: Flight Paths and NOISE affecting Grasslands

Dear Mr Conrad,

We respectfully request you stop these low flying flights over the Grasslands community. They are unnecessary and are devaluing the lifestyle and property values of the Grasslands Addition. It is VERY unfair to those who have invested in the Grasslands Addition. They are LOUD and they are disruptive. They wake us up at 05:30 am and late at night and must be stopped. Please work with the FAA to stop these unnecessary flight paths and use alternative flight plans.

Thank you for your kind assistance.

Sincerely,

Mark and Becky Munson

Address: Hertiage Lakes Addition, Grasslands Golf and Country Club

Phone: 863-670-0077

Email Address: Beckmuns@AOL.com

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From: [T.FARTHING](#)
To: [Conrad, Gene](#)
Subject: Amazon Flights
Date: Monday, May 31, 2021 5:18:37 PM

3-19

Mr. Conrad - We are writing in regards to the air traffic over our home in Grasslands. Whereas we know the flights will continue, we ask that jets that take off to the east would continue further east to gain altitude before they turn North. That path takes them over some commercial areas and they can gain altitude quicker flying straightaway versus a hard turn at low altitudes. We're asking Amazon to be a better neighbor using an easy fix. There is a universal concern in Grasslands for our property values. It won't take much for Amazon to improve the situation. Thank you for your consideration.

Sent from [Outlook Mobile](#)

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From: mzhuby@aol.com
To: [Conrad, Gene](#)
Subject: Public Commentary on Amazon Expansion
Date: Monday, May 31, 2021 2:59:15 PM

Mr. Conrad,

I'd like to offer this note as part of the public commentary against the Amazon expansion and any future airport growth.

We live in one of the neighborhoods off of Pipkin and Yates, we've lived here for over 20 years and enjoy our quiet country life. Until Amazon moved in. You and the commissioners, both city and county, have compromised our quality of life, disrupted our peace, and sold us out.

13-97 It is not an exaggeration to say that the roaring of those planes rattles our windows and wakes us out of a dead sleep. There have been many mornings where the full throttle of engine roar began at 4:30 am. Yesterday morning, Sunday, May 30th, the planes started at 5:42 AM, followed by 6:04 and 6:16. Sunday, a day when if one is not expected to work, one could expect to sleep in, however, your deal with the Amazon devil has changed all that. And now you and the commissioners are in negotiations to expand their presence, and double their flights thereby, further diminishing our life quality and hope for sleep beyond 5 am.

Our house faces the west and it is a constant issue when the NOAA, Coast Guard or other military planes arriving from that direction, flying low and slow, becoming so loud that it has disrupted business meetings, classes and conversations. Earlier this year, I believe February, a 6 engine military plane flew in so low that it rattled the house and caused objects to fall off the wall. Just a few weeks ago 5 Navy cargo planes came in around 4 pm, one every 7-8 minutes, again flying low enough to jar knickknacks from their place.

We intentionally chose not to live in a city or urban setting so that we could enjoy the quiet solitude of nature yet the unmitigated and poorly controlled growth in this area has turned this area into a noisy, crowded, fast growing, sprawling urban area. Urbanization is not how we wish to live.

14-59 The hundreds of new homes, new neighborhoods, industrial parks, warehouses, have caused unrelenting tractor trailer and vehicle traffic that snarls Waring, Pipkin and other tertiary roads several times a day on two lane roads that are unable to handle the capacity, yet you want to expand the airport, court domestic flights which will exponentially exacerbate the problems. Not to mention what it's going to become once the new 700 acre industrial park is built just north of the airport

Residents should have some expectation that their representatives have their citizens interest at heart, however, I'm struggling to see where any of you have considered us and our lives. What adult wants to purchase a house in a neighborhood that is surrounded by industrialism and commercial aircraft? Tell me who would want to raise their family in such an environment? This unfettered growth - residential, industrial, commercial and air - needs to stop.

Thank you for your time.

Sincerely,
Michelle Hubenschmidt & Gary Gidding

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From: [Dianna Thomas](#)
To: [Conrad, Gene](#)
Subject: Disruptive NOISE/flight paths - Grasslands community.
Date: Monday, May 31, 2021 2:11:08 PM

Mr. Conrad,

From:

Dianna Thomas

2470 Laurel Glen Dr.

Lakeland, FL 33803

Subject:

Environmental Assessment, Phase II Air Cargo Facility Development

Construction 2021, Proposed Project Impact 2022-2027

Lakeland Linder International Airport

Concern:

The FAA has identified that the long and short term impact of noise does not exceed significance levels. While we understand the use of the DNL model for evaluation it does not appear to account for the current and direct noise impact of flights that are going directly over our home at extremely low altitudes and full power. We have made several calls to the local airport since last fall expressing our concern.

Impact:

Disruptive to quality of life in south Lakeland.

Outside conversations are interrupted.

Flights occur after going to bed and prior to waking (awakened at both times).

Work at home calls are disrupted with inability to hear and rattling of windows.

Potential safety risk (bird strikes-little time to recover).

Detrimental impact on property values.

Request:

Expansion does not move forward until noise abatement/mitigation is in place that will take flights directly out and up to high altitudes which will stop low flying/loud commercial flights over our neighborhood.

Respectfully,

Dianna

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From: stepfrn@aol.com
To: [Conrad, Gene](#)
Subject: Fwd: Failure Notice
Date: Monday, May 31, 2021 2:04:28 PM

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

From: MAILER-DAEMON@aol.com
To: stepfrn@aol.com
Sent: Mon, May 31, 2021 1:17 am
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<gene.conrad@Lakeland.gov.net>:

Unable to deliver message after multiple retries, giving up.

----- Forwarded message -----

Hello Gene,

I am Stephanie Franklin, and I live in Bridgefield at Oakbridge. Please include Bridgefield with Grassland because we are all connected. I am going to make this short because because it is not sweet.

13-99 My home is no longer peaceful, my quality of life, that tranquillity that home gives me, has faded. I am approximately 500 feet from the Polk Parkway. My house sometimes shakes for the planes. My house is so noisy, that all of my windows and sliding glass doors need to be replaced by Amazon. I am a nervous wreck and my sleep has been interrupted on a regular bases.

21-12 I have given up reading the newspaper (Legder of course) with my morning coffee on the lanai. Grilling meals and inviting others is unpleasant. Watching the sunset is different. The noise from planes begins early mornings and lingers into the night. My neighbors roof was damaged by ice falling from a plane several years ago. I didn't think that could happen but it did. So now can it happen again, probably so.

21-13 Can the birds from the lake cause a strike not to mention the dump? We have pelicans, herons, cranes, ducks, and so on here in the back yard.

Safety, noise abatement and our quality of life are all in jeopardy. I have worked for this City and have served my Community. Please negotiate for us.

Respectfully Submitted,

Stephanie

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From: [Dave Buyens](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Monday, May 31, 2021 1:06:17 PM

Gene,

The existing Amazon air fleet is a common noise event at our house. I worry about increases. Also, I watched NOVA on PBS this weekend and was amazed at how widespread the plumes from jets affect our air quality. I am against the expansion in spite of enjoying Amazon's fast deliveries and their contribution to area economies.

Dave Buyens
709 Sandalwood Drive
Plant City FL 33563

Sent from my iPad

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From: [BETH DICKMAN](#)
To: [Conrad, Gene](#)
Subject: Subject: Flight Paths and NOISE affecting Grasslands
Date: Monday, May 31, 2021 12:29:43 PM

Dear Mr. Conrad,

Please stop these low flying flights over the Grasslands community. They are LOUD and disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Name: Beth Dickman
Address: 2970 Shoal Creek Village Dr. Lakeland, FL 33803
Phone: 863-450-7050
Email Address: bpdickman@msn.com

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From: [Kate Head](#)
To: [Conrad, Gene](#)
Subject: Late night noise
Date: Monday, May 31, 2021 12:28:57 PM

Mr. Conrad,

13-102
14-60
When I moved into Morgan Creek 8 years ago I felt like I lived in the country. Now the constant road noise on west pipkin, the engine testing noises, and the planes makes me feel like I live in the inner city. At least once a month the noise from jet engine testing makes it impossible to work at home and we can no longer open are windows. West Pipkins is an all night drag racing strip as employees start late night warehouse shifts and the planes at night wake you up. Why is a small rural airport allowing late night planes at all. Even airports in major cities have cut off times for planes to take off.

3-20
I fear all the money in grass lands will force more planes over the poorer communities and this will only get worse. Please consider banning late night flights after 10pm and please don't allow all the rich folks in Grassland to use their influence to force the "average joe" to bare all the plane noise. I work just as hard as they do.

Kathleen Head
4350 Tokose Place
Lakeland Florida 33811

[Sent from Yahoo Mail for iPad](#)

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From: [susan.queitzsch](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Monday, May 31, 2021 10:54:00 AM

Mr. Conrad--

Although I believe my concern about the further expansion of Amazon and the increased flights/noise that it will bring will be about as effective as spitting in the wind, I still feel I need to add my voice to others who object.

13-103 The peace and quiet that many of us enjoyed in this area was already being steadily infringed upon over the years with more jet flights and then other businesses were added that also increased air traffic. Now with the addition of Amazon we are enduring even higher noise levels and windows rattling at all hours and we're being told that worse is yet to come.

The addition of a few more jobs is reason we're supposed to embrace the destruction of our quality of life and the ability to enjoy our homes but the overriding factor, as always, is how much more money Amazon will bring to the city coffers. Only now after people in the surrounding community are complaining are you looking into noise mitigation routes. No one seemed concerned about the increased noise levels that you knew were coming when signing the big contract.

Like I said earlier, I'm not confident at all that anything any citizen in the area affected says will make much difference but at least I know I've tried. I'd also be willing to bet that you, Mr. Conrad live somewhere that is not affected at all by all this additional noise.

Susan

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From: [Charles Polstra](#)
To: [Conrad, Gene](#)
Subject: Feedback May 27, 2021 Info Workshop
Date: Monday, May 31, 2021 10:44:23 AM

We are Charles & Lois Polstra. The Colonnades 1750 Birchwood Loop, Lakeland, FL 33811. We are 8-year residents after living in Bloomingdale Valrico FL (Hillsborough County) for 28 years.

Our comments on the required Hearing/Info Workshop for Phase II Air Cargo Facility. This is another "huge step forward" for our city/county and we appreciate the thoroughness of the report. We support going forward . . with knowledge and information . . shared openly through constant communication.

From our kitchen window, we observe the PrimeAir planes approaching and departing. Always interesting to see them just over the treetops. Many times we have a short prayer for the crews for safe non-stop flights. I enjoy using FlightAware.com for tracking.

Working toward the greater good for all of Polk County and Central Florida

P.S. We are strong boosters of Bonnet Springs Park. David Bunch is a member of our Sunday School Class at FUMC on Lake Morton.

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From: [Jaime Guerra](#)
To: [Conrad, Gene](#)
Cc: [City Commission](#)
Subject: Phase II Air Cargo Facility Development Lakeland Linder International Airport - Concerned Comment
Date: Monday, May 31, 2021 10:31:04 AM

My Name is Jaime C. Guerra, I have been a Florida resident for 43 yrs. Lakeland has been my on/off residence since 1978. I live at 1109 Afton Street, Lakeland, Florida. 33803-3201.

I attended May 27th 2021 meeting and heard the briefing on the proposed Phase II Cargo Facility Development including the Draft Environmental Assessment.

I will start by saying that WHILE NOISE IS AN ISSUE, IT SHOULD NOT BE A DISTRACTION. While most of the focus is been placed (rightly so) on the noise annoyance generated by the current - and proposed increase of - air traffic around the airport area and the city of Lakeland in general, there are other just as important aspects related to the quality of life of Lakeland residents that will be severely and negatively impacted by the proposed expansion as it stands. I would like to prioritize the following:

26-6
1 THE ENVIRONMENT: The National Environmental Policy Act of 1969 (NEPA) might have sufficed to meet federal requirements for the Environmental Impact Assessment of the Project. However, this well intended Act does not address specifically enough the critical environmental issues we live and experience 52 yrs. after its original inception. The terms "*Negligible*" and "*Minor*" are used in identifying the impact to the natural resources and water caused by the Phase II Air Cargo Facility Development proposed expansion. A more up to date assessment is needed, perhaps by a third party group that can evaluate the impact to the environment using data obtain on recent experiences elsewhere and with similar projects and like conditions. EXPANSION CAN BE GOOD FOR CITIES - BUT NOT NECESARILY FOR ALL CITIES.

2. NATURAL RESOURCES:

18-1
WATER: The vehicular traffic increase expected will undoubtedly pollute our surface water (lakes, ponds, etc), as well as in our in-ground water veins (main source of water to many Lakeland residents who rely on wells for their source of drinking water). Fluids leaked from engines, as well as synthetic/rubber dust generated by tires will reach our water sources via "run-off" and seepage.

5-4
AIR: The emissions that will be generated by the expected traffic increase of regular passenger vehicles, as well as planes, semi-tractor trailers, trucks, vans, etc. will be detrimental to the air we breathe in our city. ~~Lakeland population growth has been accelerated for reason well known,~~ and the proposed expansion project will exacerbate the deterioration of our air quality, and the overall quality of life that we grown in our bellowed

city.

21-14

3. PUBLIC SAFETY: The proposed expansion project will significantly increase the risk of loss of human lives:

FUEL FARMS, storing high quantities of fuels in above ground tanks has an inherent high risk, storing jet fuels will increase exponentially that risk to our population. From accidental fires (man or nature caused), to undetected leaks. Once again human lives and environmental impact combined.

INCREASED VEHICULAR TRAFFIC will result in increased number of accidents throughout our city since trucks will be crossing many of our residential area's streets.

INCREASE OF TAKE OFFS AND LANDINGS: INCREASE THE RISK OF CATASTROPHIC EVENTS: Take off and landing are without a doubt the most crucial and critical moments on every flight. Given the size of cargo aircraft and increased amount of flights proposed, the risk to the lives of Lakeland's residents will be greatly increased. Once this project is

approved and goes through, there will be no chance to renege on the commitments made to corporations regardless of the lives lost.

In closing I want to share also my disappointment on the decision making process that has taken us to this juncture. I am troubled with the disregard shown by our city representatives who were elected by us, the citizens of Lakeland to represent our best interest. I CAN'T HELP BUT TO QUESTION, WHAT'S NEXT?

DECISIONS ON MAJOR PROJECTS SHOULD NOT BE MADE WITHOUT THE APPROVAL OF THE CITIZENS OF LAKELAND. Lakeland is growing rapidly, citizens should be active participants on the decision process leading to any major projects that will impact their beloved city, their quality of life and that of their descendants. **SELLING OUT TO ANY MAJOR CORPORATION** can and will surrender the control of Lakeland Intl Airport to that majority user, which in turn will effectively impact the decision by any passenger airline to operate flights that could be of more - and direct - benefit to Lakeland residents.

TAXATION WITHOUT REPRESENTATION: The economic benefit of this Expansion Project as proposed will not be only for the citizens of Lakeland, but also for citizens of other surrounding cities and counties (Hillsborough, and maybe even Pasco to mention some); However, Lakeland's residents will be the most negatively impacted, and the only ones who will be carrying the heavy load (added taxes) when time comes to pay for the collateral costs for services and support mechanisms that will be needed as the expansion carries on.

Concerned Lakeland resident / aware voter.

JAIME GUERRA - Consultant

Aquaponics For Communities
jaimeguerra54@yahoo.com
(813) 601-3553 Cell/Direct

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From: [Kathleen Wright](#)
To: [Conrad, Gene](#)
Subject: Airport Expansion with Amazon
Date: Monday, May 31, 2021 10:01:33 AM

14-61
26-7

Would like my voice counted in being totally against any expansion by Amazon to our airport. Not only the noise, but most importantly is the impact on small businesses(it will kill some for much easier to deal with Uncle Jeff), our traffic increase which is already horrific of which will be added trucks on our roads, the land they are acquiring, the extra fuel stored, not current environmental measures/1969 is way outdated, and the citizens should be the ones to vote on this not you all. I do not stand alone in this, but we all know the City of Lakeland has gone to bed with Amazon and it is a done deal. It will be remembered upon your reelection whenever that will be; you can count on that. It is disgusting for if it had not been for Transparent Lakeland we would not have known anything as citizens of Lakeland and I am a true Lakelander born and raised! I am tired of these decisions being made without our consent! What else is Amazon getting at our expense???????????

Kathleen Wright

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From: [John Fargher](#)
To: [Conrad, Gene](#)
Subject: Flight Path and Noise Affecting Grasslands
Date: Monday, May 31, 2021 9:49:10 AM

Dear Mr. Conrad,

Please try to stop the low flying flights over our home in the Grasslands community. The planes are very loud and disruptive.
Please request the FAA to divert the flight paths and remove low flying flights away from the Grasslands residential area.

Thank you for your help and consideration.

Sincerely,

Lynne Fargher
3143 Grasslands Drive
Lakeland, Florida 33803
863-687-4888; 863-602-3879 (c)
farghers@tampabay.rr.com

Sent from my iPad

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From: [Ben Mundy](#)
To: [Conrad, Gene](#)
Cc: [Mutz, Bill](#); [Walker, Phillip](#); [Read, Bill](#); [Madden, Stephanie](#); [McCarley, Sara](#); [McLeod, Chad](#); musickforlakeland@gmail.com
Subject: Amazon Expansion at LLIA
Date: Monday, May 31, 2021 7:45:38 AM

Mr. Conrad,

The word 'mitigate' is defined as 'to cause to become less harsh or hostile' or 'to make less severe or painful'. By definition, only undesirable items, things, issues, etc. need to be mitigated. You openly use that word in your description of trying to manage the air traffic generated by current Amazon air cargo landings and departures at LLIA. The proposed Amazon expansion is planned to double the number of those 'undesirable' occurrences on a daily basis.

I live approx. 3.5 miles northeast from the east end of runway 27. I hear the Amazon cargo planes as a rumble and can only imagine the noise impact of one of those planes over my house at a low altitude. No doubt, that has to be an undesirable occurrence. You can't mitigate that noise to be 'desirable' no matter the air traffic pattern(s) utilized - someone is going to be impacted (as indicated by personal comments at the public meeting).

I understand your mission to grow an income stream at LLIA. Landing the current Amazon business is perceived as a big win for you and the City of Lakeland. The citizens of Lakeland now understand the impacts of that business, both good and bad. The quality of life for many has been negatively impacted by the air traffic noise created by Amazon air cargo movements, and that negative impact will become greater with the planned expansion.

Air cargo and the associated impacts seem better suited to a large international airport such as TIA, not Lakeland.

Thank you,

Ben

Benjamin F. Mundy, Jr.
141 West Palm Drive
Lakeland, FL 33803

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From: [James W Singer](#)
 To: [Conrad, Gene](#)
 Subject: Opposition to Airport Expansion
 Date: Sunday, May 30, 2021 8:37:33 PM

Mr. Conrad,

As a full-time working resident of Lakeland, I was not able to attend the workshop regarding the proposed airport expansion. However, I would like some community concerns to be presented and considered that were not addressed at the meeting.

4-1 1. The destruction of natural habitats for protected species, for example bald eagles and sandhill cranes. I know for a fact that sandhill cranes live and breed in and around the airport area. However, has there been a study done about the population of this threatened bird? Has a study been done on how the airport expansion will impact this population?

13-106 2. With the airport expansion allowing an increased volume of incoming and outgoing flights, what is the expected decibel volume in the immediate surrounding area? Will this decibel level be above safe hearing levels? Will the increase in noise levels permit local businesses to operate specifically GEICO? I am a member of management at GEICO, and I can foresee the
 14-62 increased noise affecting our call handling departments' performances. Also, how will the increase in noise volume affect local property values? Should not local homeowners be consulted about this expansion if it may affect the value of their existing property?

14-63 3. Will the airport and Amazon be providing funding for road improvements, expansion, and maintenance in the surrounding area? The current roads surrounding the airport already have potholes and are in a state of disrepair with the current traffic levels. With the increase in air flight volume for commercial goods, there will be an increase in land transportation. Therefore, more vehicular traffic in the surrounding area. This increase in land transportation will necessitate more frequent repairs, and possible road expansions. As a commuter to GEICO, how will the traffic flow patterns be affected?

14-64 4. Has mass transportation or alternative methods being explored for the additional thousands of new commuters added to the existing road infrastructure?

16-2 5. The proposed airport expansion does not offer a solution to the adverse effects upon the neighboring wetlands and floodplains. With more paved areas, a larger amount of run off needs to be considered. What are the proposals to consider this increased volume of runoff?

17-2 Purchasing credits for wetlands is not a long-term solution. Flooding is a deep concern especially since we are in a high risk area for sink holes. Excessive flooding and runoff can cause land deterioration and collapse. Have you considered that the expansion of the airport may trigger a unknown sinkhole and possibly placed the airport or nearby properties in to jeopardy?

From what I have read of the workshop minutes, it is my impression not all community and environmental concerns were considered or addressed.

Please stop the airport expansion until further studies are complete.

James W Singer

632 W Hancock ST
Lakeland FL 33803

Thank you for taking my questions into consideration.

Please confirm receipt of my concerns to ensure they will be presented and considered.

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From: [Marja-Liisa PEARCE](#)
To: [Conrad, Gene](#)
Subject: Fwd: Amazon expansion at the Lakeland airport
Date: Sunday, May 30, 2021 6:30:20 PM

Mr. Conrad,
The email address for you in the Ledger was not correct, and I failed to check it independently. A new try.
Marja-Liisa Pearce

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

From: Marja-Liisa PEARCE <marjapearc@aol.com>
To: gene.conrad@lakeland-gov.net <gene.conrad@lakeland-gov.net>
Sent: Sun, May 30, 2021 7:31 pm
Subject: Amazon expansion at the Lakeland airport

Mr. Conrad,

I am a long time Lakeland resident. Amazon expansion plans add to the use of the airport, add jobs, increase commerce in our area and provide good services for the population of the city. Distribution and delivery services are some of the best industries we can have in this area. They have very few negative impacts on the citizens, but have many good points to help the city's budget, city's services and jobs. Some people have complained about noise from the airplanes. That is part of present day community living, as well as 24/7 truck noises, loud motorcycles, and trains. I recommend that we welcome Amazon expansion plans enthusiastically at the Lakeland airport as good business partners with them would.

Marja-Liisa Pearce
863-687-3927

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From: [Roberto Leider](#)
To: [Conrad, Gene](#)
Subject: Comments regarding Airport Expansion
Date: Sunday, May 30, 2021 6:23:36 PM

As a resident of Lakeland I attended the workshop regarding the proposed airport expansion.

I am concerned that many of the problems addressed by the community are not taken into consideration or resolved:

13-107 -Noise - neighbors and properties will be negatively affected. Including the possible loss of hundreds of jobs at Geico.

4-2 -Biological Resources - protected species such as tortoises, snakes, and birds will lose their habitat. Also studies need to be done about noise and such species

14-65 -Infrastructure -The workshop did not address the congestion on airport road, county line road, and improvements that will have to be made in order for the project to work. Thousands of cars and trucks will be operating out of the airport. The current infrastructure will simply be overwhelmed. There was no proposal of increased public transit and connection to address the increase in traffic.

3-21 -Why are the planes currently not taking the parkway proposed route?

5-5 -What will be the impacts on the quality of life for residents who live close to the airport. Including the increase in air pollution.

Thank you for taking these into consideration

Please reply to let me know these comments were received and not simply deleted.

Roberto Leider
632 W Hancock ST
Lakeland FL 33803



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From: [helen.lingard](#)
To: [Conrad, Gene](#)
Cc: [Mutz, Bill](#); [Madden, Stephanie](#); [McCarley, Sara](#); [McLeod, Chad](#); [Musick, Michael](#); [Read, Bill](#); [Walker, Phillip](#)
Subject: Proposed Reconfigured Amazon Flight Path
Date: Sunday, May 30, 2021 5:50:50 PM

Dear Mr. Conrad,

It is unconscionable for the City of Lakeland to once again ignore the wellbeing and quality of life of the 242 families living in Highland Hills subdivision, as well as the other neighborhoods in this immediate area, by adding additional noise pollution to our once quiet lives. Highland Hills subdivision abuts the Polk Parkway on the north side and Florida Avenue and Cleveland Heights Boulevard on the west and east sides. Construction of this neighborhood was started in the early 1950's.

13-108 The City of Lakeland's Planning Board had multiple routes for the Polk Parkway, yet chose to locate it in this area. We are now all being negatively impacted by the noise and pollution that has continued to increase every year since it was constructed. Conversations must often be paused due to truck, motorcycle and car noise. It is no longer as pleasant to take a walk, garden, grill or just relax outside.

3-22 The Airport Authority and the City of Lakeland also have multiple choices for the Amazon flight path without adding the major burden, once again, to this same area. It is wrong for the Amazon flight path to be reconfigured to appease neighborhoods that were constructed close to the airport with the common knowledge that the airport was trying to expand.

Mr. Conrad, you and every City Commissioner have the responsibility to give equal consideration to the quality of life of every resident of this city, regardless of the price of their home or if they have an attorney representing them or not. I do not believe that equal consideration was given to citizens living in this area, when the proposal was made to move the Amazon flight path over the Polk Parkway and away from Grasslands and Oakbridge area on Harden Boulevard.

20-14 The increased daily Amazon flights, as proposed, will make our homes unbearably noisy and will cause our quality of life and health to decline drastically.

21-15 In addition to the increased noise pollution there is increased danger in routing planes over an area known to attract many types of birds. Why is anyone even willing to consider risking lives by routing planes over a landfill that attracts so many large birds?

3-23 I ask that you not support, nor recommend to the FAA, the proposed reconfigured flight path over the Polk Parkway.

Sincerely,

Helen Lingard

863-646-5643

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From: [Rob Bevis](#)
To: [Conrad, Gene](#)
Subject: Amazon
Date: Sunday, May 30, 2021 5:29:25 PM

14-66

I strongly support Amazon's plan to expand which will bring more good jobs and an income stream to the city. I live south of downtown and hear the planes, but they are not a problem for me. Certainly we should do what we can to mitigate the noise, but we can not let this opportunity pass us by. I doubt anyone who works for Amazon or hopes to work for Amazon was at last weeks hearing. Their numbers exceeds the 200 people at the hearing. I suspect none of those individuals need a job.

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From: rudygunn@juno.com
To: [Conrad, Gene](#)
Subject: Amazon flights
Date: Sunday, May 30, 2021 5:14:42 PM

Mr. Conrad-

I am 100% opposed to increasing Amazon flights. I live very nearby, in the Colonnades and some fly directly over my house. There is the noise and the danger of a crash. It has been less than a year since they started and they have already increased greatly.

There is the danger of fuel storage and the increase in traffic in the area I live. More flights at night are worse than in the day. I am concerned about their interference with Hurricane Hunter flights as climate change is increasing the prediction of hurricanes. It also interferes with Sun and Fun Fly-in and the Coast Guard flights.

The 737 and 767 jets are among the largest. Environmental impact affects air pollution and the range of some native animals. The indigo snake is effective for controlling rats and mice in the woods in my backyard.

I have no interest in the probable use of the money to decrease taxes for the rich. I am middle class and the rich do nothing but damage to anyone else but themselves. The jobs are probably low paying with little or no benefits.

There are other priorities in life than "economic development." One of the biggest ovations at the hearing the other night was for the retired economic development director of Lakeland. He had personal experience at improving the downtown economy of Lakeland, (mostly small business, not mega business like Amazon), and he stated that there can be more important priorities in life.

I was a former customer of Amazon, but their service has declined considerably in the last nine months due to their controlling the competition. I am boycotting doing business with them.

I not only oppose the proposed changes but am strongly in favor of shrinking or doing away with their use of our airport.

Sincerely,

Bob & Ruth Sharpe
1756 Birchwood Loop
Colonnades
Lakeland, FL 381
rudygunn@juno.com

Choose to be safer online.

Opt-in to Cyber Safety with NortonLifeLock.

Get Norton 360 with LifeLock starting at \$9.95/month.*

[NetZero.com/NortonLifeLock](https://www.netzero.com/nortonlifelock)

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From: [sheena.silva](#)
To: [Conrad.Gene](#)
Subject: Expansion and business
Date: Sunday, May 30, 2021 4:28:36 PM

13-109 Hello, I have followed the expansion and amazon planes quite closely. My short story is I moved from s fl ave after 10 years in business to century blvd in the kroons warehouse spaces one for price point and for the "safe" off road location. I own a grooming salon and have a small training area, the last year has been not only dangerous with sharp objects and airplanes rumbling it has disturbed the DOGS state of mind. Dogs iv had for 10 years who ran into my salon began to cower or not want to enter..I not only closed that business down I MOVED from lakeland to Mulberry! I am more worried about the wildlife, pets and health of the animals then just noise. Iv stayed quiet and survived the last two years, I seen the potential of what the warehouse spacing would become after the kroons were bought out by a big cooperation guy who knows nothing about a "small town" and gave no option to renew after a new lease was to be signed. I MOVED here from NY AREAS to find a small town it looks like lifes altering again the town I searched for fell in love with and moved to is no longer that and on its way to contemporary city life.

Sheena silva
CEO of tangled tails pet spa

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From: [Paula Todd](#)
To: [Conrad, Gene](#)
Subject: Flights Paths and NOISE affecting Grasslands
Date: Sunday, May 30, 2021 2:09:29 PM

Dear Mr. Conrad,

You must stop these low flying flights over the Grassland Community. They are loud. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Paula M. Todd
3093 Shoal Creek Village Drive
863.370.5656 (Cell)
paulamtodd@gmail.com

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From: [Carol Kent](#)
To: [Conrad, Gene](#)
Subject: Flight Paths and Noise Affecting Grasslands
Date: Sunday, May 30, 2021 1:28:37 PM

Dear Mr Conrad,

Please work with the FAA to stop the low flying flights over the Grasslands community.

I work from home as a coach (with on-line ZOOM calls). I also work as a public speaker for many virtual conferences from my home office.

The noise level in my background when I'm trying to do professional work from my home is embarrassing, disturbing, and distracting. The planes are very LOUD and very disruptive.

I would deeply appreciate anything you can do to get the flight path changed for the multiple (and growing) number of AMAZON flights that go right over an area where I pay very high taxes to live in a "quiet" neighborhood.

Thank you for your help.

Respectfully,

Carol Kent
3141 Winged Foot Drive
Lakeland, FL. 33803

Phone: 586-808-5711

carol@carolkent.org

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From: gene4speakup@aol.com
To: [Conrad, Gene](#)
Subject: Flight Paths and NOISE Affecting Grasslands
Date: Sunday, May 30, 2021 12:55:31 PM

Dear Mr Conrad,

You must stop these low flying flights over the Grasslands community. They are LOUD and we work from home on ZOOM, a lot! The noise is terribly disruptive. Please work with the FAA to stop these unnecessary flight paths.

Sincerely,

Eugene Kent
3141 Winged Foot Drive
Lakeland, FL 33803

PH: 586-481-7661

gene4speakup@aol.com

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From: culjim94@aol.com
To: [Conrad, Gene](#)
Subject: Airport noise complaint
Date: Sunday, May 30, 2021 11:39:44 AM

Dear Sir:

13-113

My name is James Cullen. I have lived at 1217 Kells Ct in Lakeland for over 31 years. The recent increased noise levels caused by the landing and departure of Amazon's planes has severely diminished my property value, my ability to enjoy my property and resulted in a "taking". The noise from the Boeing 737 aircraft was marginally acceptable when they approached at +2000 feet elevation above my house but now the noise resulting from the extensive and growing use of the heavy Boeing 767 is intolerable. During a typical landing approach by the 767s the measured noise pressure at my home is excess of 89 dB versus an ambient level of 38 dB. In addition the associated low frequency noises associated with the plane's flaps rattles my windows and causes vibrations in my home potentially damaging fragile art pieces. If my vehicle emitted noises of this magnitude on the streets of Lakeland or Polk county I would receive a fine for violating the noise ordinances. If my employer allowed similar noise levels in the work place, OSHA would demand changes and issue a fine. Clearly a problem exist with the landing and departure flight paths and noise abatement measures used by the heavy aircraft.

Therefore, I respectfully request that the use of the 767 aircraft and any airport improvements designed to facilitate the use of 767 or similar aircraft be suspended until suitable noise abatement measures can be implement.

Sincerely,

James Cullen

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From: [Amber West](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion Complaint
Date: Sunday, May 30, 2021 11:10:30 AM

Hi Gene,

I hope this email finds you well. I was not aware of the meeting this past week related to the Amazon expansion at Lakeland Linder Airport until after the meeting had already passed. However, I would like to express my concerns and strong opposition to the current situation as well as any expansion programs to add more flights.

13-114 Currently, the airplanes are causing significant noise which does not allow me and my family to enjoy our home and backyard as we would like to, and I fear that my home value has already been and will continue to be adversely affected by the flights that have been added since we purchased our home in 2019.

Adding more flights should not be allowed especially since the current noise issues have not been resolved.

Additionally, if there is a way to request to be on a list of people to be notified about these meetings before they occur, that information would be appreciated.

Thank you for your time.

Amber Lindsey

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From: kierondavis2@aol.com
To: [Conrad, Gene](#)
Subject: Expansion
Date: Sunday, May 30, 2021 10:58:14 AM

Mr. Conrad,

As a resident of Morgan Creek Preserve on Pipken Rd. on the south side of LAL - I would like to express my displeasure with the proposed increase in operations by Amazon to build on another 63 acre tract, parking for 3 more jets and up to 44 flights per day from Lakeland Linder. Noise is a serious problem with a commercial airliner flying in or out of the airport twice an hour around the clock on the average (up to 44 flights per day according to the press release).

I am totally against this and am speaking for many of my fellow residents as well, as they have voiced the same issue with noise and air traffic of that volume.

Kieron Davis
4427 Micanope Crescent Dr.
Lakeland, FL 33811

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From: [Nikki G](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion / unhappy resident
Date: Sunday, May 30, 2021 7:44:13 AM

13-116 As a resident of south Lakeland it has become a nuisance trying enjoy outdoor living with planes flying throughout the day. We live in Florida where most people to spend time outside in there pool and watching TV out on back porches but you can't enjoy cause the planes are making so much noise. I'm not against Amazon expanding but something has to be done about how low planes are flying directly over neighborhoods. Supposedly living in 33812 / Lakeland Highlands is the best area code but we are thinking about moving out because of all the noise from planes. I live on just about an acre so I don't have to hear my neighbors day to day convo and activities but I'd rather hear people than planes.

Please do something to fix this problem.

Sincerely,

Unhappy Resident

--

Teneka Gibson

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From: [Ray Williamson](#)
To: [Conrad, Gene](#)
Subject: AMAZON EXPANSION
Date: Sunday, May 30, 2021 4:04:56 AM

14-67

Lakeland needs growth and Amazon brings growth and progress. Noise is not an avoidable factor—communities growing from Tampa to Orlando is constant and increasing and noise will always be a factor with which to contend. I am in favor of Amazon's growth.

Ray Williamson

Sent from my iPhone

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From: [Jennifer Aguilar](#)
To: [Conrad, Gene](#)
Subject: Opposition Letter - Amazon Expansion Plans
Date: Saturday, May 29, 2021 8:23:28 PM

Mr. Conrad,

I am expressing my opposition to the Amazon Expansion plans due to impacts of the environment, property value, safety, and quality of life.

1. I live close to Lake Hunter. I used to enjoy quiet walks along the shore of Lake Hunter. The lake is beautiful with the birds, wildlife and lake- one of the primary reasons why we moved here. Lake Hunter is a serene experience and provides the public an opportunity for recreation, peace, mental calming and nature observation. There are several endangered species at Lake Hunter too, including the Bald Eagle, Wood Stork, and Roseate Spoonbill. Recently, my morning walks have been interrupted unexpectedly with loud thundering noise from the Amazon jets. The noise is incredibly loud and it is a scary sight seeing the planes so close to the ground. What a conflict to the natural aesthetics of Lake Hunter, and a negative impact to quality of life! I notice many birds that get startled and fly away with the noise too- has this Lake and wildlife impacts been considered?

2. I work for Publix - and my location is at a Lakeland airside location, which we rent from the City of Lakeland. With the Amazon Expansion plans that include additional noise, excessive gas tank storages, traffic increases, I am concerned the expansion will negatively impact the work of myself and my fellow associates in being located so close to the airport. I am also concerned for our safety at work, of being in near proximity and the risk increasing for airport accidents.

3. Lastly, negative property value impacts. We have been searching with a real estate agent for more land to purchase. We have completely taken off our list of any property near the airport due to reading complaints on the current airport expansion. But, after watching the Public Hearing on May 27, and hearing more homeowners from farther away neighborhoods - all the way to Lake Hancock, we have decided to no longer search for land until we better understand the flight patterns more.

Most importantly, I'm very disappointed with how the public hearing went. Why did the City of Lakeland not even stream this event for the Public? It was clear that quality of life and the property owner's voice had little regard.

Thank you for your consideration,

-Jen Aguilar
1545 S Webster Ave
Lakeland, FL 33803

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From: [James Scilluffo](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion Comment
Date: Saturday, May 29, 2021 7:11:23 PM

Hi Gene,

13-117 I just watched the public meeting on Lakeland Now and would also like to add my comment. I agree with all those who are upset about the decreased quality of life and increased noise since Amazon has taken over, I'm sorry, come to Lakeland. We live at 131 Pinellas Street which runs parallel to the Polk Parkway and we hear and see all the planes as they are approaching landing, sometimes flying directly over our house. All conversations must pause, our pet parrots get excited and fearful and we just wait for the plane to pass. Our relaxing on the back porch in the evenings has been interrupted indefinitely. I agree with people's comments regarding it being about money and

14-69 getting more people to move to our little town. The roads are so miserable to drive on now that you have to leave your house 15 minutes early if you are heading down South Fla. Ave. to be anywhere due to traffic and stop lights and the road diet in Dixieland. Now the alternative route, which is Harden Blvd., is also slow and congested as well. I can't imagine how bad it's going to be with an Amazon expansion. Please hear all the residents pleas to not let this

happen. I don't consider myself as living close to the airport and never really noticed air traffic except during the fly in until Amazon came to town. As residents we could never have predicted this noise intrusion and feel helpless about it. If the flights are all going to be over the parkway I believe I am doomed because I may not be close to the airport but I am definitely close to the parkway. Who knew...?

Thank you for reading and hopefully listening,

Lori Scilluffo

131 Pinellas St.

Lakeland 33803

Sent from my iPad

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From: [April Dotson](#)
To: [Conrad, Gene](#)
Subject: Amazon expansion
Date: Saturday, May 29, 2021 7:02:16 PM

14-70 We live near Southgate Shopping Center and have no problems with the little noise from the air traffic. The expansion, from our understanding, could create more jobs for people.

13-118 The noise from above is so quick and so random it is extremely tolerable compared to other constant noise in the neighborhoods.

Thank you,
April and David Dotson

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From: [Ken Hill](#)
To: [Conrad, Gene](#)
Subject: Lakeland departures
Date: Saturday, May 29, 2021 6:13:54 PM

Mr. Conrad,

I am a Grasslands resident.

As a former U.S. Marine who spent some time in military aircraft I've noticed Amazon departures from KLAL probably RWY 27 doing a turnout north over the Grasslands community. What disturbs me is that some flights appear to be below or near 500' AGL while over housing areas. There is no discipline by their pilots as to what they're flying over. This happens with two or three flights in a row. Not good!

Now I also see this from time time with USCG and NOAA aircraft shooting touch and go's for training purposes. They are far more disciplined and also not as frequent.

Amazon probably is adverse or gives lip service to noise abatement procedures as they burn fuel. Their A/C are probably heavy making downwind take-off use of RWY 9 not possible. But something needs to be done.

Understand that KLAL is in the middle of TPA & MCO and you have ceilings to work with, so I ask you to do your best.

Regards,

Kenneth Hill
Grasslands

"The future ain't what it use to be!" Yogi Berra - 1958

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From: [Myemail](#)
To: [Conrad, Gene](#)
Subject: Noise complaint
Date: Saturday, May 29, 2021 3:27:26 PM

Mr Conrad,

Please ask the FAA to stop the Amazon jets from flying over my house. The noise is terrible and if one malfunctions it could crash into a home in Grasslands.

Thank you,
Mary Stovall
2992 Sanctuary Cir
Lakeland, FL 33803
dankeihen@juno.com
863-450-4152

Choose to be safer online.

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From: [Danette](#)
To: [Conrad, Gene](#)
Subject: FAA complaint from Grasslands
Date: Saturday, May 29, 2021 3:22:08 PM

Dear Mr Conrad and the FAA:

Please stop the Amazon Prime jets from flying over my house in Grasslands. They are disruptive to daily life and the noise will harm our property values.

Thank you,

Danette Hensel
2992 Sanctuary Cir
Lakeland, FL 33803
dshens72@brighthouse.com

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From: [Mary Rutherford](#)
To: [Conrad, Gene](#)
Date: Saturday, May 29, 2021 2:24:17 PM

Dear Gene,

I have just finished reading "Community voices concerns on Amazon's airport plan". I can see that people are already very upset by Amazon's present activities.

Amazon's plans are too big for Lakeland! They strike at the very heart and soul of what our community has carefully built over the years.

Adding a 64,600 sq. ft cargo sorting facility, employees, 3 more jets, 370 trucks, equal future disaster for us! These facilities would also cause Amazon to double flights above Lakeland from 22 to 44 per day! I can only imagine the horror of 44 flights per day. No peace!

Amazon's "great new plans" for Lakeland will destroy all that we have so lovingly built.

We must not sell Lakeland's heart and soul to Amazon!

Sincerely,
Mary Rutherford
912 Heathercrest
Lakeland, FL 33813
8636444710

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From: [Carolyn Fulmer](#)
To: [Conrad, Gene](#)
Subject: Flight paths and NOISE affecting Grasslands
Date: Saturday, May 29, 2021 1:49:05 PM

Mr. Conrad,

I am a resident of Grasslands and am sending my complain about the increased airplane noise, which I understand will be increasing. The planes are very loud and interfere with the enjoyment of my home. In fact, I was planning to add a screen room to the back of my house and have cancelled my plans. After spending several visits on my friend's screened porch and having numerous conversations interrupted by the planes, I know I will be wasting my money to add a porch. Very disappointing. I know this is a complicated issue but Lakeland is a small city sitting under a very big sky. Therefore, I am hopeful that the City and the FAA will develop flight plans that will restore our heretofore peaceful subdivision.

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From: [Nelson Nieves](#)
To: [Conrad, Gene](#)
Subject: Amazon Expansion
Date: Saturday, May 29, 2021 1:41:28 PM

27-18 I live in Waterford Lakes subdivision and regularly have the airport traffic flying over on their final approach. I recently retired from Delta after 41 years in maintenance. I used to live closer to the Sanford airport when I lived in Seminole county. I dont have an issue with the noise. Lakeland needs to provide job opportunities for our young people if we want them to stay in the area. They represent the future for the region

Sent from my iPhone

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Please Solve Air Traffic Concerns
Public Hearing May 27, 2021
Remarks by Rick Garrity

- I want to thank Gene Conrad and Mayor Mutz for meeting with our neighborhood and their stated intent to solve Amazon cargo jet air traffic intrusions into our calm neighborhood life. Their plan of a highway approach at a higher altitude from the east may ease problems but that plan should be implemented before agreeing to an expansion of the Amazon facility.
- Although I endorse actions that will enhance the economic well being of Lakeland, I also know that the decision to expand large jet cargo traffic at Lakeland Linder International Airport would exacerbate existing collateral damage to neighborhoods.

20-16

- Amazon Air has increased their use of the Airport in the past year. This increase in air traffic is causing a reduction in quality of life for many residents having homesteads in or near flight paths to/from runways 9 and 27. This collateral damage to our quality of life must be eased by seeking alternative flight pathways.
- Our major concerns include noise pollution, potential health issues resulting from jet engine emissions and the impact on home values. Some of us have lived in our homes for more than four decades and lived in harmony with previous usage of the Airport.

- Despite these existing impacts, and before resolving them, the City of Lakeland is ready to sign a contract to double those impacts. We do not see how the Commission can possibly ignore this unfair taking of a pleasant residential lifestyle and in fact doubling that impact.

3-25

- We would like your assurances that the City of Lakeland will as a matter of public policy implement alternate eastern approaches to LAL runway 27. These alternate approaches should be over less populated pathways that lessen impacts and lessen deterioration in home value for residences even 3-4 miles from the airport.
- Examples of similar approaches over highways and rivers are the approach over the La Guardia Expressway in New York and the Potomac River approach into Washington D.C.
- Likewise a policy of approaching at a higher altitude should be sought

28-12

- We understand that this Environmental Assessment is for an enlargement of the Amazon facility with arrivals and departures of 36-44 flights per day. Moving forward with this expansion before existing problems are resolved is not a responsible move. It is unthinkable that your citizens would be burdened with this second new disastrous impact to their lifestyle
- Bottom line —Lakeland Commissioners must respect the rights of their citizens; citizens who have invested in this community to maintain their quality of life. New jobs are important but that should not happen at the expense of deteriorating the quality of life of existing residences. Both issues must be satisfied to have a balanced successful economy and lifestyle for your citizens

From: [Terry, Traci](#)
To: [Conrad, Gene](#); [Sherrouse, Shawn](#)
Cc: [Stovall, Jennifer \(City Hall\)](#)
Subject: FW: airport expansion
Date: Tuesday, June 1, 2021 8:38:03 AM

FYI

From: Ariana Glennon <ariana_glennon@wycliffe.org>
Sent: Thursday, May 27, 2021 1:31 PM
To: City Commission <CityCommission@lakelandgov.net>
Subject: airport expansion

Dear Mayor Mutz and Lakeland City Commissioners,
2021

May 27,

Thank you for your service to our community!

Regarding the airport expansion, what we stand to lose is far greater than what revenue we may get.

1. My first reservation has to do with its *impact on our society*.

We have a little bit of an edge right now maintaining our “red” state culture which is God honoring but Amazon is Big Tech and follows the “Blue State” ideologies of cancelling God and His ways. As they move in here in force, we might find ourselves *overwhelmed with the difficulties of maintaining our Pro-God stance*.

2. My second reservation has to do with their *monopoly of the air space* and airport ground space. If Amazon takes it all, then other companies will find it harder to fly in, not to mention service their planes and deal with their cargo and passengers.

3. My third reservation has to do with the *strategic location* of this project in the case of armed conflict. (God forbid!) Do you realize that with Amazon owning almost everything at the airport they could develop a well located, but hidden, military-type facility, capable of stopping air traffic at both TPA and MCO? No doubt you are aware of their ambitions regarding space travel and their conflict with Elon Musk’s SpaceX group. Amazon may have plans that we don’t know about. Are all those planes really only for delivering store goods? 22 flights a day!!

Let's cool our jets on this. Stall for time. Ask General Flynn's group for their opinion! Don't sign off on this yet, please!!

Thank you again for your guardianship of our community. Protect us from Amazon!

Ariana Glennon

1130 N. Lake Parker Ave Unit C-229
Lakeland FL 33805

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From: [Terry, Traci](#)
To: [Conrad, Gene](#); [Sherrouse, Shawn](#)
Cc: [Stovall, Jennifer \(City Hall\)](#)
Subject: FW: Amazon Flight proposals
Date: Tuesday, June 1, 2021 8:38:37 AM

FYI

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

From: andrewwajek@gmail.com <andrewwajek@gmail.com>
Sent: Thursday, May 27, 2021 12:13 PM
To: City Commission <CityCommission@lakelandgov.net>
Subject: Amazon Flight proposals

Hi there. Thank you for your service. I'm writing in regards to the proposal to add more Amazon departures from the airport. I strongly disagree with the idea because of concerns of more noise and air pollution to our community as a result of even more flights. I like that our air quality is much better than NYC. Let's keep it that way. Thanks

for your time. Best regards.

-Andrew Wajek

Sent from my iPhone

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From: [Terry, Traci](#)
To: [Conrad, Gene](#); [Sherrouse, Shawn](#)
Cc: [Stovall, Jennifer \(City Hall\)](#)
Subject: FW: Disappointed tax payer
Date: Tuesday, June 1, 2021 8:37:30 AM

FYI

From: Holly Daniels <hollyharrisd@gmail.com>
Sent: Saturday, May 29, 2021 2:23 PM
To: City Commission <CityCommission@lakelandgov.net>
Subject: Disappointed tax payer

To my beloved City Commissioners,

I was born and raised in Lakeland. After college and graduate school, I returned to start a family and provide services to my fellow Lakeland community. I love this town. I do not want my children to be raised in a city that sells out to a socialist company that is Amazon! I am ashamed to see and HEAR these jets fly over my private dwelling multiple times a day. I know your job is stressful. I am happy with your overall progress but feel BETRAYED. It is the noise and air pollution that these jets have interrupted. Not the Bugs, not the bunnies, not the trucks. IT IS NOISE OVER OUR HOMES that we did not know about and do not accept!!!! It is unfair. It is not right. It is an infringement on my personal right to private property and peace. I am holding the Lakeand City Commission accountable for being asleep at the review stage!!! Do not allow for this expansion!

Dr. Holly Daniels Kidwell
Hollyharrisd@gmail.com

--

Holly H Daniels, DVM

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From: [Terry, Traci](#)
To: [Conrad, Gene](#); [Sherrouse, Shawn](#)
Cc: [Stovall, Jennifer \(City Hall\)](#)
Subject: FW: Amazon
Date: Tuesday, June 1, 2021 8:36:52 AM

FYI

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

From: AMY LADERER <amyqladerer@icloud.com>
 Sent: Saturday, May 29, 2021 2:23 PM
 To: City Commission <CityCommission@lakelandgov.net>
 Subject: Amazon

I am writing expressing our extreme dismay over the Amazon expansion. I have personally written all of you, except Mike Musik whose email is not listed, but should be very concerned about this issue and it's in his area.

We live on Scott Lake and the noise from the existing jet schedule is barely tolerable. We can't imagine what it will be like, living in south Lakeland, when the flights are expanded. The jets are incredibly loud and they descend right over neighborhood. This is also terrible for wildlife, which we luckily still have here.

In addition, we are NOT fans of Amazon. It is owned by a professed socialist and it kills local shops and businesses. Many of the products sold on Amazon do not list the country of origin, as is required in brick and mortar stores. Therefore, you could be buying a product from China without ever knowing it until it arrives. This is just one more reason Amazon has an unfair advantage over Mom and Pop shops.

PLEASE help protect the little bit of charm that is left in Lakeland. Do not allow this expansion.

Sincerely,

Amy & Ed Laderer

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P188

From: [Terry, Traci](#)
To: [Conrad, Gene](#); [Sherrouse, Shawn](#)
Subject: FW: Amazon
Date: Tuesday, June 1, 2021 8:36:30 AM

FYI

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

From: Debbie Irby <dilirby@aol.com>
Sent: Saturday, May 29, 2021 4:30 PM
To: City Commission <CityCommission@lakelandgov.net>
Subject: Amazon

NO MORE AMAZON IN LAKELAND!!! From Lakeland Native!

Sent from my iPhone

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28-14



May 27, 2021

City of Lakeland
Attention Gene Conrad, Airport Director
3900 Don Emerson Dr., Suite 210
Lakeland, Fl., 33811

Re: Comment on Draft EA for Phase II
Air Cargo Facility Development

Dear Mr. Conrad,

Enclosed please find the comment on the draft environmental assessment that I am submitting on behalf of my client, Healthy Progress, LLC. Please submit the comment for review by the City and the FAA.

Thank you for your help in this matter. Please let me know if you have any questions or need any additional information.

Sincerely,

Claude M. Harden, III

**COMMENT ON DRAFT ENVIRONMENTAL ASSESSMENT FOR PHASE II OF
AMAZON AIR CARGO FACILITY DEVELOPMENT**

COMMENT SUBMITTED BY:

Healthy Progress, LLC
3433 Lithia Pinecrest Rd., Suite 233
Valrico, Fl., 33596

Claude M. Harden, III
The Harden Eldridge Law Group, P.A.
3730 Cleveland Heights, Blvd., Suite 1
Lakeland, Fl., 33803
(863)825-4540
Attorney for Healthy Progress, LLC

21-19 This comment is being submitted due to a concern related to an environmental hazard that is not accounted for in the proposed Environment Assessment report – namely the risk of a collision between an airplane and a bird due to the Amazon planes being forced to fly at lower altitudes upon takeoff with two landfills in close proximity to the airport. As reported by local media covering noise complaints arising from these flights, Amazon airplanes are not permitted to engage in a traditional takeoff and ascent due to their need to receive permission from the Tampa Air Traffic Control to enter airspace above 2,000 feet. This was noted in the November 30, 2020 letter from Mayor Bill Mutz to Tampa Air Traffic Control where he stated, “Over the last several weeks, our city has received numerous noise complaints from surrounding communities, *some six to eight miles away*, as departing air cargo aircraft are *held down below 2,000 feet waiting for Tampa Departure to give them instructions to climb to a higher altitude.*”

When flying at such a low altitude, the risk of a collision between an airplane and a bird is always present. The hazards arising from these interactions are so great that federal and state laws have been enacted to address this risk. One such example, and one relevant to the present matter, is the location restrictions for landfills in relation to airports. Since landfills are a congregating area for vultures, these vultures pose a flight hazard to low flying airplanes. As such, federal law prohibits a landfill from being within 10,000 feet (or approximately two miles) from the nearest point of any run-way. The same restriction has been adopted by the State of Florida in its airport zoning laws.

The closest landfill to the Lakeland Linder Airport is the North City Landfill in Winter Haven, which is approximately 10 miles east of the airport and located near the Polk Parkway. There is

also the Southeast County Landfill in Lithia, which is 13 miles southwest of the airport. Though these landfills are located outside the legal boundary restrictions, and thus not per se violations of the airport zoning requirements, the logic and spirit behind these laws appear applicable in this case due to the unique takeoff restrictions placed on flights departing Lakeland Linder Airport.

The distance restrictions mandated in these laws are not arbitrary, but are based on studies that show the distance in which an airplane needs to travel from an airport under traditional takeoff patterns and ascents to reach an altitude where a collision with a bird is unlikely. Advisory Circular 150/5200-34A prepared by the FAA provides some insight on the rationale behind these distance restrictions. In the Background section it states, "In enacting this legislation Congress expressed concern that a [municipal solid waste landfill] sited near an airport poses a potential hazard to aircraft operations because such a waste facility attracts birds. Statistics support the fact that bird strikes pose a real danger to aircraft. ***An estimated 87 percent of the collisions between wildlife and civil aircraft occurred on or near airports when aircraft are below 2,000 feet above ground level (AGL).*** Collisions with wildlife at these altitudes are especially dangerous as aircraft pilots have minimal time to recover from such emergencies." It then goes on to state, "In light of increasing bird populations and aircraft operations, the FAA believes locating landfills in proximity to airports increases the risk of collisions between birds and aircraft.... ***AC 150/5200-33 recommends against locating municipal solid waste landfills within five statute miles of an airport if the landfill may cause hazardous wildlife to move into or through the airport's approach or departure airspace.***"

As noted in the aforementioned Advisory Circular, airplanes flying at an altitude of 2,000 feet or below are at a high risk for a collision with birds. The same altitude Amazon planes are required to maintain until permission to climb is received from Tampa Air Traffic Control. Based on normal flight patterns, the FAA recommends municipal solid waste landfills to be at least five miles from an airport. That is only five miles short of the distance between North City Landfill in Winter Haven and the Lakeland Linder Airport, or one minute of travel time for a plane travelling five miles a minute. But, flights departing out of Lakeland Linder Airport are not operating in a traditional manner and do not engage in traditional ascent patterns. This is especially concerning considering that flights over the Polk Parkway have been considered as an option to alleviate flight noise over residential areas. If airplanes are directed east over the Polk Parkway, the plane will fly directly over the landfill. Those planes, if no clearance to ascend has been received, would be in danger of a bird strike. If that were to happen, it could be catastrophic.

The hazards to airplanes posed by birds are not a perceived threat, but a documented one. On November 10, 2008, Ryanair Flight 4102 from Frankfurt to Rome made an emergency landing after multiple bird strikes caused both engines to fail. After touchdown, the left main landing gear collapsed, and the aircraft briefly veered off the runway. On January 15, 2009, US Airways Flight 1549 from LaGuardia Airport to Charlotte/Douglas International Airport ditched into the Hudson River after experiencing a loss of both turbines. It is suspected that the engine failure was caused by running into a flock of geese at an altitude of about 3,199 feet, shortly after takeoff. All 150 passengers and 5 crew members were safely evacuated after a successful water landing. This flight has been dubbed the "Miracle on the Hudson" due to the heroic measures taken by Capt.

Sullenberger. On August 15, 2019, Ural Airlines Flight 178 suffered a bird strike after taking off causing it to crash land in a cornfield 5 kilometers past the airport. About 70 people were injured, all with minor injuries. In each of these cases, it was fortunate that no fatalities occurred because the pilots were able to find a safe place for an emergency landing. We may not be so lucky if the worst-case scenario were to happen here. Because of the high density of residential neighborhoods in this area, a safe emergency landing may not be possible.

In reviewing the Environment Assessment report, Section 5.3.2.1 appears to be the relevant section to discuss this topic. However, there is no discussion of the concerns Healthy Progress raises. Healthy Progress would like to know if any consideration was given to this issue, and if so, the reasons why these two landfills are not considered flight hazards based on the current takeoff restrictions.

From: [Sanford, Paul](#)
To: [Hartsfield, Sam](#)
Subject: FW: Sent from Snipping Tool
Date: Thursday, May 27, 2021 7:58:14 AM
Attachments: [image001.png](#)

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 10:56 AM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Sent from Snipping Tool

Sent from my iPhone

Begin forwarded message:

From: "Camp, Christina" <Christina.Camp@lakelandgov.net>
Date: May 27, 2021 at 10:52:50 AM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Sent from Snipping Tool



Dodie Miranda

Assign Conversation ▼

WED 11:59 AM

13-123

I am asking you to please not grant Amazon to be able to expand their facility and enable them to double their flights. In less than a year they have already gone from 3 flights a day to 22. For them to double that amount is totally unacceptable to those of us who have lived here for over 40 years. I live off Drane Field Road in Country Village. I am here to tell you if I am sitting on my screen porch when a plane takes off you have to stop talking to anyone sitting on the porch with you. I think Amazon has just gotten greedy and so will the City of Lakeland if this expansion is approved. I am unable to go to the meeting Thursday night at RP funding Center and was only notified of it in yesterday's mail. (5/25). I hope this complaint is duly noted. Thank you,
Delores Miranda
3841 Country Loop West, Lakeland

PUBLIC RECORDS NOTICE:

All e-mail sent to and received from the City of Lakeland, Florida, including e-mail addresses and content, are subject to the provisions of the Florida Public Records Law, Florida Statute Chapter 119, and may be subject to disclosure.

From: [Sanford, Paul](#)
To: [Hartsfield, Sam](#)
Subject: FW: Sent from Snipping Tool
Date: Thursday, May 27, 2021 7:58:13 AM

From: Conrad, Gene <Gene.Conrad@lakelandgov.net>
Sent: Thursday, May 27, 2021 10:56 AM
To: Sanford, Paul <paul.sanford@aecom.com>
Subject: [EXTERNAL] Fwd: Sent from Snipping Tool

Sent from my iPhone

Begin forwarded message:

From: "Camp, Christina" <Christina.Camp@lakelandgov.net>
Date: May 27, 2021 at 10:52:08 AM EDT
To: "Conrad, Gene" <Gene.Conrad@lakelandgov.net>
Subject: Sent from Snipping Tool

Good morning.

Here is one screenshot, other one in just a minute.

Christina

PUBLIC RECORDS NOTICE:

All e-mail sent to and received from the City of Lakeland, Florida, including e-mail addresses and content, are subject to the provisions of the Florida Public Records Law, Florida Statute Chapter 119, and may be subject to disclosure.



Arlene Randall

Assign Conversation ▼

WED 2:29 PM

I will be unable to attend the discussion concerning the expansion of our airport. But wanted to express my support for this opportunity being presented. I live just off Airport road and have no problem with the expansion. Possibly the folks that are upset with the noise should have done a better research prior to buying. I personally hope with all upcoming improvements that it will lower my taxes. Congratulations and continued success in building a better lakeland

From: [Ks Villafana](#)
To: [Conrad, Gene](#)
Subject: Airplane noise that is unacceptable
Date: Saturday, May 29, 2021 8:26:31 AM

I am writing to express my complaint and my request for a review of the flight paths out of Lakeland Linder International Airport.

The current flight path of Amazon Prime flights out of Lakeland Linder International Airport, over our residential neighborhood of Grasslands, is very disruptive. The flights are much too low and too noisy, and we understand that many more daily flights are scheduled for the near future. We believe that the flight path should be reviewed, so that the main portion of the loud arrival and descent can be performed over commercial properties and not residential.

We welcome the jobs being created by virtue of this new Amazon business, but also expect Lakeland Linder to be a good neighbor to the local residential communities.

Sincerely,
Karen Villafana
polkstudent1@yahoo.com

*****WARNING: This is an email from an external sender. DO NOT click on links or attachments unless you know the content is safe. If you are unsure about an email, contact 4ISHELP.*****

APPENDIX J.5
Public Comment
Response
Database

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APPENDIX J.5 PUBLIC COMMENT RESPONSE DATABASE

INTRODUCTION

The Environmental Assessment (EA) for the Phase II Air Cargo Development (Proposed Development Project) was prepared in accordance with the Section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA), President's Council on Environmental Quality Regulations (CEQ) Title 40, Code of Federal Regulations (CFR) Parts 1500-1508, the implementing regulations for NEPA, and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended. The EA was also been prepared in accordance with Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

The Draft EA was made available for review by the general public and interested parties. Notification of the Draft EA's availability was accomplished through legal advertisements in local newspaper *The Lakeland Ledger*, and on the Lakeland Linder International Airport (LAL) website. The Notice of Availability of the Draft Environmental Assessment and Notice of Public Hearing was published on April 23, 2021 and April 26, 2021. These notices appeared 35 days and 32 days prior to the combined Public Hearing and Public Information Workshop that was held on May 27, 2021. The public comment period began on April 23, 2021 and ended on May 31, 2021. The duration of the comment period was 39 days.

The combined Public Information Workshop and Public Hearing was held on May 27, 2021 at the RP Funding Center, Sikes Hall, located at 701 West Lime Street, Lakeland, Florida 33815. The Workshop portion began at 6:00 p.m., although early attendees were allowed entry to review the Workshop materials and discuss the project prior to the start of the Workshop.

The combined Public Information Workshop and Public Hearing began with an informal Workshop meeting that allowed the public to review project information and discuss the project with LAL representatives. The Workshop was followed by the Public Hearing, which began with a brief introduction and overview of the Hearing's purpose from the Public Hearing Officer and a formal presentation describing the Proposed Development Project, the NEPA process, and the EA's findings. Members of the public were then invited to provide oral and written comments. The combined Public Information Workshop and Public Hearing was attended by 177 members of the public, covered by local newspaper and local news television affiliates, livestreamed on the local news website LKLDNOW (<https://www.lkldnow.com/>), and separately video recorded by the City of Lakeland. The City's video recording is available to the public upon request. Additionally, a court reporter was present to record and transcribe the Hearing's presentations, public oral comments, and private oral comments given directly to the court reporter. Written comments could be submitted at the Workshop and Hearing or anytime during the public comment period. Twenty public oral comments were made, two private oral comments were made directly to the court reporter, and 15 comment forms were completed during the proceedings. Additional comments were received during the official public comment period: one comment by mail, 151 comment submittals by email, and two by social media. Equal consideration was given to all comments regardless of the submission format. Copies of all comments received are located in **Appendix J.4**.

This appendix provides responses to comments, as well as information on the organization of comments and responses.

CONSOLIDATED COMMENT/RESPONSE DATABASE INDEX

This Consolidated Comment/Response Database contains an index of those parties who submitted comments to the City related to the Draft EA prepared for the proposed Phase II Air Cargo Facility Development at LAL. Copies of the original comment submittals can be found in **Appendix J.4**. This database also contains a summary of the comments and provides responses to the comments.

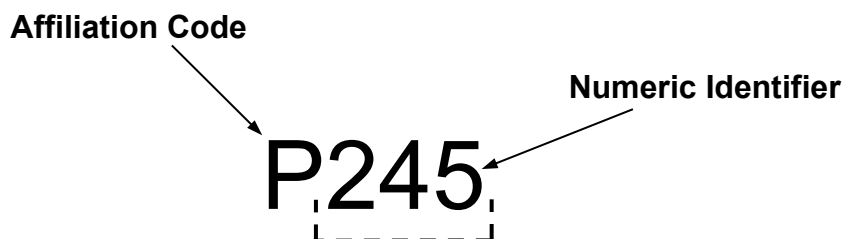
COMMENT LETTER CODING

The database index identifies the name of each party that provided comments and assigns a unique Identifier Code to each comment submittal. The Identifier Code consists of four alphanumeric characters that represent two fields of information.

The first character represents the “Affiliation Code” that places the commenting party into one of five categories:

- F = Comment from a federal agency or Native American Indian tribe
- S = Comment from a state or regional agency
- L = Comment from a local agency or an elected official
- P = Comment from the public
- N = Comment by petition

The last three characters identify the specific comment submittal numerically. For example, Identifier Code “**P245**” describes the comment submittal as being submitted by a member of the **public** and being the **245th** submittal received.



Within each comment submittal, Comment Codes are used to identify and help organize comments and the responses applicable to a particular submittal. The summarized comments and responses are organized into 28 categories listed below. For example, Comment Code “**1-15**” describes the comment was made in regard to the purpose of and need for the Proposed Development Project and the particular was the 15th comment recorded under that category.

<u>Category Number</u>	<u>Description</u>
1	Purpose and Need
2	Alternatives
3	Airspace/Air Traffic
4	Biological Resources
5	Air Quality
6	Climate
7	DOT Act: Section 4(f)

8	Farmlands
9	Hazardous Materials, Pollution Prevention and Solid Waste
10	Historical, Architectural, Archaeological and Cultural Resources
11	Land Use
12	Natural Resources and Energy Supply
13	Noise and Noise Compatible Land Use
14	Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety
15	Light Emissions and Visual Effects
16	Wetlands
17	Floodplains
18	Surface/Ground Water Resources
19	Coastal Resources
20	Quality of Life
21	Safety
22	Cost Considerations
23	Other Considerations
24	Cumulative Impacts
25	Mitigation Measures
26	Coordination and Public Involvement
27	In Support of the Project
28	In Opposition to the Project

Coded comments and responses are individually provided at the end of this Appendix and copies of each individual comment submittal are included as **Appendix J.4**. Since many of the submittals commented on or voiced concerns on key topics, detailed responses on these topics were prepared. Some of the responses to comment submittals may direct the reviewer to the appropriate topical response. For those comments where a topical response would not sufficiently respond or acknowledge the comment(s), individual responses were provided.

TOPICAL RESPONSES

Topical Response 1: Worsening of Existing Air Quality

Synopsis: There were a total of 15 public comments regarding air quality issues within the public comments received. Overall, the comments expressed concern for existing air quality conditions surrounding LAL and that the Proposed Development Project would worsen those conditions, particularly with regard to emissions from additional aircraft servicing the cargo facility.

Response: As noted in **Section 4.2.1.1** and **Appendix C** of the Draft EA, Polk County is located in an attainment area for all National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. In addition, a review of local air monitoring data shows that ambient concentrations of air pollutants do not exceed, and are not close to approaching, any applicable thresholds established for criteria air pollutants.

Air emissions associated with the construction and operations of the Proposed Development Project were analyzed and discussed in **Section 5.2.1** of the Draft EA. Significant air quality impacts would occur if the federal actions would cause pollutant concentrations to exceed one or more of the NAAQS for any of the time periods analyzed, or increase the frequency or severity of any such existing conditions. The analysis

conducted in the EA found that the increases in air emissions associated with the Proposed Development Project would not exceed thresholds indicating a significant impact.

The evaluation compared the project's air emissions against the air emission thresholds commonly established for areas not in compliance with the NAAQS. As noted in the EA, Polk County is classified as Attainment for NAAQS and there is no State Implementation Plan in place; therefore, *de minimis* thresholds for the area have not been established and a conformity determination for those thresholds was not required. For the evaluation, air emissions associated with the construction and operation of the expanded air cargo facility were compared to *de minimis* thresholds typically established for areas in which air pollutants exceed one or more of the NAAQS (Nonattainment). Of note, the Proposed Development Project was initially scheduled to be operational in early 2022. Due to schedule delays, the expanded facility is not expected to become fully operational until late 2022. However, the analysis performed for the EA includes the total emissions from both construction in 2022 and a full year of facility operations for 2022 (see table below). Based on this comparison, the emissions associated with the Proposed Development Project would be well below each *de minimis* threshold. Therefore, under this scenario the Proposed Development Project would comply with the Clean Air Act and would not cause or contribute to a violation of a NAAQS. Emissions increases in an attainment areas such as Polk County would, by extension, have even less potential to cause or contribute to a violation of the NAAQS.

Pollutant	2022 Project (tons per year)	2027 Project (tons per year)	Nonattainment de minimis (tons per year) ¹	Maintenance de minimis (tons per year)
CO	+95.5	+61.6	100	100
NOx	+40.6	+30.8	100	100
PM10	+53.0	+2.3	70	100
PM2.5	+7.6	+1.5	70	100
SOx	+0.7	+0.8	100	100
VOC	+34.4	+6.7	70	100

¹ For nonattainment de minimis values, the most stringent applicable threshold was considered. For Ozone, the most stringent that is applicable is for areas not in an Ozone Transport Region, which is the case for Polk County

Sources: Aviation Environmental Design Tool (AEDT) 3c, AECOM 2021.

Summary of Changes to the Final EA: **Section 5.2.3** in the final EA was amended to include discussion of the de minimis comparison shown above.

Topical Response 2: Noise Impacts on Surrounding Communities

Synopsis: Within the comment submittals received, 230 comments were related to aircraft noise. Specific concerns expressed in comments include:

- The methods used to model noise exposure,
- Reconfiguring or modifying cargo aircraft flight patterns to reduce noise exposure,
- The frequency and time-of-day of existing and future aircraft operations,
- Disruptions to business operations,
- Aircraft-induced vibrations in residences,
- Sleep disturbance from aircraft, and
- Speech and conversation disruptions.

The following subtopics summarize responses to each specific noise comment subcategories.

Topical Response 2a: Noise Analysis Methods

Synopsis: A total of 22 public comments were received regarding the methods used to conduct the noise analysis in the Draft EA, including how noise impacts were identified and evaluated for significant impact. In addition to general concerns about aircraft noise and increased aircraft noise generated by the Proposed Development Project, commenters identified a difference between the noise metric used in the Draft EA's noise analysis compared to what they experience from individual aircraft overflights. Comments further expressed concern that existing cargo aircraft operations at LAL significantly increase noise within their communities and that those increases would only be amplified under the Proposed Development Project.

Response: As discussed in **Section 5.10.1.2** of the EA, noise exposure under 2022 and 2027 conditions, with and without the Proposed Development Project, was modeled using the FAA's Aviation Environmental Design Tool, version 3c (AEDT). **Appendix G** of the EA describes the computer model and methods used for analyzing noise. Aircraft operational inputs used in the model are consistent and represent current and projected activity levels for both the Proposed Development Project and the No-Action Alternative. For the Proposed Development Project, aircraft operational information was provided by the air cargo facility operator (see **Section 5.1.1** of the EA). All model inputs, including aircraft fleet mix, stage lengths, time of day, runway use, flight track use, and proposed operations, were developed and used consistently with FAA guidance and policies, as well as accepted industry practice.

The AEDT modeling was conducted in compliance with FAA Orders 1050.1F and 5050.4B. The analysis of aircraft noise requires the use of the Day-Night Average (DNL) noise metric. The DNL metric is defined as "the 365-day average, in decibels, day-night average sound level," which reflects cumulative exposure to aircraft noise over an average annual day. When calculating DNL, the model accounts for the noise levels of all individual aircraft flights, the number of times those flights occur, the time of day they occur, and other factors. DNL has two time periods: daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.). To account for the added intrusiveness of sounds occurring during nighttime hours, nighttime operations are increased in the model by a factor of ten. Although aircraft noise analyses require the use of the DNL noise metric, it is understood that individual aircraft overflights can be quieter or louder, and experienced further away from the airport, than reflected by the DNL metric that represents cumulative noise over an average annual day.

Federal regulations at Title 14 CFR Part 150 provide guidance to local jurisdictions for determining land use compatibility with different levels of aircraft noise. In general, most land uses are considered compatible with aircraft noise levels below DNL 65 dB. The EA evaluated and discloses the effect of aircraft noise associated with the Proposed Development Project on land use compatibility near LAL. FAA Orders also define thresholds for determining if a change in aircraft noise exposure would result in a significant impact under NEPA. A significant noise impact would occur if there is an increase in aircraft noise exposure of 1.5 dB or greater for noise sensitive land uses within, or newly within, the DNL 65 dB or higher contours. This guidance is not intended to indicate there is an absence of noise in the areas beyond the DNL 65 dB contour, but to help local jurisdictions manage land uses and to help federal agencies determine if changes in noise levels would be significant.

The analysis conducted for the EA (**Section 5.10**) shows the Proposed Development Project would increase noise levels, but the increase would not exceed the threshold indicating a significant impact in

either future study year. When compared to the No-Action Alternative in 2022, the additional aircraft operations associated with the Proposed Development Project would increase the amount of noncompatible (residential) land use by 2.7 acres. This would involve all or portions of six individual parcels. Of the six residences located on the parcels, two would be located within the DNL 65 contour. The parcels and residences located within, or newly within, the 2022 DNL 65 contour would not experience an increase in aircraft noise of 1.5 dB or greater. In 2027, it was projected that 3.7 additional acres of noncompatible (residential) land use would be located within the DNL 65 contour (seven parcels total). Of the seven residences located on the parcels, one additional residence would be located within the 2027 DNL 65 contour (total of three). The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Based on the analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented.

The FAA Reauthorization Act of 2018¹, required FAA to report on studies regarding the use of DNL as a noise metric. The Act called for the evaluation of alternative metrics to the current DNL standard, such as use of actual noise sampling to address community aircraft noise concerns. In an April 2020 Report to Congress², FAA concluded that “[n]oise modeling is the only practical way to predict geospatial noise effects in a surrounding community when analyzing proposals related to aviation noise. Noise modeling is also necessary for a wide variety of other proposed federal actions, such as those resulting from airfield changes or changes in airspace management. The assessment of these actions requires the review of future case proposals and can therefore only be considered through predictive modeling.”

To review and improve the agency’s understanding of community responses to aircraft noise, the FAA conducted the Neighborhood Environmental Survey (NES) to help inform ongoing research and policy priorities on aviation noise.³ The NES consisted of over 10,000 mail responses from residents in communities around 20 statistically representative airports across the Nation, and also conducted a follow-up phone survey, which included over 2,000 responses to a series of more detailed questions. The NES results show a substantially higher percentage of people highly annoyed over the entire range of aircraft noise levels (i.e., from DNL 50 to 75 dB). The FAA is now considering the results of the NES, in conjunction with additional research findings as they become available, to determine how they may inform future noise policy considerations. The FAA has solicited public comments on current research and policy initiatives to address aircraft noise, including the NES, in order to identify any additional research or considerations needed to improve understanding of the effects of aircraft noise exposure on communities.⁴

Summary of Changes to the Final EA: A brief discussion of the difference between the DNL metric and the noise volume and location of individual overflights was added to **Section 4.9** of the EA. **Sections 5.10.1.2, 5.10.1.3, and 5.10.2** of the EA were amended to further clarify that while noise exposure may increase with the Proposed Development Project, the methods and metrics used for noise analysis demonstrate that no significant noise impact to non-compatible land uses would occur.

Topical Response 2b: Air Traffic and Overflights

Synopsis: A total of 127 public comments were received regarding to aircraft overflights and traffic patterns and procedures for aircraft arrivals and departures. Residents of the communities near LAL expressed

¹ Public Law 115-254

² Report to Congress: FAA Reauthorization Act of 2018 (Pub. L. 115-254) Section 188 and Sec 173. April 14, 2020

³ Federal Aviation Administration William J. Hughes Technical Center Aviation Research Division. *Analysis of the Neighborhood Environmental Survey*. Report No. DOT/FAA/TC-21/4. February 2021.

⁴ 86 FR 2722. Overview of FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy. January 13, 2021.

concerns regarding existing air cargo aircraft overflights and the proposed increase in air cargo aircraft overflights. Many comments included requests that flight paths be directed away from their neighborhoods. Other comments requested that flights not be redirected over their neighborhoods to appease residents of other neighborhoods. Most commenters expressed concern over the increase in air cargo flights that would result from the Proposed Development Project. Some commenters requested that aircraft noise abatement procedures be developed and put in place prior to the proposed expanded air cargo facility becoming operational.

Response: The neighborhoods and community locations referenced by the commenters are not located within the DNL 65 dB noise contours associated with the No-Action Alternative and Proposed Development Project. Although the communities are not within the DNL 65 contour, residents have experienced an increase in large aircraft overflights and noise with the opening of the Phase I air cargo facility. These communities will notice an increase in large aircraft overflights and noise when the Phase II air cargo facility expansion becomes operational.

No changes to existing flight procedures were proposed as part of the Proposed Development Project. LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the routes of aircraft in flight, the timing of flights, or the number of flights. Aircraft using LAL must follow published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors, including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations. The noise analysis in the EA was prepared using published arrival and departure procedures and current operational information. Because the noise impacts disclosed in the EA do not exceed the FAA's threshold for significant impact, specific mitigation measures were not proposed. However, a noticeable increase in aircraft noise and community noise complaints occurred after the air cargo facility (Phase I) became operational in 2020. As discussed in the EA, the proposed Phase II expansion will increase the number of air cargo flights at LAL. While the incremental increase in noise exposure would not represent a significant impact that requires mitigation, a noticeable change in aircraft noise would result from the operation of the expanded air cargo facility.

Since the opening of the Phase I facility, the City and airport management have been working with surrounding communities to understand and resolve overflight and noise complaints. In response to community concerns, the City implemented a voluntary preferential runway use program in March of 2021 for eastern arrivals and western departures between the hours of 10:00 pm and 7:00 am, when winds, weather, and other factors allow. The City has also proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. Standard Instrument Departure (SID) procedures utilizing the appropriate Noise Abatement Departure Profile (NADP 1 or 2) were proposed to abate noise experienced by the community from departing aircraft. NADP 1 and 2 are special departure altitude profiles that could reduce noise for communities. In addition to SIDs, the Airport has also proposed special visual approaches to be flown by air carrier aircraft when approaching from the east, which could abate noise over those populated areas while also maintaining a safe approach to the Airport.

These conceptual procedures, which were presented at the Draft EA Public Hearing, are incorporated for reference into this Final EA (**Appendix L**). New or modified procedures requested by the City will be considered by the FAA. If the proposed procedures are deemed feasible by the FAA, the procedures would

be subject to separate FAA approval processes that would be coordinated across multiple FAA air traffic and flight procedural lines of business. This process would also include an evaluation of environmental effects, including noise, as required by NEPA.

Even though the Proposed Development Project does not require mitigation under NEPA, the separate and ongoing measures described above were presented for public awareness at the EA Public Hearing and were the subject of many comments received. The materials presented at the Public Hearing are incorporated for reference into the Final EA **Appendix L** - Supplemental Information.

Summary of Changes to the Final EA: A brief discussion of the difference between the DNL metric and the noise volume and location of individual overflights was added for clarity to **Section 4.9** of the EA. A discussion of measures currently implemented by the City to reduce community aircraft noise exposure was added, including the City submitting conceptual changes to flight procedures to the FAA for consideration (see **Section 5.10.2** of the EA). The related Public Information Workshop and Public Hearing presentations are included in the new **Appendix L** of the EA.

Topical Response 2c: Flight Frequency and Schedule

Synopsis: A total of 34 comments addressed how often air cargo aircraft operate at the airport and the time of day that they fly. Many of the comments were related to the existing (Phase I) air cargo operations and the anticipated effects of the proposed Phase II air cargo operations. Residents of communities surrounding LAL expressed concern about increased noise due to the number of air cargo flights and when they occur throughout the day.

Response: As shown in **Table 5.1-1** of the EA, there would be 142,123 annual operations at LAL under the No-Action Alternative in 2022 and 172,660 annual operations in 2027. The Proposed Development Project-related activities would add an additional 5,840 annual air cargo operations to the No-Action Alternative in 2022 (13,140 air cargo operations total) and an additional 8,760 annual air cargo operations in 2027 (16,060 air cargo operations total). The Proposed Development Project would increase total aircraft operations at LAL by approximately 4.11% in 2022 and by 5.07% in 2027.

As referenced in **Table 2.1-1** of the EA, in 2022 Phase I would operate 13 average daily operations during daytime hours (7:00 a.m. to 10:00 p.m.), and seven average daily operations during nighttime hours (10:00 p.m. to 7:00 a.m.) for a total of 20. The Proposed Development Project would add six average daily operations during daytime hours and ten during nighttime hours (10 p.m. to 7:00 a.m.), for a total of 16. Together, Phase I and II operations in 2022 are expected to total 19 average daily daytime operations and 17 average daily nighttime operations, for a total of 36.

In comparison, by 2027 Phase I would operate 13 average daily operations during daytime hours, and seven average daily operations during nighttime hours, for a total of 20. The Proposed Development Project would add ten average daily operations during daytime hours and 14 during nighttime hours, for a total of 24. Together, Phase I and II operations in 2027 are expected to total 23 average daily daytime operations and 21 average daily nighttime operations, for a total of 44. The increased number of flights would serve the operational needs of the air cargo services provider related to the operation of a regional air hub, and would support ground operations delivering goods to and from other in-network distribution facilities within the region. The City of Lakeland and the air cargo services provider would work to minimize nighttime air cargo operations wherever practicable. Also, as referenced in Topical Response 2b, the City of Lakeland has introduced a voluntary preferential runway use program utilizing eastern arrivals and western

departures between the hours of 10 p.m. and 7 a.m. when winds, weather, and other factors allow, taking aircraft away from those densely populated communities closest to LAL during nighttime hours.

Summary of Changes to the Final EA: A description of nighttime noise abatement procedures currently in use and of those proposed or being pursued, independently of the EA process and the Proposed Development Project, was added to **Section 5.10.2**.

Topical Response 2d: Business Disruption

Synopsis: A total of 4 public comments expressed concern regarding disruption of business activities resulting from existing aircraft noise. Two primary areas of concern are expressed in the comments. First, is the concern about the potential disruption to local business operations from aircraft noise, such as the GEICO call center located to the south of the Airport on Pipkin Road. Second is the concern that existing overflights interrupt phone calls and meetings for local residents working from home. Commenters are concerned that the Proposed Development Project would interfere with commercial activities and exacerbate at-home business interruptions.

Response: According to FAA Land Use Compatibility Guidelines contained in Table 1 of CFR Part 150, *Airport Noise Compatibility Planning*, commercial land use is compatible up to DNL 70 dB (see **Appendix G** of this EA). Commercial activities are also compatible with noise levels up to DNL 80 dB, if outdoor-to-indoor Noise Level Reduction (NLR) of 25 to 30 dB is provided by the structure. Many modern commercial and residential structures can provide notable levels NLR.

Approximately 0.1 acre of off-airport commercial land use and approximately 23.1 acres of industrial land use would be included in the DNL 65 dB noise contour under 2022 Proposed Development Project conditions (EA **Table 5.10-1**). Approximately 0.5 acres of off-airport commercial land use and approximately 32.8 acres of industrial land use would be included in the DNL 65 dB noise contour under 2027 Proposed Development Project conditions (EA **Table 5.10-3**). These land uses are considered compatible with the expected noise levels. It should be noted that the specifically-mentioned GEICO call center is located approximately 0.4 mile south of the DNL 65 dB noise contour developed for 2027 with the Proposed Development Project. Therefore, business disruption due to the Proposed Development Project is not likely to occur within these land uses.

In addition, speech interference due to aircraft noise events can have an effect on nearby businesses and individuals currently working from their home in response to the COVID-19 pandemic. Noise effects on commercial activities and people working from home may be noticeable to varying degrees, but the effects in areas outside of the DNL 65 dB contour would not result in incompatible land uses and would not be considered significant under NEPA. However, based on the state of the research and the variability in indoor sound levels in comparison to outdoor noise exposure, it is often difficult to reliably predict these effects (See Topical Response 2g for additional details on speech interference).

Topical Response 2e: Vibration

Synopsis: A total of 10 public comments referred to sensing vibration from current aircraft overflights. The comments express concerns regarding their houses shaking and potential damage caused by the rattling of windows and doors, or home decorations coming off the walls. The commenters are also concerned that these vibrations could increase as a result of the Proposed Development Project.

Response: Structural vibrations resulting from aircraft activity are largely the result of low-frequency noise, which is not absorbed by the atmosphere or blocked by buildings or terrain as well as higher-frequency noise. Therefore, the resulting structural vibrations may be experienced further away from the noise source and to a greater degree than current noise analysis methods can predict.

Low-frequency noise has been studied at a small number of airports where community concern has been substantial. The general conclusion from these studies is that low-frequency noise can cause windows, fixtures, and wall-hung pictures to rattle. Other studies performed on the relationship between low-frequency noise and vibration have not provided consistency or agreement on research methodology, especially for establishing a direct relationship between sound characteristics and the resulting structural vibration or rattling.

Aircraft noise vibration may be experienced at varying levels at areas surrounding an airport. However, the majority of noise frequencies associated with vibration occur during takeoff rolls, along climb out paths, and during landings when reverse thrusters are engaged.

A study at Baltimore-Washington International Airport attempted to better predict and correlate relationships between low frequency noise and vibrations in homes, as well as the vibrational effects of aircraft takeoff noise with the distance of a home from the airport. The study relied on subjective levels of annoyance to homeowners, based on individual takeoffs and rated from low to high (0 to 100). The annoyance levels were then correlated with simultaneously measured noise levels for each takeoff. While not conclusive, the study confirmed that while both high- and low-frequency noise are associated with in-home annoyance, the lower frequency noise (in this case assessed with the outdoor C-weighted metrics Maximum Sound Level [L_{max}] and Sound Exposure Level [SEL]) may be a reasonable predictor of annoyance and perceived vibration in homes. This study found that the maximum C-weighted noise levels decreased by 6dB with each doubling of distance from the airport, resulting in a decrease in annoyance at greater distances.⁵

In 2002, an expert panel convened to evaluate noise around Minneapolis-St. Paul International Airport. The panel recommended adoption of a Low Frequency Sound Level Metric (LFSL); however, the Federal Interagency Committee on Aviation Noise (FICAN) did not support the LFSL metric. The Committee concluded that additional research was necessary to address the complex interaction between: 1) building construction, 2) the contribution of loudness to annoyance, and 3) the contribution of rattle to annoyance.⁶

More research is needed to fully understand and quantify the effects and characteristics of low-frequency noise on structural vibration. Ongoing studies done under the Partner/Center of Excellence programs sponsored by the FAA and National Aeronautics and Space Administration (NASA) have attempted to quantify the levels of low-frequency sound needed to cause rattle effects. However, at this time the results of these studies are limited and remain controversial.⁷ In 2018, FICAN reviewed existing research on a variety of aviation noise issues, and found that additional research needs to be conducted before a low frequency noise metric and an associated dose-response relationship can be recommended.⁸

⁵ Study of Low Frequency Takeoff Noise at Baltimore - Washington International Airport, HMMH Report No . 294730 .03 / 2931 00 .09, April 1998.

⁶ Research Review of Selected Aviation Noise Issues, Federal Interagency Committee on Aviation Noise (FICAN), April 2018.

⁷ Effects of Aircraft Noise: Research Update on Selected Topics, A Synthesis of Airport Practice, Transportation Research Board, Airport Cooperative Research Program (ACRP), Washington, DC, 2008.

⁸ Research Review of Selected Aviation Noise Issues, Federal Interagency Committee on Aviation Noise, April 2018.

Although the Proposed Development Project would increase aircraft noise overall, the noise analysis did not identify significant noise impacts that would warrant a specialized vibration analysis.

Topical Response 2f: Sleep Disturbance

Synopsis: A total of 14 public comments expressed concern over sleep disruption from aircraft noise. The concern is centered around jets flying over residential areas during nighttime hours, prohibiting residents from falling asleep or causing them to be awakened from sleep. Additionally, there is concern of increased sleep interruptions with the Proposed Development Project.

Response: Sleep disturbance is a common complaint for many living near an airport, and the introduction of additional air carrier aircraft operations at night due to the Proposed Development Project has the potential to affect the sleep of individuals in the surrounding community. Sleep may be sensitive to environmental factors, especially noise, because external stimuli are still processed while sleeping, although the sleeper may not be consciously aware of them. There are many factors that influence sleep disturbance, including the differences between noise sources and the context of the living and sleeping environment, and their interactions are complex and variable.

Research has not yet provided enough understanding to be able to estimate the population awakened for a specific airport environment or the difference in population awakened for a change in an airport environment (e.g., adding more flights or changing the time of day when flights occur). Existing research has not established a consistent or predictable understanding of these factors and their effects on sleep. To date, there is no obvious “best choice” research methodology for assessing the relationship between noise events and sleep disturbance. Therefore, it has been difficult to establish one internationally accepted relationship between how much and what type of noise is required to cause sleep disturbance in order to measure or predict the effect of aviation noise on sleep disturbance.⁹ As discussed below, multiple agencies and organizations have studied, and continue to study, this topic and attempt to develop approaches to predicting sleep disturbance from aircraft noise.

FAA is a member agency of FICAN, which was formed in 1993 to identify needed research and encourage the conduct of research and development on various aviation noise-related topics, including sleep disturbance. Early research on awakenings from discrete noise events was conducted in laboratory settings. Further research and analysis by the Federal Interagency Committee on Noise (FICON) established an interim curve to predict the percentage of awakenings from noise events. Subsequent field research conducted outside of laboratories by FICAN showed that considerably less percent of the population is expected to be behaviorally awakened by noise than the laboratory studies indicated.¹⁰ In 1997, FICAN reviewed three recent pieces of field research related to aircraft noise sleep disturbances:

For the first study evaluated by FICAN, 50,000 subject hours of sleep disturbance were collected at four airports in the UK using both activity meters and Electroencephalogram (EEG) measurements.¹¹ The study concluded that:

- Subjective reactions to noise, including sleep disturbance, vary greatly between individuals, and deviations from the average can be large;

⁹ Effects of Aircraft Noise: Research Update on Selected Topics, A Synthesis of Airport Practice, Transportation Research Board, Airport Cooperative Research Program (ACRP), Washington, DC, 2008.

¹⁰ Effects of Aviation Noise on Awakenings from Sleep, Federal Interagency Committee on Aviation Noise (FICAN), June 1997.

¹¹ Report of a Field Study of Aircraft Noise and Sleep Disturbance, Department of Safety, Environment and Engineering, 1992.

- Once asleep, very few people living near airports are at risk of substantial sleep disturbance due to aircraft noise, even at high event levels; and
- At outdoor event levels below 90dBA SEL (80 dBA L_{max}), average sleep disturbance rates are unlikely to be affected by aircraft noise, and that above this rate there is approximately a one in 75 chance of a person being awakened. However, the study also acknowledged that some individuals may be considerably more sensitive and others less so.

In the second study evaluated by FICAN, the U.S. Air Force conducted a similar study near a major international airport and an active Air Force installation, collecting 1,887 subject-nights of data from 85 residents living in 45 different homes. A statistically reliable relationship was found between sound exposure levels of noise intrusions in sleeping quarters and behaviorally confirmed awakenings. However, the occurrence of awakenings did not substantially increase with increased noise levels. Of a total of 4,452 awakenings recorded, only 326 could be associated with noise events. The authors cautioned that the test subjects may not be broadly representative of all residential situations, and that generalizations from the study may be best applied to long term residents of areas with stable levels of noise exposure.¹²

The third study assessed by FICAN measured sleep disturbance using activity meters and a push button upon awakening in 57 homes near the closing Stapleton (Colorado) International Airport and newly-opening Denver International Airport. Although measured outdoor noise increased near Denver International Airport after its opening, the indoor noise levels did not vary significantly before and after the opening. No large differences in noise-induced sleep disturbance were observed after Denver International Airport was opened. Indoor Sound Exposure Levels of noise events were, however, closely related to and good predictors of activity meter-defined sleep disturbance. Overall, the average level of noise-induced sleep disturbances near the newly-opened airport was only slightly greater than the average rate of spontaneous (not related to noise) awakenings. The inclusion of residents near the newly-opening airport indicate that the test subjects adapted to the “new” noise rapidly.¹³

A 2008 document published by the National Academies of Science, Engineering, and Medicine (*Effects of Aircraft Noise: Research Update on Select Topics*) reported a synthesis of over 30 years of sleep disturbance research in the context of airport noise. The report found that sleep disturbance is difficult to measure, and no universally-accepted metrics have been developed. Similarly, no specific noise exposure level that causes a sleep disturbance event were identified. However, in December 2008, FICAN recommended the American National Standards Institute (ANSI) standard, ANSI S12.9-2008, *Quantities and Procedures for Description and Measurement of Environmental Sound - Part 6: Methods for Estimation of Awakenings Associated with Outdoor Noise Events Heard in Homes* as one method to estimate noise effect on sleep. This approach provides one method to predict sleep disturbance in terms of percent awakenings or number of people awakened by noise levels in terms of indoor A-weighted sound exposure level. The ANSI standard enables estimation of the probability of awakenings from an entire night’s worth of noise events, but also indicates that earlier FICAN methods to predict single event-related awakenings likely overestimated their probability. The FAA has not issued formal guidance on use of this or other methods to predict the effect of aircraft noise on sleep patterns.

In 2012 the German Aerospace Center and American scientists worked to develop a more standardized approach to measuring sleep disturbance for use in these studies. The approach included using activity

¹² Noise-induced Sleep Disturbance in Residential Settings (AL/OE-TR-1994-0131). Wright Patterson Air Force Base, OH: Armstrong Laboratory, Occupational & Environmental Health Division (AL/OEBN), 1994.

¹³ Noise-induced Sleep Disturbance in Residences near Two Civil Airports, (Contract NAS1-20101) NASA Langley Research Center, 1995.

meters and electrocardiogram (ECG) electrodes to identify awakenings. Two studies conducted near airports in Germany used this method to determine correlations between indoor noise levels and awakenings. However, the results were inconclusive and the need was identified for broader studies with a wider range of noise levels and a larger sample size.¹⁴

Although the Proposed Development Project would increase aircraft noise, the noise analysis did not identify significant noise impacts. However, as mentioned in Topical Responses 2b and 2c, to address community concerns, the City implemented a voluntary preferential runway use program in March of 2021 for eastern arrivals and western departures between the hours of 10:00 pm and 7:00 am, when winds, weather, and other factors allow.

Topical Response 2g: Speech Interference

Synopsis: A total of 19 public comments were received regarding existing aircraft noise causing speech interference. Commenters identified a need to pause conversations in their house during existing aircraft overflights, both indoors and outdoors, as well as when speaking on the telephone or over a computer microphone. Several comments referred to aircraft noise diminishing enjoyment of social activities on their patios and one commenter referenced not being able to hear the television. Additionally, there is concern of speech interference increasing with the Proposed Development Project.

Response: Speech interference is recognized as a principal factor in human annoyance response, and includes interference with personal communication and leisure listening (e.g., television and radio). Many factors influence speech interference, including the location (indoor or outdoor), acoustical properties of a structure, the NLR afforded by a structure, ambient noise, the volume and frequency a speaker's voice (e.g., low-frequency or high-frequency voice), listening skill, individual hearing acuity, and the characteristics of the environmental noise.

Most research conducted on speech interference involves the study of constant noise interfering with speech, rather than individual noise events or intermittent noise. The EPA Levels Document published in 1974 is one of the few documents to address the effects of intermittent noise on speech interference.¹⁵ The results of the EPA analysis of intermittent noise indicate that using attempting to apply established methods for quantifying constant noise on speech interference, to intermittent noise such as aircraft flyovers, will overestimate the amount of speech interference from the intermittent noise events.

Little research has been published since 1985 on intermittent noise such as aircraft noise and its influence on speech. More research is needed to develop conclusive methods for quantifying speech interruption from aircraft noise.¹⁶ Research to date has focused on potential criteria to assess speech interference due to indoor noise such as Equivalent Sound Level (L_{eq}) and Maximum Sound Level (L_{max}). These metrics are further explained in **Appendix G** of the EA. However, noise models calculate outdoor noise levels only. Indoor noise levels based on outdoor noise exposure can vary widely based on presence of other interior/exterior noise sources, the type of construction, interior furnishings, and other structural factors.

In its Guidelines for Community Noise, the World Health Organization (WHO) notes that on average, speech in a relaxed conversation is 100 percent intelligible in background noise levels of about 35 dBA, and can

¹⁴ Research Review of Selected Aviation Noise Issues, Federal Interagency Committee on Aviation Noise (FICAN), April 2018.

¹⁵ Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. U.S. Environmental Protection Agency, 1974.

¹⁶ Effects of Aircraft Noise: Research Update on Selected Topics, A Synthesis of Airport Practice, Transportation Research Board, Airport Cooperative Research Program (ACRP), Washington, DC, 2008.

be understood well in background noise levels of 45 dBA. When background noise levels rise to 65 dBA, speech can still be understood with more vocal effort. In an outdoor setting, a speaker's sound level drops by approximately 6 dB for every doubling of distance between the speaker and listener. In an indoor setting, this effect is less pronounced, but is also affected by acoustical properties of the room and reverberation within the room. The WHO also notes that much of the population belongs to groups sensitive to interference with speech perception, including the elderly and hearing impaired.¹⁷

Since 1993, FICAN has recommended various methods for predicting annoyance (including speech interference) from aircraft noise events. In its most recent updated of the Research Review of Selected Aviation Noise Issues (2018), FICAN continues to recommend the use of DNL as the appropriate noise metric for assessing aircraft noise.¹⁸ The EA's noise study was conducted in accordance with FAA policy and guidance, including the use of DNL.

While the DNL 65 dB noise contour would remain located primarily on LAL property with the Proposed Development Project, individual aircraft overflights may be louder at greater distances from LAL and cause episodes of speech interference outside of the DNL 65 dB noise contour. However, the noise analysis in the EA found that the cumulative (average annual day) noise would not be significant with the Proposed Development Project.

Therefore, speech interference was not specifically evaluated as part of noise analyses. This EA has evaluated the significance of impacts on noise exposure using the accepted DNL metric and methods only.

Topical Response 3: Quality of Life Impacts

Synopsis: A total of 74 public comments reference impacts to quality of life. Many commenters felt that their quality of life is impacted due to air cargo operations diminishing the use of their property and preventing the enjoyment of outdoor activities, amenities and recreational areas. Quality of life concerns also pertained to increased traffic congestion, decreased air quality, and noise preventing them from sleeping, having conversations, and working from home. The comments expressed concern over diminished quality of life caused by existing operations at LAL, and many indicated that quality of life would further deteriorate with the Proposed Development Project.

Response: The concept of quality of life can be associated with several of the environmental resource categories addressed in the EA, including noise, water quality, air quality, and children's health and safety. Chapter 5 of the EA discusses the effects of the Proposed Development Project on each environmental resource category, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects.

While the Proposed Development Project is not expected to generate significant adverse effects, there will be project-related effects. In accordance with the requirements of NEPA, the purpose of the EA is to assess and disclose the environmental and social impacts of the Proposed Development Project and make a determination as to the significance of the impact(s). While some of the environmental resource categories would have project-related environmental effects, these effects would not be significant (e.g., air quality), or would not be considered significant by implementing mitigation measures (e.g., surface transportation). Many comments related to quality of life are predominantly related to aircraft noise. Although the cargo

¹⁷ Guidelines for Community Noise, World Health Organization, Geneva, 2018.

¹⁸ Research Review of Selected Aviation Noise Issues, Federal Interagency Committee on Aviation Noise (FICAN), April 2018.

flights generate noise and can be disruptive, the analysis contained in the EA shows that the DNL 65 dB noise contour associated with the Proposed Development Project remains mostly on LAL property. By 2027, the contour would include 5.5 additional acres of residential land overall, with a total of three residential structures. These residential areas would not experience a noise increase that would constitute a significant noise impact based on FAA's guidelines. Land outside of the DNL 65 dB noise contour, including homes, golf courses and nature trails, is considered compatible with LAL operations.

Topical Response 4: Impacts on Property Values

Synopsis: The public comments received include a total of 39 comments that the Proposed Development Project would negatively affect property values.

Response: The potential effect of airport noise on property value is a complex issue due to the variety of factors that may affect property value at a certain location and the subjectivity in real estate values. Studies on the effects of noise on property values have been inconclusive, contradictory, or only representative of certain locations. Although some studies documented declining property values, other studies have found evidence suggesting that property values near an airport can be higher, owing to the desire of some individuals, such as those who are employed in the airport industry or who travel frequently, to live near an airport. Other studies have shown lower property values near airport, but also noted the presence of other contributing factors, such as underperforming schools, nuisance land uses, and employment opportunities.

The EA provides an assessment of potential social and environmental impacts if the Proposed Development Project was implemented. The EA did not identify any significant impacts associated with the Proposed Development Project. The Proposed Development Project is not expected to substantially affect property values near the airport.

Topical Response 5: Existing Traffic and Traffic Impacts

Synopsis: A total of 29 public comments referred to one or more concerns about surface traffic on local roadways. Specifically, comments expressed concern over:

- Surface traffic analysis procedures and methods and the associated study area,
- Existing surface traffic congestion on roads surrounding LAL, and
- Potential surface traffic increases resulting from additional cargo facility employee and cargo truck trips.

The following subtopic responses summarize responses to these individual comment categories.

Topical Response 5a: Analysis Approach and Study Area

Synopsis: A total of 5 public comments were received concerning the Draft EA surface traffic study area and analysis procedures. The comments center around traffic analysis technicalities, such as not including an origin and destination study, and the lack of inclusion of roadways outside the vicinity of the Proposed Development Project in the traffic study completed for the Draft EA.

Response: Potential traffic impacts associated with air cargo operations at LAL have been under study since 2019. The first traffic study was completed prior to this EA in May 2019, and was a Major Traffic Study for Phase I of the air cargo facility. This is hereafter referred to as the "2019 Phase I Study" in this comment

response, and is incorporated by reference into the EA.¹⁹ The 2019 Phase I Study was prepared to comply with County and local land development review and permitting requirements for the construction of Phase I, and was coordinated with the Polk County Transportation Planning Organization and the City of Lakeland. The 2019 Phase I Study evaluated traffic for the Phase I development alone, and did not include traffic conditions for the proposed Phase II expansion. Therefore, a second supplemental traffic study was conducted for the Proposed Development Project evaluated in this EA, and is described below. Both studies were considered in the traffic analyses for this EA.

To define the study area for the 2019 Phase I Study, information was provided for planned Phase I operations. According to the information provided in the 2019 traffic study, traffic associated with Phase I would utilize Drane Field Road to reach either County Line Road, Airport Road, or the Polk Parkway. Heavy truck traffic would predominantly use Drane Field Road eastbound to Airport Road as a means to reach Interstate 4, although some trucks would continue past Airport Road and continue along Drane Field Road to either access the Polk Parkway or continue east. Although some truck trips would head westbound on Drane Field Road to County Line Road and either head north or south on County Line Road to their destinations. Most of the vehicle trips going westbound on Drane Field Road from the Phase I facility would be employee vehicles.

Based on the study's origin and destination patterns, a roadway capacity analysis was performed on roadways along these routes that could be utilized by heavy truck traffic.²⁰ The capacity analysis utilized trip generation rates, volumes and capacities from the Florida Department of Transportation (FDOT) District One Regional Planning Model and the Polk County Transportation Planning Organization for background traffic. The background traffic was adjusted to include Phase I operations alongside other planned developments in the area including Lakeland Central Park, Airport Commerce Park, Laurel Highlands, Rooms to Go Phase 5, Key Logistics Center, Lakeside Preserve, and the Riverside Development. Based on the analysis, four intersections along Drane Field Road were selected for detailed study to determine whether Phase I air cargo traffic volumes would substantially reduce the levels of service at the study intersections and roadway segments. This information was applied and supplemented used to inform the No-Action Alternative traffic analysis for the EA. Refer to Topical Response 5b for further discussion on existing conditions traffic analysis.

The 2019 Phase I Study was supplemented for use in the EA to determine whether addition of traffic generated by the Proposed Development Project would cause or contribute to any significant traffic impacts. This supplemental study is hereafter referred to as the "2020 Phase II Study" in this comment response, and is incorporated into the Final EA as the Traffic Study Technical Report **Appendix H**. For the 2020 Phase II Study, the traffic conditions and roadway capacity analysis contained in the 2019 Phase I Study was validated for use in the EA to represent the No-Action Alternative. Traffic volume updates and adjustments were performed where needed to accurately reflect No-Action traffic conditions for the EA analysis years of 2022 and 2027. Information provided for Phase II operations did not reveal any trip distribution or origin/destination information different from that used for the 2019 Phase I Study.

For estimation of Proposed Development Project impacts, the 2020 Phase II Study's focus was to supplement and update the level of service (LOS) analysis for the four intersections identified for detailed analysis in the 2019 Phase I Study. As stated in EA **Appendix H**, increased daily cargo truck and passenger

¹⁹ RK&K Engineers. *Lakeland Linder Airport – NW Quadrant Traffic Study – Major Traffic Study*. May 2019.

²⁰ Capacity analysis included: Drane Field Road from County Line Road to SR 572, Drane Field Road from Airport Road to Pipkin Creek Road, County Line Road from Pipkin Road to I-4, Airport Road from US 92 to Drane Field Road,

vehicle traffic that would result from the operations of the Proposed Project were added to the forecasted No-Action Alternative traffic volumes for each study year to develop total traffic volumes and calculate intersection LOS that would result from the Proposed Project. Akin to the 2019 Phase I Study, the 2020 Phase II Study analysis utilized methods prescribed by the Highway Capacity Manual and calculations were performed using Synchro software.²¹ See Topical Response 5c for further discussion on the Proposed Development Project traffic analysis.

Summary of Changes to the Final EA: Based the comment response above, **Section 5.11** of the EA was updated to provide more information and clarification on the 2019 Phase I Study, the 2020 Phase II Study, and how the results were applied for the purposes of complying with NEPA.

Topical Response 5b: Existing Traffic Congestion

Synopsis: A total of 12 public comments expressed concerns about existing roadway traffic congestion. The concerns center around the current levels of surface traffic congestion with the operation of the Phase I cargo facility and general increases surface traffic in recent years.

Response: Current surface traffic conditions reflect the Phase I cargo facility operations. Per Topical Response 5a, a 2019 Phase I Study was prepared²² in 2019 prior to this EA to determine the impacts Phase I operations would have on the adjacent transportation system, and to recommend mitigation measures if necessary. The 2019 Phase I Study determined how the roadways and intersections within the study area operate under existing AM and PM peak hour conditions and was validated and updated for use in this EA to represent the No-Action Alternative.

The 2019 Phase I Study identified four intersections for detailed analysis within its delineated study area (see Topical Response 5a). To aid in deriving intersection traffic volumes at these four locations, Daily Directional Hourly Volume estimates were developed for peak and off-peak hours using methods defined by the FDOT. These volumes were calculated for Drane Field Road (from County Line Road to Airport Road and From Airport Road to Waring Road), County Line Road (From Medulla Road to Drane Field Road and from Drane Field Road to East Baker Street), Airport Road (from Drane Field Road to Polk Parkway), and Kidron Road (from Airpark Drive to Drane Field Road) and supplemented with turning movement traffic counts. The 2019 Phase I Study included turning movement traffic counts at the intersection of Kidron Road and Drane Field Road in May 2019, to supplement previous counts taken in May 2017, August 2017, and March 2019 for the three other intersections.

These data were used to complete an existing traffic volume, capacity, and LOS analysis of the four intersections identified for the 2019 Phase I Study using methods prescribed by the *Highway Capacity Manual*.²³ Each intersection was determined to operate at acceptable LOS under year 2019 conditions And there were no major decreases in LOS at the study intersections. A traffic signal warrant analysis prepared as part of the 2019 Phase I Study preliminarily recommended turn lanes at the intersection of Kidron Road and Drane Field Road.

As previously stated in Topical Response 5a, the 2020 Phase II Study prepared for the EA adapted the 2019 Phase I Study. Traffic volume updates and adjustments were performed where needed to accurately

²¹ Transportation Research Board. *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis (HCM)*. 2016

²² RK&K Engineers. *Lakeland Linder Airport – NW Quadrant Traffic Study – Major Traffic Study*. May 2019.

²³ Transportation Research Board. *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis (HCM)*. 2016

reflect No-Action traffic conditions for the EA analysis years of 2022 and 2027 for the No-Action Alternative. Information provided for Phase II operations did not reveal any changed trip distribution or origin/destination information that would cause the study area used for the 2019 Phase I Study to change.

Summary of Changes to the Final EA: Based on FAA's comment response above, **Section 5.11** of the EA was updated to provide more information and clarification on the 2019 Phase I Study.

Topical Response 5c: Proposed Development Project Traffic Impacts

Synopsis: A total of 14 public comments were received about potential worsening roadway traffic congestions with the Proposed Development Project (Phase II). These comments express concern about existing and increased surface traffic congestion from additional cargo trucks and employee vehicles accessing the expanded air cargo facility.

Response: Surface traffic impacts from the Proposed Development Project, when added to existing air cargo facility traffic at LAL and local background traffic, were analyzed in **Section 5.11** of the EA. As discussed in Topical Response 5a, the 2019 Phase I Study of traffic impacts was validated and supplemented for use in the EA for evaluating impacts associated with Phase II. For the 2020 Phase II Study included as **Appendix H** of this EA, potential impacts were evaluated at four intersections along Drane Field Road, consistent with the approach from the 2019 Phase I Study. These intersections and roadway segments lie along the required routes to be used by trucks traveling to and from the Proposed Development Project site to access nearby Interstates. As was the case with the 2019 Phase I Study, the air cargo services provider intends to use Drane Field Road to Airport Road as the main thoroughfare to access the Polk Parkway and connecting interstate highways, although some traffic would utilize County Line Road as an alternative route. The traffic analysis prepared in support of the EA analyzed the current existing conditions at these intersections and roadways consistently with the 2019 Phase I Study, and supplemented the Phase I analysis to estimate traffic conditions associated with the EA Proposed Development Project and No-Action Alternatives.

In general, a significant traffic-related impact would occur if a proposed action would disrupt local traffic patterns or substantially reduce the LOS of roads serving an airport and its surrounding communities to unacceptable levels. Both the 2019 Phase I and 2020 Phase II traffic studies utilized LOS standards employed by FDOT to determine whether the Proposed Development Project would substantially reduce LOS at the study intersections and roadway segments.

In 2022, the LOS at three of the intersections are not expected to change as a result of the Proposed Development Project. However, the intersection of Kidron Road and Drane Field Road is expected to experience a decreased LOS from C to E with construction and operation of the Proposed Development Project. In 2027, the County Line Road/Drane Field Road and Kelvin Howard Road/Drane Field Road intersections are expected to experience decrease but with acceptable LOS. However, the Proposed Development Project would result in an LOS decrease from D to F at the intersection of Kidron Road and Drane Field Road. As described in **Section 4.10.1.6** of the EA, LOS D is considered the lowest acceptable condition for automobile traffic. The LOS degradation at Kidron and Drane Field Roads could be alleviated by adding dedicated turn lanes and traffic signalization at the intersection, therefore mitigating the impacts produced by the Proposed Development Project.

Although potential future LOS degradation and mitigation options were not identified in the 2019 Phase I Study, the Study performed a warrant analysis that recommended turning lanes at the intersection of Kidron

Road and Drane Field Road. The findings of the 2019 Phase I Study including potential turning lanes, were carried forward to the traffic analysis prepared for this EA in the 2020 Phase II Study (**Appendix H**). The EA analysis showed that with the addition of Phase II traffic would cause LOS degradation at this intersection to the point where mitigation would be warranted. Mitigation Option 1 in the EA includes retaining the existing stop sign and constructing dedicated turn lanes at the intersection of Drane Field Road and Kidron Road. Between completion of the traffic study and the completion of this EA, mitigation Option 1 has since been constructed as a means of preemptively calming traffic and reducing congestion on Drane Field Road. Therefore, mitigation Option 1 has already been implemented and the mitigation serves to offset traffic impacts in 2022 and 2027 caused by the Proposed Development Project.

Summary of Changes to the Final EA: Based on FAA's comment response above, **Section 5.11** of the EA was updated to provide more information and clarification on the 2020 Phase II Study.

Topical Response 6: Airport Safety

Synopsis: A total of 24 public comments referenced one or more concerns over the Proposed Development Project adversely affecting safety in the area. Overall, the comments focused on:

- Increasing the inherent risk of aircraft accidents due to an increase in operations,
- The hazards to aircraft posed by wildlife in general or in relation to local landfills, and explosion, and
- Safety risks of the aboveground fuel storage tanks associated with the proposed fuel farm.

The following subtopic responses summarize responses to these individual comment categories.

Topical Response 6a: Accident Potential

Synopsis: A total of 8 public comments were received about general aircraft safety. The concerns center primarily on the inherent risk of aircraft accidents, and the increased risk posed by adding additional aircraft operations with the Proposed Project.

Response: Generally speaking, aircraft accident potential is present regardless of whether or not a development project is implemented. Although every risk cannot be eliminated, the Proposed Development Project (operation of the expanded air cargo facility and associated aircraft activity) is not expected to affect aviation safety or increase the risk of accidents. The design of aircraft parking aprons, access taxiways, and related improvements would meet FAA airport design standards. The aircraft would be subject to applicable standards, inspection requirements, licensing requirements, and operation requirements. Aircraft arrival and departures would use published procedures and require contact with the LAL air traffic control tower.

Topical Response 6b: Wildlife Hazard Potential

A total of 10 public comments referenced to potential hazards posed to aircraft from wildlife. Some of the comments express general concern about an increase in the likelihood of aircraft accidents caused by wildlife with the proposed increase in aircraft operations. Others specifically address wildlife hazards posed by the proximity of LAL to local landfill areas, as well as concerns that some proposed noise abatement procedures could redirect aircraft over landfills, thus further increasing this risk.

Response: LAL completed an FAA-approved Wildlife Hazard Management Plan (WHMP) that is used to maintain safe airport and aircraft operations. As part of the WHMP, the City, as the Airport Sponsor, is

responsible for carrying out measures that will minimize and/or eliminate hazardous wildlife on LAL property.

Many of the tools described in the WHMP are designed to modify habitat on and around the LAL airfield to minimize wildlife attraction, congregation, and use of LAL and adjacent areas. The WHMP supplements long-term wildlife control strategies with short term control methods, including trapping and removal, harassment, and take of wildlife as needed to ensure aircraft safety. In July 2013, USFWS granted a Depredation permit that is renewed annually and authorizes the City to legally remove, using methods specified by USFWS, listed species and migratory bird species that pose a direct threat to human safety.

On a situational basis, airports work with air traffic control personnel to issue Notices to Airmen (NOTAMS) regarding known hazards around airports and within the surrounding airspace. Flight plans and procedures developed by pilots and air traffic controllers include measures to avoid areas of particularly high risk or hazard. Proposed developments and operations at airports, including aircraft operations, must be conducted in accordance with these standards.

The closest landfill to LAL is the North City Landfill in Winter Haven, which is approximately 10 miles east of LAL and located near the Polk Parkway. There is also the Southeast County Landfill in Lithia, which is 13 miles southwest of LAL. These landfills are located outside of the two-mile radius for the location of landfills in the vicinity of airports, and thus do not violate airport zoning requirements. Changes in aircraft flight paths or flight procedures are not part of this EA, the Proposed Development Project, or the Requested Federal Action.

Summary of Changes to the Final EA: **Section 5.3.2.1** of the Final EA was amended to include a discussion of the WHMP, the aforementioned regulations and standards addressing wildlife hazards at airports, additional potential wildlife attractants off-airport, and ongoing procedures at LAL to reduce wildlife hazard potential.

Topical Response 6c: Aboveground Storage Tank Safety and Security

Synopsis: A total of 6 public comments included concerns about aircraft fuel storage safety and security. The primary concern expressed in these comments centers on explosive and fire risk associated with aboveground fuel storage at the proposed fuel farm. Additional comments expressed concerns about the general security measures that would be in place for the proposed fuel farm.

Response: Risks mentioned in the comments are extremely low due to the requirement to design and operate the new fuel tanks in accordance with applicable state regulations and codes. The proposed tanks are more than 0.25 mile away from the nearest public roadways, are obscured from view, and have restricted access. LAL will apply all the same measures to secure and safeguard the proposed aboveground storage tanks that are already in place for its existing aboveground storage tanks. Installation of the new fuel storage tanks will be designed to comply with National Fire Protection Association Code (NFPA) 30 - Flammable and Combustible Liquids Code, NFPA 70 - National Electrical Code, and local building requirements and codes. The tanks would be subject to daily inspection and LAL would comply with all procedures for handling fuel releases or spills in accordance with the Spill Prevention and Countermeasure procedures and pollution prevention plans.

Summary of Changes to the Final EA: **Section 2.2** of the Final EA was amended to include a discussion of design standards and operational measures associated with bulk airport fuel storage.

INDIVIDUAL CODED COMMENTS AND RESPONSES

The following table presents comments received during the public involvement process. The table also identifies the Commenter and provides responses to each comment. Copies of each individual comment submittal are included in **Appendix J.4**.

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Commenter	Letter Code	Comment Code	Comment	Response
David Pendry 1560 Hollow Tree Court Lakeland, FL 33811	P001	13-1	We had a house built over two years ago and moved in before Amazon started flying to Lakeland. Airport noise was no problem. When Amazon planes come into the airport from the east they come directly over our house at 450 feet which is too low. Even inside the house if you are having a conversation you have to pause the conversation. Initially flights didn't come in after midnight, but now they come in after midnight and take off around 5:30 a.m. in the morning, and when they come from the east we hear them.	<p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. However, it is acknowledged per the comment that individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL), and that perceived noise disturbance may be influenced by the time of day which flights occur.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2g (Speech Disruption) for additional details related to the topics raised in this comment.</p>
David Pendry 1560 Hollow Tree Court Lakeland, FL 33811	P001	14-1	Now, does airport expansion mean no room for a regional airline to come into Lakeland that Lakeland has been trying to get for years? This seems beneficial to all residents of the Lakeland area.	The Proposed Development Project would not preclude an airline from initiating scheduled commercial service at the airport. The air cargo facility and passenger terminal building can support both types of activity without conflict or interference.
David Pendry 1560 Hollow Tree Court Lakeland, FL 33811	P001	20-1	Will increased flights expand timeframe of landings and take-offs for 24 hours? What does quality of life mean with increased noise levels and duration?	As stated in the EA, the Proposed Development Project is expected to increase the frequency of flights and may include additional nighttime operations. Refer to Topical Response 2c (Flight Frequency and Schedule) for further details. The noise analyses conducted for the EA included the additional flights and accounted for additional nighttime operations. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Topical Response 3 (Quality of Life) further discusses the effects of noise levels and duration based on the noise analysis presented in the EA.
Jay Bonnett 5215 Old Bartow Eagle Lake Road Winter Haven, FL 33880	P002	21-1	<p>This comment is being submitted due to a concern I have related to an environmental hazard that does not appear to be accounted for in the proposed environmental assessment report, namely the risk of a collision between an airplane and a bird due to the Amazon planes being forced to fly at lower altitudes upon takeoff and with two landfills in close proximity to the airport. As reported by local media Amazon airplanes are not permitted to engage in a traditional takeoff and ascent due to their need to receive permission from the Tampa Air Traffic Control to enter air space above 2,000 feet.</p> <p>When flying at such a low altitude the risk of a collision between an airplane and a bird is always present. The hazards arising from these interactions are so great that federal and state laws have been enacted to address this risk. One such example and one relevant to my concern is the location restriction for landfills in relation to airports.</p> <p>Since landfills are a congregating area for vultures, these vultures pose a flight hazard to low flying airplanes. As such, federal law prohibits a landfill from being within 10,000 feet or approximately two miles from the nearest point of any runway.</p> <p>The same restriction has been adopted by the State of Florida and its airport zoning laws. The closest landfill to the Lakeland Linder Airport is the North City Landfill in</p>	<p>As discussed in Topical Response 6b (Wildlife Hazard Potential), LAL implements a Wildlife Hazard Management Plan (WHMP). As part of the WHMP, the City, as the Airport Sponsor, carries out measures to minimize and/or eliminate hazardous wildlife attractants on Airport property. In July 2013, USFWS granted a Depredation permit that is renewed annually and authorizes the City to legally remove, using methods specified by USFWS, listed species and migratory bird species that pose a threat to human safety. Refer to Topical Response 6b (Wildlife Hazard Potential) for additional information.</p> <p>The closest landfill to LAL is the North City Landfill in Winter Haven, which is approximately 10 miles east of LAL and located near the Polk Parkway. There is also the Southeast County Landfill in Lithia, which is 13 miles southwest of LAL. These landfills are located outside of the two-mile radius for the location of landfills in the vicinity of airports, and thus do not violate airport zoning requirements.</p> <p>As discussed in Topical Response 2b (Air Traffic and Overflights), the City has proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. These measures, if implemented, could allow aircraft to operate at higher altitudes than referenced in the comment. New or modified procedures requested by the City will be considered by the FAA. If the proposed procedures are deemed feasible by the FAA, the procedures would be subject to separate FAA approval processes that would</p>

Commenter	Letter Code	Comment Code	Comment	Response
			<p>Winter Haven which is approximately 10 miles east of the airport... Though these landfills are located outside the legal boundary restrictions and does not per se have violations of the airport zoning requirement, the logic and spirit behind these laws appear applicable in this case due to the unique takeoff restrictions placed on flights departing Lakeland Linder Airport.</p> <p>The distance restrictions mandated in these laws are not arbitrary but are based on studies that show the distance at which an airplane needs to travel from an airport under traditional takeoff patterns to reach an altitude where a collision with a bird is unlikely.</p> <p>Advisory Circular 150-5200-34A prepared by the FAA provides some insight on the rationale behind these distance restrictions. In the background section it states enacting this legislation congress experienced -- or expressed concern that a municipal solid landfill site near an airport poses a potential hazard to aircraft operations because such a waste facility attracts birds.</p> <p>Statistics support the fact that bird strikes pose a real danger to aircraft. An estimated 87 percent of the collisions between wildlife and civil aircraft occurred on or near airports when aircraft are below 2,000 feet. Collisions with wildlife at these altitudes are especially dangerous as aircraft pilots have minimal time to recover from these emergencies.</p>	<p>be coordinated across multiple FAA air traffic and flight procedural lines of business. This process would also include an evaluation of environmental effects, as required by NEPA.</p>
<p>Michael Sivilli 4423 South Ridge Trail Lakeland, FL 33813</p>	<p>P003</p>	<p>13-124</p>	<p>We have been kind of real unhappy about that -- the planes coming in now from Amazon. I live about three quarters -- somewhere between three quarters and a mile away from the current flight path and yet we hear them very loudly.</p> <p>My wife and I were talking actually about it last night. In the middle of talking the plane as they came over -- you have to kind of pause and wait until they're done.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL in 2020. Some commenters noted increased cases where speech is interrupted. Noise from existing air cargo operations at LAL is accounted for in the EA analysis of the No-Action Alternative and proposed project scenarios. One objective of the EA's noise analysis was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases in those areas exceed established thresholds that would indicate significant noise impacts.</p> <p>When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. While individual overflights may be quieter or louder at a given location, including in communities much further away from the airport, the cumulative noise exposure is below DNL 65 dB and remains compatible with residential land use.</p>

Commenter	Letter Code	Comment Code	Comment	Response
				Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2g (Speech Interference) for additional details regarding the topics raised in this comment.
Michael Sivilli 4423 South Ridge Trail Lakeland, FL 33813	P003	21-2	If we basically increase to the number proposed here with the current flight pattern you're going to turn a significant part of the south side of Lakeland into an undesirable place to live.	Refer to Topical Response 3 (Quality of Life) for a response to this comment.
Michael Sivilli 4423 South Ridge Trail Lakeland, FL 33813	P003	13-125	<p>I mean my wife and I are discussing whether or not we're going to stay here because if this goes as planned this will not be acceptable to us. We will not be able to live with the noise that's going. I mean you're talking about two planes an hour on average, and I mean that's average. So you know there's going to be times where there's going to be a lot more planes coming and going at certain times of the day and night.</p> <p>And I don't know if anybody here has ever lived in a place where you have a lot of planes flying over. I mean it's loud and it's constant. And, you know, I'm a deep sleeper. My wife is not. You know, she will not be able to sleep through the night with those planes going over. She wakes up now. So I don't know, I just -- I don't think this is a good direction for us to be going</p>	<p>Comment noted. The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on cumulative noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their sleep. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Please refer to Topical Response 2c (Flight Frequency and Schedule) and Topical Response 2f (Sleep Disturbance) for further discussion of the topics raised in this comment.</p>
Michael Sivilli 4423 South Ridge Trail Lakeland, FL 33813	P003	14-2	The idea that we are going to put something in place like this that's going to cause a lot of us to be displaced isn't a good idea.	The Proposed Development Project would not displace any businesses or residences.
Michael Sivilli 4423 South Ridge Trail Lakeland, FL 33813	P003	26-1	And I don't understand why we didn't get better -- I didn't get better notice of this. This presentation should have been done closer to the 27th of April so that we had more time to get the word out. I would strongly encourage extending the comment period because I think people need to know the impact this is going to have on us.	FAA Order 1050.1F requires that the draft NEPA document must be available to the public for no less than 30-days prior to a Public Hearing. The Notice of Availability of the Draft EA and Notice of Public Hearing was published in the Lakeland Ledger on April 23 and again on April 26, 2021. The City also published notices on social media informing the public of the intent to hold a hearing. The Draft documents were made available concurrently on the airport's website and at local libraries. The Public Hearing was held 35 days after the first notice was published. The comment period began on April 23, 2021 and concluded on May 31, 2021, a total of 39 days. The EA process complied with public involvement requirements specified in FAA Order 1050.1F and therefore the comment period will not be extended. A description of the public review and comment period has been added to EA Section 6.3 .
Edward Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P004	3-26	Where are the flight logistics? Ground logistics are great. Amazon can build one giant building and then build another second giant Amazon building twice the size of the first one, produce all the materials, workers, plans, permits, inspections and environmental assessments, but when it comes to air logistics and moving the arrival and departure	Arrivals and departures use published approach and departure procedures. Additionally, each arrival and departure operation is individually coordinated with the Airport Traffic Control Tower at LAL. Refer to Topical Response 2b (Air Traffic and Overflights) for additional discussion related to the topics raised in this comment.

Commenter	Letter Code	Comment Code	Comment	Response
			flights to something structured and not all over the city, that process has become a long and arduous decision for the FAA to implement.	
Edward Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P004	21-3	It's been over almost a year. All flights are dangerously low, some at 1,500 feet off the ground for ten mile stretches before climbing up to a higher altitude. It started at 22 flights per day. It has now jumped to 44 flights. It may jump again and again.	<p>Airspace restrictions that limit the height of operations during approach and departure are in place at LAL due to the airport's location between two major hub airports and the proximity of other regional airports. The City of Lakeland has proposed flight procedure changes for FAA review. If the proposed procedures are determined to be feasible, they would be subject to review and environmental analysis (including noise) prior to approval. The Proposed Development Project would add 22 additional daily arrivals and 22 additional daily departures by 2027, which is included in the EA impact analysis.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to topics raised in this comment.</p>
Edward Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P004	13-126	<p>Investigating the information on a website called Web Track -- Web Track is a public noise abatement and monitoring system that surrounds the areas incorporated in the flight paths to and from the air field used in -- at 26 airports in the US, three airports in Florida and at 58 airports around the world. This website is a model for a state of the art approach to logistics.</p> <p>It uses sensitive instruments to determine the noise levels in conjunction with standardized flight paths, designated mandatory turning wait points to lessen noise or to fly around a portion of a city before turning. And in conjunction with monitoring aircraft noise too it also monitors elevation off the ground in feet, air speed and miles per hour, type and size of aircraft and its destination all on an easy to read map.</p>	<p>Monitoring systems, such as WebTrak, are useful for identifying and understanding individual flights and activity at an airport. This also provides information for individuals to submit noise complaints. However, these systems do not measure the cumulative noise exposure that is required for FAA studies and noise impact analyses.</p>
Edward Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P004	3-1	<p>The biggest visual I have noticed in my study was all arriving and departing flights have one thing in common, and that is they fly straight out on takeoff. They do not take radical hairpin turns after takeoff. Amazon needs to stop the radical turns over Grasslands.</p> <p>These are the facts. Ask yourself why to these three questions: Why no air logistics on noise above the city? Two, why the radical departures and arrival flight paths and not standardized corridors to and from the airport thus making all flights less confusing for pilots and the control tower personnel?</p>	<p>The air cargo flights referenced in the comment use published procedures and flight paths and are coordinated with the LAL Air Traffic Control Tower during arrivals and departures. As discussed in the EA and the public hearing, air space restrictions are currently in place at LAL due to its proximity to TPA and MCO. Topical Response 2b (Air Traffic and Overflights) provides additional details on the topics raised in this comment.</p>
Edward Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P004	13-2	Three, why do the pilots not throttle back their jet engines after lift-off to help lower the jet noise rumbling in people's ears, shaking our homes and the city? We desperately need a noise abatement system.	<p>Engine power settings during flight are at pilot discretion and are decided based on safe operation of the aircraft, as well as instructions from air traffic control and the amount of thrust required to follow the approved flight plan. Because of these situational factors, it is not feasible to require pilots to throttle back during certain components of flight. Noise abatement plans were not required or implemented prior to Amazon starting operations at LAL. However, separate from the EA, the City has proposed conceptual noise</p>

Commenter	Letter Code	Comment Code	Comment	Response
				<p>abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) for details on these measures. These measures were also presented at the EA public hearing and the presentation is available in EA Appendix L.1.</p>
Tom Graham 2936 Sanctuary Circle Lakeland, FL 33803	P005	28-1	What our concern is Amazon has exploded since they've been here in a short period of time, and there's a lot of other support industries that are part of supplying Amazon. There's rumors of commercial aircraft coming in. We just want to be good neighbors, and that's the whole reason we're here. The whole reason that people are objecting is because of what could happen in the future, not necessarily what has happened in the past. But it is a problem.	Comment noted.
Barbara Sweeny 3356 Fiddle Leaf Way Lakeland, FL 33811	P006	13-3	I don't know how people can work from their homes with all of this additional noise that's coming in. Even pre-COVID a lot of people did work from home. And if you're doing Zoom meetings, conference calls and Facetime, I don't know how you're going to do this with all of the noise. We also have a resident in our community who suffers from PTSD. He was awoken at 6:00 in the morning from hearing the airplanes, and it kicked his PTSD in. I don't know how many veterans we have who suffer with it that live in the area, but these early morning flights are going to cause problems with them.	<p>With additional people working from home in response to the COVID-19 pandemic, it is likely that more people more frequently hear aircraft noise that regularly occurs throughout the day. However, the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL) and time of day and other factors may influence an individual's perception of and annoyance from these events.</p> <p>Refer to Topical Response 2c (Flight Frequency and Schedule), Topical Response 2f (Sleep Disturbance), Topical Response 2g (Speech Disruption) and Topical Response 2i (Business Disruption) for additional details related to the topics raised in this comment.</p>
Barbara Sweeny 3356 Fiddle Leaf Way Lakeland, FL 33811	P006	14-3	Also according to the chart by 2027 there will an additional 2,867 vehicles on our roads. Our roads are not equipped for this.	The traffic impacts analysis performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027. Also refer to Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topic raised in this comment.
Barbara Sweeny 3356 Fiddle Leaf Way Lakeland, FL 33811	P006	14-4	Now, the air show. I don't remember how many times the air show was stopped so that Amazon could take off. The air show is a big enhancement to the City of Lakeland and has been around for many, many, many years. By 2027 you're going to have 44 flights taking off and landing. So how many times is the air show going to be interrupted?	Comment noted. It is not possible to estimate future interruptions of the air show due to the Proposed Development Project. LAL works with all of its tenants to balance the air show with other necessary airport operations, and will continue to do so.
Barbara Sweeny 3356 Fiddle Leaf Way Lakeland, FL 33811	P006	20-2	So the bottom line is you're not enhancing our way of life. You're going to be denigrating it.	As referenced in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less than significant with mitigation implemented.

Commenter	Letter Code	Comment Code	Comment	Response
Jason Semini 5810 Hendricks Road Lakeland, FL 33811	P007	13-4	Sorry. It was Runway 9 I think, the southeast departure, we actually see when it departs like at an angled and it's really loud. It's like you have the windows in the house closed and you can still hear it. It's kind of like a very grinding noise from the engine. It's that loud.	The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL). Refer to Topical Response 2a (Noise Analysis Methods) for additional details related to the topics raised in this comment.
Jason Semini 5810 Hendricks Road Lakeland, FL 33811	P007	14-5	And the other thing is I don't think the impact takes into account the traffic from on Pipkin because I think there's going to be some spillover issues over there because it's already a problem right now. I know the intersection between I think it's Lunn and Pipkin and like it backs up over there. – it used to I think at least before I think COVID and people were at offices and everything. And there's like a community over there, they can't even get in because of the traffic, so there's parts of it that are on the east side I think they're affected as well. So that's it.	Similar to existing air cargo surface traffic at LAL, the additional air cargo trucks would also use Drane Field Road to Airport Road as the main thoroughfare to access the Polk Parkway and connecting interstate highways. Similar to existing conditions, some trucks would also utilize County Line Road to reach their destinations. In addition, the Alternatives analysis presented in the Draft EA considered Proposed Development Project sites on the south side of the airport. These alternatives were discounted from consideration in part because surface roads such as Pipkin and Medulla would be used heavily by trucks and vehicles associated with the Proposed Development Project.
Veronika Guttenberg 707 Butternut Place Lakeland, FL 33813	P008	28-2	<p>A malignant cancerous growth is threatening our quality of life here in Lakeland. Some people want to expand our airport so that more planes can depart and arrive, and this is progress they say. The unchecked progress of this cancer is leading to air pollution endangering our lungs, noise pollution interfering with our conversations and constant heavy traffic on our roadways putting our lives in greater danger.</p> <p>Cancer also makes progress, and progress is not always good. And now just like a cancer cell the airport multiplies and destroys the healthy cells around it. And what is feeding this cancer? Greed. Some people will get a lot of money out of this. Someone has allowed this creeping invasion of sinister intentions to entrench itself in our community. If no one stops it, this cancerous progress will continue. And it's all for the money. Where does that end?</p> <p>Let's all think that one through to its logical conclusion. I don't know if there's anyone else here who feels the same way as I do, I can only speak for myself when I say I don't like Amazon, and I don't like this airport expansion.</p>	<p>The impact analysis in the EA addresses potential environmental impacts with regard to air pollution, increased noise, and traffic congestion that would result from implementing the Proposed Development Project. As discussed in the EA, the Proposed Development Project would generate temporary air emissions during construction and increased emissions from aircraft operations. Additional noise would occur; however, the majority of the DNL 65 noise contour would remain on airport property. Increased surface traffic around the airport would also occur with the Proposed Development Project.</p> <p>However, the analyses conducted for the EA concluded that these impacts would not be significant and proposed traffic-related mitigation has recently been implemented. Also refer to Topical Response 1 (Worsening of Existing Air Quality, Topical Response 2g (Speech Interference) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
Roland Bean Braemar Ave [NO FULL ADDRESS PROVIDED]	P009	13-5	<p>I live fairly close to the parkway, so those planes coming east -- coming from the east side moving to the airport arriving are fairly impactful to at least just our living.</p> <p>What we had before COVID and before a decent number of those planes coming through, we had just purchased a home in the area, and we really enjoyed it, and it was a costly home, but we definitely liked where we were and the atmosphere and the neighborhood and things like that. And as the planes continue to try to – started coming through it was definitely impactful whether it was honestly waking up the kids which is something, you know, impactful to me. I have to deal with that one on a consistent basis. Or my wife during the day working from home as was mentioned before trying to do a Zoom call and trying to engage in that and being cut off.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noticed increased cases where normal daily activities like sleep and speech are interrupted. The EA also evaluates an increase in flight activity due to the Proposed Development Project, which would increase in flight operations by approximately 4.11 percent increase over in 2022 and by 5.07 percent in 2027 under the No-Action Alternative (if the Proposed Development Project did not occur).</p> <p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. However, individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL) and time of day may influence an individual's perception of these events.</p>

Commenter	Letter Code	Comment Code	Comment	Response
			As I think about the number of planes that will be increasing just from this expansion as well as I know there's been a push and hope for maybe a commercial airline coming through. It just seems like it's too much for that area.	Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), Topical Response 2f (Sleep Disturbance) and Topical Response 2g (Speech Interference) for additional details related to the topics raised in this comment.
Kennieth and Kimberly Brewer 2224 Parkland Loop South Lakeland, FL 33811	P010	14-6	May I remind you – and you can tell from my address that I do not live in a gated community – that over half of our community, all of Polk County is below the poverty level. We need these jobs.	Comment noted.
Kennieth and Kimberly Brewer 2224 Parkland Loop South Lakeland, FL 33811	P010	14-72	With that we've also seen Amazon come in with 1.5 billion dollars of money going back into our community helping people like me who grew up in a trailer park and is able to stand before you today because the airport has provided jobs for our community.	Comment noted.
Darren Oh 911 Dove Ridge Drive Lakeland, FL 33803	P011	27-1	I'm looking over everything. I'm convinced that for the community as a whole this will be a positive thing and that the risks and the costs can be dealt with if the contract is done well.	Comment noted.
Darren Oh 911 Dove Ridge Drive Lakeland, FL 33803	P011	14-7	And it's easy for me to say because I'm not bothered that this is an acceptable trade off, but I think we need to stand together, that those on whom the impact falls the hardest should be compensated and that should be part of the plan, that if they need – that they should be able to afford to move somewhere else if they want to and should be – or keep the cash if they decide to stay.	Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Mitigation related to noise impacts is not required. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. See Topical Response 2b, Air Traffic and Overflights for additional information.
Darren Oh 911 Dove Ridge Drive Lakeland, FL 33803	P011	16-1	Also I think that if we're doing –buying some wetland restoration credits that it doesn't – it's not just –shouldn't just be some random place wetland – compensating wetlands restored somewhere else, but it should be in the local community.	The Florida Department of Environmental Protection and Southwest Florida Water Management District are responsible for state and federal wetland permitting on this project. These wetland permit programs allow off-site mitigation for wetland impacts, including the purchase of wetland credits from an approved mitigation bank. These programs also require that mitigation credits be purchased in the same watershed as the impacted wetlands. As discussed in the EA, the wetland credits will be purchased at the Alafia River Mitigation Bank within the same watershed as LAL, which will benefit the local hydrologic system. By purchasing credits for restoration and enhancement in the same watershed, the mitigation process ensures that the interconnectedness of wetland systems used to provide locally significant hydrologic storage, treatment and habitat, remains intact.
Jim Studiale [NO ADDRESS PROVIDED]	P012	13-6	<p>I love Lakeland. I'm passionate about Lakeland, but unfortunately my house lies under the Amazon jets. And it's about not economic development. You don't worship that goal and mitigate or ignore all the others.</p> <p>And Gene tells me we're going to mitigate. And as soon as we do I'm going to believe it, but as of now we haven't mitigated. And I am amazed at the number and the noise of Amazon jets that go directly over my house. My home is palatial. It is my enjoyment. The pool, the overlooking the patio, the overlooking open space, and I have neighbors like me. What's the impact? Noise. It's simple. It's one word. It's not about the turtles</p>	The noise analysis conducted for the EA evaluated noise increases and potential impacts due to implementing the Proposed Development Project. As discussed in Topical Response 2b (Air Traffic and Overflights), no changes to existing flight procedures were proposed as part of the Proposed Development Project, and the noise analysis in the EA was prepared using published arrival and departure procedures and current operational information. The analysis concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.

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			or snakes or anything else. It's noise. And the FAA needs to help us to mitigate that noise because I'm nowhere near the airport, but there's jets over my house all the time.	<p>However, individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL). Because there were no significant impacts identified, no mitigation is required under NEPA. Although though no mitigation was required for the EA, it is acknowledged that some residents are concerned that increased airport noise is affecting their quality of life. The City of Lakeland has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights),Topical Response 2c (Flight Frequency and Schedule), and Topical Response 3 (Quality of Life) for additional details regarding topics raised in this comment.</p>
Jim Studiale [NO ADDRESS PROVIDED]	P012	20-17	The impact is a reduced quality of life. A drone of jets every time I venture outside in my backyard. And my kids have a house around the corner with a similar view. None of the rest of it matters.	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur if the Proposed Development Project was implemented. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Jim Studiale [NO ADDRESS PROVIDED]	P012	14-8	The prevalence of Amazon jets flying hurts resale value, but more importantly it hurts the pastoral enjoyment of our homes.	The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for further discussion of the topics raised in this comment.
Rick Garrity 4138 South Polk Avenue Lakeland, FL 33813	P013	3-2	This collateral damage to our quality of life must be eased by seeking alternative flight pathways...	Topical Response 2b (Air Traffic and Overflights) discusses the City of Lakeland's preferential runway use program and other ongoing efforts to develop noise abatement flight procedures at LAL. Please refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Rick Garrity 4138 South Polk Avenue Lakeland, FL 33813	P013	20-3	<p>Amazon Air has increased their use of the airport in the past year. This increase in air traffic is causing a reduction in quality of life of many residents living even three miles from the airport like we do. We live three-and-a-half miles from the airport. This collateral damage to our quality of life must be eased by seeking alternative flight pathways.</p> <p>Our major concerns include noise pollution, potential health issues resulting from jet engine emissions and the impact of course on our home values.</p>	<p>Construction of the Proposed Development Project would result in a temporary increase in air emissions at LAL. Operation of the proposed facility would generate additional ongoing air emissions. However, the air quality analysis performed for the EA concluded that there would be no significant impacts to air quality. Similarly, the noise analysis conducted for the EA concluded that the increased noise resulting from the Proposed Development Project would not cause significant impacts.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2b (Air Traffic and Overflights), Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Shawn Graham 5222 Creekmore Drive Lakeland, FL 33812	P014	13-7	I'm kind of amazed at the number of people that are sitting here complaining about we don't know anything about this.	Comment noted.

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			The airport has had it on their website. The master plan has been around for a long time. The City of Lakeland hasn't exactly hidden it. Before the pandemic I went to an event at the airport, so if you are unaware of this, you're not paying attention. If you have bought a house in the last several years on Pipkin Road in two very large subdivisions, you bought into this. That's all there is to it. You shouldn't be complaining about airplane noise.	
Shawn Graham 5222 Creekmore Drive Lakeland, FL 33812	P014	14-9	<p>Number three, let's look at jobs real quick. The average family of four for Polk County is \$50,000. Two people get jobs at Amazon making 15 bucks an hour or better they're clearing \$60,000 a year. Now, many people have said we don't know about the jobs, this, that and the other thing, but you know what, a lot of y'all that I'm hearing speak, and I mean no disrespect, are retired. You don't have to look at those jobs. You don't have to worry about that.</p> <p>What about your kids? What about your grandkids? Do you want them to leave Lakeland? We raise a lot of kids to move them out of Polk County. Get them through high school, get them out. Drakken is bringing people here, keeping them here. NOAA, Same thing. A lot of these other jobs, the other gentleman mentioned, same thing. It's a good deal for all of us. Airplane noise is a small price to pay.</p>	Comment noted.
Roberto Leider 632 West Hancock Street Lakeland, FL 33803	P015	13-8	I moved to Lakeland for the quiet and the peace, and now I'll be gardening at 10:00 p.m. or even 11:00 p.m., I'm watering my plants, and I'm seeing the planes right over Dixieland.	As explained in Topical Response 2c (Flight Frequency and Schedule), current Phase I facility operations generate seven average daily operations during nighttime hours based on current operational needs, and these would increase to between 17 to 21 average daily nighttime operations in 2022 and 2027, respectively. The EA discusses potential noise impacts associated with these increases and identified no significant noise impacts. Refer to Topical Response 2c for additional details related to the topics raised in this comment.
Roberto Leider 632 West Hancock Street Lakeland, FL 33803	P015	14-10	Amazon pays no federal income tax most years. Are they going to pay for the road improvements that are going to be needed for the hundreds of trucks? I don't think so. They do everything they can not to pay taxes.	Road damage results from travel by all users. Polk County has experienced growth both in population and in commercial, industrial, and other related activities for well over a decade. State and local transportation agencies are currently responsible for developing and funding roadway repair and maintenance programs under their jurisdiction, which includes roadways that would be used by vehicles accessing the proposed air cargo facility expansion. Individual development projects, including the Proposed Development Project, must undergo local land development permitting and review processes that determine the need for road or intersection improvements required by their development, and individual developers may or may not be required to pay for these direct improvements based on the outcome of the review and permitting process.
Roberto Leider 632 West Hancock Street Lakeland, FL 33803	P015	14-11	Are they going to pay for the airport expansion? We don't know. Either way they [sic] are also several call centers with good jobs that we have at Geico and Publix corporate right by the airport. Those thousands of jobs could be threatened with all this noise. Those are more important. My husband works for Geico. Those are good paying jobs with good benefits.	Private airport tenants are commonly responsible for directly funding their improvements and development constructed on airport property, such as the Proposed Development Project. The Airport typically participates in funding airfield improvements, infrastructure improvements and is typically required to fund other development and maintenance of other common-use airport facilities. Additionally, FAA's noise and land use compatibility guidance for commercial land use shows that commercial land uses are compatible with

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				existing and future aircraft noise levels neat LAL. The GEICO facility is approximately 0.4 mile south of the 65 DNL noise contour and the Publix offices are approximately 2 miles north of the contour. Refer to Topical Response 2i (Business Disruption) for further details on topics raised in this comment.
Roberto Leider 632 West Hancock Street Lakeland, FL 33803	P015	14-12	That call center is right next to the airport, and that's what I'm – also on County Line Road right now the amount of semi trucks is horrific. What is going to be in a few years when we're going to have even more hundreds of these Amazon trucks?	<p>The traffic studies prepared for Phase I operations and the Phase II expansion are discussed in the EA. Both studies accounted for truck traffic on County Line Road based on existing and planned cargo operations. The traffic study conducted for the EA showed that three of the four intersections studied would not experience reduced LOS to unacceptable levels. However, one intersection (Kidron Road at Drain Field Road) would experience unacceptable LOS with the Proposed Development Project and would require mitigation. Dedicated turning lanes were proactively added at this intersection during preparation of the EA, to mitigate existing and future traffic and improve the LOS to an acceptable level. The intersection of County Line Road and Drane Field Road was evaluated and it was determined that intersection level of service would not degrade to unacceptable levels due to these operations.</p> <p>Refer to Topical Response 5b (Existing Traffic Congestion) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
Mary Archer 608 Kensington Street Lakeland, FL 33803	P016	13-127	I live on the south side. I'm tired of the noise. I didn't know I was – where I work I hear noise every day.	Comment noted.
Mary Archer 608 Kensington Street Lakeland, FL 33803	P016	14-13	I work in Tampa. I come home on the parkway. Traffic is doubled. We've got Amazon trucks all over the place. We need to let the City of Lakeland and the people decide what we want by a vote. We also need to do something about stopping this.	<p>Traffic on Polk Parkway is influenced by the regional population, commercial, industrial, and other activities in the region. The population of Polk County has increased by approximately 158,000 residents, or approximately 26 percent since 2010. Local and regional governments are responsible for zoning and growth development within their respective jurisdictions. Regional transportation and roadway planning is managed by local, regional and state transportation agencies. The traffic analyses performed for the EA focus on roadways in the immediate vicinity of LAL and include cargo truck operations for the existing air cargo facility.</p> <p>Refer to Topical Response 5b (Existing Traffic Congestion) for additional details related to the topics raised in this comment. In addition, the City recently determined that a voteable referendum cannot negate contractual obligations in place with the lease signed between the City and Amazon.</p>
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	13-128	I became aware of this Amazon situation last summer when I kept getting woken up at 5:30 in the morning including Saturday morning by planes going right over my house.	Comment noted. Arrivals and departures use published approach and departure procedures. Additionally, each arrival and departure operation is coordinated with the Air Traffic Control Tower. Refer to Topical Response 2b (Air Traffic and Overflights) for additional discussion related to the topics raised in this comment.

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Jan Smith 506 Empress Way Lakeland, FL 33803	P017	21-4	I have talked with several of the neighbors who were also upset because we live in houses in our neighborhood that are about 50 years old, we have older windows. She said that the jets when they come over her house shake her house so much that it shakes her windows unlocked. And so that for her in my opinion is a security issue, and that's the only thing so far that hasn't been mentioned.	The noise analysis prepared for the EA used the cumulative exposure metric of DNL to assess impacts associated with the Proposed Development Project. Although it is acknowledged that some individual flights may cause nearby structures to experience varying levels of vibration, the EA not identify significant noise impacts that would require a specialized vibration analysis. Refer to Topical Response 2e (Vibration) for additional details related to the topics raised in this comment.
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	26-2	I would also just like to take my time and say I'm disappointed in that I never heard anything in my 15 years of living here in Brandon about Amazon coming here until they're flying overhead. I think that it would be wonderful as somebody else mentioned that we, the citizens, had the ability to vote on do we want this expansion more than just this. This is great to give us a chance to voice our opinions, but I think that this is a voteable item that the citizens of Lakeland should be deciding.	<p>Comment noted. The purpose of the NEPA public involvement process was to hear and consider public comments on the proposed project's environmental effects. Also, there are other opportunities for public participation with respect to airport development plans and other activities at LAL. The airport updated its Master Plan in 2012 and again in 2020. Each time an update was completed, the airport offered public meetings and comment opportunities on the proposed planning and development objectives, including air cargo facility development, passenger and general aviation services development, infrastructure and airport construction needs, and other items.</p> <p>In terms of local governance with respect to airport operations, LAL is owned and operated by the City of Lakeland. The current management of the Airport is subject to the City's organizational structure. Policy and operational decisions are vested with the City of Lakeland, and airport decision are typically subject to the City's process of ordinance and referendum as codified within the City of Lakeland Code of Ordinances (Part I, Division I, Sec. 19 and 88 et sec, Division II Sec 1-10 et sec). With respect to the Proposed Development Project, the City's currently approved zoning on the property allows for warehouse and related facility development as proposed. A lease agreement was signed in May 2019 that gave the proposed tenant the right to expand on the airport within five years. The City is under contractual obligation to cooperate and provide approvals necessary to expand on airport in accordance with the lease provisions. The City recently determined that a voteable referendum cannot negate that contractual obligation.</p>
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	13-9	I'm disappointed that the noise abatement plan was not already put into effect before Amazon started flying overhead. That should have happened.	<p>Comment noted. Air cargo development in general was first represented on the ALP and in the LAL Master Plan in 2012 and development of the Master Plan included public meetings and comment opportunities. A separate EA and permitting process was also completed in 2016 for a large, multi-hangar Maintenance, Repair and Overhaul facility with a modestly-sized air cargo facility at LAL. The City proposed development of a larger air cargo facility at the site in 2018, and FAA subsequently reevaluated the 2016 EA in light of the revised project. Noise abatement plans were not required as result of these planning processes.</p> <p>Noise abatement plans were not required or implemented prior to Amazon starting operations at LAL. However, separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. Refer to Topical Response</p>

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				2b (Air Traffic and Overflights) for details on these measures. These measures were also presented at the EA public hearing and the presentation is available in EA Appendix L.1 .
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	21-5	Here are other things that other people have mentioned that also concern me, the accident probability, birds or otherwise, I don't care, accident probability,	Topical Response 6a (Accident Potential) explains that due to airport design standards, aircraft operation and specification requirements, and adherence to established flight procedures, the risk for aircraft accidents due to the Proposed Development Project is relatively low. Topical Response 6b (Wildlife Hazard Potential) states that adherence with the airport WHMP would minimize and control wildlife attractants that could potentially contribute to aircraft incidents. See the identified Topical Responses for additional details related to the topics raised in this comment.
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	13-10	obviously the noise,	The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Refer to Topical Response 2a (Noise Analysis Methods) for additional details related to the EA's noise analysis methods.
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	14-14	the property values that are going to drop in my opinion, the traffic. I drive along Drane Field Road a couple times a week, and it has increased considerably.	<p>The traffic analyses performed for the EA identified mitigation to maintain and improve level of service at the intersection of Kidron Road and Drain Field Road. The proposed mitigation, construction of dedicated turn lanes at the intersection, was implemented during development of the EA. This mitigation offsets anticipated traffic impacts in 2022 and 2027 caused by the Proposed Development Project. Refer to Topical Response 5b (Existing Traffic Congestion) for further discussion.</p> <p>The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 4 (Impacts on Property Values) for further discussion of the topics raised in this comment.</p>
Jan Smith 506 Empress Way Lakeland, FL 33803	P017	5-1	The air pollution.	The additional aircraft operations that would result from the Proposed Development Project would generate air emissions at LAL. However, the air quality analysis performed for the EA concluded that that the Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact. Refer to Topical Response 1 (Worsening of Existing Air Quality) for additional details related to the topics raised in this comment.
Liz Revaldi 4456 Micanope Crescent Drive Lakeland, FL 33811	P018	13-11	That's in Morgan Creek Preserve. I live right next to the airport. It's literally the Geico building, the airport, and my subdivision. And the noise is just horrendous. I mean at times they test engines, and that is like being at a NASCAR race at Daytona Beach. It's insane how loud that was when they were doing that. That not outside. So that was absolutely insane when they were doing that.	Comment noted. Although jet engine testing performed by other tenants at the airport is included in the airport's noise analysis, the testing is not required for the operation of the Proposed Development Project. However, existing aircraft engine "runups" were included in the No-Action and baseline noise analyses prepared for the EA.
Liz Revaldi 4456 Micanope Crescent Drive Lakeland, FL 33811	P018	28-3	And this is a project that should have been something that was done like 20 years ago. If you guys wanted to do this airport expansion you should have done this when there was like no development around this area, Grasslands.	Generally speaking, land use planning and zoning at and surrounding LAL has long included and accounted for existing commercial and light industrial land uses, as well as increased future land uses in these categories. The purpose of these planning and zoning designations is to encourage compatible development, and attempt to limit residential land uses in areas where it may not be conducive due to existing businesses, planned

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				<p>developments, and growth. Growth and development plans for the area in general have been conducted, reviewed and approved in accordance with these light industrial and commercial planning and zoning designations.</p> <p>Planning for general air cargo tenancy at LAL has been occurring for over ten years. Air cargo development in general was first represented on the ALP and in the LAL Master Plan in 2012 and development of the Master Plan included public meetings and comment opportunities. A separate EA and permitting process was also completed in 2016 for a large, multi-hangar Maintenance, Repair and Overhaul facility with a modestly-sized air cargo facility at LAL. The City proposed development of a larger air cargo facility at the site in 2018, and FAA subsequently reevaluated the 2016 EA in light of the revised project. With specific reference to the Proposed Development Project, 20 years ago predates Amazon conducting air cargo operations as part of its business plan. Therefore it would not have been possible to start specifically planning for the Proposed Development Project 20 years ago.</p>
Liz Revaldi 4456 Micanope Crescent Drive Lakeland, FL 33811	P018	21-6	<p>I'm concerned about the safety. I mean that huge gas container thing that y'all are thinking about. Hello, we have lightning here. I mean that's like crazy that the whole project that you're not thinking of.</p> <p>What about the liability to the city? Have you guys considered like all of the liability concerns? Have you ever even thought about that?</p>	Aboveground fuel storage tank design typically includes lightning protection. Refer to Topical Response 6c (Aboveground Storage Tanks) for additional details related to fuel storage tank safety.
Dawn Brower 4810 Hancock Lake Road Lakeland, FL 33812	P019	13-12	I would like to say that this level of air traffic is a minor impact on a major metropolitan area like Tampa, Lakeland, or Atlanta. But it is a huge, huge impact on a mid size down [sic] without an existing international airport. The increase in air traffic has already caused a reduction in quality of life for most Lakeland and greater Lakeland area residents. It's too much noise.	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Dawn Brower 4810 Hancock Lake Road Lakeland, FL 33812	P019	28-4	We are better than this. We weren't built for this. We don't want it. Did we want people coming into our airport? Does this improve the quality of life for our residents? The answer is no. It is only about money, and you are going to ruin us if you do this. We don't want you to mitigate it. We don't want you to abate it. We want you to stop it, period.	LAL is a public use airport and the City of Lakeland does not review or approve requests from aircraft operators to operate aircraft at the airport, the timing of flights, or the number of flights. Flight schedules are developed by individual airport users, including Amazon. Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Dawn Brower 4810 Hancock Lake Road Lakeland, FL 33812	P019	20-4	I want everybody in this room to understand you sold out my quality of life in my home town for 50 years.	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Dawn Brower 4810 Hancock Lake Road	P019	20-5	Well, you know what, I've spent an awful lot of time at SanLan the last six months. Do you know what it's like? It's miserable. It's miserable. It's a nature preserve, and that's	SanLan RV and Golf Resort is located approximately 5 miles east of LAL. According to the SanLan website, the privately-owned facilities include a golf course 785 acres of

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Lakeland, FL 33812			one of our local spots that we expect tourists to come stay. Guess what? You whored it to Amazon.	undeveloped landscape which is referred to as a nature preserve, and includes a butterfly garden, seven miles of nature trails, and eight water bodies. FAA's noise and land use compatibility guidelines for recreational land uses, such as golf courses, are published at 14 CFR Part 150. Based on the fact that the referenced land uses are well outside of the DNL 65 noise contour, the referenced amenities at SanLan would be compatible with aircraft noise levels near LAL.
Dawn Brower 4810 Hancock Lake Road Lakeland, FL 33812	P019	13-13	The quiet is our identity. We support the NOAA planes. We love when they fly in. This ain't that. This is commercial. This was a test run. This has failed. We hate it. Lakeland says no. So no to Amazon. Please don't move these jets over onto the parkway and send them into the quiet neighborhoods.	The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA for consideration. If FAA determines them to be feasible, the would undergo additional development and analysis, including an environmental study to evaluate changes in local noise exposure. Refer to Topical Response 2b (Air Traffic and Overflights) for response to this comment.
Connie Haynes 702 West Hancock Street Lakeland, FL 33803	P020	28-5	And growth is not bad if it's planned smartly. If you don't have the infrastructure to begin with to do this it's stupid.	The Proposed Development Project involves an existing tenant seeking to expand its facilities and operations at LAL. LAL serves as a public airport and is part of the National Airspace System. Infrastructure in place at the airport has been designed and implemented to accommodate the type and level of operations and activities included in the Proposed Development Project.
Connie Haynes 702 West Hancock Street Lakeland, FL 33803	P020	14-15	And \$15 an hour, okay. So is that bringing the high people -- high rated people we need in order to fill all the apartments that are in downtown that are \$1,500 a month?	Comment noted.
Connie Haynes 702 West Hancock Street Lakeland, FL 33803	P020	21-7	I can see fuel on my car. I mean they do dump fuel.	<p>Fuel dumping, or jettisoning of fuel in-flight, is performed in extremely rare situations where the aircraft's gross weight needs to be reduced in order to permit a safe landing. It should be noted that a very high percentage of soot, urban dust, and other aerial depositions are from sources other than aircraft.</p> <p>Many aircraft take off with gross weights above their designed landing weight. An emergency or diversion then could necessitate landing prior to their flight plan, leading to having to land over their gross weight. Fuel is then jettisoned in flight to reduce the weight of the aircraft. Most of the fuel that is dumped turns into vapor within a few minutes. If jettisoned above 5,000 feet in above freezing temperature calculations show that 98% will evaporate before reaching the ground. The fuel vapors rapidly dissipate and diffuse. Boeing 737 cargo aircraft that use the air cargo facility are not equipped to perform fuel jettisoning. The Boeing 767 aircraft can jettison fuel, although as discussed, this is a rare event that occurs only under emergency conditions.</p>
Connie Haynes 702 West Hancock Street Lakeland, FL 33803	P020	14-16	And the environmental impact on this is going to be big because they're not talking about all the trucks that are going to go to Winter Haven. They have an Amazon warehouse in Winter Haven. So those trucks are coming from here to Winter Haven. How are they going? Interstate. Have you guys looked at the Interstate? It's terrible.	Topical Response 5a (Analysis Approach and Study Area) provides a detailed discussion of the traffic studies that were evaluated to identify and disclose the traffic impacts of air cargo facility operations under both existing and proposed conditions. State, regional, and local transportation planning authorities are responsible for roadway capacity analysis and identifying, funding, and implementing improvements as needed. Refer to Topical Response 5a (Analysis Approach and Study Area) and Topical Response 5c (Proposed Traffic Impacts) for Additional details related to the topics raised in this comment

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<p>Connie Haynes 702 West Hancock Street Lakeland, FL 33803</p>	P020	14-17	<p>I mean this city is working on infrastructure, but we need to have the people that are impacting it pay for it. Who is going to pay for this?</p>	<p>Roadway infrastructure impacts result from use by all roadway users. Polk County has experienced growth both in population and in commercial, industrial, and other related activities for well over a decade. State and local transportation agencies are currently responsible for developing and funding roadway repair and maintenance programs under their jurisdiction, which includes roadways that would be used by vehicles accessing the proposed air cargo facility expansion. Individual development projects, including the Proposed Development Project, must undergo local land development permitting and review processes that determine the need for road or intersection improvements required by their development, and individual developers may or may not be required to pay for these direct improvements based on the outcome of the review and permitting process.</p>
<p>Liz Rovaldi 4456 Minacope Crescent Dr Lakeland FL 33811</p>	P021	13-14	<p>I live in a subdivision right next to the airport, Morgan Creek Preserve. The airport when I bought the house 8 years ago was an executive airport with an annual air show. The plan noise with the executive airport was a concern at first but after hearing the planes fly outside + inside my house which is a very well built Hulbert home, I decided to proceed because the noise level in my house was about the sound of a fan + if TV was on it could barely be heard. Now that large commercial jets are being flown daily at all hours the noise levels are 1000x louder these very low flying jets fly right over our subdivision a [sic] least 8x per day.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater.</p> <p>Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. Individual overflights may be quieter or louder at a given location, including in communities much further away from the airport. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Mitigation related to noise impacts is not required. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2b (Air Traffic and Overflights), and Topical Response 2c (Flight Frequency and Schedule) response to this comment.</p>
<p>Liz Rovaldi 4456 Minacope Crescent Dr Lakeland FL 33811</p>	P021	21-8	<p>What happens if an accident happens?</p>	<p>Safety is the highest priority for the FAA, aircraft manufacturers and operators, and airport owners. If an aircraft accident were to occur, local emergency response agencies would be notified and would respond with appropriate equipment and personnel. Refer to Topical Response 6a (Accident Potential) for additional details related to the topics raised in this comment.</p>
<p>Liz Rovaldi 4456 Minacope Crescent Dr</p>	P021	5-2	<p>What about polution [sic]?</p>	<p>Chapter 5 of the Draft EA addresses potential increased pollution from the Proposed Development Project in terms of air emissions, noise, hazardous materials and solid</p>

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Lakeland FL 33811				waste, and water quality. The impact analyses performed for the EA concluded that the Proposed Development Project would not cause pollution-related impacts that exceed FAA's thresholds that would indicated significant impacts for these categories. Refer to Topical Response 1 (Worsening of Existing Air Quality) for further discussion related to air emissions. Refer to Appendix C.2 (Air Quality Technical Report) and Appendix G (Noise Analysis Technical Report) of the EA for additional information on analyses performed and to Sections 5.2, 5.6, 5.10, and 5.15 of the EA for the impact analyses' discussions and conclusions.
Roland Bean 4228 Braemar Ave Lakeland, FL 33813	P022	13-15	Living in the are [sic] we do in close proximity of the Polk Parkway we are in the flight path of planes coming from the east. Noise levels continue to increase as the frequency of these Amazon planes increase [sic]. Although not ideal, if the planes flew during the daylight hours it would at least be tolerable. However, early AM flights and nighttime flights make it difficult for children sleeping.	<p>Sections 2.1.2 and 5.1 of the EA acknowledge an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour and did not identify significant impacts to residential land uses based on FAA guidelines.</p> <p>The noise analysis conducted for the EA concluded that the Proposed Development project would not cause noise impacts that would exceed FAA's thresholds that would indicate significant noise impact. Therefore, no noise mitigation is required. However, it is recognized that individual noise events may be quitter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their sleep. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 2f (Sleep Disturbance) for additional details related to the topics raised in this comment.</p>
Roland Bean 4228 Braemar Ave Lakeland, FL 33813	P022	14-18	Its [sic] also impactful on home values in the area. No on wants to buy a house where you look up and see Amazon Air right over your head... literally.	The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 4 (Impacts on Property Values) for further discussion of the topics raised in this comment.
Roland Bean 4228 Braemar Ave Lakeland, FL 33813	P022	13-16	I am not in favor of expanding the number of flights in our area, increasing this unacceptable noise intrusion for our local communities.	<p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts to surrounding land use that exceed FAA's thresholds that would indicate significant noise impact. A noise sensitive site analysis was also performed for non-residential community locations surrounding LAL (e.g., schools, churches) and also revealed no significant noise impacts. However, individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL).</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.</p>

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[NO CONTACT OR NAME INFO GIVEN]	P023	13-17	Concerned about noise + crash danger. Flies right over our house.	<p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods) for additional details related to the EA's noise analysis. Aircraft operational certifications include operational safety requirements, pilots communicate with Air Traffic Control to ensure safe operations in local airspace, and airport design standards include requirements to ensure safe operation of aircraft on the ground. Topical Response 6a (Accident Potential) provides additional discussion related to aircraft safety and accident potential.</p>
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	21-9	Planes fall to the ground and accident [sic] happen.	As referenced in the previous comment, aircraft operational certifications include operational safety requirements, pilots communicate with Air Traffic Control to ensure safe operations in local airspace, and airport design standards include requirements to ensure safe operation of aircraft on the ground. Topical Response 6a (Accident Potential) provides additional discussion related to aircraft safety and accident potential.
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	20-6	Once you give permission for that extension you will not be able to contain the damages and soon enough we will find ourselves living not in a commercial neighborhood but in an industrial one. Polk County is big enough.	For this comment response, it is assumed that the "extension" referenced in the comment refers to the proposed expansion of the air cargo facility. The existing air cargo facility and proposed air cargo facility expansion are located in an area that is generally zoned for light industrial use. While aircraft fly over residential areas, the majority of ongoing activity associated with the Proposed Development Project would be centered in light industrial areas. Additionally, multiple alternatives for site location were analyzed in the EA. The proposed location was selected in part because it would require no off-airport property acquisition or conversion of any residential land uses to industrial use.
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	14-19	And if the financial incentive is significant think that Amazon is constantly hiring why? Because their jobs are not jobs Lakeland will retire on. Now is the time to avoid the disaster that our children will have to deal with. *Where will our property value be after all this?	In maximum peak conditions, the air cargo services provider indicated the potential to add up to 800 new jobs locally. Refer to Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	21-10	Also to remember when large companies like Amazon come to a community and cause damage or an accident since they will have gasoline and jet fuel storage, they simply [sic] pack they pack and leave town leaving the locals to deal with the mess.	LAL would own and be responsible for the proposed fuel farm and fuel storage. The permits required to build and operate the fuel storage facility would identify responsible parties in the event that remediation activities are necessary. Storage tanks must also be registered to the FDEP as part of their Storage Tank Compliance Monitoring program to identify tank characteristics, safety controls, and other records that ensure financial and cleanup responsibility in the event of unanticipated chemical releases. Existing and proposed air cargo operations at LAL represent a long-term investment and there is no intent for short-term operations. Amazon's lease term at LAL is 20 years.
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	14-20	The increase [sic] traffic to our little city that was never conceived for such industrial increase.	According to the Lakeland Chamber of Commerce, two of Lakeland's top industries are manufacturing and distribution. Lakeland, located along Interstate 4 between Tampa and Orlando has a long history in transportation and logistics, as discussed in Florida Department of Transportation (FDOT) strategic transportation studies. FDOT's Florida's Future Corridors Initiative includes the Lakeland area in its "Tampa Bay to Central Florida"

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				<p>study to explore additional ways to use and improve Interstate 4 and other regional highways to expand the movement of people and goods throughout the region.</p> <p>The Proposed Development Project would increase traffic near the airport. However, the impact analyses performed for the EA concluded that with traffic mitigation already implemented, the Proposed Development Project would not cause surface traffic impacts that exceed FAA’s thresholds that would indicate significant surface traffic impact.</p> <p>Refer to Topical Response 5b (Existing Traffic Congestion) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
C. Moravia 4268 Jones Trail Lakeland, FL 33813	P024	28-6	Please stop it, only if you stop it NOW that your children will have this place to live tomorrow. If you live in Lakeland Please save Lakeland. Say no to the expansion.	Comment noted.
Harry Boll 1617 Itchepackesassa Dr Lakeland, FL 33810	P025	13-18	I live 6.5 miles from the airport and the planes are low enough to shake my house.	<p>Arrivals and departures coordinate approach and departures with the Air Traffic Control Tower and use published flight procedures. The current approach and departure procedures at LAL include operational constraints such as operating height due to LAL’s location between two major hub airports and the presence of other nearby airports. Although it is acknowledged that increased flights may cause nearby areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration analysis.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2e (Vibration) for a response to this comment.</p>
Harry Boll 1617 Itchepackesassa Dr Lakeland, FL 33810	P025	17-1	I have concerns on how the flooding will effect [sic] me. Itchepackessa [sic] Creek is on the main route for storm water and it runs thru [sic] my property.	<p>The Proposed Development Project would need to undergo design and construction permitting prior to state and local development authorities allowing construction to commence. Per the City of Lakeland Development Code Section 6.2.4.1 (Ord. No. 5610), a floodplain development permit will be required which entails a description of the development, land use, occupancy, and valuation of the proposed work. Plans must be submitted to show proper management of construction activities that might increase flood damage/erosion potential. All other applicable state or federal permits must be obtained prior to the floodplain development permit is approved.</p> <p>Part of this state permitting process includes securing an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District. A requirement of this permit is to demonstrate that the Proposed Development Project would not cause an increase in flood volumes in the drainage basins surrounding LAL. This is accomplished by performing detailed water quantity and quality modeling to ensure that flood storage in pre-development conditions is replaced “cup for cup”, such that no net change in flood volumes occur. The stormwater retention pond shown notionally in the Draft EA is being proposed to capture, treat and attenuate runoff that would occur due to the increased</p>

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				amount of impervious surface caused by the Proposed Development Project. During the ERP process, the pond size and location will be refined in order to ensure that it provides the necessary water quantity capture, storage and treatment volume to prevent flooding in surrounding areas.
John Tutton 727 Jefferson Ave Lakeland, FL 33801	P026	28-7	<p>There is currently significant noise pollution from the current air traffic.</p> <p>My house is in the historic district – something pushed for by LKLD [sic]. My house is 75 yr [sic] old. Every plane sound telegraphs through the wood timbers of my house and rattles the plate rack etc.</p> <p>I don't live near the airport.</p> <p>I watched an Amazon plane fly over Socrum Loop Publix at the same elevation as over my house miles away @ lk [sic] Hollingsworth.</p> <p>Having flights 10PM-7AM would keep me up every night.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted that their speech/listening is interrupted. The EA also acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour and did not identify significant impacts to residential land uses based on FAA guidelines.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their sleep. It is also acknowledged that increase flights may cause nearby areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration analysis. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Aircraft using LAL coordinate approach and departures with the Air Traffic Control Tower and use published flight procedures. The current approach and departure procedures at LAL include operational constraints such as operating height due to LAL's location between two major hub airports and the presence of other nearby airports.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights)Topical Response 2e (Vibration), and Topical Response 2f (Sleep Disturbance) for additional details related to the topics raised in this comment.</p>
John Tutton 727 Jefferson Ave Lakeland, FL 33801	P026	14-21	I don't care about creating jobs or economic impact or any thing your project thinks is a benefit.	Comment noted.
Michael Sivilli 4423 Southpark Trail Lakeland, FL 33813	P027	14-22	If you look at the number of homes + quantity of homes in the approach corridor Amazon is currently using, homes 1+ miles away are being impacted. The value of these properties will drop significantly & the city tax base will suffer significantly.	The noise analysis conducted for the EA evaluated noise increases and potential impacts due to implementing the Proposed Development Project. As discussed in Topical Response 2b (Air Traffic and Overflights), no changes to existing flight procedures were proposed as part of the Proposed Development Project, and the noise analysis in the EA was prepared using published arrival and departure procedures and current operational information. The analysis concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. e. The DNL 65 dB noise contour would remain located mostly on airport property.

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				However, individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL). The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 4 (Impacts on Property Values) for further discussion of the topics raised in this comment.
John L. Johnson 4958 Foxwood Lake DR Lakeland, FL 33810	P028	14-23	I am in favor of new business in Lakeland, including the proposed Amazon expansion, for the economic benefits to the city. The economic benefits are new jobs and additional tax revenue Another benefit will be increased potential of commercial passenger airlines flying out of Lakeland.	Comment noted.
Walt Tyson 241 Pinellas St. Lakeland FI 33803	P029	26-3	Will every Lakeland elected official and employee that is here tonight introduce themselves + explain how they are involved in this project (not necessary if that's already part of the program).	This comment was received in writing after the hearing had concluded. No elected officials were in attendance at the Public Workshop and Public Hearing. LAL staff and the consultant that prepared the Draft EA were in attendance. Meeting sign-in sheets from the public hearing are available in Appendix J.3 of the Final EA. The commenter can request a list of attendees by contacting the Airport Administration Office at 863-834-3298 or e-mail lakelandairport@lakelandgov.net.
William Judd 3945 Serenade Ln. Lakeland, FL 33811	P030	14-24	There is a proposal for a “round-a-bout” at the entrance of the main road to the airport terminal and Milton going south and Publix employee [sic] going north from Drane Field. This may impact large tractor-trailers entering and leaving the airport.	Based on current planning, it is not anticipated that truck traffic would access the Polk Parkway via Drane Field to Waring Road, and therefore would not use the planned roundabout at Drane Field and Waring roads. Instead, the traffic would leave the facility at either the existing access point at Kidron Road or the planned access point at Kelvin Howard Road, and would access Polk Parkway via Airport Road, which is west of the area referenced.
Valerie Tutton 727 Jefferson Avenue Lakeland, Florida 33801	P031	20-7	Community drives the success of living. Peace of mind within that community drives the success of people who live, work, play, and financially support our local businesses. The impact on [sic] this expansion promotes the opposite, because this expansion is supporting only financial gains for your corporation and negatively impact [sic] what I thought was Lakeland.	In maximum peak conditions, the Proposed Development Project has the potential to add up to 800 new jobs. Therefore there is economic benefit available to the community as a result of job creation. Also refer to Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Valerie Tutton 727 Jefferson Avenue Lakeland, Florida 33801	P031	26-4	You’re just following requirements, but ultimately this will pass and Lakeland Community will just be described as NOISE and environmentally unfriendly. Your corporation seems to be placating us.	Comment noted.
Valerie Tutton 727 Jefferson Avenue Lakeland, Florida 33801	P031	13-19	My husband + I hear Amazon planes daily, flying over our home.	Comment noted.
Elona Creighton 2924 Grassland Dr (Fairway Lake) Lakeland, FL 33803	P032	13-20	As a resident of Grasslands I implore Lakeland Linder to be persistant [sic] with the FAA enough to implement a noise reduction of planes taking off from the airport in the evening. Are [sic] sit by the pool in the evening and it is absolutely necessary to stop talking because it is so loud that we are unable to hear.	The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA review. If the proposed procedures are determined to be feasible, they would be subject to development, review, and environmental analysis prior to approval. The City has also implemented a voluntary preferential runway use program for eastern arrivals and western departures between the hours of 10:00 pm and 7:00 am, when winds, weather, and other factors allow.

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				Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2g (Speech Interference) additional details related to the topics raised in this comment.
Lynn Thompson Sandhill Crane Dr Lakeland 33811	P033	13-21	<p>The noise problem is the big planes, not the average of small + big. No one knows the loudness # of the big planes That's treating us like we're stupid. You HAVE to know and just won't say. Increasing 737s + 767s by 16 HAS to make a bigger difference than what you claim.</p> <p>Put the names of streets on the maps! That would be so easy + helpful.</p> <p>I'm concerned about the next move. You're doubling BIG plane traffic, non-chalantly [sic] Where are you thinking about your next move? 100 planes? Can you limit the size of the planes? Can you protect against the crazy loud noise on take-off? Babies are sleeping, 3rd shift workers are sleeping, old people, sick people – all are so affected ?</p>	<p>As discussed in Topical Response 2a (Noise Analysis Methods), the FAA's guidelines for considering noise impacts require the use of the Day-Night Average sound level (DNL) noise metric, which is a time weighted 24-hour average of all aircraft using the airport on a given day, including the referenced aircraft. It is acknowledged that individual aircraft flyovers can be quieter or louder, and that some commenters noted an increase in noise-related sleep disruption, but FAA, EPA, other Federal agencies, and FICAN have determined that DNL should be used in making noise and land use compatibility decisions. Alternative metrics have been researched since the Aviation Safety and Noise Abatement Act was enacted.</p> <p>However, the research results determined that DNL is still the best available metric for determining noise impacts and land use compatibility. Further, the City of Lakeland cannot prohibit certain types of aircraft from using the public use airport. The 737 and 767 are the aircraft selected and used by Amazon. Smaller aircraft cannot carry as much cargo and would require more flights to carry the same amount of cargo.</p>
Lynn Thompson Sandhill Crane Dr Lakeland 33811	P033	14-25	How many jobs will be added? What will be the compensation?	In maximum peak conditions, the Proposed Development Project has the potential to add up to 800 new jobs with a minimum hourly wage starting at \$15/hour.
Roger Grafton 1054 Canary Cir S Lakeland FI 33809	P034	27-2	I feel like this would be a [sic] assent [sic] to the city of Lakeland. More services maybe later get a [sic] airline to come to Lakeland the employment with this would be a plus. People that live by a [sic] airport should expect some air traffic noise.	Comment noted.
Michael Hardin and Christine Jacobson 4545 Ginny Dr. Lakeland, FL 33811	P035	14-26	I am a homeowner of a property located 3 miles from LAL. This development will affect my quality of life and the value of my property.	<p>As referenced in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less than significant with mitigation implemented.</p> <p>A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.</p>
Michael Hardin and Christine Jacobson 4545 Ginny Dr. Lakeland, FL 33811	P035	20-8	I am already affected by the 22 flights in and out of LAL with respect to noise, traffic and pollution concerns. With this Phase II development doubling the number of flights in and out it doubles my concerns over what has already become an issue in my neighborhood. Noise, traffic, pollution and the decreased value of my home and property.	With regard to pollution, the EA reviewed and analyzed potential impacts to air quality, hazardous materials and solid waste, and water quality. The additional flights that would result from the Proposed Development Project would cause an increase in air emissions at LAL. However, the air quality analyses performed for the EA concluded that that the

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				<p>Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact.</p> <p>There are no known hazardous materials sites located in or adjacent to the proposed project area, and Amazon would implement recycling, reuse, and waste reduction measures. No new hazardous materials or wastes would be produced, used, or stored at the proposed facility.</p> <p>Standard best management practices and water quality permit requirements would be implemented to protect water quality during the construction and operation of the Proposed Development Project. Drainage features would also be installed with the Proposed Development Project to treat and attenuate stormwater runoff from paved surfaces in accordance with required permits.</p> <p>The traffic impacts analyses performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2c (Flight Frequency and Schedule), Topical Response 4 (Impacts on Property Value), Topical Response 5b (Existing Traffic Congestion) for additional details related to the topics raised in this comment.</p>
Michael Hardin and Christine Jacobson 4545 Ginny Dr. Lakeland, FL 33811	P035	14-27	The second concern I have with the development of the project concerns my well being because I am employed by a business at the airport that services the general aviation community. This development will have a detrimental effect on the business. With the heavy traffic into and out of the airport our customers will hesitate to fly their planes in this new air traffic. And, the changes being made to the airport property to accommodate the new warehouse space will hinder easy access into and out of our business.	<p>The City of Lakeland has historically supported and accommodated a wide range of activities at LAL, including general aviation, commercial, light industrial, military, and general business. The existing air cargo facility and proposed expansion are located in an area that does not exclude or compete with other airport businesses. LAL has reinforced its commitment to general aviation business development and operations consistently throughout its capital planning process. Property leased for general aviation purposes is and will continue to remain an important revenue generator at LAL.</p> <p>The proposed additional cargo flights would represent an 4.11 percent increase over the forecasted operations in 2022 and 5.07 percent in 2027 under the No-Action Alternative (if the Proposed Development Project did not occur). This increase in aircraft activity would not noticeably affect airport access by other aircraft.</p>
Michael Hardin and Christine Jacobson 4545 Ginny Dr. Lakeland, FL 33811	P035	28-8	Because of the reasons stated above I OBJECT to the Phase II Air Cargo Facility Development.	Comment noted.

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Donovan Baltich [NO ADDRESS PROVIDED] (Private statement made to court reporter at Public Hearing)	P036	14-28	I'm excited to have Amazon here for the growth of the airport, for the economic impact, the jobs they are bringing and the awesome staff at the airport.	Comment noted.
Donovan Baltich [NO ADDRESS PROVIDED] (Private statement made to court reporter at Public Hearing)	P036	27-3	I support the initiative, the Amazon facility expansion at the airport.	Comment noted.
Theresa Garcia [NO ADDRESS PROVIDED] (Private statement made to court reporter at Public Hearing)	P037	21-11	Okay. I would like to know what kind of security will be around the fuel tanks so that they don't get blown up by some terrorist or a plane crashing into them and blow out everybody's houses and windows around for miles. I want to know what kind of security they're going to have around those fuel tanks because they're aboveground.	The proposed fuel storage area would be located inside LAL's secured area, which is a restricted space with strict access controls that include security fencing and controlled gates. Access to this area is granted to a limited number of LAL and tenant employees on an as-needed basis and requires certification and rigorous background screening for each employee to be granted access. Refer to Topical Response 6c (Aboveground Storage Tanks) for additional details related to the topics raised in this comment.
David J. Logsdon 1779 Laurel Glen Place Lakeland, FL 33803-5419	P038	13-22	It is imperative that the FAA and the Airport consider the noise and visual intrusion created by this increasing number of flights. Specifically, it is problematic that many (if not most) of these flight paths take these aircraft over the Grasslands Golf and Country Club at low altitudes. It is my observation that departures are more of a problem than arrivals.	The EA's environmental review included a detailed noise analysis that included the flight paths currently in use. While individual overflights may cause a temporary increase in noise in a particular location, the analysis concluded that the cumulative noise level at Grasslands Golf and Country Club is compatible with the existing land use. Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.
David J. Logsdon 1779 Laurel Glen Place Lakeland, FL 33803-5419	P038	20-9	[W]e are not supportive of the reduced quality of life in Grasslands that the increasing flight frequency is creating.	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA, and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. The Grasslands is not located in the DNL 65 dB noise contour and would remain a compatible land use with the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
David J. Logsdon 1779 Laurel Glen Place Lakeland, FL 33803-5419	P038	3-3	We urge the FAA and the Airport to consider and utilize whatever Noise Abatement Protocols are available. There is plenty of open space around Grasslands Gold and Country Club that could and should be utilized for the flight paths these aircraft arrivals and departures.	The City of Lakeland has submitted conceptual procedural changes for FAA consideration. If the changes are determined to be feasible, they will be subjected to a separate detailed review and environmental analysis. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Daniel B. Green Principal Wheelock Street Capital, LLC 3829 Progress Dr. Lakeland, FL 33811	P039	13-23	While we love the economic progress of having Amazon here in Lakeland and complement you on that coup, the flight pattern over the Grasslands community is very troublesome. Please consider this not only as a noise complaint but a notice of potential diminution of value and we encourage you to continue working with the FAA to modify that flight pattern for Amazon and other large planes to follow.	The City of Lakeland has submitted conceptual procedural changes for FAA consideration. If the changes are determined to be feasible, they will be subjected to a separate detailed review and environmental analysis. Refer to Topical Response 2b (Air Traffic and Overflights) for further details. In addition, Topical Response 4 (Impacts on Property Values) explains that the EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated.

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Michael Green 3107 Sanctuary Circle Lakeland, FL 33803	P040	13-24	I love Lakeland, However, I have been disturbed lately by the frequency of low flying Amazon jets directly over our home. Several times a day, the jets take off from our airport and bank hard to the north, right over our homes in Grasslands. The noise is quite loud as they pass over at such a low altitude.	Refer to Topical Response 2b (Air Traffic and Overflights) for discussion of the topics raised in this comment.
Michael Green 3107 Sanctuary Circle Lakeland, FL 33803	P040	3-4	It seems like a logical solution would be to simply have the planes travel a little further east upon take off, and bank their turn north over the non-residential, commercial area of Florida Avenue.	Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would be subject to a separate detailed review and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Dr. Lester B. Chernick 3340 Turnberry Dr. Lakeland, FL 33803	P041	13-25	While we appreciate the presence of Amazon and what they contribute to our community, the noise their planes create upon takeoff to the east is untenable. If they could travel a mile or two further east prior to turning north our community would avoid the incredible low altitude noise disturbance created by their numerous takeoffs. Flying over the Polk Parkway just a bit further and then turning north or south would make a big difference in our quality of life and protect our home values immensely. We would appreciate your consideration on this matter greatly.	<p>While individual aircraft overflights may be quieter or louder at a given location than is indicated by the DNL (cumulative noise exposure) metric, the analysis of existing noise conditions performed for the EA concluded that the current noise level in residential areas surrounding LAL is compatible with residential land use.</p> <p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would be subject to a separate detailed review and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Michael MYERS 3000 Sanctuary Circle Lakeland, Florida 33803	P042	3-5	Living in Grasslands and Golf Community used to be a very pleasant life. With the increase in larger low flying aircraft flying in and out of your facility, not so much. I have heard many stories and I believe that these airplanes could be redirected and not be flying so low over our community. I am all for progress and growth, but this should not be at such an [sic] noisy cost to the residents in Grasslands.	Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for discussion and additional details related to the topics raised in this comment.
Michael MYERS 3000 Sanctuary Circle Lakeland, Florida 33803	P042	13-26132	Please see if you can get these planes redirected and not over my home.	Refer to Topical Response 2b (Air Traffic and Overflights) for a discussion related to the topics raised in this comment.
Nan Simon 1934 Heritage Lakes Blvd Lakeland, FL 33803	P043	13-26	You've heard from me before, but just wanted to express my disappointment that your airport is allowing these huge Amazon Prime jets to take off right over Grasslands until late in the evening (even 10:45 pm the other night and woke up our entire family on a school night), as well as super early some mornings (5:00 hour one morning).	As explained in Topical Response 2c (Flight Frequency and Schedule), current Phase I facility operations generate seven average daily operations during nighttime hours based on current operational needs, and these would increase to between 17 to 21 average daily nighttime operations in 2022 and 2027, respectively. The EA discusses potential noise impacts associated with these increases and identifies no significant noise impacts based on FAA's accepted metric for cumulative noise exposure (DNL). However, it is recognized

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				<p>that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their sleep.</p> <p>LAL is a public use airport and the City of Lakeland does not review or approve requests from aircraft operators to operate aircraft at the airport, the timing of flights, or the number of flights. Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights. Additionally, the City of Lakeland cannot impose penalties for flights that occur during nighttime hours. However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 2f (Sleep Disturbance) for additional details related to the topics raised in this comment.</p>
Nan Simon 1934 Heritage Lakes Blvd Lakeland, FL 33803	P043	20-18	I'm so disappointed in the city and our airport for allowing these flight plants that disrupt and take away the use and enjoyment of our homes. Sadly we are thinking about selling our home and moving because of this.	<p>LAL is a public use airport and the City of Lakeland does not review or approve requests from aircraft operators to operate aircraft at the airport, the timing of flights, or the number of flights. Flight schedules are developed by individual airport users, including Amazon. Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights.</p>
Nan Simon 1934 Heritage Lakes Blvd Lakeland, FL 33803	P043	14-29	Especially seeing that you are going to allow them to have 44 flights per day out of Lakeland. Home values are going to crash in and around the airport.	<p>See response to comment above regarding the City being prohibited from restricting flights at LAL. The Proposed Development Project would result in 22 additional daily arrivals and 22 additional daily departures at LAL in 2027, which were included in the EA impact analysis.</p> <p>Refer to Topical Response 2c (Flight Frequency and Schedule) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Nan Simon 1934 Heritage Lakes Blvd Lakeland, FL 33803	P043	3-6	Make these huge jets follow the path of the Polk Parkway (mostly commercial) when taking off to the East.	<p>Arrivals and departures use published approach and departure procedures, which consider other air traffic routes both at LAL and at other airports in the area. The City of Lakeland has developed and submitted flight conceptual flight procedure changes at LAL for FAA consideration. If the procedures are determined to be feasible, they would be subjected to a separate detailed environmental review and analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>

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Sherrae Myers [NO ADDRESS GIVEN]	P044	13-27	I am writing as a concerned citizen to state a complaint against all of the low flying, noisy aircraft that flies over our area on a constant basis. The area I am referring to is our beautiful Grasslands Golf & Country Club community. The frequency of the excessive noise and the low flying is on a regular basis due to Amazon/Prime Air and other commercial aircraft arriving and departing. They are destroying our beautiful and peaceful area and will only increase with more large commercial air traffic as things expand. There must be a way to divert said aircraft from this area. It is sad when you have to pause a conversation because you cannot be heard over air noise or you cannot hear your television. This needs to be addressed before it gets worse.	Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 2g (Speech Interference) for discussion and additional details related to the topics raised in this comment.
Nancy and Frank Bertram 2702 Bellerive Dr, Lakeland, FL 33803	P045	13-28	I just wanted to say I live in Grasslands, and I don't mind the noise from the Amazon planes, and I would welcome any flights from Southwest or American.	Comment noted.
Jack and Bea Kempster [NO ADDRESS GIVEN]	P046	14-30	The contribution of the airport to the Lakeland community cannot be understated. It's [sic] growth is essential.	Comment noted.
Jack and Bea Kempster [NO ADDRESS GIVEN]	P046	13-29	Living in Grasslands and having the planes of all sizes fly overhead almost hourly is NOT annoying. To us it's the sound of success.	Comment noted.
TL & Sherrie Johnson 2354 Heritage Lakes Dr Lakeland, FL 33803	P047	13-30	Noise abatement is an issue affecting every neighborhood either abutting or within sound proximity of an airport. Lakeland Linder is no different, excepting that the airport was at one time rurally located; however, with positive growth comes encroachment into those once "rural" areas...& Lakeland is no different. Historically, aircraft noise has been addressed from an endless array of "active AND passive" aircraft & environmental perspectives & initiatives, including but not limited to: 1. Aircraft design techniques for reduction of noise at the source; 2. Pilot operational noise abatement decisions regarding power & approach & departure routes; 3. Land use & environmental planning & management; 4. Airport operating restrictions.	Comment noted.
Sheryl Rubin 2485 Laurel Glen Drive Lakeland, FL 33803	P048	3-7	Please redirect the flights from Amazon as well as future flights from Lakeland Linder Airport to prevent the planes from flying directly over Grasslands.	Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.

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Beverly and John Lowman 3053 Shoal Creek Vlg Dr Lakeland, FL 33803	P049	13-31	As Grasslands residents, we have been asked to join a request to the FAA to do whatever possible to abate the flight noise resulting from regulations imposed currently in place regarding Amazon flights. We understand that this is a complicated issue with no immediate solution.	Comment noted.
Steve Perkins 4318 Poley Lane Lakeland, Florida 33811-1466.	P050	14-31	Airports the size of Lakeland's are a magnet for growth. With the support of the City of Lakeland and airport management, Lakeland's airport has begun to attract businesses that create jobs and tax revenues that will benefit the area as well as Lakeland itself. With the addition of the Amazon Distribution Center on County Line Road a few years ago, it set the stage for more growth. With other distribution centers in the area, it made Lakeland's airport a great location for an air terminal. Apparently, that was a good choice since Amazon is now wanting to expand its operations here. Yes, Amazon's growth may create additional air traffic as well as vehicular traffic, but so will other opportunities such as commercial airlines and other businesses. The bottom line here is, anyone objecting to this proposed expansion, knew or should have known, the airport is here and there will be growth. I would suggest that person consider relocating.	Comment noted.
Gregory P. Kent 407 B Howard Avenue Lakeland, FL 33815	P051	13-32	I am for progress and excited about Amazon's expansion, but I do have to agree the jets going over my house are very noisy. I'm not sure why some leave at a lower altitude than others as they pass over my house. I live in the Lone Palm community and would like to go on record that the noise at times is excessive.	Refer to Topical Response 2b (Air Traffic and Overflights) for discussion related to the topics raised in this comment.
Mrs. Lynn D. Hollis 3098 Shoal Creek Village Dr. Lakeland FL 33803	P052	13-33	Grasslands is where my home is and I like the beautiful and pleasant environment. The nice quiet atmosphere has changed recently due to early morning airplane departures by Amazon. I do believe there is another route these airplanes, and any future aircraft, can use in place of the departure route over homes in the surrounding area.	Aircraft departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Edward M. Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P053	3-8	Is the (FAA) kidding me about flight logistics? Amazon can guild one giant building. Then another 2 nd Amazon building, twice the size of the first one. Produce the materials, workers, plans, permits, environmental assessment, yet when it comes to moving the arrival and departing flights to something structured and not all over the city, that process become [sic] a long arduous decision for the FAA.	Please refer to Topical Response 2b (Air Traffic and Overflights) for a discussion related to the topics raised in this comment.

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Edward M. Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P053	13-129	<p>Here are some Noise Abatement Programs set into action around the USA and the World. The tracking system is using state of the art instruments to determine the noise, standardized flight paths with designated turning waypoints, in conjunction with monitoring aircraft noise, it monitors altitude, speeds, type of aircraft and its destination.</p> <p>We needed a system put in place before all the flights arrived! This should have been looked into before the first permits or plans were submitted to begin building super structures buildings with massive cargo jets flying all about the skies, without a pattern or plans of logistics to the airspace.</p> <p>The numbering flights per week is (308) or 44 per day!</p> <p>[Note that parentheses are shown as they appear in the original commenting email.]</p>	<p>Comment noted. Air cargo development in general was first represented on the ALP and in the LAL Master Plan in 2012 and development of the Master Plan included public meetings and comment opportunities. A separate EA and permitting process was also completed in 2016 for a large, multi-hangar Maintenance, Repair and Overhaul facility with a modestly-sized air cargo facility at LAL. The City proposed development of a larger air cargo facility at the site in 2018, and FAA subsequently reevaluated the 2016 EA in light of the revised project. Noise abatement plans were not required as result of these planning processes.</p> <p>Noise abatement plans were not required or implemented prior to Amazon starting operations at LAL. However, separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. Refer to Topical Response 2b (Air Traffic and Overflights) for details on these measures. These measures were also presented at the EA public hearing and the presentation is available in EA Appendix L.1.</p>
Edward M. Cetrangolo 3032 Shoal Creek Village Drive Lakeland, FL 33803	P053	3-27	<p>After studying the "FAA - WebTrak Data - Airports with noise abatement monitoring decibel location systems - surrounding the Airport's Departure and Arrivals at various airports in the USA and around the world!</p> <p>The biggest visual I have noticed in my study, is that all arriving and departing flights have one thing in common! They all "DO NOT" have "RADICAL" turns after takeoff, like we have overhead in the Grasslands. That would be the most reasonable first steps and course of action to take!</p> <p>Please forward to the FAA our concerns and have the FAA consider and implement our proposal to eliminate the "radical" flight path (day or night)! We are grateful for the recent changes to some of the late night or early morning flights. We can all agree, we sleep much better!</p>	<p>Monitoring systems, such as WebTrak, are useful for identifying and understanding individual flights and activity at an airport. This also provides information for individuals to submit noise complaints. However, these systems do not measure the cumulative noise exposure that is required for FAA studies and noise impact analyses. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA review. If they are determined to be feasible, the proposed procedures would be subject to review, and environmental analysis by FAA prior to approval.</p>
Mark Kachelein 1808 Baltusrol Court Lakeland, FL 33803	P054	13-34	<p>We purchased our home in the Grasslands in anticipation of enjoying our retirement years. We were fully aware of the occasional flight that Amazon would make above our home and we were content accepting those occasional flights as the neighborhood and adjoining communities are in such a serene location. However, it has come to our attention the airport is looking to expand in 2022 increasing the number of Amazon Prime flights, possibly up to 44 flights a day (22 arrivals and 22 departures). For this many flights to take place, the planes would have to be arriving and departing during all hours of the day.</p> <p>Please understand that after serving my country for decades, I do not take writing letters or speaking out lightly. Lakeland is nestled between two large cities of Orlando and Tampa which gives all Lakeland residents the ability to enjoy the big cities but reside and still enjoy family life in a small town atmosphere and tranquil environment.</p>	<p>As stated in Section 2.1.2 of the EA, Phase I and II operations in 2022 are expected to total 19 average daily daytime operations and 17 average daily nighttime operations, for a total of 36. In comparison, Phase I and II operations in 2027 are expected to total 23 average daily daytime operations and 21 average daily nighttime operations, for a total of 44. An operation is either an arrival or a departure, and these operations often use different flight paths in and out of the airport which means not all 44 instances would necessarily occur over the same area.</p> <p>The EA discloses the proposed increase in air cargo flight activity associated with the Proposed Development Project and assesses the impacts on cumulative noise exposure based on FAA guidelines. The EA did not identify any significant impacts associated with the Proposed Development Project in terms of noise or traffic, which represent a majority of community concerns received pertaining to quality of life.</p>

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			What makes Lakeland a truly enjoyable place to reside would definitely be erased with the increased flights, increased noise and visual distraction that will occur if this airport expansion happens in 2022.	Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Rick & Maryanne Stevens 1708 Bayou Circle, Lakeland, FL 33803	P055	3-9	<p>My appeal to each of you is be certain that this air traffic growth is carefully measured and controlled before any further expansion of jets flying in and out of Lakeland is approved. Boeing Jets are now flying over long established Lakeland communities at less that 1,000 feet altitude and occasionally over my house in Woodlake as late as 10:30 PM at less that 1,000 feet altitude.</p> <p>Airport flight expansions must be evaluated and approved after all reasonable alternatives have been documented with all flight control governing bodies in agreement.</p> <p>These air traffic approvals should not be to "approve it now" and work out the problems later. While I understand some of the complexities, ere is a list of what should be top initiatives:</p> <p>1. Each arrival and departure flight at as high an altitude as possible over low density land away from city and heavily populated areas.</p> <p>2 Agreement of all governing flight agencies what the established approaches should be.</p> <p>3. Method to enforce pre established and approved approach/departure guidelines and discontinue line of sight fly ins and navigational short cut over heavily populated areas.</p> <p>4. If necessary, reconfigure runways to maximize approaches and departures over less populated areas.</p>	Airport tenants determine their aircraft flight schedules based on operational need. FAA is responsible for flight procedures and the safe and efficient use of airspace. The aircraft using LAL must follow published approach and departure procedures, which consider other air traffic routes in use both at LAL and at other airports in the area. The City of Lakeland has developed and submitted flight procedure changes at LAL for FAA consideration. If the procedures are determined to be feasible, they would be subjected to a separate detailed environmental review and analysis prior to approval. Also refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.
Robert and Susan Pericht 2351 Heritage Lakes Dr. Lakeland FL 33803	P056	13-35	<p>We are sending you this letter (email) today to voice our deep concern and displeasure over the noise level generated by Amazon Prime Air that occurs several times a day everyday as planes fly directly over our house. This starts as early as 5:45 am and goes into the late evening.</p> <p>We moved to Lakeland five years ago and bought into the Grasslands community based on the premise that it was peaceful and quiet. That peaceful existence ended when Amazon Prime Air started operating out of Lakeland Linder. We now understand that Amazon Prime Air is looking to increase the number of flights each day which will bring more noise to the area... [W] hen we are relaxing on our outdoor patio the noise level at times is so loud we cannot hear each other speak as planes fly overhead. Not</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where sleep and speech is interrupted. The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on cumulative noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour and did not identify significant impacts to residential land uses based on FAA guidelines.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their sleep or speech. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a</p>

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			to mention being awoken from our sleep at 5:45 AM. Needless to say, our quality of life has been diminished due to the noise levels created by Amazon Prime Air.	<p>voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>The EA did not identify any significant impacts associated with the Proposed Development Project in terms of noise or traffic, which represent a majority of community concerns received pertaining to quality of life.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2f (Sleep Disturbance), Topical Response 2g (Speech Interference), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Robert and Susan Pericht 2351 Heritage Lakes Dr. Lakeland FL 33803	P056	13-36	We are not against progress, but we would like you and the City of Lakeland to provide some consideration for the Lakeland residents that live near the airport by not only denying Amazon's request for more flights, but to figure out a better flight path that will eliminate rattling windows at 5:45 AM.	<p>Although it is acknowledged that increased flights may cause nearby areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration analysis. LAL is a public use airport and the City of Lakeland does not review or approve requests from aircraft operators to operate aircraft at the airport, the timing of flights, or the number of flights. Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights.</p> <p>However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 2e (Vibration) for additional details related to the topics raised in this comment.</p>
Dawn Clark 2302 Sugar Creek Drive W Lakeland, FL 33811	P057	13-37	Since Amazon flights began last year at Lakeland Linder Airport our peaceful life is bombarded with noise from Amazon all day long. It is so loud that we have to stop conversations when the jets fly over our home. There is no more sleeping past 6 AM either due to the noise from the early morning flights. We cannot hear the tv when jets fly over. They fly so low it's scary, and when we are outside the sound of the jets hurt our ears. We don't use our backyard for entertainment and relaxing like we did prior to the expansion of the airport and Amazon flights. The quality of our lifestyle has been negatively impacted by the flights. It disrupts our comfort and sleep every day! I worked from home last year, as do two of my neighbors. The jets are so loud that customers hear them over the phone as well as in person meetings, and we have to explain and repeat the portion of the conversation. It is so frustrating! My work productivity suffered from the interruption from the jets. I changed jobs due to this. I am certain if the level	<p>Individual aircraft operations are quieter or louder than indicated by the DNL noise contour, and that some may perceive these events as impactful to their sleep. However, FAA's NEPA analysis guidance requires the use of DNL to determine land use compatibility. The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. The EA did not identify any significant impacts associated with the Proposed Development Project in terms of noise or traffic, which represent a majority of community comments received pertaining to quality of life.</p> <p>The comment references noise measurement versus noise modeling. It is acknowledged that the individual noise event sound levels can be different (e.g., higher) than the DNL values calculated by the AEDT model. Noise monitoring system measure discrete events.</p>

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			of noise from the jets was measured from our yard it would be above the FAA guidelines for residences. The flight pattern is right over my home and needs to be shifted to areas that do not fly so closely over homes, such as toward the west.	<p>That information is helpful in evaluating individual flights and addressing noise complaints. However, for assessing noise impacts and land use compatibility, the required metric (Day/Night average or “DNL”) evaluates cumulative noise exposure over a 365 day period. This metric was adopted by federal agencies and is used by the FAA to assess noise impacts.</p> <p>All LAL airport users use published flight paths. The City of Lakeland has submitted procedural changes for FAA consideration. If they are determined to be feasible, they would be subjected to a separate detailed review and environmental analysis.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), Topical Response 2d (Business Disruption), Topical Response 2f (Sleep Disturbance), Topical Response 2g (Speech Interference), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Beth Dickman 2970 Shoal Creek Village Dr. Lakeland, FL 33803	P058	13-38	I am writing to complain about the constant low, noisy Amazon flights over the Grasslands community. These planes are so low that that it makes my windows vibrate when they pass over. I would appreciate a new route that would take the planes over a more commercial area.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Changes to flight procedures undergo detailed studies and evaluation to ensure safety and efficiency. Proposed changes are also subject to environmental review, including shift in noise that would occur.</p> <p>Increased flights may cause nearby areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration analysis. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), and Topical Response 2e (Vibration) for additional details related to the topics raised in this comment.</p>
Fran Hauptert 504 Neslo Lane Lakeland, FL 33813	P059	13-39	<p>After living at this address for 50 happy years, we recently have become concerned over the increased low flying planes over our house. They fly so low that the plane casts a shadow on the patio and the loud sound is disturbing!. The plane easily reads “Amazon”. I read the reason why they must fly so low, but it seems nothing has been done. The problem still exists!</p> <p>I can not attend the meeting Thursday due to physical limitations. I must object to increasing the number of low flying Amazon planes in Lakeland.</p>	The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) a for additional details related to the topics raised in this comment.
Howard J. Buss 4311 Braemar Avenue Lakeland, FL 33813	P060	13-40	Since 1990 we have lived at our current address in Lakeland. This was a nice, peaceful neighborhood before Amazon started operations at the airport. The current Amazon flights are noisy, disruptive, and rain pollution down on us as they go overhead. Our	Aircraft servicing the proposed air cargo facilities would generate a modest increase of air pollutant emissions compared to existing pollutant emission totals at LAL. The detailed air quality analysis conducted for the EA concluded that the Proposed Development Project

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			<p>neighborhood now has the feel of an industrial zone. It will suffer much more with increased air traffic.</p> <p>Some say that this is “progress.” Since when is adding more noise, disruptions, and pollution to our neighborhood progress?</p>	<p>would not cause air quality impacts that exceed FAA’s thresholds that would indicate significant air quality impact. Further, air pollution does not typically “rain down” on the spot over which it is emitted. Instead, air pollutants tend to mix and dilute within the atmosphere and disperse due to wind, weather, terrain, and movement of the emissions source(s). The Proposed Development Project would occur entirely on airport property that is zoned for the intended purposes and adjacent to compatible land uses.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality) and Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
<p>Howard J. Buss 4311 Braemar Avenue Lakeland, FL 33813</p>	P060	14-32	<p>We were a comfortable distance from the airport. Over the decades, because of the city's lax zoning supervision, casual approach to impact fees, etc. the airport area has changed dramatically. Now, it is encroaching on once peaceful residential spaces. Ultimately, it will lower the quality of life and property values.</p>	<p>The air cargo facility, including the Phase II expansion, are within an area that has been zoned for light industrial use for many years. Operation of the facility is consistent with local zoning ordinances. The existing facility and proposed expansion would operate in a manner consistent with current and future zoning, and would not cause or require any land use or zoning changes. While the airport and light industrial are long-established land uses in the area, residential development has continued to expand in the area, including the development and construction of new neighborhoods near the airport.</p> <p>Refer to Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
<p>William Clark 2302 West Sugar Creek Drive Lakeland, FL 33811</p>	P061	13-41	<p>With Amazon moving into our neighborhood we have experienced a high level of increased noise from their planes. It seems our street is right on the planes decent route to the airport as they fly so low over us I can probably throw a stone and hit the bottom of the plane, which I've never done!</p> <p>The noise is definitely higher then [sic] the sound decibels mentioned in this article.</p> <p>My wife and 2 of our neighbors all work from home and phone conversations are now difficult to handle. My wife and neighbors say they have to place their callers on hold till the planes have passed over us.</p> <p>This inconvenience will increase dramatically with the proposed additional flights of up to 44 flights per day.</p>	<p>FAA NEPA guidance requires the use of DNL to make noise impact determinations. DNL considers flight paths, operation time of day, and the noise generated from specific aircraft and engine types. However, it expresses noise impacts as the cumulative exposure to noise over time. Individual overflights can be quieter or louder than what is indicated by DNL, and the perception of individual noise events can be influenced by a variety of factors, such as a person’s current activities (e.g. being on a telephone call).</p> <p>Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), Topical Response 2d (Business Disruption), and Topical Response 2g (Speech Interference) for additional details related to the topics raised in this comment.</p>
<p>Michael Maguire [NO ADDRESS GIVEN]</p>	P062	27-4	<p>I won’t be at the public hearing tonight but I want you to know that I support - and appreciate - all you have done and will do to keep our airport and city humming in tune with the times.</p>	<p>Comment noted.</p>
<p>Patty Fouts 2410 Laurel Glen Dr.</p>	P063	13-42	<p>I never thought I would be writing to complain, but it also never occurred to me how flights at the airport might affect my daily living. That was before Amazon and the noise caused by jets flying over Grasslands. Is it tolerable? Yes, annoying, but tolerable. I can’t sit on my porch and make a phone call or listen to music or read the paper or</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where speech or enjoyment of outdoor activities is interrupted. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5</p>

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			visit with friends without knowing I will probably have to stop and wait for a plane to pass - often one plane behind another. My husband and I had just enlarged our porch the November before all of this started so that we would have the space to enjoy having family together. The noise is a disruption and I am very concerned that it will soon be worse. I also fear that the value of our home will decline because of it - a home we bought because of the quiet, tranquil area in which to live our retirement years.	<p>decibel increase due to the Proposed Development Project, the impacts are not considered significant. The EA did not identify any other significant impacts associated with the Proposed Development Project in terms of noise or traffic, which were the primary areas of concern from residents regarding property values. However, separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2g (Speech Interference) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	14-33	How many full time jobs, with full benefits, will Amazon provide to the citizens of Lakeland? Not to individuals who live in the "surrounding area". How many good paying jobs will go to Lakeland city residents?	In maximum peak conditions, the Proposed Development Project has the potential to add up to 800 new jobs with a minimum hourly wage starting at \$15/hour. Amazon currently employs more than 1,000 City of Lakeland residents across multiple sites and has been operating in Lakeland since 2014.
Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	23-2	How will Amazon become part of the Lakeland community?	<p>Amazon's current lease at LAL is for a period of 20 years which represents a long-term investment in the area.</p> <p>The air cargo services provider voluntarily provided the following information in response to this comment: At the company level, Amazon sponsors initiatives to increase access to computer science education for children and young adults from underserved or underrepresented communities and funds additional STEM and computer science outreach and education initiatives. For its employees, tuition assistance is available towards a certificate or diploma in qualified fields of study, leading to in-demand jobs. Amazon also contributes in-kind and cash donations to communities to increase access to food, shelter, and basic goods for children and families. Amazon's Housing Equity Fund is providing more than \$2 billion in below-market loans and grants to preserve and create more than 20,000 affordable homes for individuals and families earning moderate to low incomes in our hometown communities. The company also leverages their worldwide logistics network to aid in disaster relief in communities impacted by natural disasters.</p>
Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	23-3	Will Amazon sponsor Lakeland events?	The Airport works with tenants to support the local community and promote engagement including local event sponsorship opportunities, STEM education programs, and job fairs.
Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	14-73	Is Amazon prepared to not just provide infrastructure to promote more business, but infrastructure to promote healthy lifestyles in Lakeland?	The Airport works with tenants to support the local community and promote engagement including local event sponsorship opportunities, STEM education programs, and job fairs.
Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	14-74	I fear increasing Amazon's presence in Lakeland will create a temporary economy or a transient economy.	The lease term for the air cargo facility at LAL is 20 years which represents a long-term investment in the Lakeland area. Within this timeframe, the Proposed Development Project has the potential to add up to 800 new jobs at LAL with a minimum hourly wage starting at \$15/hour. Amazon currently employs more than 1,000 City of Lakeland residents across multiple sites and has been operating in Lakeland since 2014.

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Tosh Sargeant [ADDRESS NOT PROVIDED]	P064	23-4	How will Amazon contribute to our community and our local culture?	As previously stated, the current lease at LAL is for a period of 20 years which represents a long-term investment in the area. See response to Comment P064 23-2 for a summary of company-wide initiatives that demonstrate Amazon’s track record in giving back to communities in which it operates.
Brandt Merritt Lakeland, Florida [ADDRESS NOT PROVIDED]	P065	27-5	I won’t be able to make the meeting tonight or give other public input, but I wanted to at least drop a line by email to say that Amazon should be given the green light to expand their physical footprint and the number of flights. We’re on the flight path (off Hallam/Live Oak), and while I notice many of the planes when they go overhead I think it’s pretty cool and not disruptive. The airport is an appropriately zoned location for this kind of expansion, and it puts Lakeland even more on the map as a critical commercial base of operations. In other words, the benefits far outweigh any drawbacks in my opinion, particularly as some of the flight path issues get ironed out with the FAA over time.	Comment noted.
Dr. John “Mike” Loudon [NO ADDRESS PROVIDED]	P066	27-6	My wife and live in southeast Lakeland and enjoy seeing those big blue and white Amazon jets fly over our house and on to Lakeland Linder Field. It’s thrilling to see Lakeland become a commercial air center. To me, it speaks of great progress moving forward.	Comment noted.
Shawn Warren 3125 Winged Foot Drive Lakeland, FL 33803	P067	13-43	I wanted to send you a big thank you for all that you and your team are doing to support and grow our aviation businesses in Lakeland. It is a vital part of our ability to grow while maintaining the quality of our community. There are those who, while enjoying these benefits, are complaining about the “noise.” The “noise” is very minimal and short lived. I have lived in the Grasslands community for 20 years now and have absolutely no problem with the flights that travel over our development. Many travel right over my house. I actually very much enjoy these flights, being an aviation fan plus knowing how healthy it is for Lakeland. Feel free to vector as many of them over our house as necessary.	Comment noted.
Donovan C. Baltich [NO ADDRESS PROVIDED]	P068	27-7	I’m very pleased with the progress you’ve made growing the airport and couldn’t be happier about Amazon expanding its footprint in Lakeland.	Comment noted.
Frances C. Stephens [NO ADDRESS PROVIDED]	P069	13-44	Noise and air pollution have become problematic since Amazon began expanding flights. They are ruining our quiet rural life style that so many of us moved to Lakeland to enjoy.	<p>As discussed in EA Sections 4.2 and 5.2, the airport is located in an attainment area for all National Ambient Air Quality Standards (NAAQS). Data from the outdoor air monitoring network in the area demonstrate that there have been no violations of the NAAQS in the area, even after initiation of Phase I air cargo operations in 2020. Similarly, the noise analysis prepared for the EA demonstrates that under existing conditions, residential areas adjacent to and near LAL experience cumulative noise levels below DNL 65 dB, at which airport noise is considered compatible with residential land use.</p> <p>However, individual overflights may be quieter or louder at a given location, than is indicated by the DNL metric. Topical Response 3 (Quality of Life) summarizes that impacts commonly associated with quality of life concerns were evaluated in the EA, including</p>

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				<p>noise and air quality, and the EA indicates that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2a (Noise Analysis Methods), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Frances C. Stephens [NO ADDRESS PROVIDED]	P070	14-34	This expansion will tank property values for many of us near the airport. In return we get a few slave labor jobs.	The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value is not anticipated. Refer to Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
Deborah Bowers Schaffer 2441 Laurel Glen Drive Lakeland, Florida 33803	P071	13-45	I attended the workshop and hearing last night at RP Funding. I live in Grasslands! The Amazon proposal is unacceptable increasing the noise and surface transportation.	<p>The noise analyses conducted for the EA concluded that the increased aircraft activity resulting from the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impacts. The traffic studies conducted for Phase I development and the Phase II expansion evaluated in the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027. Therefore, the Proposed Development Project would not cause surface traffic impacts that exceed FAA's thresholds that would indicate significant surface traffic impact.</p> <p>Refer to Topical Response 2c (Flight Frequency and Schedule) and Topical Response 5b and 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
Deborah Bowers Schaffer 2441 Laurel Glen Drive Lakeland, Florida 33803	P071	14-35	The arrival of the uncontrolled flight pattern of Amazon prime has compromised our housing development, most likely decreasing our quiet environment and housing prices!	<p>Airspace at and around LAL is managed by the FAA, and considers air traffic both at LAL and at other airports in the area. During approach and arrival operations, aircraft activity is coordinated with the LAL Air Traffic Control Tower, and aircraft use published flight paths, therefore aircraft activities are not uncontrolled The EA did not identify any significant noise, social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Robin Thompson 3925 Sandhill Crane Drive Lakeland, FL 33811	P072	1-1	I reviewed the draff [sic] Assessment document and didn't see any data that an Origin and Destination Study was done just for Drane Field Road	Topical Response 5a (Analysis Approach and Study Area) elaborates on the methods used to assess traffic impacts associated with existing (Phase I) and proposed (Phase II) traffic operations. To define the study area for the Phase I Study, information was provided for planned Phase I operations. According to the information provided, traffic associated with Phase I would utilize Drane Field Road to reach either County Line Road, Airport Road, or the Polk Parkway. Heavy truck traffic would predominantly use Drane Field Road

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				<p>eastbound to Airport Road as a means to reach Interstate 4, although some trucks would continue past Airport Road and continue along Drane Field Road to either access the Polk Parkway or continue east. Although some truck trips would head westbound on Drane Field Road to County Line Road and either head north or south on County Line Road to their destinations, most of the trips going westbound on Drane Field Road from the Phase I facility would be employee traffic-related.</p> <p>For the Phase II Study, the traffic conditions and roadway capacity analysis contained in the Phase I Study was validated for use in the EA to represent the No-Action Alternative. Traffic volume updates and adjustments were performed where needed to accurately reflect No-Action traffic conditions for the EA analysis years of 2022 and 2027. Information provided for Phase II operations did not reveal any changed trip distribution or origin/destination information that would cause the study area used for the Phase I study areas or assumptions to change. An Origin and Destination Study is not required for the air cargo development projects and therefore was not included the EA.</p>
Robin Thompson 3925 Sandhill Crane Drive Lakeland, FL 33811	P072	14-36	<p>I did not see any impacts to surrounding roadways, such at Pipkin. While most of the impacts will happen on Drain, there will be some diversion of traffic and/or additional traffic from the O& D study for Waring, Pipkin and County Line, not just at or on Drain Field Road. While the traffic study maybe only required for Drain Road by the FAA, the Airport and City should look at the ancillary impacts of the traffic model. It would not take a lot of additional time to rerun the model for the surrounding area.</p> <p>One of the folks helping at the boards, told me to request a written response on the traffic study, which I a [sic] officially requesting.</p>	<p>See previous response, and also refer to Topical Response 5a (Analysis Approach and Study Area) and Topical Response 5c (Proposed Development Project Traffic Impacts) for information related to this comment. The traffic studies conducted prior to and for the development of the EA were conducted according to best practices and standards described in the Transportation Research Board's Highway Capacity Manual, and in coordination with Polk County Transportation Planning Organization and the City of Lakeland.</p>
Robin Thompson 3925 Sandhill Crane Drive Lakeland, FL 33811	P073	13-46	<p>I also understand that the Noise levels do not require Noise Mitigation, but why doesn't the Airport enter into a voluntary program to purchase property surrounding the Airport, especially on the east side. These purchases can be done as properties go up for sale? This has been done successfully at other locations around the country and will help with any future expansion.</p>	<p>The City does not currently have plans to voluntarily acquire or purchase properties as part of abating noise due to the existing or proposed air cargo operations. Land acquisition may occur in the future if a future parallel runway, as discussed in the Airport Master Plan and on its ALP, were ever constructed. However, in acknowledgement of noise concerns in the surrounding community, the City has implemented a voluntary preferential runway use program for eastern arrivals and western departures between the hours of 10:00 pm and 7:00 am, when winds, weather, and other factors allow. The City has also proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
David Houston 2673 Bellerive Dr Lakeland FI 33803	P074	13-47	<p>I am a resident of Grasslands and am asking you to forward my complaint to the FAA. All communities around the airport need relief from the low flying Amazon flights as soon as possible. Please let the FAA know the path for exiting flights needs to be changed to give us relief from the noise.</p>	<p>Departures and arrivals at LAL use published air traffic procedures that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to</p>

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				approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Jacqueline Schwartz [NO ADDRESS PROVIDED]	P075	14-37	Amazon takes away from our local businesses every single day and we're going to support it and make it get bigger and bigger and bigger.?	Comment noted.
Jacqueline Schwartz [NO ADDRESS PROVIDED]	P075	13-48	But talking about the noise I live on the east side by Cleveland Heights two blocks away from the Polk parkway the noise for us right now is atrocious I live in an old house and my windows rattle with the noise.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. The EA assesses the impacts of the Proposed Development Project on cumulative noise exposure based on FAA guidelines. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Although it is acknowledged that increased flights may cause nearby areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration analysis.</p> <p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2e (Vibration) for additional details related to the topics raised in this comment.</p>
<p>Connie Durrence</p> <p>3062 Shoal Creek Village Drive</p> <p>Lakeland, FL 33803</p>	P076	13-49	I wanted to register my complaint about the large number of Amazon flights each day which seem to be flying directly over my house in Shoal Creek Village in Grasslands. The noise is at such a level that if I'm watching TV or simply having a conversation with friends we are unable to hear each other until the plane has left the area.	Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2g (Speech Inference) for additional details related to the topics raised in this comment.
<p>Connie Durrence</p> <p>3062 Shoal Creek Village Drive</p> <p>Lakeland, FL 33803</p>	P076	20-10	I am a supporter of businesses that bring jobs to our city and county, but the quality of our life should not be so drastically impaired when there are solutions to mitigate this intrusion. I would appreciate any steps you can take to help us.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has proposed new abatement flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>

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Elizabeth and Jock Willers 2476 Laurel Glen Dr Lakeland, FL 33803	P077	13-50	Please help stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Robert and Tammy Rehnke [NO ADDRESS GIVEN]	P078	13-51	After moving in to our new home in September we starting hearing and seeing the Amazon Prime flights go over our home... They fly so very low to our home it is scary... It can be so loud and literally scary to us when it directly goes over our house at such a low altitude.	<p>Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Curtis W. Cassidy, M.D. 3105 Legends Circle Lakeland, FL 33803	P079	13-52	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Bill McClellan 3480 Turnberry Dr Lakeland, FL 33803	P080	13-53	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA</p>

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				<p>and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Jerry Bridges 1763 Laurel Glen Place Lakeland, FL 33803</p>	P081	13-54	<p>You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has submitted conceptual noise abatement flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Alice Gilbertson [NO ADDRESS PROVIDED]</p>	P082	13-55	<p>I am hearing impaired, yet the noise they create as they fly over my patio is too loud for even me. We bought a house in the Grasslands because of its serene atmosphere. Amazon flights have destroyed our peaceful environment.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour . Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their quality of life. The EA impact analysis for the Proposed Development Project evaluated many areas that are typically associated with quality of life impacts (e.g., noise, traffic, air quality) and determined that no significant impacts would occur.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Dr Bonny and Stuart Larsen 2752 Bellerive Drive Lakeland, FL 33803</p>	P083	13-56	<p>You must stop these low flying flights over my home in the Grasslands community. They are not only LOUD but are also DISRUPTIVE; especially when our sleep is interrupted at 6:00 and 6:15 AM.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where sleep is interrupted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. Departures and arrivals at LAL</p>

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				<p>use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Dr Bonny and Stuart Larsen 2752 Bellerive Drive Lakeland, FL 33803	P083	14-38	Grasslands is one of the premier communities in Lakeland, as you know. You and I both know that if this persists, our resale values will fall and that directly effects the Lakeland/Polk county tax base and our pocket book.	The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
Ted Kennedy 2852 Prestwick Drive, Lakeland, FL 33803	P084	13-57	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Kimberly Cassidy 3105 Legends Circle Lakeland, Florida 33803	P085	13-58	I'm urging you to please stop these low flying flights, that appear to only be the Amazon Air flights, over our Grasslands community. Not only are these low flying flights loud, they are very disruptive to our family. We have a child with a rare neurological disease and requires sleep to gain strength. These constant flights not only rattle our house, but wake him up and impact his quality of health.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases of sleep being interrupted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also discusses an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Therefore, a specialized</p>

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				<p>vibration analysis or analysis of awakenings was not warranted. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2e (Vibration), and Topical Response 2f (Sleep Disturbance) for additional details.</p>
Kimberly Cassidy 3105 Legends Circle Lakeland, Florida 33803	P085	20-19	However, we did not ever imagine such and unfathomable and obnoxious disruption like Amazon Air negatively impacting our family and friend's quality of life. Walks and bike rides in our Grasslands community, walking the lake, and even hanging around the YMCA/Peterson park, have never been so disruptive and unpleasant as they have this past year.	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Larry G Dobbs 2729 Bellerive Drive Lakeland, FL 33803	P086	13-59	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Mary and Joseph Belshe 2900 Grasslands Drive Lakeland, FL 33803	P087	14-39	I live in Grasslands and have enjoyed the security of this community for over 20 years. I was as excited about Amazon coming in as everyone else was. I think they will do a lot for our community by their tax dollars.	Comment noted.
Mary and Joseph Belshe 2900 Grasslands Drive Lakeland, FL 33803	P087	13-60	Forty- four flights a day scares me. I do feel, however, that all of Lakeland should help to carry the burden of these frequent flights. In other words, all flights should not follow the flight path directly over Grasslands, nor should we be exempt from some going over. Fair is fair. I believe the early report was they used the East/west runway and had to stay below 2000 feet because of the proximity to Tampa and Orlando. This was very noisy! I think there could be some coordination between those two airports and Lakeland Linder to allow for faster climbs.	The EA analysis defines an operation as either a take-off or a landing, and as described in Table 2.1-1 in the EA, the Proposed Development Project would result in 44 total additional operations in 2027 (22 daily arrivals and 22 daily departures). Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has submitted conceptual procedures that include increased aircraft operation heights for FAA consideration. If the FAA determines that the procedures are feasible, they would be subject to a separate detailed review, and environmental analysis prior to approval.

Commenter	Letter Code	Comment Code	Comment	Response
				Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for discussion and additional details related to the topics raised in this comment.
Mr and Mrs John F Wendel 1748 Laurel Glen Pl Lakeland Fl 33803	P088	13-61	You must stop these low flying flights over the Grasslands community. They are very LOUD. They are very Disruptive. Please work with the FAA to stop these unnecessary flight paths.	Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
John Curls, Jr., P.E. Chief Executive Officer 2965 Barney's Pumps Place Lakeland, FL 33812	P089	27-8	I LOVE seeing and hearing airplanes coming in and out of our airport! I am writing to express my full support regarding the ongoing expansions at the airport especially concerning Amazon.	Comment noted.
Edward M Cetrangolo 3032 Shoal Creek Village Dr Lakeland FL 33803	P090	3-28	Where are the flight logistics? Ground logistics are great! Amazon can build one giant building. Then build another 2nd Giant Amazon building, twice the size of the first one. Produce all the materials, workers, plans, permits, inspections, and environmental assessments. BUT, when it come to air logistics and moving the arrival and departing flights to something structured and not all over the city, that process becomes a long and arduous decision for the FAA to implement.	Departures and arrivals at LAL must be coordinated with Air Traffic Control and use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Edward M Cetrangolo 3032 Shoal Creek Village Dr Lakeland FL 33803	P090	21-20	It's been almost a year. All flights are dangerously low, some at 1,500 feet off the ground for 10 mile stretches before climbing up to higher altitudes. It started at 22 flights per day, it's now jumped to 44 flights. It my jump again and again.	The Proposed Development Project would add 22 daily arrivals and 22 daily departures at LAL in 2027. Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.
Edward M Cetrangolo 3032 Shoal Creek Village Dr Lakeland FL 33803	P090	13-62	Investigating THE INFORMATION on the Website called WebTrak WebTrak - Is a Public Noise Abatement and monitoring system that surrounds the area incorporating the flight paths to and from the airfield, it's used at 26 airports in the US, 3 airports in FL and at 58 airports all around the world. This website is a model, for a state of the art approach to logistics.	Monitoring systems, such as WebTrak, are useful for identifying and understanding individual flights and activity at an airport. This also provides information for individuals to submit noise complaints. However, these systems do not measure the cumulative noise exposure that is required for FAA studies and noise impact analyses. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.

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			<p>1. It uses sensitive instruments to determine the noise levels, in conjunction with standardized flight paths, designated mandatory turning waypoints to lessen noise or to fly around a portion of a city before turning.</p> <p>and in conjunction with monitoring aircraft noise!</p> <p>2. it also monitors elevation off the ground in feet, air speeds in MPH, type and size of aircraft and its destination. All on an easy to read MAP...</p>	
Edward M Cetrangolo 3032 Shoal Creek Village Dr Lakeland FL 33803	P090	3-29	"The biggest visual I have noticed in my study, was, all arriving and departing flights have one thing in common! They Fly straight out, on take off. They "DO NOT" take "RADICAL" hairpin like turns after takeoff. Amazon needs to STOP the radical turns over "The Grasslands". These are the facts! Ask yourself , WHY to these 3 questions?1.WHY, NO air logistics on noise above the city,2.Why, the erratic and radical departing and arrival flight paths and not one standardized corridors to and from the airport, Thus making all flights less confusing for pilots and the control tower personal.	Please refer to the responses to previous comments included in this comment letter.
Edward M Cetrangolo 3032 Shoal Creek Village Dr Lakeland FL 33803	P090	13-130	<p>Why, Do the Pilot's NOT throttle back their jets engines after lift off, to help lower the jet's noise rumbling in people ears, shaking our home's and the city.</p> <p>We desperately need a noise abatement systems.</p>	<p>Comment noted. Air cargo development in general was first represented on the ALP and in the LAL Master Plan in 2012 and development of the Master Plan included public meetings and comment opportunities. A separate EA and permitting process was also completed in 2016 for a large, multi-hangar Maintenance, Repair and Overhaul facility with a modestly-sized air cargo facility at LAL. The City proposed development of a larger air cargo facility at the site in 2018, and FAA subsequently reevaluated the 2016 EA in light of the revised project. Noise abatement plans were not required as result of these planning processes.</p> <p>Noise abatement plans were not required or implemented prior starting air cargo operations at LAL. However, separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. Refer to Topical Response 2b (Air Traffic and Overflights) for details on these measures. These measures were also presented at the EA public hearing and the presentation is available in EA Appendix L.1.</p> <p>Engine power settings during flight are at pilot discretion and are decided based on safe operation of the aircraft, as well as instructions from air traffic control and the amount of thrust required to follow the approved flight plan. Because of these situational factors, it is not feasible to require pilots to throttle back during certain components of flight.</p>
Rob & Peggy Semans 2834 Grasslands Drive	P091	13-63	We are very upset with the low flying, extremely LOUD and disruptive flights flying over our Grasslands community. They start flying around 6 o'clock in the morning	Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore,

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Lakeland, FL 33803			which is unacceptable. Please forward our complaint to the FAA to come to a resolution of this problem.	<p>flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Buffy Larson</p> <p>3135 Grasslands Drive</p> <p>Lakeland, FL 33803</p>	P092	13-64	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. They are early in the morning, late at night, and they are too many. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Nancy L Fingar</p> <p>3032 Shoal Creek Village Dr</p> <p>Lakeland, FL 33803</p>	P093	13-65	I agree with Mr Ed Cetrangolo. "Ditto" on his speech.	Comment noted.
<p>Lawrence W. Moore</p> <p>3383 Turnberry Lane</p> <p>Lakeland, Florida 33803</p>	P094	13-66	You must stop these low flying flights over the Grasslands community. They are LOUD. They are DISRUPTIVE. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p>

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				Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Sheryl Rubin 2485 Laurel Glen Drive	P095	3-10	Please work with the FAA to reroute low-flying flights away from the Grasslands community. We appreciate your attention to this issue.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Jim Studiale 925 Wedgewood Lane Lakeland, FL 33827	P096	20-11	Economic gains must be measured against costs. The costs of Amazon's Jets is Noise and degrading the Quality of Life in so many of Lakelands great neighborhoods. Commissioners, you have welcomed a reduced quality of life, a drone of noise any time we venture into our outdoor spaces! None of our public accomplishments and the wonderful qualities of Lakeland matter if we diminish the quality of life here in "Our City".	A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.
Jim Studiale 925 Wedgewood Lane Lakeland, FL 33827	P096	13-67	The prevalence of jets flying over my home has not simply hurt resale value for me and my neighbors but more importantly it robs me of the quiet enjoyment of my once fabulous home, pool, and patio setting—overlooking beautiful open space!	See response above regarding comments to quality of life concerns. Topical Response 4 (Impacts on Property Values) explains the challenges in associating depreciation in property values to airport noise and operations. Further, the EA did not identify any significant impacts associated with the Proposed Development Project in terms of noise or traffic.
Jim Studiale 925 Wedgewood Lane Lakeland, FL 33827	P096	14-40	We reduced Drummond's Proposed Mall by 50%, West Lakeland DRI by more then 70% due to traffic impacts and always measured growth against impacts. Why not in this case? These noise impacts are pervasive and overarching and much greater then any economic benefit to Lakeland.	Phase I operations by Amazon were subject to local land development and permitting processes and approvals, none of which called for reduction of the facility size or operations as a condition of approval. A signal warrant analysis recommended turn lanes be installed at the intersection of Kidron Road and Drane Field Road. These improvements were also identified in the EA as mitigation measures to offset traffic impacts anticipated in 2022 and 2027. Traffic mitigation (dedicated turn lanes) has been implemented at the intersection of Kidron Road and Drane Field Road during preparation of the EA to proactively mitigate potential surface traffic impacts. The traffic analyses conducted for the Proposed Development Project would not cause surface traffic impacts that exceed FAA's thresholds that would indicate significant surface traffic impact. Phase II construction would undergo the same local land development and permitting process as Phase I and if any additional traffic measures are required as an output of this process, they would be required to be implemented as part of the development.

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				<p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2b (Air Traffic and Overflights) for FAA's response to this comment.</p>
Zach Backar [NO ADDRESS PROVIDED]	P097	14-41	<p>How would you like this over your head. Now its about to get worse. Apparently, no one is interested in giving any compensation from the windfall revenue to the Lakeland cash register? Why can't you help us with this? By lowering our property taxes? Especially after the financial suffering due to no fault of our own(Pandemic). I moved down here to retire.</p>	<p>Comment noted. LAL is a significant contributor to the local economy and tax base. An economic impact analysis prepared for the airport by Kimley-Horn within the last year indicates that LAL has a total economic impact of \$1.5 billion, with 85% of those impacts due to on-airport activities such as airport tenant operations, airport construction, and visitor spending. This generates an estimated 10,785 jobs with an associated payroll of \$498 million. The economic impact has grown from \$575 million in just two years.</p> <p>Lowering property taxes as a means of mitigating impacts is typically not considered by local governments or required by the federal government. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Mitigation related to noise impacts is not required. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Use of airport revenue is subject to FAA's revenue use policy at 64 FR 7696 (February 16, 1999) and outlined within Order 5190.6b Chapter 15. Per paragraph 15.13(a) of the order, airport revenue cannot be diverted for purposes other than airport capital or operating costs or the costs of other facilities owned or operated by the airport and directly and substantially related to air transportation. Payments in lieu of taxes and payments to compensate governmental bodies for lost tax revenues, are specifically prohibited under paragraph 15.13(f) and (g), respectively.</p> <p>Lowering taxes for the purposes of pandemic relief is unrelated to the Proposed Development Project and is outside of the purview of this EA.</p>
Emilee Niekro [NO ADDRESS PROVIDED]	P098	3-30	<p>The current amount of Amazon arrival traffic is completely tolerable, however with this planned expansion it seem to be extreme.</p>	<p>Comment noted. As described in Table 2.1-1 in the EA, the Proposed Development Project would add eight arrivals in 2022 to the ten arrivals currently being conducted during Phase I operations. In 2027, the Proposed Development Project would add twelve arrivals to the ten arrivals currently being conducted during Phase I operations. Although the increase in arrivals would change the noise environment for surrounding communities, noise exposure would vary based on the approach path of each individual arrival.</p>
Emilee Niekro [NO ADDRESS PROVIDED]	P098	13-68	<p>Noise pollution will be intolerable.</p>	<p>As described in the EA, the increased aircraft arrivals generated by the Proposed Development Project would cause an expansion of the existing DNL 65 dB noise contour. While the change in noise would be noticeable and would vary for each individual flight,</p>

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				the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.
Emilee Niekro [NO ADDRESS PROVIDED]	P098	14-42	Many home values will plummet	Refer to Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
Christine Michalik 3146 Grasslands Dr Lakeland FL 33803	P099	13-69	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Rick Stoer, CHA [NO ADDRESS PROVIDED]	P100	14-43	Amazon expanding will bring needed jobs to Polk County. A few seconds of jet noise is worth it. Semi's are loud too!	Comment noted.
Carrie Greenberg 3115 Legends Circle Lakeland, FL. 33803	P101	13-70	I am a resident of Grasslands. Our peaceful home is now continually disrupted by the lowing flying Amazon planes. They wake me in the morning and disturb our dinner at night. Our quality of life is effected from this aircraft noise.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also discusses an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. It is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis performed for the EA, and that some may perceive these events as impactful to their sleep.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Mitigation related to noise impacts is not required. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>As referenced in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently</p>

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				<p>associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less than significant with mitigation implemented.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Andrew Bildz [NO ADDRESS PROVIDED]</p>	P102	27-9	<p>The complainers may not like the noise, but they sure do like their cheap Amazon deliveries to their front door... They may not like the noise, but they have no need or desire for employment at Amazon or the airport.</p> <p>They may not like the noise, but they bought their home very near an airport, where (noisy) planes necessarily operate.</p> <p>This is NIMBY x 1,000. GO AHEAD AND EXPAND!</p>	Comment noted.
<p>Rick Gonzalez [NO ADDRESS PROVIDED]</p>	P103	14-44	Bringing in more business like Amazon to Lakeland is a great thing for us, this city and county needs it! More jobs, more businesses equal progress!	Comment noted.
<p>Rick Gonzalez [NO ADDRESS PROVIDED]</p>	P103	13-71	The airport is doing a great job keeping the noise levels down, I live a mile from the airport, on the south side. The inconveniences are a small price to pay to see our city grow.	Comment noted.
<p>Johnny Johnson 1153 Waterfall Lane Lakeland, FL 33803</p>	P104	14-45	I am in support of the expansion of Amazon at Lakeland Airport. I don't work for Amazon and I don't agree with their politics but I care more about the future of Lakeland and that future is better with more jobs with a good and stable company providing them.	Comment noted.
<p>Johnny Johnson 1153 Waterfall Lane Lakeland, FL 33803</p>	P104	27-10	My wife and I in the direct take off line during the day and the planes have never woke us up or bothered us. Actually, when we hear them we still go outside to watch them go by. We love it I guess our home is better insulated than the complainers homes or they are just complainers. We have lived here most all of our lives coming up on 7 decades and are appreciative of the work the city has done to attract business lately as in the past we lost companies like Rooms to Go. Some of these people are so narrow minded that they don't even like Publix and Lakeland Regional Medical. Anyway, please approve the expansion and if you are able to make the complainers happy by changing routes for them...great. I have a feeling they will still complain. Also, the airport pre-dates 90+% of their homes being built.	Comment noted.
<p>Donna Willett 3380 Fiddle Leaf Way Lakeland, FL 33811</p>	P105	13-72	Living at the end of Fiddle Leaf Way, my home is a stone's throw from the current cargo facility. Although I do hear many of the planes as they depart and arrive, I do not find the noise a particular nuisance. I am not certain how the increased flight by Amazon will impact my thinking, to be honest.	Comment noted.
<p>Donna Willett 3380 Fiddle Leaf Way Lakeland, FL 33811</p>	P105	14-46	I am as concerned about the vehicle traffic as much or more than the flight traffic.	Topical Response 5c (Proposed Development Project Traffic Impacts) describes the factors that were considered assessing traffic impacts associated with proposed Development Project conditions and how those impacts were analyzed for the EA. The

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				<p>traffic impacts analysis performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027. With this mitigation in place, the Proposed Development Project would not cause surface traffic impacts that exceed FAA's thresholds that would indicate significant surface traffic impact.</p> <p>Refer to Topical Response 5b (Existing Traffic Congestion) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
Donna Willett 3380 Fiddle Leaf Way Lakeland, FL 33811	P105	13-131	As a matter of fact, the continual revving of the jet engines by Draken [sic] International, I find much more intrusive than the current Amazon situation.	Current engine testing performed at LAL as described in the comment was included in the noise analyses performed for the EA.
Irene & Joe Bullara 3323 Turnberry Ln Lakeland, FL 33803	P106	13-73	You must stop these low flying flights from Lakeland Linder airport over the Grasslands community. They are Loud. and They are disruptive. With more flights planned for future from amazon and other passenger flights worry us. Please work with the FAA to stop these unnecessary flight paths.	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights. Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Matthew Wiatt 4519 Hillman Lane Lakeland FL 33813	P107	14-47	I am in favor of the Amazon Air expansion at Lakeland Linder International Airport. The economic benefits to our growing community have been and will be great for Lakeland by letting Amazon increase its presence.	Comment noted.
Jim Johnson PO Box 5110 Lakeland, FL 33807	P108	14-48	The naysayers griping about the Amazon expansion would chirp differently if they or their kids needed good paying jobs.	Comment noted.
Jim Johnson PO Box 5110 Lakeland, FL 33807	P108	27-11	<p>I don't live as close to the airport as 3 of my brothers and an uncle, who all live in Grasslands or Oakbridge do but I am glad we have good companies providing opportunities and taxes to our community.</p> <p>Also, none of my brothers are griping about noise.</p>	Comment noted.

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			<p>Or buy near airports, non-golfers complain about golf course maintenance noise and that they might have to pay for upkeep; those who build near a major highway complain about the noise.....anyway you get my drift.</p> <p>The overall health of our city is more important than a few people who will complain about most anything.</p>	
<p>Paul Skelton [NO ADDRESS PROVIDED]</p>	P109	27-12	<p>Lakeland needs this expansion no matter what the people are complaining about. We live in the colonnades and we get the noise from planes but it doesn't last but a few seconds and is no bother. Before living here we lived on Waring road and it was a lot busier but we enjoy planes. This isn't no worse than living by railroad tracks and train coming by all hours of the day. You get used to it. I'm sure the people complaining have jobs and don't care about other people that need the work. Besides, the airport wasn't just built after the people moved in. If you don't like airports then don't buy a house next to one.</p>	Comment noted.
<p>Dr. Lester Chernick 3340 Turnberry Dr. Lakeland,FL 33803</p>	P110	3-11	<p>Just to add my concerns to the already existing ones, what is going to happen as Amazon expands is frightening if a noise abatement plan is not instituted. We want only success for this wonderful company, but the FAA must protect our property values by instituting a reasonable plan for the flight paths of these ever increasing takeoffs and landings. Thank you for your attention to my concerns.</p>	<p>Per Topical Response 2b (Air Traffic and Overflights), the City of Lakeland has developed conceptual noise abatement flight procedures for existing and projected future operations, and submitted for FAA consideration. If the flight procedures are determined feasible, they would be subject to detailed environmental review, and analysis prior to approval. The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
<p>Nina Rehberg [NO ADDRESS PROVIDED]</p>	P111	13-74	<p>I live off Pipkin Road, probably much closer than most of those complaining about the noise. Yes, I hear noise and see the jets coming and going. However I don't find the noise life changing as some would suggest.</p>	Comment noted.
<p>Nina Rehberg [NO ADDRESS PROVIDED]</p>	P111	14-49	<p>We all know people looking for decent paying jobs; Amazon provides that. They also contribute to the financial base in Lakeland, allowing for improvements and employment within the city itself.</p>	Comment noted.
<p>April and Doug Curry [NO ADDRESS PROVIDED]</p>	P112	27-13	<p>We live at Sanlan RV Park, in a park model on 98 South and the Prime planes fly over our park on the way to the airport. We actually look forward to watching the planes and it does not disturb our outdoor activities at all. Besides the added jobs for folks in our area is a real plus. Let Amazon expand.</p>	Comment noted.
<p>Sam Wagner [NO ADDRESS PROVIDED]</p>	P113	13-75	<p>As it is, the Amazon planes roaring over our neighborhood have disturbed the peace we previously enjoyed.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where peaceful enjoyment of their property has been impacted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also discusses an increase in flight activity due to the Proposed</p>

Commenter	Letter Code	Comment Code	Comment	Response
				<p>Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their daily activities. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life)for additional details related to the topics raised in this comment.</p>
Matthew Gardner 445 Longfellow Blvd Lakeland, FL 33801	P114	13-76	<p>My family and I experience heavy air traffic fly overs daily from Amazon Pilots.</p> <p>It constantly interrupts our family life and quality time.</p> <p>It constantly has an effect when we leave our home and an Amazon Pilot flies over because our property is on a corner with traffic, we rely on sound and sight to be able to pull onto Longfellow Blvd.</p> <p>When an Amazon Pilot is flying over head we have to wait additional time to leave because of the safety issue with road traffic.</p> <p>Amazon pilot's [sic] are already flying extremely low altitudes and the noise is extremely loud already.</p> <p>As a truck driver it's extremely difficult to hear when a jet is flying over and thus makes it extremely difficult to leave home when a jet is flying over.</p> <p>I'd rather see more road traffic from and to Amazon vs having more air traffic that interrupts anyone's way of life especially safety and sleep.</p>	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, routes of aircraft in flight, the timing of flights, or the number of flights. Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their daily activities. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Larry Blackwelder 4450 Hamilton Road Lakeland, FL 33811	P115	3-12	<p>I just want to speak up for the residents on the West side. There are fewer of us and we probably won't make as much "noise" in the system as those to the east. But all the concerns they raise regarding the noise and livability of our residents are just as valid for us on the west. The concern is that the Airport will react in a discriminatory, disproportionate manner to appease the East side residents while neglecting and</p>	<p>The airport, along with aircraft operators and various stakeholders at LAL, has been working to develop and implement numerous noise mitigation strategies to reduce impacts to surrounding communities. As discussed in Topical Response 2b (Air Traffic and Overflights), some of these procedures include the following:</p>

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			<p>burdening the West side residents. An example of that was actually presented in the Ledger article stating that "the city has already switched to a voluntary preferred runway that has flights arriving from the west end of the runway overnight between 10 pm to 7 am when winds allow". Why would there be more concern for those on the east side of the airport that they not be disturbed during sleeping hours than those on the west. Is it ok to disturb our sleep more?</p> <p>The point is that we understand that living in close proximity to an airport will in some ways be disruptive. We understand that increased traffic from Amazon flights is a good thing for Lakeland, Polk County, and commerce and jobs in our community. But everyone who lives around an airport must bear their fair share of that disruption. We on the west side of the airport don't want to bear a disproportionate share of that disruption to quite the "noise" coming from the east side and will be watchful to insure an improper balance doesn't occur.</p>	<ul style="list-style-type: none">• Voluntary Preferential Runway Use Program between the hours of 10:00 pm and 7:00 am• Higher initial departure altitudes for departing aircraft• Development of a new arrival procedure for aircraft landing Runway 28• Use of Noise Abatement Departure Procedures (NADP-1 and NADP-2) for Runway 10 and Runway 28 departures• New Standard Instrument Departure (SID) procedures for Runway 10 and Runway 28. <p>Some of the noise abatement initiatives described above, such as the Voluntary Preferential Runway Use Program, affect how flight paths are used and therefore could affect the distribution of noise around surrounding communities. The initiatives described above may increase the altitude at which aircraft arrive and depart LAL, which could be beneficial for some communities.</p> <p>The City of Lakeland has also submitted an unsolicited proposal to FAA to modify existing flight procedures or develop new flight procedures. FAA will review the proposals, and if they are determined to be feasible will evaluate them further. The evaluations would include a review of environmental impacts, including the shift in aircraft overflights and the resulting changes in noise exposure. As the City develops and implements the strategies outlined above, they will continuously monitor the effectiveness of these procedures on the surrounding community. The list of initial strategies is not final, and efforts will mature over time with the possible modification of existing procedures and the development of new procedures (if determined to be feasible and subject to FAA review). Please refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Ray Anderson 2122 Deerfield Drive Lakeland 33813	P116	13-77	<p>Like others, we experience frequent arrivals and departures of the 737 and 767 aircraft operated for Amazon. I often monitor their movements via FlightAware using an ADS-B receiver. Most of the time when they pass over my house, they are below 2000' and in landing configuration with flaps and leading-edge slats extended and landing gear down. I cannot know their actual power settings, but I can sometimes hear power adjustments as they fly the approach.</p> <p>Frankly, the sound of these jets is lower than some smaller business jets and even some propeller aircraft operated in the vicinity of the airport. The loudest of all are helicopters and, less frequent, the fighters operated by Draken. Taken together, it seems a bit unfair for this entitled class of myopic protestors to pick on Amazon. It suggests a different, un-stated agenda.</p> <p>Neither we nor our neighbors are at all bothered by the sounds of the heavy jets Amazon has brought to Lakeland's sky. I do not believe that any person who buys a home anywhere near an airport can be seriously surprised or become irrationally</p>	Comment noted.

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			angered by the sounds of air operations. These protests are irrational. It is as if they moved to the shore and then objected to the sound of passing boats or even the persistent “noise” of waves lapping at the beach.	
Ray Anderson 2122 Deerfield Drive Lakeland 33813	P116	14-50	The enormous economic benefit Amazon’s presence has brought to the City of Lakeland is well known. The jobs they bring to our city and the revenue they add to the budget far outweighs the incongruous moaning of a few privileged residents. No one is coercing them to stay here.	Comment noted.
Ellen Wendel [NO ADDRESS PROVIDED]	P117	13-78	Lakeland should be financially compensated costs and noise.	Comment noted.
Jason Gager 2828 Clay Turner Rd Plant City, FL 33566	P118	13-79	I agree with most of my fellow citizens that the noise from the Jets is very disruptive to daily life. I too have to pause conversations when jets are turning around over my house. I however live in plant City just west of county line Road and just south of the flight line to the airport, 2828 clay Turner Rd, to be exact.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted that daily activities like conversations at their homes being interrupted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also discusses an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their daily activities. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2g (Speech Interference) for additional details related to the topics raised in this comment.</p>
Jason Gager 2828 Clay Turner Rd Plant City, FL 33566	P118	3-13	<p>I see that plenty of people from grasslands are upset and want the jets to use a different approach route in order to reduce the noise over their high-end gated community.</p> <p>I would sincerely hope that you would take into consideration people who live in the other areas as well. The noise is just as bad over here as it is over there. I take particular offense to the section in the article that said: " The city has already switched to a voluntary preferred runway that has flights arriving from the west end of the runway overnight between 10 p.m. to 7 a.m when winds allow." That increases the amount of flight traffic over my house while I'm trying to sleep. I realize this is a sensitive situation and it is up to someone to weigh the cost to</p>	<p>The airport, along with aircraft operators and various stakeholders at LAL, has been working to develop and implement numerous noise mitigation strategies to reduce impacts to surrounding communities. As discussed in Topical Response 2b (Air Traffic and Overflights), some of these procedures include the following:</p> <ul style="list-style-type: none"> • Voluntary Preferential Runway Use Program between the hours of 10:00 pm and 7:00 am • Higher initial departure altitudes for departing aircraft • Development of a new arrival procedure for aircraft landing Runway 28 • Use of Noise Abatement Departure Procedures (NADP-1 and NADP-2) for Runway 10 and Runway 28 departures • New Standard Instrument Departure (SID) procedures for Runway 10 and Runway 28.

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			benefit ratio. I am politely requesting that traffic is not increased over poor neighborhoods for the sake of people in gated communities.	<p>Some of the noise abatement initiatives described above, such as the Voluntary Preferential Runway Use Program, affect how flight paths are used and therefore could affect the distribution of noise around surrounding communities. The initiatives described above may increase the altitude at which aircraft arrive and depart LAL, which could be beneficial for some communities.</p> <p>The City of Lakeland has also submitted an unsolicited proposal to FAA to modify existing flight procedures or develop new flight procedures. FAA will review the proposals, and if they are determined to be feasible will evaluate them further. The evaluations would include a review of environmental impacts, including the shift in aircraft overflights and the resulting changes in noise exposure. As the City develops and implements the strategies outlined above, they will continuously monitor the effectiveness of these procedures on the surrounding community. The list of initial strategies is not final, and efforts will mature over time with the possible modification of existing procedures and the development of new procedures (if determined to be feasible and subject to FAA review). Please refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Jason Gager 2828 Clay Turner Rd Plant City, FL 33566	P118	26-5	I am thankful for the opportunity to send this email. Those of us in lower income areas do not necessarily have the resources to attend community meetings.	With respect to the EA, a Notice of Availability of the Draft EA and Notice of Public Hearing was published in the Lakeland Ledger on April 23 and again on April 26, 2021. The City also published notices on social media informing the public of the intent to hold a hearing. The Draft documents were made available concurrently on the airport's website and at local libraries. The Public Hearing was held 35 days after the first notice was published. The City made voluntary accommodations to encourage public attendance at the hearing, such as waiving parking fees at the hearing venue. The Notice of Availability and Notice of Public Hearing published in the Lakeland Ledger for the EA also offered reasonable accommodations and a point of contact for those who were interested in participating but required assistance either with access to documents or registering comments.
Mike Sivilli 4423 Southridge Trail Lakeland, FL 33813	P119	13-80	I just wanted to report that last evening and this morning there have been multiple large planes coming in over our area very low and very loud.	Comment noted. Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. The EA discusses an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.
Mike Sivilli 4423 Southridge Trail Lakeland, FL 33813	P119	20-20	This needs to be addressed as it's interfering with the quality of life in our area. We've created a nice area in our home to serve as a quiet place to destress and unwind, but it's a waste now that we have all these loud planes flying overhead.	As referenced in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less

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				than significant with mitigation implemented. Please refer to Topical Response 3 (Quality of Life) for details and a discussion of quality of life issues associated with the Proposed Development Project.
Frank Villafana [NO ADDRESS PROVIDED]	P120	13-81	<p>The current flight path of Amazon Prime flights from/to Lakeland Linder International Airport, over our residential neighborhood of Grasslands, is very disruptive. The flights are much too low and too noisy, and we understand that many more daily flights are scheduled for the near future. We believe that the flight path should be changed, so that the main portion of the loud arrival and descent can be performed over commercial properties and not residential.</p> <p>We welcome the jobs being created by virtue of this new Amazon business, but also expect Lakeland Linder to be a good neighbor to the local residential communities.</p>	Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for a discussion related to the topics raised in this comment.
Celeste Deardorff, AICP 4006 Glen Garry Rd West Lakeland, FL 33813	P121	13-82	<p>As a resident and homeowner, I have enjoyed the annual Sun n Fun which often meant flights directly over our residence for a week or so out of each year. However, now on a daily basis, multiple flight fly over our home as flown by Amazon's heavy cargo jets, mostly arrivals, making their way to and others departing from Lakeland's airport, as aligned to use the instrument guided runway. This has resulted in multiple times a day ambient noise levels so loud one can't hear verbal conversations within 4 - 6 ft. Beyond interruption and disturbance of quiet enjoyment of our residential property, this becomes an issue of protecting and preserving our residential property value.</p>	<p>The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. However, individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL). A variety of factors may influence an individual's perception of and annoyance from these events, such as the individual's current activities (e.g. having a conversation). The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2g (Speech Interference), and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Celeste Deardorff, AICP 4006 Glen Garry Rd West Lakeland, FL 33813	P121	3-14	<p>As such, I urge you, the city commission and the FAA to explore, design and approve all reasonable and available noise mitigation through alternative flight paths like the one discussed over the Polk Parkway, and others strategies as appropriate, including the waiver sought by the City from the FAA to allow these planes to fly above the 3,000 ft. elevation threshold, as might be safe and effective.</p> <p>I cite here a noise study associated with the London Heathrow Airport, demonstrating that aircraft descents that started at a much farther distance were able to help significantly reduce noise impacts: [24 November 2003 By Paul Marks: Noise nuisance from aircraft can be reduced significantly by changing the way the planes come in to land. Lining up with the runway as far as 70 kilometres away and making a steady descent can more than halve the acoustic energy that reaches the ground, an international research consortium has found.] Read more: https://www.newscientist.com/article/dn4395-smooth-aircraft-approach-cutsnoise-pollution/#ixzz6wGYSPHz1</p>	<p>As discussed in Topical Response 2b (Air Traffic and Overflights), arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations.</p> <p>The City of Lakeland has proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. If the FAA determines that the proposed procedures are feasible, they would undergo a detailed analysis and review to assess their potential noise and other environmental impacts prior to approval.</p> <p>Addition of passenger airline service is a longstanding goal at LAL Passenger services has community support. However, no immediate plans or opportunities for initiation of passenger services are currently identified. Initiation or expansion of commercial passenger air service is not part of the Proposed Development Project and is outside of</p>

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			Finally, regarding impacts of airport related noise, I ask that you, the City Commission, and the FAA to consider: how will the long term plans to attract a major commercial passenger service airline fit with the above existing cargo flight patterns and frequency, and specifically, what mitigation strategies must be considered in advance of such passenger service in order to sustain quality of life and property values for those who have invested in a home that is located in alignment with the current instrument flight path for Lakeland's airport (i.e., Lakeland Linder Regional Airport)?	the purview of the Draft EA. Initiation of scheduled passenger service at LAL at some future time may require its own environmental review under NEPA.
Fred and Lorrie Gerber [NO ADDRESS PROVIDED]	P122	14-51	We have lived in Lakeland the past 48 years Living along the park way and our house is in the path of the plane's over our house. When Amazon planes came in we welcome them running out of the house just to see them over our house . Thank full, that the planes mean job s for the people of Lakeland.	Comment noted.
Tim Averett [NO ADDRESS PROVIDED] Winter Haven	P123	27-14	How long has the airport been there? How long have I been a nearby resident? What were my expectations when I decided to live near an airport with a long history of varied aircraft and traffic? It is disingenuous to think that the level of traffic at any airport was going to remain static. The Lakeland Linder Airport is a major driver of economic activity for the entire area, not just the City of Lakeland. I strongly support the Amazon expansion because the benefits far outweigh environmental and lifestyle impacts. It is not the fault of LAL or even Amazon that these residents made a conscious decision to purchase property directly underneath standard flight patterns for a medium sized airport.	Comment noted.
Tim Averett [NO ADDRESS PROVIDED] Winter Haven	P123	3-15	As a retired airline pilot, I would also urge the FAA to not get creative in deploying noise abatement procedures at KLAL. It is a simple fact that noise abatement does not increase the level of safety. Instead it leads to unstable approaches, pilot distraction and non standard speed/power & altitude configurations. I believe routing airplanes over a landfill with its many large birds to be a decidedly poor idea. Safety should be primary and I am not in favor of anything other than standard operating procedures.	The City of Lakeland has developed and submitted conceptual flight procedure changes for FAA consideration. If determined feasible, the revised procedures would undergo further detailed study. FAA regards safety as the highest priority when developing, reviewing and approving flight procedures. FAA considers landfills to be hazardous wildlife attractants. Any evaluation of proposed flight procedures would include consideration of the location of landfills.
Tim Averett [NO ADDRESS PROVIDED] Winter Haven	P123	14-52	Sorry to say, if you bought property near a busy airport, that was likely factored into the purchase price and you will now have to decide if that was a wise move on your part.	Comment noted.
Dave Baker 1747 Rocky Pointe Drive Lakeland, FL 33813	P124	13-83	Gene, on the normal West approach, these big jets fly right over my house (Stoney Pointe Subdivision) at 1300' to 1400'. This happens morning through the day into late evening. I cannot imagine and agree to 44 of these planes flying over my house everyday would be an nuisance.	In 2027, the Proposed Development Project would add 22 daily arrivals and 22 daily departures. Because arrivals and departures use different flight paths, only a portion of the additional operations would occur over any one area. Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.
Dave Baker 1747 Rocky Pointe Drive Lakeland, FL 33813	P124	28-15	So here is my take for the record, growth and jobs are great for our city, but these jets have to take off and land, which is the issue with the residents.	Aircraft operating from the proposed air cargo facility expansion will need to take off and land, and these landings and take-offs are a community noise concern. These operations have been accounted for in the environmental impact analyses performed for the EA.

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Dave Baker 1747 Rocky Pointe Drive Lakeland, FL 33813	P124	28-9	I am against this expansion if I have a say in this matter.	Comment noted.
Emily Cooper [NO ADDRESS PROVIDED]	P125	13-84	I live just inside Hillsborough County. Less than a mile from the Polk County line, I'm on Wiggins and Rice / Drain Field Rd. The Amazon jets affect me as well as Lakeland residents. The jets turn North after leaving the airport straight over our house. Ever time they knock out our TVs. Just wanted you to know Lakeland isn't the only ones affected by this.	<p>The airport, along with aircraft operators and various stakeholders at LAL, has been working to develop and implement numerous noise mitigation strategies to reduce impacts to surrounding communities. As discussed in Topical Response 2b (Air Traffic and Overflights), some of these procedures include the following:</p> <ul style="list-style-type: none">• Voluntary Preferential Runway Use Program between the hours of 10:00 pm and 7:00 am• Higher initial departure altitudes for departing aircraft• Development of a new arrival procedure for aircraft landing Runway 28• Use of Noise Abatement Departure Procedures (NADP-1 and NADP-2) for Runway 10 and Runway 28 departures• New Standard Instrument Departure (SID) procedures for Runway 10 and Runway 28. <p>LAL is located between two major hub airports and in proximity to other airports, all of which place constraints on the airspace around LAL, including the heights at which aircraft operate. Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another.</p> <p>Some of the noise abatement initiatives described above, such as the Voluntary Preferential Runway Use Program, affect how flight paths are used and therefore could affect the distribution of noise around surrounding communities. The initiatives described above may increase the altitude at which aircraft arrive and depart LAL, which could be beneficial for some communities.</p> <p>The City of Lakeland has also submitted an unsolicited proposal to FAA to modify existing flight procedures or develop new flight procedures. FAA will review the proposals, and if they are determined to be feasible will evaluate them further. The evaluations would include a review of environmental impacts, including the shift in aircraft overflights and the resulting changes in noise exposure. As the City develops and implements the strategies outlined above, they will continuously monitor the effectiveness of these procedures on the surrounding community. The list of initial strategies is not final, and efforts will mature over time with the possible modification of existing procedures and the development of new procedures (if determined to be feasible and subject to FAA review).</p>
Craig Fetherman, CPA 1744 Rosshire Court Lakeland, FL 33813	P126	13-85	The Lakeland Highlands area is approx. 3-4 miles east of the Lakeland airport and jets are in a landing or take-off , low altitude mode when passing through this area. I am not a pilot and don't know their exact altitude but probably only a few thousand feet and the noise from the jets is obvious and annoying. Do jets have mufflers just asking?	Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. While individual overflights may be temporarily quieter or louder than

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				<p>the DNL metric indicates at a given location, the existing cumulative noise exposure is compatible with residential land use, including neighborhoods like the Lakeland Highlands.</p> <p>Jets do not have mufflers like cars. However, aircraft manufacturers have consistently worked to develop and implement aircraft noise reduction technologies over the past 40 years. The first noise standard was developed in 1971 by the International Civil Aircraft Organization Committee on Aircraft Noise, which aimed at ensuring that any new aircraft entering service would use the best available noise reduction technology. Following the framework established by 14 CFR Part 36, the FAA has adopted increasingly stringent noise certification standards for new aircraft. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Craig Fetherman, CPA 1744 Rosshire Court Lakeland, FL 33813	P126	3-16	<p>In my humble opinion any designation making the Polk Parkway the preferred landing or take-off for planes esp. jets (Amazon) would affect all of these and the entire Lakeland Highlands area, with tens of thousands of residents. If you live anywhere near this area, or know residents who do, you are well aware of the residential density of this entire area. I do understand how the proposed expansion by Amazon would be good for the local economy by providing hundreds of good paying jobs but I doubt their corporate leaders really care about the potential negative impacts.</p> <p>I realize flight patterns are limited and most complaints are coming from the Grasslands area which is much closer to the airport. I'm sure you are aware that any flight pattern to and from the west of the airport is preferable to all concerned. But the recent emphasis on flight patterns from the east, and over the Polk Parkway, is very disturbing. The Lakeland Highlands area has probably 10 times or more residents than Grasslands, and many more affected institutions, and should be given serious consideration in any flight pattern decisions.</p>	<p>The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. The environmental review would include analysis of the potential noise impacts from any proposed flight procedures. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Craig Fetherman, CPA 1744 Rosshire Court Lakeland, FL 33813	P126	3-17	<p>The Polk County landfill which is 5-6 miles east of Lakeland Highlands is not the issue, but any flight pattern from there and parallel with the Polk Parkway should be the primary concern.</p>	<p>Comment noted.</p>
Beverly Hendricks 2603 New Jersey Rd. Lakeland FL 33803	P127	14-53	<p>We need these jobs that the Amazon flights provide here in the west-Polk/east-Hillsborough area. I heard the flights when they first started last summer, but I have gotten used to them, so I rarely hear them any more. We aren't a big city, like New York or Chicago, and if people don't like it, maybe they should move further from it. We need the jobs here.</p>	<p>Comment noted.</p>
George Rezac [NO ADDRESS PROVIDED]	P128	14-54	<p>In the past year, I've noticed increased traffic on the Polk Parkway, and the truck noise is annoying. Could the parkway be placed in a more rural part of the county? Bottom line is that the Amazon expansion represents an excellent boost to Lakeland's economic growth, After a couple of failures to attract commercial air to Linder, we should be grateful for this opportunity.</p>	<p>Realignment or relocation of the Polk Parkway would not be required or justified by the proposed air cargo facility expansion at LAL, and is not considered in the EA.</p>

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Perry C. Brokaw and Juan J. Perez 3325 US Highway 98 S. Valencia Estates Lakeland FL 33803	P129	13-86	I am against the flight patterns of Amazon. Higher Altitude flying in landing and takeoffs could be one solution. Using Polk Expressway as a guide only will increase noise pollution. I live less than a mile from Polk Expressway. Highway noise pollution is bad already. Lakeland needs the jobs and I hope a solution can be found without trampling on the citizens of peace and quiet Lakeland.	Refer to Topical Response 2b (Air Traffic and Overflights) for a discussion related to the topics raised in this comment.
Chip Adkins 1963 Grasslands Blvd Lakeland, FL 33803	P130	13-87	You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Please work with the FAA to stop these unnecessary flight paths. They are not only loud and disruptive but they create a safety concern and could very well impact pour [sic] property value.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional discussion.</p> <p>A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Negative effects on property value are not anticipated (see Topical Response 4, Impacts on Property Values).</p>
Tommy Tompkins [NO ADDRESS PROVIDED]	P131	13-88	I can't for the life of me understand whay [sic] you would buy property close to an airport and then complain about it . My wife and i [sic] live on clubhouse road and we really enjoy seeing the big jets as they approach the airport. That includes Amazon and the noaa aircraft.	Comment noted.
Tommy Tompkins [NO ADDRESS PROVIDED]	P131	14-55	This is the type of business we need in polk county, good pay and working conditions. Clean and safe... I think people should get over the problems they say they have and understand there is much more to this than their level of comfort.	Comment noted.
Tommy Tompkins [NO ADDRESS PROVIDED]	P131	3-18	I would suggest that the traffic patterns should be left up to the pilots as they will have safety in mind as first priority.	Comment noted. Departures and arrivals at LAL must be coordinated with Air Traffic Control and use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports.
Rev. Alex Shanks Assistant to the Bishop Florida Conference of The United Methodist Church [NO ADDRESS PROVIDED]	P132	14-56	This is just a note to say I am in favor of airport expansion. We need the continued improvement to our economy.	Comment noted.
William H. Harrell, esq [NO ADDRESS PROVIDED]	P133	27-15	I'm confident that Amazon, and its expansion, will continue to be a great thing for our community.	Comment noted.
Rick Steinberg [NO ADDRESS PROVIDED]	P134	13-89	I have lived in Lakeland my whole life since 1958. I don't particularly like Amazon and rarely use them but I find it ridiculous that people living near an airport complain about noise from airplanes. For years the city tried to get commercial flights in Lakeland.	Comments noted.

Commenter	Letter Code	Comment Code	Comment	Response
			<p>Nobody complained about that. If you don't like noise from airplanes don't live near an airport. It's that simple. You live in Grasslands so you know your near an airport and your house is on a former garbage dump. If you don't like airplane noise then move away from an airport.</p> <p>Polk county is one of the fastest growing counties in the country. With that comes more traffic and noise from all types of things.</p>	
<p>Lynette A Roff 3303 Turnberry Lane Lakeland, FL 33803</p>	P135	13-90	<p>You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Continued and additional flights have a drastic impact on our property values and affect our quality of life. They should not be allowed to continue .</p> <p>Please work with the FAA to stop these unnecessary flight paths.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional discussion.</p> <p>A variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated (see Topical Response 4, Impacts on Property Values).</p>
<p>Dianne Myers 3066 Shoal Creek Village Dr Lakeland, FL 33803</p>	P136	13-91	<p>You must stop these low flying flights over the Grasslands community. They are extremely LOUD and very disruptive. It is almost impossible to sit and enjoy time on your lanai with the constant noise. Please work with the FAA to stop these unnecessary flight paths.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional discussion.</p>
<p>Dennis & Mary Ann Bohl 708 Grasslands Village Circle Lakeland, FL 33803</p>	P137	14-57	<p>If not reined in this company will ruin our beautiful little town and destroy property values. They offer us nothing more than what's becoming minimum paying jobs while destroying premium property values.</p>	<p>Refer to Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for discussion related to the topics raised in this comment.</p>
<p>John Hughes 910 Fairlington Drive Lakeland, FL 33813</p>	P138	13-92	<p>Our home on Fairlington Drive in Lakeland may as well be situated right next to a busy railroad track. After 30 years of quiet enjoyment of our home, since the beginning of this year, we can no longer have uninterrupted conversations in our home; no longer watch a TV show without rewinding several times to hear what we've missed; no longer</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where speech and other daily activities are interrupted. With additional people working from home in response to the COVID-19 pandemic, it is likely that more people more frequently hear aircraft noise that regularly occurs throughout the day. The EA acknowledges an increase in flight</p>

Commenter	Letter Code	Comment Code	Comment	Response
			<p>have a phone conversation without forced pauses, all because of the noise of yet another Amazon 737 or 767 flying a few hundred feet directly over our house</p> <p>The decisions of the airport and city government public servants to trade the former quiet, high quality suburban life in Lakeland for a few warehouse jobs is unconscionable. The noise from these many jets rattle not only our windows, but our frayed nerves as well. I'm only glad that we - unlike many of our neighbors - don't have babies that are awakened every 30 to 90 minutes by the low-flying jets, but we do continue to have to apologize to house guests, phone callers, and zoom meeting participants for the silly volume of bone-jarring noise caused by giant jets skimming over our house many, many times a day and night.</p>	<p>activity due to the Proposed Development Project and assesses the impacts on cumulative noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Therefore, a specialized vibration analysis is not required.</p> <p>However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their daily activities. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2e (Vibration), Topical Response 2f (Sleep Disturbance), and Topical Response 2g (Speech Interference) for additional details related to the topics raised in this comment.</p>
<p>John Hughes 910 Fairlington Drive Lakeland, FL 33813</p>	<p>P138</p>	<p>14-75</p>	<p>Had we known that our house would one day be on the flight path of giant jet powered cargo planes, we would have located elsewhere. The diminished value of our property - caused exclusively by the excessive noise from these Amazon flights - will soon have to be calculated and added to the mental and physical anguish costs we are suffering, forcing us and those other Lakeland residents like us, to seek a reckoning.</p>	<p>Land use planning and zoning at and surrounding LAL has long included and accounted for existing commercial and light industrial land uses, as well as increased future land uses in these categories. The purpose of these planning and zoning designations is to encourage compatible development, and attempt to limit residential land uses in areas where it may not be conducive due to existing businesses, planned developments, and growth. Growth and development plans for the area in general have been conducted, reviewed and approved in accordance with these light industrial and commercial planning and zoning designations.</p> <p>Planning for general air cargo tenancy at LAL has been occurring for over ten years. Air cargo development in general was first represented on the ALP and in the LAL Master Plan in 2012 and development of the Master Plan included public meetings and comment opportunities. A separate EA and permitting process was also completed in 2016 for a large, multi-hangar Maintenance, Repair and Overhaul facility with a modestly-sized air cargo facility at LAL. The City proposed development of a larger air cargo facility at the site in 2018, and FAA subsequently reevaluated the 2016 EA in light of the revised project.</p> <p>Although local land development and airport plans have included the potential for increased air cargo traffic at LAL since 2012, and public participation opportunities have been made available during this process, it is understood that communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. The EA discusses existing flight activities as well as additional flight activity due to the Proposed Development Project, and assesses the impacts on cumulative noise exposure based on FAA guidelines.</p>

Commenter	Letter Code	Comment Code	Comment	Response
				The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated (see Topical Response 4, Impacts on Property Values).
Timothy Roberts [NO ADDRESS PROVIDED]	P139	14-58	Build the Amazon site we need the jobs	Comment noted.
James Mills Grace Viola 3656 Southcrest Blvd. Lakeland, FL 33812	P140	20-12	<p>Peace and quiet in our homes is a most cherished condition. Yet the large planes flying low overhead disrupt the serenity that makes our community a wonderful place to live. To think that more of this is coming, adding to the noise, pollution, and vehicular traffic in our area is anathema and contrary to the semi-rural setting that drew us to Lakeland in the first place.</p> <p>We are asking that you do what you can to maintain our quality of life.</p>	<p>It is acknowledged that the Proposed Development Project could increase noise, pollution and vehicular traffic in the area. The EA includes a detailed review and analysis of potential environmental impacts from the Proposed Development Project. The analyses included in the EA concluded that the Proposed Development Project would not cause impacts to most environmental resource categories, including air quality and noise, that exceed FAA's thresholds that would indicate significant impacts. Impact avoidance, minimization, and mitigation needs were identified where appropriate.</p> <p>Water quality treatment and attenuation are included in the Proposed Development Project to ensure that potential impacts would not be significant. The Proposed Development Project would not include the use, production or storage of new hazardous materials or hazardous waste. The air cargo operator would implement recycling, reuse, and waste reduction measures in its operations.</p> <p>The traffic impacts analysis performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Susan Tukums [NO ADDRESS PROVIDED]	P141	20-13	You can tell your Mr. Brewer, whoever he is, that yes an Amazon expansion will create a few more jobs, but will destroy housing prices, especially in SW Lakeland and Lakeland Highlands. Neighborhoods will be destroyed from noise and air pollutions. Residents' largest life investments, their homes, will be ruined.	<p>Aircraft noise and aircraft air emissions would both increase with the Proposed Development Project. However, the noise and air quality analyses performed for the EA concluded that the Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2a (Noise Analysis Methods), Topical Response 3 (Quality of Life), and Topical Response 4</p>

Commenter	Letter Code	Comment Code	Comment	Response
				(Impacts on Property Values) for additional details related to the topics raised in this comment.
Susan Tukums [NO ADDRESS PROVIDED]	P141	23-5	How do the planes benefit us? What is Amazon willing to put back into the community to pay us back for allowing them to lose our peace and quiet on the weekends? For polluting our air? For taking up so much space? All for \$15 and hour or a few workers... Please...	<p>The lease term for the air cargo facility at LAL is 20 years which represents a long-term investment in the Lakeland area. Within this timeframe, the Proposed Development Project has the potential to add up to 800 new jobs at LAL with a minimum hourly wage starting at \$15/hour. Amazon currently employs more than 1,000 City of Lakeland residents across multiple sites and has been operating in Lakeland since 2014.</p> <p>At the company level, Amazon sponsors initiatives to increase access to computer science education for children and young adults from underserved or underrepresented communities and funds additional STEM and computer science outreach and education initiatives. For its employees, tuition assistance is available towards a certificate or diploma in qualified fields of study, leading to in-demand jobs. Amazon also contributes in-kind and cash donations to communities to increase access to food, shelter, and basic goods for children and families. Amazon's Housing Equity Fund is providing more than \$2 billion in below-market loans and grants to preserve and create more than 20,000 affordable homes for individuals and families earning moderate to low incomes in our hometown communities. The company also leverages their worldwide logistics network to aid in disaster relief in communities impacted by natural disasters.</p>
Dee Jordan [NO ADDRESS PROVIDED]	P142	13-93	Please stop building and don't add any more flights. 22 is more than enough. The planes are flying too low. They look like they are trying to land in the yards now and the noise from them are disruptive to the neighborhood. I live off S.FI Ave near the Walmart and the noise is rediculous [sic]. Please consider not approving this move.	Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Further, flight patterns cannot be arbitrarily shifted from one area to another. However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Maureen Shanley 3828 Cheverly Drive W Lakeland, FL 33813	P143	13-94	I would like to state that I am opposed to the Lakeland Airport expansion. The noise pollution from these jets and the extra air pollution from the exhaust as they fly so low over my home as they are getting ready to land will eventually cause health problems for those of us who live in the flight landing zone as it now exists.	<p>As discussed in EA Sections 4.2 and 5.2, the airport is located is in an attainment area for all National Ambient Air Quality Standards (NAAQS). Data from the outdoor air monitoring network in the area demonstrate that there have been no violations of the NAAQS. The NAAQS are developed and periodically reviewed and updated as needed, to ensure the protection of human health and the environment.</p> <p>Similarly, the noise analysis prepared for the EA demonstrates that under existing conditions, residential areas adjacent to and near LAL experience cumulative noise levels below DNL 65 dB, at which airport noise is considered compatible with residential land use. The noise and air quality analyses performed for the EA concluded that the Proposed</p>

Commenter	Letter Code	Comment Code	Comment	Response
				<p>Development Project would not cause noise or air quality impacts that exceed FAA's thresholds that would indicate significant air quality or noise impact.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality) and Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
<p>David Matern 1744 Laurel Glen Place Lakeland, Florida 33803</p>	P144	13-95	<p>You must stop these low flying flights over the Grasslands community. They are LOUD. They are disruptive. Additionally, the flight pattern is over a densely populated area when other areas around the airport are sparsely populated. Please work with the FAA to stop these unnecessary flight paths.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional discussion.</p>
<p>Mark and Becky Munson Heritage Lakes Addition, Grasslands Golf and Country Club</p>	P145	13-96	<p>We respectfully request you stop these low flying flights over the Grasslands community. They are unnecessary and are devaluing the lifestyle and property values of the Grasslands Addition. They are LOUD and they are disruptive. They wake us up at 05:30 am and late at night and must be stopped.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters not that these events are impactful to their sleep. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. The EA discusses existing flight activities as well as additional flight activity due to the Proposed Development Project, and assesses the impacts on cumulative noise exposure based on FAA guidelines.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated (see Topical Response 4, Impacts on Property Values).</p>
<p>T Farthing [NO ADDRESS PROVIDED]</p>	P146	3-19	<p>We are writing in regards to the air traffic over our home in Grasslands. Whereas we know the flights will continue, we ask that jets that take off to the east would continue further east to gain altitude before they turn North. That path takes them over some commercial areas and they can gain altitude quicker flying straightaway versus a hard turn at low altitudes. We're asking Amazon to be a better neighbor using an easy fix. There is a universal concern in Grasslands for our property values.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional discussion. The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated (see Topical Response 4, Impacts on Property Values).</p>
<p>Michelle Hubenschmidt & Gary Gidding</p>	P147	13-97	<p>It is not an exaggeration to say that the roaring of those planes rattles our windows and wakes us out of a dead sleep. There have been many mornings where the full</p>	<p>NOAA and military aircraft are included in the EA noise analyses in order to develop both the existing and future noise contours at the airport. Each of the scenarios analyzed in the</p>

Commenter	Letter Code	Comment Code	Comment	Response
[NO ADDRESS PROVIDED]			throttle of engine roar began at 4:30 am. Yesterday morning, Sunday, May 30th, the planes started at 5:42 AM, followed by 6:04 and 6:16. Sunday, a day when if one is not expected to work, one could expect to sleep in, however, your deal with the Amazon devil has changed all that. And now you and the commissioners are in negotiations to expand their presence, and double their flights thereby, further diminishing our life quality and hope for sleep beyond 5 am. Our house faces the west and it is a constant issue when the NOAA, Coast Guard or other military planes arriving from that direction, flying low and slow, becoming so loud that it has disrupted business meetings, classes and conversations. Earlier this year, I believe February, a 6 engine military plane flew in so low that it rattled the house and caused objects to fall off the wall. Just a few weeks ago 5 Navy cargo planes came in around 4 pm, one every 7-8 minutes, again flying low enough to jar knickknacks from their place.	<p>EA includes operations from these aircraft. To assess the potential noise impacts from the Proposed Development Project, the additional air cargo flights that would occur with the proposed air cargo facility expansion were added, and the change in noise contours for each year between the Proposed Development Project and the No-Action Alternative reflects these additional air cargo flights.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant.</p> <p>As discussed in Topical Response 2a (Noise Analysis Methods), the development of DNL for the EA's noise analyses multiplies the noise impact for flights between 10:00 p.m. and 7:00 a.m. ("nighttime" operations) by a factor of 10. Including these noise penalties for nighttime operations, the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2f (Sleep Disturbance), and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Michelle Hubenschmidt & Gary Gidding [NO ADDRESS PROVIDED]	P147	14-59	The hundreds of new homes, new neighborhoods, industrial parks, warehouses, have caused unrelenting tractor trailer and vehicle traffic that snarls Waring, Pipkin and other tertiary roads several times a day on two lane roads that are unable to handle the capacity, yet you want to expand the airport, court domestic flights which will exponentially exacerbate the problems. Not to mention what it's going to become once the new 700 acre industrial park is built just north of the airport	<p>Comment noted. Each development project, including new housing, industrial parks and warehouses, is reviewed by state and local agencies during the land development approval and permitting processes to determine the effects of each project and whether traffic mitigation or roadway capacity enhancements are needed.</p> <p>The EA includes a detailed analysis of traffic impacts that may result from the Proposed Development Project. The traffic impacts analysis performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027. As growth and development continues to occur in the Lakeland area, additional regional roadway improvements will become necessary over time.</p>
Dianna Thomas 2470 Laurel Glen Dr. Lakeland, FL 33803	P148	13-98	Concern: The FAA has identified that the long and short term impact of noise does not exceed significance levels. While we understand the use of the DNL model for evaluation it does not appear to account for the current and direct noise impact of flights that are going directly over our home at extremely low altitudes and full power. We have made several calls to the local airport since last fall expressing our concern.	FAA's NEPA guidelines require the use of DNL to assess the potential impact of a Proposed Action, such as the proposed air cargo facility expansion. The DNL contours developed for the EA's noise analyses consider the flight traffic patterns currently in use at LAL. Because DNL reflects the average annual day (noise exposure over a 24-hour period, averaged over 365 days), individual aircraft overflights can be quieter or louder than the DNL level. However, the noise impact of individual flights cannot be used to determine the significance of a project's impacts under NEPA.

Commenter	Letter Code	Comment Code	Comment	Response
			<p>Impact:</p> <p>Disruptive to quality of life in south Lakeland.</p> <p>Outside conversations are interrupted.</p> <p>Flights occur after going to bed and prior to waking (awakened at both times).</p> <p>Work at home calls are disrupted with inability to hear and rattling of windows.</p> <p>Potential safety risk (bird strikes-little time to recover).</p> <p>Detrimental impact on property values.</p> <p>Request:</p> <p>Expansion does not move forward until noise abatement/mitigation is in place that will take flights directly out and up to high altitudes which will stop low flying/loud commercial flights over our neighborhood.</p>	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations.</p> <p>However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the proposed procedures are feasible, they would undergo a detailed analysis and review to assess their potential noise and other environmental impacts prior to approval.</p> <p>LAL implements a Wildlife Hazard Management Plan (WHMP) to reduce the safety risk posed to aircraft operations by large birds and other wildlife. The WHMP includes measure to remove or modify habitat in airport environs such that it is not a wildlife attractant, as well as measure to actively discourage the use of the airfield for feeding and foraging by wildlife.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2b (Air Traffic and Overflights), Topical Response 2c (Flight Frequency and Schedule), Topical Response 2f (Sleep Disturbance), Topical Response 2g (Speech Interference), Topical Response 3 (Quality of Life), Topical Response 4 (Impacts on Property Values), and Topical Response 6b (Wildlife Hazard Potential) for additional details related to the topics raised in this comment.</p>
Stephanie Franklin [NO ADDRESS GIVEN]	P149	13-99	<p>My home is no longer peaceful, my quality of life, that tranquillness that home gives me, has faded. I am approximately 500 feet from the Polk Parkway. My house sometimes shakes for the planes. My house is so noisy, that all of my windows and sliding glass doors need to be replaced by Amazon. I am a nervous wreck and my sleep has been interrupted [sic] on a regular bases.</p> <p>I have given up reading the newspaper (Legder of course) with my morning coffee on the lanai. Grilling meals and inviting others is unpleasant. Watching the sunset is different. The noise from planes begins early mornings and lingers into the night.</p>	<p>Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. One objective of the EA's noise analysis was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases in those areas would cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. Although it is acknowledged that increased flights may cause nearly areas to perceive increased vibrations as aircraft pass over, the EA assessment did not identify significant impacts that would warrant a specialized vibration</p>

Commenter	Letter Code	Comment Code	Comment	Response
				<p>analysis. Arrivals and departures coordinate approach and departures with the air traffic control tower and use published flight procedures.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 2e (Vibration) and Topical Response 2f (Sleep Disturbance) for additional details related to the topics raised in this comment.</p>
Stephanie Franklin [NO ADDRESS GIVEN]	P149	21-12	My neighbors roof was damaged by ice falling from a plane several years ago. I didn't think that could happen but it did. So now can it happen again, probably so.	Comment noted.
Stephanie Franklin [NO ADDRESS GIVEN]	P149	21-13	Can the birds from the lake cause a strike not to mention the dump? We have pelicans, herons, cranes, ducks, and so on here in the back yard.	Large birds on and near airports pose a recognized risk to aircraft safety. As discussed in the EA and Topical Response 6b (Wildlife Hazard Potential), LAL conducts routine Wildlife Hazard Assessments and has an up-to-date Wildlife Hazard Management Plan (WHMP). The WHMP includes a variety of measures to minimize airport wildlife attractants and actively discourage birds and other wildlife that pose safety risks to aircraft, from using the airport for breeding, nesting, and feeding. Additional guidelines are in place to reduce the risk of wildlife to aircraft safety off airport, including the siting of municipal landfills in relation to airports. Topical Response 6b (Wildlife Hazard Potential) contains additional details regarding this topic.
Dave Buyens 709 Sandalwood Drive Plant City FL 33563	P150	13-100	The existing Amazon air fleet is a common noise event at our house. I worry about increases.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also evaluates an increase in flight activity due to the Proposed Development Project, which would increase in flight operations by approximately 4.11 percent increase over in 2022 and by 5.07 percent in 2027 under the No-Action Alternative (if the Proposed Development Project did not occur).One objective of the EA's noise study was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases would cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.</p>

Commenter	Letter Code	Comment Code	Comment	Response
Dave Buyens 709 Sandalwood Drive Plant City FL 33563	P150	5-3	Also, I watched NOVA on PBS this weekend and was amazed at how widespread the plumes from jets affect our air quality.	The increased aircraft activity associated with the Proposed Development Project would cause a modest increase in air pollutant emissions at LAL. The air quality analysis performed for the EA included emissions from the additional flights, specific to the types and numbers of aircraft expected to service the air cargo facility. This analysis concluded that the Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact. Refer to Topical Response 1 (Worsening of Existing Air Quality) for additional details related to the topic raised in this comment.
Beth Dickman 2970 Shoal Creek Village Dr. Lakeland, FL 33803	P151	13-101	Please stop these low flying flights over the Grasslands community. They are LOUD and disruptive. Please work with the FAA to stop these unnecessary flight paths.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Kathleen Head 4350 Tokose Place Lakeland Florida 33811	P152	13-102	When I moved into Morgan Creek 8 years ago I felt like I lived in the country. Now the constant road noise on west pipkin, the engine testing noises, and the planes makes me feel like I live in the inner city. At least once a month the noise from jet engine testing makes it impossible to work at home and we can no longer open are [sic] windows.	Comment noted. Although jet engine testing performed by other tenants at the airport is included in the airport's noise contour. The testing is not being performed by Amazon, who does not perform heavy maintenance and therefore does not perform these types of runups at LAL. The Proposed Development Project does not include increased or changed engine testing frequency. Note that an engine runup enclosure to reduce noise from other tenants who do perform major maintenance activities and runups is being considered for development on the south side of the airport.
Kathleen Head 4350 Tokose Place Lakeland Florida 33811	P152	14-60	West Pipkins [sic] is an all night drag racing strip as employees start late night warehouse shifts and the planes at night wake you up. Why is a small rural airport allowing late night planes at all. Even airports in major cities have cut off times for planes to take off.	<p>Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Surface traffic from the Phase I air cargo facility development, which is currently operational, was included in No-Action Alternative and Proposed Development Project for the traffic analysis performed for the EA.</p> <p>Refer to Topical Response 2f (Sleep Disturbance) and Topical Response 5b (Existing Traffic Congestion) for additional details related to the topics raised in this comment.</p>
Kathleen Head 4350 Tokose Place Lakeland Florida 33811	P152	3-20	I fear all the money in grass lands will force more planes over the poorer communities and this will only get worse. Please consider banning late night flights after 10pm and please don't allow all the rich folks in Grassland to use their influence to force the "average joe" to bare all the plane noise. I work just as hard as they do.	The airport, along with aircraft operators and various stakeholders, has been working to develop and implement numerous noise mitigation strategies to reduce impacts to surrounding communities. As discussed in Topical Response 2b (Air Traffic and Overflights), some of these procedures include the following:

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				<ul style="list-style-type: none">• Voluntary Preferential Runway Use Program between the hours of 10:00 pm and 7:00 am• Higher initial departure altitudes for departing aircraft• Development of a new arrival procedure for aircraft landing Runway 28• Use of Noise Abatement Departure Procedures (NADP-1 and NADP-2) for Runway 10 and Runway 28 departures• New Standard Instrument Departure (SID) procedures for Runway 10 and Runway 28. <p>Some of the noise abatement initiatives described above, such as the Voluntary Preferential Runway Use Program, affect how flight paths are used and therefore could affect the distribution of noise around surrounding communities. The initiatives described above may increase the altitude at which aircraft arrive and depart LAL, which could be beneficial for some communities.</p> <p>The City of Lakeland has also submitted an unsolicited proposal to FAA to modify existing flight procedures or develop new flight procedures. FAA will review the proposals, and if they are determined to be feasible will evaluate them further. The evaluations would include a review of environmental impacts, including the shift in aircraft overflights and the resulting changes in noise exposure. As the City develops and implements the strategies outlined above, they will continuously monitor the effectiveness of these procedures on the surrounding community. The list of initial strategies is not final, and efforts will mature over time with the possible modification of existing procedures and the development of new procedures (if determined to be feasible and subject to FAA review). Please refer to Topical Response 2b (Air Traffic and Overflights) for discussion and additional details related to the topics raised in this comment.</p>
Susan Queitzsch [NO ADDRESS PROVIDED]	P153	13-103	<p>The peace and quiet that many of us enjoyed in this area was already being steadily infringed upon over the years with more jet flights and then other businesses were added that also increased air traffic. Now with the addition of Amazon we are enduring even higher noise levels and windows rattling at all hours and we're being told that worse is yet to come.</p> <p>The addition of a few more jobs is reason we're supposed to embrace the destruction of our quality of life and the ability to enjoy our homes but the overriding factor, as always, is how much more money Amazon will bring to the city coffers. Only now after people in the surrounding community are complaining are you looking into noise mitigation routes.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL., Some commenters have noted that daily activities in their homes are interrupted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. The EA also discusses an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. Therefore, a specialized vibration analysis is not warranted. A variety of environmental resource categories typically associated with quality of life concerns were evaluated in the EA, including noise, and the EA determined that no significant impacts would occur due to implementing the</p>

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				<p>Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.</p> <p>Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details.</p>
Charles & Lois Polstra 1750 Birchwood Loop Lakeland, FL 33811	P154	27-16	This is another "huge step forward" for our city/county and we appreciate the thoroughness of the report. We support going forward . . with knowledge and information . . shared openly through constant communication.	Comment noted.
Jaime C. Guerra 1109 Afton Street Lakeland, Florida. 33803-3201	P155	26-6	The National Environmental Policy Act of 1969 (NEPA) might have sufficed to meet federal requirements for the Environmental Impact Assessment of the Project. However, this well intended Act does not address specifically enough the critical environmental issues we live and experience 52 yrs. after its original inception. The terms "Negligible" and "Minor" are used in identifying the impact to the natural resources and water caused by the Phase II Air Cargo Facility Development proposed expansion. A more up to date assessment is needed, perhaps by a third party group that can evaluate the impact to the environment using data obtain on recent experiences elsewhere and with similar projects and like conditions.	<p>Each environmental category considered under NEPA (e.g., air quality, biological resources) was subject to a detailed review, with quantified impacts where appropriate. Based on these detailed analyses, the EA describes the severity of potential impacts, including, “negligible,” and, “minor.” The EA also notes when mitigation was proposed, both in general and in terms of assessing the potential impact (e.g., surface traffic and wetlands).</p> <p>NEPA implementing regulations became effective in September 2020. The EA was initiated in early 2020, and as allowed, it was completed using the regulations in place prior to September 2020. It is noted that FAA’s policies and procedures for conducting NEPA reviews are regularly updated. The EA was prepared in accordance with NEPA, CEQ regulations, and FAA Orders 1050.1F, Environmental Impacts, Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.</p>
Jaime C. Guerra 1109 Afton Street Lakeland, Florida. 33803-3201	P155	18-1	The vehicular traffic increase expected will undoubtedly pollute our surface water (lakes, ponds, etc), as well as in our in-ground water veins (main source of water to many Lakeland residents who rely on wells for their source of drinking water). Fluids leaked from engines, as well as synthetic/rubber dust generated by tires will reach our water sources via "run-off" and seepage.	The Airport currently has a fully permitted drainage master plan that accounts for all stormwater attenuation and treatment for existing and near-term future impervious areas. The Proposed Development Project would need to undergo design and construction permitting prior to state and local development authorities allowing construction to commence. Part of this process includes securing an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District. A requirement of this permit is to demonstrate that the Proposed Development Project would provide adequate stormwater attenuation and treatment for all new impervious areas that are added because of its construction. This is accomplished by performing detailed water quantity and quality modeling to ensure that treatment and attenuation with pre-development conditions is replaced. The stormwater retention pond shown notionally in the Draft EA is being proposed to capture, treat and attenuate runoff that would occur due to the increased amount of impervious surface caused by the Proposed Development Project. During the ERP process, the pond size and location will be refined in order to ensure that it provides the necessary water quantity capture, storage and treatment volume to prevent flooding and water quality degradation in surrounding areas. The proposed roadway

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				improvements and the existing major roadways in the area also incorporate drainage features to collect runoff for attenuation and treatment in accordance with state and local requirements.
Jaime C. Guerra 1109 Afton Street Lakeland, Florida. 33803-3201	P155	5-4	The emissions that will be generated by the expected traffic increase of regular passenger vehicles, as well as planes, semi-tractor trailers, trucks, vans, etc. will be detrimental to the air we breathe in our city.	The detailed air quality analysis performed for the EA included emissions from the additional cargo trucks, passenger vehicles, and air cargo aircraft that would use the expanded air cargo facility. This analysis concluded that the Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact. Refer to Topical Response 1 (Worsening of Existing Air Quality) for additional details related to the topics raised in this comment.
Jaime C. Guerra 1109 Afton Street Lakeland, Florida. 33803-3201	P155	21-14	<p>PUBLIC SAFETY: The proposed expansion project will significantly increase the risk of loss of human lives:</p> <p>FUEL FARMS, storing high quantities of fuels in above ground tanks has an inherent high risk, storing jet fuels will increase exponentially that risk to our population. From accidental fires (man or nature caused), to undetected leaks. Once again human lives and environmental impact combined.</p> <p>INCREASED VEHICULAR TRAFFIC will result in increased number of accidents throughout our city since trucks will be crossing many of our residential area's streets.</p> <p>INCREASE OF TAKE OFFS AND LANDINGS: INCREASE THE RISK OF CATASTROPHIC EVENTS: Take off and landing are with out a doubt the most crucial and critical moments on every flight. Given the size of cargo aircraft and increased amount of flights proposed, the risk to the lives of Lakeland's residents will be greatly increased.</p>	<p>In response to the public safety comment, the design of aircraft parking aprons, access taxiways, and related improvements would meet FAA airport design standards. The aircraft would be subject to applicable standards, inspection requirements, licensing requirements, and operation requirements. Aircraft arrival and departures would use published procedures and require contact with the LAL airport traffic control tower.</p> <p>With respect to fuel farms, proposed tanks are more than 0.25 mile away from the nearest public roadways, are obscured from view, and have restricted access. LAL will apply all the same measures to secure and safeguard the proposed aboveground storage tanks that are already in place for its existing aboveground storage tanks. Installation of the new fuel storage tanks will be designed to comply with applicable fire codes, electrical codes and local building requirements and codes. The tanks would be subject to daily inspection and LAL would comply with all procedures for handling fuel releases or spills in accordance with the Spill Prevention and Countermeasure procedures and pollution prevention plans.</p> <p>In terms of increased vehicular traffic and increased accidents, Except for local delivery vans, the Proposed Development Project would use established truck routes and would not use streets in residential neighborhoods. Lakeland and Polk County have experienced considerable growth in residential, commercial, industrial and other activities over the past decade. State, county, and local transportation planning agencies are responsible for roadway design that includes safety features, and for identifying and implementing additional improvements when necessary.</p> <p>Refer to Topical Response 6a (Accident Potential) and Topical Response 6c (Aboveground Storage Tanks) for additional details related to the topics raised in this comment.</p>
Kathleen Wright [NO ADDRESS PROVIDED]	P156	14-61	Would like my voice counted in being totally against any expansion by Amazon to our airport. Not only the noise, but most importantly is the impact on small businesses(it will kill some for much easier to deal with Uncle Jeff), our traffic increase which is already horrific of which will be added trucks on our roads, the land they are acquiring, the extra fuel stored	The increased aircraft operations that would result from the Proposed Development Project would increase cumulative noise levels in the area around LAL. However, the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. The traffic impacts analysis performed for the EA identified

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				<p>needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027.</p> <p>Refer to Topical Responses 2a (Noise Analysis Methods), Topical Response 5b (Existing Traffic Congestions), Topical Response 5c (Proposed Traffic Impacts) and Topical Response 6c (Aboveground Storage Tanks) for additional details related to the topics raised in this comment. Additionally, land acquisition is not a part of the Proposed Development Project studied in the EA.</p>
Kathleen Wright [NO ADDRESS PROVIDED]	P156	26-7	[N]ot current environmental measures/1969 is way outdated, and the citizens should be the ones to vote on this, not you all.	<p>NEPA implementing regulations became effective in September 2020. The EA was initiated in early 2020, and as allowed, it was completed using the regulations in place prior to September 2020. It is noted that FAA's policies and procedures for conducting NEPA reviews are regularly updated. The EA was prepared in accordance with NEPA, CEQ regulations, and FAA Orders 1050.1F, Environmental Impacts, Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions. The NEPA process summarized here includes public involvement and comment opportunities.</p> <p>LAL is owned and operated by the City of Lakeland. Policy and operational decisions are vested with the City of Lakeland, and airport development decisions are typically subject to the City's process of ordinance and referendum as codified within the City of Lakeland Code of Ordinances (Part I, Division I, Sec. 19 and 88 et sec, Division II Sec 1-10 et sec). The City's currently approved zoning on the property allows for warehouse and related facility development, such as the Proposed Development Project. A lease agreement was signed in May 2019 that gave Amazon the right to expand on the airport within five years. The City is under contractual obligation to cooperate and provide approvals necessary to expand on airport in accordance with the lease provisions. The City recently determined that a voteable referendum cannot negate that contractual obligation.</p>
Lynne Fargher 3143 Grasslands Drive Lakeland, Florida 33803	P157	13-104	Please try to stop the low flying flights over our home in the Grasslands community. The planes are very loud and disruptive. Please request the FAA to divert the flight paths and remove low flying flights away from the Grasslands residential area.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p>

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				Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Benjamin F. Mundy, Jr. 141 West Palm Drive Lakeland, FL 33803	P158	13-105	I live approx. 3.5 miles northeast from the east end of runway 27. I hear the Amazon cargo planes as a rumble and can only imagine the noise impact of one of those planes over my house at a low altitude. No doubt, that has to be an undesirable occurrence. You can't mitigate that noise to be 'desirable' no matter the air traffic pattern(s) utilized - someone is going to be impacted (as indicated by personal comments at the public meeting)	The noise analyses performed for the EA included development of DNL noise contours that consider the flight paths currently in use and currently approved for future use. Individual overflights may be quieter or louder than what is indicated by DNL, which is a measure of cumulative noise exposure over time. However, while the noise from individual flights is undesirable to some individuals, the noise analyses performed for the EA concluded that land use around LAL is compatible with existing noise conditions under federal law described in Title 14 CFR Part 150. Refer to Topical Response 2b (Air Traffic and Overflights) additional details related to the topics raised in this comment.
Benjamin F. Mundy, Jr. 141 West Palm Drive Lakeland, FL 33803	P158	3-31	I understand your mission to grow an income stream at LLIA. Landing the current Amazon business is perceived as a big win for you and the City of Lakeland. The citizens of Lakeland now understand the impacts of that business, both good and bad. The quality of life for many has been negatively impacted by the air traffic noise created by Amazon air cargo movements, and that negative impact will become greater with the planned expansion.	As explained in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less than significant with mitigation implemented.
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	4-1	The destruction of natural habitats for protected species, for example bald eagles and sandhill cranes. I know for a fact that sandhill cranes live and breed in and around the airport area. However, has there been a study done about the population of this threatened bird? Has a study been done on how the airport expansion will impact this population?	<p>The EA quantified and evaluated impacts to habitat and wildlife that would result from the Proposed Development Project, which includes impacts to uplands and wetlands. Uplands account for over half of the project area, and most of the uplands are highly disturbed, generally cleared of vegetation, or routinely mowed and maintained. The Proposed Development Project includes mitigation for wetland losses. The mitigation would occur at the Alafia River Mitigation Bank, within the same watershed as LAL. The assessment of wetland losses performed for the EA included a functional analysis (e.g. wildlife habitat value) to determine appropriate mitigation under state wetland regulations. The proposed wetland mitigation would not only offset the loss of wetland acreage, but also of the functions provided by the wetlands.</p> <p>A Biological Assessment was prepared for the Proposed Development Project and was coordinated between the FAA and the U.S. Fish and Wildlife Service (USFWS). To aid in this coordination, Proposed Development Project areas were reviewed by qualified biologists for suitable habitat for all threatened and endangered species with potential to occur in the area, including the Florida sandhill crane and bald eagle. The field surveys also included determining whether or not any individual species were present in the Project areas. Based on a 2013 Wildlife Hazard Assessment, sandhill cranes and bald eagles have both been observed at LAL. However, during the field surveys conducted for the Biological Assessment, no sandhill cranes, bald eagles or nests for either bird were observed in the Project development area. The USFWS concurred during the Biological Assessment process that the Proposed Development Project will not affect the Florida Sandhill Crane. No determination was made for the bald eagle, as it has been removed from federal and state listings. However, based on past and current wildlife surveys, occurrences and observations of bald eagles are rare at LAL.</p>

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				<p>The Biological Assessment indicates that the Proposed Development Project may affect the Wood Stork because suitable habitat exists in the Project area and evidence of habitat use was observed. However, the FAA and USFWS determined that the loss of habitat would not constitute an adverse effect on the Wood Stork provided that wetland credits to facilitate the restoration of Wood Stork habitats elsewhere in the area, within the same watershed, were purchased.</p> <p>The City of Lakeland implements a Wildlife Hazard Management Plan at LAL, which includes ongoing activities intended to discourage congregating and nesting of birds on and near the airport. These habitat modification measures include removal of dead and dying trees that may serve as nesting sites, use of landscaping plants with minimal wildlife foraging and habitat value, pesticide application to remove insects that may attract birds, and turf management to reduce cover for both bird and bird prey species.</p> <p>Based on the response to this comment and Topical Response 6b (Wildlife Hazard Potential), Section 5.3.2.1 of the Final EA was amended to include a discussion of the WHMP, including long term strategies such as habitat modification and short term strategies such as wildlife trapping and removal on and around the LAL airfield.</p>
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	13-106	With the airport expansion allowing an increased volume of incoming and outgoing flights, what is the expected decibel volume in the immediate surrounding area? Will this decibel level be above safe hearing levels? Will the increase in noise levels permit local businesses to operate specifically GEICO? I am a member of management at GEICO, and I can foresee the increased noise affecting our call handling departments' performances.	Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2d (Business Disruption) for additional details related to the topics raised in this comment. FAA's noise and land use compatibility criteria for land uses such as GEICO are published at 14 CFR Part 150, included within Draft EA Appendix G . Commercial land uses such as GEICO are considered compatible land uses with respect to airport noise at noise levels of DNL 65 dB or lower, and can still be considered compatible higher DNL values if the appropriate noise level reductions are incorporated into the building's construction. The noise analysis shows that GEICO is not located within any of the 65 DNL noise contours developed for the noise analysis in the EA. The noise analysis conducted also concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	14-62	Also, how will the increase in noise volume affect local property values? Should not local homeowners be consulted about this expansion if it may affect the value of their existing property?	Refer to Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	14-63	Will the airport and Amazon be providing funding for road improvements, expansion, and maintenance in the surrounding area? The current roads surrounding the airport already have potholes and are in a state of disrepair with the current traffic levels. With the increase in air flight volume for commercial goods, there will be an increase in land transportation. Therefore, more vehicular traffic in the surrounding area. This increase in land transportation will necessitate more frequent repairs, and possible road expansions. As a commuter to GEICO, how will the traffic flow patterns be affected?	Refer to Topical Response 5b (Existing Traffic Congestion) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment. As stated in the responses, Amazon intends to use Drane Field Road to Airport Road as the main thoroughfare to access the Polk Parkway and connecting interstate highways, although some traffic would utilize County Line Road as an alternative route. In addition, the Alternatives analysis presented in the Draft EA considered Proposed Development Project sites on the south side of the airport. These alternatives were discounted from consideration in part because surface roads such as Pipkin and Medulla

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				<p>would need to be used heavily by trucks and vehicles associated with the Proposed Development Project.</p> <p>Road damage results from travel by all users. Polk County has experienced growth both in population and in commercial, industrial, and other related activities for well over a decade. State and local transportation agencies are currently responsible for developing and funding planning and funding roadway repair and maintenance programs under their jurisdiction, which includes roadways that would be used by vehicles accessing the proposed air cargo facility expansion. Individual development projects, including the Proposed Development Project, must undergo local land development permitting and review processes that determine the need for road or intersection improvements required by their development, and individual developers may or may not be required to pay for these direct improvements based on the outcome of the review and permitting process.</p>
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	14-64	Has mass transportation or alternative methods being explored for the additional thousands of new commuters added to the existing road infrastructure?	<p>The traffic study conducted for the EA did not identify significant impacts associated with the Proposed Development Project. Mass transit or public transportation improvements were not proposed Amazon or the City of Lakeland as part of the Proposed Development Project. There are no current plans to expand public transportation servicing LAL.</p> <p>However, as part of developing its Comprehensive Plan, the City of Lakeland continually identifies mass transit opportunities and conducts a needs assessment as to where mass transit could be applied to reduce private occupancy vehicles using area roadways. Objective TRN-1.5 of the Transportation element of the current Draft Comprehensive Plan seeks to increase mobility through efficient and expanded transit services. The current Draft Comprehensive Plan identifies capacity enhancement and mass transit opportunities for West Pipkin Road to the south of the airport and corridor improvements to Drane Field Road as a means to accomplish these objectives.</p>
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	16-2	The proposed airport expansion does not offer a solution to the adverse effects upon the neighboring wetlands and floodplains. With more paved areas, a larger amount of run off needs to be considered. What are the proposals to consider this increased volume of runoff? Purchasing credits for wetlands is not a long-term solution.	<p>The purpose of the wetland mitigation is to replace wetland habitat and functions affected by the Proposed Project. Although wetland mitigation involves water resources, stormwater runoff and floodplain imp[acts are also regulated and will require permit approvals</p> <p>The Proposed Development Project would undergo design and construction permitting prior to state and local development authorities allowing construction to commence. Per the City of Lakeland Development Code Section 6.2.4.1 (Ord. No. 5610), a floodplain development permit will be required which entails a description of the development, land use, occupancy, and valuation of the proposed work. Plans must be submitted to show proper management of construction activities that might increase flood damage/erosion potential. All other applicable state or federal permits must be obtained prior to the floodplain development permit is approved.</p>

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				Part of the state process includes securing an ERP from the Southwest Florida Water Management District. A requirement of this permit is to demonstrate that the Proposed Development Project's design would accommodate the increased runoff and not cause an increase in flood volumes in the drainage basins surrounding LAL. The project's stormwater retention pond will be designed to capture, treat, and attenuate runoff from the proposed new impervious surfaces. During the permitting process, the pond size and location will be designed to ensure that it meets applicable state and local stormwater management and flood prevention requirements.
James W Singer 632 W Hancock ST Lakeland FL 33803	P159	17-2	Flooding is a deep concern especially since we are in a high risk area for sink holes. Excessive flooding and runoff can cause land deterioration and collapse. Have you considered that the expansion of the airport may trigger a unknown sinkhole and possibly placed the airport or nearby properties in to jeopardy?	Geotechnical studies were conducted within and surrounding in the Proposed Development Project areas to support construction of the existing Phase I development, and no features of concern were identified that could cause or proliferate sinkhole development. During design and construction of the Proposed Development project, additional geotechnical studies would be performed to confirm these findings and identify any design and construction considerations to limit sinkhole development/ground failure.
Marja-Liisa Pearce [NO ADDRESS PROVIDED]	P160	27-17	I am a long time Lakeland resident. Amazon expansion plans add to the use of the airport, add jobs, increase commerce in our area and provide good services for the population of the city. Distribution and delivery services are some of the best industries we can have in this area. They have very few negative impacts on the citizens, but have many good points to help the city's budget, city's services and jobs. Some people have complained about noise from the airplanes. That is part of present day community living, as well as 24/7 truck noises, loud motorcycles, and trains. I recommend that we welcome Amazon expansion plans enthusiastically at the Lakeland airport as good business partners with them would.	Comment noted.
Roberto Leider 632 W Hancock ST Lakeland FL 33803	P161	13-107	Noise - neighbors and properties will be negatively affected. Including the possible loss of hundreds of jobs at Geico	FAA's noise and land use compatibility criteria for commercial land uses are published at 14 CFR Part 150, a copy of the subject table is included within the Draft EA's Appendix G . Commercial land uses, such as GEICO's office space, are considered compatible land uses with respect to airport noise at noise levels of DNL 65 dB or lower, and can still be considered compatible higher DNL values if the appropriate noise level reductions are incorporated into the building's construction. The noise analysis shows that GEICO is not located within any of the 65 DNL noise contours developed for the noise analysis in the EA. GEICO is located approximately 0.4 mile south of the DNL 65 dB noise contour. The EA concluded that there would be no significant noise impacts to land uses near the airport, including commercial land uses and that the resulting noise would not disrupt businesses. The EA concluded that there would be no significant noise impacts to land uses near the airport, including commercial land uses. Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2d (Business Disruption) for additional details related to the topics raised in this comment.

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Roberto Leider 632 W Hancock ST Lakeland FL 33803	P161	4-2	Biological Resources - protected species such as tortoises, snakes, and birds will lose their habitat. Also studies need to be done about noise and such species	A Biological Assessment was prepared for the Proposed Development Project and was coordinated between the FAA and the USFWS. To aid in this coordination, Proposed Development Project areas were reviewed by qualified biologists for suitable habitat for all threatened and endangered species with potential to occur in the area. The field surveys also included determining whether or not any individual species were present in the Project areas. USFWS reviewed the Biological Assessment and concurred with FAA's determination of "may affect, not likely to adversely affect" on the wood stork, eastern indigo snake and gopher tortoise. In making these determinations, USFWS considers the potential for indirect impacts on these species, such as noise. The Service did not indicate that noise impacts would change the effects determination and did not require any noise-related species protection or mitigation measures.
Roberto Leider 632 W Hancock ST Lakeland FL 33803	P161	14-65	Infrastructure -The workshop did not address the congestion on airport road, county line road, and improvements that will have to be made in order for the project to work. Thousands of cars and trucks will be operating out of the airport. The current infrastructure will simply be overwhelmed. There was no proposal of increased public transit and connection to address the increase in traffic.	Refer to Topical Response 5a (Analysis Approach and Study Area) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment. The traffic study conducted for the EA did not identify significant impacts associated with the Proposed Development Project. Mass transit or public transportation improvements were not proposed by Amazon or the City of Lakeland as part of the Proposed Development Project. As part of developing its Comprehensive Plan, the City of Lakeland continually identifies mass transit opportunities and conducts a needs assessment as to where mass transit could be applied to reduce private occupancy vehicles using area roadways. Objective TRN-1.5 of the Transportation element of the current Draft Comprehensive Plan seeks to increase mobility through efficient and expanded transit services. The current Draft Comprehensive Plan identifies capacity enhancement and mass transit opportunities for West Pipkin Road to the south of the airport and corridor improvements to Drane Field Road as a means to accomplish these objectives.
Roberto Leider 632 W Hancock ST Lakeland FL 33803	P161	3-21	Why are the planes currently not taking the parkway proposed route?	Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. The City of Lakeland has proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. If the FAA determines that the proposed procedures are feasible, they would undergo a detailed analysis and review to assess their potential noise and other environmental impacts prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Roberto Leider 632 W Hancock ST Lakeland FL 33803	P161	5-5	What will be the impacts on the quality of life for residents who live close to the airport. Including the increase in air pollution.	The Proposed Development Project would result in increased air emissions. However, the air quality analyses conducted for the EA concluded that the Proposed Development Project would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact. for air quality.

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				Refer to Topical Responses 1 (Worsening of Existing Air Quality) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.
Helen Lingard [NO ADDRESS PROVIDED]	P162	13-108	The City of Lakeland's Planning Board had multiple routes for the Polk Parkway, yet chose to locate it in this area. We are now all being negatively impacted by the noise and pollution that has continued to increase every year since it was constructed. Conversations must often be paused due to truck, motorcycle and car noise. It is no longer as pleasant to take a walk, garden, grill or just relax outside.	Comment noted.
Helen Lingard [NO ADDRESS PROVIDED]	P162	3-22	<p>The Airport Authority and the City of Lakeland also have multiple choices for the Amazon flight path without adding the major burden, once again, to this same area. It is wrong for the Amazon flight path to be reconfigured to appease neighborhoods that were constructed close to the airport with the common knowledge that the airport was trying to expand.</p> <p>Mr. Conrad, you and every City Commissioner have the responsibility to give equal consideration to the quality of life of every resident of this city, regardless of the price of their home or if they have an attorney representing them or not. I do not believe that equal consideration was given to citizens living in this area, when the proposal was made to move the Amazon flight path over the Polk Parkway and away from Grasslands and Oakbridge area on Harden Boulevard.</p>	Departures and arrivals at LAL use published departure and approach procedures that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use procedures that pilots may use when conditions allow. The City has also proactively implemented a voluntary runway use program and developed and proposed to FAA, new flight procedures to reduce noise exposure in the vicinity of LAL. If FAA determines that the proposed procedures are feasible, they would undergo further analysis, including an environmental review that would consider noise exposure caused by the new procedures. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Helen Lingard [NO ADDRESS PROVIDED]	P162	20-14	The increased daily Amazon flights, as proposed, will make our homes unbearably noisy and will cause our quality of life and health to decline drastically.	<p>The Proposed Development Project would cause a noticeable increase in noise from the increased aircraft operations. However, the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>Refer to Topical Response 2c (Flight Schedule and Frequency) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Helen Lingard [NO ADDRESS PROVIDED]	P162	21-15	In addition to the increased noise pollution there is increased danger in routing planes over an area known to attract many types of birds. Why is anyone even willing to consider risking lives by routing planes over a landfill that attracts so many large birds?	Arrivals and departures use published approach and departure flight procedures approved by FAA. Safety is the highest priority in FAA's consideration in the development and approval of flight procedures. Landfills are recognized as large bird attractants, and FAA considers their location relative to airports during flight procedure development, review, and approval. Topical Response 6b (Wildlife Hazard Potential) includes additional details related to this topic.
Helen Lingard [NO ADDRESS PROVIDED]	P162	3-23	I ask that you not support, nor recommend to the FAA, the proposed reconfigured flight path over the Polk Parkway.	Comment noted.
Rob Bevis [NO ADDRESS PROVIDED]	P163	14-66	I strongly support Amazon's plan to expand which will bring more good jobs and an income stream to the city. I live south of downtown and hear the planes, but they are not a problem for me. Certainly we should do what we can to mitigate the noise, but we can not let this opportunity pass us by. I doubt anyone who works for Amazon or hopes to work for Amazon was at last weeks hearing. Their numbers exceeds the 200 people at the hearing. I suspect none of those individuals need a job.	Comment noted.

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Bob & Ruth Sharpe 1756 Birchwood Loop Lakeland, FL 381	P164	21-16	<p>I am 100% opposed to increasing Amazon flights. I live very nearby, in the Colonnades and some fly directly over my house. There is the noise and the danger of a crash. It has been less than a year since they started and they have already increased greatly.</p> <p>There is the danger of fuel storage and the increase in traffic in the area I live. More flights at night are worse than in the day. I am concerned about their interference with Hurricane Hunter flights as climate change is increasing the prediction of hurricanes. It also interferes with Sun and Fun Fly-in and the Coast Guard flights.</p>	Refer to Topical Responses 2c (Flight Frequency and Schedule), Topical Response 5b (Existing Traffic Congestion), Topical Response 6a (Accident Potential) and Topical Response 6c (Aboveground Storage Tanks) for additional details related to the topics raised in this comment. It is not possible to estimate future interruptions of the air show or other tenant operations due to the Proposed Development Project. LAL works with all of its tenants to balance the air show with other necessary airport operations, and will continue to do so.
Bob & Ruth Sharpe 1756 Birchwood Loop Lakeland, FL 381	P164	4-3	<p>The 737 and 767 jets are among the largest. Environmental impact affects air pollution and the range of some native animals. The indigo snake is effective for controlling rats and mice in the woods in my backyard.</p>	<p>The air quality analyses prepared for the EA concluded that the increase in air emissions would not cause air quality impacts that exceed FAA's thresholds that would indicate significant air quality impact.</p> <p>A Biological Assessment was prepared for the Proposed Development Project and was coordinated between the FAA and the USFWS. To aid in this coordination, Proposed Development Project areas were reviewed by qualified biologists for suitable habitat for all threatened and endangered species with potential to occur in the area. The field surveys also included determining whether or not any individual species were present in the Project areas. The Biological Assessment indicates that the Proposed Development Project may affect the eastern indigo snake because suitable habitat exists in the Project area. However, the FAA and USFWS determined that the loss of habitat would not constitute an adverse effect on the eastern indigo snake, provided that established protection measures are applied. Refer to the Biological Assessment for details on these measures.</p>
Sheena Silva [NO ADDRESS PROVIDED]	P165	13-109	<p>I own a grooming salon and have a small training area, the last year has been not only dangerous with sharp objects and airplanes rumbling it has disturbed the DOGS state of mind. Dogs iv had for 10 years who ran into my salon began to cower or not want to enter.I not only closed that business down I MOVED from lakeland to Mulberry! I am more worried about the wildlife, pets and health of the animals then just noise.</p>	The EA's analysis found that all commercial and industrial land uses within the airport's noise contours are compatible land uses with respect to airport noise and would remain compatible if the Proposed Development Project were implemented. Additionally, FAA's noise and land use compatibility criteria for commercial land uses are published at 14 CFR Part 150, included within Draft EA Appendix G . Commercial land uses are considered compatible land uses with respect to airport noise at noise levels of DNL 65 dB or lower, and can still be considered compatible higher DNL values if the appropriate noise level reductions are incorporated into the building's construction. Refer to Topical Response 2a (Noise Analysis Methods) for additional details related to the topics raised in this comment.
Paula M. Todd 3093 Shoal Creek Village Drive	P166	13-110	<p>You must stop these low flying flights over the Grassland Community. They are loud. They are disruptive. Please work with the FAA to stop these unnecessary flight paths.</p>	Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA

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				<p>and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project .</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Carol Kent 3141 Winged Foot Drive Lakeland, FL. 33803</p>	P167	13-111	<p>Please work with the FAA to stop the low flying flights over the Grasslands community.</p> <p>I work from home as a coach (with on-line ZOOM calls). I also work as a public speaker for many virtual conferences from my home office.</p> <p>The noise level in my background when I'm trying to do professional work from my home is embarrassing, disturbing, and distracting. The planes are very LOUD and very disruptive.</p> <p>I would deeply appreciate anything you can do to get the flight path changed for the multiple (and growing) number of AMAZON flights that go right over an area where I pay very high taxes to live in a "quiet" neighborhood.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>With many people working from home either in response to the COVID-19 pandemic or for other reasons, it is likely that more people frequently hear aircraft noise that regularly occurs throughout the day. However, the noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL) and time of day and other factors may influence an individual's perception of and annoyance from these events.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>Eugene Kent 3141 Winged Foot Drive Lakeland, FL 33803</p>	P168	13-112	<p>You must stop these low flying flights over the Grasslands community. They are LOUD and we work from home on ZOOM, a lot! The noise is terribly disruptive [sic]. Please work with the FAA to stop these unnecessary flight paths.</p>	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. As also mentioned in previous responses, a variety of environmental resource categories typically associated with quality of life concerns, including noise, were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project.</p> <p>With many people working from home either in response to the COVID-19 pandemic or for other reasons, it is likely that more people frequently hear aircraft noise that regularly occurs throughout the day. However, the noise analysis conducted for the EA concluded</p>

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				<p>that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. Individual overflights may be quieter or louder than indicated by the cumulative noise exposure (DNL) and time of day and other factors may influence an individual's perception of and annoyance from these events.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
<p>James Cullen 1217 Kells Ct Lakeland, FL 33813</p>	<p>P169</p>	<p>13-113</p>	<p>The recent increased noise levels caused by the landing and departure of Amazon's planes has severely diminished my property value, my ability to enjoy my property and resulted in a "taking". The noise from the Boeing 737 aircraft was marginally acceptable when they approached at +2000 feet elevation above my house but now the noise resulting from the extensive and growing use of the heavy Boeing 767 is intolerable. During a typical landing approach by the 767s the measured noise pressure at my home is excess of 89 dB versus an ambient level of 38 dB. In addition the associated low frequency noises associated with the plane's flaps rattles my windows and causes vibrations in my home potentially damaging fragile art pieces. If my vehicle emitted noises of this magnitude on the streets of Lakeland or Polk county I would receive a fine for violating the noise ordinances. If my employer allowed similar noise levels in the work place, OSHA would demand changes and issue a fine. Clearly a problem exist with the landing and departure flight paths and noise abatement measures used by the heavy aircraft.</p> <p>Therefore, I respectfully request that the use of the 767 aircraft and any airport improvements designed to facilitate the use of 767 or similar aircraft be suspended until suitable noise abatement measures can be implement.</p>	<p>LAL is a public use airport and the City of Lakeland does not review or approve the operation of specific types of aircraft at the airport, and cannot legally prohibit certain types of aircraft from using the airport if that aircraft has been approved and certificated for safe operation through FAA's airport planning and approvals processes. Operations of the 767 are currently allowed as a result of these approvals. Additionally, Federal law preempts any local government from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights.</p> <p>However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>The comment references measurement of individual noise events. However, federal agencies use cumulative noise metrics to assess noise impacts. It is acknowledged that the potential for measured values of noise events can be different (i.e., higher) than the DNL values calculated by the AEDT model. Noise monitoring system measure discrete events. That information is helpful in evaluating individual flights and addressing noise complaints. However, for assessing noise impacts and land use compatibility, the required metric (Day/Night average or "DNL") evaluates cumulative noise exposure over a 365 day period. This metric was adopted by federal agencies and is used by the FAA to assess noise impacts.</p> <p>The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated.</p>

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				Refer to Topical Response 2a (Noise Analysis Methods), Topical Response 2b (Air Traffic and Overflights), Topical Response 2e (Vibration) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.
Amber West [NO ADDRESS PROVIDED]	P170	13-114	<p>Currently, the airplanes are causing significant noise which does not allow me and my family to enjoy our home and backyard as we would like to, and I fear that my home value has already been and will continue to be adversely affected by the flights that have been added since we purchased our home in 2019.</p> <p>Adding more flights should not be allowed especially since the current noise issues have not been resolved.</p>	<p>Decisions as to the number of flights operated at public use airport are made by tenants. LAL is a public use airport and the City of Lakeland does not review or approve requests from aircraft operators to operate a certain number of flights. Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights), Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts to Property Values) for additional details related to the topics raised in this comment.</p>
Kieron Davis 4427 Micanope Crescent Dr. Lakeland, FL 33811	P171	13-115	Noise is a serious problem with a commercial airliner flying in or out of the airport twice an hour around the clock on the average (up to 44 flights per day according to the press release).	<p>Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. One objective of the EA's noise analysis was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases in those areas would cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>The Proposed Development Project would add 22 additional daily arrivals and 22 additional daily departures at LAL by 2027. When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Therefore, significant noise impacts would not occur if the Proposed Development Project was implemented. Refer to Topical Response 2c (Flight Frequency and Schedule) for additional details related to the topics raised in this comment.</p>
Teneka Gibson [NO ADDRESS PROVIDED]	P172	13-116	As a resident of south Lakeland it has become a nuisance trying enjoy outdoor living with planes flying throughout the day. We live in Florida where most people to spend time outside in there pool and watching TV out on back porches but you can't enjoy cause the planes are making so much noise. I'm not against Amazon expanding but something has to be done about how low planes are flying directly over neighborhoods. Supposedly living in 33812 / Lakeland Highlands is the best area code but we are thinking about moving out because of all the noise from planes.	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval. Because LAL is located between two major hub airports, the currently approved approach and departure procedures include aircraft height limits during these operations.</p> <p>However, airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The</p>

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				<p>City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the proposed procedures are feasible, they would undergo a detailed analysis and review to assess their potential noise and other environmental impacts prior to approval.</p> <p>Refer to Topical Response 2g (Speech Interference) and Topical Response 3 (Quality of Life) for additional details related to the topics raised in this comment.</p>
Ray Williamson [NO ADDRESS PROVIDED]	P173	14-67	Lakeland needs growth and Amazon brings growth and progress. Noise is not an avoidable factor—communities growing from Tampa to Orlando is constant and increasing and noise will always be a factor with which to contend. I am in favor of Amazon's growth.	Comment noted.
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	28-10	I am expressing my opposition to the Amazon Expansion plans due to impacts of the environment, property value, safety, and quality of life.	Comment noted.
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	4-4	I live close to Lake Hunter. I used to enjoy quiet walks along the shore of Lake Hunter. The lake is beautiful with the birds, wildlife and lake- one of the primary reasons why we moved here. Lake Hunter is a serene experience and provides the public an opportunity for recreation, peace, mental calming and nature observation. There are several endangered species at Lake Hunter too, including the Bald Eagle, Wood Stork, and Roseate Spoonbill. Recently, my morning walks have been interrupted unexpectedly with loud thundering noise from the Amazon jets. The noise is incredibly loud and it is a scary sight seeing the planes so close to the ground. What a conflict to the natural aesthetics of Lake Hunter, and a negative impact to quality of life! I notice many birds that get startled and fly away with the noise too- has this Lake and wildlife impacts been considered?	<p>FAA's noise and land use compatibility guidance for the land uses present at Lake Hunter are published at 14 CFR Part 150, included within Draft EA Appendix G. At cumulative noise levels of DNL 65 dB and lower, these land uses are considered compatible with respect to airport noise. The noise contours developed for the EA show that Lake Hunter is located well outside of the DNL 65 dB noise contour. The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. See Topical Response 2a for additional information on the noise impact analysis.</p> <p>A Biological Assessment was prepared for the Proposed Development Project and was coordinated between the FAA and the USFWS. USFWS reviewed the Biological Assessment and concurred with FAA's determination that the Proposed Development Project would not have adverse effect on rare, threatened or endangered species in the Project areas.</p>
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	20-15	With the Amazon Expansion plans that include additional noise, excessive gas tank storages, traffic increases, I am concerned the expansion will negatively impact the work of myself and my fellow associates in being located so close to the airport.	<p>The Proposed Development Project would cause an increase in the overall noise level at and around LAL, and an increase in surface traffic on roadways in the immediate vicinity of the air cargo facility. The noise analysis conducted for the EA concluded that the Proposed Development Project would not cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact.</p> <p>The traffic impacts analysis performed for the EA identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027. The fuel storage tanks would be located approximately 0.25 mile from the nearest public roadway, obstructed from view, in a high-</p>

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				<p>security access-controlled location, and designed and operated to meet applicable state and local requirements, as well as fire and electrical codes.</p> <p>Refer to Topical Responses 2d (Business Disruption), Topical Response 5 (Proposed Traffic Impacts) and Topical Response 6c (Aboveground Storage Tanks) for additional details related to the topics raised in this comment.</p>
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	21-17	I am also concerned for our safety at work, of being in near proximity and the risk increasing for airport accidents	The Proposed Development Project is not expected to increase the frequency of accidents at the airport. Aircraft operational certifications include operational safety, inspection and licensing requirements and all airport improvements must comply with airport design standards. Topical Response 6a (Accident Potential) provides additional discussion related to aircraft safety and accident potential.
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	14-68	Lastly, negative property value impacts. We have been searching with a real estate agent for more land to purchase. We have completely taken off our list of any property near the airport due to reading complaints on the current airport expansion.	The EA did not identify any significant social, environmental, and economic impacts associated with the Proposed Development Project. Negative effects on property value are not anticipated. Refer to Topical Response 4 (Impacts to Property Values) for additional details related to the topics raised in this comment.
Jen Aguilar 1545 S Webster Ave Lakeland, FL 33803	P174	26-8	Most importantly, I'm very disappointed with how the public hearing went. Why did the City of Lakeland not even stream this event for the Public?	Livestreaming of the event was coordinated between the City of Lakeland and the Lakeland Now newspaper. The livestream was posted to Lakeland Now's website and is still available at https://www.lkldnow.com/video-public-hearing-on-amazons-proposed-expansion-at-airport/ . The City of Lakeland also arranged for a videographer to separately video record the hearing and a copy of that recording can be found on the to the City's Lakeland Government Network (LakelandGov) video page at https://vimeo.com/channels/1360321 . Section 6.4 of the EA was updated to reflect the information provided in this response.
Lori Scilluffo 131 Pinellas St. Lakeland 33803	P175	13-117	I just watched the public meeting on Lakeland Now and would also like to add my comment. I agree with all those who are upset about the decreased quality of life and increased noise since Amazon has taken over, I'm sorry, come to Lakeland. We live at 131 Pinellas Street which runs parallel to the Polk Parkway and we hear and see all the planes as they are approaching landing, sometimes flying directly over our house. All conversations must pause, our pet parrots get excited and fearful and we just wait for the plane to pass. Our relaxing on the back porch in the evenings has been interrupted indefinitely.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where normal speech is interrupted. The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on cumulative noise exposure based on FAA guidelines.</p> <p>The analysis of noise exposure in the EA was based on the DNL 65 dB contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to normal conversations. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p>

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				In addition to noise, a variety of environmental resource categories typically associated with quality of life concerns were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations, and to Topical Response 2b (Air Traffic and Overflights) for additional information on the City's voluntary noise abatement initiatives.
Lori Scilluffo 131 Pinellas St. Lakeland 33803	P175	14-69	The roads are so miserable to drive on now that you have to leave your house 15 minutes early if you are heading down South Fla. Ave. to be anywhere due to traffic and stop lights and the road diet in Dixieland. Now the alternative route, which is Harden Blvd., is also slow and congested as well. I can't imagine how bad it's going to be with an Amazon expansion.	<p>Traffic on local and regional roads and highways is influenced by the regional population, commercial, industrial, and other activities in the region. Regional transportation and roadway planning is managed by local, regional and state transportation agencies. Proposed commercial, industrial and residential development undergo review by local and county planning departments who work in conjunction with transportation planning agencies to address roadway capacity needs and identify and implement needed improvements.</p> <p>The traffic analyses performed for the EA focus on roadways in the immediate vicinity of LAL and include cargo truck operations for the existing air cargo facility. These analyses identified needed improvements (dedicated turn lanes) at one intersection (Kidron Road at Drane Field Road). During the development of the EA, the turn lanes were constructed at this intersection to improve its performance and reduce congestion. This mitigation would offset project-related traffic impacts anticipated in 2022 and 2027.</p> <p>Refer to Topical Response 5b (Existing Traffic Congestion) and Topical Response 5c (Proposed Traffic Impacts) for additional details related to the topics raised in this comment.</p>
April and David Dotson [NO ADDRESS PROVIDED]	P176	14-70	We live near Southgate Shopping Center and have no problems with the little noise from the air traffic. The expansion, from our understanding, could create more jobs for people.	Comment noted.
April and David Dotson [NO ADDRESS PROVIDED]	P176	13-118	The noise from above is so quick and so random it is extremely tolerable compared to other constant noise in the neighborhoods.	Comment noted.
Ken Hill [NO ADDRESS PROVIDED]	P177	21-18	As a former U.S. Marine who spent some time in military aircraft I've noticed Amazon departures from KLAL probably RWY 27 doing a turnout north over the Grasslands community. What disturbs me is that some flights appear to be below or near 500' AGL while over housing areas. There is no discipline by their pilots as to what they're flying over. This happens with two or three flights in a row. Not good!	Refer to Topical Response 2b (Air Traffic and Overflights) for a discussion related to the topics raised in this comment.
Ken Hill [NO ADDRESS PROVIDED]	P177	3-24	Amazon probably is adverse or gives lip service to noise abatement procedures as they burn fuel. Their A/C are probably heavy making downwind take-off use of RWY 9 not possible. But something needs to be done.	Aircraft operators are required to use published approach and departure procedures at LAL. When conditions allow the use of multiple procedural options, pilots may request which one to use. However, this must be coordinated with and approved by the local air traffic control tower. As noted in the comment, LAL is located between TPA and MCO,

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			Understand that KLAL is in the middle of TPA & MCO and you have ceilings to work with, so I ask you to do your best.	and the flight procedures currently in use at LAL were developed with operational height limits to ensure safety considering aircraft use in the surrounding air space. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Mary Stovall 2992 Sanctuary Cir Lakeland, FL 33803	P178	13-119	Please ask the FAA to stop the Amazon jets from flying over my house. The noise is terrible and if one malfunctions it could crash into a home in Grasslands.	<p>Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. Aircraft operational certifications include operational safety requirements.</p> <p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 6a (Accident Potential) for additional details related to the topics raised in this comment.</p>
Danette Hensel 2992 Sanctuary Cir Lakeland, FL 33803	P179	13-120	Please stop the Amazon Prime jets from flying over my house in Grasslands. They are disruptive to daily life and the noise will harm our property values.	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Arrivals and departures use published approach and departure procedures that have been developed to ensure the safe and efficient use of airspace and approved by the FAA. These procedures consider a variety of factors including the air space requirements of other nearby airports, and are subject to detailed review and analysis prior to approval.</p> <p>Airport operators, including the City, work with airport users to make them aware of community noise issues and promote voluntary measures to reduce aircraft noise. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval.</p> <p>Refer to Topical Responses 2b (Air Traffic and Overflights), Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Mary Rutherford 912 Heathercrest Lakeland, FL 33813	P180	28-11	<p>Amazon's plans are too big for Lakeland! They strike at the very heart and soul of what our community has carefully built over the years.</p> <p>Adding a 64,600 sq. ft cargo sorting facility, employees, 3 more jets, 370 trucks, equal future disaster for us! These facilities would also cause Amazon to double flights above Lakeland from 22 to 44 per day! I can only imagine the horror of 44 flights per day. No peace!</p>	Comment noted. A variety of environmental resource categories typically associated with quality of life concerns were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Refer to Topical Response 3 (Quality of Life) for a discussion of quality of life concerns and considerations.

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Carolyn Fulmer [NO ADDRESS PROVIDED]	P181	13-121	I am a resident of Grasslands... The planes are very loud and interfere with the enjoyment of my home. In fact, I was planning to add a screen room to the back of my house and have cancelled my plans. After spending several visits on my friend's screened porch and having numerous conversations interrupted by the planes, I know I will be wasting my money to add a porch. Very disappointing.	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where speech is interrupted. Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project.</p> <p>One objective of the EA's noise analysis was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases in those areas would cause noise impacts that exceed FAA's thresholds that would indicate significant noise impact. When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. While individual overflights may be quieter or louder at a given location, including in communities much further away from the airport, the cumulative noise exposure is below DNL 65 dB and remains compatible with residential land use.</p> <p>Refer to Topical Response 2a (Noise Analysis Methods) and Topical Response 2g (Speech Interference) for additional details regarding the topics raised in this comment.</p>
Nelson Nieves [NO ADDRESS PROVIDED]	P182	27-18	I don't have an issue with the noise. Lakeland needs to provide job opportunities for our young people if we want them to stay in the area. They represent the future for the region	Comment noted.
Rick Garrity [NO ADDRESS PROVIDED]	P183	20-16	<p>Amazon Air has increased their use of the Airport in the past year. This increase in air traffic is causing a reduction in quality of life for many residents having homesteads in or near flight paths to/from runways 9 and 27. This collateral damage to our quality of life must be eased by seeking alternative flight pathways.</p> <p>Our major concerns include noise pollution, potential health issues resulting from jet engine emissions and the impact on home values.</p>	<p>Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Some commenters noted increased cases where speech is interrupted. The increased activity associated with the Proposed Development Project would cause increased air emissions and noise exposure at and around LAL. The air quality and noise analyses conducted for the EA concluded that the Proposed Development Project would not cause air quality or noise impacts that exceed FAA's thresholds that would indicate significant air quality or noise impacts.</p> <p>As discussed in EA Sections 4.2 and 5.2, the airport is located is in an attainment area for all National Ambient Air Quality Standards (NAAQS). Data from the outdoor air monitoring network in the area demonstrate that there have been no violations of the NAAQS. The NAAQS are developed and periodically reviewed and updated as needed, to ensure the protection of human health and the environment.</p> <p>The EA acknowledges an increase in flight activity due to the Proposed Development Project and assesses the impacts on community noise exposure based on FAA guidelines. The analysis of noise exposure in the EA was based on the DNL 65 dB</p>

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				<p>contour. Because the residential land uses within (or newly within) the DNL 65 and higher noise contours shown in the EA would not experience a 1.5 decibel increase due to the Proposed Development Project, the impacts are not considered significant. However, it is recognized that individual noise events may be quieter or louder than cumulative noise exposure estimates provided by the DNL analysis, and that some may perceive these events as impactful to their quality of life. A variety of environmental resource categories typically associated with quality of life concerns were evaluated in the EA and the EA determined that no significant impacts would occur due to implementing the Proposed Development Project. Separate from the EA, the City has proposed conceptual noise abatement measures and has implemented a voluntarily runway use program to address noise-related concerns of the surrounding community.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2c (Flight Frequency and Schedule), Topical Response 3 (Quality of Life) and Topical Response 4 (Impacts on Property Values) for additional details related to the topics raised in this comment.</p>
Rick Garrity [NO ADDRESS PROVIDED]	P183	3-25	<p>We would like your assurances that the City of Lakeland will as a matter of public policy implement alternate eastern approaches to LAL runway 27. These alternate approaches should be over less populated pathways that lessen impacts and lessen deterioration in home value for residences even 3-4 miles from the airport.</p> <p>Examples of similar approaches over highways and rivers are the approach over the La Guardia Expressway in New York and the Potomac River approach into Washington D.C.</p> <p>Likewise a policy of approaching at a higher altitude should be sought</p>	<p>LAL is a public use airport, and Federal law preempts local governments like the City of Lakeland from implementing any action that is intended to control the types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Departures and arrivals at LAL use published air traffic patterns that consider safety and airspace efficiency, and account for operations at the other nearby airports. Therefore, flight patterns cannot be arbitrarily shifted from one area to another.</p> <p>The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.</p>
Rick Garrity [NO ADDRESS PROVIDED]	P183	28-12	<p>We understand that this Environmental Assessment is for an enlargement of the Amazon facility with arrivals and departures of 36-44 flights per day. Moving forward with this expansion before existing problems are resolved is not a responsible move. It is unthinkable that your citizens would be burdened with this second new disastrous impact to their lifestyle</p>	<p>The Proposed Development Project would add 22 additional daily arrivals and 22 additional daily departures at LAL by 2027. As referenced in Topical Response 3 (Quality of Life), Chapter 5 of the EA discusses the effects of the Proposed Development Project a variety of environmental resources, including noise, air quality, and socioeconomic impacts, which are most frequently associated with quality of life effects. No significant impacts in the areas of noise and air quality were identified per established NEPA guidelines, and traffic impacts would be less than significant with mitigation implemented.</p>
Ariana Glennon 1130 N. Lake Parker Ave Unit C-229 Lakeland, FL 33805	P184	23-1	<p>1. My first reservation has to do with its impact on our society. We have a little bit of an edge right now maintaining our “red” state culture which is God honoring but Amazon is Big Tech and follows the “Blue State” ideologies of cancelling God and His ways. As they move in here in force, we might find ourselves overwhelmed with the difficulties of maintaining our Pro-God stance.</p>	<p>Comment noted.</p>

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			<p>2. My second reservation has to do with their monopoly of the air space and airport ground space. If Amazon takes it all, then other companies will find it harder to fly in, not to mention service their planes and deal with their cargo and passengers.</p> <p>3. My third reservation has to do with the strategic location of this project in the case of armed conflict. (God forbid!) Do you realize that with Amazon owning almost everything at the airport they could develop a well located, but hidden, military-type facility, capable of stopping air traffic at both TPA and MCO? No doubt you are aware of their ambitions regarding space travel and their conflict with Elon Musk's SpaceX group. Amazon may have plans that we don't know about. Are all those planes really only for delivering store goods? 22 flights a day!!</p>	
Andrew Wajek [NO ADDRESS PROVIDED]	P185	5-6	<p>Hi there. Thank you for your service. I'm writing in regards to the proposal to add more Amazon departures from the airport. I strongly disagree with the idea because of concerns of more noise and air pollution to our community as a result of even more flights. I like that our air quality is much better than NYC. Let's keep it that way.</p>	<p>As discussed in EA Sections 4.2 and 5.2, the airport is located in an attainment area for all National Ambient Air Quality Standards (NAAQS). Data from the outdoor air monitoring network in the area demonstrate that there have been no violations of the NAAQS. The NAAQS are developed and periodically reviewed and updated as needed, to ensure the protection of human health and the environment. The air quality analyses performed for the EA concluded that the additional operations that would result from the Proposed Development Project would not cause or contribute to an exceedance of these protective standards.</p> <p>Based on analysis prepared for the EA, significant noise impacts would not occur if the Proposed Development Project was implemented. While individual overflights may be quieter or louder at a given location, the existing and proposed cumulative noise exposure is compatible with residential land use.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality) and Topical Response 2a (Noise Analysis Methods) for additional details related to the topics raised in this comment.</p>
Holly Daniels [NO ADDRESS PROVIDED]	P186	28-13	<p>I love this town. I do not want my children to be raised in a city that sells out to a socialist company that is Amazon! I am ashamed to see and HEAR these jets fly over my private dwelling multiple times a day... It is the noise and air pollution that these jets have interrupted... IT IS NOISE OVER OUR HOMES that we did not know about and do not accept!!!! It is unfair. It is not right. It is an infringement on my personal right to private property and peace.</p>	<p>Noise from existing air cargo operations at LAL is included in the EA analysis of the No-Action Alternative and Proposed Development Project. One objective of the EA's noise analysis was to determine whether or not the Proposed Development Project would increase incompatible land uses compared to the No-Action Alternative, and if so, determine whether the noise increases in those areas exceed FAA's thresholds that would indicate significant noise impacts. When compared to the No-Action Alternative, the additional aircraft operations associated with the Proposed Development Project in 2022 and 2027 would increase the amount of noncompatible (residential) land use directly to the east of the airport property line. The parcels and residences within, or newly within, the 2027 DNL 65 contour would not experience an increase of 1.5 dB or greater. Therefore, significant noise impacts would not occur if the Proposed Development Project was implemented.</p>

Commenter	Letter Code	Comment Code	Comment	Response
				<p>As discussed in EA Sections 4.2 and 5.2, the airport is located is in an attainment area for all National Ambient Air Quality Standards (NAAQS). Data from the ambient air monitoring network in the area demonstrate that there have been no violations of the NAAQS with the operation of the existing air cargo facility.</p> <p>Refer to Topical Response 1 (Worsening of Existing Air Quality), Topical Response 2b (Air Traffic and Overflights) and Topical Response 3 (Quality of Life).</p>
Amy & Ed Laderer [NO ADDRESS PROVIDED]	P187	13-122	We live on Scott Lake and the noise from the existing jet schedule is barely tolerable. We can't imagine what it will be like, living in south Lakeland, when the flights are expanded. The jets are incredibly loud and they descend right over our neighborhood.	Communities near LAL have experienced increased noise since the initiation of air cargo operations at LAL. Departures and arrivals at LAL use published air traffic patterns. The City of Lakeland has implemented a voluntary runway use program and proposed new flight procedures for FAA consideration. If the FAA determines that the procedures are feasible, they would undergo development, review and review, and environmental analysis prior to approval. Refer to Topical Response 2b (Air Traffic and Overflights) for additional details related to the topics raised in this comment.
Amy & Ed Laderer [NO ADDRESS PROVIDED]	P187	4-5	This is also terrible for wildlife, which we luckily still have here.	<p>More than half of land disturbance required for the Proposed Development Project would occur outside of existing high quality wildlife habitat areas, although some habitat conversion would occur that could affect wildlife usage. As discussed in Section 5.3.1.1 of the EA, approximately 0.3 acre of hardwood-conifer mixed land cover would be converted to transportation land use. Approximately 22.7 acres of wetland and 0.3 acre of other surface waters would be converted to transportation land use, while approximately 1.2 acres of wetlands would be converted to reservoir. The majority of habitat conversion would occur in wetlands, which will be mitigated using credits at the Alafia River Mitigation Bank within the same watershed as LAL. This will help to offset the limited upland habitat loss from the Proposed Development Project. Other open habitat areas in the immediate vicinity of LAL also offer refuge for individual animals that may be displaced by the proposed air cargo facility expansion.</p> <p>A Biological Assessment was prepared for the Proposed Development Project and was coordinated between the FAA and the USFWS. To aid in this coordination, Proposed Development Project areas were reviewed by qualified biologists for suitable habitat for all threatened and endangered species with potential to occur in the area. The field surveys also included determining whether or not any individual species were present in the Project areas. USFWS reviewed the Biological Assessment and concurred with FAA's determination of "may affect, not likely to adversely affect" on the wood stork, eastern indigo snake and gopher tortoise. In making these determinations, USFWS considers the potential for indirect impacts on these species, such as noise. The USFWS did not indicate that noise impacts would change the effects determination and did not require any noise-related species protection mitigation measures</p>
Amy & Ed Laderer [NO ADDRESS PROVIDED]	P187	14-71	In addition, we are NOT fans of Amazon. It is owned by a professed socialist and it kills local shops and businesses.	Comment noted.

Commenter	Letter Code	Comment Code	Comment	Response
Debbie Irby [NO ADDRESS PROVIDED]	P188	28-14	NO MORE AMAZON IN LAKELAND	Comment noted.
Healthy Progress, LLC 3433 Lithia Pinecrest Rd., Suite 233 Valrico, FL, 33596 Claude M. Harden, III The Harden Eldridge Law Group, P.A 3730 Cleveland Heights, Blvd., Suite 1 Lakeland, FL, 33803 Attorney for Healthy Progress, LLC	P189	21-19	<p>This comment is being submitted due to a concern related to an environmental hazard that is not accounted for in the proposed Environment Assessment report - namely the risk of a collision between an airplane and a bird due to the Amazon planes being forced to fly at lower altitudes upon takeoff with two landfills in close proximity to the airport. As reported by local media covering noise complaints arising from these flights, Amazon airplanes are not permitted to engage in a traditional takeoff and ascent due to their need to receive permission from the Tampa Air Traffic Control to enter airspace above 2,000 feet. This was noted in the November 30, 2020 letter from Mayor Bill Mutz to Tampa Air Traffic Control where he stated, "Over the last several weeks, our city has received numerous noise complaints from surrounding communities, some six to eight miles away, as departing air cargo aircraft are held down below 2,000 feet waiting for Tampa Departure to give them instructions to climb to a higher altitude."</p> <p>When flying at such a low altitude, the risk of a collision between an airplane and a bird is always present. The hazards arising from these interactions are so great that federal and state laws have been enacted to address this risk. One such example, and one relevant to the present matter, is the location restrictions for landfills in relation to airports. Since landfills are a congregating area for vultures, these vultures pose a flight hazard to low flying airplanes. As such, federal law prohibits a landfill from being within 10,000 feet (or approximately two miles) from the nearest point of any run-way. The same restriction has been adopted by the State of Florida in its airport zoning laws.</p> <p>The closest landfill to the Lakeland Linder Airport is the North City Landfill in Winter Haven, which is approximately 10 miles east of the airport and located near the Polk Parkway. There is also the Southeast County Landfill in Lithia, which is 13 miles southwest of the airport. Though these landfills are located outside the legal boundary restrictions, and thus not per se violations of the airport zoning requirements, the logic and spirit behind these laws appear applicable in this case due to the unique takeoff restrictions placed on flights departing Lakeland Linder Airport.</p> <p>The distance restrictions mandated in these laws are not arbitrary, but are based on studies that show the distance in which an airplane needs to travel from an airport under traditional takeoff patterns and ascents to reach an altitude where a collision with a bird is unlikely. Advisory Circular 150/5200-34A prepared by the FAA provides some insight on the rationale behind these distance restrictions. In the Background section it states, "In enacting this legislation Congress expressed concern that a [municipal solid waste landfill] sited near an airport poses a potential hazard to aircraft</p>	<p>As discussed in Topical Response 6b (Wildlife Hazard Potential), LAL implements a Wildlife Hazard Management Plan (WHMP). As part of the WHMP, the City, as the Airport Sponsor, carries out measures to minimize and/or eliminate hazardous wildlife attractants on Airport property. In July 2013, USFWS granted a Depredation permit that is renewed annually and authorizes the City to legally remove, using methods specified by USFWS, listed species and migratory bird species that pose a threat to human safety. Refer to Topical Response 6b (Wildlife Hazard Potential) for additional information on the topics raised in this comment.</p> <p>The closest landfill to LAL is the North City Landfill in Winter Haven, which is approximately 10 miles east of LAL and located near the Polk Parkway. There is also the Southeast County Landfill in Lithia, which is 13 miles southwest of LAL. These landfills are located outside of the two-mile radius for the location of landfills in the vicinity of airports, and thus do not violate airport zoning requirements. Changes in aircraft flight paths or flight procedures are not part of this EA, the Proposed Development Project, or the Requested Federal Action. Potential hazards reported as a safety issue would be addressed by the City and the FAA.</p> <p>As discussed in Topical Response 2b (Air Traffic and Overflights), the City has proposed conceptual new arrival and departure procedures at LAL as potential noise abatement measures. These measures if implemented could allow aircraft to operate at higher altitudes than referenced in the comment. New or modified procedures requested by the City will be considered by the FAA. If the proposed procedures are deemed feasible by the FAA, the procedures would be subject to separate FAA approval processes that would be coordinated across multiple FAA air traffic and flight procedural lines of business. This process would also include an evaluation of environmental effects, as required by NEPA.</p>

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			<p>operations because such a waste facility attracts birds. Statistics support the fact that bird strikes pose a real danger to aircraft. An estimated 87 percent of the collisions between wildlife and civil aircraft occurred on or near airports when aircraft are below 2,000 feet above ground level (AGL). Collisions with wildlife at these altitudes are especially dangerous as aircraft pilots have minimal time to recover from such emergencies." It then goes on to state, "In light of increasing bird populations and aircraft operations, the FAA believes locating landfills in proximity to airports increases the risk of collisions between birds and aircraft.... AC 150/5200-33 recommends against locating municipal solid waste landfills within five statute miles of an airport if the landfill may cause hazardous wildlife to move into or through the airport's approach or departure airspace."</p> <p>As noted in the aforementioned Advisory Circular, airplanes flying at an altitude of 2,000 feet or below are at a high risk for a collision with birds. The same altitude Amazon planes are required to maintain until permission to climb is received from Tampa Air Traffic Control. Based on normal flight patterns, the FAA recommends municipal solid waste landfills to be at least five miles from an airport. That is only five miles short of the distance between North City Landfill in Winter Haven and the Lakeland Linder Airport, or one minute of travel time for a plane travelling five miles a minute. But, flights departing out of Lakeland Linder Airport are not operating in a traditional manner and do not engage in traditional ascent patters. This is especially concerning considering that flights over the Polk Parkway have been considered as an option to alleviate flight noise over residential areas. If airplanes are directed east over the Polk Parkway, the plane will fly directly over the landfill. Those planes, if no clearance to ascend has been received, would be in danger of a bird strike. If that were to happen, it could be catastrophic.</p> <p>The hazards to airplanes posed by birds are not a perceived threat, but a documented one. On November 10, 2008, Ryanair Flight 4102 from Frankfurt to Rome made an emergency landing after multiple bird strikes caused both engines to fail. After touchdown, the left main landing gear collapsed, and the aircraft briefly veered off the runway. On January 15, 2009, US Airways Flight 1549 from LaGuardia Airport to Charlotte/Douglas International Airport ditched into the Hudson River after experiencing a loss of both turbines. It is suspected that the engine failure was caused by running into a flock of geese at an altitude of about 3,199 feet, shortly after takeoff. All 150 passengers and 5 crew members were safely evacuated after a successful water landing. This flight has been dubbed the "Miracle on the Hudson" due to the heroic measures taken by Capt. Sullenberger. On August 15, 2019, Ural Airlines Flight 178 suffered a bird strike after taking off causing it to crash land in a cornfield 5 kilometers past the airport. About 70 people were injured, all with minor injuries. In each of these cases, it was fortunate that no fatalities occurred because the pilots were</p>	

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			<p>able to find a safe place for an emergency landing. We may not be so lucky if the worst-case scenario were to happen here. Because of the high density of residential neighborhoods in this area, a safe emergency landing may not be possible.</p> <p>In reviewing the Environment Assessment report, Section 5.3.2.1 appears to be the relevant section to discuss this topic. However, there is no discussion of the concerns Healthy Progress raises. Healthy Progress would like to know if any consideration was given to this issue, and if so, the reasons why these two landfills are not considered flight hazards based on the current takeoff restrictions.</p>	
<p>Delores Miranda 3841 Country Loop West Lakeland, FL 33811</p> <p>[FROM SOCIAL MEDIA]</p>	P190	13-123	<p>I am asking you to please not grant Amazon to be able to expand near their facility and enable them to double their flights. In less than a year they have already gone from 3 flights a day to 22. For them to double that about is totally unacceptable to those of us who have lived here for over 40 years. I live off Drane Field Road in Country Village. I am here to tell you if I am sitting on my screen porch when a plane takes off you have to stop talking to anyone sitting on the porch with you.</p>	<p>LAL is a public use airport, and Federal law preempts local governments from implementing any action that is intended to control types of aircraft that use an airport, the routes of aircraft in flight, the timing of flights, or the number of flights. Refer to Topical Response 2g (Speech Interference) for additional details.</p>
<p>Arlene Randall (Address unavailable)</p> <p>[FROM SOCIAL MEDIA]</p>	P191	27-19	<p>I will be unable to attend the discussion concerning the expansion of our airport. But wanted to express my support for this opportunity being presented. I live just off Airport road and have no problem with the expansion. Possibly the folks that are upset with the noise should have done better research prior to buying.</p>	<p>Comment noted.</p>
<p>Karen Villafana [NO ADDRESS PROVIDED]</p>	P192	13-133	<p>The current flight path of Amazon Prime flights from/to Lakeland Linder International Airport, over our residential neighborhood of Grasslands, is very disruptive. The flights are much too low and too noisy, and we understand that many more daily flights are scheduled for the near future. We believe that the flight path should be changed, so that the main portion of the loud arrival and descent can be performed over commercial properties and not residential.</p> <p>We welcome the jobs being created by virtue of this new Amazon business, but also expect Lakeland Linder to be a good neighbor to the local residential communities.</p>	<p>Refer to Topical Response 2b (Air Traffic and Overflights) and Topical Response 2c (Flight Frequency and Schedule) for discussion and additional details related to the topics raised in this comment.</p>

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