

Allen L. Jelks, Jr.
I010 Form Letter

- Comment 1** I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.
- Response** Thank you for your participation in the EIS process. The FAA acknowledges your objection to the relocation of the Panama City-Bay County International Airport to the West Bay site. The FAA is not responsible for the issuance of the Clean Water Act permit and we understand the USACE will be issuing its own Record of Decision document.
- Comment 2** The existing airport in Panama City is more than adequate to meet projected air travel demand and does not justify the need for a new airport at the West Bay site.
- Response** Section 3.4.1 of the FEIS documents that the existing airport is not sufficient to meet aviation demand in the service area or FAA safety and design standards.
- Comment 3** Authorizing the destruction of 2,000 acres of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystems, habitat and wildlife in West Bay and the St. Andrew Bay watershed.
- Response** Please see Chapter 5 of the FEIS for an accurate description of impacts to water quality (Section 5.8), biotic communities (Section 5.10), endangered and threatened species (Section 5.12), and wetlands (Section 5.13). Also included in these sections are discussions of best management practices and mitigation measures to avoid and minimize impacts. While the FAA ROD approves the project, authorization of construction in wetlands is the responsibility of the state and federal permitting agencies.
- Comment 4** The proposed airport site is among the most sensitive by virtue of its proximity to the headwaters of Crooked Creek and Burnt Mill Creek, which feed into West Bay. Any development at this site would disrupt the natural flow of water into West Bay and bury entire segments of streambeds under runways, leading to degraded water quality and loss of habitat for sea turtles, Gulf sturgeon and manatees.
- Response** Section 5.8 of the FEIS documents the impacts to tributaries of Crooked Creek and Burnt Mill Creek as well as best management practices and stormwater quality and quantity controls to minimize impacts. USFWS did not identify sea turtles or manatees as species potentially affected by the proposed project. USFWS concurred with the FAA's finding of no effect for the Gulf sturgeon in the Biological Assessment prepared during the Section 7 consultation process. See Appendix T of the FEIS.
- Comment 5** The substantial environmental problems that would result from building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.
- Response** The FEIS documents secondary impacts and cumulative impacts including future development in the area as described in the West Bay Detailed Specific Area Plan (DSAP) and approved by Bay County. See Section 5.26 of the FEIS.

Allen L. Jelks, Jr.
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Comment 6 In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.

Response The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.

I O I O
MAR 29 2006

ALLEN N. JELKS, JR., P.A.
ATTORNEY AND COUNSELOR AT LAW
516 MCKENZIE AVENUE
PANAMA CITY, FLORIDA 32401
TELEPHONE (850) 784-0809
FACSIMILE (850) 784-0806
E-MAIL: ALLENJELKS@YAHOO.COM

March 24, 2006

Mr. Dean Stringer, Manager
Federal Aviation Administration
Orlando Airport District One
5950 Hazeltine National Drive
Suite 400
Orlando, FL 32822

Mr. Lawrence Evans
Chief, Regulatory Division
U.S. Army Corps of Engineers
Jacksonville District
701 San Marco Boulevard
Jacksonville, FL 32207-0019

Dear Mr. Stringer & Mr. Evans:

I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.

1

The existing airport in Panama City is more than adequate to meet projected air travel demand and does not justify the need for a new airport at the West Bay site. Authorizing the destruction of 2,000 acres of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystems, habitat and wildlife in West Bay and the St. Andrew Bay watershed.

2
3

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Mr. Dean Stringer
Mr. Lawrence Evans
March 24, 2006
Page Two

building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.] 5

Again, I urge you to reject the proposal to build a new airport at the West Bay site and to deny issuing the Panama City-Bay County Airport Authority a Clean Water Act permit to build a new airport at this site. In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.] 6

Thank you.

ALLEN N. JELKS, JR., P.A.

Allen N. Jelks, Jr.
Allen N. Jelks, Jr.

ANJ/ah

Mr. and Mrs. Raymond Vershum
I011 Form Letter

- Comment 1** I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.
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Mr. and Mrs. Raymond Vershum
I011 Form Letter

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Response The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.

1011

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822

Lawrence Evans
Chief, Regulatory Division
U.S. Army Corps of Engineers
Jacksonville District
701 San Marco Blvd.
Jacksonville, FL 32207-0019

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Sincerely,

Judith A. Vershum 6/04/06
Raymond J. Vershum 6-4-06

Terry L. Pitt
I012 Form Letter

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Terry L. Pitt
I012 Form Letter

Comment 6

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Response

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IO12

APR 24 2006

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822

Dear Mr. Stringer,

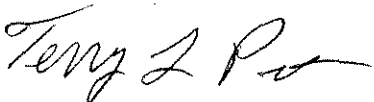
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Sincerely,



Mr. Terry L. Pitt
5726 N.E. Detroit
Kansas City, Missouri 64119
t.pitt@sbcglobal.net

Joshua Hough
I013 Form Letter

- Comment 1** I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.
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Joshua Hough
I013 Form Letter

Response

The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.

JUN 29 2006

Friday, June 23, 2006

IO13

Joshua Hough

184 Willow Springs Dr.

Talent, OR 97540-9646

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazelhine National Drive, Ste. 400
Orlando, FL 32822

Dear Manager Stringer,

I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny a Clean Water Act permit to the Panama City - Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.

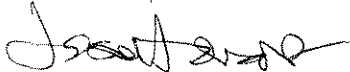
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Thanks for your consideration.

Sincerely,



Linn D. Barrett
I014 Form Letter

- Comment 1** I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.
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Linn D. Barrett
I014 Form Letter

Response

The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.

MAR 31 2006

1014

Linn D. Barrett
4305 29th Street Road
Greeley, CO 80634

Dean Stringer
Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr.
Suite 400
Orlando, FL 32822

March 25, 2006

Do not support construction of the new airport!

Dear Mr. Stringer,

I strongly urge you to please reject the proposal to build a new airport at the West Bay site in Panama City, Florida, and to please do not issue a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.

The existing airport in Panama City is more than adequate to meet projected air travel demand and does not create the need for a new airport at the West Bay site. Authorizing the destruction of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystem, habitat and wildlife in West Bay and the Crooked Bay watershed.

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With utmost conviction and sincerity,


Linn D. Barrett

Brian Bodah
I015 Form Letter

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Brian Bodah
I015 Form Letter

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IO15

MAR 31 2006

March 28, 2006

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822

Dear Mr. Stringer,

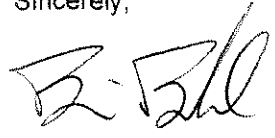
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Sincerely,



Brian Bodah
973 W. 2nd Avenue
Columbus, OH 43212

**Sample Form Letter
I016 Form Letter**

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- Response** Section 3.4.1 of the FEIS documents that the existing airport is not sufficient to meet aviation demand in the service area or FAA safety and design standards.
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- Response** Please see Chapter 5 of the FEIS for an accurate description of impacts to water quality (Section 5.8), biotic communities (Section 5.10), endangered and threatened species (Section 5.12), and wetlands (Section 5.13). Also included in these sections are discussions of best management practices and mitigation measures to avoid and minimize impacts. While the FAA ROD approves the project, authorization of construction in wetlands is the responsibility of the state and federal permitting agencies.
- Comment 4** The proposed airport site is among the most sensitive by virtue of its proximity to the headwaters of Crooked Creek and Burnt Mill Creek, which feed into West Bay. Any development at this site would disrupt the natural flow of water into West Bay and bury entire segments of streambeds under runways, leading to degraded water quality and loss of habitat for sea turtles, Gulf sturgeon and manatees.
- Response** Section 5.8 of the FEIS documents the impacts to tributaries of Crooked Creek and Burnt Mill Creek as well as best management practices and stormwater quality and quantity controls to minimize impacts. USFWS did not identify sea turtles or manatees as species potentially affected by the proposed project. USFWS concurred with the FAA's finding of no effect for the Gulf sturgeon in the Biological Assessment prepared during the Section 7 consultation process. See Appendix T of the FEIS.
- Comment 5** The substantial environmental problems that would result from building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.
- Response** The FEIS documents secondary impacts and cumulative impacts including future development in the area as described in the West Bay Detailed Specific Area Plan (DSAP) and approved by Bay County. See Section 5.26 of the FEIS.

Sample Form Letter
I016 Form Letter

Comment 6 In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.

Response The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.

I 016

June 26, 2006

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822

Dear Mr. Stringer,

I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.

The existing airport in Panama City is more than adequate to meet projected air travel demand and does not justify the need for a new airport at the West Bay site. Authorizing the destruction of 2,000 acres of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystems, habitat and wildlife in West Bay and the St. Andrew Bay watershed.

The proposed airport site is among the most sensitive by virtue of its proximity to the headwaters of Crooked Creek and Burnt Mill Creek, which feed into West Bay. Any development at this site would disrupt the natural flow of water into West Bay and bury entire segments of streambeds under runways, leading to degraded water quality and loss of habitat for sea turtles and Gulf sturgeon. The substantial environmental problems that would result from building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.

Again, I urge you to reject the proposal to build a new airport at the West Bay site and to deny issuing the Panama City-Bay County Airport Authority a Clean Water Act permit to build a new airport at this site. In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.

Sincerely,

Nichole Romano
3855 Blair Mill Rd Apt 210-M
Horsham, PA 19044-2957
USA

Jane P. Webb
I017 Form Letter

- Comment 1** I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.
- Response** Thank you for your participation in the EIS process. The FAA acknowledges your objection to the relocation of the Panama City-Bay County International Airport to the West Bay site. The FAA is not responsible for the issuance of the Clean Water Act permit and we understand the USACE will be issuing its own Record of Decision document.
- Comment 2** The existing airport in Panama City is more than adequate to meet projected air travel demand and does not justify the need for a new airport at the West Bay site.
- Response** Section 3.4.1 of the FEIS documents that the existing airport is not sufficient to meet aviation demand in the service area or FAA safety and design standards.
- Comment 3** Authorizing the destruction of 2,000 acres of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystems, habitat and wildlife in West Bay and the St. Andrew Bay watershed.
- Response** Please see Chapter 5 of the FEIS for an accurate description of impacts to water quality (Section 5.8), biotic communities (Section 5.10), endangered and threatened species (Section 5.12), and wetlands (Section 5.13). Also included in these sections are discussions of best management practices and mitigation measures to avoid and minimize impacts. While the FAA ROD approves the project, authorization of construction in wetlands is the responsibility of the state and federal permitting agencies.
- Comment 4** The proposed airport site is among the most sensitive by virtue of its proximity to the headwaters of Crooked Creek and Burnt Mill Creek, which feed into West Bay. Any development at this site would disrupt the natural flow of water into West Bay and bury entire segments of streambeds under runways, leading to degraded water quality and loss of habitat for sea turtles, Gulf sturgeon and manatees.
- Response** Section 5.8 of the FEIS documents the impacts to tributaries of Crooked Creek and Burnt Mill Creek as well as best management practices and stormwater quality and quantity controls to minimize impacts. USFWS did not identify sea turtles or manatees as species potentially affected by the proposed project. USFWS concurred with the FAA's finding of no effect for the Gulf sturgeon in the Biological Assessment prepared during the Section 7 consultation process. See Appendix T of the FEIS.
- Comment 5** The substantial environmental problems that would result from building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.
- Response** The FEIS documents secondary impacts and cumulative impacts including future development in the area as described in the West Bay Detailed Specific Area Plan (DSAP) and approved by Bay County. See Section 5.26 of the FEIS.

Jane P. Webb
I017 Form Letter

- Comment 6** In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.
- Response** The FEIS documents the impacts of expansion at the existing airport which include substantial impacts to Goose Bayou and/or the Forest Park residential area. See Section 7.1 of the ROD for identification of the environmentally preferred alternative.
- Comment 7** We need to preserve Florida's beautiful white sand beaches for ourselves, future generations, and the loggerheads.
- Response** Relocation of the Panama City-Bay County International Airport to the West Bay site will have no impact on the beach and coastal systems or loggerhead sea turtles.

1017

MAY 31 2006

Dean Stringer, Manager
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822

211 N. Calle De Las Profetas
Green Valley
AZ 85614

Lawrence Evans
Chief, Regulatory Division
U.S. Army Corps of Engineers
Jacksonville District
701 San Marco Blvd.
Jacksonville, FL 32207-0019

Dear Mr. Stringer and Mr. Evans,

I strongly urge you to reject the proposal to build a new airport at the West Bay site in Bay County, Florida, and to deny issuing a Clean Water Act permit to the Panama City-Bay County Airport Authority to allow the destruction of wetlands and wildlife habitat for the proposed project.] 1

The existing airport in Panama City is more than adequate to meet projected air travel demand and does not justify the need for a new airport at the West Bay site. Authorizing the destruction of 2,000 acres of wetlands and the filling of streams and other waterways to build a new airport would have a substantial and irreversible adverse impact on the ecosystems, habitat and wildlife in West Bay and the St. Andrew Bay watershed.] 2] 3

The proposed airport site is among the most sensitive by virtue of its proximity to the headwaters of Crooked Creek and Burnt Mill Creek, which feed into West Bay. Any development at this site would disrupt the natural flow of water into West Bay and bury entire segments of streambeds under runways, leading to degraded water quality and loss of habitat for sea turtles and Gulf sturgeon. The substantial environmental problems that would result from building the airport itself are just the beginning, paving the way for even greater cumulative impacts from industrial development, as well as hotels, rental car facilities, restaurants and other construction projects.] 4] 5

Again, I urge you to reject the proposal to build a new airport at the West Bay site and to deny issuing the Panama City-Bay County Airport Authority a Clean Water Act permit to build a new airport at this site. In the future, should airport expansion become necessary, the existing airport site would provide the best and most environmentally sound alternative.] 6

Sincerely,

Jane P. Webb
P.S. We need to preserve Florida's beautiful white sand beaches for ourselves, future generations, and the logysheads.] 7