APPENDIX F
RESPONSE TO COMMENTS

As stated in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* (Section 208, Public Involvement), NEPA and the CEQ regulations, in describing the public involvement process, require federal agencies to consider environmental information in their decision making process, obtain information from the public regarding environmental concerns surrounding an agency's Proposed Action, fully assess and disclose potential environmental impacts resulting from the Proposed Action and alternatives, and provide the public with this information and allow it to comment on these findings. Upon review of public comments received, an Environmental Assessment should also reflect the FAA's consideration of such public concerns. In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* (Section 208, Public Involvement), the purpose of this Appendix is to document all comments received during the Public Comment Period and to respond to the public's concerns regarding the SEA prepared for the Proposed Action.

The Federal Aviation Administration (FAA) issued a Notice of Availability (NOA) of the Draft Supplemental Environmental Assessment (DSEA) for the proposed modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport on November 22, 2005. The NOA included information on two public workshops and advised that the public comment period would end on December 30, 2005. While the NOA was immediately published in the local media, the actual publication in the Federal Register did not occur until December 5, 2005. Therefore, the decision was made to extend the comment period to January 13, 2006, to allow for more than 30 days of public comment following the initial publication in the Federal Register. On January 13, 2006, the FAA again extended the public comment period to March 14, 2006 to allow additional time for public comment. During this final extension, the FAA also conducted a third public meeting on February 27, 2006 (see **Appendix D** for specific information about the Public Meetings). Comments received after the close of the comment period (March 14, 2006) were not considered for response.

Oral questions presented at the above listed Public Meetings were responded to by the FAA at those meetings and are included in the corresponding meeting transcripts (see **Appendix D**). Again, please note that these questions and responses are not presented separately in this Appendix but can only be found within the transcripts. Written comments submitted on the comment forms, provided at the public meetings, are included in this Appendix.

All comments received during the Public Comment Period via mail, fax, e-mail or comment forms provided at the public meetings have been summarized and grouped according to the nature (subject) of the comment. Responses were prepared for each comment subject listed below. See **Sections F.1 through F.22**

for responses to each subject addressed in comment letters received.

Responses to Comments

Approximately 1,800 comments from government agencies, special interest groups, and the public were received in response to the Draft SEA published on November 22, 2005. The comments were reviewed by the Federal Aviation Administration (FAA), the Clark County Department of Aviation (CCDOA), and their consultant, and were divided into the following 22 generalized categories:

F.1 Safety Issues
F.2 Quality of Life Impacts
F.3 Property Value Impacts
F.4 Noise Exposure and Disclosure (North/Northwest Areas vs. South/Southwest Areas)
F.5 Noise Impacts
F.6 Noise Mitigation
F.7 Noise Analysis/Methodology
F.8 Purpose and Need Analysis/Methodology
F.9 Alternatives Analysis
F.10 Affected Environment Analysis/Methodology
F.11 Air Quality Analysis/Methodology
F.12 Hazardous Materials, Pollution Prevention, and Solid Waste
F.13 Environmental Justice Analysis/Methodology
F.14 Cumulative Impacts Analysis/Methodology
F.15 Environmental Impact Statement vs. Supplemental Environmental Assessment for Analysis of the Proposed Action
F.16 Current Departure Flight Paths at LAS
F.17 Proposed Departure Flight Paths at LAS
F.18 Public Workshops Process
F.19 Public Participation with SEA Development
F.20 General Opposition to the Proposed Action
F.21 Support for the Proposed Action
F.22 Comments that did not state Support or Opposition to the Proposed Action

Information was assembled to respond to each of the grouped comments under each of these subject headings. Each comment/response has been designated by an alpha-numeric code (i.e., F.1.1) where the letter of the code corresponds to the subject area/heading and the numbers correspond to the generalized comment/response.

Copies of all mailed, written, faxed, and emailed comments received during the Public Comment Period are included in **Attachment F-1** of this Appendix. **Table**

F.1 provides a list of the comment letters received, indicating the letter/number assigned to each letter. Entries in **Table F.1** are separated into five categories: 1) Federal Agencies, 2) State of Nevada Agencies, 3) City and County Agencies, 4) Special Interest Groups, and 5) Individuals. The entries are then listed in alphabetical order by commenting agency title or person's last name.

Locating the Response(s) to a Specific Comment Letter

To locate the response(s) to each issue addressed in a specific comment letter, locate the name of the commenter in the first column of **Table F.1** and find the corresponding comment response number (i.e., F.1.1). The paragraph that matches the comment response number is located within the text section, **Sections F.1 through F.22,** of this Appendix. The following example is provided for reference:

Step 1: Identify Comment Response Number in Table F.1

Table F.1
Comment Letters

Commenter	Comment Letter Number	Comment Response Number(s)
Individuals		
Afoa, Ilse	**P1**	**F.20**

Step 2: Using the Comment Response Number, Locate the Appropriate Section in this Appendix

F.20 GENERAL OPPOSITION TO PROPOSED ACTION

Several comments were received stating general opposition to the Proposed Action, but did not include specific issues related to their opposition of the Proposed Action (i.e. "stop the right turn," "don't do it," "no right turn," "I will move if this goes into effect," etc.). These comments have been noted in the project record.

Locating a Specific Comment Letter

To locate a specific comment letter, locate the name of the commenter in the first column of **Table F.1** and find the corresponding letter number (i.e., P1). In **Attachment F-1**, locate the comment letter using the letter number.

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Table F.1
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Federal Agencies		
U.S. Department of the Interior, National Park Service, Lake Mead National Recreation Area	**A1**	F.10.1 F.5.6 F.7.1 F.5.5 F.14.2 F.9.6 F.14.1
U.S. Department of the Interior, Bureau of Land Management, Las Vegas Field Office	**A2**	F.10.1 F.5.4 F.5.5
State Agencies		
State of Nevada, Department of Administration	**B1**	F.21
Nevada Division of State Lands		F.5
State of Nevada Assembly	**B2**	F.8.2 F.1
Local Agencies (County & City)		
Clark County Board of County Commissioners	**L1**	F.21
Clark County, Department of Aviation	**L2**	F.5 F.7
Clark County, Department of Comprehensive Planning	**L3**	F.7.11 F.21
City of Henderson, Nevada	**L4**	F.21 F.8.4 F.7.3 F.7.4
City of Las Vegas, Nevada	**L5**	F.20 F.5.2 F.1.1 F.1.3 F.5.1 F.1.2 F.13.1 F.9.6 F.20
City of Las Vegas, Nevada	**L6**	Not Applicable
City of Las Vegas, Nevada	**L7**	Not Applicable

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Special Interest Groups		
Air Transport Association	**S1**	F.21
Canyon Gate Homeowner's Association	**S2**	F.15 F.9.4
Canyon Ridge Homeowners Association	**S3**	F.9.4 F.8.3 F.7.10 F.2 F.3
	S4	F.20
	S5	F.1 F.9.4
Go West Institute, Aviation Safety Division	**S6**	F.9.5 F.1
Mego Productions	**S7**	F.5 F.3
Nevada Environmental Coalition	**S8**	F.15 F.20 F.18 F.19 F.7.6 F.9 F.2 F.1 F.5 F.11 F.9.2 F.9.3 F.9.6 F.10 F.10.2 F.11.3 F.7.7 F.1 F.7.7 F.7.8 F.11 F.11.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Nevada Environmental Coalition (continued)	**S8**	F.7.9 F.12.1 F.2.3 F.13.1 F.7.10 F.8.1 F.18 F.20 F.18.3 F.8.1 F.8.1 F.11 F.11 F.11 F.15
Siena Community Association, Inc.	**S9**	F.1 F.2
South Shore Villas Homeowner's Association	**S10**	F.3.1 F.5.1 F.5.2
Southwest Action Network	**S11**	F.21
Sun City Summerlin Community Association, Inc.	**S12**	F.1 F.2
True Love Missionary Baptist Church	**S13**	F.5 F.5.1
Individuals		
Abele, Bryan & Sandra	P1	F.3.1 F.1 F.5
Abele, Bryan & Sandra	P2	F.3.1 F.1 F.2
Aberman, Larry	P3	F.1 F.8.3
Aberman, Laurence	P4	F.2 F.3.1
Abner, Charles	P5	F.2
Abrams, Drew	P6	F.1 F.8.3 F.8.3 F.22

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Abrams, Drew	P7	F.2 F.3.1
Abruzzo, Gail	P8	F.1
acctsrec@americanFamilyre.com	P9	F.5.3
Acker, Joyce	P10	F.3.1
Acklam, Denise	P11	F.21 F.16.1
Acuna, Michael	P12	F.5.2
Adams, Dina	P13	F.2.1 F.1 F.2
Adams, Kirk	P14	F.2.1 F.1 F.2
Adelman, Marvin	P15	F.5.4
Adler, Edward	P16	F.20
Adler, Edward	P17	F.1 F.2 F.3.1
		F.9.5
		F.3.1
Adler, Edward	P18	F.5.4
		F.8.3
Adler, Edward	P19	F.9.4
		F.1 F.3.1
Aegerter, Stacy	P20	F.3.1 F.2
Afoa, Ilse	P21	F.20
Agard, Dorothy	P22	F.3.1
Agard, Quentrin	P23	F.2.1
Agatonu, Heavenly	P24	F.21
Aguilar, Carlos	P25	F.21
Ahlers, Donna & Herman	P26	F.2.2
		F.5
		F.3.1
		F.9
		F.20
Akoopie, Harry	P27	F.2.1
Akoopie, Patrick	P28	F.20
Alati, Dana	P29	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Albert, Mary	P30	F.2.1
Albert, Vicky	P31	F.2.1 F.3.1
Alexander, Amanda	P32	F.3.1 F.2
Alexander, Caren	P33	F.3.1 F.2.1 F.1
Alexander, Jody	P34	F.1 F.2.1
Allen, Dennis	P35	F.21
Almosawy, Maria	P36	F.1 F.2
Altherr, Clemens & Cookie	P37	F.21
Amundson, Lisa	P38	F.20
Anderson, Gilbert R.	P39	F.3.1 F.9
Anderton, Adrienne	P40	F.5.4
Andes, Richard	P41	F.9
Andrew, Karen	P42	F.1 F.5
Andrewjeski, Edmund & Thelma	P43	F.2
Andrewjeski, Edmund & Thelma	P44	F.2.1 F.3.1
Angelil, Patrick	P45	F.2.1
Angione, Ron	P46	F.3.1
		F.8.3
Angus, George	P47	F.1.1
		F.8.3
Ansley, Tricia	P48	F.2
Anthony, Michelle	P49	F.20
Aracri, Lorrie	P50	F.5
Aracri, Lorrie	P51	F.5
Aracri, Lorrie	P52	F.1
Aracri, Lorrie	P53	F.20
Arazia, Helene	P54	F.21
Arcuri, Diane	P55	F.21
		F.16.1
		F.21
		F.21
Arcuri, Diane	P56	F.16.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Arcuri, Fred & Diane	P57	F.21
		F.16.1
Armijo, Jason	P58	F.5
Arnlund, Bert & Kari	P59	F.3.1
Aronow, Lewis	P60	F.5.2
Artinger, Nancy	P61	F.21
		F.9.6
		F.16.1
Asadi, Ladan	P62	F.2.1
Ashman, Jan	P63	F.8.3
Asselin, Jeffrey	P64	F.21
Ault, Janet	P65	F.2
		F.6.1
Ault, Jim	P66	F.5.2 F.20
		F.9.6
Aumont, Nancy	P67	F.9.6
AuntMommy4U@aol.com	P68	F.1.2
		F.3.1
		F.9.4
Aupperle, Mike & Barbara	P69	F.16.1
		F.5
Ausiello, Jenn	P70	F.5 F.11 F.12 F.3.1
Avne, David	P71	F.3.1
Azoulay, Leora	P72	F.3.1 F.2.1
Bader, Garin	P73	F.5.2
Bader, Garin	P74	F.5.2
		F.4.1
Bader, Vanessa	P75	F.5.2
Bailie, Lora	P76	F.3.1
Baker, Diana	P77	F.3.1
Baker, Mark	P78	F.4.1
		F.5
Baker, Mark & Michele	P79	F.4.1
BALDAAR@aol.com	P80	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Banta, Barbara	P81	F.1 F.2
		F.5.2
Banta, Gregory	P82	F.4.1
		F.9
Barbara, Theresa	P83	F.20
Barbaro, Theresa	P84	F.2.1
Barnett, Philip	P85	F.21
Barnhart, Dale & Alice	P86	F.20
Barnhart, David	P87	F.16.3
		F.16.2
		F.16.1
		F.15
		F.1
		F.5.2
Barnhart, James	P88	F.9.6
		F.8.3
Baron, Christine	P89	F.9
Barr, Laura	P90	F.5 F.2.1
Barret, Levi	P91	F.3.1
Barret, Stacy	P92	F.3.1
Barrow, Steve	P93	F.2
		F.16.3
Bart, Judy	P94	F.5 F.11
		F.20
Bauer, Nicole	P95	F.3.1
Bawdon, Lisa	P96	F.20
		F.3.1
		F.8.3
Bawdon-Lowrimore, Alexandria	P97	F.20
		F.3.1
		F.8.3
Bazzell, Jim & Dixie	P98	F.2.3
		F.2
		F.9.5
Bballdadtt@aol.com	P99	F.21
Beale, Rae	P100	F.21
Bearce, John H.	P101	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Beatty, Jon W.	P102	F.2
		F.1
Becerra, Bernardo	P103	F.1
		F.3.1
Becker, Evamarie	P104	F.2.5
		F.1
		F.9.4
Bedell, Donald	P105	F.8.3
		F.20
		F.3.1
		F.16.1
		F.9.6
		F.15
		F.19.1
Bedell, Donald	P106	F.7
		F.7.10
Bedell, Donald	P107	F.2.1
Bedell, Donald	P108	F.8.3
		F.2.1
Bedell, Terry and Don	P109	F.5.4
		F.16.2
		F.16.1
		F.5 F.7 F.22
		F.7.10
		F.5 F.7 F.22
		F.5 F.7 F.22
		F.5 F.7 F.22
		F.7.10
		F.21
		F.5 F.7 F.22
BeFFie10304@aol.com	P110	F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Beiler, Marilyn	P111	F.5
		F.1 F.2.1
		F.3.1 F.6.2
Belk, James	P112	F.21
Bell, David & Joyce	P113	F.5.2
Bell, Norma	P114	F.21
Bell, Roland	P115	F.20
Bellman, Robert	P116	F.2.1
		F.9.6
		F.9.6
Belmonte, Claudio	P -117	F.21
Bencik, Jerry	P118	F.21
Benge, Shirley J.	P119	F.2.1
		F.11
		F.3.1
		F.14
		F.2.2
Benkovich, Tielhard	P120	F.9.6
		F.9.6
Bennett, Ben	P121	F.15
		F.2.1
Bennett, Byron	P122	F.1
		F.3.1
		F.20
Bennett, Leanne	P123	F.15
		F.2.1
Bent, Gordon	P124	F.21
Bentel, Ruth	P125	F.9.4
		F.5
Benton, Joy	P126	F.2 F.1
		F.3.1
Bentz, Ryan	P127	F.21
Bentz, Ryan	P128	F.21
Benysek, Don	P129	F.1.1
Benzinger, Lynette	P130	F.3.1
		F.9.5

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Bergal, Shara	P131	F.3.1
		F.8.3
		F.19
Berger, Brandon	P132	F.20
Berger, Lisa	P133	F.3.1
		F.5
		F.1
		F.9.6
		F.6.1
Berger, Rick	P134	F.21
		F.16.1
		F.9.6
Bergren, John & Moonie	P135	F.21
Berman, Alice	P136	F.2
		F.3.1
Bernard, Nancy	P137	F.2.1
		F.1 F.5
		F.6.2
Bernard, Nancy	P138	F.2.1
		F.6.2
Bernard, Nancy	P139	F.3.1
		F.1
Bertrand, Brenda	P140	F.21
Beshear, Devara	P141	F.21
Bettens, R.A.	P142	F.20
		F.1 F.5 F.11 F.12
Bettens, William H.	P143	F.20
Bettens, Wm. H.	P144	F.1.3
		F.8.3
		F.5 F.11 F.12
Beville, Robert	P145	F.5.2
Bilstein, Carl	P146	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Biren, Irma	P147	F.2.1
		F.5
		F.1
		F.2
Bisceglia, Pat	P148	F.2
		F.2.1
		F.3.1
		F.1
		F.9.4
Biscoe, Lois	P149	F.3.1
		F.2
Bishop, Randa	P150	F.3.1
Bjornson, Karen	P151	F.21
		F.9.5
Black, Jody	P152	F.3.1
		F.5.2
		F.5.4
		F.2.1
		F.20
Black, Phillip	P153	F.22
Blakesley, Susan	P154	F.21
Blanchard, Matthew	P155	F.2.1
		F.3.1
Blankenbecler, Richard	P156	F.21
Bleakley, Caroline	P157	F.3.1
Blessing, Lara	P158	F.21
Blonn, Ray	P159	F.21
		F.9.6
		F.9.6
		F.16.1
Blonn, Ray	P160	F.21
		F.9.6
		F.8.2
Bloom, Kelli	P161	F.5.4
		F.9.4
Blount, Alan	P162	F.11
		F.5.4
		F.8.3
		F.8.4
Blum, Barry	P163	F.5
		F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Blum, Stephen	P164	F.20
Blurton, Dominic	P165	F.3.1
Blurton, Dominic	P166	F.20
Bobak, Lisa	P167	F.3.1
		F.8.5
Bobbie (03bobbie03@cox.net)	P168	F.5.2
		F.3.1
		F.8.4
Bodenstab, Tom	P169	F.21
Boehm, Bruce J.	P170	F.5
Bolden, Calvin	P171	F.2.1
Bollheimer, Edward	P172	F.5
		F.2
		F.3.1
BonFiglio, James	P173	F.2
		F.3.1
		F.2.2
		F.1
Bonomo, Jospehine	P174	F.1
		F.9
Borawski, Joe	P175	F.21
Borowitz, Paul, Jr.	P176	F.3.1
		F.16.3
		F.16.3
Boswell, Carol	P177	F.21
Boswell, D. Kent & Ann R.	P178	F.3.1
		F.2.1
Botti, Donna	P179	F.5.4
Botti, Donna	P180	F.3.1
Bowles, Lorilynn	P181	F.20
Boyd, Joan	P182	F.21
Boyd, Steven	P183	F.20
		F.9.6
Boyers, Roberta	P184	F.2
Boynton, Randy	P185	F.21
		F.16.1
Brandt, Mary	P186	F.21
Brian, Katherine	P187	F.5.2
Bright, Marshall	P188	F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Brodt, Gary	P189	F.7
		F.7.10
		F.7 F.8.1 F.22
		F.5.2
		F.9
		F.8.3
Brogan, Mike	P190	F.21
Bromberg, Genie	P191	F.16.3
Bronson, Kathleen	P192	F.21
Bronson, Kathleen	P193	F.21
Brookshire, Janel	P194	F.3.1
		F.5
Brough, Natalie	P195	F.21
Brown, Babette	P196	F.3.1
Brown, Elijah	P197	F.2 F.3.1
Brown, Kella	P198	F.2
Brown, Marlis	P199	F.21
Brown, Mary	P200	F.21
Brown, Robert	P201	F.21
Brown, Stephen	P202	F.20
Broze, Alan	P203	F.3.1
		F.1
Bruton, Frank	P204	F.15
Bruton, Frank	P205	F.22
Bryant, Michael & Susan	P206	F.5.2 F.9
		F.9
Buchman, David	P207	F.3.1
		F.5.4
		F.15
		F.9.6
		F.9.6
Buescher, Charles	P208	F.2.1
		F.3.1
		F.1
		F.15

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Bull, Thomas	P209	F.9.4
		F.8.3
Bulow, Roland	P210	F.1 F.5
		F.9.4 F.9.6
		F.20
Bulson, Ted	P211	F.9.4
Buntic, Tom	P212	F.21
Burbank, Andrea	P213	F.2
Burby, Michael	P214	F.16.2
		F.5.1 F.1.2
Burby, Michael	P215	F.16.2
		F.5.1 F.1.2
		F.1
Burby, Michael	P216	F.3.1
		F.16.2
		F.5.1 F.1.2
Burger, Karen	P217	F.5.4 F.1.1
Burke, Jason	P218	F.20
		F..1 F.5.4
Burke, Jason	P219	F.2 F.20
		F.8.3
Busby, Sandee & Bill	P220	F.21
Busby, Sandee	P221	F.21
		F.9.6
Caito, Gregory	P222	F.5
		F.3.1
		F.9.4
Calderon, Antonia	P223	F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Caliva, Barbara (Greg Toussaint)	P224	F.18 F.19
		F.8.3
		F.8.3
		F.20
		F.5.2
		F.16.1
		F.18
		F.18.1
		F.5
Caliva, Barbara	P225	F.2.1
		F.3.1
Caliva, Frank	P226	F.2.1
		F.1
Camarco, Tony	P227	F.21
Cameron, Carolyn	P228	F.1.1
		F.9.4
		F.9.6
Cameron, R.E. & C.L.	P229	F.15 F.5
		F.2 F.1.1
		F.9.4
Cameron, Roy	P230	F.15 F.5
		F.2 F.1.1
		F.9.4
		F.1
Campbell, Deanna	P231	F.21
Campbell, F.H.	P232	F.1.1
		F.11 F.12
		F.1
		F.8.3
		F.6.3
Campbell, Kelley	P233	F.21
Campbell, Sylvia	P234	F.21
Campo, Ken	P235	F.3.1
Cangey, Shannon	P236	F.3.1
Cannuscio, Carlo	P237	F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Cannuscio, Carlo	P238	F.2
Capanna, Albert	P239	F.1
		F.3.1
		F.8.3 F.8.2
Capko, Pamela	P240	F.3.1
Caporale, Robert	P241	F.3.1
		F.8.3
		F.8.3
		F.9.6
Capozzi, Joseph	P242	F.21
		F.16.1
Capozzi, Joe	P243	F.21
Capozzi, Joseph	P244	F.21
Capozzoli, Kathy	P245	F.5.1 F.1.2
		F.9.6
		F.9.5
Capp, Richard	P246	F.5
		F.9.6
Carbone, Marco	P247	F.21
Cardella, Sam & Rose	P248	F.3.1
Carey, Crete	P249	F.2
		F.7.2
		F.15
Carmel, Francesca	P250	F.12.1 F.11
Carmona, Rico	P251	F.9.6
		F.9.6
Carner, William	P252	F.5 F.2.1
		F.18
		F.20
		F.8.3 F.2
Carner, William	P253	F.9
		F.9.6
		F.9.4
		F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Carner, Bill	P254	F.18 F.19
		F.12.1 F.11
		F.11 F.2.2
		F.9.6
		F.2
		F.11 F.12
		F.1 F.2
Caro, Eva	P255	F.1
Carraway, Nina	P256	F.2 F.5
		F.5.2
Carre, Jean	P257	F.2.1
Carre, Jean	P258	F.2.1 F.9
Carrell, Jaclyn	P259	F.3.1
Carrell, Louise	P260	F.20
Carroll, Rochelle	P261	F.5.2
Carson, Barbara H.	P262	F.5 F.1
		F.12.1 F.11
Carson, Laurie	P263	F.20
Cartwright, Ray	P264	F.5
Caruso, Angela	P265	F.5
Cary, Greg	P266	F.21
Casey & Lisa	P267	F.21
Cassedei, Denise	P268	F.21
Cassel, Henry & Suzanne	P269	F.21
Castleberry, Thomas	P270	F.21
Cavender, Gary	P271	F.6.2
		F.20
Cederquist, Jo Ann	P272	F.3.1
Chance, Gary	P273	F.9
		F.9.6
Chapel, Ed	P274	F.21
Chapel, Robin	P275	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Chapes, George	P276	F.2
		F.5.2 F.1
Chapes, Lori	P277	F.2
		F.5.2 F.1
Chapline, Michele	P278	F.21
Chars, Robert	P279	F.3.1
		F.1
		F.9.5
Chaz [cgesq29@yahoo.com]	P280	F.15
Chnyrenkova, Tatiana	P281	F.5.2 F.8.3
		F.5.2 F.13.1 F.5.1
Chow, Chia hua	P282	F.20
Chow, Linda	P283	F.3.1
Christenesen, Stephani	P284	F.9
Christy, Jody	P285	F.3.1
		F.9.6
Chuter, Kathleen	P286	F.9
Cicero, Rina	P287	F.20
Cimo, William	P288	F.5.4 F.3.1
Cintron, Harry & Miriam	P289	F.5
		F.1
Clark, Denise	P290	F.5.4
		F.9.4
		F.3.1
Clark, George	P291	F.21
		F.9.6
Clark, Gregory G.	P292	F.5.2
Clark, Kim	P293	F.11 F.12 F.5
Clark, Kim	P294	F.8.3
		F.6.2 F.3.1
		F.9.6
Clark, Malcolm G.	P295	F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Clark, Michael	P296	F.21
Clifton, Chris	P297	F.21
Clingo, Kyle	P298	F.3.1
Cloete, Brett	P299	F.3.1 F.5.2 F.11 F.5 F.12
Coats, Sharon	P300	F.21
Codebo, Vicki	P301	F.3.1
Cohen, Elaine	P302	F.5
Cohen, Mitchell	P303	F.1
		F.5
Cohen, Ted	P304	F.1
Cohn, Tim	P305	F.4.1
		F.2
		F.3.1
Cole, Charles	P306	F.21
Cole, Charles	P307	F.21
Cole, Daniel	P308	F.5.2
Colescott, Zachary	P309	F.21
Collier, J. Dale	P310	F.21
Collins, Gary	P311	F.16.1 F.16.2
Collins, Michael	P312	F.20
Collins, Mindy	P313	F.3.1
		F.9.4
Coming, Earl	P314	F.5 F.16.3
		F.9.4 F.9.6
Conductor, Robert	P315	F.2 F.3.1 F.1
		F.16.3
		F.5.4 F.1.1
ConFer, Larry	P316	F.16.3
Congdon, Gary & Margaret	P317	F.21
		F.16.1
		F.9.6

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Congdon, Gary & Margaret	P318	F.21
Conk, Lisa	P319	F.3.1
Conner, Lawrence	P320	F.20
Constantine, Jonathan	P321	F.21
Conte, Patrick	P322	F.5.4 F.16.1
Conte, Patrick	P323	F.16.2 F.18 F.19
Cook, Lisa	P324	F.5.2
		F.3.1
Cook, Lisa	P325	F.2.1 F.5
		F.9
Cook, Marvin	P326	F.5 F.2.1
Cook, Robert	P327	F.16.2 F.2 F.3.1
Coomer, Robin	P328	F.5 F.3.1
		F.1
Cooney, James	P329	F.21
Cooper, Ambre	P330	F.5
		F.11 F.12
Cooper, Bill	P331	F.5.2
		F.20
		F.1
		F.8.3
Cooper, Curtis	P332	F.21
Cooper, Dominga M.	P333	F.21
Cooper, Robert N.	P334	F.21
Cooper, Sondra	P335	F.21
Coponigro, Salvatore	P336	F.21
Corey, Colleen	P337	F.20
Corrado, Guy	P338	F.5.1
Corral, David	P339	F.20
Cortez, Maggie	P340	F.3.1
		F.1
		F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Cory, Elaine	P341	F.1
Cory, Elaine	P342	F.1 F.5
Cory, Elaine	P343	F.2
Cory, Ronald	P344	F.9.4
Cote, Debra	P345	F.20
Cote-Gautier, Debra	P346	F.20
Coulombe, Paul	P347	F.20
		F.9.6
		F.9.4
Coulson, Terry	P348	F.21
Counsel, Anthony	P349	F.3.1
		F.11
		F.5
Courchene, Ruth	P350	F.3.1
		F.2.1
		F.9.4
Coury, Ron	P351	F.3.1
		F.2
Coury, Ron	P352	F.3.1
		F.1
		F.9.6
Coutu, Andre	P353	F.3.1
		F.1
Coutu, Andre	P354	F.3.1
		F.1
Coutu, Andre	P355	F.1
		F.2
		F.1
Covington, Robert	P356	F.3.1
Coyle, Richard	P357	F.21
Craig, Paul & Joan	P358	F.2
Cramer, Joe	P359	F.2.1 F.3.1
		F.5
		F.6.2
		F.8.3
Cravello, Vic	P360	F.20
Cravello, Vic	P361	F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Craven, Millicent	P362	F.5.2
		F.3.1 F.5.2
Crawley, James	P363	F.6.3 F.15
		F.6
		F.1.3
Crawn, Joyce	P364	F.3.1
		F.8 F.8.3
		F.3.1
		F.5.1
Crew, W.R.	P365	F.21
Crosby, Dr. & Mrs. RK	P366	F.1
		F.9.4
Cross, Michele	P367	F.21
Crouch, Chet	P368	F.6.2 F.11 F.12
Crouch, Chet	P369	F.8.3 F.16.3
Crowley, Barbara	P370	F.5
		F.3.1 F.2
Cucchiara, Paul	P371	F.21
Cuevas, Angel	P372	F.1
		F.2
Cullison, Don	P373	F.3.1
		F.8.3
Cunningham	P374	F.21
Curtis, T.	P375	F.20
Cutler, Louise	P376	F.16.3
Czaranecki, Marie	P377	F.21
Dabrowski, Anna	P378	F.21
Dahl, Charmin	P379	F.5.2
D'Aloisio, Donato	P380	F.2
		F.3.1
Dalrymple, Harold	P381	F.8.3
Damiano, Don	P382	F.21
Daniel, Roxanne	P383	F.3.1
Danls, Brian	P384	F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
D'Anna, Phyllis	P385	F.3.1
		F.9.6
		F.2
Dapper, Barbara	P386	F.8.3
		F.2
		F.8.3
DaSilva, Theresa	P387	F.20
David, Fred	P388	F.20
Davidson, Anne	P389	F.9.4 F.3.1
Davidson, Anne	P390	F.3.1 F.9
Davis, Bryan	P391	F.21
Davis, Richard	P392	F.1
		F.1.1
		F.1.1
Davis, Todd	P393	F.1 F.2
De Angeles, Rene	P394	F.2
Deadricks, James	P395	F.15
		F.2.1
Dean, Amanda	P396	F.21
		F.21
DeFazio, Michele	P397	F.2.2 F.11
Deicken, Don & Donna	P398	F.20
DeJongh, Diane	P399	F.2.1
		F.5 F.12.1
DeLappi, Joseph A.	P400	F.3.1 F.6.2
		F.6.2
		F.1
		F.9.5
Del Sangro, Cheryl	P401	F.21
Demeo, Maria	P402	F.1
		F.3.1
Demeter, Eva	P403	F.2
Demick, Shirley A.	P404	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Desai, Pragnesh	P405	F.1
		F.5
		F.1.2
		F.20
DeVito, Cara	P406	F.5.2 F.11 F.12
		F.4.3 F.3.1
Diamandis, Christian	P407	F.3.1 F.5
Diamandis, Sharon	P408	F.5.2
Diamond, Barbara	P409	F.3.1
		F.2.1
Diangelo, Stephen	P410	F.20
Diaz, Gwen	P411	F.20
Diaz, Mary & Javier	P412	F.21
Diaz, Mary	P413	F.21
Diaz, Mary	P414	F.21
Dietlin, Dolores	P415	F.1
Dietlin, Janice	P416	F.3.1 F.1
Dietzel, Denise	P417	F.3.1
Dilillo, Stacey	P418	F.3.1
		F.5
		F.3.1
Dillamon, Diane	P419	F.21
Dillamon, James	P420	F.21
DiPasquale, Anthony	P421	F.8.3
		F.16.3
		F.8.2
		F.1
		F.2.1
		F.9.6
		F.9.4
		F.9.5
Dipentino, Albert	P422	F.9.6
Dipentino, Albert	P423	F.9.6
Diratzouyan, Simon	P424	F.20
Dixon, Lisa	P425	F.5
Doak, Francine	P426	F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Dockswell, Scott	P427	F.20
Dodd, Diane	P428	F.2 F.3.1
Dodd, Eileen	P429	F.16.3
Dodd, Eileen	P430	F.2
Doerr, Marvin L.	P431	F.5
		F.20
		F.2
		F.9.4
Doerr, Norbert	P432	F.3.1
		F.1
Dolson, Marie	P433	F.21
Dombrow, Waltraut	P434	F.20
Dombroski, Mary	P435	F.3.1 F.2
		F.20
Donohue, Darcie	P436	F.2 F.3.1
Donohue, Tim	P437	F.2 F.3.1
Dordea, Eduard	P438	F.21
		F.21
		F.21
Dorian, Claudette	P439	F.20
Dorian, Claudette	P440	F.1
		F.2.1
		F.3.1
Dorian, Claudette	P441	F.20
Dorian, Claudette	P442	F.1 F.9.4
Dorian, Claudette	P443	F.5.2
		F.9.6
		F.3.1
Doty, Alan	P444	F.21
Doyle, Kevin	P445	F.17 F.22
Draganov, Borislav	P446	F.3.1
Drohan, Joy	P447	F.3.1 F.1
Drohan, Patrick J.	P448	F.3.1
		F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Drucker, Linda	P449	F.20
Duarte, Jean	P450	F.20
Dube, Yvonne	P451	F.1
		F.2.1
Dubois, Jean-Francois	P452	F.2
DuBuc, Gerard Jr.	P453	F.20
Duchene, Beverly	P454	F.1
Duchesne, Sandra	P455	F.2.1
Dunlap, Cheryl	P456	F.5
		F.3.1
Dunlap, Cheryl	P457	F.3.1
		F.1
		F.8.3
		F.2
		F.8.3
Dunn, Susan	P458	F.20
Dunn, Thomas	P459	F.20
Duque, Esmaralda	P460	F.21
Duquette, James	P461	F.3.1
Dury, Nancy	P462	F.1
		F.9.5
Duskey, Richard	P463	F.3.1
Dwaileebe, Sally	P464	F.20
Dwaileebe, Sally	P465	F.8.3
		F.1.1
Dwyer, Steven	P466	F.21
Dye, Gulten	P467	F.5.2
Earl, Gerald	P468	F.2.1
Edelmann, Candice	P469	F.2
		F.5.2
Edwards, Carl	P470	F.5 F.7
		F.2
		F.3.1
Egger, Chris	P471	F.2
Eggers, Aaron	P472	F.21
Ehren, Stephen	P473	F.20
Ehren, Stephen	P474	F.20
Eichler, William	P475	F.21
Elder, Chuck	P476	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Elder, Chuck	P477	F.8.2
Ellsworth, Carolyn	P478	F.21
		F.21
Emerson, Suzanne	P479	F.20
Emrick, Harry	P480	F.20
		F.9.6
		F.16.3
Engstrum, Lisa	P481	F.21
Enkowitz, Jack	P482	F.2
Epstein, Roberta & Mark	P483	F.2.1
Erickson, Marion	P484	F.1
ERP72@aol.com	P485	F.20
Escuin, Heather	P486	F.17 F.22
Eskenazi, Sally	P487	F.5.2
Eskin, Jeffrey L.	P488	F.5.4
		F.9.6
Eslick, Melford	P489	F.20
		F.8.3
Estrada, Carmen	P490	F.5.2
		F.3.1
		F.5.2
		F.1
		F.8.3
Evans, Rebecca	P491	F.2 F.1
		F.3.1
Evans, Thomas	P492	F.20
Everett, Richard	P493	F.21
F., Dennis	P494	F.21
		F.21
Faccinto, Kathie	P495	F.2.1 F.3.1
		F.20
Faccinto, Kathie	P496	F.9.5 F.2.1
Failor, James	P497	F.21
Falco, Karen	P498	F.3.1
Falcone, Mark	P499	F.20
Fannin, Steven	P500	F.1 F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Farah, Mina	P501	F.4.1
Farhan, Saady	P502	F.20
		F.5
Faulds, Matthew & Katherine	P503	F.3.1 F.5 F.2
Fausett, James	P504	F.21
Fausett, Judy	P505	F.21
Faust, Jean	P506	F.21
		F.21
Faust, John	P507	F.21
Faust, Daryll	P508	F.3.1
Fawcett, Danielle	P509	F.5 F.3.1
Feather, Sandra	P510	F.2.1
Feibleman, Robert	P511	F.21 F.9.6
Feibleman, Robert	P512	F.21
Felton, Amanda	P513	F.3.1 F.2
Ferris, Nancy	P514	F.20
Fewsmith, Karen	P515	F.3.1 F.20
Fichter, Rich	P516	F.3.1 F.6.2
Fidler, John	P517	F.8.3
		F.1
		F.9.4
		F.5
Fidler, John	P518	F.8.3
		F.2.1
		F.7 F.2.1
		F.9.6
Fidler, Joyce	P519	F.3.1
		F.20
		F.6.1
Fike, Brian L.	P520	F.18.1
		F.5.2 F.4.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Fine, Alan & Sylvia	P521	F.2.1
		F.11
		F.12
Finke, David	P522	F.16.3
Finke, Helene	P523	F.3.1
		F.6.1
		F.1
Finnegan, Laurie	P524	F.2
Fisher, Gayle	P525	F.21
		F.9.4
Fisher, Mike	P526	F.21
Fisherncer, Mike	P527	F.21
Fishman, Richard Dr.	P528	F.2
		F.3.1
		F.6.3
		F.20
Flangas, Amanda	P529	F.5.2
Flannigan, Sean	P530	F.21
		F.21
Flemming, Wallace	P531	F.5.2
Fletcher, Craig	P532	F.2
Flick, Victor	P533	F.21
Flint, Michael	P534	F.3.1
		F.1
Flores, Maria	P535	F.21
Flores, Maria	P536	F.21
Flores, Maria	P537	F.21
Flores, Maria	P538	F.21
Florian, Shawn	P539	F.5.2
		F.5
		F.9.6
Floyd, William	P540	F.2
		F.9.6
		F.9.6
Flynn, Thomas	P541	F.2
Ford, Jack	P542	F.5.2
Fordham, David	P543	F.5.2
		F.2.1
		F.8.2
		F.8.1
Fordham, David	P544	F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Forester, Willie	P545	F.21
Forte, Donna	P546	F.5.2
Fortin, Fred	P547	F.2
		F.7
		F.9.6
		F.5.2
		F.1
		F.1.1
Fortucci, Louis	P548	F.3.1
Foster Jr, M.J.	P549	F.2.1 F.1
Foster Jr, M.J.	P550	F.1
		F.5
		F.1.3
		F.9
Fox, Jana	P551	F.3.1
		F.2
Foy, Dan	P552	F.20
Fran [fran@usintouch.com]	P553	F.21
Franchi, Lee & Rachel	P554	F.9.4
Francke, Melinda	P555	F.21
Franklin, Gregory	P556	F.6.1
Franklin, Gregory	P557	F.3.1
		F.2
Frascato, Ronald	P558	F.1
Fresquez, Martha	P559	F.21
Fresquez, Martha	P560	F.21
Frey, Denny & Kathy	P561	F.21
Friedlander, Morton	P562	F.2.1
		F.5.2
		F.5
		F.3.1
		F.9
Fritz, Alice	P563	F.20
Froid, Angelita	P564	F.9.6
Froid, Fredrick	P565	F.1
		F.2
		F.16.1
		F.2.1
		F.20

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Frulla, Yves	P566	F.20
Frushtick, William	P567	F.20
Frustaci, Toni	P568	F.3.1
Furusho, Adam	P569	F.5
		F.1
Fuster, Andrea & Mark	P570	F.2 F.3.1
Gaez, Yamile	P571	F.5
Gaitan, Raymond & Helen	P572	F.2
Gallant, Linda	P573	F.2
		F.5
Gallo, Linda, Larissa, & Alanna	P574	F.5.2
		F.5.1
		F.5.1
		F.5.2
Gallo, Mark	P575	F.5.2
		F.3.1
Ganz, Adam	P576	F.3.1 F.2
Garrett, Roy	P577	F.4.1
		F.1 F.2.1
Garritano, David	P578	F.1
Gauitier, Chad	P579	F.1
		F.5.2
		F.9
Gauthier, Mary Lou	P580	F.2
Gautier, William	P581	F.5.2
Geer, Daniel	P582	F.21
Gelman, Debbie & Richie	P583	F.21
		F.21
		F.21
Gerber, Sharon	P584	F.21
		F.21
		F.21
Gerenstein, Carol	P585	F.3.1
Gersh, Jodi	P586	F.20
Gerson, Linda	P587	F.9
Gerson, Mervyn	P588	F.9.6
Gibbs, Mary	P589	F.21
Gibbs, Robert	P590	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Gibson, Lauri	P591	F.21
Giesa, Paula	P592	F.3.1
		F.20
		F.5
		F.5.1
		F.1.1
		F.1.3
		F.20
Gish, George	P593	F.20
Gish, Dr. George	P594	F.20
Glazebrook, Eugwine	P595	F.5.4
Gleason, Richard	P596	F.9
		F.9.6
		F.9.6
		F.9.5
		F.1 F.2
Glenn, Andrea	P597	F.8.3
		F.5.2
		F.3.1
Gold, Sarae	P598	F.16.3
		F.3.1
Goldberg, Harvey	P599	F.6.1
		F.11 F.12
		F.9.4
goldenpromo@aol.com	P600	F.2
Goldfarb, Stanley	P601	F.1 F.9.6
Goldstein, Faye & Saul	P602	F.20
Gomez, Omar	P603	F.20
Gronewold, George	P604	F.5.2
Goodman, Don	P605	F.3.1
Gordon, B	P606	F.2
Gordon, Jody	P607	F.2
Gordon, Judith & Sheldon	P608	F.5
Gordon, Judy	P609	F.5
Gordon, Melinda	P610	F.21
		F.21
		F.21
Gorlin, Elliot	P611	F.9.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Gorman, Shelley	P612	F.2
Goshow, Charles	P613	F.5.2 F.1
		F.5 F.11
		F.6.2
Gourgeon, Hugh	P614	F.9.4
Gourgeon, Hugues	P615	F.2 F.3.1
Grabish, Joseph	P616	F.21
		F.21
Grable, Keith & Lucrita	P617	F.21
Grace, Jeff	P618	F.2
Graciolett, Kristin	P619	F.9.4
		F.1
		F.2.1 F.3.1
Graham, DC	P620	F.18
Gronados, Jorge	P621	F.2
Greco, Joellyn	P622	F.2
Green, Richard	P623	F.3.1
Greenawalt, Tonia	P624	F.2 F.1
		F.9.4
Greenberg, Glenda	P625	F.2 F.3.1
Greenberg, Shellie	P626	F.5.1
Greenburg, Dave	P627	F.9.4
Greene, Janice	P628	F.5.4
Greene, Tamara	P629	F.3.1
Griffin, Beverly	P630	F.3.1
Griffin, Greg	P631	F.3.1
Grimes, Kevin	P632	F.5.2
Grodahl, Kimberly	P633	F.20
Groff, Diana	P634	F.5 F.11 F.12
Groff, Mark	P635	F.21
Grover, Jeff	P636	F.21
Grundler, Dennis	P637	F.21
Guay, David	P638	F.4.3

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Guerin, Pamela & Richard	P639	F.21
Guest, Shari	P640	F.3.1
Gunter, Chris	P641	F.3.1
Gustafson, Bob	P642	F.21
Gutbub, John	P643	F.21
Gutzwa, Adrienne	P644	F.21
Gwiazdowski, Leon	P645	F.21
Gwin, Dan A.	P646	F.21
Haddad, Shane	P647	F.20
Haefeli, Leslie	P648	F.21
Hager, Rory	P649	F.2
Hager, Rory	P650	F.2
Halcomb, Elanor	P651	F.15
Haley, Jennifer & Shaun	P652	F.2
Hall, Kenneth	P653	F.19
Hallis, Paulette	P654	F.1
Hamelmann, John & Tracy	P655	F.21
Hammet, Leslie	P656	F.2 F.8.3
Hanratty, Michael	P657	F.5.2
Hansen, Gwendolyn	P658	F.3.1
Hansen, Jean	P659	F.20
Hansen, Gil	P660	F.21
Harada, Robert	P661	F.21
Hardin, Stacy	P662	F.2
		F.2.1
Hardy, Kathleen	P663	F.21
		F.21 F.9.6
Hardy, Kim	P664	F.21
Hardy, Kim	P665	F.21
Harmes, Gordon	P666	F.1
Harmon, Carolyn	P667	F.5.4
Harmon, Adele and Jerry	P668	F.20
Harmon, Peter	P669	F.21
Harn, Daniel	P670	F.21
Harned Jr, Earl E	P671	F.9.6
		F.9.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Harrah, Tanya	P672	F.21
		F.21
		F.21
Harrington, Richard P. & Pamela B.	P673	F.21
Harris, Jim & Shelly	P674	F.21
Harris, Richard	P675	F.9.6
		F.9.4
Harrison, Bob	P676	F.21
Hart, Denise	P677	F.20
Hart, Denise	P678	F.20
Harvey, Carrie	P679	F.1
Harvey, Pauline	P680	F.1
Hasforth, Ilene	P681	F.3.1
Hasforth, Ilene	P682	F.3.1
Hasforth, Paul	P683	F.1
Hasforth, Paul	P684	F.9.4
Hatton, Keith	P685	F.3.1
		F.8.3
Hay, Abe	P686	F.1
		F.2.1
Hayes, Jim	P687	F.21
		F.21
Hazard, Joyce	P688	F.2.1
		F.4.1
		F.5.2
Hazard, Joyce	P689	F.5.2
		F.2.1
		F.3.1
HCLCPA@aol.com	P700	F.2
Heavrin, Larry	P701	F.2
		F.3.1
Heiel, Tamara	P702	F.5.2
Heim, Marty	P703	F.5.2
Heiney, Mike	P704	F.3.1
		F.6.2
Heller, Judith	P705	F.9
Helm, Elva	P706	F.1
		F.3.1
Helmick, Mary Beth	P707	F.21
Hemmes, Reginald	P708	F.5

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Hendershot, Cynda	P709	F.21
		F.16.1
Henning, Nancy & Hugh	P710	F.5 F.1 F.2
		F.5.2
Herhold, G.	P711	F.21
Herhold, Grizel	P712	F.21
Herman, Esther	P713	F.20
Herman, Pene	P714	F.1 F.9
Herman, Ronald	P715	F.20
Hershkovitz, Elizabeth	P716	F.20
Hershkovitz, Elizabeth	P717	F.2.1
Hershkovitz, Elizabeth	P718	F.5
Heywood, Jack	P719	F.20
Hibbert, Nancy	P720	F.2
Higgins, Terrence	P721	F.3.1
Hill, Idalys	P722	F.3.1
Hill, Scott	P723	F.21
Hinden, Hermaine	P724	F.5 F.11
Hinson, Brian	P725	F.21
		F.21
		F.21
Hirita, Richard	P726	F.1
		F.2
		F.1.3
		F.5 F.11 F.12
		F.8.3
Hodge, David	P727	F.5.2
		F.2
Hoffman, Charles	P728	F.2.1
Hoffman, Larry	P729	F.8.2
		F.9.5
Hoffman, Robert	P730	F.2
		F.1
Hoffman, Robert	P731	F.20
Hoffman, Robert	P732	F.2.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Hoffman, Robert	P733	F.2
		F.8.3
		F.9.4
Hoffman, Robert	P734	F.5.4
		F.9.6
		F.8.3
Hofmeister, Harvey	P735	F.9.6
		F.6.2
Hollinger, Anne	P736	F.1
Hollins, Chuck	P737	F.1
Hollins, Chuck	P738	F.2
		F.1
		F.9.4
Hollins, Jarosalva	P739	F.2
		F.8.3
		F.9
Holloman, Gary	P740	F.1
		F.2
Holmes, Danielle	P741	F.1
		F.5
Holmes, Jonathan	P742	F.21
		F.21
Hong, Berkman	P743	F.3.1
Hooge, John & Judith	P744	F.1 F.5
Horne, Dorothy	P745	F.20
Horween, Marilyn	P746	F.15
Hosea, Gary	P747	F.21
		F.21
Hosea, Rene	P748	F.5 F.2
		F.5.2
House, Kathy	P749	F.21
Houston, Kell	P750	F.2.1 F.1
Houston, Melinda	P751	F.1
Hovey, Susan	P752	F.1
Hovey, Susan	P753	F.9
Hovey, Susan	P754	F.1
Howard-Malm, Laurie	P755	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Howe, Beverly	P756	F.2.1
		F.11 F.12
Howe, Richard	P757	F.2.1
Hubert, Conrad	P758	F.21
Hubert, Conrad	P759	F.21
Hudec, Robert	P760	F.1
Hudson, Frank	P761	F.1 F.9
Hudson, Jack	P762	F.21
Hughes, Robert	P763	F.5.4
Hunkiewicz, Barbara	P764	F.2.1
		F.4.1
		F.3.1 F.2
		F.20
Hurst, Donna	P765	F.21
Huston, Randy	P766	F.9.4
Hutchings, Kerry	P767	F.3.1
Hutchings, Nancy	P768	F.2.1
Hutkin, Jim & Diane	P769	F.21
Igwall, Dr. & Mrs.	P770	F.2
		F.5.2 F.11
Irving, Judy	P771	F.2.1
Isharjanto, Emmo	P772	F.2.1
Isharjanto, Rafael	P773	F.4.1 F.9
Isharjanto, Rafael	P774	F.2.1
Izen, Brenda	P775	F.20
J S (STING@YAHOO.COM)	P776	F.21
J S (STING@YAHOO.COM)	P777	F.21
Jacobs, Allen	P778	F.21
Jagmin, Marianne	P779	F.2.1
Jenabi, Nader	P780	F.2.1
Janowsky, Dorothy	P781	F.2.1
Jasick, Helen	P782	F.2.1
Jay, Micki	P783	F.5.4
Jenabi, Jenab	P784	F.2.1
		F.6.1
Jennings, Eileen R.	P785	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Jensen, Mike	P786	F.22
Jerry (sarahj52@peoplepc.com)	P787	F.21
Jezykowski, Arlene	P789	F.8.2
		F.1
Jimenez, Sharon	P790	F.5
Jogenson, Cynthia	P791	F.5.2
Johnson, Denise	P792	F.21
		F.16.1
Johnson, Jim	P793	F.2.1
		F.5.2
Johnson, Ashleigh M.	P794	F.21
Johnson, Brian	P795	F.3.1
		F.2
		F.2.1
		F.9
Johnson, Dana & Spencer	P796	F.21
Johnson, Dominic	P797	F.16.1
Johnson, Jerald	P798	F.1
		F.1.1
		F.9.4
		F.8.3
Johnson, Mark	P799	F.3.1
		F.9.4
Johnson, Peter	P800	F.21
Johnson, Ronald C.	P801	F.1
		F.9.5
		F.9.4
		F.8.3
		F.9
Johnson, S	P802	F.1
Jones, Barbara	P803	F.3.1
		F.2
Jones, George D.	P804	F.2.1
Jones, Gerald L.	P805	F.21
Jones, Judi	P806	F.21
Jorgensen, Gladys	P807	F.20
Jost, David	P808	F.2
		F.3.1
		F.9.4
Joyce	P809	F.20
Jumper, Kathy	P810	F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Jurek, Walter	P811	F.9
Jurek, Walter	P812	F.9
Kaczowski, Jon	P813	F.3.1
		F.1
Kafantaris, Carl	P814	F.21
		F.21
Kafka, Ron	P815	F.5
Kafka, Ron	P816	F.3.1
		F.1
Kancsar, David	P817	F.2.1
		F.3.1 F.2
		F.8.3
Kandel, Jerry	P818	F.3.1 F.2
		F.9
Kannal, Clarence	P819	F.1
		F.2.1
Kapral, Gary	P820	F.20
Kapriva, Frank	P821	F.9.6
Kapriva, Frank	P822	F.21
Kapteyn, Grant	P823	F.5
		F.6.1
Karasik, Dave	P824	F.3.1
		F.3.1
Kardonsky, Howard	P825	F.19
		F.18.1
		F.9
		F.7
		F.9.6
		F.8.3
		F.2.1
		F.20
		F.8.3
Karli, Bruce & Donna	P826	F.21
Karns, Sally	P827	F.3.1
		F.1
Kartel, Richard & Arla	P828	F.21
Kay, James	P829	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Kaye, Jonas	P830	F.2.1
		F.1
		F.5 F.11
Kayo, James	P831	F.21
Keeney, Karen	P832	F.5
		F.18.1
		F.9.6
		F.1
		F.9.6
		F.1.
Kelleher, Bart	P833	F.2.1
Keller, Stephanie	P834	F.2
Keller, Dixon	P835	F.21
		F.21 F.9.6
Kelly, Pat	P836	F.2.1
Kemp, Will	P837	F.20
Keneman, Bill	P838	F.9.5
		F.3.1
Kennedy, John	P839	F.2.1
Kennedy, Mary	P840	F.2.1
Kepler, Robert	P841	F.3.1
Kepler, Robert	P842	F.1 F.11
		F.3.1
Kern, Dennis	P843	F.21
Kern, Judith	P844	F.5.2
Keys, Connie	P845	F.9.4
		F.3.1
Kierwan, Jack	P846	F.20
Kim, Sarah	P848	F.1
Kimball, Doug	P849	F.21
Kimberlin, Janet	P850	F.1
		F.2
King, Aaron	P851	F.8.3
Kirk, Mike	P852	F.21
KitBarton@aol.com	P853	F.2
Kite, Alan	P854	F.20
Kizu, Lynn	P855	F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Klabunde, Amy	P856	F.5.2 F.9
Klabunde, Maurice	P857	F.5.2 F16.3
Klein, Cheryl	P858	F.2
		F.6.1
Klipstein, James	P859	F.3.1
Knight, Barbara	P860	F.5
Knox, Don	P861	F.20
Knox, Donald and Nancy	P862	F.2
Kochis, Peggy	P863	F.3.1
Kochis, Thomas	P864	F.3.1
Koczela, Elissa	P865	F3.1
Kohl, Donna and Harold	P866	F.5.1
Koker, Daniel N.	P867	F.5
Kokinda, Lisa	P868	F.3.1
Komarmy, Sydney	P869	F.2.
Konno, Joanna	P870	F.2.1
Konno, Kazuki	P871	F.9
Kopcha, F.	P872	F.9.6
Kovacs, Van	P873	F.21
Kozlowski, Jessica	P874	F.11
Kozlowski, Jessica	P875	F.5
Kramer, Michelle	P876	F.20
Krane, Arlene	P877	F.1
Kravec, Diane	P878	F.5.2
Krellenstein, Eileen, Stanley, Scott, Brian	P879	F.3.1
		F.1.3
		F.1
		F.7
		F.11
Krellenstein, Eileen	P880	F.20
Krellenstein, Stanley	P881	F.1 F.3.1 F.5
Kreps, Michael O.	P882	F.1 F.5.2
		F.8.2
		F.9.4
		F.8.3
		F.5
		F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Kreps, Michael	P883	F.9.4
Krieger, E.	P884	F.21
Krivak, Michael	P885	F.2.1
Krizewicz, Edward & Family	P886	F.21
Kruskall, Laura	P887	F.2.1 F.3.1
		F.2
		F.6.1
KSanFORD77@aol.com	P888	F.9
ktaaja@cox.net	P889	F.9
		F.13.1
Kulas, Edward F.	P890	F.1 F.5
Kulas, Edward F.	P891	F.15
		F.8.3
		F.9
Kulas, Edward F.	P892	F.1 F.10
		F.9
		F.9.4
Kurkowski, Stan	P893	F.5.2
Kwok, Gregory	P894	F.1
		F.5 F.11
Kwoon, Peter	P895	F.9.6
Kwoon, Peter	P896	F.2.1
		F.2 F.3.1
LaFemina, Paul	P897	F.20
LaFleur, Bob	P898	F.2.1
		F.21
		F.9.6
Lafond, Sandrine	P899	F.2.1
LaFrombois, Lois & Larry	P900	F.21
Lagstein, Dr. & Mrs. Zev	P901	F.2
Laigaie, Christine	P902	F.2
Lamb, Randall	P903	F.2
Lammers, Mary	P904	F.5.2
		F.1 F.2 F.9

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Lamont, Tracey	P905	F.21
Lampron, David	P906	F.9.5
Lanch, Aileen	P907	F.3.1
Lange, Roland	P908	F.20
Langis, Marc	P909	F.10
Langlois, Steven	P910	F.11
Lannutti, Anthony	P911	F.5
Larotonda, Chris	P912	F.20
Larson, Brent	P913	F.21
LaRue, Muriel	P914	F.5
Lash, William	P915	F.3.1
Laskow, Heather	P916	F.11
Latorre, Dulcie S.	P917	F.21
Latorre, Dulcie	P918	F.21
Latorre, Dulcie	P919	F.21
		F.21
		F.21
		F.21
Lauren, Barbara	P920	F.20
Lauriq, Elizabeth	P921	F.9.6 F.21
Lauscher, Alan	P922	F.5.2
Lawbough, William	P923	F.9.6
Lazaro, Melissa	P924	F.5
Leary, Patrick	P925	F.21
		F.21
Ledbetter Lauralee	P926	F.3.1
		F.1
		F.5 F.11
Ledbetter, Lauralee	P927	F.5
		F.3.1
Lederer, Richard J.	P928	F.21
Lederer, Richard J.	P929	F.21
		F.21
Leduff, Dal & Judee	P930	F.3.1
Leduff, Judee	P931	F.2.1
Lee, Roselani	P932	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Lehmann, Emily	P933	F.2.1
		F.8.3
		F.5
Lehmann, Emily	P334	F.3.1 F.2 F.5
Lehmann, Tom	P935	F.1
		F.9.6
Lehrer, Mark	P936	F.2
Lehtinen, Martin	P937	F.3.1
Leighton, Daniel	P938	F.2
Leigon, Richard	P939	F.9.6
Lein, Jerry	P940	F.5.2
Leivas, Deanna	P941	F.21
LeMasurier, David	P942	F.21
Lemay, Claude	P943	F.3.1
Lemay, Claude	P944	F.9.6
Lemercier, Dominique	P945	F.2
Lemione, Marc	P946	F.2.1
Lenhart, Carol	P947	F.5.2
		F.1.1
		F.9.5
Leonard, Eldon	P948	F.5
Lepnis, Andis	P949	F.21
Lepnis, Kitty	P950	F.21
Lerner, Frank	P951	F.8.2
Lerner, Frank	P952	F.5.2
Lertzman, Jerald	P953	F.3.1
Lewis, Ashanti	P954	F.2
Lewis, Judy	P955	F.1
Lewis, Judy	P956	F.2
		F.1.1
		F.3.1
		F.8.3
		F.18.1
Lewis, Judy	P957	F.5 F.5.4
Lewis, Judy	P958	F.5.4
Li, Wy	P959	F.5.2
Liberti, Ruth	P960	F.21
Licate, Gertrude	P961	F.20

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
LiCausi, Jim	P962	F.20
Lick, Kenneth A. & Norma L.	P963	F.5.4
Liegel, Linda	P964	F.2 F.9
Liegel, Linda West	P965	F.2.
Liggio, Paul & Marge	P966	F.9.5
Lindau, Nathan	P967	F.2
Lindell, Jac	P968	F.5.2
Lindell, Jerry	P969	F.8.2
Lindell, Lonnie	P970	F.3.1
		F.8.3
Lindert, Carla	P971	F.5.4
Linetsky, Bram	P972	F.3.1 F.9
Lingle, Barry	P973	F.1
		F.5 F.9
Lingle, Janice	P974	F.5
		F.1
Litt, Kimberly	P975	F.20
Little, Helen	P976	F.3.1
Liu, Charles & Grace	P977	F.3.1
Liu, George	P978	F.5.1
		F.5
		F.8.3
Lochner, Arnold	P979	F.3.1
Lochner, Arnold C	P980	F.3.1 F.2
Loete, James	P981	F.2
Lofaro, Michelle	P982	F.20
Lofaro, Stephen	P983	F.20
Lofaro, Stephen	P984	F.2
Lopez, Michelle	P985	F.21
Lorna	P986	F.2
Louro, Esther	P987	F.22
Lowrimore, Glenn	P988	F.20
		F.3.1
		F.8.3
Lozano, Carmen	P989	F.22
Lucero, James	P990	F.15
		F.2.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Lucifer, Sean	P991	F.21
Ludwick, Jim	P992	F.21
Ludwick, Jim	P993	F.21
Luna, Joan & Leopold	P994	F.20
Lundgaard, Eric	P995	F.5.2
		F.1
		F.1.1
		F.3.1
Lungen, Arlene	P996	F.8.2
Lungen, Judith	P997	F.20
Lunskis, Chuck	P998	F.21
Lusnford, Mike	P999	F.21
Luthy, Danielle	P1000	F.21
		F.1
Lutwen, Marcia	P1001	F.3.1
Luvmy2kids@cox.net	P1002	F.3.1
Lycett, Larry & Patsy	P1003	F.3.1 F.6.1
Lyden-Hipp, Katherine	P1004	F.1.3
Lyden-Hipp, Katherine	P1005	F.2.1
Lyle, Barbara	P1006	F.2 F.9
Lyle, Barbara	P1007	F.2 F.9
Lynne, Andrea	P1008	F.1 F.5
Maas, Arlene	P1009	F.2.1
MacAlpine, David	P1010	F.9.4
MacAlpine, David	P1011	F.22
Macdonald, Julie	P1012	F.2
MacFarlane, David R.	P1013	F.8.2
		F.8
Mack, Tonya	P1014	F.15
		F.7
MacNamara, Lynn	P1015	F.3.1
		F.15
Macgee, Austine & Evelyn	P1016	F.3.1
Magee, Heidi & Terrance	P1017	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Maglio, Dale	P1018	F.21
Magnanti, Bob	P1019	F.5
		F.9.4
Magnanti, Georgi	P1020	F.9
Mahar, Dave	P1021	F.21
Maher, James	P1022	F.15
		F.9
		F.1.2
Maher, Ken	P1023	F.4.1
		F.1.2
		F.9.5
Maher, Lynn	P1024	F.3.1
		F.5.2
		F.4.1
		F.9.6
Mahne, Chris	P1025	F.5
Mahne, Chris	P1026	F.9.6
Mahne, Chris	P1027	F.9.6
Malaniak, Michele	P1028	F.2.1
Mann, Marolyn	P1029	F.9.6
Mann, Mary	P1030	F.2
Manning, W L	P1031	F.3.1
Manning, Brendt & Darlene	P1032	F.21
Manning, Brendt	P1033	F.21
Manookian, Douglas	P1034	F.9.4
Manteufel, Paul	P1035	F.2
Mantyck, Julie	P1036	F.21
Mantyck, Julie & John	P1037	F.21
Maras, Darlene	P1038	F.2
Marcello, Paul	P1039	F.2
		F.3.1
Marchand, Gilles & Chivoko	P1040	F.1
		F.5
		F.11
Margison, Robert	P1041	F.9.4
		F.1 F.5
		F.9.4
Marks, Jean	P1042	F.20

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Marmann, Sigrid	P1043	F.1
		F.5.2
		F.13.1
		F.9.6
Marroquin, Robert	P1044	F.1
		F.5
Marsh, Geoffrey	P1045	F.1.2
		F.5
		F.9.4
Martelli, Fred	P1046	F.22
Martinez, Gerry	P1047	F.3.1
		F.2
Martinez, Gerry & Lisa	P1048	F.3.1
		F.2
Marvin (MLFIXIT@aol.com)	P1049	F.21
Mascarenas, Wade	P1050	F.21
Maslow, Tina	P1051	F.3.1
Mathys, Stephen	P1052	F.9
Mayfield, George R.	P1053	F.9.4
Mayhew, David	P1054	F.21
Mayhew, David & Kathy	P1055	F.21
Mays, Steven	P1056	F.16.1
Mazzacapa, Angelo	P1057	F.16.3
Mazzie, Janet & Toby	P1058	F.5.1
Mazzochi, Gary	P1059	F.3.1
		F.5.2
		F.9.4
MC9405@aol.com	P1060	F.20
McAndrew, Tim	P1061	F.2
McAndrew, Tina	P1062	F.3.1
McCabe, George	P1063	F.3.1
		F.9
McCaffrey, Kenneth	P1064	F.21
McCarter, Norma	P1065	F.16.2
McCarhy, Diana	P1066	F.20
McCartney, Keith	P1067	F.21
McCleister, Glenn	P1068	F.5
		F.9.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
McCord, Jim	P1069	F.5.2
		F.7
		F.3.1
		F.5.1
		F.15
McCormack, Deborah	P1070	F.3.1
McCoy, Charles	P1071	F.9
McCullough, Mike	P1072	F.9
		F.1
		F.5
McCullough, Mike	P1073	F.5.2
McDonald, Bill and Colleen	P1074	F.5
		F.1
McDonald, Carolyn	P1075	F.5
McDonald, Deidra	P1076	F.5.2
McDowell, Edward	P1077	F.4.1
McGee, Sandra	P1078	F.1
		F.3.1
McGee Sandra	P1079	F.9.4
McGeorge, Melinda	P1080	F.5.2
		F.5.1
		F.18
McGlone, Twila	P1081	F.3.1
McGowan, Jackie	P1082	F.21
McGuigan, Constance	P1083	F.5
McHenry, Frank	P1084	F.5
McLean, Kenneth	P1085	F.21
McMahon, Diane	P1086	F.20
McMahon, Diane	P1087	F.15
McNeill, Robert	P1088	F.3.1
McQuain, Patrick	P1089	F.5.2
McTevia, Silvia	P1090	F.5
Meacham, William	P1091	F.21
Meehleib, Sophia	P1092	F.5
Mejia Lisa	P1093	F.21
Meltzer, Mike	P1094	F.9.4
Menga, Traci	P1095	F.2
Mercadal, Maria	P1096	F.5
		F.1
		F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Mercier, Albert	P1097	F.20
Mercier, Albert	P1098	F.20
Merrill, Sheila	P1099	F.5.2
		F.5
Mesalic, A.J.	P1100	F.8.2
		F.8.3
		F.9
		F.2
		F.6.2
Messmore, Marilyn	P1101	F.2
Meswarb, Diane	P1102	F.21
Metzgen, Barbara	P1103	F..22
Meyer, Susan	P1104	F.1
		F.9.4
Meyer, Douglas	P1105	F.1
		F.5
		F.5.2
		F.1.1
Meyer, Douglas	P1106	F.1.1
Meyer, Douglas	P1107	F.1.1
Micheva, Ludmila	P1108	F.5
Mikita, George	P1109	F.5.2
Miklich, Deborah	P1110	F.5 F.12.1
		F.3.1
Miklich, Deborah	P1111	F.12.1
		F.2
		F.3.1
		F.6.2
Mikula, Mike	P1112	F.9.5
Milazzo, Dominick & Teresa	P1113	F.20
Milazzo, Dominick & Teresa	P1114	F.5 F.12.1
		F.9
Millard, Bob & Brenda	P1115	F.5.2
Millard, Bob	P1116	F.20
Miller, Chad	P1117	F.2
		F.9.4
Miller, Dennis & Phyllis	P1118	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Miller, Glenn & Vera	P1119	F.1
		F.5
		F.3.1
Miller, Linda	P1120	F.9
		F.8.3
		F.9.5
Miller, Matt	P1121	F.21
Miller, Michael	P1122	F.20
Miller, R.	P1123	F.21
Miller, William D.	P1124	F.3.1
		F.8.3
		F.9.4
Miller, William	P1125	F.2
		F.1
		F.5
		F.5.2
Minella, Dan	P1126	F.3.1
Minshall, Kate	P1127	F.21
Mirisch, Judith & Robert	P1128	F.20
Mirisch-Mitisch, Judy	P1129	F.20
Misheva, Zhetchka	P1130	F.20
Mishlove, Lloyd	P1131	F.2
Mislan, Andrea	P1132	F.2
		F.3.1
Mitchell, Richard	P1133	F.4.1
		F.5.1
		F.1
Miyamoto, B.	P1134	F.3.1
Mogg, Clifford	P1135	F.5.2
		F.9.4
Mohan, Mukund	P1136	F.3.1
		F.5
Mohney, James	P1137	F.21
Mooneyhan, Sarah	P1138	F.16.3
Mooneyhan, Steve	P1139	F.3.1
Moore, Archie	P1140	F.21
Moore, Harold	P1141	F.21
Moore, James	P1142	F.3.1
Moore, Hal	P1143	F.12.1
		F.5
Moorhead, Kenneth	P1144	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Morales, Carolina	P1145	F.20
Moran, Michael	P1146	F.9.4
Morelli, Linda & Tom	P1147	F.1.2
Moreton, Raymond	P1148	F.21
Morgan, Bruce	P1149	F.5
		F.1.1
		F.5.2
Morgan, Michael	P1150	F.3.1
Morris, Chris	P1151	F.21
Morris, Luis	P1152	F.2
Morrow, James	P1153	F.4.1
Mortimer, John	P1154	F.3.1
Morton, Kathryn	P1155	F.5.2
Moses, John	P1156	F.1.2
		F.5
Mowery, Tracie	P1157	F.4.1
Moyers, Debra	P1158	F.21
Mroczek, Ken	P1159	F.21
Mt. Charleston	P1160	F.5.3
Munson, Arden & Inez	P1161	F.21
Muntis, Jeff	P1162	F.21
Murthy, Narayan	P1163	F.3.1
Mutch Frank	P1164	F.21
Nagai, Anna Marie	P1165	F.1
		F.3.1
Nakai, Akida	P1166	F.8.3
		F.1
Nakamura, Henry	P1167	F.18
		F.19
		F.9.4
		F.8.2
		F.18
		F.9.6
		F.15
		F.8
		F.18
Name not legible	P1168	F.20
Name not legible	P1169	F.5 F.12.1
Name not provided	P1170	F.9.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Name not provided	P1171	F.21
Name not provided	P1172	F.21
Name not provided	P1173	F.22
Napier, John	P1174	F.21
Neal, Carol	P1175	F.21
Needham, Howard	P1176	F.5
Needleman, Al	P1177	F.8
Nelson, David & Diana	P1178	F.20
		F.3.1
Nelson, K.	P1179	F.3.1
Nelson, Keith	P1180	F.1.1
		F.8
Nest, Mike	P1181	F.21
Newton, Karie	P1182	F.21
Nicholson, Mark	P1183	F.21
Nightengale, Bruce	P1184	F.2
Nispuruk, Michael	P1185	F.20
Nole, Zeb	P1186	F.3.1
		F.1.1
Noll, William	P1187	F.1
		F.3.1
		F.3.1
		F.3.1
Noriega, James	P1188	F.21
Norton, Charlie	P1189	F.2
Norton, Charlie	P1190	F.2
Norton, David	P1191	F.20
Norton, Kristin	P1192	F.9.5
Norton, Kristin	P1193	F.2
		F.3.1
Nosek, Elayne	P1194	F.21
Novak, Deborah	P1195	F.21
Nudelman, David	P1196	F.9.5
		F.9.4
Nunn, Regina	P1197	F.4.1
Ober, Larry	P1198	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Oberman, Myra	P1199	F.15
		F.16.3
		F.5.2
		F.7.6
		F.9
		F.20
		F.9.6
		F.19
Oberman, Robert	P1200	F.2
		F.5.1
		F.1
		F.3.1
		F.5
O'Brien, Stuart	P1201	F.21
		F.21
		F.21
Ochoa, Vincent	P1202	F.21
O'Donnell, Michael	P1203	F.2
Ohara, Gerald & Dorothy	P1204	F.3.1
Okelberry, Angela & Gordon	P1205	F.21
Okerlund, Thomas	P1206	F.21
O'Key, Dale	P1207	F.21
Olsen, Scott	P1208	F.5
Ondra, Mary	P1209	F.20
O'Reilly, Thomas & Mary Ann	P1210	F.21
		F.21
		F.21
		F.21
O'Reilly, Thomas & Mary Ann	P1211	F.21
		F.21
		F.21
O'Reilly, Thomas & Mary Ann	P1212	F.21
		F.21
		F.21
		F.21
Ornelas, Daniel	P1213	F.21
Oser, Eileen	P1214	F.5.1
Osko, Eugene	P1215	F.8.3
Ott, Stephanie	P1216	F.1
Ott, Stephanie	P1217	F.3.1
Owens, Mark	P1218	F.20

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Pace, Judy	P1219	F.3.1
		F.3.1
Page, Risa and Tom	P1220	F.5 F.11
		F.9.6
		F.9.6
Pan, Robert & Jenny	P1221	F.21
		F.21
		F.21
Paolicelli, John	P1222	F.20
		F.11 F.5
		F.15
Paraspolo, Adrienne	P1223	F.1.1
Park, Dana	P1224	F.20
Park, Dana	P1225	F.3.1 F.2
Parker, Donald	P1226	F.2
		F.1
parlay84@msn.com	P1227	F.21
Parturzo, Denise	P1228	F.20
		F.3.1
Pasino, James	P1229	F.20
Passey, Karen	P1230	F.20
		F.9
Passmonic, Robert	P1231	F.8
		F.1
Passmonick, Bob	P1232	F.1
Patai, Andrew	P1233	F.2
		F.9.4
Patton, Bruce & Karen	P1234	F.21
Pearce, William A.	P1235	F.21
Pearlstein, Connie & Perry	P1236	F.21
		F.21
Pearson, James	P1237	F.1 F.5
		F.9
Pera, Alisha	P1238	F.3.1
		F.6.2
Perry, K.	P1239	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Peterman, Greg & Claudia	P1240	F.6.1
		F.16.2
		F.6.1
		F.9
Peterman, Greg	P1241	F.6.1
		F.16.2
		F.9.4
Peters, Alice	P1242	F.2
Peters, Alice	P1243	F.20
Peters, Charles	P1244	F.2
Petersen, Charles	P1245	F.21
Peterson, Robin	P1246	F.21
Peterson, Betty	P1247	F.20
Petkovich, Rodney	P1248	F.3.1
		F.9
Petrea, Brian	P1249	F.21
Petz, Patricia	P1250	F.9.6
Pevarnik, George	P1251	F.21
Pevarnik, George	P1252	F.21
Pfeifer, Walter	P1253	F.5
Pharris, Scott	P1254	F.1 F.3.1
Phillip, Mark	P1255	F.21
Phillips, Barbara	P1256	F.21
Piatek, Paul	P1257	F.5
Piatek, Paul	P1258	F.5
Piatek, Paul	P1259	F.20
Piatek, Robert	P1260	F.5.2
Pietrafeso, Susan	P1261	F.2
Pietro, Debbie	P1262	F.20
Pittaro, Carol Ann	P1263	F.4.1
Pixler, Thomas	P1264	F.21
Plantiff, Gary	P1265	F.21
Platt, Barbara	P1266	F.5 F.10
		F.9.6
Pless, Chuck	P1267	F.3.1
Plumlee, Robert	P1268	F.21
		F.21
Podmenik, Brian	P1269	F.21
Poggione, Peter	P1270	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Pointer, Candace	P1271	F.20
Pointer, Candace	P1272	F.8.2
		F.8.3
Pollack, Ira	P1273	F.2
		F.5
		F.3.1
		F.9.5
Pollack, Ira	P1274	F.8.3
		F.9.6
Pollina, Richard	P1275	F.3.1
Popek, Marc	P1276	F.5.2
		F.1.1
Port, John	P1277	F.1.2
Porter, Rosemary	P1278	F.2
Potenti, Rose	P1279	F.2
Pott, Richard	P1280	F.1.1
		F.8.2
Pottey, Charles	P1281	F.21
Povilus, Anita	P1282	F.2.1
		F.1.2
Povilus, Bill	P1283	F.20
		F.1
		F.8.2
		F.15
Prach, Matthew	P1284	F.21
Precia, Anthony	P1285	F.21
Preston, Anthony	P1286	F.5.2
		F.3.1
		F.15
Price, Sandy	P1287	F.8.3
		F.20
Prince, Lawrence	P1288	F.21
Prude Sr. Terrell	P1289	F.1.2
		F.3.1
Pruett, Mike	P1290	F.20
Prunetta, Richard	P1291	F.2
		F.9.5
		F.1.1
Ptak, Ronald	P1292	F.2
		F.9.5
		F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Putnam, Jeanne	P1293	F.1.1
		F.20
Puttmann, Julia	P1294	F.4.1
		F.3.1 F.2
Puzia, Drew	P1295	F.4.1
Puzia, Katherine	P1296	F.9
		F.1.2
		F.13.1
Q, Ronald	P1297	F.3.1
		F.3.1
		F.9
Quinn, Mille	P1298	F.20
Racicot, Sophie	P1299	F.2
Racoosin, Brenda	P1300	F.20
Radabaugh, Ann	P1301	F.2
		F.2
Rains, Steve & Jennifer	P1302	F.21
Rainwater, Jeffrey	P1303	F.21
Ramsey, John	P1304	F.9.4 F.16.1
Ramsey, Lynda & Michael	P1305	F.7
Ramsey, Michael	P1306	F.18 F.9
Rand, Cathy	P1307	F.21
Raney, Mark S.	P1308	F.8.3
Rasmussen, Kurt	P1309	F.3.1
		F.2 F.3.1
Raszick, Bill	P1310	F.8.2
Ray, Mary	P1311	F.21
Raybeck, Jerry	P1312	F.22
		F.22
Reckling, Joann	P1313	F.20
Reckling, Joann	P1314	F.10
		F.12.1
Record, Kenneth	P1315	F.22
Record, Kenneth	P1316	F.17
Reed, William K.	P1317	F.9
		F.16.1
		F.8.3

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Reeder, Patricia	P1318	F.1.2
		F.5 F.11
Regan, Thomas	P1319	F.21
Rehak, Karl	P1320	F.15
Reiff, Arthur	P1321	F.5.2
		F.3.1
Reilly, Bernard F.	P1322	F.21
		F.21
		F.9.4
		F.8.3
		F.1 F.2
Reisman, Vickie	P1323	F.3.1
		F.9
Remark, Deanna	P1324	F.20
		F.2
		F.5
		F.3.1
		F.1
		F.9
Revello, Bennie & Kiok	P1325	F.9.4
Revello, Bennie & Kiok	P1326	F.5.2
Reyes, Arturo	P1327	F.18
Reyes, Arturo	P1328	F.18.1
		F.15
		F.9
		F.9.5
		F.8.3
Reyes, Arturo	P1329	F.7.8
Reyes, Barbara	P1330	F.16.3
		F.15
RGE8@aol.com	P1331	F.21
Richards, Mindy	P1332	F.3.1
Richards, Vaughn	P1333	F.9.4
Riede, Patricia	P1334	F.5
		F.3.1 F.2
Rigby, Doug	P1335	F.2 F.3.1
		F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Rikard, Gloria	P1336	F.3.1
Riley, Sarah	P1337	F.5
Riley, Sonja	P1338	F.21
Riley, Sonja	P1339	F.21
Ringham, Susan	P1340	F.3.1
Ripoff, Winston	P1341	F.21
Rivkin H.	P1342	F.21
Rivlin, Alan	P1343	F.21
Robbins, Jack	P1344	F.20
Roberts, Bob & Barbara	P1345	F.5
		F.2
		F.3.1
Roberts, Elizabeth	P1346	F.21
Roberts, George	P1347	F.5.2
Roberts, Susan	P1348	F.1.1
Roberts, Susan	P1349	F.20
Robertson, Greg	P1350	F.21
Robinson, Carl	P1351	F.21
		F.21
Robinson, Ernest M.	P1352	F.3.1
		F.2 F.3.1
Rocco, Rob	P1353	F.21
Roe, Chris	P1354	F.21
Roe, Jayne	P1355	F.3.1 F.2
Roe, Michael L.	P1356	F.21
		F.21
Roethel, Laurence	P1357	F.9
		F.16.1
Rogers Philips	P1358	F.1 F.5
		F.9.4
Rogers, Ron	P1359	F.21
		F.21
Rogers, Stephanie J.	P1360	F.5 F.1
		F.5
Rogers, Stephanie J.	P1361	F.2 F.9.4
		F.18

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Rognstad, Kari & Frode	P1362	F.15
		F.3.1
Roop, Edward	P1363	F.5.2
		F.3.1
Roos, Elizabeth	P1364	F.20
Roos, Elizabeth	P1365	F.22
Roots, Carlos	P1366	F.21
		F.21
Rosalin, Valerie	P1367	F.3.1
Rosalin, Valerie	P1368	F.4.1
Rose, Richard	P1369	F.20
Rosencrantz, Arne	P1370	F.20
Roske, Rosemary	P1371	F.20
Ross, Jean	P1372	F.5.4
Ross, William	P1373	F.5.2
Roth, Dario Gabriel	P1374	F.21
		F.21
Roth, Magdalen	P1375	F.21
Rothe, Alan	P1376	F.1.3
		F.7.11
		F.8.3
		F.9.5
Rothe, Alan	P1377	F.8.3
		F.11
Rouse, Lawrence D.	P1378	F.1.2
		F.3.1
		F.17.4
		F.9.4
Rowley, Barbara & Mark	P1379	F.5.4
		F.9.5
Rowley, Peter	P1380	F.5.2
		F.9.4
Royce, Lottie	P1381	F.5.4
Royce, Lottie	P1382	F.9.6
		F.5.4
Royer, Katherine	P1383	F.5
rr1125cole@cox.net	P1384	F.22

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Rtrt40@aol.com	P1385	F.8.3
Rubino, John R,	P1386	F.8.3
		F.9.4
Ruchaber, Joseph	P1387	F.1
		F.1.2
		F.1.1
Ruchaber, Mitch	P1388	F.5.2
Rudolph, Norma	P1389	F.3.1
Ruggiero, Anthony	P1390	F.3.1
Rupp, Kathryn	P1391	F.9
		F.15
Rush, Adrienne	P1392	F.5.2
Russell, Patricia	P1393	F.2 F.3.1
Russell, Cindy	P1394	F.1 F.2
		F.3.1
Russell, Michael	P1395	F.5 F.4.1
Russell-Melendez, Susie	P1396	F.2
		F.9
Rychtarik, Richard	P1397	F.16.3
		F.1.1
		F.9.5 F.9.6
Rycroft, Sally	P1398	F.20
Sacco, Jim & Alice	P1399	F.20
Saelzler, Norman	P1400	F.21
Sakon, Katrina	P1401	F.5 F.1
		F.2
Sallee, Pam	P1402	F.4.1
Salz, Judith	P1403	F.1.2
		F.9
Salz, Judith	P1404	F.1.2
Salz, Judith	P1405	F.9
Sample, Greg	P1406	F.5 F.1
Sanchez, Joan	P1407	F.5
Sanchez, Manny	P1408	F.17.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Sanders, Eric	P1409	F.1.2
		F.6.1
Sanders, Maria	P1410	F.1.2
		F.5 F.6.1
Sanderson, Christine	P1411	F.5
		F.11
		F.2
Sandoval, Jerry & Trish	P1412	F.1.1
Sandstrom, Arlene	P1413	F.12.1
		F.11
		F.5
		F.3.1
Sandstrom, James	P1414	F.5
		F.10
		F.12.1
		F.3.1
Sanford, Warren	P1415	F.21
		F.21
		F.21
		F.9.6
		F.21
		F.21
Santonocito, Sally	P1416	F.3.1 F.5
Saskin, Paul	P1417	F.21
Sass, Jeff	P1418	F.9
		F.9.6
		F.9.6
		F.9.6
Saunders, Rose	P1419	F.5.2 F.2
		F.2 F.5
Saunders, Rose	P1420	F.1 F.5
Sawyer, Chrysanthe Georges	P1421	F.2
Saxton, Robert	P1422	F.3.1
		F.5
		F.17
		F.9.6

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Scelsa, Nancy	P1423	F.21
Schaffer, Richard	P1424	F.3.1 F.2
		F.9.4
Schalk, William	P1425	F.3.1 F.1
Scheer, J	P1426	F.3.1
Scheer, Joel	P1427	F.10
Schlesinger-Bertsch, Shari	P1428	F.4.1
		F.3.1
Schiffel, Dennis and Dorothy	P1429	F.15
		F.8.3
		F.9.4
		F.5 F.3.1 F.1
		F.3.1
Schletter, R.M.	P1430	F.21
Schluter, Heath	P1431	F.5 F.1
Schmidt, Hank	P1432	F.9.6
Schmidt, Henry	P1433	F.2
		F.3.1
Schmidt, Henry	P1434	F.3.1
Schmit, Michael	P1435	F.21
		F.16.1
Schmitt, Larry	P1436	F.1.2
		F.3.1 F.6.2
Schneiderman, Joni	P1437	F.3.1
Schrier, Sidney	P1438	F.2
		F.9.5
		F.3.1
Schroyer, Rachel	P1439	F.1.1
Schultz, Beverly	P1440	F.1
		F.5
Schultz, David & Deanna	P1441	F.5.2
		F.9
		F.9.6
		F.3.1
Schultz, David	P1442	F.15

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Schultz, Gregory	P1443	F.3.1
		F.9.4
Schultz, Kevin	P1444	F.21
Schulz, Paul Benjamin	P1445	F.21
Schuster, Ken	P1446	F.21
Schwart, Phyllis	P1447	F.2
		F.10 F.3.1
		F.9
Schwart, Phyllis	P1448	F.5.2
		F.9
Schwart, Todd	P1449	F.21
		F.21
Schweit, Pamela	P1450	F.1 F.9.4
Schweit, Phillip	P1451	F.22
Scott, Bette	P1452	F.2
Scranton, Patrick	P1453	F.21
Scranton, Patrick	P1454	F.21
Seckinger, Donald & Marilyn	P1455	F.9.4 F.1.2
Secco, John	P1456	F.3.1
Secrist, Barbara	P1457	F.5.2 F.9.4
Secrist, William	P1458	F.5.2 F.9.4
Sedgh, Jonathan	P1459	F.20
Seehusen, Andrew	P1460	F.3.1
Seidman, Janet Lorne	P1461	F.20
		F.16.3 F.15
Seifert III, Nicholas	P1462	F.1
Seimbida, Mike and Amy	P1463	F.21
Serraile, Angela	P1464	F.3.1
Sevougian, S. David	P1465	F.2
		F.3.1
		F.5 F.9.6 F.9.4
		F.9.5
Seymour, David	P1466	F.2 F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Sfentescu, Liviu	P1467	F.2.1
		F.3.1
Shakleford, Michael	P1468	F.3.1
		F.9.5
Shaddy, Julie	P1469	F.3.1
Shaikh, Faruk	P1470	F.20
Shannon, Lori	P1471	F.5.2
		F.9.6
		F.7.11
		F.6
		F.7.11
		F.9.6
		F.16.1
		F.15
Shay, Joseph	P1472	F.2
Shea, Anita	P1473	F.5
		F.3.1
		F.12.1
		F.11
Sheahan, Darin	P1474	F.20
Sheehan, John	P1475	F.21
		F.21
Sheely, Carisa	P1476	F.2
		F.3.1
Shellabarger, Judith	P1477	F.20
Shenkberger, Jennifer	P1478	F.2
		F.3.1
		F.20
Shepherd, Joyce	P1479	F.5 F.11
Shepherd, Joyce	P1480	F.5
Shereda, Randy L.	P1481	F.21
		F.21
		F.21
		F.21
Sherman, Linda Jordan	P1482	F.15
		F.1 F.3.1
Sherman, Lisa	P1483	F.3.1
		F.2.1
		F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Sherman, Marilyn	P1484	F.3.1
		F.5.2
		F.1
Sherman, Marlene	P1485	F.3.1
		F.5.2
		F.1
Shimon, Yael & Ben	P1486	F.2.1
		F.3.1
		F.9.6
Shoals, Paul	P1487	F.5
		F.2.1
Shulman, Stanley	P1488	F.8.3
Shulman, Stanley	P1489	F.8.8
Sias, Jon	P1490	F.21
		F.21
Seigel, Iris	P1491	F.2
		F.9.6
Silvaggio, Janie	P1492	F.9.5
Silveria, Joey	P1493	F.6.2
Simeone, Rae	P1494	F.9.5
		F.1 F.11
Simmons, Leanna	P1495	F.21
Simon, Christine	P1496	F.2
Simon, Robyn	P1497	F.21
Simpson, Laura	P1498	F.2.1
Sinins, Elaine	P1499	F.2.1 F.3.1
		F.9
		F.3.1
Skelly, John	P1500	F.3.1
Skorska, Maria	P1501	F.8.3
		F.5.2
		F.13.1
		F.5.1
Skorynko, Dan	P1502	F.20
		F.2.1
		F.3.1 F.5
Sloan, Paul	P1503	F.20
Slots, Suzzane	P1504	F.5.4

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Smaka, Frank	P1505	F.3.1
Smallridge, Abby	P1506	F.9.6
Smith, Andre	P1507	F.21
Smith, Barry	P1508	F.20
Smith, Cathy	P1509	F.2
		F.11
Smith, Don	P1510	F.3.1
Smith, Don	P1511	F.20
Smith, James & Joy	P1512	F.1
Smith, Jen	P1513	F.20
Smith, John	P1514	F.22
Smith, Noreen	P1515	F.2.1
		F.3.1
		F.9.6
Smith, Pamela	P1516	F.9.4
Smith, Rosemary	P1517	F.3.1
		F.2
		F.5.2
		F.8.3
Smith, Stephen F.	P1518	F.1 F.5
Smith, Stephen	P1519	F.8
		F.8.3 F.1
		F.15
Smith, Stephen	P1520	F.3.1
		F.1
		F.2.1
		F.16.2
		F.9.6
Smith, Stephen	P1521	F.20
		F.5.2
Smith, Stephen	P1522	F.5.2
		F.9.4
Smoot, Larry	P1523	F.5.2
Smythe, Thomas M. (Smythe Family Trust)	P1524	F.21
Sodervick, Gary	P1525	F.21
Soesbe, Judy	P1526	F.21
		F.21
		F.9.6

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Soles, Theresa	P1527	F.10
Soteras, Denise	P1528	F.2.1
		F.3.1
		F.9.5
Sordelet, Tim	P1529	F.1
Sorrentino, Stephen	P1530	F.2.1 F.3.1
Souter, Janet	P1531	F.21
Southworth, Milo D. & Bonnie	P1532	F.20
		F.8.2
		F.9.5
		F.8.3
		F.6
Spach, Dan	P1533	F.9.4
Sparks, Patricia	P1534	F.5.2
Speen, Gerald &Gloria	P1535	F.3.1
		F.2
Speen, Gerald	P1536	F.1.2
		F.3.1
		F.3.1
		F.8.3
		F.8.3
Speen, Gloria	P1537	F.1.2
		F.3.1
		F.3.1
		F.8.3
		F.8.3
Spencer, Thomas	P1538	F.21
Spiegel, Naomi	P1539	F.21
Spinale, Richard	P1540	F.21 F.9.4
		F.21 F.9.6
Spodarek, Geraldine	P1541	F.3.1
Sprague, Richard	P1542	F.21
Spratling, Michael	P1543	F.20
Squires, Shea	P1544	F.21
Stambaugh, Pattie	P1545	F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Standley, Stacy	P1546	F.11
		F.11
		F.2.2
		F.11.1 F.7.1
Standley, Stacy	P1547	F.5
		F.12.1
Staneva, Aleksandra	P1548	F.9
		F.3.1
Stanhibel, Joe & Barb	P1549	F.2.1
Stanton, Carroll	P1550	F.21
Starer, Mitchell	P1551	F.20
Starr, Mary	P1552	F.3.1
Starzec, Roberta	P1553	F.1.2
		F.2.1
Stauffer, Samuel	P1554	F.21
Steckel, Yvonne & Stephen	P1555	F.21
Steele, Cedric	P1556	F.5.1
Steinberg, Burton & Estelle	P1557	F.2.1
		F.4.1
		F.3.1
Steinberg, Burton	P1558	F.8.3
Steinberg, Estelle	P1559	F.3.1
Steinbrock, Patricia	P1560	F.6.2
Stevens, Marcie	P1561	F.4.1
		F.22
		F.16.1
		F.16.1
Stilson, Jeff	P1562	F.3.1
		F.1.2
Stilson, Tami	P1563	F.3.1
Stilson, Tami	P1564	F.2.1
Stine, Richard	P1565	F.9.6
Stipp, Christina	P1566	F.2.1
		F.9.4
		F.1 F.3.1
Stonestreet, Nita	P1567	F.5 F.1
		F.1.1
Stormoen, Don	P1568	F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Stoyanov, Stoyan	P1569	F.20
Stretz, Eric	P1570	F.21
Strganac, Martin	P1571	F.21
Strube, Larry	P1572	F.9.4
		F.11
		F.1
Strucker, Larry	P1573	F.9.6
		F.8.3
Strucker, Nancy	P1574	F.9.4
Strumwasser, Kurt	P1575	F.7.10
		F.15
		F.6.1
		F.9
Strumwasser, Sue	P1576	F.9
		F.9.4
		F.20
Strumwasser, Sue	P1577	F.9
		F.1.2
		F.1
		F.2.1
		F.3.1
Strumwasser, Sue	P1578	F.1.2
		F.9.4
Stupka, Julie	P1579	F.5.2
Suarez, Miguel	P1580	F.6.2
		F.3.1
Sugarly, David	P1581	F.21
Summitt, Mike	P1582	F.21
		F.21
Sundstrom, Rory	P1583	F.3.1
Swanson, Loren	P1584	F.3.1
		F.8.3
Swantek, Bob	P1585	F.5.2
Swift, Sharon	P1586	F.9.4
		F.16.3
Swinburn, Ann	P1587	F.3.1
Szumanski, Jane	P1588	F.10
		F.1.3
		F.3.1
Tabeek, Louis	P1589	F.2.1
		F.9.6

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Tanaka, Wayne	P1590	F.21
Tanasi, Dale	P1591	F.20
Tapia, Ernesto & Laura	P1592	F.20
Tatum, Phil	P1593	F.21
Taylor, Alan	P1594	F.4.1
		F.9
		F.5.2
Taylor, Anemette	P1595	F.21
		F.21
Taylor, Anemette	P1596	F.21
Taylor, David L.	P1597	F.21
Taylor, David L.	P1598	F.21
Taylor, Toni	P1599	F.1.1
Teglia, Craig	P1600	F.21
Teglia, Craig	P1601	F.21
Teglia, Craig	P1602	F.21
Tehrani, Kuruosh	P1603	F.2
		F.6.1
Teitelbaum, Robert	P1604	F.9.4
Teller	P1605	F.21
Temple, Mona	P1606	F.21
Tennant, Jaden	P1607	F.21
		F.21
Tharp, Robert	P1608	F.21
		F.21
Theriault, Marc	P1609	F.2
Thomas, Edward	P1610	F.21
		F.21
Thomas, Rob	P1611	F.21
		F.21
		F.9.6
Thompson, Dennis	P1612	F.21
Thompson, Franko	P1613	F.3.1
Thompson, Jim	P1614	F.15
		F.9.4
		F.2
		F.20
Thompson, John	P1615	F.5.2
		F.3.1
Thompson, Rosemary	P1616	F.2.1
		F.3.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Tiptonm, Nancy	P1617	F.1.1
Toppo, Robert J.	P1618	F.18.2
		F.9.6
Torbergson, James	P1619	F.3.1
Torreblanca, Jose	P1620	F.5.2
Torres, Linda	P1621	F.9.6
		F.3.1
Torrey, Wayne	P1622	F.7.10
		F.7.5
		F.1.1
		F.1
		F.3.1
		F.3.1
		F.9.4
Tortarolo, Nick	P1623	F.5.2
		F.1.1
Toulouse, Lisa	P1624	F.2
Toussaint, Donna	P1625	F.5.2
		F.5.1
		F.16.3
Toussaint, Donna	P1626	F.5.2
Toussaint, Greg	P1627	F.3.1
		F.4.1
Tousseau, Laura	P1628	F.2
		F.1
		F.8.2
		F.3.1
Trachet, Patricia	P1629	F.3.1
Tracy, Robert & Nadine	P1630	F.2.1
		F.11
Traister, Philip	P1631	F.3.1
Traister, Philip	P1632	F.20
Traister, Philip	P1633	F.20
Trautman, Curt	P1634	F.1
		F.9.6
		F.9
Triola, Sharon	P1635	F.3.1
Triola, Sharon	P1636	F.3.1
Tripp, Jay & Dorothy	P1637	F.21
Tripp, Jay & Dorothy	P1638	F.21
Tripp, Jay & Dorothy	P1639	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Trofino, Joan	P1640	F.5.2
Trofino, Joan	P1641	F.5.2 F.2
Truncale, Mark	P1642	F.18
		F.9.4
		F.16.1
		F.2 F.3.1
Tubridy, Genny	P1643	F.3.1
Underwood MD., Lisa	P1644	F.3.1
Urbanski, Katlhleen	P1645	F.21
Urbanski, Thomas	P1646	F.21
Usher, Cynthia	P1647	F.5.2
		F.3.1
Ushijami, Duane	P1648	F.21
V., Susan	P1649	F.21
Vail, Howard	P1650	F.21
Vail, Howard	P1651	F.21
Valdez, Kristyn	P1652	F.21
Valdez, Ralph & Lorraine	P1653	F.5.1
Valentino, Henry	P1654	F.9
Valentino, Jan	P1655	F.9
Van Slyke, Jerry	P1656	F.2.1
		F.3.1
Van Vessem, Diane	P1657	F.3.1
Varra, James	P1658	F.21
Varra, James	P1659	F.21
Vasko, Andy	P1660	F.2.1
Venable, Jim	P1661	F.9.6
Venezia, Laurel	P1662	F.8.3
		F.9.4
		F.1
		F.4.1
Venter, Jenny	P1663	F.3.1
Venter, Jenny	P1664	F.5.2
Ventrella, Toni	P1665	F.2.1
		F.3.1
		F.3.1 F.12.1 F.2.1
		F.5.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Vereb, Jim	P1666	F.3.1
Vermillion, Susan	P1667	F.21
Villar, Mario	P1668	F.5.2
		F.9
Vinson, Len	P1669	F.9.4
Virella, Francisco	P1670	F.4.1
Visalli, Bud	P1671	F.21
Visalli, Bud	P1672	F.21
Visalli, Linda	P1673	F.21
Vlach12@aol.com	P1674	F.3.1
Vlach, Joan	P1675	F.3.1
Vrabel, Anthony	P1676	F.9
Vu, Tony	P1677	F.3.1
		F.6.2
		F.5.2
Waid, Scott	P1678	F.3.1
Wakefield, Darren	P1679	F.2.1
Walker, Derek	P1680	F.4.1
		F.3.1
Walker, Felice	P1681	F.5
		F.3.1
Walker, Robert	P1682	F.21
Walker, Roy	P1683	F.9.6
Wallace, Julia	P1684	F.2
		F.9
Walsh, Brian	P1685	F.1
Ward, Gertrude R.	P1686	F.5.2
		F.9.6
		F.1.1
		F.9.5
Ward, Michael	P1687	F.2.1
		F.3.1
		F.9.4
Warman, Paul	P1688	F.1.1
Warner, Dewey	P1689	F.21
Waterspiel, Peter	P1690	F.5.2
		F.20
Watson, K	P1691	F.21
Way, Bryan	P1692	F.3.1
		F.9.5

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Way, Ken	P1693	F.2.1
		F.8.3
		F.9.6
Way, Kenneth	P1694	F.1.1
		F.8.3
		F.3.1
		F.9.5
		F.5
Wdowiak, Garry	P1695	F.1.2
Webb, Wm. R. & Connie M.	P1696	F.3.1
Weber, Bernard	P1697	F.3.1
Weber, Charee	P1698	F.2
		F.2.1
		F.1
		F.3.1
Wees, Margaret	P1699	F.17.1
Wegener, Jeff	P1700	F.20
Weimer, Sherry	P1701	F.2
Weinberger, Ann	P1702	F.9.6
Weinrott, Hershel	P1703	F.1.2
Weinrott, Ruth	P1704	F.5.1
		F.1
Weinstein, Jeff	P1705	F.2 F.3.1
Weiser, Sandy	P1706	F.20
Weisman, Michael	P1707	F.22
Weisman, Michael	P1708	F.3.1
		F.9.5
Weissman, Diane	P1709	F.3.1
		F.6.2
		F.1.2
Welsh, Jim	P1710	F.21
Wenger, Jeffrey R. & Victoria M.	P1711	F.3.1
West, Alis	P1712	F.3.1
		F.5.4
		F.3.1
Wetzel, Henry	P1713	F.20
Whisman, Robin	P1714	F.21

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
White, David & Sandra	P1715	F.3.1
		F.2
		F.20
		F.9
White, Greg	P1716	F.21
White, Jeff	P1717	F.5.2
		F.13.1
		F.5.1
		F.1.2
White, Richard & Laura	P1718	F.5
		F.1
Whiteside, Dorothy	P1719	F.9.4
Whitelatch, Ronald & Linda	P1720	F.2
		F.3.1
		F.4.1
Whittinghill, Bryan	P1721	F.21
Widmer, Jerome	P1722	F.9.6
		F.8.3
Wiedemann, Janice	P1723	F.3.1
		F.5.1
		F.9.4
		F.17.1
Wiegand, Erin	P1724	F.20
Wiggins, Patty	P1725	F.9.6
Wilcox, Wesley C.	P1726	F.3.1
		F.1.2
		F.5
		F.5.2
		F.9.6
		F.1.3
Wilde, Brandon	P1727	F.21
Wilhelm, Beverly	P1728	F.3.1
		F.9
Wilkinson, David	P1729	F.21
Willet, Tammy & Paul	P1730	F.3.1
Williams, Jo Ann	P1731	F.5.2
		F.1.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Williams, Melanie	P1732	F.16.1
		F.17.3
		F.15
		F.8.1
		F.6.3
		F.22
Williams, Tim	P1733	F.2
		F.3.1
Willingham, Tom	P1734	F.21
Willis, Darin	P1735	F.18.1
Willis, Darin	P1736	F.9.4
Willis, Keith & Bridget	P1737	F.20
Willis, Keith	P1738	F.8.2
		F.8.3
Willis, Keith	P1739	F.2.1
		F.6.2
Wilson, Florence	P1740	F.15
		F.2.1
Wilson, Ken	P1741	F.20
Wilson, Lara	P1742	F.9.6
Wilson, Lori	P1743	F.2.1
		F.3.1
		F.9
Wilson, Margaret	P1744	F.9.4
Wilson, Nancy	P1745	F.2.1
Winard, Paul	P1746	F.5.2
		F.9
		F.19
Winford, Dean & Teresa	P1747	F.21
Winford, Wesley & Theresa	P1748	F.21
Winfrey, John	P1749	F.5
		F.3.1
		F.8.3
		F.1.2
Winn, Marilyn	P1750	F.3.1
Winslow, Ben	P1751	F.2.1
Winslow, Shirley	P1752	F.21
Winslow, Shirley	P1753	F.21
Winter, Chris	P1754	F.2.1
Winter, Jan	P1755	F.1
		F.9

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Winter, Jan	P1756	F.3.1
		F.6.2
		F.9
Winter, William L.	P1757	F.20
		F.18.2
		F.3.1
		F.15
Wireman, Roland	P1758	F.5.2
		F.8.3
		F.15
Wirig, Janae	P1759	F.20
Wirig, Matthew	P1760	F.3.1
		F.2
Wisnicky, Patrick	P1761	F.21
Witman, Stan	P1762	F.21
Wockenfuss, Lorena	P1763	F.21
Wolf, Veronica & William	P1764	F.16.3
		F.8.2
Wolf, Veronica	P1765	F.5.2
Wolf, William	P1766	F.1
Wong, Scott	P1767	F.21
Wood, Gary	P1768	F.9.6
Wood, Gary	P1769	F.20
Wood, L.	P1770	F.1
		F.2
		F.21
		F.5.4
		F.9
Woodward, Richard	P1771	F.3.1
Wooley, William	P1772	F.2
		F.4.1
Works, Scooter	P1773	F.3.1
		F.2
		F.3.1
		F.1
Wren, Carla	P1774	F.
Wright, David B.	P1775	F.1.2
Wright, James & Mildred	P1776	F.5.4
Wright, Raymond	P1777	F.20
Wright, Raymond	P1778	F.20

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Wrightson, Marie	P1779	F.2.1
		F.1
Wysocki, Warren	P1780	F.6.2
Yake, Fred & Jean	P1781	F.21
Yandell, Jerry	P1782	F.4.1
Yarbrough, Lee	P1783	F.21
Yarrington, Robert	P1784	F.21
		F.21
Yarrington, Robert	P1785	F.21
Yeary, L.K.	P1786	F.9.6
		F.15
Yoo, Shanon	P1787	F.3.1
Younes, M.	P1788	F.1
		F.5
		F.3.1
Young, David A.	P1789	F.9.4
Young, Kathleen & Richard	P1790	F.21
Young, Randy	P1791	F.21
Yount, Lynn	P1792	F.2 F.5.2
Yu, Sunnin	P1793	F.21
Yuhas, Jami & Mike	P1794	F.3.1
Zaccarelli, Luciano	P1795	F.21
Zachow, Cynthia	P1796	F.21
Zagby, Robert	P1797	F.1
		F.3.1
		F.2.1
Zanetti, Donna	P1798	F.4.1
		F.8.2
		F.9.5
		F.5.2
Zarras, Nick	P1799	F.5
Zeev-Mansdorf, Cila	P1800	F.20
Zeni, Donald	P1801	F.15
		F.5
		F.1
		F.12.1
		F.1.2
Zimmerer, Mary C.	P1802	F.20
Zucker, Risa	P1803	F.2

* See Attachment F-1
** See appropriate section of this Appendix (F).

Table F.1, Continued
COMMENTERS AND RESPONSE SECTION NUMBER(S)

Commenter (Last Name, First Name)	Comment Letter Number*	Response Section Number(s)**
Zunino, Christine	P1804	F.3.1
		F.4.3
		F.8.3
Zunino, John	P1805	F.5
		F.1
Zunino, Vanessa	P1806	F.1

* See Attachment F-1
** See appropriate section of this Appendix (F).

F.1 SAFETY ISSUES

F.1.1. The proposed change will create unsafe conditions by sending aircraft in a continuous turn into airspace utilized by recreational and general aviation flights from North Las Vegas Airport, military flights from Nellis Air Force Base, emergency helicopter flights, and arriving flights at McCarran International Airport (LAS).

Response: As stated in **Section 1.4, The Las Vegas Four Corner-Post Plan**, of the SEA, the purpose of the Four Corner-Post Plan was to enhance airspace and air traffic control efficiency by eliminating airspace conflicts and reduce controller workload. It was intended to increase safety and efficiency and lead to a reduction in aircraft delay by realigning the Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) procedures. It was intended to take full advantage of Area Navigation (RNAV) technology developments in order to guide departing and arriving aircraft over more precise ground tracks than was possible with the conventional arrival and departure procedures in place at LAS prior to implementation of the Four Corner-Post Plan. Due to the lack of developed RNAV procedural criteria prior to the Four Corner-Post Plan, RNAV departure procedures could not be created that would meet the terrain and existing airspace constraints of the Las Vegas area.

In addition to arrivals/departures at LAS, the surrounding airspace is also utilized by aircraft arriving/departing North Las Vegas Airport, military flights arriving/departing Nellis Air Force Base, and other commercial-service and general aviation aircraft transitioning the area. Such aircraft are required to operate in accordance with Federal Aviation Regulations regarding various types of U.S. airspace and the Air Traffic Control environment, which are designed to separate aircraft to the greatest extent possible and ensure a safe flying environment for airspace users as well as those on the ground. However, since the implementation of the Four Corner-Post Plan an airspace-use agreement has been made with Nellis Air Force Base, which provides a small "shelf" of airspace to accommodate LAS departures and ensure further separation from Nellis air traffic.

F.1.2 Several high-occupancy buildings lie in the proposed flight path; a crash would result in catastrophic loss.

Response: Any aircraft accident that results in a loss of life would be a catastrophic loss. Such a catastrophic event could happen at any airport. It is not a reason to not consider the Proposed Action at LAS.

F.1.3 The U.S. Department of Homeland Security removed LAS from its list of top 35 terrorist risks, which eliminated much anti-terrorist funding for airport security. Terrorists may see the proposed flight path as a chance to affect a large number of people with a fully fueled and loaded aircraft.

Response: This situation could apply to any of the existing procedures at LAS and at any major airport in the United States. It is not a reason to not consider the Proposed Action.

F.2 QUALITY OF LIFE IMPACTS

Several comment letters reflected general concerns about the impacts of the Proposed Action on the quality of life of residents in the Las Vegas area. As noted in the comments, specific concerns affecting their quality of life included aircraft noise and aircraft overflights and air pollution resulting from implementation of the Proposed Action.

An analysis of quality of life does not involve fixed values or established thresholds. Quality of life is extremely subjective and is influenced by a number of factors, which could include air quality, noise, and visual effects. This SEA evaluates the impacts of the Proposed Action in these categories as required by the National Environmental Policy Act (NEPA).

The SEA has carefully considered a range of alternatives to the Proposed Action. The impact on both the physical and social environment of the communities located within the Study Area, as well as the potential cumulative impacts of additional projects in the vicinity of LAS has also been carefully considered in this SEA. Additionally, the FAA is carefully reviewing all comments made by the public, including federal, state, and local agencies, special interest groups, and individuals. Responses to those concerns are included below.

F.2.1 Concerns about Aircraft Noise and Overflights on Quality of Life

Response: As stated in **Section 4.2, Noise**, of the SEA, FAA Order 1050.1E, Appendix A, Section 14, *Noise,* states that the FAA has determined that a *significant* noise impact would occur if a detailed noise analysis indicates that a proposed project results in an increase within the DNL 65 Decibel (dB) contour of 1.5 dB or greater on any noise sensitive area. Furthermore, if that condition occurs, any area within the 60 to 65 DNL contour band of the Proposed Action and exposed to an increase of 3.0 decibels of DNL or more by the change must be reported. Finally, any area exposed to an increase of 5.0 decibels or more of DNL and is exposed to a cumulative level of 45 to 60 DNL or more by the Proposed Action must also be reported.

The routes along which aircraft fly to approach or depart the airport are also a critical component in the definition of aircraft noise patterns in the community. For this evaluation, flight paths for the No Action and Proposed Action Alternatives were developed from an analysis of the 15-day radar data sample acquired for this study. A well selected (busy day's) sample of this size is generally adequate to develop an understanding of the typical flight routes around an airport. Additionally, the 15 days can be spread throughout various seasons to account for the long-term variances associated with wind and weather patterns. For this analysis, the radar sample consisted of the following days: 5/14/04, 5/21/04, 8/11/04, 8/19/04, 10/1/04, 10/15/04, 10/22/04, 10/29/04, 1/2/05, 1/21/05, 3/17/05, 3/18/05, 4/15/05, 4/22/05, and 4/29/05.

The distribution of traffic among the modeled flight tracks developed from the radar data analysis was based on the distribution of flights in the radar data for the current Baseline (2004 Conditions) and future No Action conditions. The modeled flight tracks for the Proposed Action (2005 and 2010 conditions) were similarly developed through the definition of the route for the proposed STAAV 3 departure procedure and were dispersed to reflect corridor widths comparable to those associated with the current procedure.

As presented in **Section 4.2.2.2, Future 2005 and 2010 Noise Impacts,** and shown on **Exhibits 4.4, 4.5, 4.9, and 4.10** of the SEA, results of the noise analysis showed that there were no areas of +1.5 dB change within the 65 DNL noise exposure area resulting from the proposed project for 2005 or 2010 conditions. In addition, one area along the extended centerlines and west of Runways 7/25 would be exposed to noise increases of 3.0 dB or more within the 60 DNL contour for both the 2005 and 2010, Proposed Action condition. This area would experience an increase in noise exposure under the Proposed Action conditions because the departure routes from Runways 25R/L (going to eastern destinations) would now turn right and proceed around the airport to the north rather than to the south as they currently do. In both the 2005 and 2010 Proposed Action condition, the 3.0 dB increases within the 60 DNL would occur over mostly residential areas west of the airport. Finally, there are two areas of 5 dB increases between the 45 and 60 DNL contours found around the airport resulting from the new procedure. The locations to the west/northwest result from the same relocated flight routes as described above for the 3.0 dB increase area. Again, these areas of change are only considered to be *slight to moderate* in nature and do not represent a significant impact. The areas are disclosed here for informational purposes only. These findings indicate that although aircraft noise levels would increase at some locations, there are no *significant* noise increases (1.5 dB within the 65 DNL over non-compatible land use).

F.2.2 Concerns about Air Pollution on Quality of Life

Response: Data presented in **Section 4.3, Air Quality,** of the SEA, show the emissions of all the criteria and precursor pollutants are projected to decrease due to the implementation of the Proposed Action. When a NEPA analysis is needed for an airport project, the emissions inventory prepared for the Proposed Action ("action") is compared to the baseline emissions inventory ("no action") of the same year to determine the net emissions due to the Proposed Action. Results of the air quality analysis show that there would be no impacts. Therefore, the Proposed Action would be assumed to comply with both the National Ambient Air Quality Standards (NAAQS) and the provisions of the Nevada State Implementation Plan (SIP). Because there would be no air quality impacts, no mitigation measures would be required and no further analysis or reporting would be required under NEPA or CAA regulations.

F.2.3 Energy supply and natural resource conservation must be balanced against quality of life, community environment, noise and air pollution, and aesthetic impact. There is no discussion of the human and economic cost of lost quality of life. There is a large retired population in the impacted area that is larger than the population of Boulder City. Direct costs to them and all others affected include medical care. The loss of a home resulting from SEA environmental effects are a direct cost. Moving from a private home to an assisted living home or a nursing home is an economic consideration that is not in the SEA.

Response: As stated in **Section 4.7.11.1, Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks**, of the SEA, implementation of the Proposed Action consists of changes in flight patterns that would require no property acquisition or relocation of residents or businesses, nor would it disrupt local traffic patterns or create substantial losses in the community tax base. Therefore, there are no potential socioeconomic impacts of the Proposed Action to evaluate. Implementation of the Proposed Action does not require property acquisition or relocation of residents within the Study Area. If residents choose to relocate from a private home to an assisted living home or a nursing home, that is their individual choice.

F.3 PROPERTY VALUE IMPACTS

F.3.1 Residents in the south/southwest areas knew about the LAS departure paths when deciding to reside there. Residents in the north/northwest areas chose that location of residence based on an assessment of flight paths in place prior to the Proposed Action and therefore, paid a premium for their homes. The proposed change will decrease property values for homes under the proposed departure path.

Response: An analysis of potential impacts of a Proposed Action on property values of single-family residences is not required by NEPA or CEQ guidelines because 1) potential impacts of a Proposed Action on residential property values represent an economic impact, not an effect on the physical environment, and 2) the estimation of prospective property value impacts of a Proposed Action might involve an impermissible degree of speculation due to the wide range of issues that affect property values and/or the exorbitant cost of preparing scientifically accurate statistical analysis in all of the neighborhoods surrounding LAS.

Based on previous environmental analyses conducted by the FAA for airspace actions at Los Angeles and Phoenix, single-family property values (prices of homes) are influenced primarily by macroeconomic factors that operate independently of locally specific conditions. These include forces that determine the general demand for single-family homes, such as national, regional, and local employment growth rates and distributions, population age group growth trends, rates of household formation, and household income trends. They also include the way these demand trends operate with respect to the supply of available housing (the number, type, and distribution of existing and new units) in a given market area. Values are also highly influenced by what households can afford to pay for housing, based on household income trends, mortgage interest rates, general price inflation, and changes in federal and state income tax law treatment of housing costs. They are also influenced by the direct cost of new housing developments, including the cost of land, construction, professional fees, development fees and permit costs, and construction loan rates.

All of these factors interact in complex ways that change over time, and will continue to do so independently of any decisions that are made about the Proposed Action at LAS. The dramatic increase in housing prices during the past few years, as mortgage interest rates reached near-historic lows and the population of the Las Vegas area continues to increase, is a recent example of the overwhelming influence these macroeconomic factors have on single-family home values.

Within a given submarket area or neighborhood, differences in residential property values are attributable to housing and neighborhood factors that can be grouped into two broad categories: 1) amenities and 2) disamenities. Amenities are

characteristics considered desirable by homeowners. Amenities can be specific to the neighborhood in which the home is located or specific to the physical attributes of the home itself, such as numbers of bedrooms and bathrooms. In general, homes that possess more amenities sell for higher prices than those possessing fewer amenities or less of the same amenity.

In contrast, disamenities are characteristics considered undesirable by homeowners and thus reduce the selling price (or value) of the home. Housing disamenities can include physical aspects of the home or neighborhood-specific attributes, such as traffic, noise, crime, and other factors that are perceived to lower the quality of life. Physical housing and neighborhood attributes work together to determine home values within a housing market area, but are still subject to the overriding influences of macroeconomic trends.

As shown in **Table F.2, Median Home Values in the Las Vegas Area**, home values in all communities of the Las Vegas area have increased annually from 2000 to 2005, including those areas closest in proximity to LAS and those areas that receive air traffic from the current "left-hand departure procedure" that was implemented in 2001 as part of the Four Corner-Post Plan. This would seem to indicate that the presence of LAS and its prescribed flight paths do not directly influence median home values in the Las Vegas area.

As stated in **Section 4.3, Air Quality** of the SEA, there would be no net increase in emissions as a result of the Proposed Action. Results of the noise analysis, presented in **Section 4.2, Noise**, show that although aircraft noise levels would increase at some locations within the Study Area, there would be no *significant* noise increases (1.5 dB within the 65 DNL over non-compatible land use) according to the guidelines set forth by FAA Order 1050.1E, Appendix A, Section 14, *Noise*. The results of the air quality and noise analyses would seem to indicate that the Proposed Action would not influence median home values. Instead, housing and neighborhood amenities and disamenities, in combination with macroeconomic forces, would continue to have the greatest effect on general home price trends in the Las Vegas area.

TABLE F.2
MEDIAN HOME VALUES IN THE LAS VEGAS AREA
2000-2005

Zip Code	City	2000	2001	2002	2003	2004	2005	Percent Change 2000-2005
89012	Henderson	170,000	184,500	188,415	225,000	324,100	350,000	**106%**
89014	Henderson	133,500	139,500	139,725	175,000	240,000	290,000	**117%**
89015	Henderson	139,017	150,000	159,875	173,500	225,000	265,000	**91%**
89030	North Las Vegas	87,000	98,000	103,800	104,825	119,000	160,000	**84%**
89031	North Las Vegas	134,000	140,000	154,775	165,000	235,000	269,228	**101%**
89032	North Las Vegas	122,000	135,500	148,000	154,000	218,000	250,000	**105%**
89052	Henderson	214,000	239,500	275,000	294,330	410,000	455,000	**113%**
89074	Henderson	152,500	169,500	172,250	207,000	289,900	320,000	**110%**
89084	North Las Vegas	124,500	141,500	163,600	170,220	239,900	267,750	**115%**
89101	Las Vegas	91,500	102,000	111,280	113,000	124,900	170,000	**86%**
89102	Las Vegas	117,000	126,000	130,000	144,400	170,000	233,000	**99%**
89103	Las Vegas	94,750	112,000	117,000	130,000	155,000	185,000	**95%**
89104	Las Vegas	106,000	121,500	124,500	136,500	164,950	210,000	**98%**
89106	Las Vegas	90,000	105,000	110,000	119,900	138,100	192,000	**113%**
89107	Las Vegas	110,000	119,000	122,500	133,000	165,000	215,000	**95%**
89108	Las Vegas	114,000	120,000	130,950	138,000	179,000	230,000	**102%**
89109	Las Vegas	108,000	120,500	124,900	127,585	120,500	185,500	**72%**
89110	Las Vegas	124,500	138,500	143,000	133,000	160,000	213,750	**72%**
89113	Las Vegas	147,000	160,000	213,515	216,500	300,000	325,250	**121%**
89115	Las Vegas	108,500	117,000	123,000	122,920	142,500	180,000	**66%**
89117	Las Vegas	170,500	182,000	191,500	226,500	319,250	360,000	**111%**
89118	Las Vegas	127,000	148,000	152,750	156,500	220,000	208,500	**64%**
89119	Las Vegas	104,232	127,000	126,180	131,000	150,000	184,250	**77%**
89120	Las Vegas	125,000	137,000	150,000	163,000	179,650	226,263	**81%**
89121	Las Vegas	118,000	127,500	130,900	143,000	171,500	225,000	**91%**
89122	Las Vegas	104,750	125,000	129,000	128,000	155,540	190,000	**81%**
89123	Las Vegas	151,500	159,000	169,900	193,935	280,000	310,000	**105%**
89128	Las Vegas	135,000	141,000	148,200	164,900	225,000	265,000	**96%**
89129	Las Vegas	159,250	180,000	178,160	195,000	270,000	315,000	**98%**
89130	Las Vegas	146,000	155,000	169,895	180,000	259,000	299,240	**105%**
89131	Las Vegas	161,000	179,000	197,525	215,000	300,000	330,000	**105%**
89134	Las Vegas	170,000	175,000	183,000	224,000	299,900	328,000	**93%**

TABLE F.2, Continued
MEDIAN HOME VALUES IN THE LAS VEGAS AREA
2000-2005

Zip Code	City	2000	2001	2002	2003	2004	2005	Percent Change 2000-2005
89135	Las Vegas	200,750	245,500	263,245	275,000	405,000	440,900	**120%**
89139	Las Vegas	255,000	214,000	174,670	193,560	340,000	350,000	**37%**
89141	Las Vegas	183,500	188,000	211,040	228,940	330,000	369,495	**101%**
89142	Las Vegas	124,000	130,000	135,405	145,900	189,950	241,750	**95%**
89143	Las Vegas	160,250	186,750	192,730	198,000	271,950	327,000	**104%**
89144	Las Vegas	165,000	163,000	190,500	220,000	312,000	340,000	**106%**
89145	Las Vegas	149,000	142,000	145,000	152,000	209,500	245,900	**65%**
89146	Las Vegas	130,500	135,000	144,950	158,000	195,000	248,500	**90%**
89147	Las Vegas	148,500	154,000	166,000	180,000	250,000	296,000	**99%**
89148	Las Vegas	204,500	186,000	188,920	200,000	333,750	345,000	**69%**
89149	Las Vegas	195,500	195,000	204,995	232,150	310,000	365,000	**87%**
89156	Las Vegas	126,500	134,500	124,900	144,000	187,750	235,000	**86%**
	Average	**140,977**	**151,108**	**159,669**	**173,456**	**233,763**	**273,006**	**94%**

Sources: Las Vegas Real Estate, on-line at: http://www.greatlasvegashomes.com/. Retrieved May 4, 2006.
Equity Title of Nevada, *Six Year Study of Residential Real Estate in Clark County*. On-line at: http://www.eqtitlenev.com/. 2006.

F.4 NOISE DISCLOSURE (NORTH/NORTHWEST AREAS VS. SOUTH/SOUTHWEST AREAS)

F.4.1 Residents in the south/southwest areas were given Noise Disclosure statements to sign when they purchased their property. Residents in north/northwest areas were not given the same.

Response: The Clark County Department of Aviation (CCDOA) has provided the public with information about airport generated noise since the 1990s. In 1998, they initiated a noise disclosure program for developers and residents. In November 2003, CCDOA disseminated a letter to more than 15,000 licensed real estate agents, brokers, and developers in order to provide the real estate professionals involved with the development and/or selling transactions of residential property information regarding civilian aircraft operations in Clark County. The intent of this letter was to forewarn the developer of the area's close

proximity to arrival/departure corridors and recommended disclosure of such potential issues to buyers and renters within these areas.[1] See **Section 3.7.1.2, Airport Environs Overlay District/FAR Part 150 Noise Compatibility Program,** of the SEA for additional details regarding specific community area dissemination of this information.

F.5 NOISE IMPACTS

F.5.1 General concerns about the noise effects on homes, schools, hospitals, nursing homes, churches, and businesses that underlie the proposed departure path in comparison to existing departure paths.

Response: As stated in **Section 1.4, The Las Vegas Four Corner-Post Plan**, of the SEA, one important goal in developing and implementing the Four Corner-Post Plan at LAS in 2001 was to establish Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) procedures, which require use of advanced Area Navigation (RNAV) technology to guide departing and arriving aircraft over more precise ground tracks than was possible with the conventional arrival and departure procedures in place at LAS prior to implementation of the Four Corner-Post Plan. Due to the lack of developed RNAV procedural criteria prior to the Four Corner-Post Plan, RNAV departure procedures could not be created that would meet the terrain and existing airspace constraints of the Las Vegas area. However, since the implementation of the Four Corner-Post Plan, the procedural criteria have changed. In addition, an airspace-use agreement has been made with Nellis Air Force Base, which provides a small "shelf" of airspace to accommodate LAS departures and ensure further separation from Nellis air traffic.

Results of the noise analysis, presented in **Section 4.2, Noise**, of the SEA, show that although aircraft noise levels would increase at some locations within the Study Area, there would be no *significant* noise increases (1.5 dB within the 65 DNL over non-compatible land use) according to the guidelines set forth by FAA Order 1050.1E, Appendix A, Section 14, *Noise*. Those guidelines specifically state that the location and number of noise sensitive uses (e.g., schools, churches, hospitals, parks, recreation areas) exposed to DNL 65 dB or greater be disclosed. Because the Proposed Action does not exceed the significant noise impact level of +1.5 dB DNL in an area of 65 DNL, there would be no significant impact to such noise sensitive uses.

[1] McCarran International Airport, *Current Projects, Realtor Information*. On-line at: http://www.mccarran.com/04_05_CurProjects.asp/. Retrieved January 11, 2006.

F.5.2 The proposed departure path would move flights from less populated areas to more densely populated areas.

Response: Implementation of the Proposed Action would introduce additional aircraft overflights over densely populated areas. However, based on the analyses included in the SEA, there would be no significant noise impacts as a result of the Proposed Action (see **Section 4.2** and **Appendix B** of this SEA). Therefore, within these areas, it would not be required to acquire land or displace people, nor would these areas be disproportionately impacted as compared to areas underlying the existing departure paths from LAS. As stated in **Section 1.5.1, Need for the Proposed Action,** and shown in **Table 1.6, Runway 25 Departures**, of the SEA, during west traffic flow at LAS (i.e. wind and weather conditions dictate that Runway 25 is the preferred departure runway), approximately 33 percent of all Runway 25 departures are bound for destinations east of Las Vegas and would therefore, be eligible for the modified STAAV RNAV SID.[2] The remaining 67 percent (approximate) of Runway 25 departures would continue with the left-turn departure path that is in effect today, which overflies the less densely populated areas to the south.

F.5.3 What is the environmental impact of the Proposed Action on Mt. Charleston? Could the extra noise cause spontaneous avalanches?

Response: Mt. Charleston is located approximately 35 miles northwest of Las Vegas and is outside of the Study Area for the Proposed Action. The area is currently overflown by departures to the northwest from LAS, as well as military aircraft operating at Nellis Air Force Base, with no known avalanche issue. Implementation of the Proposed Action would not change this routing nor would it change the type and numbers of aircraft using this route in the future. While the Proposed Action routing would move some aircraft slightly closer to the area, they would still be approximately 20 miles southeast of the area and would affect the area much less than the northwest routing that currently traverses the area. The results of the noise analysis, presented in **Section 4.2, Noise**, show that although aircraft noise levels would increase at some locations within the Study Area, these changes would diminish rapidly as one moves away from the new proposed route. Consequently, there would be minimal, if any, effects some 20 miles away at Mt. Charleston.

[2] LAS TRACON. May 24. 2005.

F.5.4 Concerns about helicopter, air tour operator, military, and general aviation contributions to noise

Response: Based on the noise analysis completed for this SEA (see **Section 4.2, Noise** and **Appendix B**, **Supporting Information for Noise Analysis**), when total noise (i.e. aircraft and non-aircraft noise sources, including helicopter, air tour operators, military, and general aviation) is considered, the change in noise levels associated with the Proposed Action is notably smaller than that revealed from noise modeling alone. This is expected since the total noise picture at most of the noise monitoring sites is not dominated by aircraft noise alone. Overall, the analysis confirms that the noise changes associated with the Proposed Action tend to be very small in the context of the total noise picture for locations that are not situated near the airport. Thus, the noise modeling analysis generally presents a reliable, if not conservative, understanding of the changes in noise to be expected with the Proposed Action.

F.5.5 Concerns about impacts of helicopter, air tour operator, military, and general aviation aircraft on wilderness areas along the north shore of Lake Mead.

Response: The Proposed Action would modify the flight path for eastbound departures from Runway 25 at LAS; it would not affect operations of helicopters, air tours, military, or general aviation aircraft within the Las Vegas Valley. The Proposed Action would actually reduce the number of existing commercial overflights of Lake Mead. See **Exhibits 4.9 and 4.11** to compare the current No Action departure path scenario versus the Proposed Action in relation to the wilderness areas that are located within the extended Study Area.

F.5.6 The FAA has initiated an Air Tour Management Plan over Lake Mead National Recreation Area, which is underway and should be available for public review in late 2006. Request that this be noted in the SEA.

Response: A discussion of the Proposed Air Tour Management Plan over Lake Mead has been added as **Section 4.8.2.5** in the Final SEA. As stated in that section, the Proposed Action would have no direct effect on the Lake Mead Air Tour Management Plan (ATMP). The Proposed Action in the SEA affects aircraft operations in excess of 5,000 feet Above Ground Level (AGL) over and within 1 ½ miles of the Lake Mead National Recreation Area (NRA), while the ATMP is limited to the regulation of commercial air tour operations below 5,000 feet AGL and within ½ mile of Lake Mead NRA. This notwithstanding, General Aviation and other commercial transportation operations (including those using the proposed northern departure route) will need to be considered as part of the ATMP cumulative impact analysis, to the extent practicable and reasonable. The full scope of the ATMP cumulative impact analysis is yet to be determined and the extent to which the cumulative impact analysis will influence ATMP alternatives is unknown at this time.

F.6 NOISE MITIGATION

F.6.1 Will there be Residential and School Sound Insulation Programs in areas underlying the proposed departure path?

Response: The current Part 150 Study at LAS has and will continue to provide sound attenuation to homes and schools within the 65 DNL and greater ranges of the current noise contour. Because the Proposed Action would occur well outside the 65 DNL range of the noise contour, those areas are not eligible for sound attenuation under the current residential and school insulation programs. As shown in **Section 4.2, Noise**, of the SEA, the results of the noise analysis indicate no change in the existing noise contours at LAS. Therefore, no additional properties would be eligible for the sound insulation program.

F.6.2 Will there be compensation to property owners in areas underlying the proposed departure path?

Response: As shown in **Section 4.2, Noise**, of the SEA, implementation of the Proposed Action would not exceed the significant noise impact level of +1.5 dB DNL in an area of 65 DNL. Therefore, no compensation would be considered as a means of mitigation for the Proposed Action.

F.6.3 Which process will be used to expand required noise mitigation measures if the Proposed Action goes into effect and how will current land use compatibility planning be impacted?

Response: Based on the noise analysis completed for the Proposed Action, the Part 150 noise footprint would not change with implementation of the Proposed Action. In addition, the noise analysis conducted for the Proposed Action concluded that no significant noise impacts would occur (see **Section 4.2, Noise**, of the SEA). Therefore, no mitigation is required and no land use compatibility changes would occur. As LAS completes its current Part 150 Study Update, land use compatibility around LAS will be evaluated.

F.7 NOISE ANALYSIS/METHODOLOGY

F.7.1 The FAA should use the Integrated Noise Model, version 6.2 (INM 6.2) to conduct an audibility analysis of the Proposed Action.

Response: Version 6.1 of the Integrated Noise Model (INM 6.1) was the most current version available at the time the noise analysis for this study was completed. In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, the use of supplemental noise analyses has been considered.[3] As stated in **Section 4.2, Noise**, of the SEA, the results of the noise analysis show that implementation of the Proposed Action would not exceed the significant noise impact level of +1.5 dB DNL in an area of 65 DNL. Therefore, it has been determined that an audibility analysis is not warranted.

F.7.2 The noise analysis should include an evaluation of the effects of increased departures on percent time audible within Wilderness Areas located within the Study Area.

Response: In accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, the use of supplemental noise analyses over wilderness and national park areas within the Study Area has been considered.[4] As shown in **Exhibit B.14** of the SEA, grid point D9 is located within the wilderness areas along the north shore of Lake Mead. **Table B.10** shows the Time Above 65 (TA65) values for this grid point for the No Action and Proposed Action alternatives in 2005 and 2010.

F.7.3 The City of Henderson commented that analysis of impacts of the Proposed Action on the City are based on the noise analysis that assumes that the use of Runway 7 for departures would not change from 2004 levels. The City requested that the FAA take advantage of the proposed procedure to reduce the percentage of eastbound departures from Runway 7 and increase westbound departures from Runway 25, rather than maintaining fixed percentages as stated in the Draft SEA.

Response: The Proposed Action would modify flight paths of departures from Runway 25 only. Departures from Runway 7 are not affected by the Proposed Action.

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[3] FAA Order 1050.1E: *Environmental Impacts: Policies and Procedures*, Appendix A, Section 14, *Noise,* paragraph 14.5g.

[4] FAA Order 1050.1E: *Environmental Impacts: Policies and Procedures*, Appendix A, Section 14, *Noise,* paragraph 14.5g.

As stated in Section **1.4.2.2, Noise Abatement Procedures and Preferential Runway Use System at McCarran International Airport,** of the SEA, the informal noise abatement procedures and preferential runway-use program in place at LAS were established prior to implementation of the Four Corner-Post Plan in an effort to minimize aircraft noise impacts on surrounding communities. However, such programs do not relieve the pilot of final authority for the safety of the flight or compliance with FAA air traffic control instructions. Therefore, unless the safety of a flight would be compromised, FAA air traffic control procedures typically adhere to the Airport's recommended noise abatement procedures and runway use preferences.

Elements of the informal noise abatement procedures and preferential runway use program at LAS that affect Runway 25 departures are listed below.[5]

- Runway 25R is the preferred runway for air carrier aircraft departures;
- Runway 25L/R turbojet departures are to fly runway heading until reaching a distance of three nautical miles from the LAS VORTAC before executing a left turn to depart the LAS area;
- Runway 25L/R turbojet departures are to fly runway heading until reaching 4 nautical miles from the LAS VORTAC or an altitude of 4,000 feet MSL before executing a right turn to depart the LAS area.

LAS has two pairs of parallel runways, one oriented east-west (Runways 7L/R-25L/R), the other oriented north-south (Runways 1L/R-19L/R). The manner and extent to which each runway is used is determined by the prevailing wind, existing weather conditions, and the Airport's informal noise abatement procedures. Implementation of the Proposed Action would not result in any changes to the informal noise abatement procedures and preferential runway-use program in place at LAS. Potential changes to runway use would instead be studied through an update to the Airport's current Part 150 Study.

F.7.4 The noise analysis only extends to 2010, while the aviation forecasts extend to 2025. The FAA should look at the noise and benefit impacts beyond 2010, at least to 2017, when the new Ivanpah Airport is anticipated to be in service.

***Response**:* As stated in **Section B.3.2.2, Operations Levels**, of the SEA, for this analysis, the number of daily operations for the year 2004 and forecast years 2005 and 2010 were derived from the Clark County Department of Airports forecasts provided in September 2005. The forecast information includes total average daily operations distributed among general categories of user and detailed fleet mix. In accordance with FAA Order 1050.1E, Appendix A, Section 14.4g, 2010 was selected as the future out year based on the proposed implementation year of 2005. The

[5] *FAR Part 150 Update, McCarran International Airport*, Brown Buntin Associates, Inc, January, 1994.

aviation forecasts shown in **Tables 1.4 and 1.5** of the SEA were not prepared specifically for this SEA, but were provided by CCDOA as reference material. The fact that they extend beyond 2010 is not relevant to the analysis of the Proposed Action.

Development of the proposed future supplemental airport in Southern Nevada is beyond the planning horizon of this SEA and is independent of the approval or disapproval of this SEA.

F.7.5 The SEA should provide a better explanation of overflight and noise impacts changing over time (i.e. extend beyond 2010).

Response: In accordance with FAA Order 1050.1E, the planning horizon for the document was established at 2010. Changes that could occur beyond the planning horizon are not reasonably foreseeable in relation to the Proposed Action and therefore, are not included in this analysis.

F.7.6 Annual aircraft operations and passenger enplanements data in the 2001 Four Corner-Post Plan Final Environmental Assessment (EA) are now more than five years old and are legally insufficient for any lawful purpose. Annual aircraft operations and passenger enplanements have increased well over the rate the original Four Corner-Post Plan Final EA estimated. The FAA should have determined that an EIS for the Proposed Action is necessary.

Response: **Tables 1.4 and 1.5** of the SEA show the most recent passenger counts and operational counts projected out to 2025, based on real data collected through September 2005. In accordance with FAA Order 1050.1E, Appendix A, Section 14.4g, 2010 was selected as the future out year based on the proposed implementation year of 2005. Increases in annual aircraft operations and passenger enplanements over projected estimates do not trigger the preparation of an EIS.

F.7.7 Based on the content of the SEA and the original Four Corner Post Plan Final Environmental Assessment (EA), it is absurd to claim that the new departure routings will not result in an increase in air traffic with related noise and air pollution over the Western Valley. The traffic from McCarran Airport is growing faster than any other major airport in the country. The Airport is bursting at its seams in response to the Valley's runaway growth.

Response: Based on results of the noise and air quality analyses, there would be no significant impacts resulting from implementation of the Proposed Action. See **Section 4.2, Noise**, **Appendix B, Noise Analysis Technical Report, Section 4.3, Air Quality, and Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA for additional information.

The FAA recognizes that traffic growth at LAS is exceeding projected levels presented in the original EA. This growth through 2010 (i.e. the planning horizon) and beyond is reflected in **Tables 1.4 and 1.5** of the SEA. Changes that could occur beyond the planning horizon are not reasonably foreseeable in relation to the Proposed Action and therefore, are not included in the analyses conducted for this SEA. As presented in **Chapter 4, Environmental Consequences**, of the SEA, each impact category is evaluated for both the No Action and the Proposed Action scenarios, in accordance with FAA Order 1050.1E. The No Action alternative would indicate no change from existing conditions. The reason for considering the no action alternative is often misunderstood. The existing conditions of the Study Area combined with the impacts of the no action alternative serve as the environmental baseline against which impacts of the Proposed Action or other alternatives are compared. Generally, but not always, these would include the environmental impacts of not satisfying the underlying purpose and need for the Proposed Action. In the case of the SEA, "no action" means continuing with the present departure procedures with no changes.

F.7.8 The underlying data from the noise measurements, along with a full disclosure regarding who took the measurements and the parameters used, did not accompany the SEA. The public has a right to access that data and is making that request.

Response: **Appendix B, Supporting Information for Noise Analysis**, of the SEA, describes the methodology used for the noise analysis and detailed information related to noise measurement data collection, including dates, times, locations, and weather conditions of each noise monitoring site. **Chapter 5, List of Preparers**, lists the name of the company responsible for the noise measurement data collection.

F.7.9 There is no legally sufficient land use data regarding noise and air pollution analyses included in the SEA. Living under a departure route is environmentally similar to living next to a highly traveled interstate highway. There is no evidence in the SEA that the FAA has made any effort to alter aviation-related noise impacts and affect land uses subject to those impacts.

Response: Results of the noise analysis (included in **Section 4.2, Noise,** and **Appendix B, Supporting Information for Noise Analysis,** of the SEA) show that there would be no significant noise impacts as a result of implementing the Proposed Action. Compatible land use categories as defined by FAR Part 150, *Airport Noise Compatibility Planning*, have been added to **Appendix B** (see **Table B.7**) of the Final SEA. The SEA applied these standards in the development of the Proposed Action.

F.7.10 The noise discussion in the SEA is not supported by actual data. The assumptions used were not justified. Summary charts are not a substitute for the actual detailed data report, which is missing from the SEA. The use of DNL averages instead of peak noise levels is not valid.

Response: The noise analysis conducted for the SEA was based on extensive data specifically relating to the operation of air traffic at and around LAS. In order to ensure reliable and accurate noise modeling, the Integrated Noise Model (INM) input for the SEA analysis was based on extensive data directly from LAS. The modeled flight routes were directly based on the analysis of over 20,000 radar flight tracks to and from LAS during 2004 and early 2005. The modeled routes included extensive flight track dispersion based on the actual radar flight tracks. The radar data and the resulting INM model flight tracks were mapped in **Chapter 4** and shown in detail in **Appendix B**, of the SEA. Similarly the fleet mix (type) of aircraft that operate at LAS was based on an entire year of actual data. This information was developed by the Clark County Department of Aviation (CCDOA) using their noise and operations monitoring system, which receives flight and radar data for each day. This data was summarized and presented in **Chapter 4** and **Appendix B** as it was not practical to publish the dataset for the entire year. Finally, the forecasting of future operation levels was prepared from detailed data and analysis in a separate study and referenced in the SEA.

The metrics used in the noise analysis are described in **Appendix B, Noise Analysis Technical Report,** of the SEA. The DNL metric employs the equivalent sound level (Leq), a single numerical noise rating, which over a given period of time represents the logarithmic decibel (dB) average of all measured noise events during the period. It takes into account the sound levels of all individual events that occur during a 24-hour period, the number of times those events occur, and the time of day at which they occur. The DNL metric accounts for greater sensitivity to noise

during nighttime hours by applying a 10 dB penalty to noise events that occur between 10:00 p.m. and 7:00 a.m. The DNL metric provides a numerical description of the weighted 24-hour cumulative noise energy level using the A-weighted decibel scale.[6] The FAA adopted this method of weighting the frequency spectrum (the A-weighted scale) to describe noise because it most closely mimics the receptivity of the human ear. To compute the DNL for an airport, the FAA uses the average day aviation activity (total number of arrivals and departures for a year divided by 365 days) as the sound source.

Cumulative noise metrics are often described by using a dosage relationship. An analogy between rainfall and noise is sometimes helpful to further explain the relationship between DNL and noise as it is heard by the listener. If the rainfall dropped during each of a series of passing showers were considered analogous to the acoustic energy of individual aircraft overflights, the total rainfall accumulated during a day would be analogous to the total noise energy. When measured in a rain gauge, the rain associated with each passing squall line is not presented, but rather, the total rainfall for the entire period is indicated. Every shower increases the total dose of rainfall received. Heavier showers increase the dose more than light showers, and longer showers increase the dose more than shorter ones. The same is true for noise: (1) every aircraft event increases the total daily dose; (2) loud events increase the noise dose more than quieter ones; and (3) events that stretch out longer in time increase the noise dose more than shorter ones of equal loudness. The penalty factor of the DNL metric further complicates the dosage by applying additional noise dosage during the night hours.[7]

Unfortunately, the typical description of DNL as a daily "energy average" leaves many people with the impression that the maximum levels that attract their attention are being devalued or ignored. They are not. Just as all the rain that falls in the rain gauge in a day counts toward the total, all aircraft sounds that are experienced are included in the daily noise dose that underlies the DNL. None of the aircraft noise is being ignored, even though the DNL is often numerically lower than many maximum A-weighted levels. The noise dose includes all aircraft events and all noise levels that occur during the time period, without exception. Every added event, even the quiet ones, will increase the noise dose, and therefore increase the DNL. DNL provides a time-average of the total sound energy over a 24-hour period, adjusted by providing a 10 dB penalty to nighttime noise events (i.e., each nighttime noise event is equivalent to 10 daytime events of the same noise level). DNL recognizes in a single metric peoples' annoyance due to individual noise events, to numbers of noise events, and to noise events that occur during nighttime hours. DNL values correlate well with independent tests of annoyance from all sources of noise.

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[6] The portion of the frequency spectrum to which the human ear is most sensitive is referred to as being A-weighted, meaning that sounds within those frequencies are more heavily weighted than very low or very high frequencies.

[7] The document *Transit Noise and Vibration Impact Assessment*, published in April, 1995, by the Federal Transit Administration, contains additional information clarifying the relationship between cumulative metrics and instantaneous events. (See page 2-10 through 2-21).

What sets the DNL "energy average" apart from a mathematical average is that for every increase of 10 dB in a noise level, the energy is increased by a factor of ten. For example, an event of 70 dBA contains ten times the energy of an event of 60 dB or one hundred times the energy of an event of 50 dB. Similarly, it contains one tenth of the energy of an event of 90 dB. The DNL is expressed as ten times the log $_{(\text{base } 10)}$ of the average noise energy experienced during every second of a day, with nighttime energy assessed an additional 10 dB prior to evaluation.

The Aviation Safety and Noise Abatement Act of 1979 directed FAA to establish by regulation a single system for measuring noise exposure at airports and surrounding areas, which would provide a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise. The DNL noise metric was found to have a body of scientific research that indicated that the metric did indeed correlate well with the reactions of large groups of people (communities) annoyance with noise. Consequently, the FAA adopted DNL. Furthermore, the EPA Guidelines for Noise Impact Analysis (U.S. Environmental Protection Agency 1982) also used DNL as the primary measure of general audible noise. All Federal agencies have now adopted DNL as the metric for airport noise analysis in NEPA (EIS/EA) documents.

In the early 1990s, a Federal Interagency Committee on Noise (FICON) reviewed the adequacy of current noise metrics, specifically DNL. The FICON participants included the FAA, the Department of Defense, and the U.S. Environmental Protection Agency (USEPA). That review supported DNL as the primary cumulative noise exposure metric appropriate for use in airport or aircraft noise evaluation.

F.7.11 How will the codified Airport Environs Overlay District noise contours for Las Vegas change if a right turn is reinstated and what impact will that have on the Mixed Use Overlay District recently approved by the county?

Response: The Airport Environs Overlay District noise contours for McCarran international Airport and/or Mixed Use Overlay District may be updated through the local Part 150 Process pursued by Clark County to reflect more recent or forecasted traffic patterns. This SEA is not directly associated with either of these local airport compatibility development standards.

F.8 PURPOSE AND NEED ANALYSIS/METHODOLOGY

F.8.1 There is no evidence that the FAA complied with any NEPA EIS requirement in development of the SEA. The FAA has not clearly identified the environmental thresholds of significance in regard to the SEA.

Response: The Supplemental Environmental Assessment (SEA) was developed in accordance with FAA Order 1050.1E, Chapter 4, *Environmental Assessments and Findings of No Significant Impact*. The thresholds of significance for each impact category, as identified by FAA Order 1050.1E are included in **Chapter 4, Environmental Consequences**, of the SEA. Refer also to **Section F.15, Environmental Impact Statement vs. Supplemental Environmental Assessment for Analysis of Proposed Action**, of this Appendix.

F.8.2 The small increase in the capacity of McCarran that this proposal will bring does not justify the Proposed Action.

Response: As stated in **Section 1.5.1, Need for the Proposed Action**, of this SEA, LAS is now the 6th busiest Airport in the United States presently serving thirty-five scheduled air carriers and five to seven charter operators, depending on the season.[8] According to the *Environmental Assessment for the Construction of Terminal 3*, passenger activity at LAS increased from 9.6 million enplanements in 1990 to approximately 18.4 million enplanements in 2000.[9] Passenger activity has since increased to 41.4 million in 2004.[10] The growth is expected to increase to 63 million passengers by 2020.[11] However, airspace design and procedural deficiencies have created a hindrance to the air traffic controllers' abilities to efficiently manage the existing and forecasted high traffic demand. The additional operational capacity provided by the proposed procedure is anticipated to minimize current delay conditions allowing LAS to better accommodate the forecasted future increase in operations.

[8] Clark County Department of Aviation. June 2005.
[9] *Environmental Assessment for the Construction of Terminal 3*, prepared by Ricondo and Associates. March 2003.
[10] *Las Vegas Metro Area Forecast, Annual Passengers.* April 21, 2005.
[11] Clark County Department of Aviation. July 2005.

F.8.3 Developers in the southwest area (particularly south of Blue Diamond Road) and the airlines are influencing or pressuring the FAA to make this change and route air traffic over the densely populated areas in the northwest and north. The FAA should instruct the airlines to develop their own fuel/cost-saving methods without changing departure flight paths at LAS.

Response: The FAA is not being influenced or pressured by Las Vegas area developers or the airlines in operation at LAS to implement the Proposed Action. The FAA is not involved in developing fuel/cost saving methods for airlines.

At LAS, it has been determined that an unanticipated impact of the implementation of the Four Corner-Post Plan has been the inducement of departure delays negating the intended airspace efficiencies. The requirement for all Runway 25 and Runway 19 departures to fly over a single waypoint (ROPPR) southwest of LAS has required ATC to provide additional spacing for a Runway 19 departure when preceded by a Runway 25 departure. This circumstance, coupled with the continual increase in traffic demand, has caused operators serving destinations east of Las Vegas to operate at reduced efficiency. Increasing operator efficiency by permitting an RNAV right-turn SID from runway 25 for eastbound departures would result in overall airspace efficiency. As stated in **Section 1.5.1.1** of the SEA, this is but one of the Needs identified for the Proposed Action; please refer to **Chapter One** of the document for the complete discussion of the Purpose and Need of the Proposed Action.

F.8.4 The SEA needs a better explanation that runway use will change to take advantage of the capacity benefits of the proposed departure procedure.

Response: The purpose of the Propose Action, among other things, is to improve efficiency in LAS airspace. However, runway usage will not change. For further clarification, please refer to **Section 1.5.2, Purpose of the Proposed Action,** and **Section 4.2.1.8, Runway Usage.**

F.9 ALTERNATIVES ANALYSIS

F.9.1 The SEA Alternatives discussion is legally insufficient since it concentrates on air traffic issues while ignoring quality of life issues of the people who live in the Western Las Vegas Valley.

Response: As stated in **Section 2.2, Criteria for Screening the Initial Alternatives**, of the SEA, the factors that provide the catalyst for amending air traffic control procedures are, in many cases, the factors used to evaluate the impacts of the proposed procedural change. Often, the FAA must balance those

factors and the resultant change to arrive at the best possible compromise. One of the factors considered was Community Compatibility; specifically, does the alternative reduce aircraft over-flight of the more urbanized areas below 10,000 feet AGL? This factor, "Community Compatibility" included the quality of life of urbanized areas below 10,000 feet AGL.

F.9.2 Alternative 1: No Action Alternative. The SEA does not include a "no action" discussion of the safety, noise, and air pollution impacts of the proposal over the Western Valley, except for Enterprise. The no action alternative is a legally insufficient omission.

Response: Safety impacts were addressed in the development of the alternatives, as shown by the screening criteria described in **Chapter Two, Alternatives,** of the SEA. Noise and air pollution impacts of the alternatives are included in **Chapter Four, Environmental Consequences**, of the SEA. In that chapter, each impact category is evaluated for both the No Action and the Proposed Action scenarios. The No Action alternative would indicate no change from existing conditions. Within the **Chapter Four** analysis for noise and air pollution impacts, the baseline data has been identified. These baseline data include the impacts of the current procedure.

The reason for considering the no action alternative is often misunderstood. The existing conditions of the Study Area combined with the impacts of the no action alternative serve as the environmental baseline against which impacts of the Proposed Action or other alternatives are compared. Generally, but not always, these would include the environmental impacts of not satisfying the underlying purpose and need for the Proposed Action. In the case of the SEA, "no action" means continuing with the present departure procedures with no changes.

F.9.3 There were seven initial alternatives considered, including a "No Action" alternative. Alternative 2 was chosen. Why does the SEA only include three alternatives?

Response: There were seven initial alternatives considered in the 2001 Final EA for the implementation of the Four Corner-Post Plan. After screening of these alternatives, two were carried forward for additional analysis (the No Action and the Proposed Action alternatives). This SEA is only evaluating the impacts of a modification to the STAAV RNAV departure procedure. The STAAV RNAV departure was a procedure that was included in the Proposed Action alternative evaluated as part of the 2001 Final EA. Because this is a supplement to the 2001 Final EA, the environmental study only evaluates potential impacts applicable to the modification of the STAAV RNAV departure procedure.

F.9.4 Departing aircraft should fly further west over the mountains before beginning the proposed departure turn.

Response: As stated in **Section 2.3.3** of this SEA, one of the initial alternatives evaluated was to develop an RNAV SID for Runway 25 eastbound departures that would fly 10 miles west of the airport before turning east. Implementation of Alternative 3 would not meet the stated purpose of the SEA to modify the STAAV RNAV SID, but would create a new SID procedure. It would not meet the demands of the operators serving LAS for shorter flying distances to destinations east of LAS. It would not provide airspace efficiencies as it would create conflictions with the Rocks VFR transition route through the LAS Class B airspace. It would also create safety (i.e. terrain clearance) issues for departing aircraft. It was, therefore, determined that this alternative did not meet the majority of the specified criteria for the Proposed Action and was not carried forward for detailed evaluation. Refer to **Section 2.3.3** of this SEA for detailed information regarding the analysis of alternatives for the Proposed Action.

F.9.5 An additional airport for Las Vegas area should be constructed.

Response: As stated in Section **4.8.3.2, Proposed Future Supplemental Airport in Southern Nevada,** of this SEA, the Clark County Department of Aviation is in the planning stages of developing a proposed future airport in southern Nevada, which would be designed as a second air carrier airport to serve the greater Las Vegas metropolitan area by supplementing available capacity at LAS.[12] Development of the proposed future supplemental airport in Southern Nevada is beyond the planning horizon of this Supplemental Environmental Assessment and is independent of the approval or disapproval of this SEA.

F.9.6 Consider Additional Alternatives

Several comment letters suggested that the FAA consider additional alternatives to the Proposed Action. Those suggested alternatives to the Proposed Action are summarized below.

- Specific modifications to the proposed procedure (See also **Section 2.7.3, Use of Other Departure Procedures**, of the SEA.)
    - Modify the proposed departure procedure (i.e., right turn) to fly further south over Lake Mead, along the shoreline from Las Vegas Bay to Middle Point, in order to reduce impacts on the wilderness areas within the Lake Mead National Recreation Area.

[12] Clark County Department of Aviation. On-line at http://www.mccarran.com/. 2003.

Response: The design of each arrival and departure route at LAS impacts the flow of aircraft in the airspace above Las Vegas. Moving a proposed departure route further south over Lake Mead would place it between two arrival routes into LAS, would violate proper airspace planning guidelines, and would create an unsafe operating environment for aircraft. By keeping the departure route further to the north, departure traffic is separated from arriving traffic and departing aircraft are allowed to turn north and away from incoming traffic.

- Provide an additional left-hand turn as an alternative south departure, but on new routes that would maximize airspace near Durango and Blue Diamond.

  Response: Air Traffic Control rules and regulations prescribe separation standards that must be utilized between aircraft departing in succession. Those rules, along with the converging of current departure routes, limit the FAA's and LAS's capabilities regarding aircraft routing. Procedurally, the FAA is unable to develop any additional functional routings over the Durango and Blue Diamond areas that meet air traffic control regulations.

- Adjust departure procedures to follow major surface transportation corridors (i.e. highways/interstates)

  .***Response*:** McCarran International Airport is located adjacent to the Interstate 15 (I-15) corridor, which runs north/south through the Las Vegas Valley. Based upon prevailing winds, weather patterns, and standardized runway-use programs/restrictions at LAS, Runways 25R and 19R are predominantly utilized by departing aircraft. Although highways and interstates are compatible land uses and are used as arrival and departure corridors at other U.S. airports, current departure procedures at LAS position departing aircraft well away from the I-15 corridor due to the rapidly rising terrain associated with I-15 as it traverses the Las Vegas Valley, which creates a safety issue.

- Bypass Summerlin and fly over Lake Mead.

  ***Response*:** When the FAA initiates a proposal to develop a new departure procedure or to revise an existing departure procedure, federal airspace planning policies and requirements must be utilized. In the case of the Proposed Action, these requirements prescribe the turn radius and distances that must be flown by aircraft utilizing a proposed procedure; the FAA's ability to require aircraft to initiate the departure turn at a point prior to the proposed departure path is additionally affected by land use compatibility issues and the Cooperative Management Agreement (CMA) in place between the Clark County Department of Aviation and the Bureau of Land Management.

Aircraft flying over the CMA are allowed to attain maximum altitudes above ground level over areas of aviation-compatible land use in an interest of noise mitigation. The community of Summerlin is located just outside of the northwest corner of the CMA and would experience overflights as aircraft turn north or as they continue west. As previously noted in the response to the suggestion that the proposed departure procedure (i.e., right turn) be modified to fly further south over Lake Mead, along the shoreline from Las Vegas Bay to Middle Point, in order to reduce impacts on the wilderness areas within the Lake Mead National Recreation Area (above), shifting the east departure route over Lake Mead would interfere with arrival routes.

- Re-examine the Four Corner-Post Plan with a focus on avoiding populated areas.

  Response: The location of LAS within an urban environment makes it nearly impossible to avoid overflights of populated areas. Taking into consideration the use of multiple runways for departing and arriving aircraft, the terrain surrounding the Las Vegas Valley, elevated air temperatures, and existing and planned development at this time, it is not possible for aircraft to avoid overflying populated areas, regardless of the direction of departure.

- Airport/ATC operational changes

  - Increase use of North/South runway

    Response: The FAA Air Traffic Controllers (ATC) at LAS are responsible for determining which runway to utilize for each arriving and departing aircraft. This determination is based upon prevailing winds, weather patterns, and standardized runway-use programs/restrictions at LAS. In combination, these factors point to the predominant utilization of Runways 25R and 19R for departing aircraft. The decision to utilize other runways for departures is typically made as a result of situations such as unique weather and/or wind conditions, airport capacity issues, and construction issues, for example. Increased utilization of the north/south runway is not a random decision made by ATC.

  - Spread-out flights during peak times to limit delays

    ***Response*:** The determination of scheduled departure and arrival times for airlines and air freight carriers are determined by the operators in response to the demands of their customers; the FAA is not involved in such determinations. The various peak arrival and departure periods at LAS are a direct result of the operators' schedules.

- Hire additional air traffic controllers

  Response: The number of Air Traffic Controllers at LAS is not related to the Purpose and Need for the Proposed Action. Increasing the number of Air Traffic Controllers at LAS would not affect the proposed modification to the STAAV RNAV departure procedure.

- Capacity restrictions

  - Determine how much air traffic from McCarran is too much and limit aircraft traffic from the airport

    Response: The purpose of the proposed modification to the STAAV RNAV departure procedure is to improve efficiency of LAS airspace and not the physical capacity of the airport. Neither the FAA nor the airport is authorized to put an upper limit on traffic operating to or from an airport. The FAA's role is to provide levels of service that allow the demand to be met as efficiently as possible.

- Noise restrictions

  - Enact noise restrictions/curfews similar to John Wayne Airport, Orange County, California

    Response: In order to enact noise restrictions or curfews, LAS would need to complete a FAR Part 150 analysis and/or Part 161 analysis. The completion of such studies is a local airport issue and is not germane to this SEA.

F.10 AFFECTED ENVIRONMENT ANALYSIS/ METHODOLOGY

F.10.1 The SEA should include descriptions and impact analyses of Muddy Mountains Wilderness Area, Pinto Valley Wilderness Area, Jimbilnan Wilderness Area, and additional wilderness areas proposed along the Overton Arm of Lake Mead.

Response: Descriptions and impact analyses of Muddy Mountains Wilderness Area, Pinto Valley Wilderness Area, and Jimbilnan Wilderness Area have been added to the Final SEA.

FAA Order 1050.1E, Appendix A, Section 6, *Department of Transportation Act, Section 4(f)*, states that Section 4(f) of the *Department of Transportation Act of 1966* (DOT Act) provides that "…the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a

public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use." The land *must be 'designated or administered, formally or informally'* for one of these purposes identified under Section 4(f).[13] FAA Order 1050.1E further states that *[n]ational wilderness areas may serve similar [4(f)] purposes and shall be considered subject to Section 4(f) unless the controlling agency specifically determines that for Section 4(f) purposes the lands are not being used.*" There is no guidance or law that dictates the inclusion of proposed Wilderness Areas or any other lands not officially designated as Wilderness Areas.

F.10.2 The information in the Affected Environment chapter is written too broadly to be relevant and does not describe the demographics and ambiance of the Summerlin South or the Sun City Summerlin areas in the Western part of the Las Vegas Valley, two of the Western Valley areas that will be affected by noise and air pollution that will substantially increase because of the proposed SEA departure plan.

Response: The socioeconomic analysis presented in **Chapter Three, Affected Environment,** of the SEA, includes those areas recognized by the U.S. Census Bureau as municipalities and Census Designated Places (CDP) that are located wholly or partially within the Study Area for the Proposed Action. Summerlin South is a recognized CDP and, therefore, the socioeconomic analysis of its residents is included in **Chapter 3, Affected Environment**, of the SEA. Sun City Summerlin is a 55 and over age restricted community within the City of Las Vegas. Therefore, the socioeconomic analysis of the City of Las Vegas includes census data regarding the residents of Sun City Summerlin.

[13] Mullin v. Skinner, 756 F. Supp. 904, 924 (E.D.N.C. 1990) (quoting National Wildlife Federation v. Coleman, 529 F.2d 359, 370 (5th Cir. 1976))).

F.11 AIR QUALITY ANALYSIS/METHODOLOGY

F.11.1 The SEA needs a better assessment of air pollution impacts of the Proposed Action.

Response: The analysis of potential air quality impacts of the Proposed Action has been revised to include additional supporting analysis information for the Final SEA. Please refer to **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA.

F.11.2 Has the FAA ever produced a site specific, NEPA compliant, direct and indirect air pollution EIS in the Las Vegas Valley non-attainment area? An EIS is mandatory pursuant to the facts of the Four Corner-Post Plan and the Supplemental Environmental Assessment.

Response: Regardless of whether the FAA has ever conducted a site specific analysis, the analysis of potential air quality impacts resulting from implementation of the Proposed Action has been included in the Final SEA. Please refer to **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA. Based on the results of the air quality analysis, no net increase in emissions would occur. As such, the Proposed Action would be assumed to comply with both the National Ambient Air Quality Standards (NAAQS) and the provisions of the Nevada State Implementation Plan (SIP). There would be no air quality impacts, no mitigation measures would be required, and no further analysis or reporting would be required under NEPA or CAA regulations. See also **Section F.15, Environmental Impact Statement vs. Supplemental Environmental Assessment for Analysis of Proposed Action**, of this Appendix.

F.11.3 Conformity is a Clean Air Act (CAA) issue, not a NEPA issue. The FAA must still comply with NEPA. The FAA erred in citing from a twelve year-old Final Rule instead of from the current Code of Federal Regulations. Environmental statutes and federal regulations constitute the applicable law. More specifically, the FAA has failed to comply with the de minimis limits of 40 CFR 51.853(a), (b)(1), (g)(1) and (2), (h), (i), (j) and (k). The FAA has not met any of the CFR threshold criteria necessary for supporting a categorical exemption claim.

Response: The Clean Air Act (CAA) provides conformity regulations to help sponsoring federal agencies identify federal actions with project-related emissions that are clearly negligible (de minimis) in order to focus efforts on key actions with the potential for significant impacts. The United States Environmental Protection

Agency (USEPA) identifies these types of negligible federal actions as exempt in the General Conformity Rule, published at 40 CFR Part 93.153, and offers guidelines to identify additional de minimis actions in the Preamble to the General Conformity Rule published at 58 FR 63229. The USEPA directs that conformity evaluations not be prepared for those federal actions the USEPA identifies as exempt or considers to be de minimis, having no potential for adverse air quality impacts. The Proposed Action at LAS includes modifications to an existing air traffic control procedure included in the 2001 Las Vegas Four Corner-Post Plan. The USEPA defines "Air traffic control activities and adopting approach, departure, and enroute procedures for air operations" as a de minimis action in the Preamble to the General Conformity Rule. As such, the Proposed Action at LAS is exempt and assumed to conform to the general conformity regulations. Consequently, no evaluation or documentation is required to show compliance to the general conformity regulations. Detailed information relating to the Federal and State regulations applicable to the Proposed Action is given in **Appendix C** of the SEA, along with a description of the methodology and procedures used to prepare the emissions inventory.

F.11.4 The FAA knows what the air pollution data would be with the Proposed Action (on the ground and with overflights) because it has data from similar airports around the country. The FAA has failed to produce that comparison data in the SEA. Petitioners request that database.

Response: The analysis of potential air quality impacts of the Proposed Action has been revised to include additional supporting analysis information for the Final SEA. Please refer to **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA. This analysis is specific to LAS. Comparisons of air quality data among airports are not applicable due to the unique characteristics and environmental conditions at each airport.

F.11.5 Where are FAA's NEPA direct and indirect, cumulative, Las Vegas Valley non-attainment area, maintenance area, environmental impact statement PM10, CO, NOx and Ozone air pollution totals? What direct and indirect, cumulative impact NEPA document does the FAA rely upon? How much air pollution does the FAA propose to permit and fund versus current levels in the Las Vegas Valley non-attainment area (what is FAA's legal authority to do so)? Transportation plans and programs are not exempt from lawful conformity determinations pursuant to 40 C.F.R. § 93.100-.160.

Response: To clarify the commenter's position, the Study Area has been designated non-attainment for PM10, CO, and Ozone. The analysis of potential air quality impacts resulting from implementation of the Proposed Action has been revised to include additional supporting analysis information for the Final SEA. Please refer to **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA. The evaluation of air quality impacts resulting from the Proposed Action was conducted in accordance with the guidelines provided in the FAA *Air Quality Procedures for Civilian Airports & Air Force Bases (referred to as the Airport Air Quality Handbook*[14] and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures,* which together with the guidelines provided in the FAA Order 5050.4A, *Airport Environmental Handbook,* constitute compliance with all the relevant provisions of the National Environmental Policy Act (NEPA), the Clean Air Act, including the 1990 Amendments (CAA), and the Nevada air pollution control regulations, including the Nevada State Implementation Plan (SIP).

The CAA provides conformity regulations to help sponsoring federal agencies identify federal actions with project-related emissions that are clearly negligible (de minimis) in order to focus efforts on key actions with the potential for significant impacts.[15] The USEPA identifies these types of negligible federal actions as exempt in the General Conformity Rule, published at 40 CFR Part 93.153, and offers guidelines to identify additional de minimis actions in the Preamble to the General Conformity Rule published at 58 FR 63229. The United States Environmental Protection Agency (USEPA) directs that conformity evaluations not be prepared for those federal actions the USEPA identifies as exempt or considers to be de minimis, having no potential for adverse air quality impacts. The Proposed Action at LAS includes modifications to an existing air traffic control procedure included in the 2001 Las Vegas Four Corner-Post Plan. The USEPA defines "Air traffic control activities and adopting approach, departure, and enroute procedures for air operations" as a de minimis action in the Preamble to the General Conformity Rule. As such, the Proposed Action at LAS is exempt and assumed to conform to the

[14] FAA and USAF, *Air Quality Procedures for Civilian Airports & Air Force Bases*, April 1997.
[15] FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 14, Paragraph 14.4c.

general conformity regulations. Consequently, no evaluation or documentation is required to show compliance to the general conformity regulations. Detailed information relating to the Federal and State regulations applicable to the Proposed Action is given in **Appendix C** of the SEA, along with a description of the methodology and procedures used to prepare the emissions inventory.

F.11.6 The SEA is deficient in not reporting nitrogen oxide (NOx) and Ozone (O3) data.

Response: The analysis of potential air quality impacts of the Proposed Action has been revised to include additional supporting analysis information for the Final SEA. Please refer to **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA.

F.12 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

F.12.1 The FAA states that "No adverse impacts would result and no mitigation measures are required." Contrary to the FAA's disclaimers, jet exhaust, emergency fuel dumping, and mid-air collisions all result in hazardous material air pollution.

Response: The impacts of jet exhaust are evaluated within the air quality analysis conducted for the Proposed Action (See **Section 4.3, Air Quality**, and **Appendix C, Supporting Data for Analysis of Affected Environment and Air Quality Technical Report**, of the SEA. Emergency fuel dumping and mid-air collisions could occur on any of the existing procedures at LAS or at any of the major airports in the United States. However, if, and or when these situations occur they occur during emergency situations and without frequency to warrant discussion within the impacts of a Proposed Action.

F.13 ENVIRONMENTAL JUSTICE ANALYSIS/ METHODOLOGY

F.13.1 The proposed departure path would impact some of the City's most densely populated, low-income, minority residents as compared to areas under the current flight path.

Response: Implementation of the Proposed Action would introduce additional aircraft overflights over areas of densely populated, low-income, minority residents. However, based on the analyses included in the SEA, there would be no significant environmental impacts as a result of the Proposed Action. Therefore, within these

areas, it would not be required to acquire land or displace people, nor would these areas be disproportionately impacted as compared to areas underlying the existing departure paths from LAS.

F.14 CUMULATIVE IMPACTS ANALYSIS/ METHODOLOGY

F.14.1 The SEA should include a discussion of the proposed replacement of Mesquite Airport on Mormon Mesa.

Response: The Cumulative Impacts section of the Final SEA has been revised to include **Section 4.8.3.3, Proposed Replacement General Aviation Airport at Mesquite, Nevada.**

F.14.2 The SEA should include an analysis of the effect of increasing departures and other flight activities on wilderness areas. How will percent time audible be affected with the proposed aircraft fleet mix?

Response: The guidelines of FAA Order 1050.1E do not require an audibility analysis to be completed. Therefore, an audibility analysis will not be completed for the Proposed Action. As shown in **Exhibit B.14** of the SEA, grid points D4, D8, and D9 are located within the wilderness areas along the north shore of Lake Mead. **Table B.11** shows that there are no changes to the Time Above 65 (TA65) values for these grid points between the No Action and Proposed Action (2005 and 2010) alternatives.

F.15 ENVIRONMENTAL IMPACT STATEMENT VS. SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR ANALYSIS OF PROPOSED ACTION

Several comments were received stating that a Supplemental Environmental Assessment (SEA) is not an adequate document for the Proposed Action and an Environmental Impact Statement (EIS) should be completed instead.

This supplement to the 2001 Final Environmental Assessment (EA) for the Four Corner-Post Plan at LAS has been developed to assess the potential environmental impacts that may be associated with the proposed modification of the STAAV Area Navigation (RNAV) Standard Instrument Departure (SID) to accommodate eastbound departures from Runway 25. A Supplemental Environmental Assessment (SEA) requires analysis and documentation similar to that of an Environmental Impact Statement (EIS), but with somewhat less detail and less intensive coordination than is required with an EIS. Depending upon whether certain environmental thresholds of significance are exceeded, an SEA will either lead to a Finding of No Significant Impact (FONSI) or to the subsequent preparation of an

EIS. The format and content of the SEA conforms to the regulations of the President's Council on Environmental Quality (CEQ) implementing the procedural provisions of NEPA (title 40, CFR 1500-1508). The document also conforms to the environmental orders of the U.S. Department of Transportation (DOT), DOT Order 5610.1C, *Procedures for Considering Environmental Impacts,* and the Federal Aviation Administration (FAA), FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures.*

F.16 CURRENT DEPARTURE FLIGHT PATHS AT LAS

F.16.1 The FAA should enforce current departure flight paths at LAS and fine airlines that do not comply.

Response: The purpose of this Supplemental Environmental Assessment (SEA) is to study only the potential environmental impacts associated with modifying the STAAV RNAV SID (the Proposed Action). It is not the intent of this study to track compliance with current air traffic control (ATC) procedures at LAS or to impose fines on airlines that are not in compliance.

F.16.2 The Proposed Action has already been put into effect.

Response: The Proposed Action has not already been put into effect. The purpose of this study is to analyze the potential environmental impacts of the Proposed Action. The implementation of the Proposed Action would not occur until a decision has been rendered by the FAA on which alternative of the SEA would be accepted. That determination is expected to be rendered in mid summer 2006.

F.16.3 The FAA implemented the Four Corner-Post Plan in 2001 for a reason. Why is the right turn being reinstated now? What has changed?

Response: As stated in **Section 1.5.1, Need for the Proposed Action**, of the SEA, an unanticipated impact of the implementation of the Four Corner-Post Plan was the inducement of departure delays negating the intended airspace efficiencies. The requirement for all Runway 25 and Runway 19 departures to fly over a single waypoint (ROPPR) southwest of LAS required air traffic control (ATC) to provide additional spacing for a Runway 19 departure when preceded by a Runway 25 departure. This circumstance has been exacerbated by the continual increase in traffic demand. Operators serving destinations east of Las Vegas have operated at reduced efficiency due to longer left-turn lengths. Increasing operator efficiency by modifying the STAAV RNAV SID (Standard Instrument Departure) from Runway 25 for eastbound would result in overall airspace efficiency. The proposed solution to the problem is the modification of the STAAV RNAV SID for Runway 25 departures to accommodate eastbound traffic at LAS (the purpose of the Proposed Action).

It is important to note that the implementation of the Four Corner-Post Plan in October 2001 never cancelled the OVETO (conventional) SID. Instead, a Notice to

Airmen (NOTAM) was issued stating that the OVETO SID was "not available." It is also important to note that the STAAV RNAV SID was created to mimic the OVETO SID and that eastbound traffic would also be radar vectored to mimic the OVETO SID route.

F.17 PROPOSED DEPARTURE FLIGHT PATHS AT LAS

F.17.1 The fact that the Clark County Commission, who is responsible for McCarran International Airport, and the majority of those agencies that make decisions for the State have not taken a formal position with regard to the Proposed Action would seem to indicate that there is no significant support for the plan.

Response: The distribution list for the Draft SEA (see **Appendix E**) contained 104 parties. These parties included federal, state, and local agencies, as well as Local Town Advisory Boards and Liaison Services. Comments on the Draft SEA were received by the parties listed in **Table F.1** of this Appendix. The FAA has no basis to assume that parties who did not provide comments on the Draft SEA are opposed to or in support of the Proposed Action.

F.17.2 What will be the regulated height of aircraft after take off over the intersections of 1) Tropicana and Rainbow and 2) Buffalo and Durango?

Response: With the implementation of the Proposed Action, aircraft would not actually overfly the intersections of Tropicana and Rainbow or Buffalo and Durango. These aircraft would fly the same profiles as are flown by aircraft making the "left turnout" today. The closest that aircraft would fly to the intersection of Tropicana and Rainbow is approximately 2 ¼ miles south, at an altitude of approximately 1,200 feet above ground level (AGL). The closest that aircraft would fly to the intersection of Buffalo and Durango is approximately 1 ½ miles south, at an altitude of approximately 1,500 feet AGL. These altitudes and distances indicate no change from current flight procedures.

F.17.3 Why isn't the FAA following the request of Clark County Department of Aviation to turn aircraft north between Rainbow and Durango to ensure the flight impacts remain within the designated airport environs? The Proposed Action seems to push aircraft farther west before heading north.

Response: Clark County Department of Aviation (CCDOA) requested of FAA that 1) a specific waypoint be used for aircraft to start departure turns (which was adjusted by the FAA to accommodate turn anticipation) and 2) a specific waypoint be used for departing aircraft to exit the Cooperative Management Area (CMA). In reviewing the Proposed Action, CCDOA has indicated that the proposed modification to the Runway 25 departure procedure would follow their request to keep air traffic in the CMA as long as possible.

F.17.4 The proposed departure path generally follows Hualapai, a north-south road. There is a major interstate natural gas transmission pipeline buried slightly under Hualapai and further north along the proposed flight path. What effect will the proposed flight path have on this interstate natural gas transmission pipeline?

Response: Both the No Action and the Proposed Action alternatives would have no effect on the interstate natural gas transmission pipeline that follows Hualapai or any other pipelines in the Study Area.

F.17.5 Modify the proposed procedure to meet leg length criteria and closely emulate the flight path of the initial proposed draft procedure.

In January 2006, the FAA Area Navigation/Required Navigation Performance (RNP/RNAV) Group advised the Western Terminal Service of an issue regarding the proposed STAAV3 RNAV Standard Instrument Departure (SID) from Las Vegas McCarran International airport. During Quality Assurance evaluation, the National Flight Procedures Group (NFPG) identified that the leg length between two waypoints was less than published criteria. As a result of the review and technical discussions among the concerned offices, the proposed SID was slightly modified to meet leg length criteria and closely emulate the flight path of the initial proposed draft procedure. This was accomplished by creation of an additional waypoint (WP100) between TOMIS and MEDOE waypoints to ensure fly-ability of the procedure under current criteria and to ensure aircraft performance provides repeatable and predictable tracks. This Final SEA has been revised to incorporate this new waypoint.

F.18 PUBLIC WORKSHOPS PROCESS

F.18.1 The public was not given adequate notice of the public meetings. The FAA held the first two meetings just prior to the holiday season in December 2005 so that residents would not be able to attend.

Response: The project was advertised in accordance with NEPA. The Notice of Availability for the Draft SEA, which included information about the first two public meetings, was posted in the December 5, 2005 issue of the Federal Register. Notices were also published in the Las Vegas-Review Journal December 6-9, 2005. The FAA recognizes that the first two public meetings held in December 2005 were in advance of the holiday season, but the timeline of the project was such that this was the appropriate time to hold the meetings. The Public Comment Period for the Draft SEA was extended twice from its original end date of December 30, 2005. Notices of the extensions of the Public Comment Period were posted in the December 16, 2005 and January 24, 2006 issues of the Federal Register and in the Las Vegas-Review Journal on December 19, 2005 and January 30, 2006. A third public meeting was held February 27, 2006 and was also advertised in accordance with NEPA regulations. See **Appendix D, Agency Coordination and Public Involvement**, for detailed information about the Public Meetings.

F.18.2 The public meetings were not conducted fairly. The public should have been able to ask questions directly to FAA panel without submitting them in writing ahead of time.

Response: The first two meetings held in December 2005 were Public Workshops, during which questions were taken directly from the floor. The third meeting, held in February 2006, followed a more formal hearing format, which necessitated that comments be submitted in advance. At all three meetings, the public also had the opportunity to ask questions of the project team members on a one-to-one basis.

F.18.3 The NEPA requirements for an EIS include strong public notice, public involvement, and public hearing requirements. The pattern in the West is that whenever a federal agency wants to by-pass NEPA and the problem of reporting a "major federal action," the agencies simply find ways around NEPA compliance.

Response: The notification process and the manner in which the public meetings were conducted were in accordance with CEQ, NEPA, and FAA regulations for an Environmental Assessment.[16]

[16] CEQ, 42 USC, 1506.6, Public Involvement. NEPA, 42 USC 432 *et seq*. FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Section 209, Public Hearings, Workshops and Meetings.

F.19 PUBLIC PARTICIPATION WITH SEA DEVELOPMENT

F.19.1 The Draft SEA was predominantly distributed to governmental agencies (see distribution list in Appendix C of Draft SEA). No environmental or community groups were on that document distribution list. The public was not informed of the Proposed Action until December 2005, but government agencies were notified in August 2005.

Response: Commenter's reference to **Appendix C** of the Draft SEA is in error. The distribution list for the Notice of Intent to Prepare an Environmental Assessment is included in **Appendix D** of the Draft SEA. The distribution list for the Notice of Intent to Prepare a Supplemental Environmental Assessment included in **Appendix D** contained 152 parties. The contact information included in **Appendix D** was obtained from the 2001 Final Environmental Assessment (EA) distribution list and was updated through searches of each agency's public web site. As responses to the Notice of Intent to Prepare a Supplemental Environmental Assessment were received, all updated contact information was noted and subsequent corrections to the mailing list were made, as necessary.

The Draft SEA was sent to the distribution list found in **Appendix E** of the SEA. The distribution list for the Draft SEA included in **Appendix E** contained 104 parties. All updates and corrections to the mailing list have been included in **Appendix E** and were used for distribution of the Draft SEA. To meet and exceed NEPA guidance, the FAA coordinated with federal, state, and local agencies, as well as the general public, through dissemination to Local Town Advisory Boards and Liaison Services.

F.19.2 Since the Supplemental Environmental Assessment (SEA) is a supplement to the Four Corner Post-Plan, the 2001 Final Environmental Assessment should have been included in SEA as an appendix to allow public to see previous comments/responses and adequately comment on this SEA.

Response: The Draft SEA was developed to analyze the potential environmental impacts of a proposed modification to only the STAAV RNAV SID (Standard Instrument Departure) contained in the 2001 Final Environmental Assessment (EA). Pertinent information relative to this procedure that was contained in the 2001 Final EA was also included in the Draft SEA, and was referenced as such. In addition, the 2001 Final EA is available to the public with the Draft SEA on the Internet at: http://www.awp.faa.gov/atenviro/ - click on *Current Environmental Studies* to select and view this document.

F.20 GENERAL OPPOSITION TO PROPOSED ACTION

Several comments were received stating general opposition to the Proposed Action, but did not include specific issues related to their opposition of the Proposed Action (i.e. “stop the right turn,” “don’t do it,” “no right turn,” “I will move if this goes into effect,” etc.). These comments have been noted in the project record.

F.21 SUPPORT FOR PROPOSED ACTION

Several comments were received stating general support for the Proposed Action, but did not include specific issues related to their support for the Proposed Action (i.e. “implement the right turn,” “please do it,” “I support the right turn,” etc.). These comments have been noted in the project record.

F.22 COMMENTS THAT DID NOT STATE SUPPORT OR OPPOSITION TO THE PROPOSED ACTION

Several comments were received that did not state support for, or opposition to, the Proposed Project. Examples include mailed, faxed, or e-mailed letters that listed only the submitter’s name and no included text or partial/incomplete text (i.e. “I believe,” “airplanes,” “test”). Because there was no clear comment, no response has been prepared for these submissions.

ATTACHMENT F-1

PUBLIC COMMENTS RECEIVED IN RESPONSE TO THE DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED ACTION

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