

# Appendix A

## Letters from Aircraft Operators



April 4, 2006

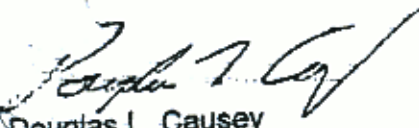
Airport Manager  
Kendall-Tamiami Executive Airport  
12800 SW 145 Ave  
Miami, FL 33186

Dear Sir:

This letter will validate our interest in utilizing KTMB for our corporate aircraft operations. We have occasionally operated a Bombardier 604 Challenger into KTMB for a few relatively short haul flights. At only 5,000 ft of runway available at KTMB, we were unable to routinely meet our load requirements that regularly included 10 passengers and stage lengths of up to 3,000 miles. As a direct result of daily load penalty constraints we faced at KTMB, we were forced to move all of our corporate aircraft operations to another airfield that by location is much less conducive to efficient business needs.

Our business activities have rapidly outgrown the capabilities of the CL-604 and we currently operate a Bombardier Global Express, which is routinely utilized for west coast and European trips. The performance limitations imposed by a 5,000ft runway remain and like the CL-604, our Global Express is hangared away from KTMB. Based on the anticipated favorable outcome of the proposed 2350-foot runway extension we have recently entered into initial negotiations with the airport to construct a corporate hangar complex for our Global Express and other corporate aircraft to be based at Kendall-Tamiami Executive Airport. The availability of a 7350-foot runway at KTMB will provide the necessary landing and takeoff distances to conduct all of our anticipated business needs with our Global Express and next generation growth aircraft.

Sincerely,

  
Douglas L. Causey  
SkyKar, Inc.  
Director of Operations



March 27, 2006

Michael Handrahan  
Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S.W. 145 Ave.  
Miami, FL 33186

Re: Development of Lot 36

Dear Mr. Handrahan:

This is to inform you that we are now ready to proceed with phase II of our development project, to build a large hangar to house multiple G-5 jets. We have tenants committed to leasing the space based on the extension of the runway. Their desire is to move their large planes to Tamiami airport when they have the runway length needed to be able to load more fuel and fly further distances. We are ready to continue with our plans within in the next three months. Should you have any questions or need any further information, please call me at 305-773-4462.

Sincerely,

  
Wallace Stevens

Central Romana Corporation, Ltd

CENTRAL ROMANA

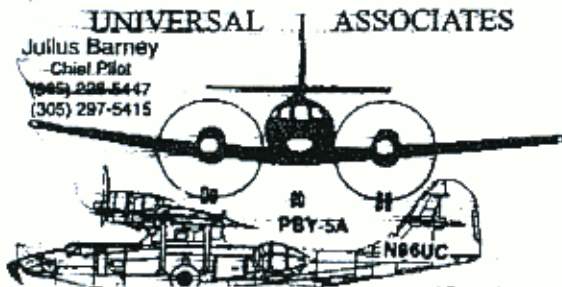
La Romana, República Dominicana

RNC 112-00003-6



UNIVERSAL ASSOCIATES

Julius Barney  
Chief Pilot  
(809) 298-5447  
(305) 297-5415



Mr. Julius Barney  
UNIVERSAL ASSOCIATES  
K-Tamiami Executive Airport  
14532 S.W. 129 th St  
Miami, FL 33186

Central Romana Corporation, Ltd.

CENTRAL ROMANA

La Romana, República Dominicana

RNC No. 112-00003-6

8-27-99

JULIUS : ENCLOSED IS  
THE LETTER WE SPOKE ABOUT.  
I HOPE IT CAN HELP IN  
THE FINAL OUTCOME OR A  
DECISION TO BUILD THE  
OVERRUN ,

YOUR FRIEND,

*Adolfo*

DRAGONFLY SQUADRON

A-37B

N832JB

ES

14532 SW 129 Street  
Miami, FL 33186

Julius C. Barn  
President / Chief Pi



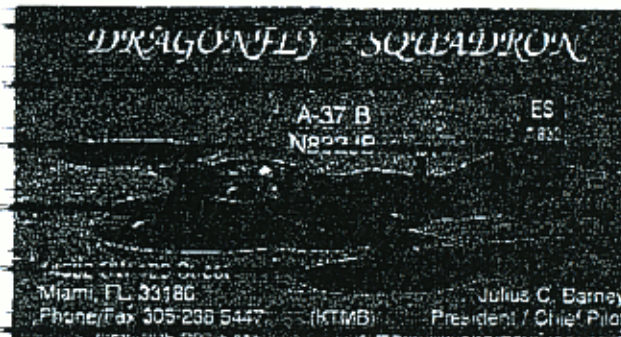
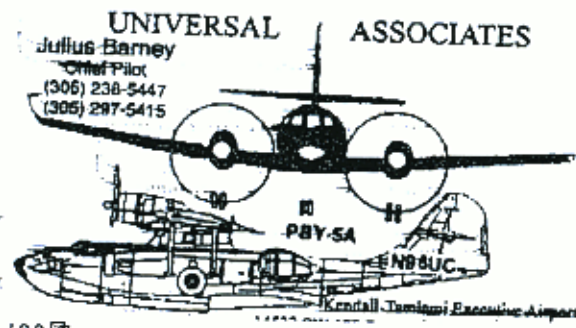
Agosto 27, 1999

TO WHOM IT MAY CONCERN

Having heard of the possible addition of an overrun to one of the existing runways at Tamiami Airport, I would like to state that this can be a practical undertaking as well as a convenience for companies like ours who carry out flight operations in the Miami area.

Our HS-125 (Hawker 800) will not operate in Tamiami under all conditions with the present runway lengths, obligating us to use Miami International instead.

*A. Gonzalez*  
 Adolfo Gonzalez  
 Aviation Dept.  
 General Manager



April 4, 2006

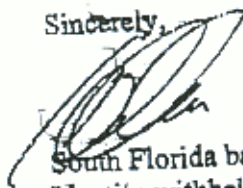
Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S. W. 145 Avenue  
Miami, Florida 33186

Dear Mr. Handrahan:

Our company is a South Florida based operator of jet aircraft. In the past, we operated several aircraft from Tamiami Airport. Although Tamiami is a more convenient location for our operations, we were forced to move to another airport with a longer runway. The short runway at Tamiami was too limiting for our Learjet 60 and required excessive braking after landing, and limited our takeoff weight and range.

We would like to return to Tamiami Airport once the runway is lengthened to the proposed 7350 feet. This will provide us the runway we need in which to operate safely and without unnecessary wear to our airplanes. We are also interested in building a hangar facility for our aircraft. Please keep the runway project moving forward. Our long term planning assumes basing our aircraft at Tamiami.

Sincerely,



South Florida based Corporate Aircraft Operator  
Identity withheld for business reasons

March 28, 2006

Airport Manager  
Kendall-Tamiami Airport  
Miami, Florida

Dear Sir:

We are customers of International Flight Center and operate a King Air 300 and a Hawker Siddeley 700. We use your field when our destination is Miami and also as fuel stop when we operate from Ocean Reef.

Our pilots were excited to learn that there is a runway extension being considered for your airport and I would like to show you how a longer runway would benefit our operation. Our Hawker has a maximum takeoff weight of 25,500 pounds and when your temperature is 0 degrees c we are limited to a takeoff weight of 23,245 pounds. At that weight we lose 1 hour and 30 minutes of cruise range, approximately 600 miles.

		RUNWAY LENGTH AVAILABLE					
		5,000'	5,500'	6,000'	6,500'	7,000'	7,500'
Temp.	T/O weight						
0 deg c	23,245#	24,164#	24,947#	MAX	MAX	MAX	
10 deg c	23,115#	24,027#	24,795#	MAX	MAX	MAX	
20 deg c	22,983#	23,889#	24,641#	25,145#	25,310#	MAX	
30 deg c	22,011#	22,866#	23,504#	23,997#	24,803#	25,443	
35 deg c	21,280#	22,078#	22,628#	23,139#	23,882#	23,455	

(All calculations were taken from the Ultra-Nav Performance software program for the Hawker 700)

Please feel free to contact me with any questions.

Sincerely,

William G. Kuester  
General Manager/Chief Pilot  
Air Eagle, LLC 313-372-7840

REC'D FROM  
FIO

05/08/2006 13:07 FAX



## Executive Skyfleet, Inc.

June 21, 2006

Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S. W. 145 Avenue  
Miami, Florida 33186

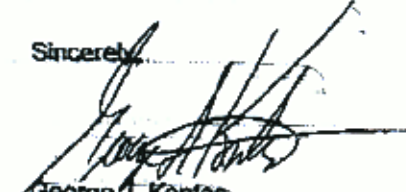
Dear Sir,

Our company operates a Gulfstream IV jet aircraft based in Ft. Lauderdale. Tamiami (KTMB) is a preferred location from which to conduct our Miami area operations. We routinely experience operational limitations because of the airport's current runway length. The 5,002 ft runway at Tamiami currently limits our access to the airport because of load penalty constraints. Existing runway length adversely impacts our range and passenger carrying capabilities for some flights.

Our aircraft requires at least 5,900 feet of runway to operate at our design gross weight of 73,200 lbs. with ambient temperatures of 90°F (32°C) and 2,000ft density altitude under dry runway conditions.

Once the runway is lengthened to the proposed 7,350 feet it will provide us the runway length we need to operate more efficiently at aircraft design weights and enhance our climb to altitude capabilities at lighter weights. We encourage the airport to complete plans to extend the runway to improve utilization of the airport for corporate and business use aircraft.

Sincerely,

  
George J. Kontos  
President  
Executive Skyfleet Inc.  
P.O. Box 451297  
Ft. Lauderdale, FL 33345  
954-747-1100

P.O. Box 451297, Ft. Lauderdale, FL 33345-1297  
954-747-1100 Phone \* 954-747-1111 Fax  
E-mail: Skyfleet90@aol.com



June 16, 2006

Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S.W. 145 Avenue  
Miami, Florida 33186

Dear Sir:

Our company owns a Hawker 800XP that operates in and out of Tamiami airport. Tamiami is our preferred location from which to conduct our Miami area operations. We routinely experience operational limitations because of the airports current runway length. The 5002 ft. of runway at Tamiami currently limits our access to the airport because of load penalty constraints. The existing runway length adversely impacts our range and passenger carrying capabilities for some flights.

Our aircraft requires at least 6300 feet of runway to operate at our design gross weight with ambient temperatures of 90 degrees and 2000ft density altitude under dry runway conditions. Just the other day we had a trip from Tamiami to San Diego California. With another 1000 feet of runway we would have been able to fly non-stop to our destination. Unfortunately we had to make an extra fuel stop to make our destination.

Once the runway is lengthened to the proposed 7350 feet it will provide us the runway length needed to operate more efficiently at the aircraft's design weight. It will also enhance our climb to altitude capabilities at lighter weights. We encourage the airport to complete plans to extend the runway to 7350 feet to improve the utilization of the airport for corporate and business use aircraft.

Sincerely,

Mark Branch N744XP  
Universal Aviation Management  
408 Shore Club Drive  
St. Clair Shores, MI 48080  
248-396-2721

A. JAY CRISTOL  
Apt. 1002  
4000 Towerside Terrace  
Miami, FL 33138-2238  
Telephone: 305 714-1776  
Facsimile: 305 714-1777  
email: [ajay@usersouth.com](mailto:ajay@usersouth.com)

February 2, 2005

Miami-Dade County Commissioner Joe Martinez  
111 N.W. First Street  
Suite 320  
Miami, FL 33128

Dear Commissioner Martinez:

As a general aviation aviator who flies frequently from Kendall-Tamiami Executive Airport, I urge you to do everything possible to support the proposed extension of runway 9R/27L. This extension will have positive benefits for the community in many ways. First it will add a substantial safety factor to the operations from the airport. Second, it will increase the capability of the airport for general aviation users. Finally, it will be an economic boost to the airport and the surrounding area.

I urge you to support the extension.

Sincerely,



A. Jay Cristol

AJCjr

cc: Curtis George, General Manager, Reliance Aviation

NOTE:

CHIEF JUDGE EMERITUS  
US BANKRUPTCY COURT  
SOUTHERN DISTRICT/FLA.

REC'D  
JUN 21

**Michael Handrahan**

**From:** Roger Humiston [roger@bestaero.com]  
**Sent:** Wednesday, June 21, 2006 3:33 PM  
**To:** Michael Handrahan  
**Subject:** Thanks for the tour

Michael J Handrahan, C.M.  
Airport Manager  
Kendall-Tamiami Executive Airport KTMB  
12800 SW 147 Ave  
Miami, FL 33186

305 869-1700 voice  
305 869-1780

mhandrahan@miami-airport.com

Dear Mike:

Thank you for taking time to give us a tour of your airport on our recent flight to KTBM. We have evaluated the services of Falcon Trust Air at Tamiami and have concluded that their FBO would certainly be a preferred location from which to conduct our Miami area operations.

Best AeroNet Aviation, Ltd. operates (8) Learjets and (3) Falcon Jet aircraft. We are based in Denison, TX on the Sherman Grayson County Airport (KGYI). The ability to make non stop flights back to our Texas base from KTBM is important to us, and under certain weight and temperature conditions, we may be operationally limited because of your airport's current runway length. The 5,002 ft runway at Tamiami currently limits our range and passenger carrying capabilities for some of our non-stop flights to our home base.

Our Falcon aircraft require at least 6,800 feet of runway to operate at our design gross weight of 28,000 lbs. with ambient temperatures of 90°F (32°C) and 2,000ft density altitude under dry runway conditions. Our Learjet 25s under these conditions need at least 6,000 ft of runway.

It is our understanding that plans exist to lengthened the runway to 7,350 feet which would allow our fleet the runway length we need to operate more effectively at aircraft design weights so as to relocate our aircraft non stop back to our Texas base. We encourage the airport to complete plans to extend the runway to improve utilization of the airport for corporate and business use aircraft such as ours.

Our Fleet of Aircraft consists of:

Learjets:

Learjet 25 N62DM  
Learjet 25 N401DP  
Learjet 25 N211JC  
Learjet 25 N242GS  
Learjet 25 N199T  
Learjet 25 N489EH  
Learjet 25 N229WJ  
Learjet 24 N508SR

Falcons

Falcon 20 N82PJ  
Falcon 20 N223BG  
Falcon 20 N236BQ

We look forward to seeing you again on our next stop to your airport.

Sincerely,

Roger Humiston  
Best AeroNet Aviation Companies  
Grayson County Airport - Denton, TX  
903-786-8920 Office  
903-786-8930 Fax  
972-567-5811 Cell  
www.bestaero.com

E-mails are automatically scanned for viruses using McAfee.



6/29  
Falcon

June 19, 2006

Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S.W. 145 Avenue  
Miami, Florida 33186

Dear Sir;

Our company operates a Hawker 400 HS-125 jet aircraft based in FalconTrust Air. Tamiami airport (KTMB) is a preferred location from which to conduct our Miami area operations. We routinely experience operational limitations because of the airport's current runway length. The 5,002 ft runway at Tamiami currently limits our access to the airport because of load penalty constraints. Existing runway length adversely impacts our range and passenger carrying capabilities for some flights.

Our aircraft requires at least 5,500 feet of runway to operate at our design gross weight of 23,000 lbs. with ambient temperatures of 90°F (32°C) and 2,000ft density altitude under dry runway conditions.

Once the runway is lengthened to the proposed 7,350 feet it will provide us the runway length we need to operate more efficiently at aircraft design weights and enhance our climb to altitude capabilities at lighter weights. We encourage the airport to complete plans to extend the runway to improve utilization of the airport for corporate and business use aircraft.

Sincerely,



Brent Sturup  
Kingdom Wings  
14150 S.W. 129<sup>th</sup> Street  
Miami, FL 33186  
(786) 399-0114

6/29  
Fick

June 15, 2006

Airport Manager  
Kendall-Tamiami Executive Airport  
12800 S. W. 145 Avenue  
Miami, Florida 33186

Dear Sir,

Our company operates a Beech Jet 400A aircraft based in El Salvador. Tamiami (KTMB) is a preferred location from which to conduct our Miami area operations. We routinely experience operational limitations because of the airport's current runway length. The 5,002 ft runway at Tamiami currently limits our access to the airport because of load penalty constraints. Existing runway length adversely impacts our range and passenger carrying capabilities for some flights.

Our aircraft requires at least 7350 feet of runway to operate at our design gross weight of 16,100 lbs. with ambient temperatures of 90°F (32°C) and 2,000ft density altitude under dry runway conditions.

Once the runway is lengthened to the proposed 7,350 feet it will provide us the runway length we need to operate more efficiently at aircraft design weights and enhance our climb to altitude capabilities at lighter weights. We encourage the airport to complete plans to extend the runway to improve utilization of the airport for corporate and business use aircraft.

Sincerely,



Privatair LTD  
Boulevard Orden Malta #460  
San Elena, El Salvador  
(503) 2278-3298

## NETJETS®

March 24, 2006

Reliance Aviation  
Kendall-Tamiami Executive Airport  
14532 SW 129<sup>th</sup> Street  
Miami, Florida 33186

Dear Mr. George,


You have my apologies for the length of time that this report has taken in reaching you; I have had a number of internal report requirements that had moved your request a little higher in the holding pattern.

I am attaching several reports that you should find useful in determining the increased utility of an extension to your main runway. I conducted traffic counts from 2004 until present. These counts are in FAA format — each takeoff and landing counts as one operation. Within the report are breakdowns for each fleet plus the average and longest flights that we have recorded out of Tamiami. I am including a performance analysis on each aircraft type. This report takes into account the Miami area peak temperatures and the relationship to performance for wet conditions and different flaps settings. At the end of this report I have captured the approximate range improvements that each aircraft type would be able to experience (under dry conditions) for the proposed runway lengths of 6800 and 7450 feet.

NetJets strongly supports the runway extension project at Tamiami. The increase of runway length provides additional safety margins for each of our operations. There were some instances where a fuel stop was required due to the existing length of the Tamiami runway. The extension will allow us to better take advantage of the range capabilities of our fleet aircraft. With this extension, the needs of our Owners will be better fulfilled. Unfortunately, there is no way for me to quantify whether a departure point was changed from Tamiami in order to complete long range non-stop travel plans.

It is our hope that the existing approaches are maintained for the extended runway. For the FAR Part 91K, Destination Airport Analysis Program, it is also important that the runway markings are consistent with the approach employed and that the approach angle on the PAPI units (in support of instrument approaches) is set between the angles of 2.5 and 3.5 degrees. Runway lighting (we assume will be continued) of at least medium-intensity allow full compliance with the Part 91K regulations.

Do not hesitate to contact me if further clarification is required on these reports.

  
Al Ball  
Airport Technologist  
Operational Intelligence & Analysis  
614 239 4873  
[ball@netjets.com](mailto:ball@netjets.com)

NetJets, Inc. is a Berkshire Hathaway company.