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Cc:
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Subject: Fw: CRAIG ALP COMMENTS

From: Rebecca.Henry@faa.gov [mailto:Rebecca.Henry@faa.gov]
Sent: Thursday, January 15, 2009 9:34 AM
To: Fantinato, Tricia
Subject: CRAIG ALP COMMENTS

Tricia,

The following comments have been received on Craig ALP. Please review them and call me if you need clarification. We are still waiting on one Division--they have a deadline of tomorrow. We will move forward after that.

Thanks,

Rebecca

We have the following concerns/comments: ALP indicates a service road through the RWY 32/GS critical area. This violates the ILS siting criteria; therefore we recommend that the road be relocated behind the GS. REIMBURSABLE PROJECTS DUE TO RWY 14/32 Extension. RWY/32 GS; RWY/32 Papi; RWY/32 MALSR LOC/32; RWY/14 Papi. To accomplish these relocation projects, a reimbursable agreement is required between Jacksonville Aviation Authority Craig Airport and the FAA. Please contact Angela Freeman Lead Planner, Planning & Integration Office at 404-305-7054 to discuss the reimbursable process. LINE of Sight from the ATCT to existing and future operational surfaces shall be protected. "Shadow Studies" for planned structures and/or parked aircraft shall be submitted to the FAA for approval. AT Division must review and approve the shadow studies.

NO IFR EFFECTThe Eastern FPO has reviewed this ALP and has the following comments:---- 1. Page 2 of 9 - Runway data indicates that R14/32 will be extended and displaced thresholds added sometime in the future. The FPO needs to have a minimum of 12 months (currently 18 months) advanced notice of the construction so that a publication date can be defined to coincide with runway completion date. If this advanced notice is not provided, the airport runs the risk of losing the approach to this runway. The FPO would recommend that the Airport consider requesting RNAV approaches be developed to R5/23 so that the airport will continue to have IFR capability during runway construction. Have the proponent request the approaches from the AVN web site "<http://avn.faa.gov/>". Request form can be located under the Flight procedures dropdown - "so you want an instrument procedure".----- 2. I would have the displaced runway coordinates for the proposed runway 14/32 extension checked as our calculation show the displace threshold 439 NM SE of the airport.---- 3. Any new hangar/building construction on the airport needs to be evaluated under its own NRA. Insure that a crane is included in the NRA package.---- 4. Once R14/32 is extended and has 600' runway displacements, the parallel taxiway will extend beyond the displace runway threshold. Aircraft taxiing for takeoff potentially will penetrate the visibility 34:1 and 20:1 surfaces. Recommend that provisions be made for a hold bar outside the visibility surface be made so that when weather is below 800-2, aircraft have a known hold point.--- 5. In the design process for

R32 extension/displaced threshold, the airport may want to consider angling the parallel taxiway away from the runway so that it can remain clear of the visibility surface.

Runway Data Table appears to show the OFZ widths in error. Measurements of the widths are correct. Runway 05/23 shows 250 feet and the standard would be 400 feet as a B-II airport. The airport would be expected to handle as much as a 65,000 lb. Fokker F-28. In reality a much larger airplane may very well operate on the airport. Runway 14/32 shows an existing width of 250/300 and the ultimate as No Change. The Standard is 400 feet. The length of the OFZ shows 200 feet which is correct except for Runway 32 with the MALSR which extends the OFZ to 200 feet beyond the end of the approach lights which would be 2600 feet from the threshold. Page 1 shows Runway 14/32 as 4004 feet long and page 4 says 3636 feet. The A/FD and the U.S. Terminal Procedures show 4004 feet. Please correct. This review covers only what the narrative report describes and does not constitute approval of any Modification of Standards which should be submitted separately for study. As described by the FPO, the POFZ for Runway 32 should be considered.

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