



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

2198 Edison Avenue
Jacksonville, Florida 32204-2730

STEPHANIE C. KOPELOUSOS
SECRETARY

Transmitted Electronically to: TLindner@jaa.aero

January 22, 2009

Mr. Todd Linder
Planning, Grants and Environmental Administrator
P. O. Box 18018
Jacksonville, FL 32229-0018

Ref: CRAIG MUNICIPAL AIRPORT MASTER PLAN UPDATE

Dear Mr. Linder,

This letter is to recap the current status of the Department's review concerning the Craig Municipal Airport Master Plan and Airport Layout Plan 2008 Update. There were several areas identified that will need to be addressed by JAA. We have restated these below for your reference. These are the same items as noted in our prior correspondence of July 9, 2008.

1. Chapter 2.2.6.5 Air Traffic Control Tower: Reference to Figure 2-13 needs to be corrected to Figure 2-12.
2. Chapter 4.2.1. Airport Role and Service Level: According to the Airport Master Plans procedure No. 725-040-100-e (page 4, paragraph 5), in order for planned airport improvements to be eligible for state funding, airport master plans must be consistent with the aviation system role for the airport described in the FASP. Describe the role of this airport in the FASP.
3. Chapter 5.5.1.3 Extension of runway 14/32 states that "no impact to Landmark Middle School or Kernan Elementary School" will be caused by the runway extension. From figures 5-20 and 5-21 it appears both schools are impacted to the extent that the areas graphically superimposed as "school regulatory zones" have a greater encroachment to school owned property than previously existed under the no extension scenario. This intrusion and the significance of it is uncertain to the Department so we would defer to the City's Zoning & Regulatory Division and the Dept. of Community Affairs to establish if the intrusion is significant enough to be considered problematic with regard to the requirements. If "no impact" is the appropriate determination based on the figures provided, this conclusion should be documented through the appropriate agency responsible for this determination.
4. Chapter 5.5.1.3 Page 5-54, Figure 5-21 shows Kernan Elementary School will be impacted. The text which appears on page 5-54 makes reference to "Kernan *Middle* School." Please review the text reference and correct if the intent was to address the school as the "Kernan *Elementary*" school.
5. The columns within the spreadsheets tables in chapter 7 are not correctly aligned, thus, they do not add up correctly. Before we can conclude our assessments concerning whether the Craig Municipal Master Plan Draft is financially feasible, it will be necessary to revise this information and resubmit it for our review.

In addition to the points above, there remains a substantive issue concerning the inconsistency of the proposed runway extension at Craig Airport with the City of Jacksonville's currently adopted Comprehensive Plan. Given the conflict noted, the Department's position is as follows:

The Craig Master Plan, as presented, is technically compliant with the Florida Aviation System Plan. *However*, the proposed 14/32 runway extension is *inconsistent* with the City of Jacksonville's currently adopted Comprehensive Plan.

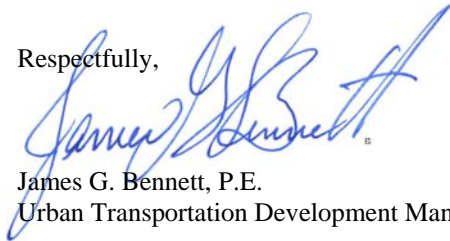
Until such time as the proposed runway 14/32 extension is acknowledged by the City of Jacksonville as being consistent with their locally adopted comprehensive plan, no project phases relating to the development of the proposed extension will be eligible for FDOT funding. The indented statement above should be noted and identified in Section 1.3 (pg. 1-2) as one of the "key issues" affecting the development of the Craig Municipal Airport Master Plan. It should also appear in Chapter 5, Section 5.11 (pg.5-2) under the "key issues" area as well.

Based upon recent discussions held between FDOT District Office, FDOT Central Office, and representatives from the Greater Arlington Civic Association, it is apparent that much concern still remains at the community level over the potential to see heavier aircraft use Craig Municipal Airport and the manner in which this might potentially expand risk to the community in the event of a downed aircraft. To address this concern, we encourage the City of Jacksonville and JAA to review the level of documentation on the runway extension and its affect on land use compatibility, and determine if the current draft document adequately addresses the concerns noted at the community level. Any subsequent revisions, if needed, should become part of the documentation submitted for the Draft Final Master Plan and Airport Layout Plan (ALP) Update 2008 submitted to FAA and FDOT for review and commits.

Please do not submit the Final Master Plan and Airport Layout Plan (ALP) Update 2008 document for printing until we have reviewed your edits based upon our comments above and cleared the document for printing. Then we can proceed to finalizing the update.

Please let us know if you have any questions regarding our perspective on the subject.

Respectfully,



James G. Bennett, P.E.
Urban Transportation Development Manager

cc : Charles Baldwin
Bill Ashbaker
Philip Worth
Roland Luster
Gene Lampp
Abdul Hatim
Brad Thorburn
John Clark