



August 7, 2008

Ms. Rebecca Henry
Program Manager
Planning and Compliance
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive
Suite 400
Orlando, Florida 32822-5024

**RE: Craig Airport (HEG)
Airport Layout Plan (ALP) and Master Plan Update
FAA Draft Review Comments**

Dear Ms. Henry:

Thank you for your comments on the Craig Airport Master Plan and ALP Update provided in the June 9, 2008 letter. Below is our response to your comments, and all recommended changes will be incorporated into both the ALP and final document write-up for your approval.

1. Currently, there is no Runway Safety Area (RSA) determination on file for CRG. An RSA determination will be made with information presented on the ALP and in the Airport Master Plan. Please ensure the accuracy of this data.

LPA Response: All information has been checked and rechecked to validate that the information presented in both the Airport Layout Plan and narrative report are correct.

2. Runway Safety Areas (RSAs) are not clearly depicted on the ALP drawing. Please ensure the RSAs are easily determined.

LPA Response: Runway Safety Area line work was shown on the ALP set; however, to easily identify, the line weights have been increased and call outs have been added to distinguish existing and future safety areas.

3. It appears the localizer building will be in the RSA once Runway 14-32 is extended. This building will need to be relocated as localizer locations are not deemed "fixed by function".

LPA Response: The future localizer and associated critical area is located along the centerline beyond the end of the runway safety area of Runway 14. The old localizer

building and new localizer building are clearly identified with call-outs. Note that the existing localizer critical area is shown with a gray dot pattern, and the future critical area is shown with an unbroken line. Call outs were also provided for easy identification.

4. If available, please provide a VFR windrose in addition to the IFR and all-weather windroses.

LPA Response: This information has been added to the ALP drawing set as requested.

5. FAA records indicate that Runway 14-32 measure 4,008 feet, not 3,998 feet as shown on the ALP. Please verify runway length.

LPA Response: After reviewing the Runway 14-32 pavement overlay survey and discussions with LD Bradley, it was determined that surveyor had incorrectly measured the runway length by approximately 10 by using the center points of the threshold markings rather than the outer edge of the threshold markings. This was double checked by our engineers, and a length of 4,008 feet was determined. As a result, the runway length, extension, latitude, longitude, runway end points, high and low points, plan and profile sheets, inner approach surface drawings, etc. were all adjusted to show the correct runway pavement length.

6. Please clearly depict the existing and future MALSR, glideslope and localizer for Runway 14-32.

LPA Response: Heavier line weights, colors, symbols and call-outs were used to clearly depict the existing and future MALSR, glideslope and localizer for Runway 14-32.

7. Existing and future glideslope and localizer critical areas should be shown on the ALP.

LPA Response: Existing and future glideslope and localizer critical areas have been added and called out on the required sheets. The existing critical areas are shown in a gray dot pattern, and the future critical areas are depicted as a broken line.

8. The VORTAC should be protected by a VOR critical area.

LPA Response: The VORTAC critical area (1,000 ft radius, 1.25 degree slope for metal buildings and 2.25 degree slope for wood buildings) has been added to the ALP set as well as clearly identified.

9. On Sheet 9, the runway end does not match up between the plan and profile view.

LPA Response: This has been corrected.

10. Sheet 10, the approach surface to the future runway end should be shown.

LPA Response: The new approach surface information to Runway 32 has been added to Sheet 10.

11. In the interest of time, the Airport Property Map/Exhibit A was not thoroughly reviewed at this time. We will review this document and provide any comments on this sheet prior to final agency ALP comments.

LPA Response: As part of this review, it is requested that FAA review the property map and provide any comments to the client and consultant.

As requested, five (5) copies of the ALP set are enclosed with this letter for your review and distribution to the agencies. Please if you have any additional comments or questions, do not hesitate to contact me at (813) 889-3892.

Best regards,

The LPA Group Incorporated



Tricia Fantinato
Manager – Aviation Planning

Enclosures (5)