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Jacksonville, FL

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*www.jaa.aero*

November 14, 2008

Mr. 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 Master Plan and Airport Layout Plan Update  
Final JAA Review Comments**

Dear Ms. Henry:

Thank you for your comments on the Craig Airport Master Plan and Airport Layout Plan Update provided in your June 9, 2008 letter. Our consultant, LPA Group provided our responses in an August 7, 2008 letter.

We also want to add information on a public meeting JAA held on September 15, 2008 to allow additional public comment on the Master Plan and the proposed runway extension at Craig. JAA mailed over 56,000 announcements to all households in the ZIP codes that are located near Craig Airport. There were 171 people that signed in as attending the meeting and 51 comment cards were received. There was a recording made of all comments. JAA has included the comment cards and recording with this response and asks to have these comments included in the official record for the Master Plan.

We would like to know if you have an idea of when we can expect FAA Conditional Approval of the Craig Airport Layout Plan. If you have any questions or require any additional information, do not hesitate to contact either me at (904) 741-2743.

Respectfully,

A handwritten signature in black ink that reads "H. Seymour".

**Hubert Seymour**  
Sr. Manager, Planning  
Jacksonville Aviation Authority

Enclosures

PRESENTATION TO THE JAA CRAIG AD-HOC COMMITTEE

9/15/08

JAA UNDERTAKES A MASTER PLAN UPDATE ON EACH OF OUR AIRPORTS EVERY 5 TO 7 YEARS. JAA BEGAN THE CURRENT CRAIG MASTER PLAN UPDATE IN SEPTEMBER 2006. THE MASTER PLAN PROCESS PROVIDES A LOGICAL STUDY OF AN AIRPORTS ULTIMATE GROWTH OVER A 20 YEAR TIME FRAME BASED ON ACTUAL AND FORECASTED AVIATION NEEDS OF THE COMMUNITY AND THE FACILITIES NECESSARY TO SUPPORT THAT GROWTH BASED ON FAA AND FDOT GUIDANCE AND REGULATIONS.

THE GOALS FOR THE CRAIG MASTER PLAN UPDATE INCLUDED EXAMINING LONG TERM GROWTH OPTIONS AND INFRASTRUCTURE NEEDS INCLUDING DETERMINING THE PRIMARY RUNWAY LENGTH, SAFETY AREAS AND AIRFIELD CAPACITY; EXAMINING POTENTIAL NOISE IMPACTS AND NOISE ABATEMENT OPTIONS; MAXIMIZING THE USE OF AVAILABLE AIRPORT PROPERTY AND AIRSIDE ACCESS, EVALUATING PAVEMENT CONDITIONS AND GROUND ACCESS IMPROVEMENTS.

DURING THE PLANNING PROCESS, JAA IDENTIFIED A NEED TO UPGRADE THE AIRFIELD LIGHTING, REHABILITATE THE PAVEMENT ON RUNWAY 5/23, ADD SEVERAL NEW HANGARS, REHABILITATE EXISTING HANGARS AND PAVEMENT STRUCTURES, IMPROVE ACCESS TO THE SOUTHSIDE OF

THE AIRPORT, INSTALL AN AIRCRAFT FLIGHT TRACKING AND NOISE MONITORING SYSTEM, AS WELL AS EXTEND THE PRIMARY RUNWAY BY 1,600 FEET TO 5,600 FEET

THE NEED FOR THE RUNWAY EXTENSION IS BASED ON THE GUIDANCE IN FAA ADVISORY CIRCULAR 150/5325.4B WHICH INDICATES THAT RUNWAY 14/32 SHOULD BE EXTENDED TO 5,600 FEET BASED ON THE AIRCRAFT THAT ARE USING CRAIG TODAY.

DURING THE PLANNING STUDY, JAA ALSO EXAMINED THE NOISE FOOTPRINT FROM OPERATIONS AT CRAIG. THE FAA, IN CONJUNCTION WITH LEADING NOISE EXPERTS HAS DEVELOPED A NOISE MODEL THAT PREDICTS THE AVERAGE NOISE FOOTPRINT FROM AIRCRAFT OPERATIONS OVER A 24-HOUR PERIOD. THIS MODEL USING THE ACTUAL FLIGHT TRACKS AT AN AIRPORT AND THE EXISTING AND FUTURE AIRCRAFT OPERATIONS AT THE AIRPORT TO PREDICT A 65 AVERAGE DAY-NIGHT NOISE CONTOUR FOR THE AIRPORT. THE 65 AVERAGE DAY NIGHT FOOTPRINT IS THE POINT AT WHICH FAA DETERMINES THAT AVERAGE NOISE CROSSES THE FEDERAL THRESHOLD THAT IMPACT RESIDENTIAL USE. CURRENTLY THE FAA FOOTPRINT HAS LIMITED OFF AIRPORT IMPACTS TO THE NORTHWEST OF THE AIRPORT AND NO IMPACT TO THE SOUTHEAST. AS THE NUMBER OF OPERATIONS AT CRAIG GROW THIS

FOOTPRINT IS PROJECTED TO HAVE INCREASING IMPACTS TO OFF AIRPORT PROPERTY.

AS A MITIGATION MEASURE THAT RECOGNIZES THE COMMUNITIES CONCERN ABOUT POTENTIAL INCREASING NOISE IMPACTS AND ALSO RECOGNIZES THE JAA CONCERN ABOUT PROVIDING THE RUNWAY LENGTH NECESSARY FOR THE AIRCRAFT CURRENTLY OPERATING AT CRAIG, JAA HAS PROPOSED TO EXTEND RUNWAY 14/32 1,600 FEET SOUTHEAST AND TO DISPLACE THE RUNWAY LANDING THRESHOLD 600 FEET ON EACH END. THIS WILL PROVIDE 5,600 FEET FOR TAKE-OFF AND 5,000 FEET FOR LANDING AND WILL MOVE THE NOISE IMPACTS BACK TOWARD CRAIG AIRPORT PROPERTY.

IN ORDER TO COMPLETE THE MASTER PLANNING PROCESS WE HAVE SUBMITTED THE PLAN TO FAA AND FDOT FOR REVIEW AND COMMENT AND HAVE RECEIVED THEIR INITIAL COMMENTS. WE HAVE POSTED THE PLAN AND THE FAA AND FDOT COMMENTS ON OUR WEB SITE AND IN OTHER APPROPRIATE LOCATIONS FOR THE PUBLIC TO REVIEW AND PROVIDE COMMENT. FOLLOWING THIS MEETING WE WILL PROVIDE OUR FINAL COMMENTS BACK TO FAA AND FDOT.

WE EXPECT FAA AND FDOT TO APPROVE THE TECHNICAL PROCESS THAT WE HAVE FOLLOWED. FAA WILL CONDITIONALLY APPROVE THE AIRPORT

LAYOUT PLAN DEVELOPED DURING THE STUDY. FDOT APPROVES THE PROJECTS INCLUDED IN THE STATE CAPITAL IMPROVEMENT PLAN FOR FDOT FUNDING. SPECIFIC PROJECTS PROPOSED IN THE PLAN MUST STILL BE APPROVED INDIVIDUALLY FOR FAA FUNDING PARTICIPATION. THIS APPROVAL PROCESS INCLUDES A DETAILED ENVIRONMENTAL REVIEW AND PUBLIC REVIEW AND COMMENT BEFORE ANY ACTION IS APPROVED. THIS PROCESS COULD TAKE 2 TO 3 YEARS TO COMPLETE.

TIFFANY GILLEM AND IZZY BONILLIA, THE CRAIG AIRPORT MANAGER AND THE DIRECTORY OF OPERATIONS FOR JAA WILL NOW PROVIDE AN OVERVIEW OF THE COMMUNITY CONCERNS THAT HAVE BEEN ADDRESSED DURING THE PLANNING PROCESS.



**DRAFT**  
**MASTER PLAN UPDATE**

**Craig Municipal Airport**  
*Jacksonville, Florida*



# Master Plan Goals

- Long Term Options and Infrastructure Needs
- Primary Rwy Length, Safety Areas and Airfield Capacity
- Potential Noise Impacts and Noise Abatement Options
- Maximize Use of Available Property and Airside Access
- Evaluate Existing Pavement Conditions
- Evaluate Ground Access Improvements

