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November 14, 2008

Mr. Gene Lampp
District Aviation Specialist, District 2
Florida Department of Transportation
2198 Edison Avenue
Jacksonville, FL 322204

**Re: Craig Airport Master Plan and Airport Layout Plan Update
FDOT Central Office and Local Office
FDOT Draft Review Comments**

Dear Mr. Lampp:

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

FDOT Central Office Comments

1. Scope of Work (SOW) for this master plan update was not submitted for review/approval by the Aviation Office. According to the Airport Master Plans procedure no. 725-040-100-e, 2.4, the proposed SOW including cost estimates should have been reviewed/approved by the Aviation Office before a Notice to Proceed was issued. Please provide copy of SOW.

JAA Response: According to JAA records, the scope of work for the Craig Master Plan was forwarded to District Two for review and concurrence and concurrence was received on July 27, 2006. As requested, a copy of the SOW is included in this package for your records.

2. Chapter 2.2.6.5 Air Traffic Control Tower: Reference to Figure 2-13 needs to be corrected to Figure 2-12.

JAA Response: This inconsistency has been corrected in the final report.

3. 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.

JAA Response: According to the Florida Aviation System Plan, 2007, and the FAA National Plan of Integrated Airport Systems, 2007-2011, Craig Municipal Airport is designated as a reliever airport. A reliever airport absorbs general aviation operations from busy commercial service airports (i.e. Jacksonville International Airport). Relievers typically have large numbers of based aircraft and high level of aircraft operations. The FASP includes Craig Airport in the Community Airport (GA) category. The Northeast Florida Regional Overview of the FASP reports Craig as the busiest GA airport in the region handling over 28 percent of the regional GA traffic. The Regional Overview indicates that State funding should be targeted to Craig to enhance services and increase airport capacity.

4. 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 greater encroachment to school owned property than previously existed under the no extension scenario. This intrusion and the significance of it is uncertain to us so we would defer to the City’s Zoning and Regulatory Division and Department 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.

JAA Response: The Master Plan studied the impact of the runway extension on the School Regulation Zone for Landmark Middle or Kernan Elementary Schools and determined that the extension would not result in any increased exposure to either school. As the Master Plan indicates and the accompanying drawings in the Master Plan illustrate no buildings or playground areas would be located within the expanded regulation area. We coordinated this issue with Karen Kuhlman, Director Real Estate and Agency Coordination as indicated in the accompanying letter. As Figure 5-19 illustrates there are other existing schools that have considerably greater exposure from the existing runway conditions at Craig. JAA will undertake any additional due diligence, if required, during the environmental assessment phase of the runway extension project.

5. 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.

JAA Response: The text has been corrected to refer to Kernan Elementary School.

6. 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.

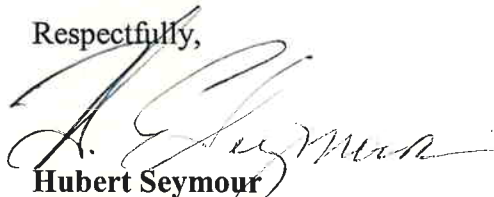
JAA Response: In reviewing the spreadsheets in Chapter 7, the information has been aligned and correctly summed to provide a financially feasible program of short and long-term development at Craig Airport. An updated copy of Chapter 7 has been included in this package for your review.

In addition to the above responses, the JAA notes FDOT's concern about the Master Plan and its consistency with the locally adopted Comprehensive Plan. The Master Plan Analysis indicates that a runway extension is necessary to provide the runway length recommended by FAA Advisory Circular 150/5325-B, Runway Length Requirements for Airport Design, for the aircraft currently operating at Craig Airport. JAA understands that this issue must be addressed during the final development and approval of the proposed runway extension project.

On September 15, 2008 JAA held an additional public meeting to allow 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.

Please if you have any questions or require any additional information, do not hesitate to contact either me at (904) 741-2743.

Respectfully,



Hubert Seymour
Sr. Manager, Planning
Jacksonville Aviation Authority

Enclosures



Florida Department of Transportation

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July 27, 2006

Michele L. Stephens
Contract Administrator
Jacksonville Aviation Authority
P.O. Box 18018
Jacksonville, FL 32229

**RE: Craig Municipal Airport
Master Plan Update
F.P. 40996319401, JAA Project C2006-03, Contract A/E 227-027
Request for Concurrence**

Dear Ms. Stephens

The Florida Department of Transportation (FDOT) gives approval with the condition funds are available in the current executed Joint Participation Agreement(s) (JPA) and no addition Department funds will be needed for the project.

I also want to bring to the attention of the Jacksonville Airport Authority (JAA) the last sentence in paragraph 3.00 of the project JPA which states, "The Agency agree to bear all expenses in excess of the total estimated cost of the project and any deficits involved."

If you should have any questions concerning this letter, please feel free to contact me.

Sincerely,

Roland C. Luster
Aviation/Ports Administrator



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904 390 2000

September 12, 2008

Mr. Chip Seymour
Jacksonville Aviation Authority
Jacksonville, FL 32216

Dear Chip,

Per our conversation, thank you for sending the FDOT and NEFRC information. City Planning has also sent detailed maps showing the proposed runway extension at Craig Field.

Doug Ayars and I have carefully reviewed the maps and FS 333.03(3) and the impacts on Kernan Elementary School and Landmark Middle School. In each case only one corner of the property is impacted. The impacted areas do not include any buildings or areas of student congregations. We do not feel that the impact is significant enough to oppose the extension of the runway and we will urge the School Board to take no action.

Thank you for requesting our comments.

Sincerely,

A handwritten signature in black ink that reads "Karen S. Kuhlmann". The signature is written in a cursive style.

Karen S. Kuhlmann
Director
Real Estate and Agency Liaison

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