

# CHAPTER ONE

## Goals and Objectives

### 1.0 Introduction and Project Overview

A Master Plan provides an effective written and graphic representation of the ultimate development of the Airport and associated land uses adjacent to the Airport, while establishing a schedule of priorities and phasing for the various improvements proposed. The planning document presents a conceptual development plan, over a 20+-year period, for the Airport. Realistic master planning is a continuing and evolutionary process due to the justification and funding required during the implementation process. Many adjustments are likely to take place to meet the changing industry before facilities are designed, approved, and built to completion.

The Craig Municipal Airport (CRG) Airport Master Plan Update was designed to provide the Jacksonville Aviation Authority, owner and operator CRG, with long-term guidance, relating to on-going development needs, project phasing, financial requirements, and viability of the airport over the twenty-year planning period. Development of this master plan update was based upon the master plan guidelines and criteria established by the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT). Government assistance related to proposed development is provided in the form of financial grants to the airport sponsor. The grants are provided by the FAA and by the FDOT budgetary processes via Joint Participation Agreements (JPA). As such, the master plan update provides management both a physical and financial plan to guide local decisions relating to airport facilities and their potential improvement.

### 1.1 General Guidelines

The goal of the master plan update is to define current and future aviation demand at CRG, the means and alternatives for addressing this demand, the role of the airport in the local, regional and national aviation system, and the need for and financial feasibility of new infrastructure and airport facilities. This project was funded from FAA and FDOT grants as well as Jacksonville Aviation Authority (JAA) project funds. The master plan update was programmed to begin in 2006 with completion of the study by early Fall 2007.

The airport's master plan serves a variety of functions including: projecting future aviation activity and development, providing airport management with a financial planning tool, and identifying and guiding on-airport and adjacent land use. The primary objective of the master plan update is to create a 20-year development program that will maintain a safe, efficient, economical, and environmentally acceptable airport facility for JAA, the City of Jacksonville, and Duval County. By achieving this objective, the document should provide

guidance to satisfy general aviation demand in a financially feasible and responsible manner. The overall study approach will consider alternative airport development plans necessary to provide a "balanced" airport system.

## 1.2 Prior Planning Documentation

A major goal in the master planning process is the need to update information and plans at strategic intervals with recommended development concepts. This updating is necessary since prior Airport projects may have changed due to evolving conditions or policies in the political, social, and economic environment. The demand for scheduled services, GA services, or other aviation services may fluidly adjust in response to changes in the environment, and/or role of the Airport.

## 1.3 Key Issues

Since the last master plan update approximately six years ago, several physical and operational adjustments have occurred not only within the Jacksonville Aviation System, but within the Jacksonville Metropolitan area and aviation industry as a whole. Some of these changes include: community growth and increased surface congestion, expansion of residential and commercial development adjacent to CRG, the introduction of new technology and aircraft, as well as the impact of terrorism. Thus, JAA, in conjunction with FAA and FDOT, have identified key issues specific to Craig Airport that need to be addressed in this master plan update: These issues include, but are not limited to the following:

- Evaluate primary runway length requirements, runway safety area standards, and future airfield capacity;
- Evaluate long-term development options and provide infrastructure improvements to accommodate safety, security and aircraft demand;
- Evaluate potential noise impacts and provide recommendations for airfield noise abatement options;
- Maximize use of available property and airside access to general aviation facilities;
- Evaluate existing pavement conditions and develop a pavement management plan that maximizes pavement life and funding over time; and
- evaluate and recommend ground access improvements, if needed, to existing and future airport development areas

The preceding list is not intended to be an exhaustive delineation of issues but it does present an overview of the key considerations that were included in this Master Plan update. By addressing these and other issues, this Master Plan developed an action plan to address current and future aviation demand at CRG and to improve the quality of life in the surrounding community.

## 1.4 Goals and Objectives

The primary goal of this study is to provide JAA and airport management with guidelines related to future operations and improvements at the Craig Municipal Airport. In support of this goal, the following objectives were identified for further consideration:

- Identify airside, landside, and airspace improvements, and recommend options that optimize the economic benefits of the airport to the community.
- Enhance the safety, ease, and operational capacity of the airport's landside and airside facilities.
- Identify short-term improvements and optimize short-term funding opportunities.
- Establish an implementation schedule for short, intermediate, and long-term improvements, and ensure that they are financially feasible.
- Ensure that short-term actions and recommendations are consistent with and do not preclude long-range planning options.
- Incorporate the interests of and work closely with the public and governmental entities during the planning process.
- Remain sensitive to the overall environmental characteristics and issues in areas surrounding the airport.
- Coordinate with other related planning studies developed by the airport, government bodies, or community groups.

In addition, this document provides the guidance to satisfy the aviation demand in a financially feasible and responsible manner, while at the same addressing the community issues and formulating a realistic development program that will satisfy the airport's needs.

## 1.5 Regulatory Guidelines

This Master Plan is prepared in accordance with Federal Aviation Administration (FAA) Advisory Circulars *AC 150/5370-6B Airport Master Plans* and *AC 150-5300-13, Change 9 Airport Design*, in conjunction with the FDOT's *Guidebook for Airport Master Planning* and other related standards. Furthermore, current guidance will be incorporated from the FAA Airports District Office (Orlando), FDOT Aviation Office, JAA, and other local government agencies. City, county, regional, state and national planning efforts were considered in the development of the Master Plan Update in an effort to provide management and related organizations with a program which includes all related planning and development through the twenty year planning period.

In addition, in order to assist JAA in evaluating environmental factors that may impact future development at CRG, national, state and local legislation was considered (See Appendix B,

Regulatory Guidelines). This overview of regulatory guidelines will assist the sponsor and the planning consultant in developing alternatives that are tailored to the airport's size, unique setting and operating environment while also considering the airport's environmental setting, the identification of environmentally related permits and the potential impacts of recommended development projects. An in-depth analysis of existing environmental conditions at CRG is provided in **Chapter Two**, *Inventory of Existing Conditions*.

## 1.6 Master Plan Process

This Airport Master Plan provides a step-by-step outline of the development actions required to maintain the airfield facilities. This process is defined by the FAA but allows the planning process to be responsive to airport and community specific needs and issues. To accomplish the objectives previously identified, the study team completed the following tasks:

- Conducted an inventory of the existing documents related to CRG, the physical facilities, the demographics of the airport service area, and the airport environment.
- Collected historical operational data, conducted tenant interviews, and forecasted aviation activity through the year 2026.
- Evaluated and compared the airfield, landside and terminal capacity based upon expected aviation activity.
- Determined the airfield, landside and terminal facilities required to meet the forecast demand.
- Developed and evaluated alternative methods to meet the facility requirements of the airfield, landside and terminal.
- Created a concise Airport Layout Plan (ALP) drawing set reflecting the proposed improvements through the year 2026.
- Compiled a schedule of the proposed improvements including cost estimates and phasing.

Additionally, this study process considered the recommendations of the recently completed FAR Part 150, Noise Compatibility Study, related to needed capital improvements which were incorporated into this Master Plan Update.

Overall, the Master Plan should provide the sponsor with a comprehensive overview of the airport's needs over the next twenty years, including issues related to the timing of proposed development, costs for this development, methods of financing, management options, and a clear plan of action. The product of this process includes a Capital Improvement Program for future development of CRG. Also, a financial analysis leading to the development of a Financial Plan was conducted by LPA with CRG staff coordination. Implementation of the study recommendations will begin following FAA and FDOT review of the ALP

The Master Plan is a written articulation and graphical representation of the ultimate conceptual development of the Airport over the course of the planning period. Though many changes are likely to take place before facilities are designed, approved, and constructed, an approved Airport Layout Plan is essential for an airport to qualify for and receive federal and/or state assistance, and will prove as an invaluable guide for management decisions. The steps that will be followed during the development of the Airport Master Plan are illustrated in **Figure 1-1, Steps in the Master Planning Process**.

## **1.7 Key Participants and Public Involvement**

As part of the master plan process, key participants associated with development at CRG were asked to participate, including JAA Staff, representatives from the on-airport Fixed Base Operators (FBOs), flight school, charter companies and City of Jacksonville Planning. Public involvement was through existing mechanisms including the CACAC and CPAC process.

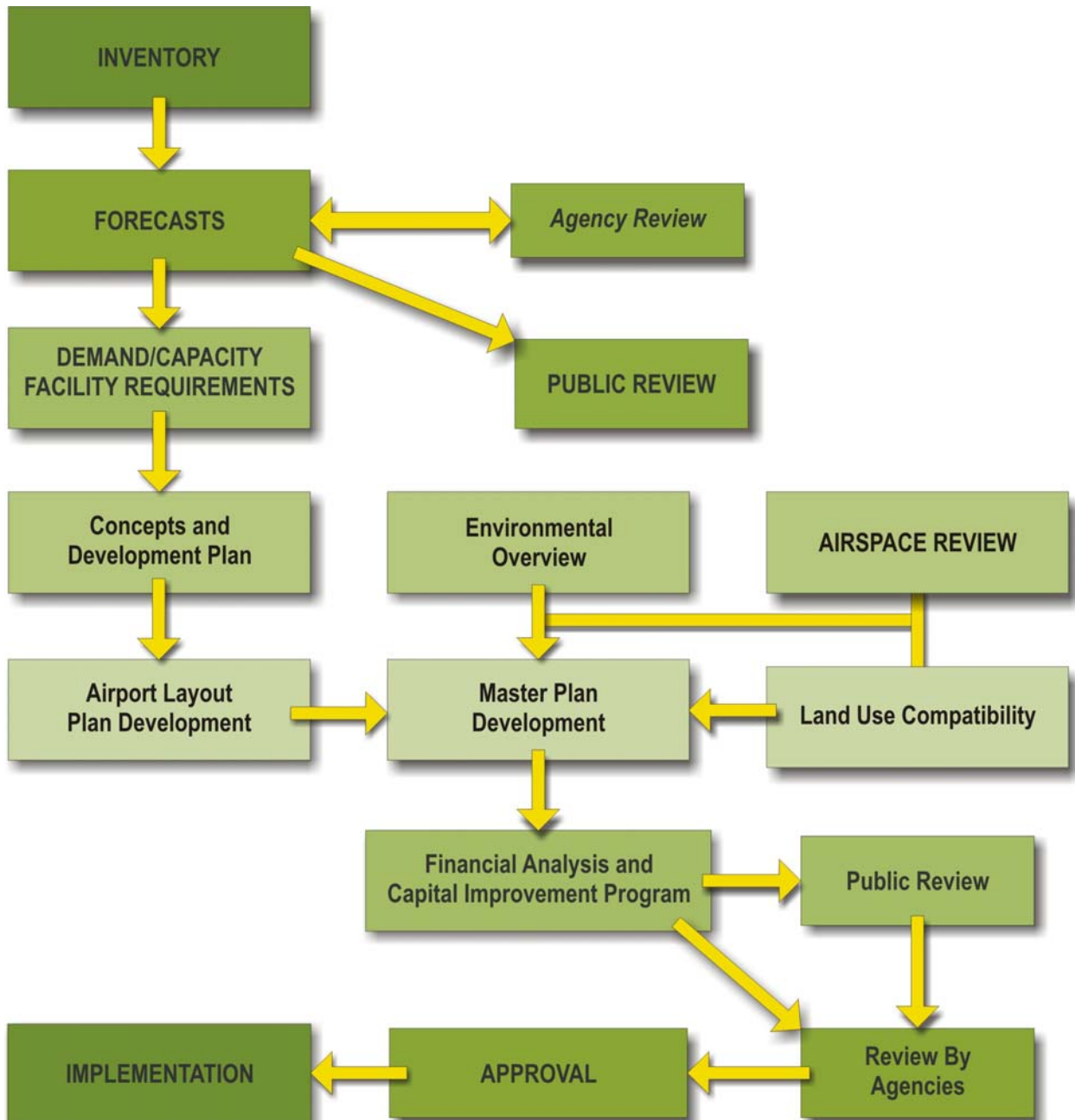
### **1.7.1 Technical Advisory Committee**

The formation of the Technical Advisory Committee (TAC) is critical in the development of a master plan which meets the needs and demands of its users. The Craig Master Plan project includes technical representatives from JAA, airport tenants, as well as City of Jacksonville planning personnel. The TAC is scheduled to meet at least three times throughout the planning process at key sections of the report in order to provide insight and input into the proposed development over the twenty year planning period. Their comments as well as those provided from the general public are included in **Appendix C, Key Participants and Public Involvement**, of this report.

### **1.7.2 Jacksonville Aviation Authority Staff**

Key members of JAA staff will provide input into the proposed development specifically in relation to Craig Airport's role within the Jacksonville aviation system. Further, JAA staff was critical in providing operating and financial data necessary to provide a plausible development plan for the airport over the twenty-year planning period. Input and information received from the Authority was included in **Appendix H, Key Participants and Public Involvement**, of this report.

**Figure 1-1**  
**Steps in the Master Plan Process**



Sources: FAA Advisory Circular 150/5060-6B, Airport Master Plans, and The LPA Group Incorporated, 2007

### **1.7.3 City of Jacksonville Planning**

Planning efforts and previous studies, including 2010 Comprehensive Plan, Airport Zoning and other related documentation associated with the City of Jacksonville Municipal Planning Organization were considered in the evaluation of the Craig Airport operations and proposed development over the twenty year planning period. In order to provide cohesive development between the City of Jacksonville Planning and CRG development, a member of the COJ Planning Organization was invited to participate on the Technical Advisory Committee throughout the planning process.

### **1.7.4 Public Involvement Process**

Throughout this planning process a variety of community and user groups were given an opportunity to provide input. Groups included airport tenants, users, local government officials, community leaders, CRG's standing Airport Advisory Committee, and the general public. At the beginning of this study, a brochure was produced and distributed to interested parties giving an overview of this process and instructions on how to provide the study team with comments. This information was also made available via the airport's website. The City Council of Jacksonville was briefed near the end of this study period, allowing the Council an opportunity to provide feedback. At the conclusion of the study, a public workshop was held to receive comments from interested citizens on the proposed development plan. Throughout this process coordination with airport staff occurred to ensure the study reflected the stated goals and objectives

## **1.8 Summary**

While the outlook for aviation over the next twenty years and what impact it will have on Craig Municipal Airport remains to be seen, it is anticipated that aviation will continue to grow as a major component of the transportation industry nationally, in Florida, and in the Jacksonville vicinity. A key factor in CRG's future success depends upon determining the viability of the present airfield and terminal facilities to meet demand well into the future, which is the major goal of this Master Plan. This process also provides the forum for discussion and establishment of links between community and airport goals. Thus, this Airport Master Plan should serve as a guide to decision makers, users, and the general public relative to realistic and achievable development that is in line with both airport and community objectives.