

From: [Whitney, Donna](#)
 To: erw@sgj-airport.com; [Andrew Holesko](#); [Chris Johnson](#)
 Cc: [Cloud, Barbara](#); [Hatim, Abdul](#)
 Subject: FW: Northeast Florida Regional Airport Draft Master Plan and ALP Review
 Date: Friday, September 20, 2019 1:48:10 PM

Please see below review comments from Abdul in our FDOT Central Office regarding the airport's Master Plan & Airport Layout Plan.

Thanks,

Donna Whitney
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From: Hatim, Abdul
 Sent: Thursday, September 19, 2019 4:44 PM
 To: Cloud, Barbara <Barbara.Cloud@dot.state.fl.us>; Whitney, Donna <Donna.Whitney@dot.state.fl.us>
 Cc: CO-AVCO <CO-AVCO@dot.state.fl.us>
 Subject: Northeast Florida Regional Airport Draft Master Plan and ALP Review

Barbara/Donna,

FDOT ASO Central Office (CO) has completed a technical review of the Northeast Florida Regional Airport Draft Master Plan and Airport Layout Plan (ALP) Update per FDOT Procedure 725-040-100 and the Guidebook for Airport Master Planning. The purpose of this review is to determine if the draft narrative and ALP drawings are consistent with federal and state standards and guidelines and that the development depicted is consistent with the Florida Aviation System Plan (FASP). Please note that this is **not** the final review of the master plan and ALP. Final review will be accomplished once all FDOT comments and FAA comments have been adequately addressed.

1. FDOT Guidebook and Procedure Elements:

Element	Included
Narrative	Yes
Goals and Objectives	Yes
Public Involvement	Yes
Environmental Overview	Yes
Existing Conditions	Yes
Aviation Forecasts	Yes
Facility Requirements	Yes
Development and Evaluation of Alternatives	Yes
Airport Layout Plans (ALP)	Yes
Facilities Implementation Plan (CIP)/ Financial Feasibility Analysis	Yes

2. Technical Review Comments, Corrections, and Recommendations:

The information provided in the draft documents appears plausible for the level of detail and scope. The following comments, corrections, and recommendations, summarized in the following table, are provided below for consideration:

Item #	Section/Page #	Comment
1	2.2.2	Chapter 2: Inventory of Existing Conditions – Section 2.1.2 Taxiway D (Page 35 of the pdf) there appears to be a typo in the paragraph it says “..Taxiway D, meet B-I separation at the existing 20-foot separation from runway centerline to taxiway centerline.” A 20 foot separation from runway centerline to taxiway centerline is not consistent with requirements set forth in FAA AC 150/5300-13A.
2	3.1	Change Florida Continuing State Aviation Activity System Plan (CAASP), Florida Continuing State Aviation System Plan and Florida State Aviation System Plan to Florida Aviation System Plan (FASP).
3	4.2.3.8	Chapter 4: Demand/Capacity Analysis & Facility Requirements – Section 4.2.3.8 Obstacle Free Zones under the recommendations section, another recommendation should be added to submit an FAA Form 7460 to study the fence and road for the FAA to conduct aeronautical studies to determine if these objects are a hazard. These objects are penetrations to both the Part 77 Primary Surface and the Obstacle Free Zone for Runway 13/31. Thus, Runway 13/31 does not appear to meet FDOT airport licensing standards
4	5.2.1.2	Chapter 5: Airport Development Alternatives – Section 5.2.1.2. Runway 6-24 preferred alternative proposes an extension of Runway 6/24 and obtaining non-precision instrument approaches for each runway end. Adding non-precision instrument approaches will change the FDOT airport licensing standards applicable for that runway and will increase the width of the required primary surface. The airport sponsor should ensure that the runway will meet licensing standards once non-precision instrument approaches are added.
5	ALP	Sheet 14A & 14B: Runway 06 does not appear to currently meet FDOT airport licensing standards for maintaining a clear 20:1 approach slope. Also, Runway 06 does not appear that it will meet licensing standards for the future when non-precision instrument approaches are added. It appears that there are poles that will be captured in the wider approach surface. These poles should be removed and/or lowered, or a displaced threshold should be established to meet the required clear 20:1 slope
6	ALP	With regard to Runway 6 it appears to be in violation of s. \$77.19 Civil airport imaginary surfaces . The civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end. It needs to comply with what is planned not just existing.

Overall, the plan was well written and clear to understand. Based on the review, CO recommends conditional acceptance of the Northeast Florida Regional Airport Draft Master Plan and conditional approval Airport Layout Plan Update with the following conditions noted:

1. All corrections and comments, as shown in the table above, have been sufficiently addressed via written response.
2. All projects associated with the future recommended development scenarios must be included in the JACIP along with the appropriate project justification.
3. Any discrepancies, if applicable, as noted per the most recent FDOT Airport Licensing Inspection, will be sufficiently addressed in the future.
4. Any projects related to the mitigation of existing and/or future obstructions will be added to the JACIP along with the appropriate project justification.
5. Request an electronic copy of the FAA-approved (stamped) ALP be sent to CO once complete.

A final acceptance and approval letter will be issued upon receipt and acceptance of the final deliverables. Please note that conditional acceptance of the plan does not constitute or imply any assurance or commitment on the part of FDOT to approve any pending or future application for state aviation funding. If you have any questions, please feel free to contact me at (850) 414-4504.

Respectfully,

Abdul Hatim, Ph.D.

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