

Planning Department's Proposal  
Resolution 2007-1240

**TRANSPORTATION ELEMENT**

**GOAL 8**

**Airport facilities shall be developed in an environmentally and economically sound manner which accommodate and encourage all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational. Provide the transportation infrastructure necessary for NAS Cecil Field to become a major, diversified multi-modal manufacturing, warehousing, distribution and transportation center.**

**Issue: Facilities to Meet Existing and Future Aviation System Demand**

The City of Jacksonville's airports were analyzed as part of the Florida Department of Transportation Continuing Florida Aviation System Planning Process (CFASPP) for Northeast Florida. The CFASPP performed an extensive inventory of existing aviation facilities and determined both existing and future aviation system demands on those facilities.

It is the responsibility of the Jacksonville Airport Authority (JAA) to determine when additional facilities will be required to meet increased system demand. Funding for these improvements is primarily from the federal and state governments. However, their degree of participation is tied to matching local funds. Therefore, the ability of JAA to meet aviation system demands is based to a significant degree on the amount of support the City of Jacksonville gives to these efforts.

**Objective 8.1 The City shall coordinate its comprehensive planning process, including subsequent amendments to the 2010 Comprehensive Plan, with the airport master plans for Jacksonville International, Craig, and Herlong Airports being developed by the Jacksonville Port Authority and with any ports, aviation or related facilities plans of the U.S. Army Corps of Engineers, the Federal Aviation Administration, the Metropolitan Planning Organization for the Jacksonville Urbanized Area, and military services, as well as with any resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, the Florida Department of Transportation Five-Year Work Program and the Continuing Florida Aviation System Planning Process, as adopted, in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and future demand for aviation facilities and services consistent with all of the above plans.**

## Policies

- 8.1.1 The City shall support development plans for Jacksonville International Airport which further enhance its role as the primary commercial passenger and cargo airport in Northeast Florida and as a site for general aviation, military and recreational aviation activities.
- 8.1.2 The City shall support the designation of Herlong Airport to serve general aviation traffic as its primary purpose.
- 8.1.3 Upon the conclusion of existing, on-going airport master plan studies concerning the necessity of a fourth airport, the City shall review and take under consideration, the recommendations made.
- 8.1.4 The City shall continue to support the maintenance of Craig Airport in its current role as a General ~~Utility~~ Aviation Reliever Airport to JIA; ~~provided, however, that no further expansion of its runways shall be permitted.~~
- A. The Jacksonville Aviation Authority shall continuously implement the Federal Aviation Administration's approved Part 150 Noise Compatibility Program and the JAA safety improvement program for Craig Airport. JAA will continue to develop and monitor an FAA-approved noise abatement program that will minimize flights over residential areas. It shall be a requirement of the noise abatement program that the 2020 noise contours for an extended runway as included in the Part 150 Study (Exhibit 14-3) shall not be exceeded in the future, and JAA shall provide an annual monitoring report to the Planning and Development Department to show the monitoring results. Such results shall be available to the public and posted on the City's website. Any residence located in the most recently updated noise impacted area as defined by the FAA will be eligible for purchase by JAA in accordance with FAA policies and procedures for purchase of property for noise compatibility purposes at fair market value. The Planning and Development Department, based off data provided in the annual monitoring report that indicate current noise contours are being exceeded, may direct the JAA to conduct a Part 161 Study (Notice and Approval of Airport Noise and Access Restrictions) to limit noise and/or operational access in a manner that maintains the noise contours as given in the May 22, 2007 FAA approved Part 150 Study.
- B. The City will amend the Part 10 Noise Disclosure Boundary surrounding Craig Airport to reflect changes to the noise contours once the extension is in operation.
- C. Runway 14 -32 shall not exceed 6,000 ft in length and any extension shall be added to the southeast and must include "1,000 foot displaced thresholds" on each end of the extended runway. No other runway or runway extension shall be permitted.

- D. JAA will not apply to FAA for an FAR Part 139 certificate for Craig Airport to serve as a certificated commercial service airport, and may not be altered to become a C-III or higher airport, as defined in FAA's Advisory Circular 150/5300-13 CHG 10. Certified gross weight of 60,000 lbs (dual gear) shall be the maximum certified gross weight for all aircraft operating at Craig Airport.
- E. The JAA will continue to meet with a Craig Airport Citizen's Advisory Committee on a quarterly basis, at a minimum, to discuss future planning and development issues.

8.1.5 The City should support the JAA in the implementation of plans and policies which will enable it to provide sufficient airport-related facilities at the City's airports which meet the constrained demands for services and facilities as forecast in the 2010 Comprehensive Plan and which meet the goals, objectives, and performance criteria of CFASPP.

8.1.6 The City shall continue to participate in the comprehensive planning process for CFASPP; coordinate aviation facility capacity enhancements with the CFASPP and the MPO Transportation Improvement Program; and review aviation facility plans for compliance with the Future Land Use, Conservation and Coastal Management, and Transportation elements of the 2010 Comprehensive Plan.

8.1.7 The City shall work with the JAA to assist in funding and coordinating the planning and development of a City-wide constrained development program which has the full participation of concerned military authorities.

8.1.8 The City shall amend the 2010 Comprehensive Plan as necessary to incorporate additional data and analysis generated as a result of the completion of the airport master plans for Jacksonville International, Craig, and Herlong Airports and to facilitate the implementation of these master plans and any subsequent revisions; ~~provided, however, that said amendments shall not have the effect of requiring the approval of the expansion of runways at Craig Airport.~~

8.1.9 The Jacksonville Airport Authority (JAA) has developed the Jacksonville International Airport (JIA) Master Plan containing standards for accessibility and services to the elderly and handicapped. All future buildings at JIA must be constructed in accordance with the provisions and standards identified in the Master Plan.