

Appendix B

FAA/FDOT Correspondence and Related Data

Appendix B: FAA/FDOT and Related Data

Copies of correspondence and data relevant to the preparation of the Master Plan Update and the Airport Layout Plan set are included in this appendix for future reference. These items include the following:

- Herlong Airport Forecasts - Copy of FAA letter dated 2005 providing written review comments and approval of the aviation forecasts through the year 2025.
- Working Paper I - Copy of FAA-Airport District Office (ADO) comments regarding data provided in Working Paper I dated .
- Working Papers II and III- Copy of FAA-ADO comments and correspondence regarding data provided in Working Paper II and III dated .
- Working Paper IV and Final Draft - Copy of FAA-ADO comments and correspondence regarding data provided in Working Paper IV and Final Draft



U.S. Department
of Transportation
**Federal Aviation
Administration**

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5003
Phone: (407) 812-6331 Fax: (407) 812-6978

April 11, 2006

Mr. H.E. "Chip" Seymour, A.A.E.
Assistant Director
Planning Department
Jacksonville Airport Authority
P.O. Box 18018
Jacksonville, FL 32229-0018

Dear Mr. Seymour,

RE: Herlong Airport, Jacksonville, Florida
Approval of Master Plan Forecast

The Airport Master Plan forecast, transmitted by your consultant's March 10, 2006, letter of transmittal, is within 10 percent of the Federal Aviation Administration (FAA) Terminal Area Forecast (TAF). Therefore, we concur with its use in the remainder of your current master planning efforts.

If you have any questions, please feel free to contact me at (407) 812-6331, ext. 122.

Sincerely,

Rebecca R. Henry
Program Manager
Planning and Compliance

cc:

Tricia Fantinato, the LPA Group, Inc, Tampa

Received

APR 17 2006

Planning and Development



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822-5024
Phone: 407-812-6331

May 11, 2006

Mr. Chip Seymour, C.M.
Senior Manager, Planning
Jacksonville Airport Authority
Jacksonville International Airport
P.O. Box 18018
Jacksonville, FL 32229-0010

Received
MAY 15 2006
Planning and Development

Dear Mr. Seymour:

RE: Herlong Airport (HEG)

We received your consultant's responses to our January 5, 2006 comments on Working Paper #1 for the Herlong Airport Master Plan. In response to our concerns of on-airport residential development, your consultant has indicated that this residential use would not be on airport property. Rather, JAA would sell a portion of airport property to a private party to create this development, and JAA would work with the Federal Aviation Administration (FAA) to divest itself of this property. We assume that you intend to grant this development "through-the-fence" access to Herlong Airport.

As you are aware, the FAA strongly discourages "through the fence" operations, especially those including residential land uses. Through the fence agreements may present many challenges to the sponsor, including:

- Placing contractual and legal encumbrances or conditions on the airport property.
- Limiting the airport's ability to ensure safe operations in both movement and non-movement areas.
- Potentially creating unjustly discriminatory conditions for those entities operating "inside the fence", and effectively granting an exclusive right to the "through the fence" operator.
- Possibly affecting the airport's ability to be self-sustainable.
- Weakening the airport's ability to remove and mitigate hazards and incompatible land uses.
- Making it more difficult for an airport sponsor to implement future security requirements that may be imposed on airports.

If an airport sponsor chooses to grant "through the fence" access, the sponsor must ensure that its decision will not result in a violation of its Federal obligations, at present or in the future. It has been the FAA's experience that airport sponsors often find it difficult to correct violations of the grant assurances that result from "through the fence" operations.

Residential airparks adjacent to federally obligated airports are also strongly discouraged by the FAA. Residential units, even those collocated with an aviation hangar, can become problematic for the airport sponsor.

In closing, please be advised that this office would not consider the release of obligated airport property for the construction of a through-the-fence residential development adjacent to Herlong Airport.

Sincerely,



Rebecca R. Henry
Program Manager
Planning and Compliance

cc:
Tricia Fantinato, LPA Group, Inc., Tampa

September 24, 2007

Ms. 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: Herlong Airport (HEG)
Airport Layout Plan (ALP) and Master Plan Update
Response to Comments and Second FAA Submittal**

Dear Ms. Henry:

Thank you for your comments on the Herlong Master Plan Update dated June 15, 2007. After reviewing both the Florida Department of Transportation (FDOT) and Federal Aviation Administration (FAA) comments, the Jacksonville Aviation Authority with the support of the LPA Group has addressed and incorporated these recommendations into both the narrative report and airport layout plan (ALP) set.

For your records, we have enclosed the responses to both FDOT and FAA comments as well as the requested five ALP sets for FAA circularization. Once we receive final FAA comments, we will provide one GBC bound narrative report and 12 to 14 ALP sets for your signature.

Please if you have any questions or need any additional information, do not hesitate to contact either Phil Jufko or myself at (813) 889-3892. Thank you for your assistance and consideration in this matter.

Respectfully,



Tricia Fantinato
Manager, Aviation Planning

Enclosures: Response to FAA Comments
Response to FDOT Comments
Five copies of Airport Layout Plan
Completed Southern Region Checklist

CC: Chip Seymour, JAA
Todd Lindner, JAA



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450
June 15, 2007

STEPHANIE KOPELOUSOS
SECRETARY

Mr. Gene Lampp
District Aviation Specialist, District - 2
2198 Edison Avenue
Jacksonville, Florida 322204

Re: Herlong Airport Master Plan and Airport Layout Plan (ALP) Update

Dear Mr. Lampp:

We have reviewed the above referenced Herlong Airport Master Plan and ALP Update. This airport master plan and ALP update can not be approved as presented. The following comments must be addressed in a revised submittal for review and approval by the Aviation Office:

1. Scope of Service for this master plan and ALP update was not submitted for review by the Aviation Office. According to the Airport Master Plans procedure No. 725-040-100-d, 2.4, a copy of the Scope of Work for this airport master plan update must be submitted for review and acceptance by the Aviation Office.
2. Provide a copy of the FAA checklist for the ALP update.
3. Table 7-3, Short-Term Capital Improvement Plan: The District 2 office must assess whether funds (states share) available for Herlong Airport in the FDOT Work Program. Otherwise this plan is not financially feasible.
4. Per the ALP, Sheet 11 of 11, the Runway 7 RPZ and Runway 25 RPZ extends off airport property. The Department should encourage the airport to purchase the RPZ. An aviation easement may appear to control the RPZ off airport property. However, the RPZ should be on airport property in order to effectively control long term land use. The airport should include planning to correct this deficiency and or provide further explanation and justification.
5. Please provide electronic copy of the final airport master plan and ALP.

RECEIVED
JUN 19 2007

Mr. Gene Lammp
Herlong Airport
June 15, 2007
Page 2

Note: You have mentioned over the phone that the airport sponsor intends to extend Runway 7 by 1000 feet, instead 500 feet extension proposed in the master plan and ALP. This master plan and ALP update must justify the need for 1000 feet extension of Runway 7. It may cause substantial revision of this master plan and ALP update.

Again, the comments contained above in this review must be addressed in a revised submittal for review and approval by the Aviation Office.

We appreciate the opportunity to review the airport master plan and ALP update. Should you have any questions, feel free call me at (850) 414-4504.

Sincerely,



Abdul Hatim

Airport Planning Manager

cc: Mr. Aaron Smith, FDOT, Aviation Development Administrator
Mr. David Roberts, FDOT, Airport Inspection and Safety Manager



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS
SECRETARY

2198 Edison Avenue
Mail Station 2813
Jacksonville, Florida 32204-2619

(904) 360-5667
(904) 360-5649 Fax

May 31, 2007

Mr. Todd Linder
Planning, Grants and Environmental Administrator
Jacksonville Aviation Authority
P. O. Box 18018
Jacksonville, Fl. 32229-0018

RE: HERLONG MASTER

Dear Mr. Linder,

The Florida Department of Transportation (FDOT) District 2 Aviation requires that the following areas be addressed before we can complete our review of the Master Plan for the Herlong Airport.

1. The extension of runway 7-25, according to Mr. Linder, is going to be 1,000 feet. The correct size of the extension needs to be shown on the Airport Lay out Plan (ALP) and the correct cost needs to be in the Master Plan for a 1,000 feet extension.
2. Residential fly-in community needs to be shown on the ALP, or how it will connect into the airport if built on property adjacent the airport.
3. East Commerce Park Development access road shown in the Master Plan does match the access road shown on the ALP.
4. The Blimp hangar and apron is scheduled to be constructed in 2010. When will the access road to the Mid-Field development need to be funded and constructed?

Sincerely,

Gene Lampp
District Aviation Specialist

Michele Stephens - Re: Fwd: Herlong Master Plan

From: <rolandjr.luster@dot.state.fl.us>
To: "Chip Seymour" <CSeymour@jaa.aero>
Date: 6/1/2005 2:41 PM
Subject: Re: Fwd: Herlong Master Plan
CC: "Michele Stephens" <MStephens@jaa.aero>

Chip,
 The Florida Department of Transportation (FDOT) gives concurrence for the scope of work for the Herlong Airport Master Plan Update. I am unable to approve and add the additional \$10,000.00 you requested for this JPA at this time.

Roland C. Luster
 Aviation and Ports Administrator
 Phone (386) 961-7855, Suncom 881-7855
 FAX (386) 758-3766 / Email: roland.luster@dot.state.fl.us

"Chip Seymour"
 <CSeymour@jaa.aer
 o> To
 <rolandjr.luster@dot.state.fl.us>
 05/23/2005 04:16 PM cc
 "Michele Stephens"
 <MStephens@jaa.aero>
 Subject
 Fwd: Herlong Master Plan

I don't believe we have received concurrence on this project yet. We have received the FAA grant and need FDOT concurrence before we can begin the project. The Work scope was inadvertently left out of the original e-mail and the fee is the last three pages of the work scope file in the original e-mail.

----- Message from "Chip Seymour" <CSeymour@jaa.aero> on Thu, 07 Apr 2005 18:19:51 -0400 -----

To: "Roland Luster" <rolandjr.luster@dot.state.fl.us>, "Richard Owen" <Richard.Owen@faa.gov>

cc: "Aimee Clancy" <AClancy@jaa.aero>, "Bob Simpson" <BSimpson@jaa.aero>, "David Dunkley" <DDunkley@jaa.aero>, "Derek Powder" <DPowder@jaa.aero>, "Michele Stephens" <MStephens@jaa.aero>, "Valerie Pittman" <VPittman@jaa.aero>, "Barbara Compton" <BCompton.JIA.JPA@jaxairports.org>

Subject Herlong Master Plan

Attached is our Application for FAA AIP assistance under FAA Grant 3-12-0034-011-2005 (pending).

Roland the attached scope and fee is included for your concurrence under FDOT Grant 409966-1. This grant currently only has \$10,000 in funding. We request an additional \$10,000 be added to the grant from our roll-over funds when those funds become available in August of 2005 or from other FDOT resources if available now. JAA has the cash resources to cover all local share costs if necessary. (See attached file: Herlong Master Plan Grant Application scope and fee Scope and FEE.tif) (See attached file: MP Proposal from LPA.tif)



Runway Data Details

Find:

OE/NRA Case

Data

Search Airport

Airport Data

Airport Audit Log

Reports

Airport Data: HEG

Airport ID: HEG
Name: HERLONG
City: JACKSONVILLE
Site Type: Airport
Airport Ownership: Public
Facility Use: Public
Airport Latitude: 30-16-40.04 N NAD 83
Airport Longitude: 81-48-21.41 W NAD 83
Existing / Proposed: Existing
ARP Position Source: Existing
Magnetic Hemisphere: W

ALP Date:
Site Number: 03250.*A
State: FL
Airport Elevation: 87
OC Chart:
Quad:
Data Source: NASR
Status: CURRENT
ARP Position Date:
Magnetic Variation: 3 degrees

Runway Data:

ID: 07
Heading: 65
Latitude: 30-16-34.91 N
Longitude: 81-48-53.66 W
Approach Category: A(V) - Utility (Visual)
Elevation: 74
Approach Lights:
Extension: 0
Length: 4000
Width: 100
Surface: Hard
Proposed / Existing: Existing

NASR
 07
 65
 30-16-34.91 N
 81-48-53.66 W
 A(V) - Utility (Visual)
 74

Opp. NASR
 25
 245
 30-16-51.84 N
 81-48-12.4 W
 A(NP) - Utility (Non-Precision)
 80.7

User
Proposed
Opp. Proposed

Vasi:
Data Source: NASR
Runway Elevation Source: AVN
Runway Elevation Date: 03/12/2007
Runway Position Source: NACO
Runway Position Date: 03/26/1997
Update: 07 25

Cancel

Runway Data Details

Runway Elevation Source:	AVN	NACO
Runway Elevation Date:	03/12/2007	03/26/1997
Runway Position Source:	NACO	NACO
Runway Position Date:	03/26/1997	03/26/1997

Update: 11 29

Cancel



Runway Data Details

Find:

Search Airport Airport Data

Airport Data: HEG

Airport ID: HEG
Name: HERLONG
City: JACKSONVILLE
Site Type: Airport
Airport Ownership: Public
Facility Use: Public
Airport Latitude: 30-16-40.04 N NAD 83
Airport Longitude: 81-48-21.41 W NAD 83
Existing/Proposed: Existing
ARP Position Source: Existing
Magnetic Hemisphere: W

ALP Date:
Site Number: 03250.*A
State: FL
Airport Elevation: 87
OC Chart:
Quad:
Data Source: NASR
Status: CURRENT
ARP Position Date:
Magnetic Variation: 3 degrees

Runway Data:

ID:	Heading:	Latitude:	Longitude:	Approach Category:	Elevation:	Approach Lights:	Extension:	Length:	Width:	Surface:	Proposed/Existing:	Vasi:	Data Source:
	07R	30-16-35.77 N	81-48-53.02 W	A(V) - Utility (Visual)	74			3100	75	Hard	Proposed		OE_USER
	25L	30-16-48.9 N	81-48-21.07 W	A(V) - Utility (Visual)	80			3100	75	Hard	Proposed		OE_USER

Handwritten signature

Runway Elevation Source:
Runway Elevation Date:
Runway Position Source:
Runway Position Date:

Update:

07R

25L

Cancel



Runway Data Details

Find:

OE/NRA Case Tools

Data Reports Options

Search Airport Airport Data Airport Audit Log Reports

Airport Data: HEG

Airport ID: HEG
Name: HERLONG
City: JACKSONVILLE
Site Type: Airport
Airport Ownership: Public
Facility Use: Public
Airport Latitude: 30-16-40.04 N NAD 83
Airport Longitude: 81-48-21.41 W NAD 83
Existing/Proposed: Existing
ARP Position Source: Existing
Magnetic Hemisphere: W

ALP Date:
Site Number: 03250.*A
State: FL
Airport Elevation: 87
OC Chart:
Quad:
Data Source: NASR
Status: CURRENT
ARP Position Date:
Magnetic Variation: 3 degrees

Runway Data:

ID:	NASR	Opp. NASR	User	Opp. User	Proposed	Opp. Proposed
11	29					
Heading:	109.6855	289.704				
Latitude:	30-16-42.08 N ✓	30-16-30.38 N ✓				
Longitude:	81-48-26.97 W ✓	81-47-49.28 W ✓				
Approach Category:	A(V) - Utility (Visual)	A(V) - Utility (Visual)				
Elevation:	85.3	83.8				
Approach Lights:	<i>SURVEY (86.7)</i>					
Extension:	0	0				
Length:	3500*	3500*				4000
Width:	100	100				
Surface:	Hard	Hard				
Proposed/Existing:	Existing	Existing				
Vasi:						
Data Source:	NASR	NASR				

From: Rebecca.Henry@faa.gov
Sent: Friday, June 23, 2006 4:20 PM
To: Fantinato, Tricia
Subject: Herlong Airport Working Paper 2

Tricia,

A few comments for you which should be easy enough to incorporate into the final Master Plan--

1. Runway 7-25 appears to be the runway eligible for FAA funding based on wind data (no action necessary).
2. The critical aircraft does not appear to be specified.
3. A reminder, specific runway safety area information will be required to complete an RSA determination file.

Thank you,
Rebecca Henry
Orlando Airports District Office



U.S. Department
of Transportation
**Federal Aviation
Administration**



Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822-5003

Phone: (407) 812-6331

Fax: (407) 812-6978

May 11, 2007

Mr. Chip Seymour
Senior Manager, Aviation Planning
Jacksonville Aviation Authority
P.O. Box 18018
Jacksonville, FL 32229-0018

Dear Mr. Seymour:

RE: Herlong Airport, Jacksonville, Florida
Draft Airport Layout Plan

We received your draft Airport Layout Plan (ALP) as submitted by your consultant, LPA Group, on April 27, 2007. The following comments should be incorporated into the final ALP:

- Contrary to information provided on the ALP Checklist, there is no Runway Safety Area (RSA) Determination for Herlong Airport on file with the FAA. An RSA Determination will be made from the information provided on the ALP and in the Airport Master Plan. The RSA determination will document the existing RSA condition and, if necessary, determine the practicability of standardizing the RSA.
- According to the scope for this project, wind data was to be obtained through NCDC, and the cost was factored into the fee. The wind data presented was dated 1989-1998, and from Cecil Field. Was this the most current and applicable data available from NCDC?
- In accordance with FAA airport design standards set forth in Advisory Circular 150/5300-13, the centerline of Runway 7U-25U should be located 700 feet from the existing centerline of Runway 7-25.
- We note that 2006-ASO-497-NRA (fuel tanks), as well as 2004-ASO-359-NRA (perimeter fence off end of Runway 29), are not shown on the ALP. They should either be shown as either existing or future facilities.
- Please provide documentation on the calculation of future declared distances and verify their accuracy.
- The runway end elevation of both runways, as well as the runway end coordinates of Runway 7-25, do not match data in the FAA' database (as attached). If a survey was recently completed, please forward documentation to that affect to this office and we will update our files. Otherwise, ALP data must match the FAA database.

- The Future RPZ of Runway 25 will encompass an incompatible land use (a church, and possibly homes?) However, this does appear to be airport property. FAA will expect the sponsor to remove any incompatible land uses prior to any upgrades to the runway.
- The runway end number of Runway 7 does not appear to be correct.
- At Herlong Airport, during IFR conditions, Runway 25 is acceptable for use 91% of the time. A future MALSR is shown for Runway 25. The sponsor may wish to consider the cost-benefit of having an approach lighting system on this end.
- The Airport Airspace Drawing should be presented in 1'=2,000' scale, as requested in the FAA checklist. The drawing presented is extremely difficult to read.
- There are several obstructions shown on the plan and profile sheets that require trimming or removal. When is this maintenance expected?
- The RPZs and other critical surfaces are not visible on the Airport Property Map.
- The Airport Property Map should show the original conveyance from the United States of America as well as any subsequent property acquisitions or releases.

Once you have incorporated these comments into the drawings, you are free to submit five (5) ALP Sets for Agency coordination.

If you have any questions, please feel free to contact me at (407) 812-6331, ext. 122.

Sincerely,

Original Signed By

Rebecca R. Henry
Program Manager
Planning and Compliance

cc: Tricia Fantinato, LPA Group, Tampa



July 20, 2007

PO Box 18018

Jacksonville, FL

32229-0018

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

www.jaa.aero

**Re: Herlong 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 Herlong Airport Master Plan and Airport Layout Plan Update provided in the June 15, 2007 letter. After reviewing the Florida Department of Transportation's (FDOT) comments, the Jacksonville Aviation Authority (JAA) coordinated with the LPA Group to address each recommendation and comment. Please see the responses provided on the following pages. As directed by FDOT, all recommended revisions will be incorporated into the Airport Layout Plan Set (ALP) and narrative report.

If you have any questions or need additional information, please do not hesitate to contact Mr. Chip Seymour at 904/741-2743 or myself at 904/741-2228.

Thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Todd Lindner CM".

Todd Lindner, CM.
Administrator Planning & Development

Cc: Bob Molle – JAA
Chip Seymour – JAA
Izzy Bonilla - JAA
Doug Faour – JAA
Tricia Fantinato - LPA

FDOT Central Office Comments

1. Scope of Service for this master plan and ALP update was not submitted for review by the Aviation Office. According to the Airport Master Plans procedure No. 725-040-100-d, 2.4, a copy of the Scope of Work for this airport master plan update must be submitted for review and acceptance by the Aviation Office.

Response: According to JAA records, the scope of work for the Herlong Master Plan received concurrence on June 1, 2005 as shown in e-mail received from Roland Luster.

2. Provide a copy of the FAA Checklist for the ALP Update.

Response: Checklists were provided. However, once FAA and FDOT comments are incorporated, ALP checklists will be provided with the report and ALP sets for FDOT's final review and approval.

3. Table 7-3, Short-Term Capital Improvement Plan: The District 2 office must assess whether funds (state's share) are available for Herlong Airport in the FDOT Work Program. Otherwise this plan is not financially feasible.

Response: Since the Airport Cash Flow Analysis, **Table 7-10**, denotes that JAA/Herlong Airport will at a maximum receive only \$500,000 per year, two additional tables were added (Financially Feasible Short-Term Capital Improvement Plan and Financially Feasible Mid-Term Capital Improvements) which show FDOT and FAA funding as provided in the current (March 07) JAA Work Program. Projects identified in the Master Plan report to occur within the years 2007-2013 that do not currently have FDOT funding are identified, and are shown as funded through local or private funding. A footnote is included in both tables stating that "FDOT funding will be requested for eligible projects currently not included in the FDOT Work Program".

4. Per the ALP, Sheet 11 of 11, the Runway 7 RPZ and Runway 25 RPZ extends off airport property. The Department should encourage the airport to purchase the RPZ. An aviation easement may appear to control the RPZ off airport property. However, the RPZ should be on airport property in order to effectively control long-term land use. The airport should include planning to correct this deficiency and or provide further explanation and justification.

Response: Based upon remarks from FDOT and at JAA's request, property located within the RPZ of both Runways 25 and 7 are designated to be acquired in 2012 and 2013.

5. Please provide electronic copy of the final airport master plan and ALP.

Response: An electronic copy of the final report and ALP set will be provided to FDOT once approval has been received from both FAA and FDOT.

FDOT Local Office Comments:

1. The extension of Runway 7-25, according to Mr. Lindner, is going to be 1,000 feet. The correct size of the extension needs to be shown on the Airport Layout Plan (ALP) and the correct cost needs to be in the Master Plan for a 1,000 foot extension.

Response: JAA will continue to examine the best length for an extension taking into account the design aircraft and the location of existing lighting as the need for the project is further developed. Based upon our discussion with JAA, the ALP shows the 500 foot runway extension to Runway 7 with 250 foot blast pads/overruns on Runways 7 and 25.

2. Residential fly-in community needs to be shown on the ALP, or how it will connect into the airport if built on property adjacent to the airport.

Response: The Residential Fly-In Community is not recommended. The preferred development focused on developing this parcel of airport property as an industrial/commerce park. Road and airfield improvements shown in both the report and the ALP support this proposed development.

3. East Commerce Park Development access road shown in the Master Plan does match the access road shown on the ALP.

Response: The East Commerce Park Access Road was changed at the request of the client; therefore, LPA will adjust the roadway alignment shown in the graphic provided in **Chapter 5, *Airport Alternatives***, of the report.

4. The Blimp hangar and apron is scheduled to be constructed in 2010. When will the access road to the Midfield development need to be funded and constructed?

Response: Development of the Blimp Hangar is a private project and is dependent upon client demand. Currently there is an unpaved access road that leads to the midfield area that could serve this development until improvements to the South and West Access Road can be undertaken. The improvements

identified for the year 2007 where deferred because there is still no demand that would require the improved road access. Since this is a private development, any additional improvements to the access road will coincide with anticipated midfield aviation development identified in the year 2015 provided demand for these improvements is realized.

Michele Stephens - Re: Fwd: Herlong Master Plan

From: <rolandjr.luster@dot.state.fl.us>
To: "Chip Seymour" <CSeymour@jaa.aero>
Date: 6/1/2005 2:41 PM
Subject: Re: Fwd: Herlong Master Plan
CC: "Michele Stephens" <MStephens@jaa.aero>

Chip,
The Florida Department of Transportation (FDOT) gives concurrence for the scope of work for the Herlong Airport Master Plan Update. I am unable to approve and add the additional \$10,000.00 you requested for this JPA at this time.

Roland C. Luster
Aviation and Ports Administrator
Phone (386) 961-7855, Suncom 881-7855
FAX (386) 758-3766 / Email: roland.luster@dot.state.fl.us

"Chip Seymour"
<CSeymour@jaa.aer
o> To
<rolandjr.luster@dot.state.fl.us>
05/23/2005 04:16 cc
PM "Michele Stephens"
<MStephens@jaa.aero>
Subject
Fwd: Herlong Master Plan

I don't believe we have received concurrence on this project yet. We have received the FAA grant and need FDOT concurrence before we can begin the project. The Work scope was inadvertently left out of the original e-mail and the fee is the last three pages of the work scope file in the original e-mail.

----- Message from "Chip Seymour" <CSeymour@jaa.aero> on Thu, 07 Apr 2005 18:19:51 -0400 -----

To: "Roland Luster" <rolandjr.luster@dot.state.fl.us>, "Richard Owen" <Richard.Owen@faa.gov>

cc: "Aimee Clancy" <AClancy@jaa.aero>, "Bob Simpson" <BSimpson@jaa.aero>, "David Dunkley" <DDunkley@jaa.aero>, "Derek Powder" <DPowder@jaa.aero>, "Michele Stephens" <MStephens@jaa.aero>, "Valerie Pittman" <VPittman@jaa.aero>, "Barbara Compton" <BCompton.JIA.JPA@jaxairports.org>

Subject Herlong Master Plan

Attached is our Application for FAA AIP assistance under FAA Grant 3-12-0034-011-2005 (pending).

Roland the attached scope and fee is included for your concurrence under FDOT Grant 409966-1. This grant currently only has \$10,000 in funding. We request an additional \$10,000 be added to the grant from our roll-over funds when those funds become available in August of 2005 or from other FDOT resources if available now. JAA has the cash resources to cover all local share costs if necessary. (See attached file: Herlong Master Plan Grant Application scope and fee Scope and FEE.tif) (See attached file: MP Proposal from LPA.tif)



July 20, 2007

PO Box 18018

Jacksonville, FL

32229-0018

www.jaa.aero

Ms. 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: Herlong Airport (HEG)
Airport Layout Plan (ALP) and Master Plan Update
FAA Draft Review Comments**

Dear Ms. Henry:

Thank you for your comments on the Herlong Airport Master Plan and Airport Layout Plan Update provided in the June 15, 2007 letter. After reviewing the Federal Aviation Administration's (FAA) comments, the Jacksonville Aviation Authority (JAA) coordinated with the LPA Group to address each recommendation and comment. Please see the responses provided on the following pages. As directed by FAA, all recommended revisions will be incorporated into the Airport Layout Plan Set (ALP) and narrative report.

If you have any questions or need additional information, please do not hesitate to contact Mr. Chip Seymour at 904/741-2743 or myself at 904/741-2228.

Thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Todd Lindner, CM.".

Todd Lindner, CM.
Administrator Planning & Development

Cc: Bob Molle – JAA
Chip Seymour – JAA
Izzy Bonilla - JAA
Doug Faour – JAA
Tricia Fantinato - LPA

1. Contrary to the information provided on the ALP Checklist, there is no Runway Safety Area (RSA) Determination for Herlong Airport on file with the FAA. An RSA Determination will be made from the information provided on the ALP and in the Airport Master Plan Update. The RSA determination will document the existing RSA condition, and, if necessary, determine the practicability of standardizing the RSA.

Response: This was mistakenly checked. Enclosed is an updated ALP Checklist, and the following information has been added: "An RSA determination will be made based upon information contained on the ALP and provided in the Master Plan Narrative".

2. According to the scope for this project, wind data was to be obtained through NCDC, and the cost was factored into the fee. The wind data presented was dated 1989-1998 and from Cecil Field. Was this the most current and applicable data available from NCDC?

Response: Wind data was ordered for this project. A copy of the wind data inventory information is enclosed. Cecil Field wind data from 1989-1998 provided the most up to date information. Wind data provided after 1998 was incomplete and could not be effectively used.

3. In accordance with FAA airport design standards set forth in Advisory Circular 150/5300-13, the centerline of Runway 7U-25U should be located 700 feet from the existing centerline of Runway 7-25.

Response: It was the intent that Runway 7U-25U and the existing 7-25 would be operated as a one runway system with the turf runway providing a better surface for gliders and tail drag aircraft. Thus, simultaneous operations could not occur on Runway 7-25 and 7U-25U. The lesser separation is due to the anticipated environmental impacts associated with providing a separation of 700 feet. Since HEG is a non-Towered airport, a modification to standards is requested and will be identified within the report and on the ALP Data Sheet.

4. 2006-ASO-497-NRA (fuel tanks) as well as 2004-ASO-359-NRA (perimeter fence off end of Runway 29) are not shown on the ALP. They should either be shown as existing or future facilities.

Response: This information has been added to the ALP drawing set as requested.

5. Please provide documentation on the calculation of future declared distances and verify their accuracy.

Response: The 500 feet of additional pavement located beyond the thresholds of Runways 7 and 25 are blast pads and have been marked with chevrons. This pavement is to be designed at a lower strength than the main runway and is provided for safety only. Therefore, the implementation of declared distances is not warranted.

6. The runway end elevations of both runways, as well as the runway end coordinates of Runway 7-25 do not match data in the FAA's database. If a survey was recently completed, please forward documentation to that affect to this office and we will update our files. Other ALP data must match the FAA database.

Response: An updated boundary and clear zone survey was performed by LD Bradley Land Surveyors in December 2005 as identified on ALP Sheet 11, Sheet 2 of Airport Property Map. The coordinates and information provided was incorporated into the Master Plan and ALP documentation. Enclosed is a copy of the survey drawings.

7. The future RPZ of Runway 25 will encompass an incompatible land use (church and possibly homes). However, this does appear to be airport property. FAA will expect the sponsor to remove any incompatible land uses prior to any upgrades to the runway.

Response: The future RPZ property is anticipated to be acquired by JAA and incompatible land uses will be removed once the property is obtained. Please note that Runway 25 will not be upgraded to a precision approach until a cost benefit analysis has been completed, the property has been acquired, and incompatible land use is removed.

8. The runway end number of Runway 7 does not appear to be correct.

Response: The runway end number for Runway 7 is correctly marked on the Airport Layout Plan drawing. However, due to pen point settings, it is rather difficult to read. As a result, this has been corrected.

9. At Herlong Airport, during IFR conditions, Runway 25 is acceptable for use 91% of the time. A future MALS R is shown for Runway 25. The sponsor may wish to consider the cost benefit of having an approach lighting system on this end.

Response: Typically, a precision approach with visibility of less than 3/4 of a mile requires an approach lighting system. Since a precision approach is recommended, a cost benefit analysis will be necessary before installing a MALS and lowering the approach minima on Runway 25.

10. The Airport Airspace Drawing should be presented in 1"=2,000' scale, as requested in the FAA checklist. The drawing presented is extremely difficult to read.

Response: In order to provide full coverage of the 50:1 approach zones proposed for Runway 7 and 25, the Airport Airspace Drawing was split into two sheets with a scale of 1" = 2,000'.

11. There are several obstructions shown on the plan and profile sheets that require trimming or removal. When is this maintenance expected?

Response: According to JAA, tree trimming and removal will occur over the next two years (2007-2009).

12. The RPZ and other critical surfaces are not visible on the Airport Property Map.

Response: The RPZ and other critical surfaces are shown on Sheet 2 of the Airport Property Map. To improve the clarity of these areas, additional identification text and dimensions have been added to the drawing.

13. The Airport Property Map should show the original conveyance from the United States of America as well as any subsequent property acquisitions or releases.

Response: This information was added to the property map as requested.



July 20, 2007

PO Box 18018

Jacksonville, FL

32229-0018

www.jaa.aero

Ms. 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: Herlong Airport (HEG)
Airport Layout Plan (ALP) and Master Plan Update
FAA Draft Review Comments**

Dear Ms. Henry:

Thank you for your comments on the Herlong Airport Master Plan and Airport Layout Plan Update provided in the June 15, 2007 letter. After reviewing the Federal Aviation Administration's (FAA) comments, the Jacksonville Aviation Authority (JAA) coordinated with the LPA Group to address each recommendation and comment. Please see the responses provided on the following pages. As directed by FAA, all recommended revisions will be incorporated into the Airport Layout Plan Set (ALP) and narrative report.

If you have any questions or need additional information, please do not hesitate to contact Mr. Chip Seymour at 904/741-2743 or myself at 904/741-2228.

Thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Todd Lindner, CM.".

Todd Lindner, CM.
Administrator Planning & Development

Cc: Bob Molle – JAA
Chip Seymour – JAA
Izzy Bonilla - JAA
Doug Faour – JAA
Tricia Fantinato - LPA

1. Contrary to the information provided on the ALP Checklist, there is no Runway Safety Area (RSA) Determination for Herlong Airport on file with the FAA. An RSA Determination will be made from the information provided on the ALP and in the Airport Master Plan Update. The RSA determination will document the existing RSA condition, and, if necessary, determine the practicability of standardizing the RSA.

Response: This was mistakenly checked. Enclosed is an updated ALP Checklist, and the following information has been added: "An RSA determination will be made based upon information contained on the ALP and provided in the Master Plan Narrative".

2. According to the scope for this project, wind data was to be obtained through NCDC, and the cost was factored into the fee. The wind data presented was dated 1989-1998 and from Cecil Field. Was this the most current and applicable data available from NCDC?

Response: Wind data was ordered for this project. A copy of the wind data inventory information is enclosed. Cecil Field wind data from 1989-1998 provided the most up to date information. Wind data provided after 1998 was incomplete and could not be effectively used.

3. In accordance with FAA airport design standards set forth in Advisory Circular 150/5300-13, the centerline of Runway 7U-25U should be located 700 feet from the existing centerline of Runway 7-25.

Response: It was the intent that Runway 7U-25U and the existing 7-25 would be operated as a one runway system with the turf runway providing a better surface for gliders and tail drag aircraft. Thus, simultaneous operations could not occur on Runway 7-25 and 7U-25U. The lesser separation is due to the anticipated environmental impacts associated with providing a separation of 700 feet. Since HEG is a non-Towered airport, a modification to standards is requested and will be identified within the report and on the ALP Data Sheet.

4. 2006-ASO-497-NRA (fuel tanks) as well as 2004-ASO-359-NRA (perimeter fence off end of Runway 29) are not shown on the ALP. They should either be shown as existing or future facilities.

Response: This information has been added to the ALP drawing set as requested.

5. Please provide documentation on the calculation of future declared distances and verify their accuracy.

Response: The 500 feet of additional pavement located beyond the thresholds of Runways 7 and 25 are blast pads and have been marked with chevrons. This pavement is to be designed at a lower strength than the main runway and is provided for safety only. Therefore, the implementation of declared distances is not warranted.

6. The runway end elevations of both runways, as well as the runway end coordinates of Runway 7-25 do not match data in the FAA's database. If a survey was recently completed, please forward documentation to that affect to this office and we will update our files. Other ALP data must match the FAA database.

Response: An updated boundary and clear zone survey was performed by LD Bradley Land Surveyors in December 2005 as identified on ALP Sheet 11, Sheet 2 of Airport Property Map. The coordinates and information provided was incorporated into the Master Plan and ALP documentation. Enclosed is a copy of the survey drawings.

7. The future RPZ of Runway 25 will encompass an incompatible land use (church and possibly homes). However, this does appear to be airport property. FAA will expect the sponsor to remove any incompatible land uses prior to any upgrades to the runway.

Response: The future RPZ property is anticipated to be acquired by JAA and incompatible land uses will be removed once the property is obtained. Please note that Runway 25 will not be upgraded to a precision approach until a cost benefit analysis has been completed, the property has been acquired, and incompatible land use is removed.

8. The runway end number of Runway 7 does not appear to be correct.

Response: The runway end number for Runway 7 is correctly marked on the Airport Layout Plan drawing. However, due to pen point settings, it is rather difficult to read. As a result, this has been corrected.

9. At Herlong Airport, during IFR conditions, Runway 25 is acceptable for use 91% of the time. A future MALSR is shown for Runway 25. The sponsor may wish to consider the cost benefit of having an approach lighting system on this end.

Response: Typically, a precision approach with visibility of less than 3/4 of a mile requires an approach lighting system. Since a precision approach is recommended, a cost benefit analysis will be necessary before installing a MALSR and lowering the approach minima on Runway 25.

10. The Airport Airspace Drawing should be presented in 1'=2,000' scale, as requested in the FAA checklist. The drawing presented is extremely difficult to read.

Response: In order to provide full coverage of the 50:1 approach zones proposed for Runway 7 and 25, the Airport Airspace Drawing was split into two sheets with a scale of 1' = 2,000'.

11. There are several obstructions shown on the plan and profile sheets that require trimming or removal. When is this maintenance expected?

Response: According to JAA, tree trimming and removal will occur over the next two years (2007-2009).

12. The RPZ and other critical surfaces are not visible on the Airport Property Map.

Response: The RPZ and other critical surfaces are shown on Sheet 2 of the Airport Property Map. To improve the clarity of these areas, additional identification text and dimensions have been added to the drawing.

13. The Airport Property Map should show the original conveyance from the United States of America as well as any subsequent property acquisitions or releases.

Response: This information was added to the property map as requested.

Final FAA Comments.HEG

From: TLindner@jaa.aero
Sent: Tuesday, February 12, 2008 2:26 PM
To: Fantinato, Tricia
Subject: Fw: Herlong ALP Comments

----- Forwarded by Todd Lindner/JAA on 02/12/2008 02:26 PM -----

Rebecca.Henry@faa
.gov

01/18/2008 02:48
PM

TLindner@jaa.aero
CSeymour@jaa.aero,
tfantinato@lpagroup.com

To
CC
Subject

Herlong ALP Comments

FAA offers the following comments on the Herlong ALP:

1. Page 2 and 3 indicate that Runway 7-25 will be extended on the R07 end. Approval of this ALP does not imply that FAA will start development of approaches to the new (proposed) runway threshold. The FPO requires 12 to 18 months prior notification of proposed construction completion date in order for AVN to develop/amend approach procedures so that they are ready at the same time as runway construction completion. Failure to notify the FPO could result in no approaches being available to the new runway/extension. ****No changes to ALP required****
2. Page 3 indicates that LPV approaches are being planned for runway 7/25. Herlong at this time does not have a Spec 405 survey for this runway. A spec 405 survey is required prior to procedure development. (<https://tpss.faa.gov/etpss>.) is the web site to enter survey data. Information on Survey requirements go to (<http://avn.faa.gov>). Under flight procedures, click on the survey information link. ****No changes to ALP required****
3. Check the coordinates for runway 7/25. Our calculations (with coordinated provided) indicate a length of runway as 4483 ft vs propose 4500 ft. ****Please review and correct****
4. Page 5 shows 20:1 penetrations on R07 end. These will need to be removed with three years so that the airport is not restricted to Day use only. ****No changes to ALP required****
5. FAA does not agree with the proposed turf runway. The sponsor has not demonstrated the need for the additional runway, and, as shown on the ALP, the runway would not meet FAA design standards pertaining to parallel runway separation.

Final FAA Comments.HEG

FAA does not agree to new construction that does not meet FAA design standards. The runway should be shown in a location meeting FAA design standards, or removed from the ALP. If the sponsor feels the runway should be developed, and elects to include the runway on the ALP, FAA will formally object to the runway in the final ALP approval letter. This turf runway will need to be presented as a "Proposed Modification to Standards" and coordinated through a separate NRA.
Please review and change/delete runway

6. Runway Data Table on page 3 shows ultimate OFA Length Beyond Runway End to be 600 feet and should be 1000 feet. Runway Data Table on page 3 shows RSA width of Rwy 07/25 to be 300 feet and should be 400 feet. RSA Length Beyond Runway End shows 600 feet and should be 1000 feet. **Please review and correct**

Once these comments have been addressed, please send 10 copies of the final ALP to the Orlando ADO in my attention for final ALP approval.

If you have any questions, please contact me at 407-812-6331, ext. 122.

Thank you,

Rebecca Henry
Orlando Airports District Office

Scanned by IBM Email Security Management Services powered by MessageLabs.
For more information please visit <http://www.ers.ibm.com>

**Please note that under Florida's very broad public records law, e-mail communication to and from the Jacksonville Aviation Authority is subject to public disclosure. **

April 29, 2008

Ms. 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: Herlong Airport (HEG)
Airport Layout Plan (ALP) and Master Plan Update
Final Submittal and Request for Approval**

Dear Ms. Henry:

Thank you for providing the final comments on the Herlong Master Plan Update dated January 18, 2008. We have reviewed and incorporated the requested changes (attached), and provided one bound copy of the narrative report and appendices and 13 copies of the Airport Layout Plan set for FAA final approval.

Please if you have any questions or need any additional information, do not hesitate to contact either Phil Jufko or myself at (813) 889-3892. Thank you for your assistance and consideration in this matter.

Respectfully,



Tricia Fantinato
Manager, Aviation Planning

Enclosures: Response to FAA Comments
One GBC Bound Copy of Narrative Report (Separate Cover)
13 copies of Airport Layout Plan
Completed Southern Region Checklist

CC: Chip Seymour, JAA
Todd Lindner, JAA

RESPONSE TO FAA FINAL COMMENTS

FAA Comment: Page 2 and 3 indicate that Runway 7-25 will be extended on the RO7 end. Approval of this ALP does not imply that FAA will start development of approaches to the new (proposed) runway threshold. The FPO requires 12 to 18 months prior notification of proposed construction completion date in order for AVN to develop/amend approach procedures so that they are ready at the same time as runway construction completion. Failure to notify the FPO would result in no approaches being available to the new runway/extension. **** No changes to ALP required****

LPA Response: JAA will notify the FPO at least 12 months prior to completion of runway construction in order to develop approaches to new runway threshold. No changes to ALP required.

FAA Comment: Page 3 indicates that LPV approaches are being planned for Runway 7/25. Herlong at this time does not have a Spec 405 survey for this runway. A Spec 405 survey is required prior to procedure development. <https://tpss.faa.gov/etpss> is the website to enter survey data. Information on survey requirements go to <http://avn.faa.gov>. Under flight procedures, click on the survey information link. ****No Changes to ALP required****

LPA Response: JAA will provide Spec 405 survey data to the FAA for evaluation of an LPV approach to Runways 25. Information on survey requirements is provided within the appendices of the narrative report.

FAA Comment: Check the coordinates for Runway 7/25. Our calculations (with coordinates provided) indicate a length of runway as 4,483 feet vs. proposed 4,500 ft. ****Please review and correct.****

LPA Response: The coordinates were corrected to provide indicated length of 4,500 feet.

FAA Comment: Page 5 shows 20:1 penetrations on Runway 7 end. These will need to be removed with three years so that the airport is not restricted to day use only. ****No Changes to ALP required.****

LPA Response: A notation has been added to the report to reflect that these penetrations will need to be removed.

FAA Comment: FAA does not agree with the proposed turf runway. The sponsor has not demonstrated the need for the additional runway, and, as shown in the ALP, the runway would not meet FAA design standards pertaining to parallel runway separation. FAA does not agree to new construction that does not meet FAA design standards. The runway should be shown in a location meeting FAA design standards or removed from

the ALP. If the sponsor feels the runway should be developed and elects to include the runway in the ALP, FAA will formally object to the runway in the final ALP approval letter. This turf runway will need to be presented as a "Proposed Modification to Standards" and coordinated through a separate NRA. ****Please review, and change/delete runway.****

LPA Response: LPA after consultation with JAA has relocated the proposed turf runway (7U-25U) to provide the required 700 ft centerline separation with the primary runway 7-25. The separation will allow for simultaneous operations and provides a greater degree of safety since there is currently no ATC at HEG. An additional inner approach drawing was added to the ALP set to reflect the proposed turf runway approach surfaces. Updated cost estimates have also been provided within the implementation section of the narrative report based upon the new location.

FAA Comment: Runway Data Table on page 3 shows ultimate OFA Length beyond Runway End to be 600 feet and should be 1,000 feet. Runway Data Table on page 3 shows RSA width of Runway 7-25 to be 300 feet and should be 400 feet. RSA Length beyond Runway End shows 600 feet and should be 1,000 feet. ****Please review and correct.****

LPA Response: LPA has reviewed and corrected.