



Appendix F

Public Involvement and Runway Extension Letters



Herlong Airport Master Plan Update
 Technical Advisory Committee Meeting
 September 14, 2005
 4:30 to 6:30 p.m.

ATTENDEE LIST:

NAME	COMPANY	PHONE NUMBER	E-MAIL
Richard D'ARBY	Southwest CPAC NORTH FLORIDA	778-4258	radARBY@comcast.net
MERRICK BAYER	SALINE SOC	539-6064	MBAYER@HINDSPRING.COM
Leslie Crooks	JAA	741-2063	LCrooks@jaa.aero
Felix M. Huxford	City of Jay Planning Dept	630-1904	FHuxford@coj.net
RANDAL L. MINER	CORPORATE AVIATION SERVICE	(904) 859-3667	rminer@bellsouth.net
David Dunkley	JAA	904-741-2744	ddunkley@JAA.AERO
Aimee Clancy	JAA - Herlong	904-783-2805	aclancy@jaa.aero
Chip Seymour	JAA - Planning	904-741-2743	cseymour@jaa.aero
Kristen Reed	COJ - Planning 3 DEV. DEPT.	904-7630-2137	KREED@COJ.NET
T. FANTINATO	LPA	813-889-3892	TFANTINATO@LPA Group.com
Phil Jyrko	LPA	813-889-3892	PJyrko@LPA Group.com
Bob Simpson	JAA	904-573-1601	bsimpson@jaa.aero

Herlong Airport Master Plan Update
 Project "Kick-Off" Meeting
 June 21, 2005
 1:30 p.m.

ATTENDEE LIST:

NAME	COMPANY	PHONE NUMBER	E-MAIL
Larry Elkins	LPA	371-3306	lelkins@lpagroup.com
Phil Jufko	LPA	352-585-1510(ceil) 813-889-3892(w)	pjufko@lpagroup.com
Tricia Fantinato	LPA	813-889-3892(w)	tfantinato@lpagroup.com
David Dunkley	JAA	904-741-2744	ddunkley@JAA.AERO
Chris Cochran	JAA	706-254 4279	chrisc85@uga.edu
Bob Simpson	JAA	904-573-1601	BSIMPSON@JAA.AERO
MERRICK BAYER	NORTH FLORIDA SOARING SOCIETY	904-538-0064	MBAYER@MINDSPRING.COM
Wimce Clancy	JAA	783-2805	wclancy@jaa.aero

**SOUTHWEST DISTRICT
CITIZENS PLANNING ADVISORY COMMITTEE**

NOTICE

**The Southwest CPAC 2005
meeting dates, times and locations are as follows:***

Monday, January 10, 2005, following the Mayor's Town Hall meeting at Forrest High School

Monday, February 14, 2005, 7 p.m. at FCCJ Kent Campus

Monday, March 14, 2005, 7 p.m. at FCCJ Kent Campus

Monday, April 11, 2005, 7 p.m. at Forrest High School

Monday, May 9, 2005, 7 p.m. at FCCJ Kent Campus

Monday, June 13, 2005, 7 p.m. at FCCJ Kent Campus

Monday, July 11, 2005, 7 p.m. at Forrest High School

Monday, August 8, 2005, 7 p.m. at FCCJ Kent Campus

Monday, September 12, 2005, 7 p.m. at FCCJ Kent Campus

Monday, October 10, 2005, 7 p.m. at Forrest High School

Monday, November 14, 2005, 7 p.m. at FCCJ Kent Campus

Monday, December 12, 2005, 7 p.m. at FCCJ Kent Campus

*These dates are subject to change at the discretion of the CPAC.

AGENDA

Herlong Airport Master Plan Update
Herlong Airport Technical Advisory Committee Meeting
April 10, 2006
4:30 p.m.

Introduction
Project Status

Demand/Capacity and Facility Requirements
Airport Capacity and Delay
Design Aircraft and Runway Requirements
Airfield Facility Requirements
General Aviation Facilities
Airport Support Facilities

Airport Alternatives Analysis
Airfield Development Concepts
Land Use Considerations
Landside Development Concepts

Questions and Next Steps
Questions
Address Comments on Working Papers 2 and 3
FAA Review of Forecasts
Refinement of Airport Development Options
Submit Working Paper 4 (Refined Alternatives) for Review

Additional Information:

Phil Jufko and Tricia Fantinato of the LPA GROUP INCORPORATED will make a presentation on the airport master plan project, including key aspects associated with the Facility Requirements and Alternatives Development phases of the study.

AGENDA

Herlong Airport Master Plan Update

Project “Kick-Off” Meeting

June 21, 2005

1:30 p.m.

Jacksonville Airport Authority Offices, Herlong Airport

Attendees: See Attendee List

Introduction

Goals and Objectives of Study

Master Planning Process

Deliverables

Project Schedule

Dates for Deliverables:

- Internal Review

- 2 week before TAC Meeting

- 2 weeks following TAC Meeting for comments

Technical Advisory Committee Members

JAA Airport Contacts and Coordination Meetings

Public Advisory Meetings

FAA Internal Review

Inventory and Existing Conditions

On-Airport Contact

Local Business Information

Chamber of Commerce Information

Historical aircraft operations, based aircraft, fleet mix, etc.

Financial Data, etc

Questions?

AGENDA

**Herlong Airport Master Plan Update
Technical Advisory Meeting
September 13, 2006
4:00 p.m.**

Introduction

Project Status

Airport Issues

Overview of Key Airport Issues

Refined Airport Alternatives

Areas of Interest

Recommended Development Alternatives

Recommended Development Concept, including:

- Airport Land Use
 - Environmental Impacts
 - Airport Noise
 - Flight Patterns, and
 - Support Facilities
-

Capital Improvement Program and Cost Estimates

Recommended Projects

Project Phasing

Cost Estimates per Project and Phase

Financial Plan

Existing Airport Revenues and Expenses

Overview of Cash Flow Analysis

Draft Airport Layout Plan

Overview of Set, including:

- Airport Layout Plan
 - Terminal Drawing
 - Inner Approach Surface Drawings
 - Airspace Drawing
 - Airport Land Use, and
 - Airport Property Map
-

AGENDA

**Herlong Airport Master Plan Update
Technical Advisory Meeting
September 13, 2006
4:00 p.m.**

Questions and Next Steps

Questions

Address Comments on:

- Refined Alternatives
- Capital Improvement Program
- Financial Plan, and
- Draft ALP and Report

Tentative Submittal of Draft Report to FAA and FDOT for Review

Additional Information:

Phil Jufko of the LPA GROUP INCORPORATED will make a 30-minute presentation on airport master plan project, including key aspects associated with airport recommended development.

Master Plan Update Herlong Airport

Technical Advisory Committee Meeting

September 14, 2005

Goals & Objectives

- ✦ Community leaders providing input into long-range planning for aviation authority consideration.
- ✦ Intended as a forum to freely present issues, ideas, and provide guidance in planning for future aviation facilities.
- ✦ Provide diverse representation of community interests and opinions relative to airport development to address all issues of concern to the community and region.
- ✦ Provide input related to aviation, community, political, planning & legal issues.
- ✦ Provide a linkage to various groups that committee members have been drawn from and to the larger community as a whole.

What is a Master Plan?

- ✦ Projection of the Airport's ultimate growth over a 20-year timeframe.
- ✦ Plan for the ultimate development of physical facilities.
- ✦ Development guide, including timing and costs, that considers adjacent land uses and environmental issues.
- ✦ Step-by-step description of the logic used in formulating the plan.
- ✦ Display of the plan in graphical and written form.
- ✦ Positions the Airport to compete for FAA and FDOT funding (up to 95%).

Master Plan Process

- ✦ Inventory
- ✦ Aviation Activity Forecasts
- ✦ Airfield Capacity Analysis
- ✦ Facility Requirements Analysis
- ✦ Airport Alternatives Analysis
- ✦ Airport Layout Plans
- ✦ Financial Plan/Capital Improvement Program
- ✦ Public Involvement
 - Advisory Committee Meetings
 - Airport Authority Meetings
 - Public Meeting
 - Coordination Meetings
 - Briefings to JAA

Existing Conditions

- ✦ Combination civilian/military airspace: Class E, overlapping Classes C & D; MOAs
- ✦ Non-precision instrument approaches
- ✦ East/west apron: accommodate 92 aircraft
- ✦ FBO terminal: renovated in 2001
- ✦ Runway 7-25
 - Primary runway: 4,000 ft x 150 ft
 - ARC B-II design designation; good condition
- ✦ Runway 11-29
 - Secondary/crosswind runway: 3,501 ft x 100 ft
 - ARC B-II design designation; visual approach only; good condition



Existing Conditions: Issues

- ✈ Automobile parking
- ✈ Surface access: ground transportation
- ✈ Dense, overlapping airspace
- ✈ Turf runway
- ✈ Utilities

- ✈ Security
 - Perimeter and Airside

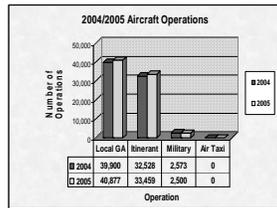
- ✈ Diverse Aircraft Type Activity
 - Prompts Need for Control Tower to Control Ground and Air Movement



Historical Aviation Activity

- ✈ Significant growth in number of based aircraft
 - Increasing variety
 - growth in recreational based aircraft

- ✈ Operations AAGR
 - Itinerant: 1.71%
 - Local: 1.46%



Purpose of Forecasting

- ✈ To develop a realistic assessment of market conditions and market performance.
- ✈ To address unique local conditions not fully considered in national, macro level forecast efforts.
- ✈ To provide a benchmark for comparing current facilities against a reasonable estimate of future demand to define potential future facility needs.
- ✈ Consider the current recession coupled with the terrorist attacks of September 11, 2001 and their impacts well into the future.

Forecast Methodology

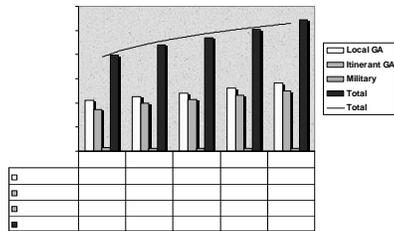
- ✈ Market share approach was used
- ✈ Calculations were made to determine what has historically been the airport's contribution to the nation's GA activity.
- ✈ These rates were then applied with the FAA's national forecasts to project the anticipated level of GA operations for the planning period.
- ✈ The resulting level of GA activity reflects a positive growth rate.

Aviation Forecasts

Base Year

	2005	2010	2015	2020	2025	Average Annual Growth Rate
Air Taxi	0	0	0	0	0	0%
Based Aircraft	162	174	188	202	218	1.50%
OPERATIONS						
Local GA	42,239	45,414	48,827	52,497	56,443	1.46%
Itinerant GA	34,434	39,951	42,953	46,182	49,653	1.85%
Military	2,723	2,500	2,500	2,500	2,500	-0.43%

Aviation Forecast: GA Operations



Next Steps

- ✈ Address comments on Working Paper 1
 - Refinement of Forecasts/FAA Review
- ✈ Airfield Capacity and Facility Requirements Analyses
- ✈ TAC meeting to review results of Working Paper 2
- ✈ Airport Alternatives Analysis
- ✈ Airport Plans Set
- ✈ Financial Plan/Capital Improvement Program

Question & Answer Forum

Project Schedule

- ✈ Inventory & Forecast – 3 months
- ✈ Capacity & Facility Requirements – 2 months
- ✈ Alternatives Analysis – 4 months
- ✈ Financial Plan – 2 months
- ✈ Airport Layout Plan and Report – 3 months
- ✈ Agency Review (FAA/FDOT) – 3 months



WELCOME

Herlong Airport Master Plan Update




Open House May 31, 2006 5:30pm - 7:30pm

All Are Welcome!




What is a Master Plan?

- ✦ Projection of the Airport's ultimate growth over a 20-year timeframe.
- ✦ Plan for the ultimate development of physical facilities.
- ✦ Development guide, including timing and costs, that considers adjacent land uses and environmental issues.
- ✦ Step-by-step description of the logic used in formulating the plan.
- ✦ Display of the plan in graphical and written form.
- ✦ Positions the Airport to compete for FAA and FDOT funding (up to 95%).




Master Plan Process

- ✓ Inventory
- ✓ Aviation Activity Forecasts
- ✓ Airfield Capacity Analysis
- ✓ Facility Requirements Analysis
- ✓ Airport Alternatives Analysis
- ✦ Airport Layout Plans
- ✦ Financial Plan/Capital Improvement Program
- ✦ Public Involvement
 - Advisory Committee Meetings
 - Airport Authority Meetings
 - Public Meeting
 - Coordination Meetings
 - Briefings to JAA




Existing Conditions

- ✦ Combination civilian/military airspace: Class E, overlapping Classes C & D; Special Use Airspace
- ✦ Non-precision instrument approaches
- ✦ East/West apron: accommodate 92 aircraft
- ✦ FBO terminal: renovated in 2001
- ✦ **Runway 7-25**
 - Primary runway; 4,000 ft x 150 ft
 - ARC B-II design designation; good condition
- ✦ **Runway 11-29**
 - Secondary/crosswind runway; 3,501 ft x 100 ft
 - ARC B-II design designation; visual approach only; good condition




Existing Conditions: Issues

- ✦ Automobile parking
- ✦ Surface access: ground transportation
- ✦ Dense, overlapping airspace
- ✦ Turf runway
- ✦ Utilities
- ✦ **Security**
 - Perimeter and Airside
- ✦ **Diverse Aircraft Type Activity**
 - Runway length requirements
 - Navigational Aids, and
 - Potential demand for ATC related to diverse Ground and Air Movement




Historical Aviation Activity

- ✦ Significant growth in number of based aircraft
 - Increasing variety
 - growth in recreational based aircraft
- ✦ **Operations AAGR**
 - Itinerant: 1.71%
 - Local: 1.46%



Year	Local GA	Itinerant	Military	Air Taxi
2004	38,900	32,528	2,573	0
2005	40,877	33,459	2,500	0



Purpose of Forecasting

- ✦ To develop a realistic assessment of market conditions and market performance.
- ✦ To address unique local conditions not fully considered in national, macro level forecast efforts.
- ✦ To provide a benchmark for comparing current facilities against a reasonable estimate of future demand to define potential future facility needs.
- ✦ Consider the current recession coupled with the terrorist attacks of September 11, 2001 and their impacts well into the future.

Forecast Methodology

- ✦ Market share approach was used
- ✦ Calculations were made to determine what has historically been the airport's contribution to the nation's GA activity.
- ✦ These rates were then applied with the FAA's national forecasts to project the anticipated level of GA operations for the planning period.
- ✦ The resulting level of GA activity reflects a positive growth rate.

Approved Aviation Forecast

	2005	2010	2015	2020	2025
Military	2,000	2,000	2,000	2,000	2,000
Inherent GA	26,321	31,836	33,147	35,063	37,689
Local GA	34,740	35,822	37,680	39,858	42,161
Total Operations	63,061	69,664	72,827	76,921	81,850

Demand/Capacity

Annual Service Volume (ASV)

- Weighted hourly capacity of 116 operations
- 204,128 operations
- Forecast operations will not exceed ASV during planning period

Year	ASV	60% ASV	Demand	% of ASV
2005	204,128	122,477	65,300	32%
2010	204,128	122,477	68,988	34%
2015	204,128	122,477	72,828	36%
2020	204,128	122,477	76,921	38%
2025	204,128	122,477	81,251	40%

Runway Length Analysis

- ✦ Runway Length
 - Extension needed to accommodate larger aircraft
 - Airport elevation, temperature adjustment, maximum takeoff weight (MTOW) and pavement condition variables used
- ✦ SATS
 - Very light jet (VLJ) aircraft
- ✦ Fleet Mix
 - Expected to change with larger jet presence
 - Extension minimizes larger aircraft payload penalties

Runway Length Requirements

Aircraft	MTW ¹	Manufacturer's Runway Length Recommendation ²	Calculated Runway Length Requirement ³	Wet Runway Length Requirement ⁴
Beech jet 400	16,100	4,125	5,054	5,813
Falcon 10	18,740	4,450	5,395	6,204
Leapjet 28/29	18,740	4,075	4,941	5,682
Leapjet 24	13,500	4,300	5,213	5,995
Leapjet 25	15,000	5,118	6,205	7,136
Leapjet 31A	16,500	3,280	3,977	4,573
Premier Jet	12,500	3,792	4,597	5,287
Citation Jet (CitationJet)	10,400	3,080	3,734	4,284
Citation Excel	18,700	3,414	4,139	4,780
Citation II	13,500	2,990	3,625	4,169
Citation Ultra	16,300	3,180	3,855	4,434
Jetstream 31	16,204	4,350	5,274	6,065
TBM 850	7,384	2,840	3,443	3,960
Sino S390-2	13,500	3,515	4,282	4,991

Sino Swearingen S390-2

Cessna 525 CitationJet

1. Maximum Allowable Takeoff Weight (MTW) comes from the manufacturer's website or published manuals.
 2. The recommended runway length is for aircraft at MTW at standard ISA, at sea level.
 3. Runway length was determined by adjusting the manufacturer's recommended runway length for the elevation (increased by 0.08%) and temperature (+1.16%) at AED.
 4. Wet runway length was calculated by applying a 15% increase to the calculated runway length.

Facility Requirements

Runway and Taxiway Improvements

- Extend Rwy 7-25 to at least 4,500 feet
- Install Runway overruns of Runway 7-25
- Construct new turf runway
- Re-surface/mark closed runways as taxiways
- Re-surface/mark Runway 11-29
- Extend Taxiway C to approach end of 7-25
- Extend Taxiway A to full parallel with 7-25
- Install MITL on closed runways and Taxiways A & C

General Aviation Needs

- Construct at least 35 T-hanger units
- Construct at least 28,333 SY of Apron
- Construct additional Aircraft Maintenance Hangar
- Provide grade and segmental aircraft facilities adjacent to Tull Runway

Other Airfield Needs:

- Install precision instrument approach
- Construct new access road entrance
- Rehabilitate airfield signage
- Relocate or install additional electrical vault
- Upgrade security fencing
- Install utilities on the east side and south side of the airfield
- Construct additional automobile parking adjacent to Terminal

Alternatives Analysis

Airfield Concept 1: "Limited Development" Scenario

Strengths

- Most cost effective
- No impacts to existing facilities or environment
- Improved aircraft access to south airfield

Weaknesses

- Accommodates ARC B-II aircraft only
- No capacity increases for larger aircraft
- No access improvement to Runways 7-25 and 11-29

Airfield Concept 2: "Runway Extension" Scenario

Strengths

- Provides required length of 4,500 feet
- Accommodates ARC C-II aircraft
- Provides precision and non-precision approach
- Provides full runway access, avoiding back taxiing
- Improved aircraft access to southern quadrant of airfield

Weaknesses

- Requires realignment of perimeter road
- Requires relocation of Runway 7 PAPIs
- Significant cost
- Requires replacement of MIRL with HIRL on Runway 7-25
- Requires installation of utilities on south side to accommodate taxiway lighting

Airfield Concept 3: "Runway Ext. with Overruns" Scenario

Strengths

- Accommodates C-II critical aircraft
- Accommodates runway length requirements during standard and poor weather conditions
- Provides Tull Runway
- Provides precision and non-precision approach
- No property acquisition required
- Taxiway access to southern portion of airfield
- Provides full runway access, avoiding back taxiing
- Improved aircraft access to southern quadrant of airfield

Weaknesses

- Highest cost alternative
- Requires environmental assessment
- Requires relocation of PAPIs
- Requires significant pavement removal and rehabilitation
- Requires roadway realignment
- Requires installation of utilities on south side of airfield

Airfield Alternative Analysis Matrix

Airfield Evaluation Criteria	Concept 1	Concept 2	Concept 3
Total Growth Potential	Growth Limited & doesn't satisfy user needs	Allows for growth, but doesn't fully satisfy user needs	Provides the greatest opportunity & meets user needs
Phasing/Construction	Limited on-airport impact & no land acquisition required	Limited on-airport impact; development based upon demand; no land acquisition required	Limited on-airport impact; development based upon demand; no land acquisition required
Operational Performance	Short and long-term capacity affected	Accommodates critical aircraft & improves airfield capacity	Accommodates existing and future critical aircraft; improves airfield capacity beyond the 20-year planning period; & provides additional margin of safety
Environmental Impacts	No Impact	No Impact	Minor impacts to on-airport wetland associated with Tull Runway development
Fiscal Effects	Airport Opportunity Costs Limited	Significant cost, but allows for growth.	Significant cost, but allows for the greatest growth potential.
Community Recommendations/Acceptance	Expect partial community acceptance since doesn't meet needs of users	Expect community and partial user acceptance	Expect full community and airport user acceptance
Order of Magnitude Cost	\$1.6 million	\$6.3 million	\$7.4 million

North Landside Development: Concept I

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of facilities for aircraft hangar storage Provides adequate automobile parking and aircraft tie-down and ramp space
Weaknesses
<ul style="list-style-type: none"> Does not meet long-term T-hangar demand Does not meet corporate hangar demand

North Landside Development: Concept II

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of facilities for aircraft hangar storage Provides adequate automobile parking and aircraft apron space Exceeds T-Hangar demand over long-term
Weaknesses
<ul style="list-style-type: none"> Does not meet clear span hangar and maintenance hangar demand

North Landside Development: Concept III

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of facilities for aircraft hangar storage Provides adequate automobile parking and aircraft ramp space Does not require wetland mitigation
Weaknesses
<ul style="list-style-type: none"> Does not meet long-term T-hangar demand Limited corporate and conventional hangar development

East Commerce Park Development

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of facilities (office buildings, hotels, restaurants, etc.) for revenue diversification Provides development opportunities Provides buffer between airport and community
Weaknesses
<ul style="list-style-type: none"> No utilities (electricity, sewer, water, etc) Access road and facilities will need to be developed

Mid-Field GA Development: Concept I

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of aircraft storage facilities Exceeds automobile parking, hangar and apron space requirements Exceeds corporate and conventional hangar demand Provides additional FBO or maintenance facility
Weaknesses
<ul style="list-style-type: none"> Likely requires stormwater retention facilities No utilities (electricity, sewer, water, etc.) May require wetland mitigation Significant cost for development

Mid-Field GA Development: Concept II

Strengths
<ul style="list-style-type: none"> No land acquisition required Provides mix of facilities for aircraft hangar storage Exceeds automobile parking, hangar and apron space requirements Exceeds corporate and conventional hangar demand Provides additional FBO or maintenance facility
Weaknesses
<ul style="list-style-type: none"> Likely requires stormwater retention facilities May require wetland mitigation No utilities (electricity, sewer, water, etc) Estimated Cost: ~\$13.7 million

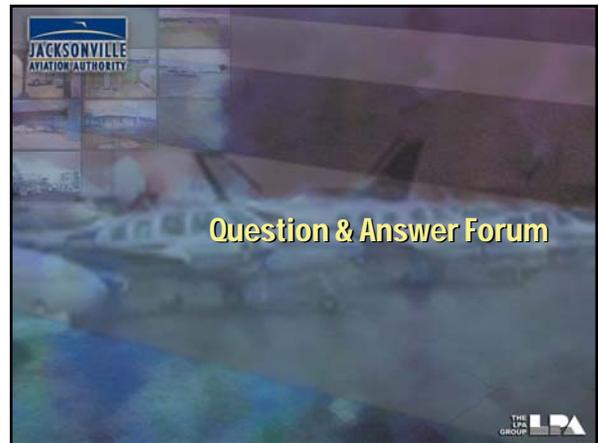


JACKSONVILLE AVIATION AUTHORITY

Next Steps

- ✈ Refine Airport Alternatives
- ✈ Develop Airport Layout Plan Set
- ✈ Develop Financial Plan/Capital Improvement Program
- ✈ Submit Final Master Plan Update to FAA/FDOT for Review

THE LPA GROUP



JACKSONVILLE AVIATION AUTHORITY

Question & Answer Forum

THE LPA GROUP

Attendee List: OPEN House

NAME	ADDRESS	PHONE NUMBER	E-MAIL
Beth Terry	PO Box 1325 Orange Park, FL	777 8448	
John Dwyer	160 Gail Ct Op. FL 32073	994-8602	JRD48@Comcast.net
John Foster	260 FOXRIDGE RD O.P. FL 32065	276-0498	Pilotottam1946@yahoo.com
Ken Oddy	Herlong Airport		
Todd Cox	HEG / JAA	783-2805	tacox@jaa.aero
Arnell Clancy	HEG / JAA	783-2805	aclancy@jaa.aero
Bob Simpson	JAA	219-6701	bsimpson@jaa.aero
Clay Snowden	JAA	741-2000	csnowden@jaa.aero
Brian Wechman	8904 Snow Hill Ln JAX 32221	693-6498	wechFL2@yahoo.com
Lara Tanier	6410 Shindler Dr.	781-2654	larahgi@bellsouth.net
Alberta Higgs	6502 Shindler Dr	982-4291	higgsgraininc@bellsouth.net
BARRY HOPPER	121 EDGEWATER	287-9857	abhopper@comcast.net
Milford Shirley	4001 Pinto Rd, Middleburg	333-1098	FLAG8R96@aol
George Keeler	1703 BARBOA LN Middleburg	910-0552	Igck@bellsouth.net
JIM USSERY	CEAR SHORES CIR	7815914	-
David Dunkley	JAA	741-2744	ddunkley@JAA.AERO
DAN COFFMAN	4061 Timuquena Rd JAX 32216	389-1204	dancoffman@comcast.net
J.C. Hunt	ORANGE PARK FL	904264-9998	NONE

"Open House" Response Form Herlong Airport Master Plan Update

Wednesday, May 31st - Herlong Airport
5:30 p.m. - 7:30 p.m.

Please complete the following information:

Name: Milford Shirley

Organization: _____

Address: 400 Pinto Rd

City/State/Zip: Middleburg, FL 32068

Phone: 333-1098 E-Mail: FLAG8R96@aol.com

Was this public meeting informative? Yes No

Are you likely to attend future meetings to discuss issues related
to the proposed project? Yes No

Please use the space below to share your comments or suggestions regarding the Herlong Airport Master Plan Update.

I don't believe we need to extend runways, and
create instrument approaches. This would only attract
aircraft that do not mesh with our current mix.
Why don't we keep Herlong as a place where the
private pilot can enjoy him or herself.

Thank you for your time and participation.

Please return this form at the end of the Open House or drop off with Ms. Aimee Clancy, Airport Manager

"Open House" Response Form Herlong Airport Master Plan Update

Wednesday, May 31st - Herlong Airport
5:30 p.m. - 7:30 p.m.

Please complete the following information:

Name: John Kalk

Organization: _____

Address: 4387 Hanging Moss Dr.

City/State/Zip: Orange Park Fl.

Phone: 908-8313 E-Mail: jkalk@b5m.com

Was this public meeting informative? Yes No

Are you likely to attend future meetings to discuss issues related to the proposed project? Yes No

Please use the space below to share your comments or suggestions regarding the Herlong Airport Master Plan Update.

Herlong needs to start recycling
waste. There needs to be separate
PAPER ONLY DUMPSTERS and some
containers for glass, aluminum & plastics.
should
Every body STOP LAND FILLING RECYCLEABLES.

Thank you for your time and participation.

Please return this form at the end of the Open House or drop off with Ms. Aimee Clancy, Airport Manager

Mr. "TC" Cox
Manager
Herlong Airport
Jacksonville, Fla.

At our last airport tenant's meeting, one point of discussion was the JAA's master plan for runway extensions at Herlong Airport. (500 FT. overruns on Rwy's 7 - 25)

Please urge the JAA to give priority consideration to this agenda item if they want Herlong Airport to be able to serve the growth needs of both Herlong Airport and West Jacksonville's future commercial development.

Herlong Airport now has one 4000 FT. Runway which is adequate for small single and multi engine airplanes, but is marginal for medium piston twin engine, cabin class aircraft, and completely unsafe for large piston twins and Jet aircraft.

F.A. A. is beginning to take a hard look at aircraft using runways that are too short for safe operations.

Each aircraft's Pilot Operations Handbook's performance section has data that establishes minimum requirements and conditions for safe (legal) operations, for both take-off and landing, and pilots who disregard this operational data can be violated for this infraction. Insurance companies can also refuse to honor claims when an incident occurs while operation an aircraft outside of its performance criterion.

As Jacksonville's Westside grows, we will find an increase in residential development surrounding Herlong Airport, which in turn will make future runway extensions much more difficult due to organized community pressure against airport expansion.

Reference the problems presented with the plan to build runway extensions at Craig Airport.

If we act now we will be able to execute this plan. If we wait, we will find that runway extensions will be impossible.

Thank you for your consideration.



Jim Ussery - LLB, ATP, A&P
Corporate Flight Department Manager
SWMM, PA, and H&J Aircraft Inc.

WING AIR, LLC

1828 Southlake Drive
Middleburg, FL 32068

March 30, 2007

Doug Faour, Manager
Herlong Airport
Jacksonville, FL

Dear Doug:

As you are aware, Wing Air, LLC has been operating a King Air B200 out of Herlong Airport since January of 2007. While the airport has met our needs and we enjoy the convenience of being based here, there are several items that raise safety concerns.

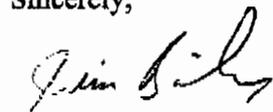
The first concern is the limitation of only one published instrument approach into Herlong Airport. It is great to have an instrument approach into the field, however, if the winds are not favoring that particular runway, the pilot is forced to land with a tailwind (which I have seen as high as 20 knots) or divert to another airfield.

Another concern is being weight limited on hot summer days due to the length of runway 7/25.

Please consider an extension to runway 7/25. By adding 500'-800' to the length of runway 7/25 you would greatly enhance the safety margin for aircraft landing with a tailwind due to using the instrument approach. The extra length would permit my aircraft to perform a maximum weight take off, even on the hottest days in August. Additionally, the extra length would provide a valuable safety margin to help compensate for the hundreds of variables that affect aircraft take off and landing performance. An extension would also open up the field to more aircraft which are limited by the 4000' length of 7/25.

Thank you for your attention to this matter.

Sincerely,



Jim Bailey
Chief Pilot