

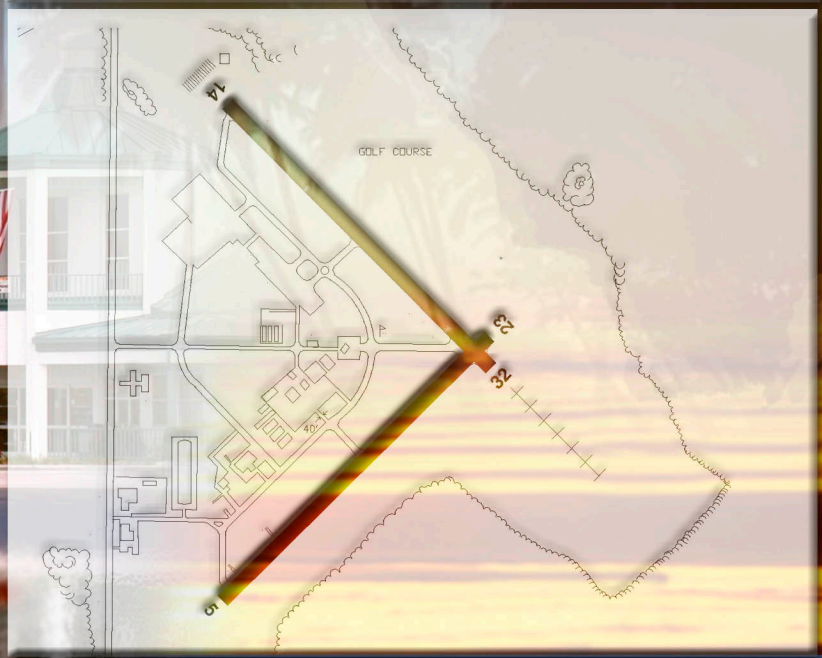
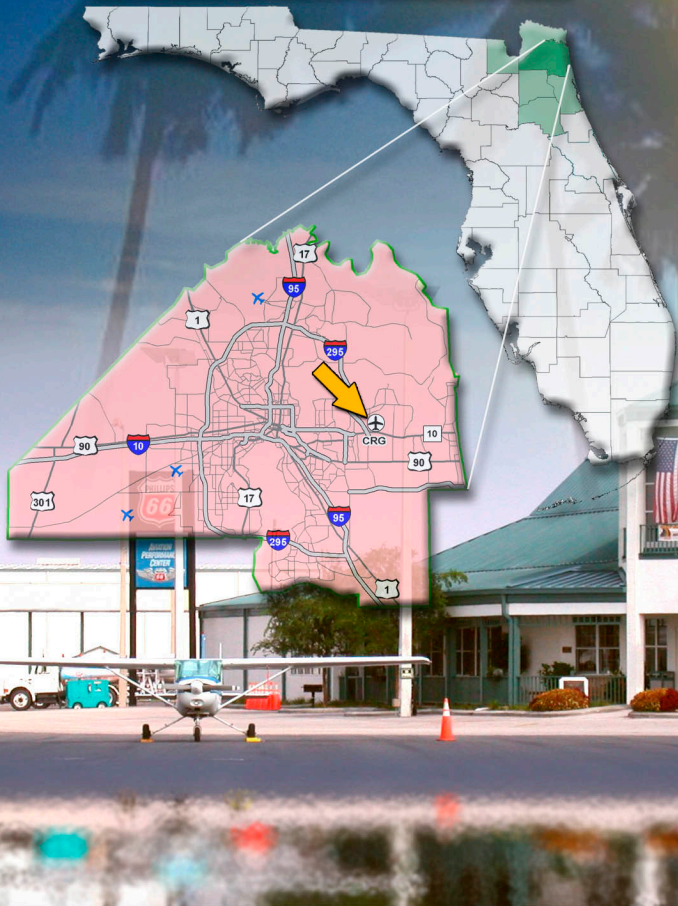
CRAIG MUNICIPAL AIRPORT

JACKSONVILLE
COMMUNITY AIRPORT



AIRPORT LOCATION

Craig Municipal is located in eastern Duval County just outside the Jacksonville central business district. The Airport is situated east of Interstate 9A (future Interstate 295), north of State Route 10, and south and east of the St. Johns River. The primary highway access to the Airport from the north and south is State Route 9, and from the east and west is State Route 10. Other roads in the vicinity include McCormick Road, Monument Road, and St. Johns Bluff Road.



Existing Facilities

Craig Municipal Airport is served by two converging runways. These runways are Runway 5/23, which is 4,004 feet long by 100 feet wide and Runway 14/32, which is 3,998 feet long by 100 feet wide. These runways are asphalt and in good condition. Both runways are served by full-length parallel taxiways. The airport has a 2,640-square foot administration building with approximately 250 on-airport auto parking spaces to serve general aviation patrons. There are currently 265 tie-downs for airport's general aviation aircraft.

The airport has identified several initiatives as necessary to serve demand in the near term, including security improvements, taxiway improvements, an aircraft wash rack, rehabilitation of the apron, clear zone cutting, a guard facility, a runway overlay, and the conduction of a non-aviation land use study. The airport had its most recent master plan completed in October 2001.

NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a result of those hurricanes. Future reports will identify the impact of storm damage.

Current and Forecast Demand

GENERAL AVIATION

As noted, the airport serves the needs of corporate users, the military, and all facets of general aviation. The largest civilian plane that uses the airport on a regular basis is the Cessna Citation 10. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is C-II. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 223 based general aviation aircraft. Of this total, approximately 25 percent of the aircraft are stored on paved tie-downs, and 75 percent are in T-hangars or conventional hangars. It should be noted that FDOT records for this airport show 319 based aircraft for 2002. The airport presently reports a waiting list for hangars that numbers 40 aircraft. In addition, Craig Municipal Airport has a Civil Air Patrol Squadron that operates from the airport.

Craig Municipal Airport has aviation training programs connected to local colleges/universities. Craig Municipal Airport has two training companies that provide this service. Comair Aviation has a contract and provides aviation training for Jacksonville University (JU) and Sterling Flight Services has the Florida Community College of Jacksonville (FCCJ) contract.

Historic and forecast FDOT aviation activity information on file for Craig Municipal Airport follows is as follows:

Craig Municipal Airport	2002	2007	2012	2022
Based Aircraft	319	335	352	389
General Aviation Operations	158,769	172,053	186,448	218,952
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	79.4%	86.0%	93.2%	109.5%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role and because of its location, size, and capacity, Craig Municipal's function within the Jacksonville system of airports is to divert general aviation traffic away from Jacksonville International Airport and its large commercial planes. In this role, Craig Municipal reported more than 158,000 operations in 2000. The airport's primary focus is to serve the needs of corporate aviation while also accommodating pleasure flying and the operational needs of the military, police, and mosquito control. The airport does accommodate flight training activity and envisions an increasing role in this segment of aviation in the future. Airport Management also believes that it could support SATS related air taxi operations in the future. Since the airport is located near a number of residential areas, Craig Municipal has become a noise-sensitive airport. This could be a limiting factor with regard to future growth; however, the airport continues its efforts to be a good neighbor and has established a Noise Abatement Program. The airport sees itself experiencing significant growth in the coming years. The airport's vision for its future is to provide a first-class facility accommodating corporate and general aviation operations.

Flight training is a component of this airport's general aviation activity. Roughly 55 percent of the airport's annual operations are related to flight training. There are five businesses located on the airport that provide flight training. These businesses employ 65 total flight instructors and have 59 aircraft that are based at the airport. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 35 to 40 percent of its annual general aviation operations are business related. Approximately 10 percent of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting general aviation aircraft. Approximately 25 percent of all visiting general aviation aircraft fall into the business jet category.

OTHER AIRPORT CHARACTERISTICS

Craig Municipal Airport, located just minutes from downtown Jacksonville, is ideally situated for quick access to the city's beaches, downtown business district, and even to Jacksonville Jaguars football games at nearby ALLTEL Stadium. Due to its location, size, and capacity, Craig Municipal Airport helps to divert general aviation traffic away from Jacksonville International Airport and its large commercial planes.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is involved in several ongoing projects, including a security improvement project with controlled access and perimeter fencing, taxiway improvements, and noise abatement activities. There is also an active citizen's advisory committee. Current activities are primarily flight training and business related, with small amounts of recreational/sport, military and charter/air taxi activity. There are three flight schools on the airport which employ 65 instructors and offer 40 aircraft. The airport anticipates continued taxiway and security improvements and clear zone clearing in the future. The airport expects significant growth primarily in flight training, business/air taxi; however, there is some opposition in the community. If the opposition is overcome, a runway extension is recommended to fully serve the existing corporate jets and turbo-props already operating from the airport. The airport could support SATS aircraft. The analysis indicates that the airport has sufficient land area along with a precision approach and a part-time ATC to support expansion. If the existing primary runway is not expanded, capacity may become a more significant issue as traffic at the airport increases.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	X